

Newsletter

Autumn/Winter 2022 issue 77

Our website :- www.bristol.nortonownersclub.org

Facebook:- Norton Owners's Club Bristol Branch



Presentation night

Event reports and articles:

Camping weekend, National Rally, the odd run out, Branch's Skittles, BNOC Presentation night, Pete Gurl Pt 3 and the International Rally + plus some other interesting bits.

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

Phew!, again many apologies for the latness of the news letter but even if I had managed to knock one up a month or so ago nobody would have had time to read it.

Since the last news letter we have had 3 new priministers, a funeral and a new monarch. It was very sad to see Elizabeth 11 go but she really did have a good innings and earned the deserved respect of many, many people from all over the world, I think our new king Charles 111 has an hard act to follow and wish him the best of luck. Then we have the ousting of Boris, Liz'I won't be here long' Truss and now we have Rishi who I understand has an souped up Tuk Tuk for ministerial duties. Happily despite all the above we have had a good attendance for the many ride outs arranged, weather has been largely very good even bordering on the 'It ain't half hot mum' at times. I have used my 961 for all rides and she has performed very well, the odd glitch but no breakdowns, since obtaining her I have now just clocked up some 6600 miles so am catching Chris Davis up, milage wise, on his 961.

Even though it is technicaly the end of the rideout season we will still have the odd ride, the WhatsApp group works very well as ANYONE can organise a ride, all you do is post where you will be going give a meet up time and bingo! you have a ride out.

For the sake of filling up text I have included yet again the blurb below.

Contacting members by electronic means is the best wayfor us. I will just repeat the last issue newsletter text here to cover our bottoms regarding data protection;- Regarding comunication, 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.

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 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**□.

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 wine gums to anybody finding any 'misstooks'.

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!



Norton Owners Club Xmas meal Saturday 14th January 2023

Hi All,

Didn't the summer go quickly? - Hope you all managed to get through safe with lots of motorcycling.

The branch is planning to hold its annual Christmas dinner on Saturday 14th January 2023, at the [Limpley Stoke Hotel](#).

The rates have gone up (but so has everything!) and are now £80 for double or twin (including breakfast), and £60 for single (including breakfast) . The 3 course meal + coffee is £35. Wine and soft drinks provided by the branch.

These prices remain very competitive! There will be a disco, and bar is open to midnight.

All I want at this stage is to know how many of you will be attending - menu choices etc. can wait for the moment.

So please get back to me specifying double, single etc.

Best Wishes

Chris Davis

BNOCC Chairman (contact details on page 2)

NOTICE BOARD

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

Mince Pie Night 7th December 8pm, free mince pies, free raffle.

Boxing day run 26th December. Wishing Well Pub, Codrington

BNOCC Xmas meal 14th January 2023, see details above.

Bristol Classic Bike Show 25th and 26th February 2023.

Calne Bike Meet 29th July 2023



As it is nearly Christmas, and I don't think I will get the next newsletter out till the Spring edition 'A Merry Christmas to all my reader/s'





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:

