



Newsletter

Spring/Summer 2022 issue 76

Our website :- www.bristol.nortonownersclub.org
Facebook:- Norton Owners's Club Bristol Branch



Platinum Jubilee Edition



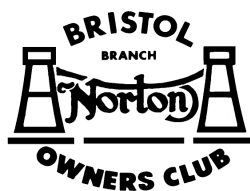
A wet Mendip meander

Event reports and articles:

A Hebridean Tour 2021, Some runs we have done, Pete Gurl early years, the Bristol Classic Bike Show, the Xmas meal and more!

Tips of the day
For Sale and Wants.
Forthcoming events.
Services for members.





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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Dear all,

Once again apologies for lateness of the newsletter, no real excuse just busy with riding my bike 😊

First and foremost, we had very sad news of two branch members experiencing family tragedies, one to losing a son due to a car accident and the other due to a heart attack, both lads in their 30's. Just goes to prove how fragile and cruel life can be, sincerest condolences to all the families involved.

On a happier note, we are still managing to arrange some good ride outs and have many planned. On an even happier note, Andy Bawdon is now our secretary, he was brave enough to step forward, or I think everyone else stepped back, and taken on the role, a brave man indeed.

We have just returned from Ian Loram's Southwest caper, a full report of how things went will be in the next newsletter, suffice to say it was a very enjoyable weekend, and I am sure it will be repeated, but maybe to leave out the toll roads Ian! In truth I think it will be a good alternative to the North Coast 500 in Scotland, just as scenic but closer to home.

As we are using electronic means to contact members 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 the 'WhatsApp' group also seems to be used by an increasing number of members. Email is OK but not used regularly by most I feel, with WhatsApp and Facebook coming out favourites 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 please let us know, if you 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'.

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

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!





NOTICE BOARD

There is an evets list at the rear of this newsletter but have repeated the main events that we will be doing as a branch below;

10/11/12th June BNOC camping weekend Baskerville Hall Hotel
18/19th June Bath Festival of motoring, Walcott Rugby ground, Lansdown.
BA1 9BJ. You need to register online bathfestivalofmotoring.com. All bikes
welcome.

July 30th Calne Bike meet, back of Sainsburys carpark, just turn up from 9am
onwards.

July 31st BBQ at the Bridge Inn, FREE to members **now CANCELLED**

August 21st Sunday. Cream Tea run to Spaxton Village Hall **FREE** to
members

BNOC AGM report

Just a quick report on our AGM, quite well attended considering the aftermath
of covid lockdowns. The only change to the committee was that Andy Bawdon
has now taken the role of secretary, all other committee positions remain the
same. We did discuss some subsidised, by the branch, events and these will be
rolled out as the year unfolds, ideas being:- Free BBQ for members, Norton
factory visit, Triumph factory visit. If any member has any suggestions
regarding events they would like the branch to do please let anyone on the
committee know. No change to subscriptions.

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. Hopefully now that
lockdown is more or less lifted if members want to go to the pub on a
Wednesday, because they always did and to change would upset their regular
motions so to speak, they may do so as the choice is entirely theirs. There may
be a fly in the ointment regarding 'jab passports' so we will need to see what
effect that has with attendees. For this reason, the Zoom meetings will be kept
to a Thursday.

The Zoom meetings that have been held are very well attended and have
helped to connect to members from far and wide, Epsom, Devon, Dulverton,
Bristol and David Holmes in South Africa.

Dave sadly finds that 6000 mile trip on a Wednesday to club nights is beyond
him, Zoom and Facebook are his means of contact.





Club membership subscriptions

£5 for single + £1 for joint membership from January 1st -December 31st

£2.50 single + 50p for joint membership from 1st June to December 31st

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 if you don't want a membership card 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 - e.g., 'Paul Wolf'.



Last issues picture quiz, who's uses this toilet paper
Why it is Chris Davis 😊





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. So good is it I have decided to make it a permanent page in the newsletter so that any new members and old forgetful ones can read up and brush up before a ride out.

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 OR SOME OTHER GARISH COLOUR'** 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.**
- **TWO GOLDEN RULES, DON'T OVERTAKE THE LEADER AND ALWAYS WAIT FOR TAIL END CHARLIE,**





A Hebridean Tour 2021

There was a good turn out from the Bristol NOC at the Solstice Rally in 2021 in Aberfoyle, Scotland - although a bit far for some people. The route to get there, on mostly motorways, doesn't make it too interesting when you are riding a Norton! Mandy and I thought that if we went all that way, then we should stay a bit longer and see a bit more of Scotland. As it was, the covid rules were relaxed just enough that we could do that. We planned, in a fair amount of detail, to go north from Aberfoyle after the rally and tour the Outer Hebrides, return to the mainland and cross to the east coast before returning home.

