

THE OTHER DAY I MET A stranger who knew my name. The little man told me who I was as soon as I told him where I worked. He read the mag regularly, he said, each and every issue, he said,

those days, Roger has gone into the bike customising business full-time.

The bike is still easily recognisable as a Triumph Bonneville T140E. The cycle parts

brackets plus all fittings and mountings. He'll do a custom paint job on it if you pay extra; alternatively he'll sell you a complete customised machine to any specification you want, at a

on to the shell.

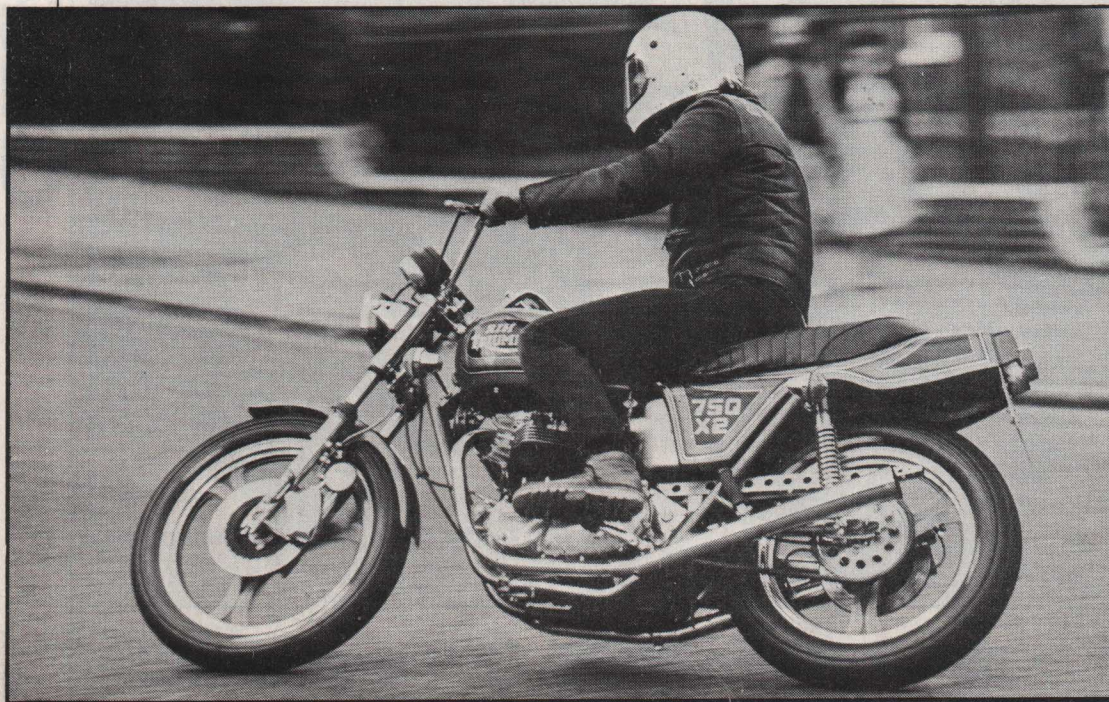
The first thing I noticed when I cocked my leg over the X2 was that the seat was noticeably higher than that of the standard Bonnie, presumably due to the fact that there's that much glassfibre below it.

The motor started up easily enough and the slightly-muffled thunderclap that rolled out of the Anglo 'silencers' brought back childhood memories of elder brothers in greasy drainpipe trousers rumbling off down the road on their beat-up old Nortons and Matchboxes. Ah, them were the days . . .

Enough of nostalgia. The trouble with the X2 Bonnie is that it handles just like a standard Bonnie — you know, good steering, reasonable roadholding, bum-numbing vibrations and so on. As most Regular Readers will already have read all about this in our May issue, it seems pointless to bore you with it again. So I won't.

Funnily enough, the motor didn't seem to pull the bike along much faster than my bog-standard CV-carburetted Bonneville, despite the X2's straight-through mufflers, rejettted slide carbs and two-teeth-less rear sprocket.

At the time our Roger put this



and he looked forward to my heartfelt scribbles with, well . . . er . . . cough, cough, polite interest, he said.