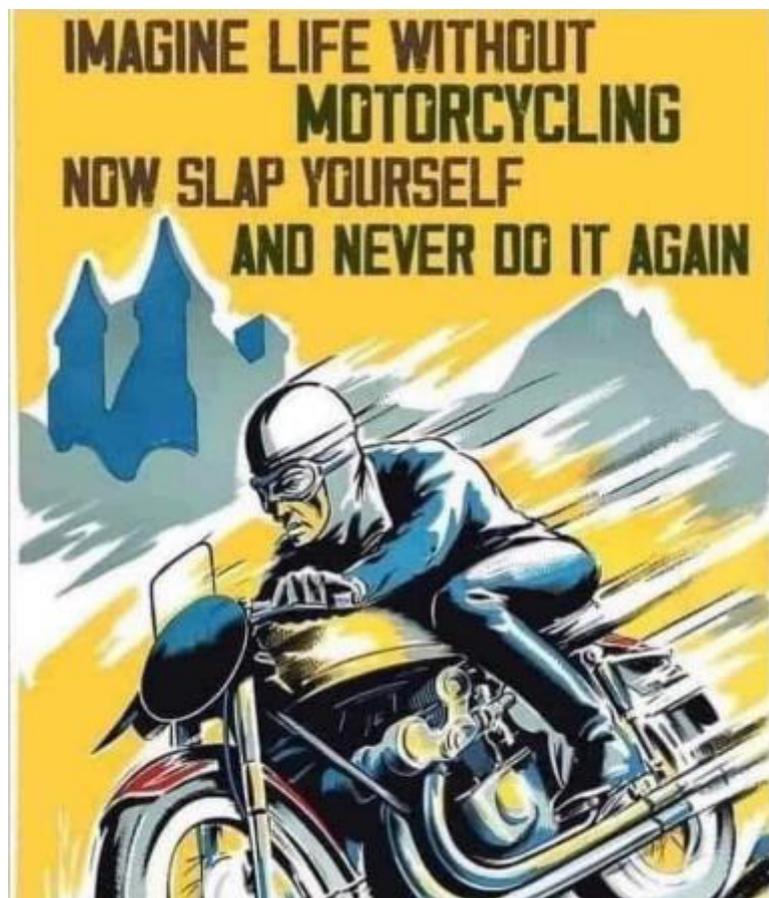
Bank: Lloyds

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.





The Drop off system

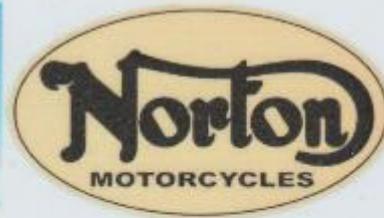
I ran this in the last few newsletters (yawn!) and thought it would be good to repeat it again now as it seems to be working but really need to hammer it home to all. So good is it I have decided to make it a permanent page in the newsletter so that any new members and old forgetful ones can read up 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 motorcycle made by Castle Donington manufacturer Norton has set a world land-speed record. The firm's 961 Commando Special Edition clocked an average top speed of 129.191mph at Bonneville Salt Flats, Utah, on 30 August. The bike claimed the record for the 1,000cc production push-rod engine class at the annual BUB Motorcycle Speed Trials. It eclipsed the previous record — set last year by a Buell bike — of 126.398mph.

Veteran motorcycle-racing journalist Sir Alan Cathcart rode the Norton. To achieve the record, he had to do two runs, from which an average speed was taken.

On his first run, the speed trap clocked him at 129.003mph and on the second he recorded 129.380mph. Sir Alan said that achieving the record on the 961 Commando SE was special, because the machine was no different to a road bike. "It's nice to put Norton back in the record books for the first time in so many years. The fact that we did it on a stock bike — exactly as delivered to any Norton customer — makes it all the sweeter." A spokesman for the company said: "We are delighted that the Norton name is in the record books once again, adding to its long, illustrious racing heritage."

The 961 Commando SE has proved a great success since going back into full production earlier this year. Chief executive Stuart Garner said: "Since we started making Nortons again in the UK 18 months ago, we have found that there is a lot of loyalty towards the brand."

The Norton name was brought back to Britain from the USA in October 2008; Mr Garner bought the 112-year-old business from American businessman Ollie Curme, who acquired it in 1992. He has since invested millions of pounds in the venture and has taken on dozens of people at the factory in the past 18 months.

"The response has been amazing. We knew that the bikes would be popular, but there was no way of judging just how popular. This year, we are aiming to make a good few hundred bikes; next year, we are aiming for 2,000. We will therefore need to increase our production capacity here at Castle Donington." Norton has plans to more than treble the size of its factory — to 30,000ft² — over the next few years.

Posted on 15 Sep 2010

Chris Davis found the above article, seems our 961 were no slouches at Bonneville 😊





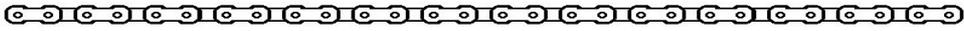
NOCL International Czech Rally 5th-17th June

Peter and Veronica Cherry were the sole representatives of the esteemed Bristol Branch. We had to hire a van to transport both us and the commando, unfortunately there were no couriers due to the complexity of taking bikes across Europe.

