

VIBRATIONS!



Some of the Northants contingent who got the best Branch Turnout award at Skegfest in October.

November 2019

Triumph Owners M.C.C.

Northants Branch



Scribblings



A picture from June 2009, when I had the use of a Sprint 1050 ST for a week.

Though I managed 2,100 miles on it in seven days, I didn't feel any more comfortable with it on the day I gave it back than on the day I picked it up.

Fantastic engine but I just couldn't suss out the handling.

The photo was taken a club night in the car park of the Griffins Head at Mears Ashby, which was the branch HQ ten years ago.

At that time I was worried about whether we could continue to exist, having seen some other branches fall by the wayside over the years. Though the overall membership figure was 89, the number of active members was very low and seeing 10 bikes at a club night at the height of summer was considered to be good. At that year's AGM we hadn't even bothered to award the annual attendance trophies and we were only doing a couple of rideouts. The concours and open night had also been absent from the calendar for a couple of years. Even Vibrations ceased publication for a while as there was nothing of interest to write about.

We limped along for another couple of years then, in October 2011, moved to the George at Wilby – which was a significant turning point. Current branch membership sits at 165, but more importantly the number of active members has increased to about 3 times what it was. Thanks to you all, the misgivings I had back in 2009 have long since been consigned to history.

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New Members

Welcome to the following new Branch members, who have joined in the last couple of months.

Danny & Dawn Morrish from Isham
Chris Pickles from Moulton

Martin Smith from Hardingstone
Mark Thomas from Wellingborough

Northants Branch Info and News

Non-club members are welcome at all events unless specifically marked otherwise. Listen out for details at club nights, or check with committee members beforehand in case of short-notice alterations or cancellations. Except where indicated, club nights start at 8pm.

	Events List
Wed 6 th November	Club Night at The Crown, High Street, Hardingstone from 8pm.
Fri-Sun 8 th -10 th November	Classic Vehicle Show at the National Exhibition Centre. TOMCC members can get discounted tickets from www.classicmotorbikeshow.com/tickets . Input discount code CB1796.
Sun 10 th November	Service of Remembrance, followed by Ride of Remembrance at Jack's Hill Café, Towcester. Starts 10.40am. TOMCC ride-in departs 10am from Super Sausage II, 5-6 Towcester Road, Northampton, NN4 8LB (get there early if you want tea/coffee/breakfast beforehand).
Sun 10 th November	For those who want a longer Remembrance Day ride: East Northants Classic Club will be leaving at 9am from the Asda car Park in Raunds to go to the service at Duxford Imperial War Museum (free admission). Talk to Paul Ollett for details: Paulollett@btinternet.com
16 th -24 th November	Motorcycle Live at the NEC. www.motorcyclelive.co.uk/
Wed 20 th November	Club Night at The Crown, High Street, Hardingstone from 8pm.
Thu 21 st November	Street Triple RS Launch Night at Pure Triumph Wellingborough, with possible branch stand for membership, etc. Time not confirmed but probably around 7pm.
Sat 30 th November	Coach Trip to National Motorcycle Museum. Contact Les Barras for booking. £30 per person, for coach and museum entry. 9.30am from Pure Triumph, returning around 6pm. Pub stop on return leg.
Wed 4 th December	Club Night at The Crown, High Street, Hardingstone from 8pm.
Tue 10 th December	East Northants Classic Club's "Stuff the Turkey" dinner. Woodford Sports & Community Club, Highfield Road, Woodford. NN14 4HD. £9 per person. Talk to Paul Ollett for details: Paulollett@btinternet.com
Wed 11 th December	Pre-Christmas Clothing & Accessories Sale at Pure Triumph. From 6pm
Wed 18 th December	Club Night at The Crown, High Street, Hardingstone from 8pm. Branch Christmas Party. Partners welcome. Time to get the Christmas Jumpers out again!
Thu 26 th December	Wild & Woolly Scramble at The Arm Farm, Blisworth. Practice at 10am, race at 11am. Free admission, with donations to charity.
Looking ahead...	
Sun 5 th April 2020	Triumph Owners MCC National AGM at Royal Victoria Hotel, Llanberis, Gwynedd (Snowdonia), LL55 4TY. Refreshments provided. Sign in from 10.30am. Members only.
1 st -4 th May 2020	Trifest Somerset. Several Northants members already booked in.
4 th -13 th September 2020	Trifest France. Henry is organising the Northants Branch run to this. Have a word with him at one of the club nights if you are interested. See the September Vibrations for more details.

