

VIBRATIONS!



A good turnout for the Wrinklies run on 24th August to the Red Lion at Brafield-on-the-Green.

This pub was, for a while, our Branch HQ.

September 2017



Triumph Owners M.C.C.

Northants Branch



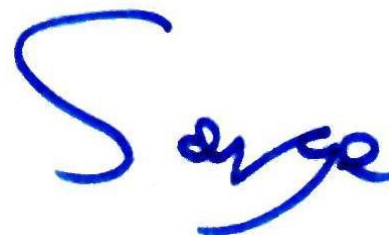
Scribblings

As I write this I'm recovering from a skin-graft operation. The initial injury was caused three years ago, when a badge on the baseball cap I was wearing scratched the scalp. It bled for a while but after a few weeks had healed up, leaving just a shallow depression where the skin was thinner.

Then, during five days of riding round Scotland on a Bonnie in June 2016, my crash helmet wore away a few more layers of skin in the same spot causing it to bleed again. Twelve months later that second injury was refusing to heal up, hence the need for the graft.

A lot of people assumed that the injury was caused by being out in the sun unprotected resulting in lots of advice about using sunscreen and keeping covered up. I wonder just what the SPF factor of a Shoei is?

The operation was one of those experiences that can be described as "Interesting, but not one you wish to repeat". The last time I said that about something was four years ago when I crashed my car en route to a Triumph Owners committee meeting. An experience that I do however want to repeat is described on page 9. I hope that some of you feel the same way.



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New Members

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

Paul Addison of Towcester

Stephen McCrohan of Drayton Parslow

Robin Guest of Daventry

Matt Perry of Burton Latimer

Shane Hill of Higham Ferrers

Bob Taylor of Wellingborough

Sean Jennings of Buckingham

Charlie Ward of Earls Barton

Bob was a branch member a couple of decades ago and has returned to the fold – welcome home!

Membership Renewals

The Branch only sends membership forms off to HQ for processing twice a month (normally on the weekend after a club night). So, if you are posting off your renewal it will generally be quicker for you to send the form and cheque direct to the HQ address in Horley rather than to the Branch Membership Secretary.

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

Alternatively, you can renew on-line via the club's website: <http://www.tomcc.org/Membership.aspx>; paying by credit card or PayPal account.

And if you do send your renewal to me make the cheque out to Triumph Owners MCC and not to Ian Sargent!

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 September	Club Night at The Crown from 8pm
Thu 7 th September	Wrinklies Run 10.45am from Pure Triumph, Wellingborough
Fri 8th September	Pure Triumph VIP Sale. Pure Triumph, Wellingborough is having a big clothing sale on 9 th -10 th September but in advance of the public sale there is a special VIP night on 8 th September from 6.30pm. If you want to get on the VIP guest list go to: www.puretriumph.co.uk/comms/clothingsalevip/
Wed 13 th September	Evening Run to Cowpers Oak, Weston Underwood. 7.17pm from Pure Triumph
Wed 20 th September	Club Night at The Crown from 8pm
Thu 21 st September	Wrinklies Run 10.45am from Pure Triumph, Wellingborough
Sat-Sun 23 rd -24 th September	Pistons & Props Show Sywell Aerodrome. Branch display
Sun 24 th September	Distinguished Gentlemens' Ride. There is a Northampton ride this year. www.gentlemansride.com/
Mon 25 th May	Committee Meeting. If you have anything for the agenda please let one of the committee know in advance: e.g. events for 2018.
Wed 27 th September	Ten Pin Bowling at AMF Bowl, Wellingborough. 7.30pm. Always a good laugh and doesn't cost a lot. Refreshments available. Give your name to Les Barras as soon as possible so that we can reserve enough lanes.
Fri 29 th September	Run to MacMillan Coffee Morning. 9am from Pure Triumph, Wellingborough to Salford Village Hall
Wed 4 th October	Club Night at The Crown from 8pm
Thu 5 th October	Wrinklies Run 10.45am from Pure Triumph, Wellingborough
Fri-Mon 13 th -16 th October	Trifest at Skegness. Accommodation is probably fully booked, but you may still be able to take part in the rideouts.
Wed 18 th October	Club Night at The Crown from 8pm
Sat-Sun 28 th -29 th October	Classic Bike Live at East of England Showground, Peterborough. www.classicbikelive.co.uk
Wed 1 st November	Club Night at The Crown from 8pm
Sat 4 th November	National Motorcycle Museum Open Day. Free admission.
Wed 15 th November	Club Night at The Crown from 8pm
Sat 18 th November	Motorcycle Live at the NEC. All the new 2018 expensive shiny stuff. Daily until 26 th November. www.motorcyclelive.co.uk/

