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2007-3 (published May 2010) Cover photo from Butler's Orchard 2009, Chantland barrels on a Triumph. Lead story, part 3 of the real story of the Meriden blockade, successes and problems; dreams that didn't come true. A Triumph scooter: nice but born at the wrong time. The story of last month's cover, the Mongrel. Service department questions – there's oil dripping from my headlamp. Reunion of nine friends after 50 years on two wheels. Tech Note: Inside the rotor and stator.

2007-2 (published March 2010) Cover photo, mystery custom bike (solved in next issue). Part 2 of The Story of the Meriden Blockade, by Mick Duckworth: an American challenges Britain's motorcycle industry and government. Kevin Cameron on the speed of the flame. Those were the days – can you deny what Gordon Moore is writing about? Tech notes, John Healy on installing seat covers. Years fly by at "The BSA". A rider finds his first Bonneville and fifty years later he's riding it.

2007-1 (published November 2009) Cover photo, what could be Bonneville No. 1, to go with our story about the 50th anniversary. First part of the history of the Meriden blockade, and the near-death experience of the Bonneville, by Mick Duckworth; roller versus plain bearings, Kevin Cameron goes inside; Triumph dragsters in England; Tech Notes by John Healy -- fitting connecting rods.

2006-4 (published September 2009) Cover photo, the headstock of Sam Jackson's beautiful Matchless, from an article about the summer of shows and rallies; Kevin Cameron explains the virtue of data as contrasted to seat-of-the-pants tuning; Sex appeal sells, even sexy bikes; why build an engine that's already built? better materials and machining make a perfect Norton single; Paul Garson on old-time racing in Australia; tech Notes by John Healy -- cleaning out the sludge traps in great detail (also available on the web); one man, one bike, and a lot of years getting back home.

2006-3 (published May 2009) Cover photo, the instrument cluster of a 1938 Speed Twin. Inside, a profile of Bill Fannon, prolific builder-tuner; a visit to the British Motorcycle Museum by John Healy; an affectionate look back at Les Harris's contribution to Triumph; Kevin Cameron on what makes crankshafts work, and it isn't what you think; Eddie Mulder returns to Pikes Peak; Paul Garson finds a bike said to have been owned by Bud Ekins, a beautiful 1938 Triumph; Mick Duckworth on the 350cc middleweight that might have been; and Sid Biberman and his son on the never-ending pursuit of what's next.

2006-2 (published January 2009) Cover photo, a gleaming Brough Superior with a JAP v-twin engine. Revisiting transatlantic rivalries: Beezumph riders haven't changed, much, by Mick Duckworth; Ring in the new, Kevin Cameron on the inner life of piston rings; First impressions -- Darryl Pendlebury never forgot his first view of Agostini cresting what came to be known as Ago's Leap at the Isle of Man, and he went on to a career in motorcycle testing and tuning, by Mick Duckworth; Oil-in-Frame revisited by Lindsay Brooke, another view of the controversy from last issue; review of the Brough annual gathering and what's in store for the marque; Tech Notes by John Healy -- what makes those Amals work?; and one man's 40-year affair with a hybrid, the tidy TriBSA.

2006-1 (published Autumn 2008): Cover photo, a dusty 1960's California scramble, by Tony Denniss. Book review: *Two Wheels to Panama*, aboard a 1950s BSA single through the trackless jungle, by William Carroll; Legend of the Motorcycle coverage at Half Moon Bay, by Mick Duckworth. Kevin Cameron explains why even the most modern engine designs don't completely do away with overheating. Norton shows a new rotary. A profile of Brian Slark, who has had a part in the US motorcycle industry since the 1950s and now runs the Barber Motorsports Museum in Alabama, by Mick Duckworth. Tony Denniss was sent by Norton to find out what the US market wanted, by Mick Duckworth. There's plenty to see at Raber's Parts Mart in San Jose. Norman Hyde trots out a series of after-market accessories for the new Bonneville. A Brough brings a record price for a British motorcycle.

2005-4 (published summer 2008): On the cover, a Manx Superior. Profile: the genius of Arthur Jakeman, by Mick Duckworth. How Triumph sold military motorcycles to the Dutch. Ewan Cameron builds Manx Superior V-twins. Kevin Cameron on marketing pressure conflicting with engineering needs. The notorious 1971 650cc oil-in-frame bike was computer designed; 2008 models on stage at Birmingham bike show; Matthew Biberman takes a poetic look at his Vincent Black Shadow.

