

Newsletter

Winter 2024 issue 80

Our website :- www.bristol.nortonownersclub.org

Facebook:- Norton Owners's Club Bristol Branch



Well it is Christmas

Event reports and articles:

Some runs and meet ups, Spanish Caper Part 3, and camping weekend.

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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Editors bit

First of all a Merry Christmas and a Happy New year to all my readers. Apologies and feeling very guilty for the latness and very spazmodic newsletters but I hope soon to get that corrected. I shall be standing down as Newsletter editor at our next AGM but standing for the secretary position as Andy Bawdon has stood down from the position due to workload, a wife, dog and 17 motorbikes to look after. If anyone else would like to give the secretary job a pop though please feel free to step forward, help will be given. If you do I am happy to stand for any other position that becomes available at the AGM. My saviour, editor wise, will be none other than Alan Byrom who has shown interest in hitting the keys. Alan's spelling and grammar will be better as he comes from a BSA Bantam telegram boy background so knows where to put any commas and full stops in their rightfull place.

For the sake of filling up text I have included yet again the blurb below, this might help Alan as well in the future but of course he may like to do this different 😊.

Contacting members by electronic means is the best way 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 although is limited by the size of notification allowed by the service provider, 'WhatsApp' has no limit to notification size or pictures/videos and is free 😊 and also seems to be used by an increasing number of members. In actual fact this has been why the newsletter is being a bit spazmodic, a lot of news can be distributed very quickly and easily so members know what is going on. Email is OK but not used regularly by most I feel and has limitations to file sizes so WhatsApp and Facebook coming out firm favourites so far for communication..

Regarding WhatsApp there are two groups, **Events**, this is where your get notification of organaised rides, you cannot post on events so you don't get 'I have an ingrowing toenail what do I do' saga. Note any event posted will always be emailed to members as well. **Communication**, this is where your get notification of add hoc rides plus who has an ingrowing toenail etc and you can add posts yourself if you wish. With all these types of comunication & 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 willbe 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** ☐.

Please let me know if you would like to be added to either of the WhatsApp groups.

PS:- any 'smelling mistakes' in this issue are intentional, packet of winegums to anybody finding any'misstooks'. BUT as said the next one will be misstook free.

Tony L

Notice

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

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

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





General announcements

We may be looking for a new club meeting point after Christmas, the Bridge Inn is due to change landlord from the 5th at the time of writing, 20th December I am waiting for the land lady Kelly to get back to me, we have no idea if the pub will be open after this date. As a contingency plan we can meet at the Griffin Inn Pub at Bridgegate until the Bridge is open or we find a new home. We will be open for suggestions from all members for a new location.

There is a Boxing date run, meet at the Bridge Inn at 11am to leave by 11.30am then a short ride to the Wishing well pub at Codrington. Landlord Kevin knows there is a bike meet this year so can cater for some bar food.

New Years day, there is a meet up at Bitton Railway from 11am or so.

2nd January if the mood and stomach takes you there is a run out to the Farrington Inn at Farrington Gurney. A table has been booked for 12 midday. Meet at Waitrose car park Keynsham for 11am leave sharp by 11.30am. Any form of transport you wish or just meet up there for 12.

We have changed the Zoom meetings now to twice a month, 1st and 3rd Thursdays, and now only have the free access so 40 mins max, however if the chat is riveting we can resend and go for another 40 mins if need be.