As we get a bit older the prospect of driving 400 or so miles in a day on a Commando is not quite so appealing as it was, so unsurprisingly we decided to break our journey in Lancaster, a mere 212 miles. We were quite lucky with the weather. It looked as if it was going to rain, and indeed there were a few spots on the way. When we got to Lancaster it was actually quite warm and dry.

Neither of us had been to Lancaster before so we decided to wander off around the town. We had booked into a pub on St Georges Quay. Clearly this was once one of the poorer workers areas that was now being re-vamped into trendy flats, terraced houses and boutique pubs! We walked around the town and there was a mix of trendy student bars and closed up shops, a bit like any number of small towns. We walked up the hill to the castle and found it was now the local prison! We ate in the pub, which turned out to be pretty reasonable quality and value.

The next morning, after a good breakfast, we loaded up, bought fuel and headed for the M6. I knew there were a lot of miles to go so I kept the Commando just under 70 mph, where it seemed to be happy. The weather was dry and the traffic relatively light. Going around Glasgow I saw another bike in front of us. It looked quite a small bike, but we were only slowly catching it. As we almost pulled level the guy took the slip road and I saw it was a black Commando. The guy did a bit more than a double-take and we both waved. Are Commandos a bit rare around Glasgow?

Due to our substantial breakfast we did not want much for lunch. After leaving the motorway we stopped at a garage shop and bought a sandwich, then pulled off the road at a scenic stop to eat. We were not far from the Rob Roy Hotel and arrived mid-afternoon to find quite a crowd already there.





Ullapool

I am sure there has been a report on the rally somewhere so I won't include much about it in this article. Suffice it to say we ate, drank, went out on the bikes and got wet, had the usual bike rebuild etc. The hotel and catering were not at all bad, based on previous experiences!

On the Monday morning we set out on our own, travelling north. I had looked at the route and plotted mostly

A-roads, which aren't that big or that busy in this part of the world. We went along the A82 to Fort William and Inverness then left on the A835 to Ullapool. This route took us through Rannock Moor and Glencoe - really awe inspiring! By the time we got within 10 miles of Ullapool things turned a bit bleak and I wondered just how much there would be in the place.

The weather in Ullapool was actually reasonable and we arrived just after a ferry. We knew this because there was a queue of campers waiting to get fuel and causing quite a bit of congestion on the narrow road. We found the hotel and found the car park at the back. There must have been 20 - 25 bikes plus a few cars. The hotel was old and in need of a fair bit of TLC. The state of repair and the price made me immediately think 'rip-off'. I am sure it only survived because of the transient visitors using the ferry and the fact that it was one of the designated hotels for the North Coast 500.



Black House Village - desolate!

There was no food at the hotel - because of covid and lack of staff. We asked if there was anywhere else to eat, close to the hotel. They recommended the chippy opposite! Well we walked around and found a pub - much better!

The ferry port was all of 200 yards from the hotel and we pulled up with plenty of time to spare. I was impressed when a chap came up to us and said "Good morning, Mr Gould". Personal service? Then I realised I was the last to arrive,





of the three bikes that were booked on! The ferry to Stornaway was quite new. The weather was overcast and got wetter as the day went on but it was a pretty calm crossing of just under four hours.



Eriskay Causeway

Stornaway looked big and busy, compared to Ullapool, but was actually quite small. There were a lot of businesses that were closed, or had closed down, due to covid. We found the pub we were staying at and booked in just after lunchtime. I asked the chap where I could park the bike and he said just park it on the pavement outside the door. I

queried this, because it was a pedestrian only road with double yellow lines. "Oh don't worry" he said, "you will be alright there, besides the traffic warden will come in and ask before writing a ticket anyway". Well I parked there and surprisingly, I didn't have a problem.

There was drizzle in the air so we decided to park up and walk around the town. Well that didn't take long! We looked in at the Tourist Information office to get some ideas of things to see. The first thing the chap asked us was if we had booked a meal this evening? Well no, why? It seemed that there were more tourists than there were seats in bars and restaurants. So many foreigners had gone home that businesses were closed because of the lack of staff. This, added We stayed for two nights in Stornaway, which was about right to see most of the north of Lewis, including the Standing Stones at Callanish, Port Ness and the Black House village at Gerrannan. The next day we drove south through Lewis and Harris and caught the afternoon ferry from Leverburgh to Bernay on North Uist. The drive, even in the gray weather, went by some of the best beaches on the islands and they were deserted. We drove south along really quiet island roads to the top of South Uist, where we had booked to stay for two nights. The place



Hercules Statue





we stayed at was really a big bungalow that looked as if it had been extended several times. I think it only had seven rooms and was clearly past its best. But it was clean and the people were nice. It was run by an elderly couple who were planning on putting the place on the market and retiring, then covid happened! It was a bit isolated and so we stayed for dinner there both nights. As it turned out this was really good and not expensive. The next day we went down to the bottom of South Uist, across the causeway to the island of Eriskay and the little ferry port there. I did notice a few red phone boxes on the way - it seems that mobile coverage was at best very patchy!