2005-3 (published winter 2007-8): Profile: John Woodward takes an unsentimental look back at laboring in the Triumph factory, by Mick Duckworth. Auction prices at Bonhams defy the market. Rick Carnevali tells the story of his "Bad Batch Bonnie – it was love at first sight". Kevin Cameron says to make a fine alloy it takes politics and economics. Tech Tip – John Healy on working on swing arm bushings. Tom Volkmann of New Mexico describes his first ride on his newly restored 1949 Vincent Black Shadow. Mick talks to Colin Seeley. Ugly Duckling, the prototype DOHC Norton Villiers engine discovered in the National Motorcycle Museum. Norton Nomad finds a home.

2005-2 (published autumn 2007): Profile: Tony East owns a retirement paradise ARE collection of bikes right on the Isle of Man circuit, by Mick Duckworth; Thunderbird Thruxton "The Saint" has a new owner; Kevin Cameron on why we need piston ring wall pressure – because the bores are not perfectly round and straight; Clement Salvadori reviews the Colin Seeley book *Racer...and the rest*; Tech Tip by John Healy on the tools and tricks of timing Triumph cams; Jim Reynolds on a Vincent that has gone from the parts bin to the road; Bud Provin reminisces with Muriel Farrington on his father, Lloyd Provin and his shop in Vermont; Replica Matchless brings the marque back to life; Glory and shame on the TT circuit – Tom Simister and Albert Taylor rode IoM 80 years ago.

2005-1 (published summer 2007): Profile: A clean triple is a happy triple, Neil Beadling keeps things fast and clean, by Mick Duckworth; secret 1971 memo outlines Triumph's racing plans to build a super-light triple; Kevin Cameron on progress – there's nothing smooth about it; Matchless being revived by Greek entrepreneurs for 2008; Triumph's radical new designs—for 1985; Margo Warlick relives her 1972 coast to coast ride on a TR6, starting in England; Profile: Paul Garson visits Jaye Strait, who discusses how he got where he is.

2004-4 (published spring 2007): Profile: Caution – test rider – Jock Copland wrung out the bikes and took a toll on his mates as well, by Mick Duckworth; Kevin Cameron on why vintage iron and modern oil don't mix; Snuffy Smith's Tiger Tales, part 2, in which our hero spends 33 hours on a single seater, with whoopee cushion; Tech Tip - John Healy on lacing a Triumph or BSA rear conical hub; How the BSA Gold Star got its name; Tech Tip by John Healy on how to make a five-speed from a four (reprint, updated).

2004-3 (published fall 2006): Profile: Paul Garson on George Barber's garage in Birmingham, AL Second Annual Vintage Festival, featuring John Surtees; Dale Walksler wins race for century-old bikes; Snuffy Smith's Tiger Tales part 1 in which our hero makes it from Devon PA to Ft Lauderdale for a summer job aboard that Tiger; 1966 mid-year modification handout; 2007 Tiger 1050; Profile: Tony Scott tells of a life in racing and his role in 41 Manx victories, by Mick Duckworth; modeler Bernard Cunningham builds state of the art Velocette and Norton engines in miniature; Kevin Cameron on the art of making your engine breathe; Tech Tips – John Healy on refurbishing an Amal Concentric.

2004-2 (published summer 2006): Lindsay Brooke on the Isle of Man – worth waiting for, but don't wait; Kevin Cameron on updating your old iron – first, don't solve problems that don't exist, and then recognize that solutions come from careful observation of what is actually happening; Profile: Bob Haines, a trials rider and tester, is known as the man who closed five factories, but he's still smiling, by Mick Duckworth; Player Nortons back at work; Profile: Jamey Blunt on what makes Eddie Mulder Eddie Mulder, and what Eddie makes; letter from Spain, Jose Maria San Millan collects trophies on his BSA.

2004-1 (published winter 2005-6): The Isle of Man is not always to the swiftest, at least after practice, by Mick Duckworth; Kevin Cameron on why do we race – “It's great man, and there are NO COPS”; the old triumph factory, now just a marker; Tech Tips, John Healy on favorite tools, a short guide to fettling; Profile: Six Day triumphs, from Wales to Massachusetts with Jim Alves, by Mick Duckworth; Ted Cobb wins inaugural Thruxton Cup Challenge; Bob Rowley, factory test rider, didn't pull any punches; raiding the US for Indians made by Enfield; the Triumph range for 2006.

2003-4 (published autumn 2005): Profile: Harry Woolridge worked his way up at Meriden from scraping bearing to the experimental department, and Umberslade Hall, by Mick Duckworth; Malcolm Uphill's famous 100-mph at IoM Bonneville is restored; Kevin Cameron on the differences between English country lanes in 1937 and the interstate in 2005, an air-cooling primer; Tech Tips, John Healy on detonation; Profile: The Ace Café then and now – more similarities than differences; Thunder off the road in the Cotswolds; Walmsley takes over 7R/G50 service; Coupe Moto Legende in France.