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:

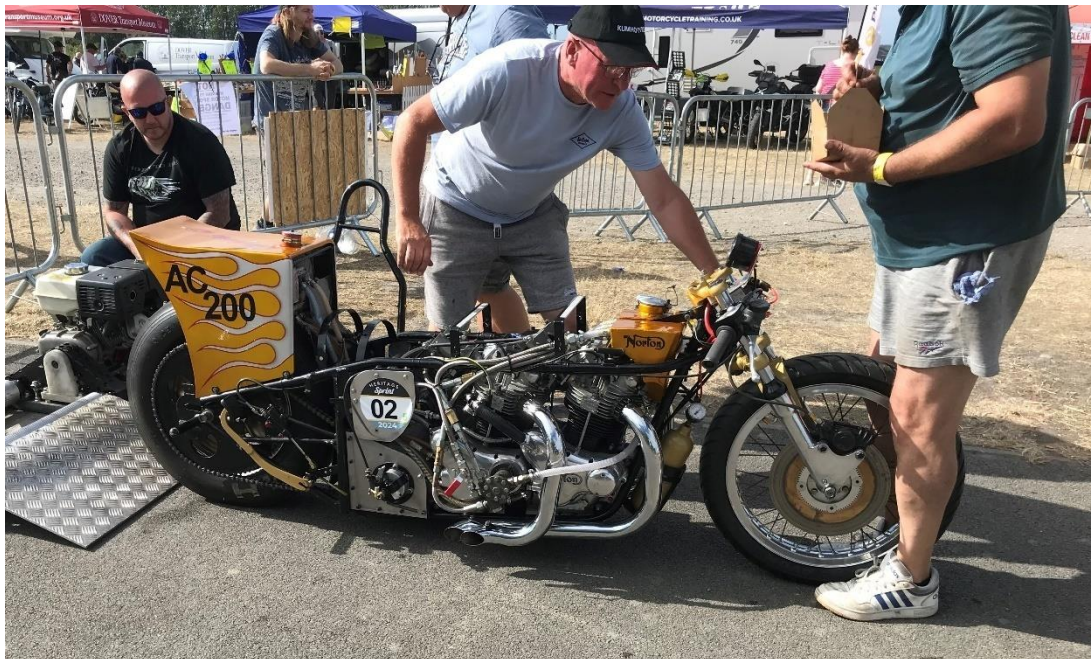
Bank: Lloyds

A/c Name: Norton Owners Club

Sort Code: 30-94-80

A/c Number: 00133593

Ref: (what this payment is for) ie. Subs, bribes etc.



Taken at Bettshanger Park Sprint last August, an oil change every run!





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 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, in a safe position, 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,**





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





Spanish Caper 2023 - part 3

Our Spanish Caper 2023 group consisting of Chris Davis, Paul and Julia Davies, Gordon Nichols and Kim, Jeff Pope (ex Devon NOC) together with Bob and Mandy Gould had been together for 8 days and ridden around 1000kms? (Check with Bob) We were in Caceres, well south of Madrid and the weather was getting warmer. Sadly it was now time to partially disband with most making their way north (see part 2) and eventually back to the UK whilst Bob & myself headed South for an extended trip.

Having packed the bike and said our farewells, we headed off towards Cordoba which was to be our stop for the next two nights. It being a Sunday, not much appeared to be open and a couple of the towns/villages we thought we may stop at for a break proved to be completely shut. We eventually found a small cafe and stopped for a coffee and sandwich which would suffice until the evening.



Our accommodation in Cordoba was a small flat right in the middle of the city near all the amenities and a short walk from the old town. The lady who met us with the key had a Spanish/English translation app on her phone - which was just as well as she was an extremely fast speaker and we were rather out of our comfort zone! We unloaded all the gear and put the panniers etc. just inside the main front door of the flats. She told me to 'stay here' whilst she showed Bob to the underground parking a few streets away. They eventually returned and she took us to the flat, which was on the fifth floor. Thankfully there was a lift but I have no idea how the three of us plus the luggage and helmets etc. fitted into that tiny space! We were holding the helmets above our heads as there was no other option. It was one of those times when you thought 'please don't break down now'.

Unpacking sorted and a bit more washing done we went out to explore. There had obviously been a fiesta or something going on as there were lots of ladies in their flamenco attire. Very pretty and colourful dresses with some impromptu dancing, clapping and singing gave us something to look at. We could have joined in if we had wanted to, such a shame Chris and Jeff were no longer with us, they may have enjoyed themselves dancing with a Spanish Señorita!