Northants Branch Info and News

Branch HQ:

The Crown, Senwick Road, Wellingborough, NN8 1NJ. The pub is on the south-east side of Wellingborough, a 5 minute ride from the A45 and the southern section of the A509. It's only a few hundred yards away from Pure Triumph, so if you know where the dealer's showroom is our HQ will be easy to find.

Meetings are held on the 1st & 3rd Wednesdays of each month, starting at 8pm.

Please park motorcycles in that section of the car park to the right of the pub's front door.

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.

Steve Haughton is the webmaster. If you have any content for it please have a word with him.

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) and send it to Sarge. 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 website: www.tomccstore.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



40th Anniversary pin badges are now in stock. £3 each from Les or Sarge.

Northants Branch Info and News

Northants Branch Clothing Range

The range of Northants Branch clothing: T-Shirt, Polo Shirt, Sweatshirt, Hoodie, Fleece, Business Shirt and Baseball Cap; can now be purchased on-line rather than having to wait until the next club night. Each item can include the ordinary branch logo or the 40th Anniversary one shown here:

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

Ordering instructions:

On the web page, click on the Garment you want to purchase then fill in the size, badge version and back print (if required).

Click on ADD TO CART

In the Shopping Cart page double-check your order then GO TO CHECKOUT

One more chance to check your order or Checkout Securely

Enter your e-mail address and password to set up an account

You can now go to > Delivery Details > Order Summary > Payment Details

At the Payment Details you will see 3 Options:

Pay Pal-Click and Pay > Go to Order Complete

Credit Card-Click and Pay > Go to Order complete

Debit Card-Click and Pay > Go to Order Complete

Or you can pay by phone during office hours using your credit card, you will see > Telephone > Click here and the order will be placed and ask you to phone 01327 311125 (office hours) and make your payment. You will be asked if you want Delivery or Collect

When your order has been placed you get an order confirmation, with unique number to quote, which will be copied to you in an e-mail.

If your order gets mucked up during all this, click on Cancel to return to the main Custom Kit page and start again. Select Club wear and then select Northants TOMCC.

Northants Branch Info and News

Membership Fees:

As mentioned in the minutes of the National Club's AGM (July 2017 Nacelle, page 7) the club's membership fees increase on 1st January 2018 – which is the first increase in 5 years. The Full/Past/Magazine Subscription rate goes up from £20 to £22, with Associate Membership going up from £7.50 to £8.

If your membership is due in the next three months make sure you get it renewed promptly, otherwise you will have to pay the increase. If you really want to save money you could even think about taking out the 5-year membership instead of the 1-year, that way you get 5 years at the current rate.

2018 Branch AGM – fresh blood required:

Les Barras has been on the branch committee for many years but will be standing down next March, which means that the Northants Branch is looking for a new General Secretary.

For those who might be interested in taking it on the main duties are...

- Publish the agendas for the Branch AGM and committee meetings
- Take the minutes at the Branch AGM and at committee meetings, and distribute them
- Deal with general correspondence
- Assist the Chairman with his duties in helping keep the Branch running smoothly.

In addition Les has taken the lead in several other areas...

- Organise fund raising, raffles any other promotional fund raising activities.
- Promote Regalia and Clothing sales
- Organise the Annual Dinner.
- Liaise with our chosen charity (Currently The Warwickshire & Northants Air Ambulance)
- Maintain the attendance register for the award of the Annual Trophies

Though many of the committee positions have been held by the same people for several years it should be remembered that each post is up for re-election each year. The incumbent is not automatically reappointed unless no other candidate has put themselves forward, so if you fancy getting more involved with Branch affairs don't be afraid to put your name in the ring.

From your Editor's point of view someone willing to take over the editing of this newsletter and/or the submission of the monthly report to Nacelle is most welcome to do so!

