

# Newsletter

Winter 2020 issue 72



Our website :- [www.bristol.nortonownersclub.org](http://www.bristol.nortonownersclub.org)  
Facebook:- Norton Owners's Club Bristol Branch

## COVID 19 Christmas edition



**Norton 76 in the NMM**

**In this issue:**

- Event reports and articles: What's Colin doing in lockdown, tyre pressures down under, Commando hydraulic clutch, Norton 961 vs. Triumph T120, marriage pandemic! Nostalgia**
- Tips of the day**
- For Sale and Wants.**
- Forthcoming events. (H'mm)**
- Services for members.**



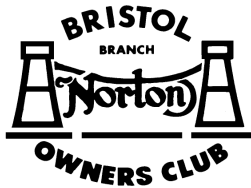


## Editors bit

Well here we are in a tier 3 lockdown, well those of us in Bristol, South Gloucestershire and Somerset, you luck buggers elsewhere in tier 2 can at least find a pub and providing you have a substantial pie and chips with your pint or G & T you can meet up with one other. At this moment in time our only means of getting together as a club and to see each other's smiling faces is via Zoom. In no way does seeing people on a computer or tablet replace the real thing but at least it is something and is a lot of fun. We are truly global, having David Holmes in South Africa and Bob Nicholas in Australia joining in most weeks, it has been interesting in seeing the different climates around the world in real time. At the moment young Bob Nic's is huddled up in his shorts in +35c heat with the dreaded Covid19 now much less of a problem.

With luck we might all be allowed out over Christmas, GOV and Tiers permitting so we hope to see you on either the 26<sup>th</sup> for the Boxing day run to the Wishing Well at Codrington or 1<sup>st</sup> January at Bitton Railway Station, I will inform all nearer the dates, in the meantime stay safe and sane and hope we can shed a tier or two by Christmas day:)

"What do you mean, we've got to order a scotch egg?"



This *Newsletter* is produced approximately every four months and sent to Bristol Branch members of the Norton Owners Club. Everyone is encouraged to send in an article, be it topical, technical, a photograph or some other snippet gleaned from another publication! You can pass articles to any Branch Officer or send to Tony Lockwood at the address below.

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As you may have read the NOCL have cancelled the annual AGM until next April 2021 at least, we normally hold our branch AGM to be just after NOCL AGM so for this year or AGM is cancelled also. So I am afraid you will have to put up with the existing BNOC committee until next year, but please feel free to let anyone on the committee know if you would like to help run the branch or take on any committee position. I for one am the temporary secretary so if you are up for the secretarys position please let any current committee member know. All committee members will assist with anyone that wants to be secretary.

Due to the current situation, contacting members by electronic means is the only way open for us. I will just repeat the last issue newsletter text here to cover our bottoms regarding data protection;- Regarding communication, texting members seems to work quite well and have I now recently added a 'WhatsApp' group that also seems to be used by an increasing number of members. Email is OK but not used regularly by most I feel, with Facebook coming out favourite so far. With all these types of communication & because of GDPR (General Date Protection Regulation) as a club we have to have your permission to use your data i.e phone /name etc agreed every 6 months, this I am sure you will agree will be a nightmare and a pain, so to keep things simple if you don't want to be kept on our database let us know, if you do then do nothing it will be taken as given you want to be contacted by the club. Here endeth the lesson☺.

PS:- any 'smelling mistakes' in this issue are intentional, packet of wine gums to anybody finding any 'misstooks'.

I do hope this newsletter finds you all fit and well and not gone too lockdown crazy, remember Christmas is less than 10 days from time of writing and in only 6 days time the days will start getting longer, yipee!

Also don't forget we are on Facebook and WhatsApp.

Wishing you all a very merry Christmas and a safe Happy New year.

Tony L

**Notice**

From time to time a number of the articles used in this Newsletter may have been taken from the internet and other Norton Club's magazines. Where possible (time and facilities permitting) I have sought to obtain permission (where required) to re-publish here. I have always tried to quote the author and source of the article.

If you are the author of an article and your permission was not sought or given, please accept my humble apology.

Please also recognise that this minor, insignificant Newsletter is a non-profit enterprise by Norton enthusiasts for other Norton enthusiasts, with a very limited distribution. At least take this into consideration before consulting your lawyer!





## General announcements

**WE NEED A NEW SECRETARY** - THIS IS AN IMPORTANT ROLE, PIVOTAL TO THE RUNNING OF THE BRANCH. IF YOU FEEL YOU WOULD LIKE TO STAND UP AND BE COUNTED PLEASE LET ANYONE KNOW ON THE COMMITTEE BEFORE OUR AGM, WHICH WILL BE NEXT YEAR NOW. THIS WILL NOT BE AN 'IN AT THE DEEP END JOB', AS HELP WILL BE GIVEN FROM EXISTING COMMITTEE MEMBERS TO ANY BUDDING CANDIDATE.

As a reminder at our AGM (even though it is postponed and will be announced at a later date, God knows when), position of all the committee members are up for grabs, if you feel you would like the power and the glory please make your intentions known, particularly for the position of secretary.

I myself was going to stand for secretary but have decided to stay as editor, if elected.

Unsurprisingly any events/runs that were organised have either been postponed or will be rescheduled. No new dates for anything are known at the time of writing, anything that is organised will be informed to all members by electronic means or smoke signals so keep an eye on PC's, phones and a hill near you.

Regarding our branch Christmas meal, this has sadly been cancelled but the good news is we are booked in for the 8<sup>th</sup> January 2022, so fingers crossed!

The branch camping weekend that had to be cancelled this year will go ahead at the same venue, Baskerville Hall Hotel, next year. Any monies paid will be held over for next year unless people have requested refunds.

As you all know we have been using Zoom to hold virtual club meeting on a Thursday evening at 8pm. We have chosen Thursday as this does not clash with the real meeting we normally have on a Wednesday. Since July the 13<sup>th</sup> we have held club meetings at the Bridge Inn on our regular Wednesday evening and these have been surprisingly well attended by some club members. However since the latest GOV dictate a decision was taken to once again temporarily suspend any officially organised club events, this including club nights. Depending on the Tier you are in the current, at time of writing, GOV rules still allow pubs to be open with a maximum of six in a group so if members still want to go to the pub on a Wednesday, because they always did and to change would upset there regular motions so to speak, they may do so as the choice is entirely, still, yours. For this reason the Zoom meetings will be kept to a Thursday.







The Zoom meeting that have been held are very well attended and have helped us to connect to members from far and wide, Epsom, Australia and as last week David Holmes from South Africa. Dave was invited as a guest to join the group by Andy Sochanik as Dave hosts the 'Norton Lightweight Owners Group Jubilee Navigator Electra' Facebook page.



David on a test ride of a Hinkley Thruxton



IAM is worldwide then





Now if Covid19 is infectious then getting married is as well.  
Two of our members have taken the plunge,

Angie Hanmore has now made an honest man out of partner Paul,



Andy and Debs

Angela and Paul

Paul Wolf writes; Members Paul & Angela Hanmore got married this year with past member Andy Watkins & wife Debs as witnesses.

And not to be outdone

Rob Boulton has told me he tied the knot with Marina, a Latvian lass, they were married in London in July.



Marina trying out the featherbed



Marina and Rob

I am sure all the club wishes both couples all the best for the future.





## Club membership subscriptions

Dear Member,

First of all I would like to wish you a Merry Christmas and a Happy New Year in these troubled times but it looks like things are going to improve. Having rebuilt the Commando this year after it failed on a Spirit of the 60`s run a few years ago and with it now running sweet after 500 miles I have decided to focus on rebuilding my 3 1/2 inch live steam LNER Green Arrow after getting my new boiler as well as rebuilding mags, so a busy year ahead.



But the main reason for this Email is to remind you that your 2021 Bristol Norton Owners Club membership is due on 1st January. The cost is unchanged at £5.00 single & £6.00 including spouse or partner.

There are 2 preferred ways of paying,

If you want a membership card you can send me a cheque made out to Norton Owners Club to Paul Wolf 98 Shellards Rd, Longwell Green, Bristol. BS30 9DT with a SAE

Or you can pay direct into our Lloyds bank account,

Details below:

**Bank:** Lloyds

**A/c Name:** Norton Owners Club

**Sort Code:** 30-94-80

**A/c Number:** 00133593

**Ref:** Name - eg 'Paul Wolf'.

I know there are a few that have paid already for next year so please ignore this payment request.