Events in bold are branch events, others are for information only.

Northants Branch Info and News

Branch HQ:

The Crown, High Street, Hardington, Northampton, NN4 6BZ.

The main access to Hardington village is from the roundabout at the junction of the A45, A508 and A5076 (ring road). Other access from the Newport Pagnell Road (B526).

1st and 3rd Wednesdays of each month, starting at 8pm.

Pure Triumph:

Our local Triumph dealer is based at The Embankment, Wellingborough, NN8 1LD. The company's website can be found at www.puretriumph.co.uk.

On production of a current Triumph Owners membership card, Pure Triumph at Wellingborough will give a 10% discount on the following items: Clothing, Oxford Products, Helmets, Oil products, Labour on Servicing.

The Branch on the Internet:

Our website can be found at: www.northantstomcc.org.uk. Most pages are public but there is one small section that is restricted to branch members only, accessed via the password that is advised separately.

We also have Facebook page: www.facebook.com/groups/northantstomcc/

If you go on any branch events please make a conscious effort to take a photo (high quality mobile phone OK) then send it to Sarge and Les Barras. This will ensure the newsletter and website have something to show when writing the reports.

Other Internet Links:

Triumph Owners MCC national website: www.tomcc.org

Triumph Owners MCC events website: www.tomccevents.co.uk

Triumph Owners Clothing: www.tomccmerchandise.com

The club also has a page on Facebook: www.facebook.com/groups/4526704577/.

British Motorcyclists Federation: www.bmf.co.uk

Triumph Motorcycles: www.triumphmotorcycles.co.uk

Northants Branch Info and News

Membership Renewals

If your club membership is due for renewal here are the best ways of dealing with it...

- 1) Renew on-line via tomcc.org/Home/Membership with a credit card, debit card or PayPal account. You can also get a £2 discount using this method.
- 2) Fill in the membership form that was sent to you, then post it direct to the HQ Membership address at Horley, as shown on the form. Include a cheque made payable to Triumph Owners MCC.
- 3) Fill in the membership form and hand it to the Branch Membership Secretary at a club night. Payment by cheque or cash. Memberships renewed this way are only sent to HQ a couple of times a month, so will take longer to process than 1 or 2 above.

Don't worry about the money as the Branch receives the same amount per member regardless of the method used to renew.

Northants Branch Clothing Range

The range of Northants Branch clothing: T-Shirt, Polo Shirt, Sweatshirt, Hoodie, Fleece, Business Shirt and Baseball Cap; can be purchased on-line.

Some items can also be done with a large back-print for an additional fee.

To order click on this link:

www.customkit.co.uk/northants-triumph-owners-club-52-c.asp

Club Night Ordering: If you would prefer not to go on-line you can place an order with Les Barras at one of our club nights. Your selection should then be ready for collection at the next club night.



Two more pictures from Skegfest, including Bob Swann with his trophy for Best Bike.



Beezumph: 40 years of the Trident & Rocket 3 Owners Club

Some people believe that the best Triumphs have 3 cylinders. There is certainly something about the sound and the way they go – undoubtedly champion racers of their day. Of course, in the 1960s it was a belated attempt by the BSA/Triumph group to work together and produce a machine that was a world beater. Who hasn't heard of the legendary Slippery Sam?

The Beezumph is a rally that allows ordinary, and extraordinary, members live their dreams on the racetrack, this year at Cadwell Park racetrack over 25th-26th July.

As far as I know, the only local members who went were myself and Matthew Harmer, who true to form arrived on his T150V.



The track day at Beezumph is all about putting bikes and riders on the track. There were standard Tridents and Rocket 3's, racing tridents, the famous Rob Norths as well as a brave soul tearing round the track on a Hurricane!



Damian Searby proving his Hurricane can really move- though it looked scary on some of the fast bends!

There were some spine-tingling moments when a pack of triples came hurtling down the mountain and peeled off into Hall bends.



Beezumph: 40 years of the Trident & Rocket 3 Owners Club

There were other interesting bikes there too...