Cordoba is a very old city, complete with yet another Roman Bridge spanning the Guadalquivir river which goes on through Seville and then into the Atlantic Ocean. Narrow cobbled streets wind their way between rows of white painted houses, small shops and numerous bars/cafes. You could peep through some of the gates and see amazing patios festooned with flowers. The patios are opened to the public during the annual patio

fair in early May, just a week or so before we visited. Most of the old city walls still remain and you can wander around for hours finding something of interest everywhere you go, including the horse drawn carriages which you cannot fail to hear as they clip clop along the cobbled streets. Not to be missed is a visit to the Mezquita. A massive mosque come cathedral. Originally built by the Moors around 784AD but with the cathedral element added later by the Christians as a result of the Christian invasion in 1236. There are hundreds of orange and white striped Islamic arches with oriental lanterns hanging from the ceiling. Then as you wander further into the building you find yourself in the cathedral part with beautifully ornate chapels and sculptured wooden benches. It is a very unique and it is surprising the original building was not just demolished and a new one built in its place. After the Mezquita we visited the adjoining Bell Tower and admired the views across the city.



We continued to explore the many narrow streets, stopping for a beer/ice cream along the way. After a number of days of having to eat out etc. it was nice to just relax in the flat with some bread, cheese, jamon and of course a bottle of the local red wine.

Granada was our next 'port of call' - only 160kms or so today so a slow meander. We already had our tickets booked for the Alhambra the following day so no hurry to do anything much! If you are ever in this part of Spain a visit to the Alhambra is a





must. A medieval walled city made up of palaces, towers, gardens and aqueducts. It was the residence of sultans and kings from the 13th to 16th century.

We were staying here for 3 nights as we knew the Alhambra visit would take most of the day and is very tiring, so an extra day and a chill around the pool was the plan. Our hotel was about 200m from the entrance to the Alhambra so very well located. Being high on a hill the walk down into the City was an easy stroll, luckily there was a very reliable bus service for the return trip.

We followed the tourist trail to the viewing point on a hill opposite the Alhambra for some very impressive views.

Although the weather/temperatures were acceptable during the day we had some very heavy storms in the evening, but at least we were undercover and kept dry. Needless to say the 'chill day' planned by the swimming pool didn't materialise and we spent the day exploring the city of Granada and sampled some very nice jamon bocadillo.

Moving on from Granada we travelled north east towards Alicante where we stayed at our humble abode for a couple of weeks R & R. Whilst it is nice travelling around seeing different places etc. it is also nice to stop for a while and just chill.

Our final destination for the trip was to be Pamplona, where we were joining the NOC Spanish Branch Rally. We had already planned the route/sights to see and booked several hotels for the journey northwards. So, when we received an email a few days before we were due to leave Alicante informing us one of the hotels had been cancelled we were a bit peeved, especially as they had taken the payment from our card just a few days earlier! Sorry we have over-booked was the response when we queried why. After a frantic search of booking.com (other sites are available) we decided to cancel the other hotels and go a more direct route via Teruel and Zaragossa over 2 days.

The roads were quiet, the scenery very pleasant and hotels comfortable so all turned out well in the end.





Arriving in Pamplona on the Thursday afternoon we parked up and waited for the rest of the rest of the participants to arrive. Several came in vans either with their bikes safely stowed inside or on a trailer. Some had decided to stay at a nearby campsite with their motorhomes/caravans etc so rode their bikes to the hotel to meet the group. The attendees were mainly Spanish, French or Portuguese with a handful from the UK (Gedd & Angie from Essex Branch, Graham & Lucy from Northern Ireland, Paul from London somewhere and Bob & myself). We were however made to feel very welcome indeed and extremely lacking with our language skills. Most were able to speak to us quite easily in English whilst several spoke many languages and could switch between them in an instant. I've no idea how they master that art!