Thanks Paul Wolf Membership Secretary





From Bill Amberg

We are planning a small classic event in Bruton High Street Somerset (where I live despite my e-mail address) for the Christmas evening shopping event. We are hoping to encourage shoppers to go local this year as opposed to an internet splurge, I'm going to exhibit my Nortons and other vehicles but I'm sure more would be welcome to this outside covid friendly event; when I have a date I will let you know as it would be fun to see more Norton's on the street for anyone risking a night ride.

Tony

I have more details for the Santa parade in Bruton.

Its scheduled for Saturday 19th between 2.00 and 4.00pm planning to meet in Sexy's school car park at 1.30 and do two possibly three parades around the town with Ants in my side car.

I will confirm address shortly.

All the best

Bill

(not sure what Sexy's or Ants in a side car is, but I am sure your find out if you can go, Ed)

2021 Calendars are available from me at £7.50 ea

Collection or delivery can be arranged if in the area.

After Dec 2nd - I'll be in our pub again....provided they survived!



Posting out is possible for £2.45 (or £10 total in round numbers) - means rolling it up longways - like a tube.

\*\*The price is £10.80ea from NOC (£9 + VAT) delivered\*\*

Cheers

Andy Sochanik







The below has been submitted by our young antipodean member Bob Nicholas.

What I have attached is quite interesting and applies to any tyre, I suggest, but is aimed at the Ozzie who goes off-road in the desert or on the beach etc.  
Regards Bob (Weston-Super-Mud for us I think, ed)

### Tyre Pressures

Here are five things that you need to know before heading off the blacktop...

Tyre pressures are a simple numbers game. Are your numbers right? Here are five things that you need to know before heading off the blacktop. With a thousand articles in a thousand magazines there's no way you could possibly overstate the importance of not only tyres but the pressures they're run at.

They're essentially the glue that holds a 4X4 together. Not in the literal sense – that's generally spot welds and actual glue – but in the way that all the other components depend on your tyres performing before they can begin working themselves. Those two fancy new lockers? Useless if the tyres aren't gripping. Trick new flexy suspension? Garbage if the tyres won't bite. Impossibly-big-number-claiming exhaust system and performance chip? Yep, you guessed it; if the tyres are letting it all down they're never going to reach their full potential. The worst part is, most people won't ever know the sins they're committing on their tyres. After all, they follow the simple rules of dropping them in mud or sand. What else is there to worry about?

### THE IMPORTANCE OF DROPPING PRESSURES

There are four reasons you'll need to alter tyre pressures, and they're the same no matter what terrain you're driving on. Longevity, damage, ride quality and grip. It's generally only the last that gets spoken about but it's only part of the bigger picture. Put simply, dropping your tyre pressures in any terrain will provide more grip, a better ride quality; and more resistance to chips, scrapes and punctures. Drop them too low for the speeds you're doing and heat becomes a factor – which can seriously affect your tyres' longevity. It's a





delicate juggling act and one that will require constant attention – but when you know and understand these factors you can begin dialling in your tyre pressures to suit specific terrains. For example, in high-speed desert and Outback driving you'll want your pressures dropped low enough to not only help smooth out the rough corrugations but also allow the tyres to soak up sharp stones and rocks you'll find along the way. Dropping them too low will see excessive heat start to build up and premature tyre failure. On the opposite end of the scale, the low wheel-speeds in mud, sand and rocks will allow you to drop your pressures down even lower to maximise grip without risking heat build-up.

#### GETTING THEM RIGHT FROM THE START

You've probably seen countless guides on what pressures to run for each and every terrain. Run X-psi in the sand, X-psi in the rocks, X-psi in the mud. It's all very helpful, but irrelevant 99% of the time. Even when you're heading off for that trip of a lifetime it's a safe bet that for every 10km off-road you'll do at least 100km on-road. So how do you know what tyre pressure to run normally? It's a little thing called the 4psi rule, and it's something a lot more of us should be using. Different 4X4s have different weights and different characteristics that make them require different tyre pressures. Put simply, what works in one won't work in the other, even if they're the same make and model. The 4psi rule is the pressure change between hot and cold tyres and it couldn't be simpler if it tried. With your 4X4 in its normal road-going trim and the tyres cold, check the pressures. Then take it for a half-hour run to get the tyres warmed up; and check again. If the pressure has risen by more than 4psi then your starting pressure was too low and should be adjusted up. If it's risen by less than 4psi your starting pressure was too high and should be adjusted down. You can use this rule to set different pressures front and rear, or even to set





pressures when towing or loaded.

### SLOW DOWN THERE, TIGER

While they might simply look like large black doughnuts, tyres are actually incredibly complex bits of kit constructed with carefully-planned layers all held together by science. The layers are generally a combination of carbon black, silica, nylon, steel, canvas, silk, cotton, Kevlar, and various types of rubber all chemically bonded together. As the tyre rolls, it deforms (the flat bit on the bottom) – pulling and stretching these layers in the process. This deformation creates heat. The faster the deformation happens, the more heat is generated. Too much heat and the chemical bonds between individual layers begin breaking down until eventual failure. This doesn't mean you should be scared to drop tyre pressures when off-road. But as a general rule the lower the tyre pressures, the lower your speed needs to be... no matter what terrain you're on.

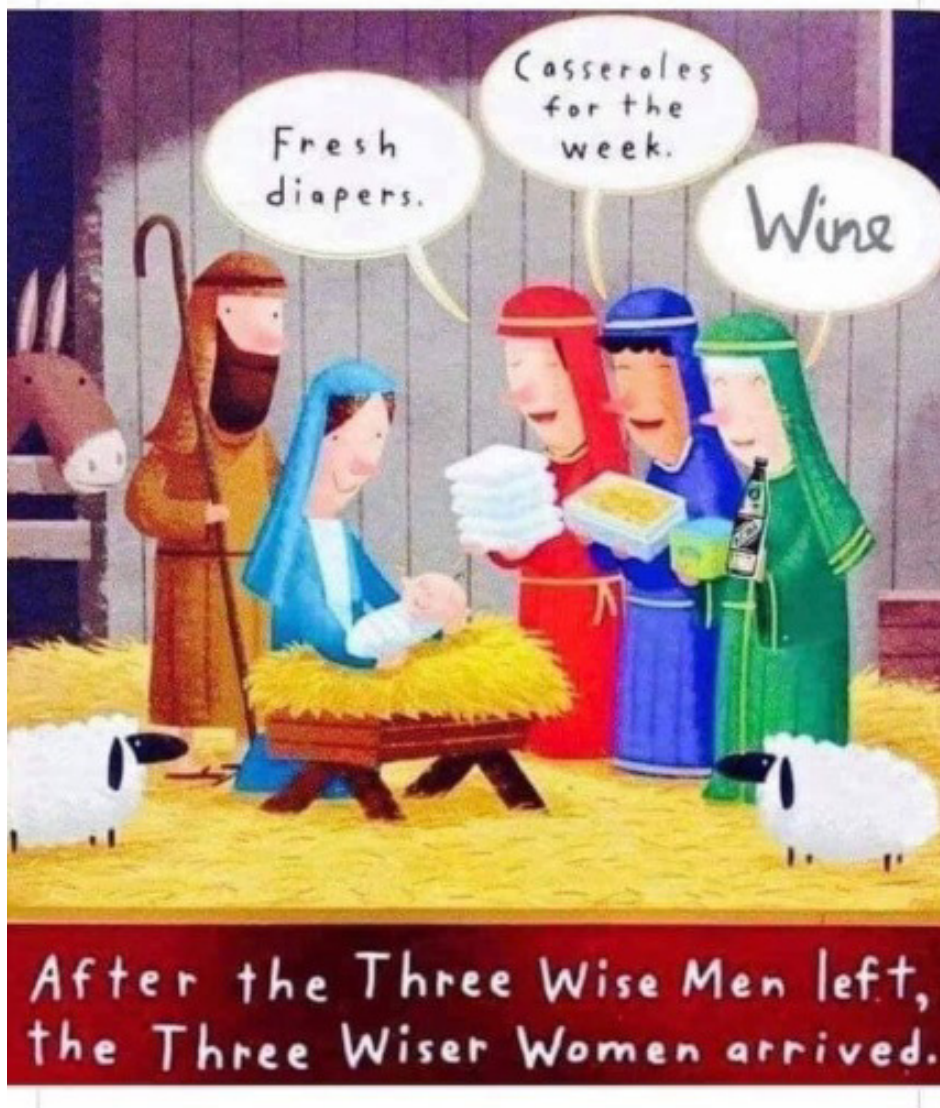
### MORE TYRE, MORE GRIP

Most off-roaders will know that decreasing tyre pressure increases the available grip. But there are a few myths circulating on how this is actually achieved. A common thought is the tyre 'bags out' – thus getting wider and putting more tread on the ground. While not completely wrong, it'd definitely get a B- on the test. As a tyre's pressure is dropped the real difference noticed is in the length of the tread. Draw a circle with a flat bottom and then keep moving that line higher and higher up the circle. Each time it's moved higher it grows considerably longer. This is where the real increase in grip comes from. So how much extra tread do you actually get on the ground when dropping pressures? We've pulled out the tape measure and tyre gauge to get the actual facts and figures on this 265/75R16 tyre. Despite the relatively insignificant increase in tyre width, the tyre's contact patch has increased by nearly 50% by





