



Newsletter

Summer/Autumn 2020 issue 71

Our website :- www.bristol.nortonownersclub.org

Facebook:- Norton Owners's Club Bristol Branch

COVID 19 Special edition



Ian Loram's Scotland frolic.

I am assured facemasks were worn and the 2m rule maintained at all times. PS I am waiting for the photo of them coming back from the cold water, and so I guess are all our lady members!

In this issue:

Event reports and articles: Ian Loram's Manx Tourer update, Sammy Miller run

Paul Hanmore the early days, a taxi ride, some of our members have been constructively busy and a few more tales of woe.

Tips of the day

For Sale and Wants.

Forthcoming events. (H'mm)

Services for members.





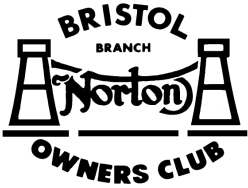
Editors bit

First of all, apologies for the lateness of the newsletter again! Despite Covid19 in line with all the GOV advice we have managed to restart club nights and some organised ride outs. Our first club night was on the 13th July at the Bridge Inn, our landlady Helen had duly painted arrows on the floor, stuck up signs and installed sanitiser stations. Only stipulation for us was we could not put the tables together and only limit 4 to a table so in effect only 10 members in the bar sitting down at any one time. To date we have managed to average 6-7 on a club night with the best being 10. Regarding ride outs since we were allowed out by Boris and his merry band we have managed a regular run on each Tuesday plus the odd one on a weekend, in actual fact I think I have done more miles this year than I have for a long time. Meal deal runs are good as this means you take your own food and we stop somewhere for a picnic, our very first run to Minchinhampton Common was such one.

The runs have surprisingly been very well attended and all that have joined in have had a very good time and while we are allowed to do this will carry on. **HOWEVER** at time of writing these things are going from bad to worse, GOV have added reintroduced, some restrictions that whilst we could still have our club nights and run outs a discussion was made to temporarily put things on hold for any **officially** organised events by the club. The latest rules at time of writing do not stop you riding your bike of going down the pub, the Bridge Inn is still open so feel free to go for a pint on a Wednesday or ride your bike just remember the maximum of 6 in a group rule and don't forget your mask!

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



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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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 100 days from time of writing. A big thank you to all that have contributed to the newsletter with either photos or articles.

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

Tony L

STOP PRESS

To comply with the new Government rules, The Bridge has advised us that:

As of tomorrow, Thurs 24th Sept 2020, this will be the new regime:

Wear a mask on entry, and if going to the loo, or out for a smoke.

Otherwise, sit at a table, in groups of no more than 6, maintaining 1m+ distancing.

There will be waitress service at/to the table, with financial transactions made at the table - cards preferred, but with minimum order of £5, Cash is acceptable as well.

'Last orders' will be called at 9:15 and 'Time' will be called at 9:30.

'Drinking Time' is till 9:45 & the pub must be vacated by 9:50.

Masks are to be worn at all times when not sat at your table.

Whilst the official club nights are cancelled for the time being Andy, Tony & Chris hope to be there most Wednesdays, to show the pub that we support them in these difficult days.

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.





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, on Friday 8th January 2021, this is very uncertain. A final decision will be taken some time in October/November to see if it is a definite event or not COVID19 permitting.

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 13th 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, these including club nights. However current 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 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' group on Facebook. The meeting we had was very enjoyable with lots of banter, courtesy of Mike Wills! and enlightening regarding oil pressure gauges fitted to South African police Navigator's. So as a reminder if you would like to join in on any Zoom meeting just download the Zoom app on your phone or PC (it is free unless you are the host), send an email to either Russ Marchant or myself. The next meeting you will get an email from Russ at about 7pm, click on the link enter the pass code that is supplied in the email and join in the fun. Zoom is a wonderful piece of technology that is helping to keep us together as a club.