2003-3 (published summer 2005): Profile: A 71-year-old man, a 35-year-old T120 and a 76-degree crank set out for Cachuma, by Dick Harris; Tech Tips, John Healy on carbs – they giveth and they taketh away, and how to hear what they're saying; Kevin Cameron says to think of your engine as if all the parts were flexible, because they are; where to shop for a 90-year-old bike? Verralls might just have what you're looking for; Profile: Pre-unit Triumphs and more than 60 hp? Steve Campbell may know the way, by Mick Duckworth; It all started because Jan deJong bought a Gold Star; Barber Museum buys historic Alex George triple; new parts from new places.

2003-2 (published January 2005): Fielding dreams at the 2004 Isle of Man -- a small German-based team makes a valiant attempt, but a local wins, by Mick Duckworth; Kevin Cameron on the right technology for the right age; Profile, Fred Swift, a man behind the scenes at most of the top factories, by Mick Duckworth; Museum meandering – at the London Motorcycle Museum, and the National Motorcycle Museum reopens after devastating fire; Tech Tips by John Healy – where the piston meets the squish zone.

2003-1 (published October 2004): Profile: Les Williams kept his eye on winning through all the changes at Meriden, by Mick Duckworth; National Motorcycle set to reopen after fire, featuring Slippery Sam; This Hobbitt is not mild-mannered, it's a screaming quarter-miler; Kevin Cameron

on the mysteries of cam timing; TriCor service school pop quiz – do you know as much as you think? Aboard an India-made Royal Enfield from the tip of England to the tip of Scotland, by Mick Duckworth; Tech Tip by John Healy – Ohm's law and voltage drop (followup on previous Tech Tip)

2002-4 (published June 2004): How a fire in England ignited a bunch of fans half a world away – the story of the Texas Ceegar, by Dave Howe; Kevin Cameron on quick thinking at trackside – where is that common sense? Tech Tips by John Healy – British electricians for the rest of us; Profile - Triumph's world service manager, John Nelson's 23 years with the marque, by Mick Duckworth; in 1973, three Meriden triples taught English at the Bol d'Or in France; digging in during the war, building Royal Enfields underground; The Hogslayer - adding Nortons to the Harley-Triumph rivalry.

2002-3 (published March 2004): Profile by Mick Duckworth: On the cover, the perfect Bonneville (1966), rebuilt by the meticulous Hugh Brown; and a Bonneville with mystique, the Thruxton; the Norton factory auction; in the Triumph factory trashheaps, some treasures emerge, including two OHC engines prototypes; Tech Tips, a guide to valve guides, by John Healy; Daytona auction prices.

2002-2 (published December 2003): A dazzling success of the 2004 Beezumph rally under sunny English skies; Profile: Steve manly builds Nortons that fly in a shop behind a pub, by Mick Duckworth; National Motorcycle Museum burns; Jamie Linxwiler tells about building a T140 AHRMA road racer; Profile: the legendary Percy Tait, four decades of riding the best and fastest, by Mick Duckworth; Tech Tip, lacing the Triumph-BSA conical wheel, assembly lubes and cable lubrication, by John Healy.

2002-1 (published August 2003): father, or mother of all modern Triumph twins, Edward Turner's 1937 model, by Mick Duckworth; Profile: Paul Pratt, world traveler, with his 115,000 mile Thunderbird, by Mick Duckworth; review of the Wooler Light Four; Norton's secret weapon no one knew about, the DOHC twin; What happens when you find an old Bonneville in a barn? Charles Inman tells the story; Jim Rice and the BSA dirt track triple; Triumph factory team returns to the track; Tech Tip by John Healy, how he built his own custom torque wrench.

2001-4 (published December 2002): TIOC moves from Holliston; Factory 500 road racers, Arthur Jakeman, Mick Hemmings and Les Williams take on the task by Mick Duckworth; Clement Salvadori, part three of his travelogue; secrets of the rocker box; Profile: Neil Keen, who won more than 354 feature races in his career, by Mick Duckworth; Kevin Cameron says engineering doesn't exist to simply solve problems, but to give a choice in how to solve them; Daytona 2003 auction results; Bloor rebuilds; book review – Harry Woolridge *The Triumph Trophy Bible*.