With the bikes safely parked in the underground garage we settled down for our evening meal. Two long tables of around 15 hungry/thirsty bikers on each made for a noisy gathering. There was a large coach party eating when we arrived and when they left one of our group persuaded the waitresses to pass us their unfinished wine. I know they were refilling the bottles from a large barrel, but nevertheless it was a very nice gesture.

Next morning (Friday) Martin Rahm and his team, who had organised the rally, provided us with maps/itinerary etc. for the next few days. Some very scenic rides out into the Pyrenees and also into France, had been planned, stopping at various places of interest/viewing points along the way. Also Coffee, Lunch and Beer/coffee stops as required!

As you can imagine riding through the winding Pyrenees road with 30 or so ageing bikes (and bikers!) there are several impromptu stops for one reason or another! On the Friday morning we set off - visiting several old fortified towns with spectacular views of gorges and countryside alike. Olite (lunch stop) Atrajona and Guembe to name just a few. The ride today was some 250kms and as they do enjoy long lunches it was a tiring day, arriving back at the hotel around 7pm. We arranged to meet in the bar/reception area again for 9pm to go out for our evening meal.





Dinner this evening was at a 'gastronomic society' on the outskirts of Pamplona just a 15 minute or so walk from the hotel. Gastronomic Societies are very typical of the Basque Country and Navarra. They look a lot like a restaurant on the inside but



from outside you wouldn't know they existed. The owners are partners, who together manage the premises based on its rules. Each member can take their friends to lunch or dinner - prior reservation is necessary. There are no waiters or cooks, each partner has to take charge of serving and cooking for their guests. You have to be prepared to help set the table, serve, clean up etc. - although they usually employ someone to do the washing up. It is run as a non-profit organisation, which makes it very economical compared to

conventional bars and restaurants. There are generally cooking-groups with aprons in the kitchen, sipping wine and laughing whilst preparing and cooking the food. These 'society' probably account for the surprising lack of restaurants in this area of Spain.

Eusebio was our host for the evening and a friend of one of the Spanish NOC, hence how we were able to secure the invitation. A very pleasant evening and an opportunity to try different dishes. Starting with bread and a tapa of choritzo and black pudding, followed by large platters of salad (lettuce, tomato, hard boiled eggs, tuna, asparagus...). A main course of braised beef, potatoes and veg, followed by chocolate cake and a coffee. Wine was certainly flowing very freely. Some fished the meal with gin & tonics or brandy - the glasses could have doubled as goldfish bowls. At around 25 Euro per head it was certainly good value and a unique experience. A pleasant stroll back to the hotel before retiring for another early start on Saturday.



Saturday 10am and we are ready for today's ride out, only 270kms today, which took us via Salinas de Oro a previously wealthy area due to the salt production. On through lovely scenery, winding our way up and through the mountainous terrain, via beautiful villages of Uitz, Leiza on our way to our lunch time stop at the Santa Maria restaurant in Santeesteban.





On entering the restaurant, which was already very popular with the locals, we were shown to our table for 30 or so! Complete with 4 plates per place setting and topped with a large bread roll, numerous bottles of water and of course wine also appeared. OK, ready for another 3 hour lunch. Again an opportunity to try the local dishes that we wouldn't normally have ordered. First off was the normal large platter of salad, then came a pork and bean stew with cabbage and black pudding, this turned out to be very tasty. Paella arrived next, followed by a cod, potato, pepper and rice dish - more like a risotto. Next up was a strange looking bowl of Squid in black ink. I did try some, but only the once! By now, with more baskets of bread arriving periodically we were all becoming some what full. We had now used all 4 plates and thought we were just about finished. Ah, no, here comes the meat course, really! Platters of steak and chips arrived together with stuffed peppers all looking very appetising, so we just had to tuck in, (well it would have been rude not to). Finally the sweets came along, apple tart, apple cake, cheese cake, yogurt with honey and ice cream cones filled with custard. Only the coffee to go and we were done. Well and truly stuffed.