dropping from road pressures down to 16psi. That's 41.2% more tyre on the track, and 41.2% more grip available.(Ed) So there you have it if it snows this year or you get stuck on Weston –Super-Mud beach in a heatwave no excuse getting stuck.







## Colin Spence keeping busy in lockdown

As some of you may know, during the summer I bought a 1997 Honda VFR750 F, without a doubt the biggest and most modern bike I have ever owned and ridden on a regular basis. This will in no way take over from the Jubilee but it gives me a little time to work on more space to get working on it and hopefully back on the road. I managed to get out for a few runs by myself and also with the club, I surprised myself and the bike surprised me. As Andy Sochanik said, going from 17 hp to 100 hp is a bit of a jump!!!!

The bike had been privately owned but he had only put about 2500 miles on it in the 10 years he owned it. When I went to see it the bike looked tidy and sounded good considering it was built in 1997 and only clocked about 23,000 miles. However as an ex-mechanic and ex-helicopter engineer I thought it would benefit from a damned good service and looking at so I decided to sort that during the winter months when I don't ride much anyway, lockdown came and the decision was made.

All fluids would be changed along with air filter, oil filter, spark plugs, coolant fluid, brake fluids and clutch fluid, corrosion on front shocks, brake pads front and back, also any problems which become obvious during the service. Now with most Norton's they were sold without fairings, cable clutch and brake's, air cooled and no oil cooler. Very basic electrics, one headlight and no indicators. It took nearly a day to remove all the fairings, then run the engine to warm the oil and then drain it.

First thing I saw was the 2 cooler seriously corroded off for investigation, I had plugs where a bugger to going to drain the coolant I cooling fan off for decided to check the I did, it wouldn't open so a and fitted. I will say though fitting a Honda original at Wemoto at £42.



pipes feeding the oil so they had to come been told the front access so as I was got the radiator and inspection. I also thermostat and lucky new one purchased I couldn't justify £60 so got one from

A metal water pipe, which chrome, was badly corroded so had to come off and painted. I noticed a weep from the front rocker cover left side so added a new gasket to the parts list. Fuel Tank removed for access to the air filter, I was then advised about a sub-filter close by that was always ignored so that came off and lo and behold it was nearly non-existent.





I also found the R/H crankcase cover badly corroded so that had to come off for painting. I needed access to the front sprocket to check for wear and get the chain and sprocket cleaned, this involves removing the clutch slave cylinder and speedo drive and then another cover which was corroded and full of years of much and grease and all sorts of crud. I decided as I was changing the clutch fluid it might be prudent to change the slave cylinder seals and just as well I



did, the fluid was black and the reservoir had a pool of sludge in it. The slave cylinder was similar and the piston needed a good clean, bleed nipple was corroded at the tip so will be replaced. The front sprocket looked like it might have wear on it, coco powder from under the bolt head, so that came off and although a little corroded it seemed in reasonable nick so was cleaned and prepared for refit. However it took a couple of days to remove and clean up the crud from that area, the cover gasket is no longer available but luckily someone in the HOC had got a few made so was able to get a replacement. Rusty bolts, crud and corrosion takes

time to remove and of course now the temperature is dropping and more moisture in the air painting is challenging, especially as I can't do it in the garage with other things there that can't have overspray on them. In the mean time I considered removing the chain but as it's a 'never-ending' chain I decided it wasn't worth it so started cleaning up years of mud, grease and corrosion off, the side next to the wheel was the worst of the two and required brushing with a brass brush carefully avoiding the upper and lower to prevent damage to the 'O' rings.



Rear sprocket came off for cleaning as well but when installing again I accidentally over torqued one of the studs and it snapped so I decided to replace them all as they all had varying amounts of corrosion on them.

Rear brake pads were easy except that although I had ordered all pins and dust seals prior to starting the service I couldn't find one set common to front and rear. I had the paperwork and I think they are in the garage but they are not with the rest of the new parts so had to order some more. Anyway, fluid was changed and bled, job done.

I will say that Fowlers, in most cases, were brilliant, they had most things in stock and if they didn't then David Silver had them and just a few things were cheaper on CMSNL.com so not much I





haven't managed to source. However the oil pipes are now discontinued by Honda but again luckily a guy from the HOC said he was manufacturing some so I registered interest and yesterday they turned up and look just like the originals.

While I was at the back end I noticed the rear sub frame (seat and rear fairing frame) was corroded so removed it for painting but as the corrosion was quite deep I decided to take it to Griff's Reality Motorworks for powder coating. I



also noticed paint flaking off the rear shock so removed it on the understanding I could strip it myself with the help of a couple of spring compressors. Unfortunately that only applies to the early VFR's but while chatting to Nick from the powder coaters, he said he knew someone who could strip it for him to fully treat. For those interested it is a company called MH Suspension, the guy's name is Mark Hammond. Nick also said he saw Mark every week so would happily transport it there and back so Mark will let me know the finished price for his work and when Nick is

finished with the shock and sub frame I can get them fitted back on again.

Spark plugs have been fitted, rocker cover gasket fitted and R/H crankcase cover sprayed and refitted, oil filter changed and now I have the oil pipes the oil cooler can be

de-corroding the priced up another I can find is ridiculous are in similar condition discontinued them but parts list is over £94 so so I think a good rub Hammerite will have to



refitted. I am in the process of radiator and fan shroud, I have shroud but the cheapest new one price and most second hand ones to mine. Honda have the last price recorded on their I wouldn't be buying one anyway down and a healthy coat of suffice for now. The radiator

being aluminium is a different problem!!!!!! So jobs left to do as of 27<sup>th</sup> November 2020, Front brake pads and fluid, left front strut dust seal and then both struts to be sprayed. Fit an alarm system, wire in a supply for a TomTom, clean up front and rear mudguards, figure out a means of mounting the TomTom on the top yoke without drilling into it. Engine runs and with the kind permission of Tony Lockwood I will also need to balance the carbs, I did notice a couple of the plugs a little black and have been told by other VFR owners the little chatter in the engine on idle is due to carbs out of balance. Hopefully then it will be ready for the road again.

It will have cost a bit more than anticipated but as it is coming up on classic bike status I do think it is worth the effort. I hope this will make it a nice bike to ride and reliable, the only fly in the ointment is the voltage regulator which apparently can play up or at worst kill the bike. I am considering looking for







another one but really don't want to get into modifying the wiring so may get one and keep it with the bike with tools to change it if needed.



Preventative maintenance does work and I will continue to service it every year even though some things done need doing yearly, the bike is getting older and just needs little more TLC to ensure its 'bulletproof' reputation. I have attached some pictures of the work so far.

### Colin Spence







## Norton Commando 961 vs Triumph Bonneville T120

Back in February 2020 I had a panic because the rumour was that the Donnington empire was falling. Concerned that spares and expertise for my 961 (2018) were going to disappear, I went out and bought a T120 (2017) - admittedly this was no accident, as I had recently traded in a T100 for the Norton, and had long been covetous of a T120.