Paul Hanmore the early days

Thanks for the Spring 2020 BNOC Newsletter. I truly enjoyed **HAROLD HAM'S JOTTINGS - MOTORCYCLING IN THE 1920's**. A most interesting read and it makes me feel a complete wimp! His accounts of riding long distances in wet weather reminded me of a February trip I made to the Dragon Rally in 1966. In late 1965 I had bought a 600 cc Panther outfit with no compression for £9.00 (1954 model I seem to remember), that I was going to convert into a race bike transporter by ripping off the Watsonian body. With the exhaust valve and guide replaced and the inlet valve reground, the compression was phenomenal – I could stand on the kick starter seemingly forever, so was thankful for the half compression lever when starting it. Anyway, that winter I went with a group of mates to the Dragon Rally in North Wales, riding from north west Kent. I think we had three solos and my outfit, and we used the sidecar to carry all the luggage and camping equipment. The weather was pretty crap with plenty of rain. Anyway, somewhere in Wales it was absolutely chucking down with rain and suddenly I crested a rise and saw the road went sharply downhill into a dip where it was flooded right across. There wasn't time to slow much and I reckoned it would be OK to ride through. Simultaneously a Land Rover appeared from the other direction and he wasn't hanging about either. We met in the 'puddle' and his bow wave flew up and right over me. Fortunately, I had kept my mouth shut and was thankful I was wearing good weather-proof gear; as the water cascaded off me. The Panther plodded on unaffected. Anyway, as it turned out, I only used the Panther transporter to attend a few practice sessions at Brands Hatch (not far from home), to run-in the engine or test race setup in the first few months of 1967. I had a school chum called Keith who lived across our street who was also into racing and although he never rode, he was a helper to his colleague at Abwood Machine Tools who raced an International Norton. Through Keith I met his cousin Peter who had bought an old (ex-BBC outside broadcast) Bedford van for camping and also as a transporter for his friend who used a BSA twin for production racing. Peter took me to my first few race meetings and then was banned from driving because of too many speeding offenses on





his BSA A65, whereupon I was able to buy the van for £25 and felt grateful to dad for teaching me to drive.

I passed my bike test in the days when learners were limited to 250cc and for an impecunious young apprentice at the Woolwich Arsenal; the options were limited. I really wanted a BSA Gold Star and saw a 'learner' bike strictly as a means to get to it. In 1964 at age 18 I bought a very cheap James of considerable age and dubious reliability but by the time my test date came up it had conked out and I had to borrow a newish James Captain from a colleague. Fortunately, I passed, bought a Goldie and the James was patched up and flogged off for £5. (At the same time my father, hoping that I would move swiftly into a car, taught me to drive, which was to be useful later on – but not for a purpose he would approve of!). I loved that Goldie and can still remember the registration and engine numbers. I also joined the Gravesend Eagles club as they were at that time, part of the 'Brands Combine' who organised club racing 'down the Hatch.' They used to hold occasional evening events at the circuit called 'regularity trials' or similar but basically it was so members could have a blast around. I was already mad keen on racing and one blast around there was all I needed to map out the direction my life would take next. I would have liked to race the Goldie but being lowly paid and without parental or any other support I could not see how I could afford to do so. Also, by late 1965 I'd had several scary moments on the road due to my incaution and need for speed. I decided if I didn't go racing I wasn't long for this world! By this time I had become aware of both the Bantam Racing Club and the British Formula Racing Club who ran races for machines built to rules that didn't allow money to be spent on non-standard parts or expensive mods. I have never really liked two strokes but the BFRC's 'Formula Tiger Cub' class had me very interested. So I decided to sell the Goldie to a friend who had expressed an interest in it, bank the cash and make a plan! First, the Panther was purchased from a near neighbour who'd abandoned it in his back garden and I then set about saving for a cub. By then I was probably earning about £6 a week but after paying for my keep and canteen lunches I had barely £2 to spare, which I religiously used to save in National Savings Stamps. My mother had always insisted from when I was quite young that I save about half my pocket money and she used to take me to the post office to make sure I did! So I was used to saving and I still do, although it gets spent regularly too! Anyway, in 1966 I found a 1957 Cub converted for trials use for £50, which had a nicely made central oil tank. I think the only other 'trials' mods were a high level exhaust, welded foot rests and 18" wheels. During the year I went to a few BFRC meetings, asked a lot of questions and saw the bikes that others were riding. Over that winter I stripped the cub and converted it into a racer ready for my first race in March 1967. When the 'regs' came through I saw that since I was under 21 years of age I had to have a parents' signature on the form. I can't tell you how infuriating and humiliating that was. Mum would have nothing to do with it but I managed to persuade my father, with fingers crossed behind my back, that I was only