Leaving the hotel headed back north towards the ferry at Lochmaddy. We passed through Langais and stopped to walk around the forest area that was home to the bear called Hercules, who appeared in several films and TV series in the 70s. We got to the terminal and met a chap from Wells on a BMW. He was surprised to see us on a Commando, as he had one which had spent most its life in his garage! I tried to do a sales pitch for the Bristol Branch!

The ferry was late in the afternoon and got us into Uig on the Isle of Skye at 18:30, with another 45 minutes ride to our hotel. It was a big hotel and quite expensive, so as I was paying the same as the people with the fancy cars I parked the Commando right opposite the front door! It had a more relaxed bar/restaurant built on the side of the hotel with its own brewery! We took our time next morning, had a good breakfast, and set off rather late after taking some photos. We had a short ride through Skye, over the bridge to Oinich, just south of Fort William. On the way we made a diversion past the Glenfinnan Viaduct and watched the Jacobite Express (the Harry Potter Hogwarts Express). We also stopped and walked around Neptune's Staircase and Eilean



We had to try the local beer!





Donan Castle. In Oinch we stayed at a Bunkhouse. Well it was a bunkhouse, but now there were individual rooms, a community kitchen, drying room and lounge. There was a pub there too - but it had not re-opened after covid. The lounge was large with leather settees arranged in groups. There was free tea and coffee and plates, glasses etc provided. We went to the local shop and bought some bread, cheese, Jamon (dry cured ham) and a bottle of red wine and sat there for an evening snack!

Originally this was to be the end of our tour but when planning we thought why not do a bit more? So... we went back past Aberfoyle and on to Stirling. We had not planned to see anything particular in Stirling, but during breakfast we got onto the internet and booked a couple of tickets for the castle. As we walked up to the castle we saw a couple of Police Cars there, to which we paid no attention. Whilst at the booking office the chap asked us how long we thought our visit would last? Why, because there was a important visitor coming this afternoon. Who? He couldn't possibly say!

We walked up the approach to the castle and started our tour. There were a lot of ex-servicemen and women around, which was not unexpected because for many years the castle was the headquarters of the Argyll and Sutherland Highlanders.



Eilean Donan Castle

Speaking to another visitor we found out that the Queen was due that afternoon to re-open the Castle Museum which had just been refurbished. So the honour guard of ex-servicemen gathered, the public were ushered behind a hastily erected barricade and the Queen arrived to be greeted by men with feathers in their hats. She went into the castle, did her bit, came out and was whisked away, all within the hour!





We left Stirling the next morning to make our way to Dundee and our route took us to see the Kelpies (the huge stainless steel horse head statues) and the Falkirk wheel.

We stayed two nights in Dundee with a trip around the city and a visit to RRS Discovery (Captain Scott's Antarctic Expedition ship). We also saw HMS Unicorn (1824) one of the oldest ships afloat! From Dundee it was on to Edinburgh via the new (well new to me) Queensferry Bridge. We stayed a bit out of town in the Portobello area, near the beach - yes a beach in Edinburgh! The man on reception supplied a lock and chain for the bike and told me to lock it to the rail so that it could be seen from the desk. It transpired that a couple of bikes had been stolen from the car park the previous year!

We caught a bus into Edinburgh next day just to see the city. It was very busy and most people didn't seem to be wearing masks. Then, in the afternoon, it rained! We caught the bus back to the hotel, the rain then stopped so we sat outside and had a beer.



Portobello Beach, Edinburgh

The next day, Sunday, we headed home - well across the border. We were heading to Carlisle and the weather was looking dubious with rain moving south behind us. On the way we just happened to pass through a small town with a sort of family run cafe-restaurant that was open. We stopped there and I had a nice roast beef lunch. Unfortunately, our stop was just a bit too long! Just 10 minutes before we got to the hotel in Carlisle the heavens opened and we got soaked. Unlike some of the NOC members, we had put on waterproofs though!

The rain continued through the night. It had stopped by the morning, but more was forecast. As it was, we hit the motorway next morning and just managed to stay ahead of the weather front all the way to Bristol. We did 277 miles on that last day, mostly on motorways and were glad to get home.