How many cylinders? Four, and yes it did go out on track!

A triumph twin with an interesting home -built modular chassis.

The box sections are divided internally into an oil tank and a petrol tank.



All in all, a great day if you like seeing real classics being made to work as they were intended, and not just static polished displays.

Philip Wallington

Tarn it, why not?

We seem to have been going on about it for ages in the Creuse Cruisers – a ride out somewhere more adventurous than the local mid France scenery. We are a group of seasoned (read aged over 60) riders, mainly Brits, spread out over the Creuse department, who go out on rides 2 or 3 times a month, usually starting with a “full English” at a café in Aigurande. Creuse is about the size of Devon or Lincolnshire but only 200,000 inhabitants, the second lowest densely populated department in France. But don't get me wrong there are plenty of places to go within our reach in a day's ride, with wide open roads and varied geography.

The itch to try somewhere different was always a topic, and there was no shortage of choice, but once decided it was very quickly in the diary. It would be the Tarn, - not too far away, plentiful and varied accommodation, mountain climbs, wide open spaces of the Causses (that's what the intervening plateaus are called), spectacular scenery and good food and drink. No surprise then that the gorges of the rivers Tarn, Jonte and Dourbie are very popular with motorcyclists of all nationalities.

The Tarn area is in the south, about 125km short of the Med, about 350km from the Creuse, and includes the outstanding feature of the Millau Viaduct over the Tarn gorge. The beautiful Cevennes range of mountains is within easy reach, there are a number of unusual geological features, and spectacular river scenery through the vertical sided gorges. At other times of the year it is a centre for kayaking and white-water pursuits.

So that was it then that Muggins was given the job of organising it, having stupidly confessed to being familiar with the area from over 20 years of camping there with wife, dogs and caravan, but no bike! The range of attractions in the area would take weeks to cover on a bike, but whittled down to 2 days riding, and a short introductory ride, it would give us some of the best, and 3 nights away. A more inclusive list of sights is at the end of this account, but the aim was to include some splendour, something unusual, some brisk riding, good stops for refreshment, and local character in each outing.

The chosen place to stay was a campsite just on the edge of Millau town, easy and close access to the town centre and all of the main routes out of town. There were both those in tents and those staying in the mobile homes on site. I, for one, can no longer sleep in a tent. Getting up off the ground in the morning is just too painful.

The route down was fairly straightforward, join the A75 south of Clermont Ferrand, and an easy run with a stop at the famous Garabit Viaduct, a railway crossing of the Truyère river, constructed by Gustav Eiffel. The service area overlooks the structure to make for a pleasant and interesting break, just over an hour away from Millau.



The first ride, immediately on arrival, was a short one in consideration of the long trip down, starting at 4:00pm, and allowing time to get some groceries, and fuel, when we got back. The Dourbie gorge is not as spectacular as the Tarn or Jonte but equally beautiful. The road from Millau is quiet and well surfaced, without the ubiquitous loose gravel so popular in France.

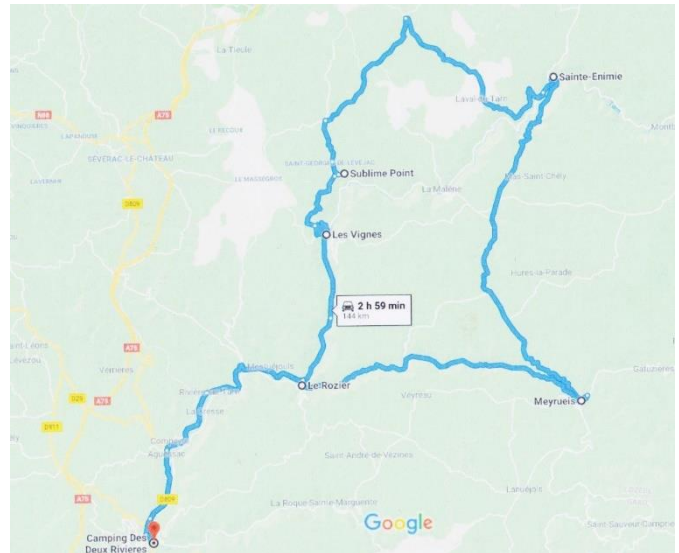
Tarn it, why not?