Ready for the afternoon sojourn into France we set off again, this time a good few pounds heavier. We briefly visited St Jean de Pie de Port a fortified town in the foothills of the Pyrenees and then on to Roncesvalles one of the towns at the start of the Camino de Santiago. By now the weather, which had been very hot until this point, started to decline. Thunder storms had been forecast for later in the day, but they seemed to be catching us. Only another 40kms or so to go, so just time to go through Mezquiriz, high up in the hills. It was very misty and to be honest we should have given it a miss and headed for home, because around 15kms from the hotel the heavens well and truly opened, thunder, hail, wind and rain of biblical proportions ensued. If only we hadn't stopped quite as long.....

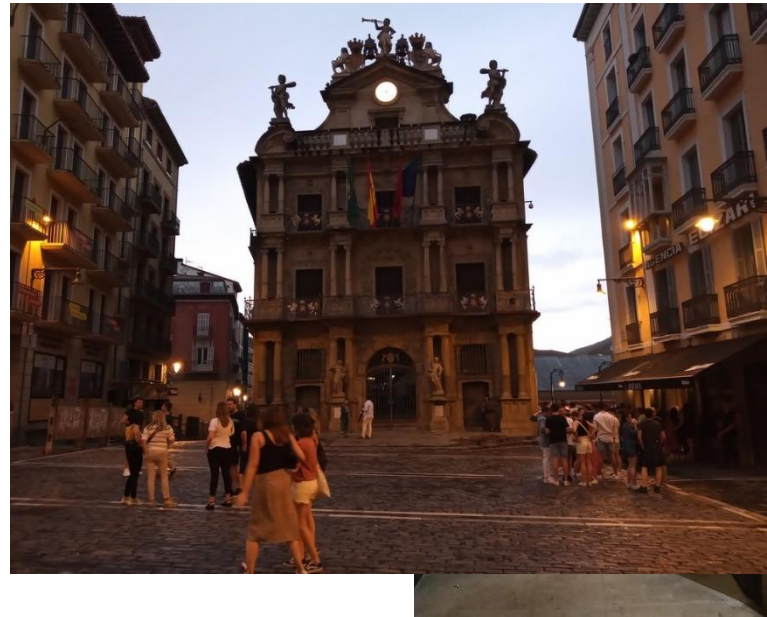
Thankfully despite the weather everyone made it back in one piece, a few of the bikes had a hic-cup or two along the way but were coaxed back to the hotel's nice dry garage.





Being the final evening Martin had arranged for us to go into Pamplona for the evening, see some of the sights and walk the streets where they have the famous Running of the Bulls. You could see the marks on the walls where their horns had taken chunks of the wall out. Thank goodness they erect wooden barriers for the spectators safety. Most of the Spanish guys admitted it was not quite what you would expect in the 21st century, but as it is a famous tradition no one would dare to stop it. Being a Saturday night the city was very busy, we saw several stag and hen groups all enjoying themselves, but without any trouble.

Is anyone hungry, we were asked around 10.30pm? No, not really was the general response. Oh dear, we have a table booked at the famous Café Iruña in Pamplona and we really should turn up. This beautiful cafe, founded in 1888 is an Art Deco Restaurant famous for being the first 'shop' in the city to be lit by electricity. It is spectacular with large marble tables, large floor to ceiling old fashioned mirrors and enormous hanging lights. It



featured in Ernest Hemingway's 1926 novel *The Sun Also Rises* where the main characters converge at Café Iruña each day. Apparently the author was a frequent patron during his visits to Pamplona.



Menus arrived and we all looked at each other, wondered what was the smallest meal we could get away with. Thankfully one of the Spanish guys stood up and said if we were all in agreement he would order a variety of tapas dishes and we could have a light snack. Even then he had to stop the waiters bringing out more food as we couldn't possibly have eaten any more. Again another pleasant evening, we just had to find our way back now which was too far to walk. We ended up on the bus at amt. with students and pensioners alike, it was surprising busy at that time of the morning. Pamplona is a pretty city and well worth a longer visit if you are in the

area anytime.