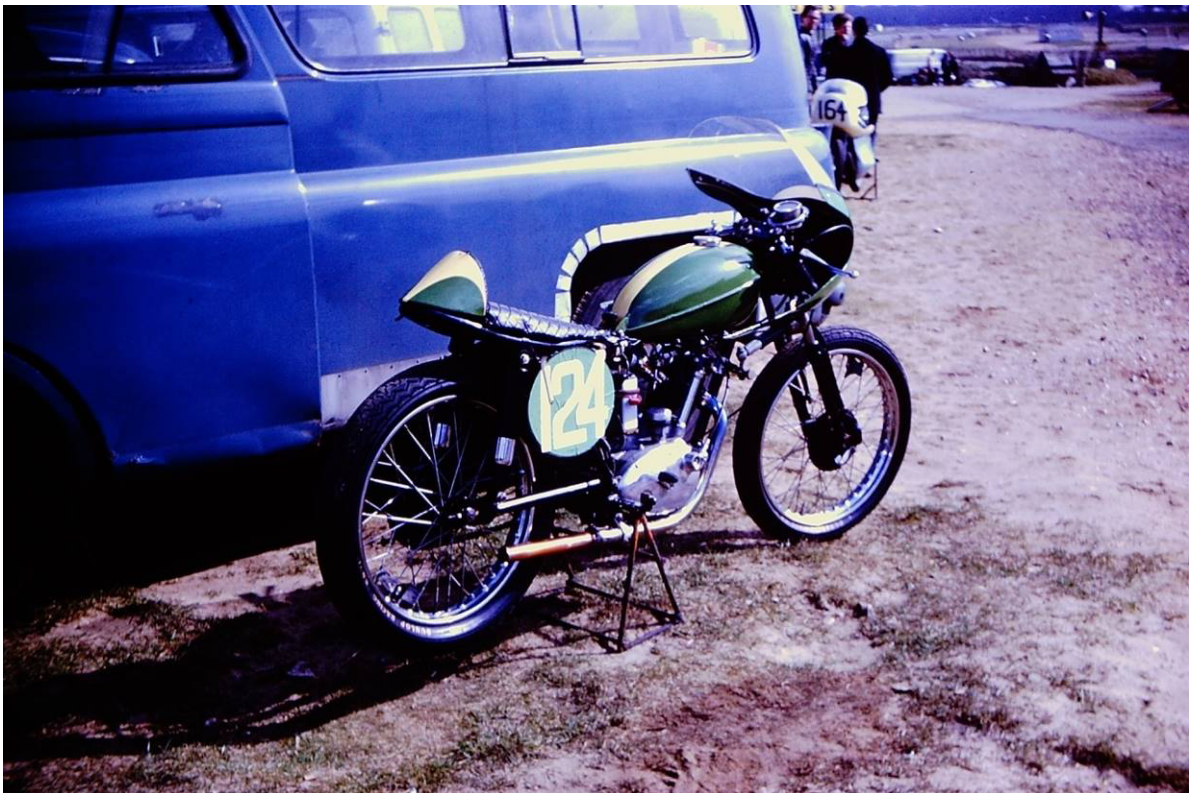
doing it for experience and would not be 'dicing' with anyone. I would be racing at Brands Hatch in the open 250cc class and there would be two heats from which the first 15 would go forward to the final. I was up against the likes of Greeves Silverstones, Cotton Telstars, Yamaha TD1Cs and a few Ducatis etc so I wasn't expecting to win but to get into the final would have been a perfect first race result. I enjoyed my race in spite of almost causing a first lap pile up as we all bunched up under breaking for Druids hairpin. I had not realised the extent to which the field would concertina together and ended up doing a 'stoppie' with my rear wheel well off the ground as I somehow just about avoided rear ending the bike in front – not bad for that puny little front drum brake and how the cable held into the nipple I shall never know! As the race unfolded I ended up dicing with a fella on a Ducati, which was faster on the straights but I was able to catch him at Druids and get past going into bottom bend only to be passed along the bottom straight but then pass him again into clearways and he would then pass me before the finish line. So it went on until he took the flag ahead of me. I was unaware of my position but it turned out I was 16th and so missed the final but I was thrilled and looking forward to my first Formula Tiger Cub race at Snetterton in the April. We had two Cub races there and I came third in the first one and won the second, largely because most of the field seemed to have dropped out but I was chuffed! Anyway, I continued racing the Cub until the end of the 1971 season when I won the Cub championship, having been second in 1970. I then sold the bike because I wanted to move into the bigger classes but needed some proper sponsorship because by then I had just bought my first property and marriage was on the agenda, meaning spare cash would be very scarce. I spent many hours phoning up all the dealers and sponsors I could think of but nobody would help me. The 1972 season came and went and I was no further forward so I had to accept that what were possibly the best days of my life were already over – it certainly felt that way. By then I'd been promoted to an office based job and began to realise that I had the makings of an interesting career if I worked at it. And that is what happened but it took a good 20 years to get that racing bug out of my system!

Cheers,
Paul Hanmore





Tiger Cub with a mean front brake



Tiger Cub with a much less mean front brake





Paul and Cub at speed, no doubt overtaking on the outside!



A young Paul Hanmore





Ian Loram's Manx Tourer first ride



Ian Loram's finished Manx Tourer

The long awaited call from George arrived saying bring the rollers and we **will** start her up.

