

# March Machinations

(included in March edition of Nacelle)

The weather remains awful so little motorcycle action this month. On other fronts we have had our AGM and continued with plans for The Treffen.

Firstly the AGM which saw Tony and Malcolm step down. It is difficult to express in words what they have brought to the club just to state they will be difficult to replace but hey they will still play a big part in the club and their shoes will be filled and the club will continue under the stewardship of Peter Devaliant as Chairman and John Stone as Social Secretary. The rest of the AGM was taken up with deciding what we should do. Well as usual we want to do everything, but we will have it distilled down to the shortish Wednesday night pub runs the slightly longer ROF's Friday runs and the Sunday runs where we will hopefully offer a run almost every Sunday and probably add to these a few weekends away (such as the ever popular Wives Weekend) and some Foreign adventures.

Martin K proposed that we change the designation of the club from South Essex to Essex though this was defeated by a sizeable majority. I would like to point out that members from out of area will be made most welcome and will be astonished by the amount of fun we have and our varied activities. So if you live nearer Southend than Suffolk come along and join in the fun. We have also been asked to participate in Jack Lilley's T Fest and also to have presence at the Southend Shakedown. The former was excepted the later rejected.

Secondly, our focus though is largely on the summer Treffen. Well we have a great band (be warned they ain't quiet). Also we have more leaflets than you can easily shake a stick at. I missed the last part of the planning meeting which was with the pub landlord to decide who pays for what. I am though assured that Martin K and the rest of our merry band drove a bargain that was to the clubs advantage.

More news next issue.

Now on to the saga surrounding my recently purchased project of the tired Honda CBR 600. I continue to take off the ugly bits which to be frank is most of it. It has a pleasing clutch housing and its rear suspension is robust and not unpleasing. My thoughts turned to making it into Trionda, but the engineering looked beyond me also I would be looking for a donor bike probably either a Street/Speed Triple or Hinckley Daytona and these are rare finds and the possible ones are beyond my budget. I would though like to hear from any members who have experience of restoring Honda sports bikes to café racer circa 1960's or indeed making a Trionda.

Bulletins will continue in the longer version until the project runs into the sand or until someone tells me none of this Honda rubbish is relevant to a Triumph magazine.

Chris O'