So in summary, 19 days away, 1895 miles with a fuel consumption of 64.2 mpg and about 1.25 pints of oil. I think the old girl did really well - the bike did well too!

Bob Gould





Bristol Bike Show 2022

This was the first time, post covid, that Bristol Branch attended this event. Time had already moved on, as we had to move all our stand stuff from a member's lock up in Midsomer Norton, to one in Weston -Super- Mare. We arrived at the lock up in W-S-M on the Thursday, and consulting a list given by the organiser (Paul Wolf), we managed to find, and stack, most of the equipment - scaffolding for bike stands, carpet, backcloths etc.

So on the Friday we erected our stand. This took longer than expected, as there were technical problems adhering our backcloth to the partitions provided. We started erecting at 11.00 am, and eventually finished at 3pm, when the fashionably late Alan E arrived.



Altogether there were 9 bikes -

Neil Shoosmith 350cc Manx (replaces Rob Boulton's 500T)

Paul Thomas 1975 Commando

Ian Loram 1956 Manx Super Tourer

Ian Loram 1929 Model 18

Max Groves 1942 WD 16H





Alan Elstob 1929 CS1

Alan Byrom 1962 Electra

John Baker 1962 Dominator 88

John Baker 1962 ES2

As you can see the stand looked good, greatly helped by our newly acquired backcloths. The only issue was that the stand was a tad cramped - this being a result of Moreton's reassigning us to a smaller plot at the far end of the hall, no opportunity to use our turntable as previously.

The Saturday and Sunday went fine - lots of interest in the bikes, and the ability to talk to the public about them. Our well-known NOC President Michael Jackson joined us for a while, and on Sunday our Andy Sochanik did a very professional introduction to our bikes for a Youtube presentation. (<https://www.youtube.com/watch?v=sBD7btktZmc>).

So a very satisfactory weekend, and thanks to all branch member attending/helping.



No awards this time, but Alan Elstob did get 'Highly Commended' for his CS1.

Chris Davis





961 Register updates and info



The picture was taken by Geoff Brace, on his way home from work in London, of his 961 Sport in China Town. Reproduced with his kind permission.

Just running this article in our newsletter, bit of an indulgence for my part as I now own a 961. Some interesting facts coming out of the woodwork but if nothing else just shows how confusing things were at Donington.

I will try and do this as a regular article in the Roadholder for all 961'ers out there, Donington and TVS manufacture and for the odd V4 owners.

To start I know nothing of the 'ins and outs' of the factory shenanigans only what I have read in the press, Access Norton and the NOC forum so please forgive me If I write something that you know the better of, if so, please can you put me wright and I will correct things. I will generalise on engine and frame numbers, so I don't fall foul of GDPR.

So far, I have 21 961 owners who have sent me details of their bikes, the response is a bit slow but hope this will build up as time goes on and more members/owners get aware of the register.

There is some thought that Donington Hall Nortons made some 2300 bikes in total before closure, this figure seems to be a best guess by Stuart Bodycote.

The 961 engines were made/assembled I believe in two places, Donington Hall and another company that built race engines. The only way of telling where they were assembled is by engine number. All Donington Hall engines have numbers in this configuration 501-xxxx, the numbers are stamped, the race engine company are 758-xxxx this numbers was vibro engraved however I have another engine stamped 738-xxxx so possibly the 5 in the 758 could be hand trouble but until I get more bikes registered I cannot draw a conclusion on





this. The earliest engine number is in the 30's the highest is in the 70's both bikes built 2010 one an SE the other a first built Sport.

The earliest engine number I have is from a 2010 SE number 16/200 this has the vibro engraved engine number, my 2013 SE number 8/200 is stamped. Just goes to prove the manufacture of bikes was a defiantly not consecutive!

The VIN numbers follow a patten as defined by the DVLA, the VIN is 17 characters long with the last 6 digits being a build number. The preceding digits tells you who assigned it, the make, variant, version, engine type, net bhp, model year (2010 is A so it is easy to work out the rest), plant of manufacture then the chassis number. The earliest frame number I have so far is mine at 000008 but that is 2013 date stamp D, the earliest engine from a 2010 bike is in frame number 000016 but the VIN date stamp does not follow convention, all very confusing! The highest 501- engine number I have is in the low 1400's but I believe Stuart has a bike with a frame number in the very low 1900's so POSSIBLY the figure of 2300 bikes being built might not be that far off.

However, at time of writing I have just seen a bike in the USA with a frame number in the 5000's, so lord knows on this one!

Stuart Bodycote thinks the very early bikes were not homologated, early ones being Motorcycle Single Vehicle Approval (MSVA). Homologated bikes I think can be identified by having the dB (A) figure and at engine rev figure, stamped on the ident plate on the headstock, mine being one.