Now what you must remember, is that this build was not to just recreate or refresh a Manx, but to almost completely redesign, re-purpose and create a many faceted bike that to the purists could be sacrilege (so apologies to Jo Craig and Francis Beart).

We took a late 1930s S.O.C. engine and put her into a 1950's Manx frame which had the factory fitting for a faring, added a belt drive system which gives 12 volt electrics for a headlight, indicators and sat nav, auto advance and retard unit, kick-start and restyled the bikes looks not to mention a quick release Kruser 2 pannier setup for touring! (I pause for breath).

We decided to use my rollers to turn the engine over and circulate the oil. Then the moment of truth, would the engine rebuild, electrics, auto advance and retard until along with the carb and all else gell, after all you can't find this set up in any books.

I spun the rollers, dropped the super light clutch and she fired! In with the clutch and she was running by herself. George with a screwdriver in hand adjusted the carb, as we were running a Carb from my Commando so as to





have a tick over rather than the constant blipping when stationary which you get by running the normal G.P carb.

Before turning her off we checked on the oil return, lights including indicators and headlight as well as looking at the LED lights on the dash to see that they all worked including the charging light and neutral light (yes we even have a neutral light) then I turned the key to cease the wonderful open mega exhaust note.

George and myself were grinning from ear to ear and I congratulated him on the magnificent achievement. George instructed me to put my bike gear on and take her for a spin around the block but being mindful that the new rings needed bedding into the honed bore.

The moment of truth had come which I had some reservations about with kick starting the bike. George stood astride the bike (yes we have a centre stand as well as a side stand) and with no effort but of course with the use of the valve lifter which is very conveniently positioned under the seat gave her a prod and she fired. The ease at which this happened even surprised George although he always strives to ensure bikes start easy but might not have expected this to happen the first time of getting her running.

The test ride went very well indeed, with the seating position, comfort, and riding position being excellent for touring as well as progressive riding. The first gear was a bit tall so a 19 tooth sprocket was decided upon. The advance and retard unit when the bike came to a static position took a while to reduce to tickover so the initial spring of the unit would need to be a bit stronger to snap it shut. The gear change was alright but we felt it would improve as the engine speeds increased and the revs came up (which it did on subsequent test rides). So, adjustments made and another ride around the block in what rapidly became inclement weather and apart from one easy to rectify oil leak we were becoming quite smug.

George suggested that the following day we went for a decent ride. George readied his 99 and we contacted our very good friend Mal Childs who had just completed an engine rebuild on his 850 commando to go out for a shakedown ride for the both of us.

We set off in a shower which quickly progressed into heavy rain. As we headed along a ridge road all three of us looked into the distance to the area where we planned to ride to but saw it was obliterated by a thunderstorm. Fortunately the telepathy sent from Mal and myself to George worked and we were soon going in the other direction.

George had remembered about a new bikers cafe in Credition which is where we headed for a very nice piece of cake and a hot chocolate. The bikers at the cafe certainly had not expected three Norton's (proper bikes) to turn up all together. Very quickly bikers were out looking at the Manx and asking to take photos (this has been the recurring situation every time since).

By the end of the afternoon and 65 miles later we had ridden some super sweeping roads at a good speed, with so ease as my engine freed up even more. I quickly began to have a very large grin as I synced with the bike quite





fantastic handling which had to be at the pinnacle of riding experiences of any of the other Norton's I poses.

George found on line a trials style kickstart which would fold inwards which would be better for my size 11 feet and make the gear changing even easier. On checking the bike over we found the very small and discrete horn bracket had sheared off and the new chain had stretched a bit so overall a great shakedown result.

My son Dom and Dave (Nipper) Harris came to my house at the weekend to finalize our trip up to Scotland in September as we are to do an extended version of Route 500. I took them out to see my pride and joy. First impression was the bike is filthy, what are you doing riding her in such bad conditions (enjoying myself)!

I donned my bike gear and went through the starting up procedure (we have a super oil tap supplied by club member Andy Marks that is wired in so the engine won't start unless the oil tap is on). With a bit of a prod the bike fired up immediately and I will never forget the look on Nippers face as he could not believe how easy she came to life. So a few trips up and down the lane followed by a few more I came back to my workshop area.

After changing out of my gear I came back to the bike to find Dom sitting astride the running Manx. He said he thought he would give it a go at starting her (in his flip flops), she had fired up so easy, it was unbelievable he said. The intention is, when she is fully run in, the panniers will be attached and I will be heading for the hills on my Manx super tourer, in comfort and using my inbuilt sat nav (just because I can).