I'm not as young and dynamic as I used to be (as this photo from the 1980 Britannia Rally at Billing Aquadrome clearly demonstrates).



Jack's Hill Cafe Triumph Day



Jack's Hill is a transport cafe on the A5 just north of Towcester and over the last few years it has gained a reputation for putting on motorcycle, car and lorry events; some monthly and some annual. For motorcycles probably the best known is Ton-Up Day, which celebrated its 10th Anniversary this year – alas without its founder: Chester Dowling, who died a few weeks beforehand.

At one of the other bike events in early 2017 branch member Steve Rattley was talking to one of the cafe's owners and they said that they'd wanted to put on a Triumph Day for a long time. Were we interested? Steve got in touch with the committee and, from the dates that Jack's Hill offered, we settled on Sunday 2nd July. As 2017 is the Northants Branch's 40th Anniversary it would become one of our anniversary events.

Being the first time that the branch had attempted to organise something of this nature there were some discussions about what we wanted from the event and what we could cope with. In the end a fairly low-key event was settled; no entertainment or best in show competition; it was all going to be about giving Triumph riders a chance to have a ride out and meet up. Invitations were sent out to the other TOMCC branches within a reasonable distance, offering them space to put on a display. Similar invitations were sent out to other clubs known to have a Triumph interest, but only Meriden Branch took us up on the offer.

We didn't want to be overwhelmed with visitors so advertising was restricted: the aforementioned invites to branches/clubs, adverts in Nacelle and mentions on the TOMCC Facebook page. Jacks Hill also provided a bit of publicity on their website. Word must have got around a bit though as the day was mentioned in the events diaries of a couple of the classic magazines.

That Sunday dawned and the first few Northants Branch members to arrive at Towcester set up the gazebo and flags; they were allowed to go off for breakfast when the "latecomers" arrived. Nearby Pure Triumph were busy setting up their display. One Triumph owner turned up at the cafe on spec about 8am, expecting to meet a friend there. Whilst it had the right name on the bodywork we had to turn the his machine away as Dolomites have two wheels too many! Soon afterwards Ian from Meriden Branch turned up with their display gear. I think he had help from Northants members until the rest of the Meriden crew got there.



Jack's Hill Cafe Triumph Day

The official start time for Triumph Day was 10am but people started to arrive well before then. Not a problem, as our marshals were in place to direct Triumphs into the front car park and all other bikes round the back. By the time the clock reached ten there were a good number of machines already parked up and by 11.30am the front was full; with all bikes being sent to the rear car park. From then until the 3pm close there was a constant coming and going of bikes. Some arrived early and then departed after a short stay, or arrived later and stayed on after the official closing time - it would seem that many people made it one stop on a longer day out. The variety of machines was quite a sight.



The oldest bike was a 1935 Model 5/2 on the Meriden Branch stand but there were examples of most Meriden and Hinckley models from the 1950s to the present day. Bikes in standard trim, cafe racers, customs, etc. One T140 Bonneville caught the eye, having a monoshock rear end conversion on the standard frame. A well-travelled TR6 was also seen in the rear car park; if the stickers on the panniers are to be believed it had been to various countries in Africa and South America.

The day was a great success for us and we hope that all of our visitors enjoyed it. That it was dry and sunny weather certainly helped. Will it be repeated in 2018? That's a question that has yet to be answered at the time of writing. The Northants Branch would like to thank the managers and staff at Jack's Hill Cafe for their hospitality. Meriden Branch and Pure Triumph are also thanked for putting on their displays. The Branch members who did the car park marshalling put in a good shift so our appreciation goes to them as well. Finally, special thanks go to Steve Rattley, without whom the event would never have taken place.



Soaring Over Warwickshire

There are certain things on your wish list that you think about doing for years, but never quite get around to. Either because they can be done at any time so you never set a date, or because something else gets in the way. The former reason applied in this case until earlier this year. Another club that I'm a member of send out an e-mail offering 15 places on a date it had arranged in May. Too good an opportunity to miss so I put my name down. I didn't get into the first 15, but such was the demand that several more dates were set up and I was lucky enough to get the 20th July version.