The objective was the small town of Nant in the Dourbie valley, very pleasant, quiet venue for a cool beer, or something. It was a bit of a taster for what was to follow, with the first stop at Cantobre, one of the famous “villages perchés”, with houses perched precariously on rocky outcrops.



In the season Nant is heaving with bikers, as it is a very popular approach route to the gorges of Trevezel, the Causse Noir, Abime de Bramabiau and Mont Aigoual. No such luck for us today, we turned for home.

Day 1 ride was scheduled to be a bit more demanding, but the weather first thing was not good with mist and drizzle. First port of call was to be Point Sublime, subject to the weather clearing a bit, otherwise there would be nothing to see. As luck would have it the mist and drizzle lifted as we approached the foot of the spectacular climb at Les Vignes, so, leaving the road following the gorge, up we went.



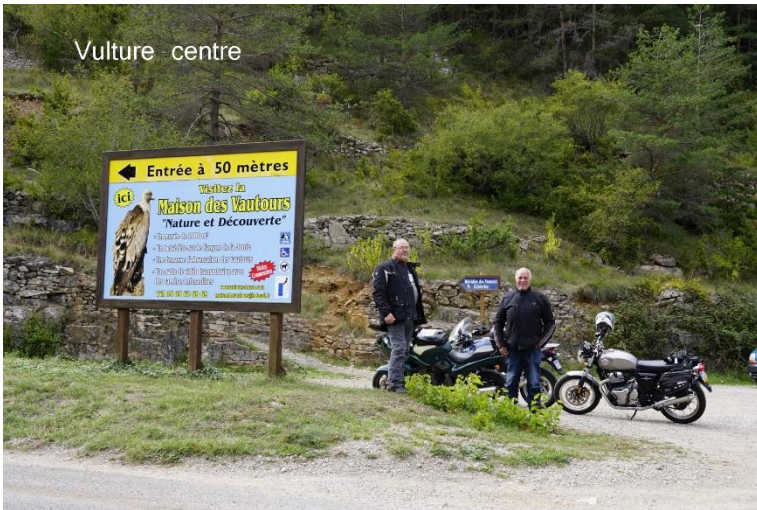
It is always spectacular looking down into the gorge from Point Sublime, best seen in dawn sunlight. It was a bit grey, but awesome nevertheless. Unfortunately, the coffee shop was closed so it was onward after a few pics. The weather turned again and visibility worsened so the ride over the fantastic Causse de Sauveterre was a bit spoiled by having to take it easy. The stop overlooking St Chély du Tarn lightened the mood a bit, always a breathtaking sight. The long descent into St Enimie offered up numerous picture postcard views, ending in the bustling little town with a wide range of restaurants and cafes. A bit quiet on the day, though this made it easier to get seats for lunch.

Suitably refreshed, course was set up the long climb of the other side of the gorge onto the Causse Méjean, pausing to take in the breathtaking view, again of St Chély, from the other side. Our mutterings and special entreaties to the weather gods obviously worked 'cos the sun was in its full glory, and the D986 road stretched invitingly into the distance offering the opportunity to blow away the morning's cobwebs.

Tarn it, why not?

Just before the descent into Meyrueis there is a spectacular pothole (no, not the road type) called Grotte d'Aven Amand. A short funicular ride down into the depths of the Earth reveals some fantastic shapes formed by the limestone water drips over thousands of years, well presented by imaginative lighting. It is really worth a visit, but be warned the guided tour is in French.