Sunday morning and the final day of the rally, saw most people packing up, loading bikes into vans or onto trailers. Apart from the hardy UK contingent who were riding





home! A group of around 10 or so went off for a Sunday morning blast, we however decided to sit this one out as we wanted a more restful day before heading off to Santander and the ferry home the next day. Total mileage for the trip was ????????

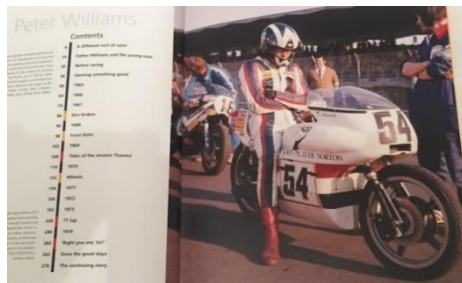
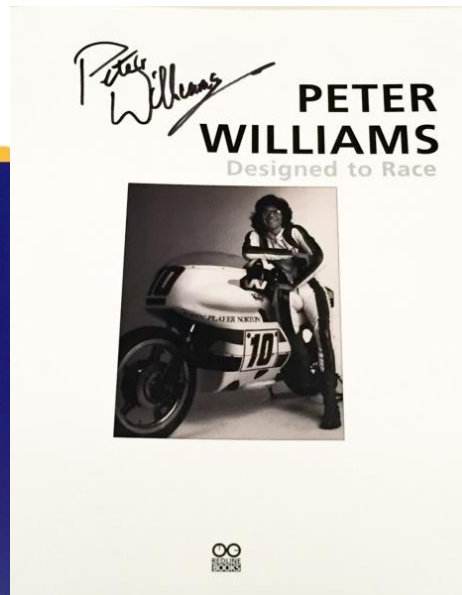
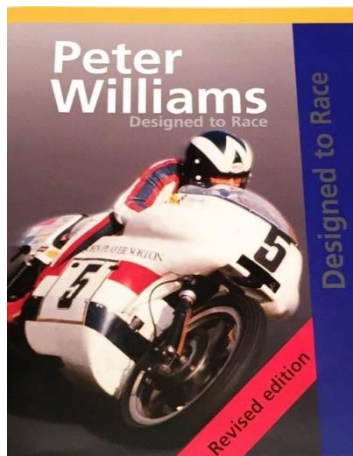
All in all the rally was a huge success, although the feedback was - too much food and the ride outs too long. But for a weekend it was manageable. Martin and his team made us feel incredibly welcome and looked after us well.

Martin is now starting to arrange next year's (2024) NOC international in Spain at Tossa de Mar, 86kms north of Barcelona and 785kms from Santander. So if you fancy a trip next year start planning now and fettling that bike. Dates will be published on the NOC website and are likely to be 6th to 10th June (but may change). I understand he is looking to secure accommodation at a resort on the beach front, with facilities for camping, motorhomes and chalets.

Our ride back from Pamplona to Santander was pretty uneventful. Ged and Angie were on the same crossing so we had someone to talk to to help the time go by. Unfortunately, during radio silence on the ship, Ged had missed a call telling him his accommodation had been cancelled! First job, after disembarking, was to try and sort out some accommodation. You have got to be aware that it is not only you that can cancel your accommodation at short notice on booking.com!

Mandy and Bob Gould





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So as a quick roundup of what we have done this year

18th May Welford 'Wharf Inn'

A few of us with 961's ventured to the Wharf Inn at Welford for the Norton 100 day. Garry Tyler, Martin Treasure, Chris Davis, Alan Elstob and myself all made it there and back again although I think Garry's bike while getting home ok had an issue with its ECU.