2001-3 (published August 2002): Lake Cachuma: It's all about having a good time, by Bob Felter; Clement Salvadori Part two, in which picks up a new Bonnie at the factory; Mick Duckworth explores three workshops in France; Kevin Cameron on valve seats and early alloy cylinder head development; Triumph, the first hundred years, a history lesson with Mick Duckworth; Mick rides the Golden Jubilee Bonneville; book review by John Healy: *Mann of his Time*, by Ed Youngblood; Tech Tip by John Healy, on cylinder head studs.
(subtotal 20)

2001-2 (dated March 2002): On the cover, Eddie Mulder astride a Hinckley Bonneville demo bike at the Lake Cachuma Rally in May, 2001. One of England's most versatile racers and

ingenious fabricators, is Alf Hagon. Profile, Mick Duckworth. Clement Salvadori remembers his 20th summer, 1960, at the factory, on a new Bonneville – a boy, a bike, an adventure. Triumph's 100th anniversary activities. Who talked me into this? Robert Fisher recounts his journey from Los Angeles to Barstow to Las Vegas. Kevin Cameron on venting the crankcase. Frank Snively on what we should do with our carburetors at higher altitudes. Kirby Rowbotham's goal is to keep old bikes running and make them easier to look after in his West Midlands shop. Tech Tips from Ernie Bransden - the various places spark gets lost.

2001-1 (dated November 2001): On the cover, details of 1963 T120 Bonneville owned by Wayne Moose, photographed at the Triumph Come Home Rally, June 2000. A remembrance of Doug Hele, who died in November 2000 at 82, and whose career was a tremendous contribution to the British motorcycle industry, by Mick Duckworth. The last Triumph to win an AMA National flat track race on a one-mile oval was a 750 ridden by Gene Romero in 1973. Mick Duckworth visits the machine. Letting the Hinckley Bonneville breathe is Phil Allen's small business. Grammy and Grandfather at Yosemite 2001, by John Healy (grandfather). Book review - The Manx Norton by Mick Walker. Kevin Cameron on flowbench fun – the manual had some surprises, and the flow champion is a Norton twin. Tech Tips from John Healy - removing the blind drive side cam bushings and camshaft gears; determining the crush height of pushrod tubes

2000-4 (dated May 2001): On the cover, Triumph's 2002 T995i Daytona, inside a review by Mick Duckworth. Jerry Wood puts the Rickman on the podium. Profile - John Cooper with a string of victories he still loves to ride, by Mick Duckworth. Some less-obvious five-speed conversion secrets, and some 4-speed tips while we're at it, by John Healy. New Trident oil pump. Founded during the café racer boom, Unity Special Equipe has become a key supplier of after-market parts, by Mick Duckworth. John rides the new Bonneville. Kevin Cameron on chambers and ports. Tech Tips from John Healy - determining cable free play; identifying and working with decals.

2000-3, dated January 2001. On the cover, a beautiful 1962 T120 Bonneville, inside a review of *Triumph T120/T140 Bonneville* by Steve Wilson. Dealer profile, Donelson Cycles of St. Louis, Missouri, has a trove of old British iron in the midst of the latest products, by Mick Duckworth. Herb Harris is a Vincent-HRD collector and has a special affection for his Series C Black Shadow cutaway, but there are many others, including a Velocette KSS, by Mick Duckworth. Riding the Indian-made Royal Enfield Bullet – suddenly its 1955, by Mick Duckworth. Kevin Cameron on the theory of cams and cam timing. Tech Tips from John Healy - pistons and pins on the firing line, the dangers of preignition, a practical example; protect your chrome; basic shop chemicals, Loctite, Phil's LL-5; baby powder; brake tips.

2000-2, dated October 2000. On the cover, Tim Ackroyd and his 1966 UK spec TR6R. Rally if the Tigers 1999 high spirits in the rain - again, including a wall of death. Paul Ackerman writes on stainless parts issues and grading. Tourist report - Ric Wall rides Ohio to Utah. Profile - Randy Baxter made Marne, Iowa into a world capital of motorcycle parts, and calendars, by Mick Duckworth. Kevin Cameron on how elastic your steel fasteners really are (nuts are softer). Tech Tips from John Healy - Kill buttons for your Boyer; more rim gotchas - spokes, nipples, flat spots and how tight is tight.

2000-1, dated June 2000: On the cover, Vic Olson and his 1923 Grindlay Peerless. Book review, Triumph Tiger Cub Bible by Mike Estall. In memory of Jack Wilson, by Robert Baucom. John and Susan Healy take to the road at Lake Cachuma. Jim Lieblang makes a 1979 T140D over in his own image. Brian Chapman and Mighty Mouse: a single cylinder blown Vincent takes on the big boys, and usually wins. Jim Reynolds borrows Chris Williams' original BSA Bandit for a

week, or so. Kevin Cameron on getting the heat out (more thoughts). Tech Tips from John Healy - piston to valve clearance; 1971 and later head gasket problems.