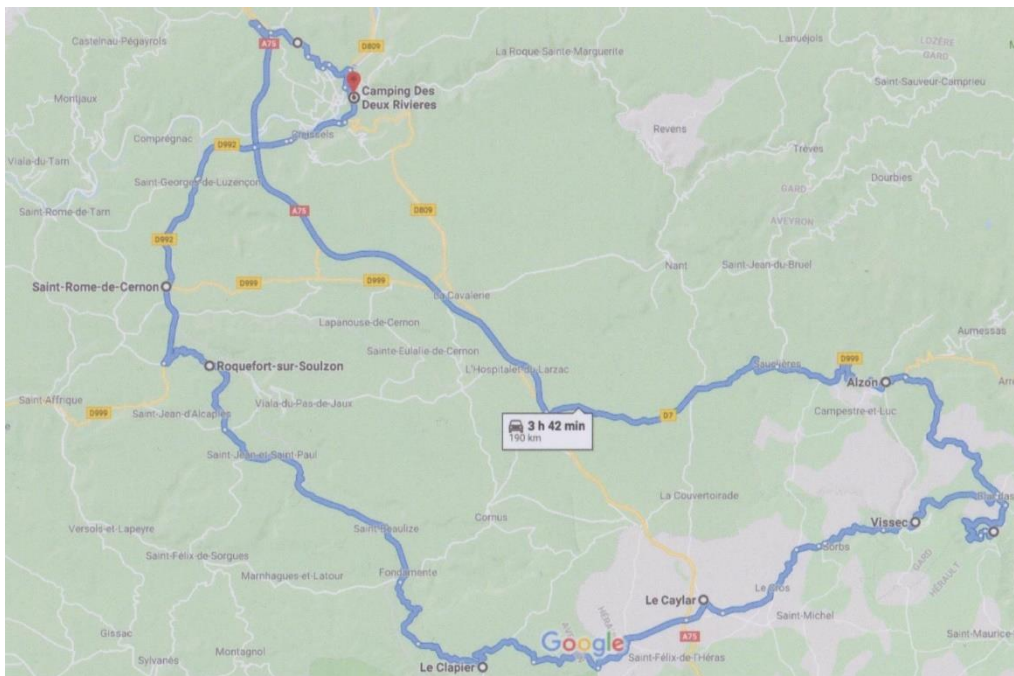
Two of the party were tempted and split while the rest carried on in search of some liquid refreshment in Meyrueis enjoying an exhilarating ride down the twists and turns into town. It is a charming little market town with all the usual, though no outstanding features. It is a very popular motorcyclists' start point for the climb up Mont Aigoual, or the unique ride along the ridge of the Cevennes, on a magnificent road. Just along the road to Florac, at Vebron, there is a small café/restaurant catering particularly for motorcyclists



Our interest was in the Jonte Gorge back to Millau. It has the same majesty as the Tarn Gorge, with spectacular cliffs, but less heavily encumbered with tourist paraphernalia. A significant stop here is the Vulture exhibition centre. These birds were reintroduced in the 80's to repopulate the cliffs after they disappeared in the 40's, and the project has been an enormous success. They can be clearly seen circling overhead, or just watching you from the vertiginous cliffs.

The road back to Millau is a real invitation to ride quickly, grippy surface, fairly wide, light traffic and a good view of the turns ahead (beware some are a bit tight, and blind). Back on campsite by 5:00pm after an easy 150km and pleasant day out.

Day 2 was something different. One of the area's main attractions is the Millau Viaduct, the tallest bridge in the world, designed by British architect Sir Norman Foster. There is an exhibition centre on the rest area after the toll station, with a stunning sound and video presentation, scale models of the various stages of construction, a viewing platform and even guided tours. The catering facilities there are very clean, offering gorgeous food of the area, and very expensive. Unfortunately, it is necessary to pay the bridge toll for access to this particular exhibition.



Tarn it, why not?



The bridge resolved the bottleneck problem in Millau, the scourge of holiday traffic heading south in years gone by, taking up to 3 hours to get through on red and amber weekends. It opened in 2004 and made the route to the Med much easier and quicker.

So, this was definitely on the list and was first stop.

Curiosity and caffeine requirements satisfied, over the bridge, followed by a blast down the A75, headed for the Cirque de Navacelles. This is a strange feature, a large hole in the ground, which has all the appearance of a meteor strike. It was in fact caused by erosion and the collapse of a promontory in the meanderings of the river Vis. As luck would have it there is a restaurant beside the parking area serving very good local produce and specialities, including very special prices!



Tarn it, why not?

Continuing from there our route followed the dried up river bed of the Vis, passing the feature called “la source de La Foux”, which is the appearance from the mountain side of an underground river, driving an old mill. Access is a decent walk along a forest path, but time was getting on so perhaps next time, since we had thoughts of another place to visit.