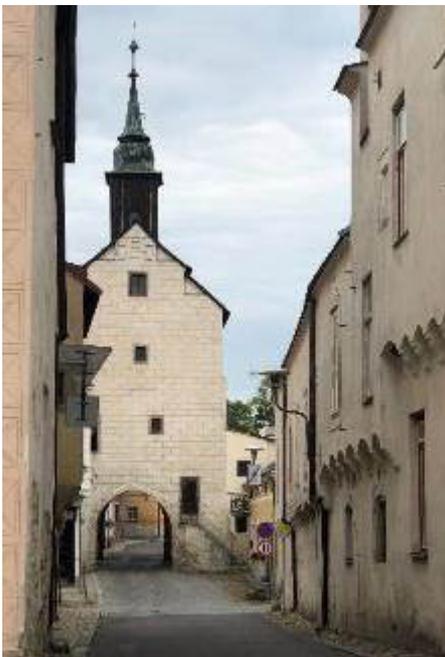


The overall distance was around 2300 miles, in a hot period of weather. I hired a Van from Abacus at Andover which was very good but not cheap at around £95 per day. We travelled around 150 plus miles per day, it was mainly driving and not so much site seeing. Veronica had to visit the hospital in France and that put us back a touch so 90 mph to catch up on the schedule. Nearly ripped the top of the truck off at the last pay point in France for some reason they had lowered the barrier, but I spotted it at the last minute, phew!. The hospital did bill us about two months later and of course we paid. We finally got to the rally a day before it opened but we did not stay on the site and I think this may have been a good idea, the site food and drinks were superb, but the accommodation was not the best. On the first night two separate tent occupants were robbed whilst they slept. So, we rode around the area which was very nice and then went to play Golf at a course on the border with Austria, a bit pricey but it got us out in the fresh mountain air. The rally had a reasonable attendance and there was a large contingent from Essex, (crikey they get everywhere! Ed) in truth we did miss our Bristol club members, but we did also meet some nice people from all over the place.



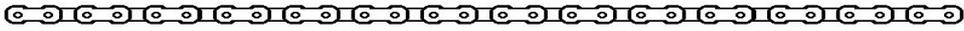


The rides out were OK but the Highlight was the ride to a UNESCO world heritage town TELC with a lovely old town square.



There was a very well-prepared BBQ and then a display of Czech riders riding various Nortons up and down the cobble square. I had actually been stung by a bee en route! it had got into my glove whilst cornering at 60mph, got another sting on the neck on the way back as well. Anyway the Czech riders did not wear helmets for the display and after much revving one guy hit the cobbles on his Manx Norton. Unfortunately for him the leaking previous Nortons had left some oil on the road and he came flying off, I think he was OK and luckily the bike never hit anyone in the crowd.





We did most of the runs but not all, the Czech people all seemed very nice and the rally organisers did a good job and were professional. It's interesting that not many Czech people spoke English (I know) but it was what we found. It's a long way to travel and credit to all the Nortons that rode there, what a long way. Thanks to Mike Wills for loaning me the ramp and for Tony's advice on how to get the bike in and out. I bought a crate of Pilsner so I could use the crate to get the bike in and out easier. The return was just a long van drive with stops at Golf courses and vineyards. Next Sweden....

Pete Cherry





Pete Gurl Pt 3, A little bit even later years

Pride before a fall.

In my last wittering's about my first road legal bike, I mentioned stripping the gearbox to effect a simple repair and I've tried to recall what the defect was, but can't. What I'm sure of is that it wasn't difficult (unlike a Sturmey Archer bicycle gearbox that I'd stripped down not long before, that nearly fried my brain).

A job made easier as I had removed the engine so I might make a reasonable job of the frame and other cycle parts, so stripping the engine top end was very straightforward and everything was in good order and although there was nothing by way of originality in design, I do remember being very pleased with what I saw and thought could this be a dreadful motorcycle? I rebuilt the top end as meticulously as I could and felt very confident about the outcome. (Pride before a fall). Although a callow 15 year old youth, I was in terms of mechanical competence a few years ahead of the game, but with an Achilles heel that I still limp with today. Electrics.

Christmas and the winter of 67/68 came and went with much of it spent in freezing conditions in the shed, as my birthday on January 20th approached. My first road legal motorcycle was ready for an engine test. As already stated, this was 55years ago and memories can tell fibs, but I really don't recall any problems with that first engine start up. Far from it. I went on to complete the bike with confidence....the heartbreak was to arrive later.

Insurance was purchased from Jim Alves motorcycle shop in Street Highstreet, tax from our lovely and sadly long gone post office, driving licence acquired in advance. January 20th was so near but so far, the motorcycle looked good. Although I knew it would never be handsome in the way a 650 SS was, it did look worthy. After years of illegal flirtations with motorcycles, I was now more than ready for a legitimate ride on my bike to the Black Cat/ Farmer Giles's Café and beyond.

The day finally dawned when I could partake of legal personal motorised transport, a very special day.

My birthdays before and since were never particularly important to me, they usually entailed being given a few modest presents that cost the givers more than they could afford and that I almost certainly didn't desire but maybe required. With the honourable exception of a brand new Stanley smoothing plane which I still use today,





No, this was different; on my 16th birthday I was allowed to ride a motorcycle.....a Norton!!! I hope you can imagine that feeling, I was going to ride my own Norton motorcycle, legally.