So then Covid set in, no continental capers, but fortunately throughout the year there were weekly Branch runs, with hindsight a fantastic opportunity to visit our often neglected and under rated English countryside. The bikes I used, alternating, were the 961 and the T120, clocking up over 3000 miles by the end of season. I think this has given me an insight and comparison of both the bikes, which I would like to share.

The Norton



I bought this bike new back in 2018. It took a lot of getting used to, particularly the engine noise (ref - asthmatic dumper truck). However, having done nearly 6000 miles, including trips to Holland and Portugal, I have grown to love it. There is no doubt the miles put on it has reduced the awful initial mechanical noise, and perhaps I have also just got used to it. Fitting bespoke luggage on it has shown its potential as a tourer, a feature that the Norton factory unfortunately ignored. It is, in my opinion, a beautiful looking bike, referencing well the original project.

The Triumph



This is a far more conventional bike, with water cooling and a main stand, very easy to ride, and generally user-friendly. I bought this 2017 bike with under 1000 miles on





the clock. Previously, for 10 years, I had owned a T100, an excellent bike that had clocked up over 10,000 miles of trouble free motoring, so I knew what to expect.

Now the comparison -

**Engine** -, Both bikes have a claimed 80bhp . The Triumph, being a more modern (and bigger) lump, 1200 cc, ohc etc, is definitely smoother. It also feels more powerful than the Norton on brisk acceleration, it does come close to 'pulling arms off'. The Norton though is a good all rounder, pulling well and reasonably vibration free in the 50 - 80 mph range, and remarkably predictable in traffic, it does not run lean or stall as described in some of the motorcycle press.

**Transmission** - The Triumph is 6 speed, the Norton 5. Both are smooth changes, the Triumph perhaps slightly easier to find neutral , helped I'm sure by gear indicator. Both bikes have excellent clutches. Interestingly, there are no known issues with the Norton gearbox (Mk 2's), while the Triumph has been reported to stick in 6th - a very expensive issue if not under warranty.

**Suspension and brakes** - The Norton is definitely the winner here, with Ohlin forks and Brembo brakes , while the Triumph uses its own brand. The only issue is that the Ohlin forks, with infinite adjustment possibilities, need to be set up by an expert, and I found that my forks were not synchronised (same adjustment). The ride was initially much too stiff for me, until adjusted. The Triumph on the other hand ,was set up for your 'average rider', no adjustment needed. The Brembo brakes much more efficient than the Triumph - but the back brake did fail on the Norton (needed bleeding) which seems to be a common problem. Both bikes have ABS - only came into operation once on windy lane with the Norton, when obstacle came into view, and no means of avoiding, except braking - scary, but ABS worked.

**Instrumentation** - The Triumph wins hands down - easy to use computer system showing average mpg ,petrol capacity, etc. The Norton has computer odometer, but still have not worked out how to use it!

**Rideability** - Both bikes have a reasonably low seat, which suits my short legs. I was initially very put off by the semi 'cafe racer' set up of the Norton, the only bike where I have not been able to stand up on footrests while moving- a good way of alleviating bottom cramp! However, I have got used to the riding position of Norton, and have done many motorway miles with minimal discomfort. The Triumph has a conventional side and mainstand, both easy to use. The Norton has a side stand only - difficult to locate under the footpeg when wearing motorcycle boots, and needs careful positioning when parking as it is too long. The Norton also has a limited turning circle that can make manoeuvrability problematic.(Ed's note he doesn't like going up ZigZag hill or the Ladder☺)

**Maintenance** - Changing oil on the Norton is a pain - the sump plug is obscured by the catalytic converter, so most of the exhaust system has to be removed. The petrol tank has to be removed to access the battery. Most of the service items easy to access on the Triumph.

**Conclusion** - The Norton, being a 'bespoke' creation, was about half again the purchase price of the Triumph, and the Triumph is admittedly much better value for money. The Norton also has idiosyncrasies that should have been rectified by now. However, in terms of rider experience, the Triumph suffers by being a trifle staid and predictable (some might argue these are good properties!). In terms of performance, they both have their merits, the 961 handles better, but the Triumph is easier to use. They are perhaps more similar than might be appreciated, both being modern interpretations of original 60's machines. Which one did I prefer ? - well the Norton certainly wins on the 'grin' factor - but I would say that wouldn't I !!!!

Chris Davis





## Commando Hydraulic Clutch and a lightbulb moment

So why a hydraulic clutch, a properly set up clutch with the correct stack height, correctly routed Teflon lined cable, handlebar lever free and cable nipple lubricated and you should have a nice easy clutch, Bill Hayward has such a beast, try it out sometime, with Bills permission of course!

My clutch was nothing like Bills, sensibly I should have gone down the above route but I quite liked the idea of a hydraulic operated clutch, as I wanted to get rid of cables from my bike, sort of brings my Commando into the modern world.

So what to do and how to do it, initially without looking on the internet or for that matter asking anyone I looked at Chris Davis's 961 and Andy Sochanik Triumph Legend both have hydraulic clutch operation. Both the slave cylinders are on the outside of any casing so looked easy to get at for servicing i.e bleeding or seal removal. From this I started looking around for a suitable slave cylinder that I might be able to adapt to fit onto the outside of the gearbox, however this would have involved quite a lot of work on the casing with the result of a great big lump sticking out in way of my rear set gear change linkage. So why did I even consider doing it this way if only because that's what's been done on modern machinery.

Well now this is where the lightbulb moment comes in, coming to my senses I start to trawl the internet, first stop is the NOCL forum and lo and behold loads of info and pictures. A post by a Katherine Scott gave me most of the information I needed to get started. I won't repeat anything here from the NOCL forum but if you log on just put in Hydraulic clutch and you go straight to all the links and photo's.

Katherine had started using the hydraulic actuators you can get on fleabay for about £7! that worked with your clutch cable,



these would seem to be ok with say Honda 125/250 etc. but from Katherine's experience did not give enough travel, felt heavy but above all still retained the cable to operate the clutch. In her post she mentioned the CWN (Colorado Works Norton) kit you can buy for about \$490 this includes everything including the master cylinder and a bronze slave cylinder. This kit is very neat with the slave cylinder inside the gearbox cover, just what I wanted but at not the price. Katherine had made her own so I thought I would have a go.

So first of all I have done nothing original, it is a variation on existing ideas so I claim no firsts. I was lucky enough to have a spare AMC gearbox from a Matchless so could try out things for fit before taking working on the gearbox





in my bike. The only problem I found was that there is a subtle difference on the gearbox end cover to the Norton version. The obvious difference not so subtle is the cable location slightly more rearward than the Norton location, less obvious is the dimension from the gasket face to the kickstart and gearchange boss faces neither big problems in themselves but a bit annoying. I have cut this cover up, sorry! Matchless owners, so that I can see exactly where things are when fitting the slave cylinder.

First of all I made the slave cylinder, out of alloy at first for ease of manufacture but Mk2 will be steel, taking the existing clutch actuator mechanism out you could see that the biggest dia piece of round bar I could use was 38mm (1 1/2") with wasting it down to 35mm so that the screw ring could secure the cylinder, there is a limitation as to the dia of the cylinder that



projects into the end cover as the gear change mechanism runs very close (see later photo). At the moment this has hindered the slave piston size. Looking around for a suitable piston, and not wanting to spend a lot of money as this was a very much suck it and see job, I thought of a car drum brake slave cylinder. Due to Covid19 restrictions going down to a scrap yard to rummage was not an option, a chance conversation with Dave Rood revealed he had some old Mini cylinders knocking around. So a

quick rummage in his stores garage revealed a few I could use and experiment with, a quick clean up, slight modification in my lathe and I had a usable piston with a seal of 24mm dia.



The above photo shows the piston fitted with a ball bearing fitted to the centre for the pushrod to bear against. The photo shows the piston could be bigger in dia but as shown in the next photo machining the outside of the cylinder to







clear the gear change mechanism means I have not got a lot of material to play with.



So long story short for now, I bought a FJR1300 mastercylinder which has a 14mm dia piston so with my 24mm dia piston the mechanical force ratio is not very good so the clutch is a tad heavy. I tried a spring balance to see how much force I needed to use to pull the clutch in, 35lb!. Checking Carole's Guzzi and BMW I got readings of 15lb and 10lb respectively both cable operated. So it is clear I have some work to do, but even though it is very heavy it is smooth and positive.