So, at the end of the day, after all that has been done, have I ended up with exactly what I wanted, well the answer is quite emphatically **YES and much more.**

Ian Loram







Norton Day. Sammy Miller's Museum 15th August 2020

On that wet Saturday morning at 8.15am I set off on my trusty Electra in true telegram boy fashion and braved the rain for my 'scenic' ride down through beautiful East Somerset, Wiltshire and Dorset for a 9.15am rendezvous with the other Bournemouth members at Picket Post near Ringwood for a ride in to Sammy Miller's. The poster promised that anyone arriving on a pre 1975 Norton could display their bike in the inner courtyard. Nortons, natter and nosh was on offer.

From my home in Frome, (the town that's cured loneliness according to the magazines,) I travelled alone, took the road to Maiden Bradley, turned off left to Kingston Deverill, left again to Monkton Deverill, then right up to Pertwood and on to the A350 to Shaftesbury. On to the Higher Blandford Road towards Compton Abbas and turned left towards Tollard Royal, up zig-zag hill to that lovely scenic road across to Win Green Hill, wrong! From the top of zig-zag the rain turned to pea soup fog. Just the wet road ahead and the odd glimmer of a bicycle tail light (Brave souls). No chance of seeing the view. I turned right towards Tollard Green, passed the Larmer Tree and on through Newtown towards Farnham, turned right towards the main Salisbury to Blandford road, crossed over the main road and passed Gussage all Saints and Gussage St. Michael to Horton cross roads. Then straight over to Three Legged Cross and eventually out on to the A31 near Ringwood. Had I not been meeting the Bournemouth mob I would have turned down through Ringwood and followed the old road down to Sammy Miller's. But I stayed on the A31 towards Southampton, the least pleasant part of the journey, for the fast rain-soaked dual-carriageway ride to Picket Post services where I came across a couple of Bournemouth Commando riders. It was exactly 9.30am. Together we set off to meet up with Neil who said he would be at the entrance to the scout camp between there and Burley. We never saw him and arrived at Burley where we met another group who had also missed him. Within a few minutes Neil turned up with the only other rider who had met him at the meeting point. We still don't know how the rest of us missed him. It was great riding for that last 20 minutes or so with the other bikes. Mine was the only lightweight and it showed that a lightweight wasn't afraid of the bigger company.

We arrived at Sammy Miller's dead on 10am and parked up around the big goldfish pond. Immediately it became apparent that the pre 1975 restriction was a load of nonsense as Neil parked his 1986 Commander in pride of place. Another member who arrived on a very modern Triumph Bonneville was allowed to park with us.

The sky cleared and we all enjoyed breakfast rolls and coffee outside. There was a lot of natter and nosh but apart from the Bournemouth club's bikes only about three other Norton's. Mine was the only lightweight there and enjoyed a lot of admiring comments. I was kept pretty busy answering questions about it. Where were you Andy? As most of us had visited the museum many times and in my case only in the last month with the other Bristol members very few





went into the museum. I didn't bother even though I had a discount card from last time.

Several Norton club members from Devon and Essex turned up in cars including our old friend Ian Loram. It was good to see him looking so well. About twelve 'o'clock we were invited to visit Sammy in his workshop to see what he was working on. He showed us the New Imperial on which he won his first race age 16 in 1951. Also, another similar model of the same vintage. A road going model with hand gear change. On a stand he had a beautiful Vincent Black Knight which was being auctioned that day at Bonhams with a guide price £40k-£60k. In pieces like a giant jig saw was a pretty modern Triumph Triple. Sammy explained how important it was when dismantling a bike to photograph every step to keep as a record for reassembly to prevent the problems he was experiencing with the Triumph as it had bits in the box from about three bikes. Apparently when he is restoring a bike for the museum he gets hold of the period sales leaflets and brochures of the bike to get it right. It was good of him to spend about 45 minutes with us but as I left I felt I had enough bull shit on my boots to feed the roses for another year.

We parted company about 1pm and I enjoyed a ride back through Burley. That's a place it would be nice to visit on a ride out with the club sometime. If your bike breaks down you could always buy a broomstick to get home on as there are loads of shops specialising in witchcraft. The A31 westwards was completely choc-a-bloc with stationary traffic so I headed East and cut off at Stoney Cross down to Downton and eventually home on the A36. Needless to say the Electra performed perfectly despite the wet weather and the 97 octane petrol I put in at Salisbury instead of her usual diet of 99.

Alan Byrom.



Where's Neil? A bunch of lost Bournemouth members meet up at Burley.





Found Neil. He was quick to publicise the Bournemouth branch.





This Inter was one of the few non Bournemouth club's bikes there . Might have even been dragged out of the museum.



My Electra was the only lightweight there and attracted lots of admiring comments.





