



# T.O.M.C.C NEWSLETTER

April/May 2010

AUCKLAND AREA

**HI THERE EVERYONE, HOPE EVERYONE IS KEEPING WELL. AFTER 11 WEEKS IN A CAST I'M FINALLY FREE BUT IT'S STILL GOING TO TAKE A WEEK OR TWO TO GET MY ARM FULLY FUNCTIONAL AGAIN.**

**THERE'S BEEN PLENTY OF THINGS HAPPENING ON THIS BACKSIDE OF SUMMER, I'VE MADE IT TO FEW EVENTS BY PLANE, BOAT OR A FRIENDLY RIDE. I ENDED UP FLYING DOWN TO THE NATIONAL RALLY MAINLY TO ATTEND THE AGM. AS YOU WOULD OF ALL SEEN BY NOW, THE NATIONAL NEWSLETTER IS ONCE AGAIN IN PRINT, WE ALSO HAVE A NEW WEB SITE MANAGER, CHECK IT OUT!! LES OXNAM HAS DONE A FANTASTIC JOB ON THIS, ONE THING HE IS AFTER IS PROFILES OF MEMBERS AND THEIR BIKES TO GO ON THE GALLERY PAGE.**

**I ALSO CAUGHT A BOAT TO WAIHEKE ISLAND FOR THE SHOW AND SHINE DAY, A GOOD DAY WITH HALF A DOZEN MEMBERS SHOWING OFF THEIR BIKES, AND THANKS FOR FRIENDLY LIFTS FROM ANDREW D AND THE MAD FARMER (TO AND FROM THE AIRPORT TO THE NATIONAL RALLY), CLAIRE (LIFTS TO MEETING AND A VISIT TO AL) AND ROB (LIFT TO CLASSICS OUT AT PUKEKOHE AND USE OF HIS STATION WAGON FOR BLUES, BIKES AND BBQS).**

**AS FOR THE BLUES BIKES AND BBQS OUR CLUB STAND HAD 8 BIKES IN IT, AND WITH 450 BIKES THRU IN ONE AFTERNOON IT WAS GOOD EXPOSURE FOR US. I'VE BEEN IN CONTACT WITH THE ORGANIZER AND BOOKED THE SAME SITE FOR NEXT YEAR.**

**AND FOR THOSE OF YOU WHO ENTERED THERE BIKES INTO THE BIKE AUDITION, THANKS FOR ENTERING BUT MY TRIDENT WAS THE BIKE THEY PICKED?(HE LIKED THE USED LOOK) SO ITS MY SHOUT WHEN I SEE YA. LASTLY CONGRATULATIONS TO NICK UBELS FOR BECOMING A 15 YEAR MEMBER AND TO JIMMY RUPA, AL BROWN AND KENTON SHORT UPON REACHING 10 YEAR MEMBERSHIP, ITS GOOD TO SEE OUR CLUB HAVE LONG TERM MEMBERS, WE MUST BE DOING SOMETHING RIGHT.**

**THATS IT FROM ME. I HOPE THE TURN OUT FOR MEETINGS AND RIDES CARRY ON INTO THE WINTER,  
SEE YOU ON THE ROAD.**

**CHEERS GLENN MILLS.**

## TRIUMPH TIGER 110 649 CC REVIEW

THE TRIUMPH TIGER 110 WAS THE BIKE TO OWN IN 1954. COMBINED WITH OUTSTANDING FUEL ECONOMY CAME OUTSTANDING PERFORMANCE. THE ONLY FASTER BIKES WERE THE VINCENT 1,000S AT CONSIDERABLY MORE EXPENSE AND THEIR MANUFACTURE HAD CEASED.

THE CLAIMED BRAKE HORSE POWER FROM ITS TWIN-CYLINDER ENGINE WAS 42 AT 6,500 RPM WHICH FIGURE COULD WELL HAVE BEEN A FLASH READING ON THE FACTORY'S DYNAMOMETER AS THE 110'S TOP SPEED AND ACCELERATION WAS NOT ALL THAT BETTER THAN THE TRIUMPH TIGER 100 AT A NOMINAL 500 CC.

APART FROM THE FRAME FLEXURE ON TIGHT CORNERS, THE BIKE IS VERY RIDEABLE AND THE GEARCHANGE ON THE SEPARATE GEARBOX IS LIGHT AND VERY PRECISE. BRAKING IS JUST SHORT OF 30 FEET AT 30 MPH - A VERY GOOD FIGURE IN THOSE DAYS BEING HELPED BY THE AIR-COOLED 8 INCH FRONT BRAKE.

AS WAS TYPICAL OF MOST OF THE BRITISH MOTORBIKES 50 OR SO YEARS AGO, HOME MAINTENANCE WAS WITHIN THE SCOPE OF THE OWNER WHO POSSESSED THE NECESSARY TOOLS AND EVEN FAULTS ON THE LIGHTING AND IGNITION CIRCUITS WERE NOT BEYOND HOME REPAIR, UNLIKE MOST OF THE MODERN MACHINES WITH THEIR HIGH-TECH CONSTRUCTION AND SPECIFICATION.