All the above is a bit confusing but hopefully as more info comes in things may get a bit clearer. Looking at the DVLA website you can see all the vehicles registered and still on the road, just go onto their website type in the search field veh0128 this will bring up a menu of files, take your pick and have a look, From what I could make out the highest number of 961's on the road was 260 in 2019 quarter 2, in 2021 Q3 there were 191, the first 961 registered 961 was 2011 Q2.

More next month or two with some more updates and I hope some hints and tips from Stuart and some owners, and they are not all 'don't buy one'.

In the meantime have a look on the Access Norton website Forum there is a wealth of information re 961, tips, horror stories, hope 😊 and a very useful alternative parts list <https://www.accessnorton.com/NortonCommando/norton-961-alternate-parts-list.33378/>

Tony Lockwood

961 Register





Norton 961 Register

If you would like to register your 961 or a V4 then please send the following information on an email to,

961register@nortonownersclub.org

Please include the following

General photo of your bike

Model; (SE, Californian, Sport etc)

Edition number; if applicable ie 961SE 8/200

Engine number; below oil pump behind lower frame tube (photo if possible)

Frame; (VIN number) on the r/h side of the headstock (photo of the riveted on plate as well as the number stamped into the frame.

Colour

Below info is optional,

Reg number

Current owners name

Current owners address

First owner if different from above (if known)

Original supplier

Interesting mods/info history

Tony Lockwood

07905 998885



21/04/2022



Pete Gurl, a little bit later years

Not quite a 650ss.

Rolling Stones or The Beatles?

Cinema or ballet?

Modes or rockers?

Football or cricket?

Norton or triumph?

There was a fad for a while where you would be asked to choose between two offerings from history, culture or whatever. Then, after answering a few of these queries this would apparently indicate something significant about your psychology. On the subject of the last question, if it comes down to a beauty contest for me the Triumph would win every time. The pre unit Triumph twin engine is a beautiful thing. The Norton twin is handsome. The Triumph fuel tank wins the beauty contest on its own. The Norton tank no more than handsome, the later tank more or less handsome. I don't know! I'll leave it to you. However, when it comes to a choice between the two marques I do and always have preferred Norton. So many experiences have led to this conviction that I'm not sure how to explain it. Probably first of all, as a small boy listening to my uncle's Saturday morning chit and chatter about racing, the valour, the speed and engineering. Then my first pillion on a Norton. What a revelation! A red Dominator, ridden by a good school friend and all round good egg Chris Hodgkinson. It helped that he was a good rider, but the assuredness of the handling was amazing. I really dislike being a pillion as I just don't want to be on a motorcycle unless my hand is on the throttle. Indeed, I've alarmed a couple of mates by leaning round and giving the throttle a tweak when I thought we were going too slow. (I've got long arms. Think Clyde from 'Every which way but loose', but without the hair). Yes, on both occasions, my introduction of a helping hand did not go down well. The clincher though, is my take on the engineering from personal and anecdotal experience and much reading. (Very slow), that has convinced me that it is Norton every time. So you might quite reasonably expect that after nearly 60 years of riding motorcycles and having ridden hundreds of different makes and models and having owned not far short of a hundred that I would have owned quite a few Nortons. But dear reader, I'm afraid not. My first Norton was a 250 Jubilee purchased around the late summer /autumn of 1967 from my woodwork





teacher, an outwardly unremarkable man, but actually a very remarkable man, Mr Hargreaves. Forthright, honest and as I was to later discover not lacking in courage either. At secondary school at Street I was enjoying metal work and woodwork class. The only class where I wasn't a disruptive influence. I started to attend after school hours tuition in Mr Hargreaves wood workshop with a few other lads. About half of us were quiet and studious. The other half, myself included were reprobates or misfits. All were welcomed by Mr Hargreaves, and all behaved impeccably. This afternoon/ evening class was education. This was reality. Developing skills as a quest; trying, failing and trying again. Learning how to deal with success and failure. Learning to cope. Unlike the official daytime schooling, which very much at the time seemed more about just getting us ready to work in a factory. In Mr Hargreaves workshop, there was always wisdom and humour bouncing around in equal measure. Come to think of it, that has been the case ever since. Whether it was a tool room, fabrication shop or my own humble workshop. If conversation varied from the timber type task in hand, it would more often than not be about motorcycles, which is not really surprising as in the mid 60s they were still a very important part of transportation and motorcycle sporting events attracted huge interest. Trials, Scrambling, Road racing, Short track, Sprints, Hill climbs and the utterly bonkers and wonderful Grass Track all attracted very large numbers of spectators and interest. At the time, the Bonnie often dominated the chatter. But I was drawn like a magnet to Norton and through our evening gossip I became aware that Mr Hargreaves had a not so old Norton languishing unloved in a shed at his home in Godney. I think it was his son, a very talented boat builder who owned a 650 ss. He occasionally called into the evening class and let the cat out of the bag. It turned out to be a 250 Jubilee, with the bath tub type rear valance; blue and cream apparently. Over the next few weeks, I bothered Mr Hargreaves relentlessly about the discarded 250 Norton. He explained that he had a lot of problems with its reliability and that he wouldn't recommend it as a first legal bike and encouraged me down the road of a Royal Enfield, C 15 or Tigercub ownership. Adding I seem to remember, that the Jubilee wasn't Norton's finest hour. Eventually, and very reluctantly, he agreed to sell it to me for a very modest sum, and even though he knew I was good with mechanical stuff, I knew he was concerned about my prospects with the motorcycle. To my description of Mr Hargreaves as a forthright, honest and courageous man, I should have added wise! It was bought to the aluminium prefab Council bungalow on Portland estate in Street, where I lived and was allowed to keep it in the attached coal/ tool shed. This was quite a concession by my parents as neither wished me to own or ride a motorcycle. Perhaps