All Canal'ed out



Lots more turned up later



And here they are





4th June Weymouth

A good number of us hit Weymouth for the day, a nice walkabout, pub visitation and for some a visit to the Tattoo and Piercing parlour. Nobody that I know, or at least would admit too, had a Prince Albert. Although the by the look on Joe Elliot's and Paul Dyer's faces they might of have had something pierced 😊





14th -17th June BNOC camping weekend

Our camping weekend this year was at St Audries bay, some 19 members partook. Some nice run outs to Minehead for breakfast, and runs lead and organised by Russ Marchant took us into Ilfracombe on the Saturday and Lynton and Lynmouth on the Sunday. Saturday night we had our BBQ ably and expertly cooked by Chris and Diane Tait with assistance from our cooker in the static as the BBQ bottle nearly ran out of gas. Highlight of the weekend was Rick Slaymaker being recovered by the AA on his Honda and Dave Rood keeping up the honour of Norton's reliability by having his timing slip big time. Both bikes sorted out, Rick's a dodgy switch, Dave's Dommie, once retimed regained the 20 horsepower or so it had missing earlier in the day.



Ice cream in Ilfracombe



Minehead





BBQ time

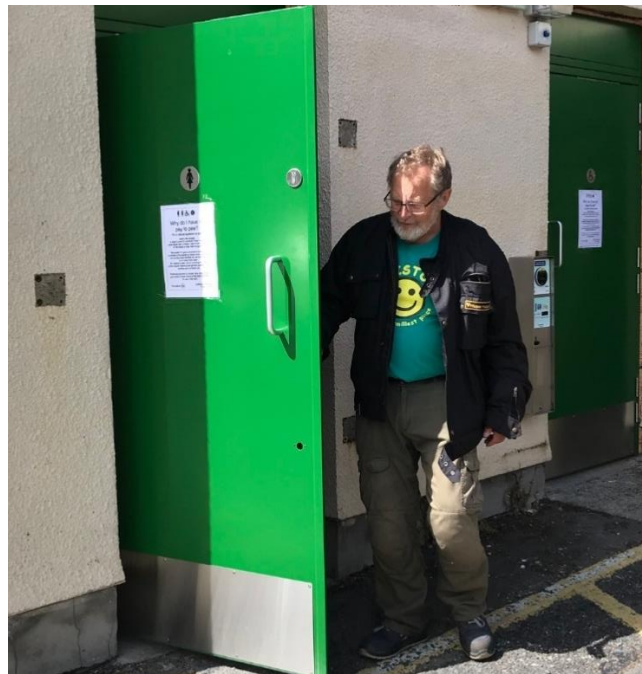


View from Lynton





‘And this is where The Lynton to Beijing canal starts’



Should have gone to Specsavers





Dave's 'not so easy to get at to time' distributor



Don't do it Andy!





July 5th -8th National Rally at Corbridge

The NOC rally was at Corbridge Rugby club in Northumberland. A good few of us attended but as it was mainly camping and campervans with accommodation in surrounding area a little disjointed for some. However the riding was good and weather a bit hit and miss. Alan and Sue Elstob where on Alan's 850 and Chris Davis on his 961 that clocked up some silly miles, well done to all of you.



Nice views of Northumberland



Nice little bike museum collection, the only Norton there





First organised ride out ending up at the museum



Oooh! nasty





Calne Bike meet 27th July

Toni Bawdon dragged the gazebo to Calne in their van with hubby Andy riding his Commando, numbers were down this year which was just as well as we only had a small plot. We still had some nice bikes and it was a good day for a chat and sandwich.



No Andy S this year which was just as well as this was for sale 😊





It's a Canal, guess who is on the bridge?



Andy Bawdon, Dave Rood and Bob Gould





Rumour has it these forks are being trialled for next years Solihull Norton's



Just a bit of indulgence for my part





Made in England , gold letters approx 5" long
650cc gold N
Oil Bath stickers
NOC 2 1/4x2 1/4 stickers, red background (tatty condition)

Please be aware all these stickers are old so their condition cannot be guaranteed. Reasonable offers.