1999-4, dated March 2000: On the cover, Steve Maney's Norton and Keith Martin with the RPM Triumph. Hinckley enters the 600cc super-sport arena, by Mick Duckworth. Bill Getty reveals all about rigid-frame riding in the desert. Kevin Cameron on managing heat and cooling. Daytona shorts. Jim Reynolds on riding, and judging at the Motor Cycle World Weekend. He got to ride Old Miracle. 2000 Daytona auction results. Tech Tips from John Healy - Lacing the 1966-70 front wheel; fixing exhaust spigots; spring cleaning before riding.

1999-3 (dated October 1999): On the cover, nitro-powered Triumph non-unit 12,000 rpm 500cc dragster and owner Martin Willmott, with story inside by Mick Duckworth. A new twist, Dick Harris and his 76-degree crankshaft, by John Healy and Dick Harris; Non-intuitive firing orders, by Kevin Cameron; 1999 Beezumph Rally, Norton kit, Lake Cachuma, Bonneville 40th anniversary; Gold-medal winning 1958 Trophy of John Giles and Les Wright; Tech Tip: Triumph Twin shock hub by John Healy.

1999-2, dated July 1999: On the cover, Vintage races Alistair Hillaby, northern England's Mr. Triumph. Tracking down Rick Tragle, Vincent specialist, by John Healy and Mick Duckworth. The bellowing Seeley Triumph - what he heck IS that? By Mick Duckworth. Norcroft Engineering to produce fifties-style 1000cc V-twins. Today's Amals come from Grosvenor Works, by Mick Duckworth. Tech Tips from John Healy - installing rotor and stator.

1999-1, dated March 1999. On the cover, Paul Danilowicz with John's 500 torn down at Daytona 1999, with John's article inside. Book review by Mick Duckworth - *Vincents with Big Sid*, by Sid and Matthew Biberman. 1999 Daytona auction results. Mike Fitzsimons, early collector of Brough Superior. Part 2 of lacing and truing Triumph rims by John Healy. Why did Edward Turner use only two main bearings? Kevin Cameron has an idea. Tech Tips from John Healy - installing carbs; checking needle wear; adjusting valves; O-rings replacement.

1998-4, dated December 1998: On the cover, Bobby Sullivan's 1963 Triumph instrument cluster. Mick Duckworth visits with the Two Fat Ladies, the popular cooking show featuring, in addition to the two, a 1996 900cc Thunderbird with Watsonian sidecar. Working the corners as a race marshal, by Ann DeMagistris. Want to buy a 1939 Triumph? It needs a little work, by Robert Myers. Triumph 400cc twins for Japan. Purple People Eater, races by Lyn Roe, tuned by Nigel Roe, rule their dragster class, by Mick Duckworth. Tech Tips from John Healy - Lacing and truing Triumph rims, a five-page journey (Part 1); drilling fenders; painting tanks; routing cables and checking them.

1998-3, dated November 1998: On the cover, Joe Daloia at Triumph Day 1998 at Sturbridge, Massachusetts, with story inside by Mick Duckworth. London Rally of the Tigers. Peter Rowe's 1970 BSA A65T Thunderbolt is tax-free, by Mick Duckworth. Brit Iron internet group members visit New York City, featuring Charles Falco, by Mick Duckworth. Kevin Cameron on why you should not take your aluminum rods for granted. Tech Tips from John Healy, a few Amal secrets, and a few more; points and condensers and electronic ignitions, which oil to use?

1998-2, dated June 1998: On the cover, Mark Bisceglia at Triumph Day 1998. Letter about George Joyce, Mr. Eureka. Brian Safer reminisces about the shop run by Steve Collins and Don Beckinger, Collins Cycle in Sutersville PA. What happened to Max Lampky and the Vincent streamliner?. Rick Patroia takes us inside vintage racing. Kevin Cameron on why never to neglect tire pressure. Is a 37-year-old bike the right choice for a touring holiday? Jim Reynolds

rode his 1950 Norton Dominator and he knows. Tech Tips by John Healy: Good old battery basics – read the instructions. Short term storage gas problems; Lucas fuses; plated threads; more battery tips; avoiding detonation.

ONE LEFT 1998-1, dated March 1998: On the cover, a Royal Wedding limited edition 1983 Triumph, with story inside by Mick Duckworth. Profile, Norman Hyde, elegant and stylish but under that he's more like his fierce logo. How to tame a Gold Star, with a Steve Tonkin fifth speed, by Mick Duckworth (a correction appears in 1998-2). Gene Romero talks about his Triumph years and his time on Japanese bikes, by Mick Duckworth. Jerry Wood 1998 auction results. Tech Tips by John Healy - more on alternators (in letters), pushrod leaks, the fork leg cover; Amal tips, softening a seat cover and how to drill a hole in a stainless fender. Obit George Joyce.