That date conveniently fell during a week that I was on leave from work so early in the afternoon I headed over to Warwickshire. As things weren't due to start until 6pm I spent a few hours at Kenilworth Castle. That's another place I'd been meaning to visit for a long time – it being on the way made it a suitable choice. If you like exploring castle ruins it's a good place to go.

From Kenilworth it was only a short drive to the village of Snitterfield, which is the base of the Stratford-upon-Avon Gliding Club. With everyone present we split up into two groups and are taken over to the gliders for an introduction to the aircraft: how to get in and out, how the controls worked, how to release the canopy, how to put on the parachute – and how to use it in an emergency. Then it was back to stand next to the control cabin to wait our turn whilst two gliders were positioned on the launch area.

As there was a general reluctance among the group to be seen to be overeager I bagged one of the first two flights and was introduced to my pilot. This was to be a winch launch, with the winch out of sight on the far side of the airfield and two long cables trailing across the grass. The first cable was attached to the adjacent glider and when all the safety checks had been carried out it was time to go. The slack in the cable was taken up then glider began to move, rapidly gaining speed until after just a few seconds it was airborne. The winch carried on winding until the glider was at a significant height then the cable was released; its fall back to earth controlled by a small parachute.



The other cable was attached to my glider and... we're off! The take-off was unlike any other aircraft I've been in, but not in any way disconcerting. The cable was released and we were in free flight. In the preceding weeks I'd tried to imagine what unpowered flight was going to be like and I'm pleased to be able to say that it was pretty much how I'd anticipated. As I was in the front seat, with the pilot behind, I had a great view. During the briefing the controls had been explained to us, with the possibility of taking over from the pilot for a short while. I'd forgone that in favour of taking some photos, so it was time to get the camera out.

While the pilot carried out several gentle turns he described what we could see: Stratford-upon-Avon, Coventry, Shropshire, the Malvern Hills and Black Mountains. All too soon my time was up. We came back over the airfield and circled round, coming in over the trees to the landing zone. It seemed a bit fast but the air brakes slowed us down significantly just before touchdown. At the far end of the field the glider was attached to a tractor to be towed back to the take off area. As the wheels on a glider are in line it will topple over at walking speed, so my task at this point was to keep it upright by holding one of the wingtips.

Soaring Over Warwickshire



Back at the control cabin I compared notes with the person who had gone first, whilst watching the rest of the group have their turn (and watching some hares on the far side of the airfield). After the last person has gone up we are told that there is still some flying time available so does anybody want to go up again; well of course I was going to put my hand up for that. Waiting for my second flight I watched one of the gliders perform some manoeuvres that were more extreme than had been previously been seen. I must have been watching intently as the ground controller came over and asked if I wanted to do that. "Ooh, yes please!" "Ok, you'll be with that pilot on his next flight".

A short while later I'm introduced to pilot No.2 and confirm that I want a repeat of what he's just done. That's fine, just that I will need my seat harness to be done up that little bit tighter and that I have to keep my hands and feet well away from the controls throughout the flight. Through the launch sequence again and while we are gaining height on the cable tow my pilot says that we need to reach at least 1,500 feet. I can see the altimeter and watch its progress: 1,200, 1,500, 1,700. The cable has been released and we level out, one last question from my pilot to confirm that I'm ready. "Yes".

The glider goes into a steep dive for several seconds and I'm looking straight down at the ground. Then the pilot pulls back on the joystick and the horizon disappears below us. I'm looking at the sky, then the clouds directly overhead, then an upside down horizon and the ground again. Woo hoo, I've just done a loop-the-loop. Then we do a second one. "How was that?" says my pilot. "Just fantastic."

The experience isn't over yet. A couple of steeply banked turns and then a pass back over the airfield, followed by another climb – but instead of a loop-the-loop we go straight over the top of the curve with a bit of negative G. One final 180° turn and then a landing that was a bit faster than the first one. Most exhilarating.

The first flight lived up to my expectations and the second flight greatly exceeded them. Must do it again sometime, which is where you all come in. This was done as a group booking and the cost is £35-£40 depending on the date. If time and weather permits, a second flight is just £15. These trial flights are held on Thursday evenings between May-August for groups of 5-20 people. **If there is sufficient interest within the branch I'm willing to organise it, so let me know if you want to be put on the list.**

Sarge.