We will be investigating different articles of clothing to include overalls etc, please let me know if you have any particular requirements and we can see what would be available from the suppliers.

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

Contact Paul Thomas 07901 821656 or email on phthomas1200@talktalk.netinfo.

Paul Thomas



'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

This will be passed on to the next editor hopefully Alan Byrom





Keith Boulton's Tips Of The Day

DEC 2024

1. Using old inner tubes. You can make a useful tool bag from an old inner tube. Make two cuts of your chosen size, first cut straight across and the second cut shape to form a flap. Stick and or sew as necessary to make a pouch, then pop in tools and tuck in the flap..
2. Magneto-auto advance units. The auto advance unit fits on to a taper. I have found that it can wear when the unit presses onto the seal on the magneto, consequently making it loosen and slip and upsetting the timing. You can solve this problem by taking a small amount from the back of the auto advance unit with a file to reset the taper.
3. Carburettors. When fitting carburettor hoses a light dusting of talcum powder enables a much easier fit.

Newsletter Deadline dates

If you would like to send anything for inclusion in the next newsletter, please get it to the editor by end of April for the 2025 Spring issue out on line earlyish May. PLEASE NOTE THIS WILL DEPEND ON THE NEW EDITOR.

BRISTOL BRANCH TOOLS LIST

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

Sales -

1. 1 Pair long R/Holder forks (Single down tubes) £295.
2. 2 Lay down gearboxes (1 single/1 twin) £175 each.
3. Commando Mk 3 Inner and outer gearbox cases £25 pair.

Wanted -

1. AMC Norton clutch for 1961/2 650 Dominator.
2. Wideline tool-tray for 1957 "99" model.
3. Wheel Centres for 1930's Model 16 Single (Cotton reel type for 1936 - 46)

Contact Phil Cox on 07468 410914.

Electra. £3000. According to the Lightweight God Andy Sochanik this is the oldest known matching numbers Electra in existence. Phone Mike Wills on 0117 9831698 for details. East Bristol area.





18" Alloy wheel rim 32 spoke, no idea what it is from £5
AMC Matchless gearbox, missing end cover but otherwise complete £120
ono
Contact Tony 07905 998885

ES2 engine. 500cc dismantled but complete
ES2 oil tank. Various to chose from
Dommie seat ok condition £50.00
Please call Bill on 07973501106 or bill@billamberg.com Somerset

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

Ultrasonic carb cleaning, Bead, Soda and Alumina grit blasting, Gas welding, MIG & TIG 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 9492097 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 07875243520
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.

VERY IMPORTANT ALL THE EVENTS BELOW MAY OR MAY NOT GO AHEAD DUE TO ACTS OF GOD OR WORSE.

SO PLEASE CHECK BEFORE SETTING OUT.

Bristol Branch Events Calendar for 2024/25

Home organised events-

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There is a **Boxing day** run, meet at the Bridge Inn at 11am to leave by 11.30am then a short ride to the Wishing well pub at Codrington. Landlord Kevin knows there is a bike meet this year so can cater for some bar food.

New Years day, there is a meet up at Bitton Railway from 11am or so.

2nd January if the mood and stomach takes you there is a run out to the Farrington Inn at Farrington Gurney. A table has been booked for 12 midday. Meet at Waitrose car park Keynsham for 11am leave sharp by 11.30am. Any form of transport you wish or just meet up there for 12. Please let me know if you will be attending, I have booked a table for 8 but need to know numbers if poss.

January 4th BNOC Xmas meal at Limpley Stoke. Bit late but please contact Chris Davis to see if there are any spaces left.

February 22nd-23rd Bristol Classic Bike show. We will have a stand again and need bikes, please let Paul Wolf know if you have a nice clean bike you would like shown.





"It's pissing it down Winnie"



"..Pub?" asked Pooh