1997-4, dated December 1997: On the cover, a 1938 Speed Twin. A details treatise on restoring the difficult 1963 USA Bonneville, by John Healy. Cool Kevin Cameron on cool running, about gasoline. The Ariel Square Four, a gentleman (or woman)'s bike, by Mick Duckworth. How Mick Hemmings does it, by Mick Duckworth. How a 1954 T110 tamed the California desert, by Bill Getty.

1997-3, dated October 1997: On the cover, Dick And Martha Brown (an obit of Martha appears in 1997-4) at a Pennsylvania rally; Profile- Dave Nourish Racing has been the midwife to hundreds of successful racing engines, by Mick Duckworth. Ferodo brake parts list. Kevin Cameron on metal fatigue. Riding a Triumph Grand Prix on the road, Jeff Holt knows how and why, by Mick Duckworth. Don Sliger's 200-mph Royal Enfield. Detonation and its sinister sister Preignition, by John Healy. Tech Tips - get new Amal needles! Proper winter storage..

OUT OF PRINT **1997-2** One Man's Dream, by Mick Duckworth. Too Big for the Bore, by Kevin Cameron. Numero Tre, by Mick Duckworth. Not What it Seams, by Jim Reynolds. Reflection on Daytona, by Mick Duckworth.

FOUR LEFT **1997-1 (published March 1997).** Cover, a 1952 BSA A10. A reminiscence of Roger Reiman. Jack Wilson tells how he does Triumph Tuning the Texas Way, by Mick Duckworth. *Triumph and BSA Triples*, a book review by Dave Quinn. Fred Walmsley's Norton Manx replicas for the Nineties, by Mick Duckworth.. 1997 Jerry Wood Auction results. Graham Bowen details his Triumph restoration techniques, by Mick Duckworth. Tech Tip by John Healy - new valve guide clearance values; 1979 alternator fitment; thread-lock chemicals; spring bike startup; clutch pullers Internet & e-mail Addresses.

1996-4 Ireland's Long Running Cub, by Mick Duckworth. The Lives of Piston Rings, by Kevin Cameron. Idaho Vintage Motorcycle Show, by Justin Bridges. Floyd Garret and his M.A.C., by Floyd Garret. Lair of the Mountain King, by Sid Biberman. Rather Large Triumph Dragster, by Mick Duckworth.

1996-3 published October 1996 Boston Bikes, Kevin Cameron on his many visits to Pete Andrews' and other shops. Profile, Sammy Miller by Jim Reynolds. The 1996 Lake Cachuma Rally, by John Healy. Book review by Dave Quinn: *Triumph Racing in America* by Lindsay Brooke. How to do a motorcycle calendar, by Tim Remiss. Marten Adams' Search Super Cub, by Mick Duckworth. Tech Tips by John Healy – Amals again; directionals; electrical corrosion; mail order tips.

OUT OF PRINT **1996-2 published June 1996** The birth of the Trident T150, by Mick

Duckworth. Inside plain bearings, by Kevin Cameron. The world BSA Rally in Aoteroa, the land of the long white cloud, by Karen and Jim Knoll. Vincent treasures from a garden shed, by Sid Biberman. Tech Tips by John Healy – repainting your tank; valve guides; air cleaner wisdom; replacement batteries.

1996-1 published March 1996. On the cover: Phil Pearson's Gold Stars, 1968 Grifon Triumph. The Story of the Italian Triumph, the Italjet Grifon, by Mick Duckworth. Third in a series on preparing a Triumph 500 to road race, by John Healy. Wobble, wiggle, whatever, dealing with stability on the road, by Kevin Cameron. Mick Duckworth on Phil Pearson's Gold Stars. Dealer profile, Collier Cycles in Nashville, by John Healy. J. Wood Daytona auction 1996 results. Tech Tips by John Healy – clutch cable secrets; brake tips, fuel tips.

1995-4 LA to Vegas the Hard Way! Desert Riding on a 1954 Triumph Tl 10, by Bill Getty. Second in a Series- Preparing a Triumph 500 to Road Race. Checking Your Engines Temperature, by Kevin Cameron. Stainless Engineering, by Mick Duckworth. 1995 DelMar Classic by John Healy.

OUT OF PRINT **1995-3** Dave Green Fifty Years at Triumph- Turner to Bloor, By Mick Duckworth. London & Paris- Did Triumph's Buy & Fly Program Save Triumph? by John Healy. First in a series- Tech Tip -- Preparing a Triumph 500 to road race, by John Healy. Preparing for winter storage by John Healy. Tuner's Attitude and Performance by Big Sid Biberman. 1995 Mid Ohio J. Wood Auction Results.