And such is life. I mean, sod the circulation figures, it's damn gratifying to actually meet in the flesh A Regular Reader (and such a polite one too!) because it brings right home the fact that there actually are folk out there who go and buy this mag each month with the express purpose of reading, and perhaps enjoying, what is writ therein.

Such Regular Readers as we have will, if their memories serve them at all well, no doubt remember having seen the bike depicted on these pages somewhere before. Built by Welshman Roger Hainsworth, it won the Best Bike Award at the Third Annual Custom Bike Contest on the Island this year and by virtue of this honour got its picture in the August issue of *Bike*. A couple of months later it was featured on the *Bike* stand at the Earls Court Show.

Those among you who have been Regular Readers for the past few years might remember this chappie Hainsworth from an article in the September '79 ish, being the story of the man himself, a part-time bike stylist, part-time caravan park attendant. Since

are more or less standard, and the engine, inside, is stock Triumph. Carburettors are standard Amal MkII Concentrics, though they've been rejettted to handle the straight-through Anglo Bike mufflers.

Wheels are three-spoke CMA jobs, the front 19in wheel having a standard 4.10in Avon Roadrunner covering it, while on the rear 18in wheel the normal 4.10in Roadrunner has been replaced with one 4.70in wide. This is the widest tyre that will fit into the swinging arm gap.

Brakes are standard Lockheed hydraulic discs, though the drilling is not. Other non-standard parts — barring the seat unit, of which more later — are the rectangular headlight, from a Honda CB250RS, the two-teeth-less alloy rear sprocket, the stainless steel nuts and bolts and the polished alloy chainguard which Roger made himself.

The glass fibre seat/sidepanel unit — and this is where the X2 designation comes from — is Roger's own design and is, in a way, the whole point of the exercise. Our man is building these units to order as complete conversion kits for Triumph 750s, comprising a main shell with lock, seat unit, hidden rear 'guard, indicator and number plate

*Above: JH shows off missing centre stand and artificially foreshortened sidestand.*

*Below: RH shows off everything else.*

price depending on the price of a new Bonneville at the time. Not bad, eh?

The mouldings are designed to fit all Triumph 750 twins with no modifications to frame or airboxes — though you must have a small-capacity US-spec tank fitted as the seat moulding is sculpted to snug up to the contours of this tank.

This could cause something of a problem in the future. Recently Triumph's long-standing tank manufacturers, Homer Ltd of Birmingham, went out of the business and the men from Meriden are now importing their tanks from Italy. Official scam is that the new tanks are similar to the old ones, 'but exactly how similar I can't say . . .'

The main glassfibre bodyshell is rubber-mounted to the frame using four clamped-on bolts, and the padded, rubber-mounted seat can be removed completely from the base by unlocking it with a key. Standard indicators, number plate and tail-light all screw back



down to the fact that the bike was 'running a bit rich after tickover', which it was, and said he'd fit a longer throttle slide cutaway to clear up the problem.

Once he got home and had time to investigate things properly — and remember the machine had spent the two previous weeks decorating the *Bike* stand at the Earls Court Show — he found that 'the carburation problem was aggravated by a bent cold start lever arm allowing the left cylinder to run richer than it should', and observed: 'I can only put this down to someone's heavy hand at the show'.

Having put the finishing touches to the X2, Roger now wants to sell off the production rights and



# How Blue Is My Bonnie

IT'S THAT MAN ROGER HAINSWORTH AGAIN WITH HIS LATEST TOUCH OF GLASS FOR YOUR BONNEVILLE. JOHN HUNTER AND PHOTOGRAPHER TIM BISHOPP CAUGHT UP WITH THE SOUTH WALES CUSTOMISER SOMEWHERE NEAR HYDE PARK.



fooling for the kit to get on with other projects.

In the meantime, if you're interested in commissioning him to build you an X2 Triumph, he

tells me that at current prices an exact replica of the prototype would cost around £3,000, while the X2 mouldings kit, plain and unpainted, would knock you back

£125 plus £7 carriage. Roger Hainsworth, Custom Motorcycle Specialist, is at Bier Wood, Manorbier, near Dyfed, Wales SA70 7SW. ■