



Newsletter

September 2017

The luxury of Power

Long ago, when I was still a teenager, I had my first ride on a "big" bike. My older brother had just bought a Triumph T140. It was the last of the right-foot change models, disc front brake, conical hub rear, three years old and still with the long chrome silencers. He gave me a shot on it which was pretty generous considering I only had a provisional license and was already a known crasher.

I had ridden quite a few bikes as we would often swap part way through a run, but most of us had 250s or less. Needless to say, the 750 twin blew my socks off! I was awestruck by the way it would leap forward with every gear change and seemed to have limitless power.

Jump forward a few years and I had worked my way up to my first Commando. An early Roadster, bright yellow with the pointy side panels, chrome ring round the headlamp and bendy seat, it was about 10 years old and I think it would be fair to say, quite well used. But it was mine and it was brilliant! Of course my friends had also moved up the performance ladder and it was quite clear that the Commando was no longer the hottest thing in town, but still no slug. Medium to large bikes and the rare performance car were still the only things that would match it.

I was pondering this recently while pushing through heavy traffic and even heavier rain along Loch Lomond. Luckily I was on the Monster and the effortless torque is just a delight for overtaking and the triple Brembo discs scrub off the speed just as easily. I was very aware that it would have been much slower and harder work on the Commando.

I could think of several possible reasons for this, ranging from my Commando getting slower with age (sounds familiar), my riding style being more reserved (not so keen to drop into third and hold the throttle on the stop) or modern traffic flows faster.

As I thought about it, I decided it was probably a bit of all three. Although it doesn't seem likely, I suspect that out of town the traffic might be flowing slightly faster than 30 odd years ago. What I'm quite certain of is that individual vehicles have much more power. I don't think I could even depend on being able to out drag a builders van now - perhaps not a surprise when its likely to be making 150 bhp and 300 NM torque. Even Ann has made comment on me having to "wind the Commando up" to overtake.

So do I need more power from my Commando? Well, probably not, but I think I'm going to have a look to see where its gone anyway.

Borders Camping Weekend

Another great weekend at the three branches camping meet at Town Yetholm. Ann and I had taken the day off and after a wet start enjoyed the ride through Peebles to Kelso under a drying and brightening sky. We even got the tent up dry.

Throughout the afternoon more people arrived, filling up the part of the site reserved for us, and a little more. On Saturday, a group of Commando riders headed for Lindisfarne island while John Powell lead a small group to enjoy the road less traveled through Otterburn ranges, while others chose to socialise and welcome day visitors.



Saturday night was spent eating and drinking in The Plough - good food, very hospitable and accommodating.

I also enjoy the variety of models and brands we have attending - while I clearly have my own preference, its great to see a wider cross section of motorcycling history.

Thanks to everyone who came along, even if you couldn't stay for the whole weekend. There were a few of the regular faces missing - hope your various woes are made good soon.



Forthcoming Events

The TVNOC will be enjoying an early Christmas dinner in the company of Norrie Miltons sidecar crew again this year. Same venue - the Killin Hotel - the price will be the same as last year, £120.00 dinner, bed and breakfast per room, or £60.00 per person dinner, bed and breakfast.

The Hotel will hold the rooms for us until the 15th September and after that it will be "pot luck". If you fancy it, contact the Hotel direct (01567 820296) and let them know you are with the Norton/Milton group. They will need a card to secure the booking.

September 24th
SCMCC Autumn Classic Gathering
The Four Seasons, St Fillans

October 22nd
TVNOC Huntlygowks lunch meeting
Tullybanocher café, Comrie

December 09th
Christmas Dinner
Killin Hotel, Killin