1995-2 Ace Classics By Mick Duckworth, Cam Center Line Modifications - a look in to how and why, and a in depth look at opening and closing figures of more then fifty different cams for triumphs- Data and notes by Bill Milburn text by John Healy. Amal MKII choke assembly tech tip.. John Bloor's Thunderbird by Jim Reynolds.

1995-1 Clyde Earl remembered by David Gaylin, TIOC-AHRMA Second Annual Triumph Award – to Chris Stobaugh of Dallas Texas , Sandy Roca visits Sam Avelino's motorcycle sales and service, Tech Tip -- Slipping Clutches By John Healy, Daytona Auction Results, Composite Head Gasket -Which way up.

1994-4 Daytona 900 road test by David Gaylin, Setting up a carburetor by Kevin Cameron, Isle of Man Vacation by Mark Robinson, The Velocette Vulcan by Jim Reynolds, Powder Coating is it for you? by Sandy Roca, Hepolite recommended minimum piston clearances.

1994-3 First new Triumphs By Lindsay Brooke, Gasoline.. Tech Tip -- That Mysterious Fluid by John Healy 1969 tank paint scheme, 1994 AMA auction results, Alton Dynos by Jim Reynolds, Product release- Jonny Isaacs- high performance pistons for T-140's,

1994-2: Vintage Gamble's by Jim Reynolds, 1965-66-67-68 tank paint schemes, Bing update kit for late model Triumphs, Specifications for K-H cams for Triumph 650-750 twins.

1994-1: TIOC - AHRMA first Annual Triumph Award, to..... Pat Mooney. Perfect Reflections...Tech Tip - Buffing your aluminum cases by John Healy. From Tucker to Triumph by Daniel Spannraft 1994 J. Wood Daytona Action results. Letter to Don Smith from Brian Jones at Triumph about respectable gas and the effect of ignition timing at 32, 36,38 degrees. Paint scheme for 1970 Bonneville. Triumph returns to America

1993-4: Gate City Cycle “Arch Bishop” by Sandy Roca. Point / Counter point, On how often

should you ride your vintage bike. MZ joins the free world by Jim Reynolds. Johnson Motors, Inc. 1957 News Bulletin-Triumph class "C" 500cc. racer. John Bloor's Triumph by Jim Reynolds. Canadian Connection by Jim Reynolds. Letters and tech tips. "SC" oil, and others.

1993-3: Triumph in America reviewed By Dave Quinn, Hutchinson Cycle Visited by Sandy Roca, Valve seats... form and function by Leo Goff, Bonneville Paint Scheme, A65 drive side roller bearing and misc. tech tips.

1993-2: Tenth Annual Triumph Day, Dick Mann Inducted, Bonneville Paint scheme By John Chrichlow and Dave Quinn, 1970 Trident... Retitled 1969,1969 Trident styling kit, Better balancing By Lindskog Balancing, misc. tech tips.

1993-1: Daytona Vintage Celebration by John Healy, Chris Williams - Have They the Secret? by Jim Reynolds, J. Wood and Co. 1993 auction results/Total Triumph sales 1977 through 1982, tech tips - You and your battery, camshaft information, the Bonneville T120rt, Misc. tips.

1992-4: Team Texas Triumph At Bonneville, Valves and Guides.. inspection and reconditioning by Leo Goff, Alcohol in the fuel tank by Buzz Buzzelli, Baxter Cycle by John Healy, Ariel Square Four Final Fling by Jim Reynolds, Lucas stators and rotors fitted to Triumph motorcycles 1954 -82, tech tips

1992-3: Blue Ridge Rally, Four speed gearbox summary 650cc models, AMA American Heritage Foundations Heritage Days tech tips -Varnish decals, oil fed tappets, stuff dad should have told you and probably didn't. More letters from Sid Biberman.

1992-2: Mike Estall... Mr. Tiger Cub, 1955 Class C racer: Specification, Denis Poore... a letter to Don Brown, Hughie Hancox Unit 650 reviewed by David Gaylin, News from New Zealand by Bob Cochrane, tech tip - AMAL spray tubes.

1992-1: Issue Number 51, beginning new issue numbering system. (**dated March 1992**) Team Texas Triumph by Dave Howe; There's No Middle Way by Kevin Cameron, Why won't my wrenches fit – a dissertation on Whitworth sizes, by Ken Bell; Philip Irving remembrance by Sid Biberman, Stacked Deck by Sid Biberman, Tech tips - Alpha to Numeric Numbers, High Gear Bearings, Trident Clutches, Triumph Service Bulletin on spark plugs.