This is how things look with it all fitted, so is quite neat with the hydraulic pipe coming out of the existing cable hole. To enable me to install everything and check and bleed the hydraulic system, I have cut away some of the cover to enable it to be fitted after clutch hydraulics is set up.

So far with this Mk1 set up I have done about 1000 miles, no issues at present save topping the master cylinder up occasionally as the slave is a bit leaky due to the seal being a bit old, like 50 years and a bit scored! plus my left arm muscles are building up nicely.

What next, well it is clear I need to increase the slave piston size in dia. I think I can go up to to 28-30mm dia but this depends on me doing some tweaks on the gear change mechanism. Sounds a recipe for problems but I think I just need to move the spring support a little bit, lump hammer and a bit of welding☺ The other option is to reduce the





master cylinder piston down to 13mm this would help but will see how I get on with Mk2 slave cylinder.

The below pictures show the issue with the gear change spring support. More next issue.



Tony L

### **The Drop off system**

I ran this in the last few newsletters (yawn!) and thought it would be good to repeat it again now as it seems to be working but really need to hammer it home to all. This system has been used by Jenny and now by Russ to good effect with nearly all members arriving at the same time when on a ride out! The golden rule is that if you are dropped off to indicate where the group has gone **'DO NOT LEAVE YOUR POST UNTIL THE TAIL END RIDER IN PINK'** has gone past you – or motioned you out.

The Drop Off system is very effective at keeping the group on the chosen route as it allows everyone to ride at their own pace, and the ride can spread out over a fair distance without becoming separated. There are just a few simple instructions to follow:

- Each run will have a 'Leader' who always heads the group, and a 'Tail-ender' who will always be last, both wearing high-viz so they can be easily identified. The rest of the group members take turns as 'Markers' and their position in the group will change throughout the ride.
- At each junction, roundabout or other situation which might cause confusion over the route to be taken, the Leader will signal to the rider immediately behind him/her (the Marker) to pull in and stop at the point of route deviation. The Marker should choose a safe, visible position to park, and use **arm signals** to show the correct route to take, to the following riders.





- **The Marker who was ‘dropped off’ must wait until the Tail-ender arrives before re-joining the group. They must not leave their position until the Tail-ender comes along, however long it takes, otherwise the group will become separated.**
- As the Tail-ender approaches he/she will slow down to enable the Marker to pull out. Traffic conditions may make this impossible, particularly on busy roundabouts, in which case he/she will ride past the Marker and allow them to overtake where it is safe to do so.
- If you are the third bike behind the Leader and you realise that the bike in front has not marked a change in direction when signalled to do so by the Leader, **then mark it yourself.**

### **Norton Motors Ltd**

Just a little bit on Norton Motors Ltd, they have been bought by an Indian Company TVS all details have been covered in the motorcycle press but suffice to say it is good news they will keep things going, satisfy current orders and who knows make things good again. The latest info is that they have moved production to Solihull now. **Production in the new year I hear!**

### **Peter Willaims update**

**From the November Facebook post by Dave Corxford** (unedited by the ED)

Its been a while since i have done a post about Peter but have been in Contact every week so will give you a update  
Peter looks fine and cheerful mind you he all ways is  
What's been going on Pete much the same how about you much the same with me Pete still frigging around in my workshop... bit quiet at the moment Been talking to Norm he is very busy replying on facebook being a Norton anorak You know what Peter i spoke to Norm today his book is selling really well its even for sale on Ebay cheaper than what you can buy from the big book stores ,,tell you what Pete i could get some of Ebay we could both sign them and Auction them might sell more than Norm and make a few bob ,well on second thoughts better not Norms patching up his boat ,so he will need the money he has big plans for next year, I know i could race Norm to southern Portugal he could set of from Devon,,, Pauline and i would leave from home as the crow flies 1300 mls on my Triumph it would take me about 3 or 4 Days i wonder how far it is by sea must ask Norm ,,bit like top gear used to be ,,coz he would have to navigate the bay of Biscay Hmmm  
How has your day been Dave WELL back to spec savers Pauline booked Another hearing test just about fed-up with me saying DO WHAT





So went into the hearing office morning Doc well audiologist sat down Oh its you again so 15 mins later yes Mr Croxford your left ear is shot  
So what new then Well i do recommend this type Cros or something have you used hearing aids before,yes got some on Ebay from china £12.99 they did have very good reviews but they were like putting two Wasps in your ears he looked at me if i was some sort of idiot,you know what's coming next HOW MUCH i could buy two motorbikes for that ,ok will think about that again .i bet he thought thank Christ he has gone bloody time waster  
Pauline is waiting outside how did you get on... think i will stick to DO WHAT Peter what do you do all day don't you get fed up well some times but at the moment i am getting together some sort of book about assorts of things ,like disappointment's i have had ,like you mean when i beat you Dave i never remember that happening sorry peter silly of me to ask that  
No Silverstone leading all the way run out of fuel last lap. Now that would piss you off ,few other things but will work on it  
I know what i was going to ask you did your dad race .,i remember your dad quiet well in the early days, Yes he did race a bit held the hour record at Brooklands on Raleigh, never new they made motorbikes Oh he was a Winner as well that's good. Right what's next, Peter why don't you ask your son Jack to start up a Peter Williams group on facebook, you have so many fans Peter, they would love it plus the fact it would pass the time of day for you they would post pics that you have never seen before,,, could be a lot of interest in the pics where i am leading you, bet their won't be many Dave ,,thanks Pete  
Hang on Peter i can see the postman coming looks like he has a package for me ,thanks Ken back to Peter i know what this is, its a prezze for Pauline only ordered this from china a week ago that's quick .what is it Dave well its a sonic toothbrush only £12.99 i got one a while ago really good and powerful they said use low power to start with to get used to it . So stuffed  
It in my mouth full power on.. bloody hell thought my eyeballs were going to fall out, reminded me going down Bray hill FLAT OUT Hm  
I am getting lost for words to write so the old favorite what you having for dinner tonight Peter don't ask Dave its #/@# really as bad as that .just cant wait till i can see Pam again she is a good cook and can bring some of my favorite food in . can hear noise ar teas come in  
Well i will leave you to it Pete not much more to say ,but we have had a good chat so that's good ,ok Dave thanks for that skype me in a few days no problem there Peter.

The above is taken direct from Dave Croxford's facebook post and as written To my mind it has a certain charm about it, two racing mates chatting so have done no editing save a few spacing's between words. Ride on☺







## Peter Williams Book

Chris Tait advises there are still a few copies left of the "Revised Edition" All copies will all be signed by Peter and I'm sure he will be pleased to personalise them with your name in, the price:

£37.50 plus P&P - £5.00 UK and Europe and Rest of the World courier prices on request.

Collection from North Bristol will be fine.

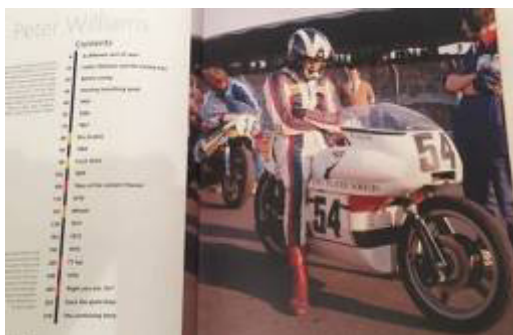
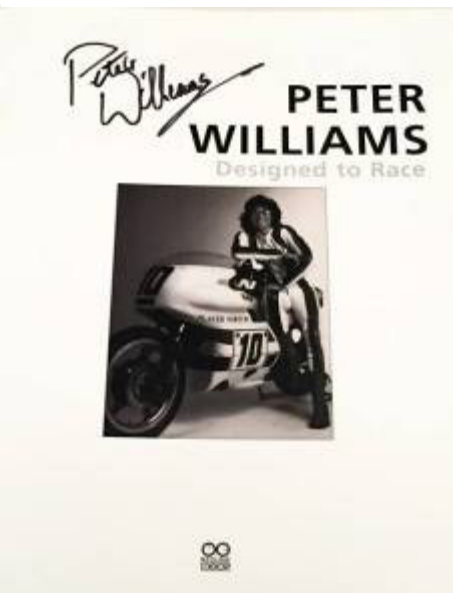
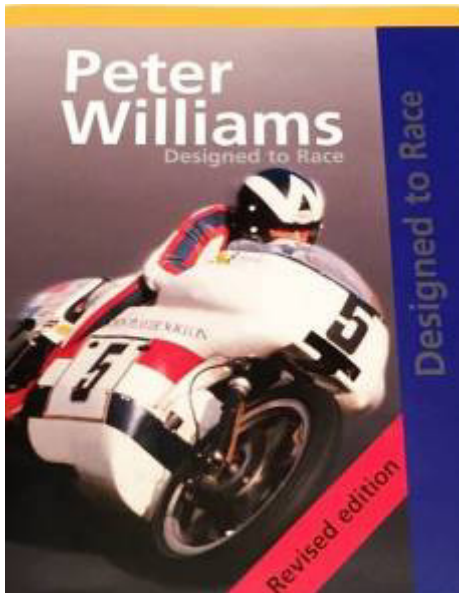
Send PM