wisely, as I was a bit wild and headstrong. For the next three or four months, I was to spend as much time as I could or was allowed to in that freezing cold shed, only leaving it to eat, sleep and go to school reluctantly, or work at my various jobs to raise money for the motorcycle parts required and the up and coming tax and insurance. It was the 60s, so I had to fit a pair of aluminium mudguards, I think they came from Pride and Clark and I suppose I paid by postal order as I don't recall ever seeing a chequebook. Of course that would change very quickly. In four or five years everyone would have a cheque book and then credit cards. But for the time being, it was small the ads in the Motorcycle News, The Exchange and Mart and postal orders. Working on the Norton was fairly straight forward for me, as though only a young lad I had been working with wood and metal since a small boy. It helped that I had a certain natural ability, but the key element was that my father was the foreman of the tool room at Thorn EMI in Wells. He was very talented and so often right about pretty much everything that it could be a bit annoying, but to his credit he pretty much left me to it so I could make my own mistakes and take ownership of them. It was about this time I started to paddle my own canoe in most aspects of my life, and usually paddling upstream. I seem to remember, it was 55 years ago, that there had been an issue with the gearbox so I stripped it down and although I can't recall what the problem was, I do remember being quite impressed with it and after the rebuild it worked faultlessly. It's a shame I can't say the same for other areas.



Pete on a well bred twin, his 2004 KTM not a Norton but part of his interesting story, more from Pete in the next newsletter ☺





Christmas meal 8th January

Well this was the first meal since lockdown, naturally numbers were down compared to last years but we still managed some 40 members. A jolly good time was had by all with some very good prizes extracted from generous benefactors by our very own Andy Sochanik. I think Martin Treasure had star prize, a very nice jacket that he modelled like a pro in a Littlewoods catalogue, where he got the expertise from, we have no idea. Michell Sharpe won some WD-40 for her Obo, Lenna Hawley we think a plate, Garry Tyler we think a picture?, Dianne Tait a red letter day and Mick Sharpe, the jammy bugger, a fabled NOC calendar. Looking forward to next year. **TonyL**





West Bay run 5th May

Nice ride out today to West Bay. Initial Idea was to meet up with Ian Loram and some Devon lads plus some Bournemouth branch. Alas no Bournemouth members save for our very own Alan Byrom and Colin Spence who are also Bournemouth members.

A good ride down lead by Bob Gould with me being tail end Charlie. Some 10 bikes after our meetup at Cartgate Picnic area, drop system worked very well as nobody got lost and we all turned up together 😁

Met up with Ian Loram, Atlas, Andy Sochanik, Navigator and Doug from Devon, Dommie I think?, who were drinking cups of tea and awaiting food they had ordered. We all got our orders in and surprisingly didn't have to wait long. Considering it was one chap in a little wooden shed serving he was very efficient and produced food of good quality. Paul Wolf, Commander, turned up a bit later have ridden down on his own, not being a drop off fan. Pleasant time just chilling out and chatting. Some including myself ventured into the antiques arcade, quite some interesting stuff, some expensive, £1750 for a fountain and some cheap a 4' high glass vase for £30, I thought so anyway. A great ride back lead again by Bob Gould via Lyme Regis, Seaton and Sidmouth.

Regrouped back at Cartgate then a final break at the Highlander at Shepton Mallet.