Magazines earlier than 1992-1 (Issue Number 51) have inconsistent numbering. The Indexing numbers below are based on the Issue Number, found on the first editorial page.

50 Vol. 5 No. 1 1991: 5 speeds rebuilt, improved, conversions, close ratio, layshaft Mike Parti—racer, collector, restorer by John Healy, tech tips - adjust your chain, John Bloor's Triumph by Jim Reynolds.

49 Vol. 4. No. 4 1991: Service bulletin - Generator testing written by Rod Coates, The Triumph Way reviewed by David Gaylin, tech tips - Gas mileage, needle jet worn, Zener diodes, float level adjustment, spark plugs.

48 Spring 1991: Boyer & Rita Electronic Ignitions, Tach Drive Assemblies, Triple Clutch hints, Jim Reynolds: State of British Made Motorcycle Scene, Leo Goff: AHMRA Daytona Race.

47 Winter 1990-91: The new Triumph, Head preparation for guides by Leo Goff, Motor and

Frame numbers back to 1905, Over here...by Michael Kane, Bearing chart, Rally in Australia, Rally in New Zealand, "One Man's Pudding" by Sid Biberman, Member letters.

46 Fall 1990: Triumph revised engine numbering system, 5th Blue Ridge Rally, Trident Rocket HI International Rally by Jim Reynolds, BSA International rally O.V.B.S.A.O.C., Motorcycling Britain's Golden Years. on VHS Directed by John Quick Reviewed by David Gaylin, tech tips - valve guides, winter storage.

45-Summer 1990: Valves and Springs and other "Head Work" By Leo Goff, 1940 Triumphs by David Gaylin, 110 Decibels... Its just not natural by Jim Reynolds, tech tips - auto advance, rusty rims, tire inflation, battery vent. Energy transfer ignition, A member writes: Hyde T140 footrest kit.

44-S Spring 1990: Rod Coates remembered by David Gaylin, Daytona auction results, tech tips - no lead gas vs. octane, sludge trap time bomb," Parts catalogue replacement supplement for 1964, Bearing is a Bearing, is a Bearing... Right?

44-W Winter-1989-90: Touring on a Triumph by John Lorenz, tech tips - Lubricating the Auto-Advance, Dot 3-Dot 5 brake fluid. On the road to Detroit by John Healy, Donington "Norman Hyde" Classic Bike Championship.

43 Fall 1989: Pictures of "National Motorcycle Museum," tech tip - T150 clutch modification. Lake Cachuma National Rally, Soul of a Machine by "Big Sid" Biberman, Lucas Regulators, Gardner Unit, Miller Regulator, "Voltpak" 6 volt electronic regulator.

42 Summer 1989: Lucas Generators, Armature Growler, Parts Catalog No. 5 for 1967 "B" range twins Corrections, additions and deletions bulletin. Head bolt modifications. Daytona Auction Review by Dave Gaylin. Les Williams' Buccaneer. Santa Barbara Dreaming By Clement Salvadori.

41 OUT OF PRINT Winter-Spring 1988-89: Leo Goff "Cam Timing," article on Magnetos, Mr. wizard - A synopsis of an interview with Jim Woodward.

40 OUT OF PRINT Fall 1988: No tech articles. 3rd British Blue Ridge Rally, Mojave madness by Bill Getty, Vincent Owners club - North American Rally.

39 Spring-Summer 1988: Amal secrets revealed. Leo Goff - "Camshaft selection," British bike meets - Triumph day and Auburn. Book review. Keywords: Sibbett; Michael Kane; Bill Getty; Leno; Emata; Canada tour; Gaylin; Tech tips; Goff

38 ONE REPRODUCTION LEFT Winter 1987: CORRECTIONS to service bulletins in Fall 1987 issue: The Mainshaft high gear and/or Bearing replacement was updated by a later bulletin which listed the new mainshaft high gear and bearing assembly under separate part numbers, also oil leaks at pushrod cover tubes top O-ring part number was changed. Jim Cole's Vincent.

37 SIX REPRODUCTIONS LEFT Fall 1987: Service bulletins on: oil leaks at pushrod cover tubes 1969 and early 1970 (see winter 1987 for updated top O-ring part number), Updating early 1971 five speed mainshaft high gear and or bearing replacement to new assembly number, (but this service bulletin was also updated see winter of 1987 for update), valve timing -new cam wheel marks for T140.

36 Summer 1987: Lucas electrical equipment and maintenance (battery, 6ca contact breaker assembly, 7ca -contact breaker assembly. 2cp capacitor pack and more.

35 FIVE REPRODUCTIONS LEFT

34 TWELVE REPRODUCTION LEFT