IN 1954, THE ORIGINAL CAST-IRON CYLINDER HEAD WAS REPLACED WITH AN ALUMINIUM ALLOY JOB CALLED THE 'DELTA' HEAD WHICH WAS CLAIMED TO HAVE BETTER HEAT CHARACTERISTICS WHICH ALLOWED TIGHTER VALVE CLEARANCES GIVING IMPROVED ENGINE PERFORMANCE. THE BARRELS REMAINED CAST-IRON. THE TIGER 100 HAD AN ALL-ALUMINIUM ENGINE.

ALL IN ALL, A VIABLE MOTOR CYCLE TODAY. THE FUEL ECONOMY WILL DEPEND SOMEWHAT ON WHETHER THE VALVE SEATS HAVE BEEN MODIFIED FOR UNLEADED PETROL, OTHERWISE LRP WILL BE NECESSARY UNLESS GENUINE LEADED PETROL IS AVAILABLE AND APPARANTLY NOT MANY GARAGES SELL IT.

I MUST IMAGINE A MODERN JAPANESE 400 WILL OUTPERFORM THE TIGER 110 NOW BUT NOT BY TOO MUCH! IF AN AFFORDABLE ONE IN GOOD RUNNING ORDER WERE AVAILABLE, I'D BUY IT BUT GOOD EXAMPLES ARE RARE AND THEREFORE EXPENSIVE.

I HOPE THE EXAMPLES THAT ARE STILL RUNNING WILL CONTINUE TO DO SO FOR A LONG TIME TO COME FOR I UNDERSTAND THAT MOST SPARES ARE READILY AVAILABLE.

# **RUNS LIST**

**10th&11th April- Whitianga festival of speed, if your keen to go to this  
Paul Lewis has limited accommodation**

**11th April- TOMCC Monthly ride, leaving autobahn Silverdale, meet 10am.  
Depart 10:30 am.**

**27th April- Monthly meeting @ Swashbucklers from 7pm,  
23 Westhaven Drive.**

**9th May- TOMCC Monthly ride, leaving autobahn Bombay (not BP Drury  
autobahn) meet at 10 am. Leave 10:30**

**7th-9th May- Cold duck rally, Pourerere Rd Waipawa, pre-book \$30(includes  
badge) \$35 gate sale.**

**25th May- Monthly meeting @ swashbucklers, 23 Westhaven Dr,  
Westhaven. From 7 pm. Cut off for next newsletter**

## **IMPROMPTU RIDES PHONE NUMBERS**

CLAIRE 570-2007  
JIM & MARY 027 2837643  
DOUG 021 741380  
GLENN 021 0329920

JUDI 021 1324063  
PHIL 5342169  
ROY N 021 950272  
PETE W 021 1905185

AL 021 427420\*  
\*TEMPORARILY OUT OF COMMISSION

## **CHECK THESE OUT**

**WWW.HARDLYUSEDPARTS.CO.NZ TO BUY AND SELL MOTORCYCLE PARTS.**

**WWW.NZONLINE.ORG.NZ TO BOOK CHEAP NZ ACCOMMODATION.**



**DEUS EX MACHINA 90 WELLESLEY ST, FOR A COFFEE AND CHECK OUT THE  
CUSTOM BIKES.**

**WWW.TOMCC.CO.NZ OUR CLUB WEB SITE**


**IF YOU THINK LIFE IS BAD, HOW WOULD YOU LIKE TO BE AN EGG? YOU ONLY GET LAID ONCE, YOU ONLY GET SMASHED ONCE. IT TAKE 4 MINUTES TO GET HARD, AND ONLY 2 MINUTES TO GET SOFT. YOU SHARE A BOX WITH 5 OTHERS, AND AFTER 4 MINUTES IN THE HOT TUB YOU GET YOUR HEAD SMASHED IN FOLLOWED BY A GOOD POKING BY A BUNCH OF SOLDIERS. BUT WORST OF ALL, THE ONLY CHICK THAT EVER SAT ON YOUR FACE WAS YOUR MOTHER. SO CHEER UP, LIFE AINT THAT BAD. HAPPY EASTER.**

SEVERAL WAYS TO BUILD THIS 1/8 SCALE...

## Triumph Custom Showbike



The Revell-Triumph Custom Show Bike is an authentic 1/8-scale replica of a customized Triumph motorcycle • Included in this exciting kit is a detailed chrome engine with builder's choice of stock or custom carburetors, REAL rubber tires and two types of high-riser handlebars • The kit also features a custom exhaust system, fuel tank, head and tail lights, ignition wiring, fuel lines, control cables, custom seat and chromed "Slazy Bar."



ITEM	PACK	WEIGHT	RETAIL
H1230	12 ea.	10.0	3.00