All bikes on the group run went well, Colin Spence on his XBR500 batted along quite nicely keeping up with all. Paul Thomas was on his very new Royal Enfield 650 Interceptor, even running in he still managed to keep the pace of the others. A good mixture of bikes though, 2 961's, Rick Slaymaker and me, 650 ss Paul Dyer, Bob Gould MK111 Commando, Paul Thomas RE 650, Colin Spence XBR500 Honda, Pete Goodman Triumph Street Triple, Dave Vaughan Hinckley Twin, Joe Elliot BMW and Alan Byrom on his RE 350.

All in all a very nice day out that we will repeat again.

TonyL



Ian Lorams very nice Atlas





A wet Mendip meander 9th February

The photo on the front cover was on our first run this year! a very early one at that for the club. Alan Byrom was our leader from the NewManor farm shop, a very good turn out considering the weather. At Cheddar Gorge, where the photo was taken everyone had a bike that looked like it had been taken green laning. All moaned at Alan for getting their bikes dirty 😊, but equally thanked him for leading us on a nice ride, well done Alan. Riders were, Carole Lockwood, BMW, Joe Elliot, Triumph Meriden Twin, Michael Stuart, MK 11 Commando, Andy Bawdon Hinkly Triumph Tiger, Alan Byrom, RE 350, Bill Hayward MK11 Commando, Phil Lord MK 11 Roadster and me and my 961SE.

TonyL



Bill Haywards Mk11



My 961SE



Michael StUARTS Mk11



Phil Lords Roadster





Cheddar run 29th March

Nice little run out today although missing our 'meander' leader Alan Byrom due to testing positive for Covid although feeling a lot better today. So Joe Elliot, Bill Hayward and myself met up at Waitrose, a brisk ride to the New Manor farm shop where we had coffee and cake. Nobody else joined us, not surprised given the weather forecast but as it turned out the weather stayed dry. We decided just to go to Cheddar and end up at Helmet City. I led a gentle ride and we all got to Helmet city at the same time 🍷. My sense of direction is questionable so getting to Cheddar is a triumph for me.

The staff at Helmet city were very welcoming and treated us to a nice cup of tea 👍

Upon leaving I managed to drop my 961, victim of the crap steering lock, and broke the front brake lever fortunately only the very tip so could still use the brake ok. So other than my minor drama quite a nice little ride out. **TonyL**



Me , Joe Elliot and Bill Hayward



Ooops!





Peter White, Chairman of the NOCL, put out a very interesting post on facebook.

He has joined the British Motorcycle Charitable Trust <https://www.bmct.org/> Have a look at their website it gives quite an extensive list of places to visit if you join, although I did notice the Jet Age Museum at Staverton is listed, but that is free anyway 😁.

Peter says,

Worth considering. £20 per year. Then free entry Brooklands, Sammy Miller's, Beaulieu, (not National MCM).

One of our planned BNOC runs is to Bovington Tank Museum, this is on the BMCT list. We have not fixed a visit date yet but will make sure there is more than a 2 week notice to give members a chance to join if they want to.

If you don't join this year it will be worth considering for next year as we could plan some interesting visits with our runs while keeping the cost down.

Tony

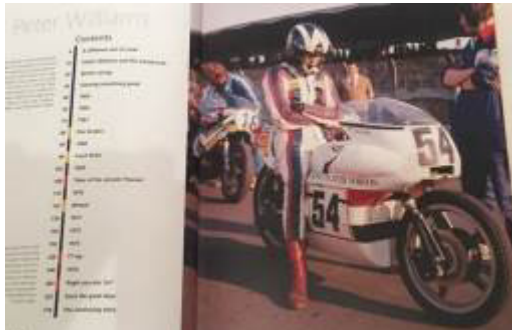
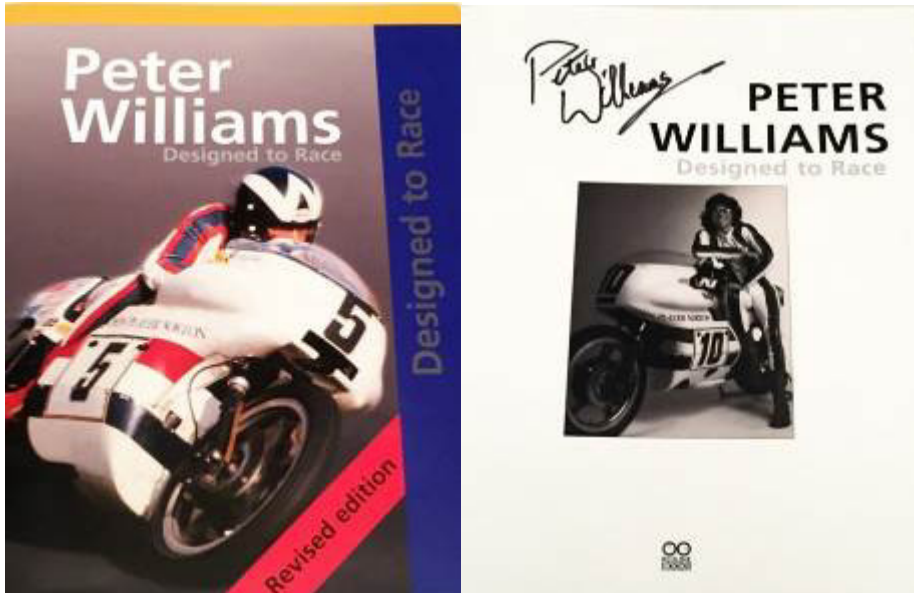
Bit of an update for the above, sounds to good to be true! But checking with Beaulieu (£22) and the Bovington Tank museum (£16) its all good. However from the lads visiting Sammy Millers it is good for now for free entry, but possibly next year you may just get a reduced entry. Still could be worth considering for next year where we could organise runs to venues and make maximum use of the BMCT membership.