Call me on : 07770 962439

Email : welovebikes1@aol.com

Thank you

Chris



Ed's note, I can thoroughly recommend Peter's book as a very good interesting read the pictures, text and paper are all of very nice quality. There is also a good review of Peter's book in the latest issue of 'The Classic Motorcycle'





## **NORTON COMMANDO MK3**

### **STARTER MOTOR**



**ALL UNITS BUILT USING RECONDITIONED MOTORS**

- **FOUR BRUSH HIGH TORQUE MOTOR**
- **HD 32mm FRONT BALL BEARING**
- **O-RING SEALED MOTOR**
- **9 TOOTH PINION PROVIDING GEARING REDUCTION**
- **LOW CURRENT DRAIN**
- **OVER 2lbs LIGHTER**
- **BOLT ON – NO MODIFICATIONS NEEDED**
- **WILL TURN YOUR ENGINE OVER JUST LIKE A MODERN BIKE**
- **THE UNIT IS DESIGNED TO WORK ON STANDARD POSITIVE EARTHED MACHINES**

**ALL UNITS COME WITH 12 MONTHS WARRANTY FROM THE DATE OF PURCHASE \***

**Price £275 (or if you want a brand new one - £295)**

**\*CONDITIONS APPLY**

**Please contact Gordon on 07971213632 or email [gordon.nichols@sky.com](mailto:gordon.nichols@sky.com)**

**(Ed's note, a number of club members have Gordons starter motor fitted and they are very happy with it, a great improvement over the original item).**





## **Mike Wills 'Regalia Man' still has some nice regalia for sale:-**

Branch logo embroidered in red or gold on 'T' shirt, £8, Polo shirt £12 and Fleece £20 (different colours possible but depends on orders). Please note prices are subject to change, please check with Mike before ordering

We now have, or some of us anyway, some fine examples of the new regalia, come to a club night or run to see what they are like, all very good quality.

Mike has a minimum order qty of 10 items (can be different), if you would like anything but he does not have it in stock please let him know with size/colour required.

Also - now for the ladies, there will be some regalia in sizes befitting their slightly built frames.

Contact Mike on 0117 983 1698 or email on [mikewills@hotmail.co.uk](mailto:mikewills@hotmail.co.uk) for more info.



**'T' shirt**



**Fleece**



**Polo shirt**

## **WANTED**

**Articles for the news letter, anything you print I will stick it in.**

**I would love,**

**Technical items, anything about you, bike trips you have been on or going to, anything about your bike, its history etc. Is this newsletter any good, could it be better, is it too big, could we do with just a few sheets of club info, do you enjoy it etc. Please contact the editor,**

**07905 998885, 01179492097 email [tonylockwood@blueyonder.co.uk](mailto:tonylockwood@blueyonder.co.uk)**





## Newsletter Deadline dates

**If you would like to send anything for inclusion in the next newsletter please get it to me by end of March for the 2021 Spring issue out on line early'ish April. Appreciate it might be a bit thin with no events going on so your life story on bikes would be good.**

## Tips of the Day 8<sup>th</sup> December 2020

1. How to make use of an old inner tube by crafting a small tool pouch for your bike. Cut an appropriate length of tube and seal off one end, make a flap at the other end which can be turned back and fastened by a band made from the same tube. This would enable you to carry a small selection of tools neatly in your battery box handy for emergency use.
2. It is helpful when setting valve clearances to turn the engine by moving the back wheel with the top gear engaged. It makes it easier if spark plugs are removed beforehand. Also I have found it helpful to utilise a piece of wood approximately 60 cm long by 14 cm wide, 4 cm thick and with a cut lengthwise of 2 cm wide and 5 ml deep in the middle of the piece of wood. You can then engage the feet of the centre stand thereby keeping the back wheel off the ground when doing this job. NOTE: This piece of wood is also useful if you are checking the timing.
3. For clutch relining do not cut the corks, instead soften them in boiling water for 10 minutes. Truing new cork inserts into the clutch plate can be awkward. It helps if you can construct a jig using 16 gauge sheet steel with a hole in the middle, just large enough to support the outer rim of the plate and the tangs. Put sandpaper on a flat surface, lay the jig on the paper then place the clutch plate with the corks fitted over the hole. Steady the jig and rotate the plate to and fro. When the plate is flush on the upper side of the jig, the corks will have a uniform thickness.

Regarding the last newsletter TOTD item 3

### K2 and K2FC Magnetos in your Norton

When checking points or timing an engine, check both cams in the magneto for the correct point gap because the cams can wear unevenly. Turn the magneto points round and check the gap on one side and then turn on to the next cam and check that gap, making sure the gaps are within tolerance specified. As an example I timed an engine using one side of the cam and when started the engine ran very unevenly. On checking the timing I found that one cam registered 12 thou clearance and one cam registered 5 thou clearance. This meant that the slip ring in the magneto was badly worn and needed replacement.







Paul Wolf has commented,

Hi Tony, A correction needs to be made after wrong information in the last newsletter in tips of the day. The advice about magneto points gaps is wrong as it doesn't really matter if the points gaps are odd because the important thing is that the points open at the same time so you could have 12 thou one side and 16 thou the other side but as long as the points open at the same time that's the important thing. Cheers Paul Wolf Magneto Tec for NOCL.

## **BRISTOL BRANCH TOOLS LIST**

- |                                    |                                       |
|------------------------------------|---------------------------------------|
| 1. 2x2 piston ring clamps          | 16. chain link extractor              |
| 2. commando clutch puller          | 17. set of combination spanners whit  |
| 3. sump bung spanner               | 18. 3/8" to 1/2" adaptor              |
| 4. commando engine sprocket puller | 19. 3/16" whit socket                 |
| 5. commando clutch plate lock ring | 20. 1/4" whit socket                  |
| 6. crank oil pump gear puller      | 21. 5/16" whit socket                 |
| 7. valve spring compressor         | 22. 2 x 2" long 3/8" drive extensions |
| 8. timing light                    | 23. 1 x long extension 3/8" drive     |
| 9. torque wrench                   | 24. oil filter strap                  |
| 10. sump / gearbox socket          | 25. 3/8" wobbly drive                 |
| 11. hydraulic bearings puller      | 26. timing gear puller                |
| 12. valve seat cutter              | 27. clutch centre puller              |
| 13. valve rocker spindle puller    | 28. clutch lock ring socket           |
| 14. exhaust c spanner              | 29. clutch c spanner                  |
| 15. TDC gauge                      | 30. engine strip video                |
| 31. gearbox strip video            | 32. Rear shock spring compressor      |

We also have DVD's of Commando Engine and Gearbox rebuilds.