That first ride did not disappoint, it was a Sunday, the roads quiet as I rode from Portland council estate in Street to Red Post crossroads near Ilchester, the little twin was so much more peppy and exciting than the assorted mish mash of bikes that I had messed about on before.

It went well apart from an incident where I came close to stuffing it through a fence near Somerton, because although like many if not most people, I rode bikes I now know I didn't "ride the bike". A situation that didn't really change much until I joined Somerset Advanced Motorcycles more than two decades later and with added inspiration from Rob Downing and Mike Smalley (serving police officers) whose tuition changed me from being unconsciously incompetent to being consciously competent, most of the time!!

But I digress.

I got home that day feeling quite proud of the bike and what I'd achieved, through those freezing nights in the shed. It wasn't a feeling destined to last long, I know now.

I was soon to be troubled by my Achilles heel; no, I didn't mean troubled, I mean tortured.

Those close to me know that if something breaks or needs modification, or repair in metal or wood, I can be pretty useful as long as it doesn't require too much reading, writing or electrics. Ah yes, electrics, the dark art.

When I next went to ride the bike, probably in the next weekend as we weren't allowed to ride motorcycles to school, it wouldn't start. Quickly to be found out to be due to a lack of spark, a dead battery.

Battery charged it duly started. The battery was new so even I could figure it out. It was an alternator or rectifier problem. I have no real recollection of the time it took for the next problem to arrive, but it wasn't long, I'm sure.

While I tried to figure out the charging problems, I rode by recharging the battery and only doing very short trips. On one of these short trips the engine started playing up. It lost power, (there wasn't that much to lose) and then a couple of times I felt the engine tighten up as if overheating, accompanied by being difficult to start, even with a good spark. The torture had started.





I don't remember much about the next couple of months. My memory of the unfolding events have been erased. I do know I tried hard to sort it. I do know I took advice and enlisted help, but to no avail.

Other events would take precedence. Things were getting difficult at school. Correction. I was getting difficult at school. The next six months would see me expelled from school and become very fond of pre-war motorcycles, and Magneto's in particular.

PS. In my last ramblings, I proffered the following choices as an example of 70's style psycho analysis.

Rolling Stones or The Beatles?

Cinema or Ballet?

Mods or Rockers.

Football or Cricket?

Norton or Triumph?

My choices..... Rolling Stones. Ballet. Rockers. Cricket. Norton.

Next time.....Things can only get better.

Pete Gurl

Tuesday 7th June New Forest meander

Alan Byrom lead us around the New Forest for a very nice ride, initial meet up was the White Row farm shop at Beckington where we met Alan. Some 10 bikes, all of the makes all of the colours.



Our first port of call was Moto Corsa for a late breakfast, good to view the new bikes for sale but since this visit they went bust. They have since opened up on a much smaller scale bike sales wise but bigger on the café sales side, we will





visit again for sure. Upon leaving we spied an interesting combo in the carpark, designed to carry a very large dog no less.



Alan then proceeded to lead us on a very nice and interesting ride around the new forest, lots of ponies that we had to dodge as well as motorists. A nice stop off for a picnic then back on the road to an old drinking haunt for Alan, The Cuckoo Inn, a very nice swift one to quench our thirst, upon leaving Andy B got caught out by the dreaded 961 steering lock, or lack of it. From the pub we basically went separate ways but some including myself, Carole, Joe, Alan, Paul Thomas and Phil Lord stopped off at the Old Mill Hotel at Harnham. A beautiful setting if ever there was one.

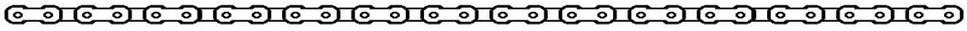


View from the Old Mill Hotel, I think 'Constable was here'

Pete Goodman lead Chris Davis and I think Andy Bawdon home via a slightly different route.

All in all a great day out, weather was really nice. **Tony L**





BNOC Camping Weekend Baskerville Hall 10th -12th June

This was a great weekend somewhat overshadowed by about 20 members going down with Covid after the weekend. Fortunately, we lost nobody but it is a nasty virus. We had a very nice time regardless and a nice ride out around the Elan Vally on the Saturday followed by the Chinese meal in the evening, Baskerville is a very good venue and sure to be used again.



Chinese meal time



Andy Bawdons very nice Domie at Devils Bridge





Start of the ride out, Sandy Kington ready to go with Pete and Jayne Goodman in the Mazda X5 bringing up the rear.