In Andy Sochanik's past life he was a taxi driver

Kids Day Out, Brean 1995

Tuesday, August 15th 1995. The 2nd Taxi-drivers Kids Day out to Brean Leisure Centre. Fantastic weather, fantastic kids, and the drivers were OK too!

We gathered at 7:30am in Kingswood Community Centre carpark to decorate our cabs with ribbons, balloons & bows. And jolly festive they looked too! Neil S. won top prize for how many balloons will hang off a radio antenna. Then we had to go and collect our allocated kids from a list supplied by Kingswood Council. These kids (or parents of) are identified as needing a break, and hopefully we can show them some fun.

We return to Kingswood and line up outside Chasers at 9:00am, causing traffic chaos - but who cares. Heidi Morse is there to see us off, and hopefully some Press people have been invited. Did anyone catch the News? Were we on it? Any cuttings to me please.

Also with us are two Police motorcyclists, who will escort us through Bristol, and try to keep us together as a convoy. One Policeman explains their tactics to us, in that he & his colleague will in turn block off junctions and traffic lights, and we are to drive straight through, even if the traffic light is at red, "just like you normally do!". Was he joking, I wonder?

The Police tactic was very successful, and I suspect the policemen enjoyed themselves as well rushing about with their sirens going! We headed out through Bedminster Down, and past Lulsgate in convoy, unlike one year when half went via Long Ashton by-pass, whilst the rest went past Lulsgate. CB radios were a boon then, to keep track of each group, and more taxis should fit them!

On arrival, all the kids were herded into the "Bar-B-Que Centre", a roll-call (first of many that day) was taken, and toilets pointed out. Mine could not wait that long, and had done the business in the carpark! Food was then distributed, followed by drinks, and then out into the fun-fair. To make it fair for the operators, who were donating their rides for free, we went round each ride in turn with all the kids, rather than a free-for-all.

Some rides were extremely successful, whilst others were found hard going by some of the young ones (and not-so-young ones!). A girl called Lucy was distressed by a ride that went backwards, but after a few tears she was on to the next ride.

My Amie, in the meantime, persuaded me to go with her on the next ride, Lucy came too. Up & down, round & round, faster & faster it went, my chips were fighting to see daylight again, when the bloke announced it was going to stop and run backwards. Oh, no! cries Lucy, I can't! I shout to the bloke and he stops the machine to let her off. I should have got off too, but Amie's pleading eyes beg me to stay, so what the heck. Back we went, up & down, round & round, faster & faster - would this thing never stop? I was ill for a good half-hour after. Come on, uncle Andy, lets go on this next one! B****r off!, I nearly said.

The next one I consented to was an hour later, and that was the Taxi-Drivers driving school, otherwise known as the dodgems. It was just like Kingswood in the rush hour, no-one could move for traffic.

After yet another roll-call (3 or 4 that day - why not just let each driver say if his lot were present?), more food, goody bags and





certificates (for participation) were handed out, it was time for home. I shot off early, as I still had my night shift to do. Dropped my kids off, they had a lovely time, and want to go again next year. Wot next year?

What have we done in COVID19 lockdown

Since we were allowed out by GOV we have, quite surprisingly, been quite active regarding some ride outs. Our first allowed ride out was to Minchinhampton Common near Nailsworth where we had a picnic, taking our own food and drink allayed any fear of contamination from nasty bugs although a few bought a whopping great big bacon roll from a food van on the A46 and joined us on the common, both I might add have lived to tell the tale. We had a run to Sammy Millers prior to the Norton Noggin and Natter run, see Alans report above for the Noggin meeting, this is where I had problems with the Commando. Started up OK at home and at the meetup point in Keynsham, got a few miles down the road and she started smoking and missing, eventually I was on one cylinder. A change of plug and we were away again but only for a few more miles then another oiled plug. At this point I gave up and made for home leaving the rest to go to Sammy Millers. When home I had a look at the ign switch that I suspected was giving me the misfire, took it apart cleaned up the contacts, started her up and all seemed well. The smoking by this time had stopped, probably caused by me changing the oil the day before and over filling the tank the short run I had had burnt off the excess oil. Anyway, long story short I set off again and meet up with everybody at Sammy Millers with the Commando running well. All enjoyed the museum and, on the way, back a nice pub stop near Salisbury.