Seemed a shame though to head home just yet, last day and all, so we headed for Le Caylar and, foregoing the blast back up the A75, we took a minor road up to Roquefort. Big mistake. At least we know now where, collectively, the Aveyron and Hérault departments dump their spare gravel. We proceeded gingerly is a fair description. The objective was Roquefort sur Soulzon for a look at the famous cheese mines. This sheep's' blue cheese is of international renown, and there are a number of places to see. The Roquefort Société is the best known where the tour underground is about one hour, costs 5€, and although in French there is an English note sheet to follow. There is even a tasting at the end.

By now it was time to return, and the route took us under the viaduct to enter Millau via Creissels to the campsite. With thoughts of a meal out on the last night, and a large number of bottles to dispose of before handing back the mobile home the next morning, time was pressing! A full day out, 190km.

Just a word about the campsite. Of all the sites around the area it was the only one near Millau offering mobile home type accommodation still open in October. Prices were very reasonable (off season), the site and facilities were very clean, although the restaurant was closed. It was very popular considering the time of year, especially for camper vans.

Camping des Deux Rivières, close to town, at the confluence of the Tarn and Dourbie.

All that remained was the trip home to Richeboeuf, estimated 4hrs 30 and 350km, but any opportunity to see the scenery over the Massif Central is welcome!

Mike Arnesen



Tales From Hardingstone: How A Bantam Became The Matnab

The year is 1961. I am 20-years old and I have BSA D1 Bantam as transport on my daily commute to work and back. A neighbour's son also has a D1. We meet every day and a slow-motion race begins. His Bantam is faster uphill than mine but on the flat I have the edge by about 3 miles an hour. Both bikes top out at about 43mph.

I need more speed but how to obtain it? Well, I am a regular spectator at Silverstone to watch the club racing. It's 6 shillings to enter the circuit, with all the facilities: stands, pits; being free. Dr Joe Erlich is developing a boost-port two-stroke so over we go to see what he is up to. You don't approach Dr Hoe; he has nothing to say, but you look for his rider Rex Avery.

Rex tells you that the bike is ready to go and starts to warm it up. You take a good at it and you the carburettor is on the front and the exhaust comes straight out of the back of the cylinder. I can't make boost ports, but I can turn the barrel round on the Bantam. By the next weekend with the help of John, my sister's boyfriend, the job was done. I noticed that the transfer ports were now masking each other due to the slant that they took when the barrel was fitted properly. No matter, it was only a test.

So, ready for the road test. The engine started okay but rather noisy, no doubt due to no silencer. Off we go along Mereway, with a crackling roar from the engine. I opened it up to full chat. 20, 30, 43mph. Damn! Exactly the same! Back to the drawing board.

Bert



The Distinguished Gentleman's Ride 2019

Sunday 29th September: The overnight rain had stopped, and the roads are still wet, will anyone be brave to ride today in ever changing conditions. I need not have worried you turned up more than I could imagine for the 4th Northampton Distinguished Gentleman's Ride. It was amazing to see so many of you supporting such a great event, you didn't let us down.



A big thank you to all those branch members who turned out in their finest dapper wear, and a bigger thank you to those who assisted the ride as travelling marshals, outriders and as traffic control. Riders from the east of the county had gathered at Pure Triumph, where Dom Harris had opened the shop as we prepared to ride to the main gathering at Highgate House, Creaton.

The weather stayed dry for us all, but we did cause some traffic congestion in the middle of Northampton for a short time, the coordinators had hoped for support from the local traffic police, but none was visible on the day. Two planned regroup stops helped keep the ride together, with the support van driven by Nina of Pure Triumph gathering up any retirees. The 30-mile ride finished at Idle Torque in Cotesbach, Leicestershire where the village café had hot food and beer ready for all to enjoy marking the end of a great day.



Thanks goes to Tim Chudley our host at Highgate House for breakfast, thanks to Anne at the café at Cotesbach, thanks to Jack of Idle Torque for the end of run venue, thanks to the team from Pure Triumph Dom, Nina and Kevin and your support our members Northants TOMCC.



Around the globe some 110,000 riders had registered for the event taking part in 678 separate rides, the money raised will go to Prostate Cancer Research and the men's mental health charity The Movember Foundation. The global pot was around £4 million with the Northampton ride raising just over £20,000 of that. 200 people registered and on the day around 120 riders took part.

Thank you from me
Henry