Keith Boulton is our man looking after the tools if you need to loan any of the above please contact Keith either via,

Email:- [kebnorton@hotmail.co.uk](mailto:kebnorton@hotmail.co.uk)

or

Phone 01454 778864 (daytime please and leave a message)





<p><b>Unity Road Motorcycles</b></p> <p><b>Bristols Premier MOT CENTRE</b></p> <p>Specialists Second Hand Scooters Parts, Sales, Repairs. Free collections</p> <p>Tel 0117 9863267</p>	<p><b>Discount to some items bought by club members, please ask</b></p> <p><b>Norton bikes only</b></p>  <p><b>Unit 20-21 Wansdyke Workshop Unity Road Keynsham Bristol BS31 1NH</b></p>
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## FOR SALE AND WANTS

**18" Alloy wheel** rim 32 spoke, no idea what it is from £5  
1920's Royal Enfield sidecar chassis fully restored includes all fittings  
£300ono  
1920's Sidecar body single seat, solid but requires restoration  
£275ono

**Contact Tony the editor 0117 9492097**

**For Sale:-** 650ss in Polychromatic blue, very unusual original colour as used on the Manxman for USA Market.  
registered 1962, Built Sept '61, one of the first 650ss to be built, all numbers original to bike, Rita Electronic ignition, Carbs replaced 2018, Dunlop alloy rims, twin leading shoe front brake, rack and easily removable indicators, tyres new last year with very little mileage, new silencers, Daytime running lights, Sealed battery, all in excellent condition , ready to ride, rare as chickens teeth!!  
£6750 ono  
Bob Presley





ES2 frame. ridged in good condition  
ES2 tank . original chrome sided surface rust no leaks  
Es2 exhaust. VGC  
ES2 engine . 500cc dismantled but complete  
ES2 oil tank. Various to chose from  
ES2 primary chain case inner and outer  
£1720.00  
Dommie seat ok condition £50.00  
Please call Bill on 07973501106 or [bill@billamberg.com](mailto:bill@billamberg.com)  
Somerset

### SERVICES FOR BRANCH MEMBERS

Ultrasonic carb cleaning, Bead, Soda and Alumina grit blasting, Gas welding, MIG welding, NDT, Wheel building, Lath/Milling work, Spark plug Heli Coil inserts (+ other sizes available), Polishing and now I am a large yellow van man bike collections etc.  
Please contact me for further details:- Tony Lockwood 0117 949 2097 or mobile 07905 998885.

Branch members! are you having a problem with your old Nortons?  
Give me a call:- Keith Boulton 01454 778864 or 07875 243520  
Engine rebuild, gearbox rebuild, forks rebuilt etc.

Paul Wolf Magneto and Dynamo repairs. Clutch and Throttle Cables made to order, Welding and Brazing. Tel; 0117 9836702.

Cables Just as a reminder we, the Bristol branch, have a small stock of popular cables for various models. The stock is currently held by Paul Wolf, the idea is that if you are out on a club run in the evening or on a Sunday when all the normal shops are closed we may get you out of the poo!  
Contact Paul on 07831446958 for further details.





## Events

**VERY IMPORTANT** ALL THE EVENTS BELOW MAY OR MAY NOT GO AHEAD DUE TO COVID19, ALL OTHER EVENTS WE HAD NOTIFICATION OF HAVE BEEN CANCELLED. THE ONES BELOW HAVE NOT BEEN OFFICALLY CANCELLED BUT IN ALL PROBABILITY, MOST LIKELY, WILL HAVE BEEN. SO PLEASE CHECK BEFORE SETTING OUT.

### Bristol Branch Events Calendar for 2020

#### Home organised events -

**Boxing day run 26<sup>th</sup> December.** Wishing Well Pub, Codrington from 11am  
NOTE this may be possible if the Covid19 lockdown rules allow, so if you are out on your bike for some exercise and just happen to pass the pub and it is allowed to be open (with no prior booking required) then pop in.

**New Year's Day 1<sup>st</sup> Jan 2021.** Currently the cafe at Bitton Railway is open from 9am to 3pm for takeaway food and drink only. If you're at a loose end and out for exercise and the Covid19 rules allow then drop in from about 11.30.

At both venues you may or may not find anyone there it is just going to be pot luck.

#### **Bristol Classic Bike Show 2021 now moved to July 24<sup>th</sup>-25<sup>th</sup>**

We will be arranging some midweek and Sunday runs, weather and lockdown rules permitting, no dates fixed yet but venues are likely to be AV8 café at Kemble airport, Compton Abbas airfield, Staverton airport café etc also a visit to Brian Escott, near Chippenham, who is now housebound but would still love to see the bikes (failed miserably to fulfil this so far, will make a proper effort in 2020/21). When we can organise these runs and we will inform all with some dates in the near future, so keep an eye on your text/email/WhatsApp or Facebook if you use it.

#### **More dates and events will be circulated to all when known.**

I have spoken to Brian Escott (14/12/20) and he is still well but recovering from flu, but not Covid19 thankfully. He is housebound so would love to see anyone from the club when restrictions allow.





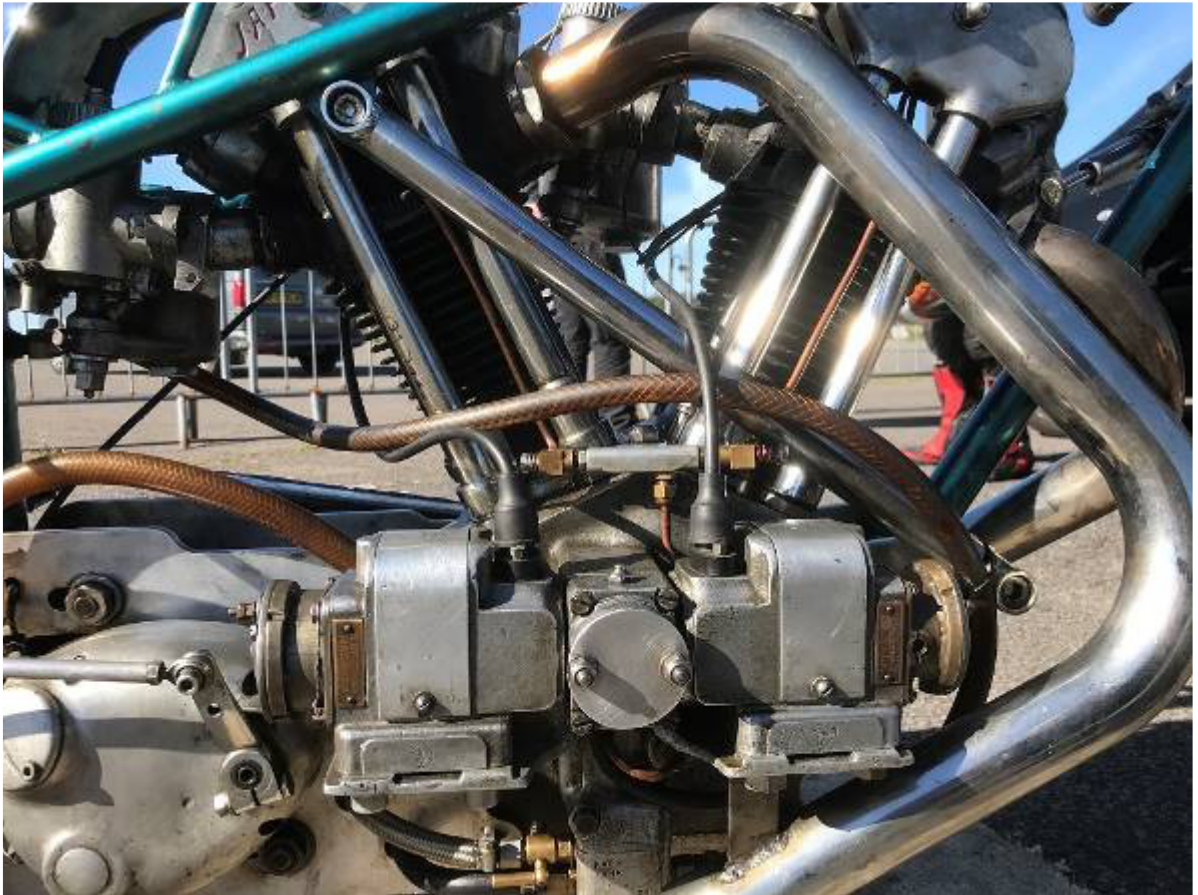


Rock Cafe at Burrington Combe, Somerset Ham roll nice but £4.25



Bread Pudding made by Phil Lord's wife Joann absolutely superb





V Twin JAP at the Westonzoyland NSA Sprint



Joe Elliot and his Commando at the Chew Valley August Classic meet







Bit of nostalgia now from Peter Wright who was editor of the branch newsletter before Adam gave Eve a Hotpoint back in the day.



# Norton owners club

President JOHN HUDSON Esq.

Please reply to:- Tel. 568202

4 Chestnut Way,  
Kingswood,  
Bristol.  
BS15 4TU.

Date:

## BRISTOL BRANCH NEWSLETTER.

Club Meetings :- Every Wednesday evening  
at The Bull, Crews Hole Road, Hanham.