Another run out was to Moto Corsa near Gillingham, a nice coffee/breakfast stop followed by a guided tour by Alan Byrom of the Fovant badges near Salisbury, Alan also pointed out the place he used to ride his GPO Bantam up a hill for telegram deliveries. Another run was to Bourton -on-the-water, this took in the little Toy and Motor Museum, we also had our first taste of Boris's food discount. A run to the AV8 burger van at Kemble airport was popular, lots to see there now as it is like London airport with all the Jumbo jets parked up, some being cannibalised for spare parts which is very sad to see. Terry Adams had some excitement on this run, all went very well until just before getting to the AV8 when 'he knew something was wrong when the back wheel tried to overtake him' the dreaded puncture gremlin. A run out to the Perry Cider Mill proved to be a bit wet in parts but not from the cider and it did rain with a vengeance! On the way down on the A303 Joe Elliot's BMW front disc brake decided to apply itself causing Joe to pull up on a fast section of duel carriageway, Bob Gould and myself stood by while Joe feverously tried, with success, to free off the brake but not before a police car stopped to see what the problem was. A quick explanation to a nice young lady PC was helped by the WPC upon seeing Joe's REME badges on his bike 'Oh! he's REME that's ok then'. Once sorted we got going with a police escort to meet up with the others,





with whom we then had a nice 'Boris' ½ price curry lunch, the police by this time had gone!. Our last run out was to the Oakham Treasures at Portbury, a nice airy restaurant for lunch followed by a walk around the museum which is huge and full of 'wonderful things' well worth a visit again. We have had a few more runs to other venues and all have been well managed regarding Covid19 rules.

I have collated a few photos of the runs we have been on.



Perry's Cider Mill



Terry Adams 650SS awaiting recovery due to a puncture





Some of the wonderful interesting things at Oakham Treasures. Picture by Phil Lord





What others have been doing due to the lockdown.



Bill Hayward has been building an upmarket shed



Gordon Nichols been sailing his one on a canal 😊





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. **Production in the new year I hear!**





Peter Williams update

Just an update on Peter Williams, it is dated 15th July from Dave Croxford via Facebook. For those that don't know I follow Dave on Facebook he keeps in regular touch with Peter via Skype and Facebook. The text reads a bit odd but that's the author, not the editor, I have left it as written as I think it shows the real banter between racers!

OK where to start skyped Willy yesterday he looks fine so how are things. hang on what's that tee shirt you have on ,, yes it's good init come from Duke something or something it's got crash hats from past Legends printed on it which of course included Peters hat Phill Mike Ray pick and many others Soo cant see mine on it, Pete... Dave, here we go i know what's coming Yes you guessed it Dave it's a Legend tee shirt right change subject Willy have you spoken to Norm lately yes i spoke to him last night, I mentioned to him i had been talking to an old friend from years ago I could not get away from him he was on and on about bloody train spotting did my head in Norm pipped in I WAS A TRAIN SPOTTER well that accounts for the way

you are its for old FARTS Hmmm.

Pete, I never new that well you want people to know that, that's why he kept it quiet

Pete again did you see my post i put up ,yes it was good you had to have a little dig at me i did think that it was funny its good you did that a lot of (FANS) of yours appreciated that.

So what else is Norm doing if we both talk about Norm we always seem to have a good laugh he is (STILL) working on Susie Sue i mean his ship he can't wait to get back to the high seas with the sea crashing over the bow i think he lives in a different world as he works on his boat he wears a southwester singing sea chanties his wife Marsha shouting to him i want to go home I thought we were going on holiday all she can hear is norm shouting there she blows fetch me the harpoon Marsha i mean the boat is still in dry-dock still it keeps him happy that's train spotters for you.

So back to Willy how are you fine Dave would like to do a bit more exercise but the virus has made it a bit difficult as i do need hands-on to be able to walk with a stick I need to do it every day little and often is the key but will have to put up with it for a while,, one thing about you Pete you never moan or groan that's why its always good to talk to you we always have a laugh .bit of talking about old days about the mistakes we made but that is life ,,do you know Pete we have been talking for 1hr 15 mins that went quick i will ring Norm and tell him to be on skype at 5.

Talk to you next week won't forget was a bit busy last week yes I like our chats

Dave





And straight from the horse's mouth, Peter has posted on Facebook himself so have copied it for all to read. This is dated 20th September.

HI. Peter Williams here. I've not much to add to Dr Croxford's reports on my health. I'm still here and I expect to be here for some time. But it's bit like when you have bad cold and people ask how feel and you say, "I'm fine", but you really feel s**t. Except I don't feel s**t – I just don't work very well any more.

Dave skyped me last week. He had been at the gym. There are not many octogenarians as ripped as Dave is. He had some vouchers to visit Tintagel. What sort of voucher would anyone want to go to Tintagel? Petrol voucher only redeemable from Tintagel, I guess. Makes sense in way because you could fill up and go somewhere else. Like Portugal.

