

Triumph, registered January 1958.

Frame,

Rigid 1953

Head raked to originally accommodate 12" extended front forks but later reduced to 7" extensions.

Engine;

Originally, 1953 pre-unit 500cc Speed Twin. Changed In October 1972 to 1956 pre-unit 650cc Thunderbird.

Stripped for a re-build but not assembled or finished.

Works carried out by Frank Cooper, (Sprint & Flying Kilometre specialist) of Greenwich South St;

Con-rods changed from the original type with cast White Metal big-end caps, to later pre-unit Bonneville con-rods with big-end shells.

Crankshaft reground for, new Big End Shells and Mains Bearings.

New Mains Ball Race on the Timing side and Mains Roller Race on the Drive side.

New crankshaft assembly (crankshaft, con-rods & new pistons) balanced.

Camshafts changed to E3134 profile. (originals still available)

Crankcases assembled with new camshafts, crankshaft assembly and re-shimmed for end float.

Additional work carried out by National Sprint Association (NSA)

Cylinder head re-ported, plus larger valves and WS valve springs provided but not assembled.

Cylinder re-bored with new pistons & rings ("Pride & Clarke", S/E London) but not fitted into cylinders.

Additional info

Original Alternator changed for a newer Lucas replacement, with the plan to upgrade the electrical system from 6V to 12V.

Front wheel, the original, 3.25 x 18. I later changed the rear wheel to a 5.00 x 16 laced to a sprung hub. (I still have the 5.00 x 16 tyre)

Various items re-chromed or polished.

Bike is approximately 90% complete and stripped to every component, (with the exception of the gearbox). Some fabrication or engineering works will be required.

Attached picture is how the bike (aka, "Tina") was in it's last usage period, I have the bike's last road tax disc of that time period. From memory, Sep 1973?