Pre internet chat room using
An old version of windows...





Peter Williams book
Andover Norton I believe still have Peter's book for sale



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 an issue of 'The Classic Motorcycle'





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

***CONDITIONS APPLY**

Please contact Gordon on 07971213632 or email 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 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





TIPS OF THE DAY – APRIL 2022

1) Cush drive rubbers

When replacing the rubbers it is essential to clean the hub where the rubbers fit. Dust the rubbers with talcum powder and place a bar in between them so you can press them in to the corners of the hub and set the gap before fitting the wheel.

2) One use for old clutch centres – as a tool

You can bolt a plate on to an old clutch centre to enable holding in a vice. When building a gearbox, you can drop the main shaft in to it, and fit all the gears into the box and also torque the nut on the end.

3) Sticking float – on a monobloc carburettor

On trying to start, I turned the tap on but no fuel went in to the carburettor, so I unbolted the filter union and tried the tap again. Fuel ran into a container, so no blockage. I looked carefully at the float and the brass plate the needle sits on and found that the brass plate had a small ridge. I polished the ridge smooth with some very fine 600 grit paper and that stopped the float sticking.

Newsletter Deadline dates

If you would like to send anything for inclusion in the next newsletter, please get it to me by end of August for the 2022 Autumn issue out on line earlyish October.





BRISTOL BRANCH TOOLS LIST

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

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

or

Phone 01454 778864 (daytime please and leave a message)



Martyn Reeves
137 Church Road
Redfield Bristol
BS5 9LA
telephone 0117 955 2813
facsimile 0117 9414161

10% discount on production of current club magazine and branch membership card. Please speak to Martyn first for discountable items.



Top quality motor cycle repairs Engine rebuilds servicing etc.





FOR SALE AND WANTS

**18" Alloy wheel rim 32 spoke, no idea what it is from £5
Contact Tony the editor 0117 9492097**

BSA M21 ever so slightly modified, good next lockdown project open to sensible offers



Also for sale is my 1978 T140 Tiger, some spares fair condition £4500 ono

Contact Gary Gibson for more details W-s-M 01934 644352 or mobile 07702 202663

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

Somerset





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

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 Norton's?

Give me a call: - Keith Boulton 01454 778864 or 07875 243520

Engine rebuilds, 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 WHATEVER THE VARIANT OR EVEN MONKEY POX.
SO PLEASE CHECK BEFORE SETTING OUT.**

Bristol Branch Events Calendar for 2022

Home organised events-

Tuesday 7th June MOTO Corsa/Salisbury
Wednesday 15th June Cranmore Railway steam day
Tuesday 21st June Bradford on Avon
Wednesday 29th June Glastonbury

A new list of runs for July, August and September will follow shortly

10/11/12th June BNOC camping weekend Baskerville Hall Hotel
18/19th June Bath Festival of motoring
July 30th Calne Bike meet
August 21st Cream Tea run to Spaxton FREE to members

We will be arranging some midweek and Sunday runs, weather, world event or pandemic permitting, no dates fixed yet, but venues are likely to be AV8 café at Kemble airport, Compton Abbas airfield, Staverton airport café, Sweets café in Wedmore the Avalon Marshes Centre and hopefully 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 2022). When we can organise these runs 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.





And finally

Chris Tait was speaking to an ex racer who happened to have the below photo, not sure if it has been seen before, probably has but new to me. Chris thinks it is either the 3rd Mk 111 coming off the assembly line or the last one. I guess as they all seem happy it must be the former.

Chris Davis should be able to identify the chap on the far left.