I had a very nice cottage pie for lunch with loads of carrots. Pam always asks on 6 pm skype what I had for lunch and dinner. I have to wrack my brains to remember but one item is always there: carrots! It's good that I like carrots. After thirty years of Pam's wonderful cooking I have had to revert to being a meat and two veg man. This JPN page is definitely not a cooking forum but while on the subject, how much above room temperature should porridge be? Norman visited me the other day – the real Norman instead of the Skype one. It was one of these beautiful, warm September days so we could sit in the lovely garden in the shade of a flower arbour. The brilliant staff here allowed us two hours – normal it's one. And it was great! We wasted a few minutes talking about Dave and wondering whether any of his trophies are silver. (Talking of which, have you noticed that the MotoGP trophies appear to be made of plastic or bent wire?) Norman is a great entertainer – he really lifted my spirits that day. As he and Dave do each week on (that godsend) Skype. They could be a Stand-up duo "Old Farts Ride Again"?

Another recent visit was by one the Friends I Didn't Know I Had. Geoff Oliver is from Stafford which teems with motorcycle people and is, therefore, a great town. Geoff is one of the many who made me welcome when I worked there for a couple of years. He rode from Stafford and back (Damn, I can't remember if it was on a Triumph or BMW). Nowadays, that would be thought of as an epic ride but it's nothing to Geoff.

And that reminds me of another good friend, Barry Owen, who Skypes me every week from Stafford. Barry is a leading light – indeed, a luminary – in the Norton Owners Club, who had a well-deserved four-page spread in the NOC Roadholder magazine last month. Every week we set the world to rights but it doesn't seem to take any notice.

I spend most of my time reading but I'm ashamed to say the books are mostly a bit crappy detective and thriller stories which don't stretch the brain further than guessing the ending. I hope these books keep my brain active but, mind you, these days, I don't feel like stretching it too much.

Actually, the thing that does challenge me every (covid) MotoGP weekend is





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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





Newsletter Deadline dates

If you would like to send anything for inclusion in the next newsletter please get it to me by end of October for the 2020 Winter issue out on line early'ish December. 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 13th September 2020

1. Two top front studs

Norton Dominators and Commandos both have two top front studs which are recessed in the head down in the fins at the front and each secured by a nut and washers. One way of fitting the washers and nut is to place them on a small screwdriver shaft, holding them there with your fingers. Next place the blade on to the top of the stud and keeping it there, allow the nut and washers to slide down on to the top of the stud. Holding them steady with the blade of the screwdriver, use a small screwdriver through the fins to turn the nut until it picks up the thread. Then you can use a box spanner to secure.

2. Dominator clutch spider

On the clutches used on Dominator Twins and Singles the clutch has a centre unit called a spider which fits on to the main shaft. It has been noticed that inside the spider there is a small stop or spigot which has the effect of stopping the spider going too far on to the shaft. Sometimes this stop can wear over the years caused by excessive tightening of the main nut on the shaft resulting in the spider moving closer to the main drive sprocket. Eventually the spider will lock on to the sprocket which in turn locks the whole shaft solid. So when working on a clutch, inspect the spider or rear of the clutch near the main sprocket for scratches or distortion marks which indicate the clutch spider is touching the sprocket nut on the main shaft. If this occurs it means you possibly may need a new spider.

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.





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

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)

Unity Road Motorcycles

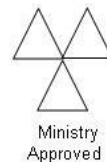
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FOR SALE AND WANTS

18" Alloy wheel rim 32 spoke, no idea what it is from £5

1920's Royal Enfield sidecar chassis fully restored includes all fittings
£400ono

1920's Sidecar body single seat, solid but requires restoration
£350 ono

Contact Tony the editor 0117 9492097

Various Norton bits for sale. Contact Dave Brown 07724 093207

I met Dave at Calne, he is not a branch member but sounded like he had some interesting stuff so worth a call.

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

OR... White, 1983 Interpol 2 , Rotary engine, Engine fully stripped, re-mollied, new bearings and seals, by George Molyneaux, bills to prove, new tyres last year, set of ASBO exhausts and loads of spares, carbs fully overhauled, ignition checked by manufacturer, forks by Marzocchi, Brembo brakes, Grimeca wheels as standard, powerful fast bike with electric start and excellent brakes, ready to ride in excellent condition, £6500ono, you won't find a better one,

Bob Presley





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 BEN 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 - SOD ALL

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.

Another tale of woe for Paul Wolf



Why my neutral light switch wouldn't work on my Commando





And a lucky escape for Andy Sochanik



After a spirited ride home with me from the AV8 café at Kemble airport, Andy says:

When I got home, the engine cut out. This is what I found! The two right hand corks had popped out and the right hand cell has exploded. Acid everywhere!! The vent tube was in place, too. Lashings of water stopped any damage to the chrome exhausts but sadly Andy now has some very trendy distressed jeans!