Next Newsletter: 28.10.81  
Copy Deadline : 26.10.81.

### DIARY DATES :

October 2-3-4 Watchet (See Elver)  
28 DARTS against BATH MCC \* at Bath\*  
November 6-7 Bristol Bike Show..

oOo \_\_\_\_\_ oOo

### August 16th RUN TO WEST BAY DORSET

Being a 'Bee em' owner I must grudgingly admit, you Norton fans certainly enjoy your serious biking.

The wife and I were cordially invited (after the Elan Valley jaunt) to join in again on the Dorset run (it was a toss-up with the weekend washing).

We arrived in the Cutter Pub in Bristol somewhere where we found four other pairs waiting. After tanking up we were all set and got under way.

We seemed to have a good ride down without too much traffic, lounging around on the bikers roads. All was well until Yeovil when Paul (I like to try new routes whenever I can) Dean shot off left down the Weymouth road towards Dorchester. All was well though and we did find a refreshment caravan in the layby further on.

Arriving at West Bay via Dorchester and Winterbourne Abbas, or Abba (they don't ang around on their bloody Commandoes you know) we parked the bikes on the quay and proceeded to the nearest refreshment department (The George).

After tanking up and scouting up and around the pier we all plump for the boats, two boats on a river doesn't sound much fun until one starts splashing with the oars, hiding the other boat in the reeds, and finally throwing bleedin' great logs at the enemy (even if it did include a nice young lady).

Back to the harbour and on to the funfair where I'm taught the art of Space Invaders to no avail (they asteroids is too fast for I) and then the dodgems, not forgetting the helter skelter.

After some sunbathing on the beach and watching the captain of a ship do a 3 point turn in the harbour because he shouldn't have been there in the first place, at was time for home. Unfortunately Paul had a puncture but he did have some Finnilec which did seem to get us started.

Stopping at every other garage we managed to top up the air in his tyre (and the odd pub to top up Paul in order to sit on his tyre).

continue .....



"These city gents are learning the advantages of two wheels, I see"



RUN TO WEST BAY DONSET (Con't)

Although it was a late day getting back, the wife said we had to become associate members and would I kindly give a hand with the washing on Monday night ! All the best.

Rich and Donna Watkins.

oOo-----oOo

FOND MEMORIES (I think)

In response to a plea from the heart, along with indications of complete panic with gentle hints like 'What the hell am I going to put in the Newsletter this time, I've only got one article from my husband Pete (anyone feeling pangs of remorse for not submitting anything - serves you right). I have decided that anything's better than nothing so I will now bore you with recollections of the months spent restoring our Norton.

Having been bitten by the Norton bug back in the sixties, it has always been an ambition if not an obsession to get our paws on another. We saw an advert for a 1961 Dominator 99 - they same year as the one we had owned, and decided just to have a look - who was fooling who !

When we picked it up, we realised that if we wanted to get it looking anything like our old Norton we had a full strip job on, so in February this year, stood in a freezing garage surrounded by seemingly hundreds of bolts, nuts and bits, we started. By the first week in March we had even more piles of bolts, nuts and bits - but gradually we began restoring, painting and building.

There were times when Pete was working in the garage and I was working in the kitchen (which face each other) when we devised various methods of communication - one wave of the tea cloth meant tea was ready and after three weeks we had four neighbours in for tea who had deciphered our code.

Of course we had to have a goal - a date to achieve our ambition, the Isle of Man T.T. Races in June seemed a good target - so this we decided was the date for completion. Many an hour was spent in the garage in the evenings with a bottle of homemade wine (quite strong that stuff) and then, the next evening spent taking apart the bits rebuilt the previous night (we really must leave that Elderberry alone).

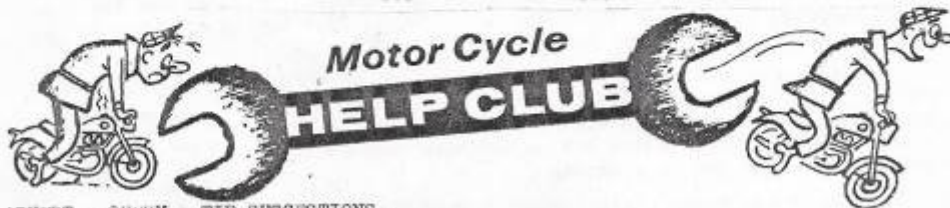
The last two weeks before 'D' Day (departure date) were frantic. For a start there was a hurried visit to Bournemouth to collect a pair of exhaust pipes, during which the hose fractured on the car and Pete encountered a herd of 50 heifers who tried to round him up when he was slurping water from a stream, (but thats another story).

Although the bike was running and tested 10 days before 'D' day, test runs were accomplished with a seat kindly leant by Andy 'the Pope' (we didn't get our seat back which was being rebuilt until the night before the off! and had visions of a journey to Liverpool to catch the Ferry stood up !

Well literally in the 'nick of time' she was finished - Sad really - BUT in the corner of the garage there is an old Model 77 AND a bottle of Elderberry - WOW !!

.... Fat Wright.....

oOo-----oOo



ADVERT - QUARRY - TIP-SUGGESTIONS.

.....  
.....



**MENDIP RALLY**

It was a very wet Thursday night that showed us the start to our Mendip Rally (was this the way of things to come). After Paul managed to get the caravan on site, Frank, Rob, Julie and Ruth turned up with a van load of stuff. Sleeping that night was cramped but dry. We awoke to a dry Friday morning. Work immediately started on the toilets, stage etc, (after having a hearty breakfast of fresh mushrooms). By late afternoon people started to arrive. By evenings things started swinging, the Disco was loud and the beer went fast, so fast that Rob would have to get more scrumpy etc the next day. Everything began to wind down at 2.00 a.m., apart from a few joyriders who were soon stopped.

Saturday began dry with people looking decidedly the worse for wear, by lunchtime though the skies began to darken and the rain came. It was decided to hold a few silly games in the marquee, which was getting rather muddy. Coloured cider drinking went down a treat with Ian (our disco man) winning the Men's competition. The egg and spoon race ended up as a 'fall in the mud race' while the wheelbarrow race was even dirtier!

With much pressure we even held a Tug-of-war in the rain. During all this people were still drinking. As the evening wore on the mud fights started, Scott did a very good impression of the Abominable Madman with Elver a close second. We even tried out our new balloon (with the ladies toilets taking off across the field) but that was nothing compared with when the Marquee started taking off. The weather even got to our grab van who got washed out and left, but the Landlord came to the rescue allowing people to sleep in his skittle alley, although we had a raging bonfire to dry anyone out.

The rain dampened all spirits and everything finished quite early. Come Sunday thought it was dry again, and the task of clearing up started.

Special thanks to all who helped, especially, Paul, Rob, Frank, Scott and Peter for getting the wood for the bonfire. Elver and John for doing the bar and anyone else who did their bit to try and make a good rally.

Here's to the next one!

oOo-----oOo

THE GOOD OLD DAYS!



by Grandad

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MOTOR CYCLE 20 JANUARY 1966



... for the last time? Derek Minter hustles Ray Petty's five-hundred



And to finish off some thoughtful words from Peter Wright

### THE LIFE THAT NOT MANY UNDERSTAND

I own a motorcycle because of a personal life choice.

I get wet,

I get cold,

And I get hot.

I've been afraid,

I've even hurt myself.

But also, I laughed out loud with the wind.

I've spoken a thousand times with myself and with God. I still do.

I have sung and I have shouted like a madman, and I have felt deep gratitude that's made me cry.

I have made curves that the champions would be proud of; and yes, a few full of terror.

I have seen wonderful places because of my motorcycle. And I have stopped to see magical landscapes that filled my heart with wonder.

Because of my motorcycle I have met strangers who share the spirit of the ride, people who have taught me many things.

My bike is not just a means of transportation, it's iron and wheels that blesses me in indescribable ways;

it's part of who I am.

One day when I am very old and when I cannot ride anymore, I look forward to memories that only riders know.

memories made in the exhilaration of facing the wind!

anonymous biker

And.....

Just a quick reminder that if you are leaving an alcoholic beverage for Santa this year, then it must be accompanied by a 'substantial meal' 🍷

**HO! HO! HO! A VERY MERRY CHRISTMAS AND A  
HAPPY NEW YEAR TO ALL MY READER**