Tony L

National Rally Aylesford Kent 15th-18th September

Andy Sochanik, Navigator, Brian Smith Domie, Dave Rood, Domie, Andy Bawdon, Triumph Tiger, Rick Slaymaker, 961, my wife Carole, BMW F800 and myself 961 all made our way to deepest Kent. Carole and I chose the slow route i.e. the A4 then A25, all was good until hitting Dorking after then horrible traffic and wrong turns made for a fractious last few miles to the rally. The two Andy's and Brian were already there, Andy B had an interesting trip, starting out on his 961 Californian he got as far as Swindon when his engine management light came on so he turned round, went home and got his trusty Tiger out and set off again. The accommodation was quite good, lots of creaky doors, interesting plumbing but quite comfortable. As it was an ex Friary there was some austerity, no TV, no coffee and no ghosts. Food was OK if a bit expensive, booze ok, again expensive. Friday, I went out with Andy B, Andy S and Brian for a short ride out. Carole stayed at the Friary, Dave Rood was going to join us but after getting his bike off the trailer found he was stuck in 1st gear so stayed put. Brian led us onto some Kent roads, not being too impressed with them we then headed for Chatham docks museum. An eye watering entry fee of £24 nearly put us off going around the museum but as we were there, we thought we would have a look. Andy S nearly dipped out but after some gentle persuasion got his purse strings open. Anyway, it was worth it, the museum is huge with lots to see. There are 3 ships in dock, a Victorian sloop HMS Gannet, a WW11 destroyer HMS Cavalier and a Cold war submarine HMS Ocelot. We did not have time to view the sub but had a good look around the destroyer and the sloop. It really is a big museum and needs a very full day to see everything but time was against us, so we headed back to





the rally site. Not that it was enjoyable as there was loads of traffic, but we all got back safe. My 961 gearbox really impressed Andy when I selected 1st gear, as quiet as his Navi overtaking me some years back 😊. On Saturday we all went on the boat trip, Dave Rood kindly gave us all a lift in his Mercedes estate which was a relief as I did not fancy the traffic and then finding somewhere to park the bike. The boat trip was really very good and was I think the highlight of the rally, everyone enjoyed it particularly as the weather was very nice and kind to us as well. In the evening we had the award presentation and a quiz, Andy came away with the best lightweight award, a very well deserved award indeed considering he rode all the way there and back, I think for him something over 400 miles in total. There was one other lightweight there far shinier than Andy's but was trailered, Andy thought this should have won but sensibly the judges thought otherwise 😊. Sunday was the pack up and go home day, Carole and I chose to take a more southerly route via Tunbridge Wells and the A272, much nicer run than going to the rally. Apart from Andy B having problems with his 961 and I think Andy S with a battery issue nobody from the branch had any breakdowns. My 961 ran well as did Rick Slaymakers 961 and his milage was higher than mine as he came from Chepstow.

Tony L



Just some of the Norton bikes at the rally.



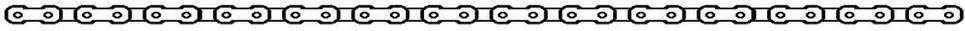


Andy S, Brian and Andy B pose next to HMS Ocelot



Captain Sochanik



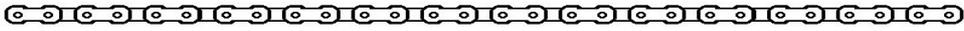


A nice Domi with electric start!



Sadly, on the Monday after the rally our dear old Queen was finally laid to rest at Windsor, took this photo onboard the WW11 destroyer HMS Cavalier, thought it a bit poignant to include it here. King Charles 111 has a hard act to follow!





961 Register updates and info



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





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 😊.

Worth considering. £20 per year then free entry to the following museums
The National Motor Museum Beaulieu
Sammy Miller's,
Brooklands Museum,
Bovington Tank Museum
Jet Age Museum
Museum in Park Stroud
The Folk Gloucester Museum, Gloucester
The Norton Collection Museum, Bromsgrove

There are some other museums to the above but they are really beyond our reach for a day trip so have not included them.

A few things to note,

£20 is per person so it might not be so attractive for couples just doing one of the above museums.

If the museum has a special day then you will have to pay entry.

The plan for next year will be to organise a run to a few of the museums noted above, either weekend or weekday but avoiding any 'Special' days.

If the above interests you then say February/March next year join the BMCT or at least 2 weeks before we have a planned visit.

Bit of an update for the above, sounds to good to be true! But checking, in 2022, with Beaulieu (£22) and the BovingtonTank museum (£16) its all good. However from the lads visiting Sammy Millers earlier this year it is good for now for free entry, but possibly next year you may just get a reduced entry, but I will check this and other venues before organising dates and runs.

Tony L





Branches Skittle day Sunday 4th September

We managed to get 3 teams together from the 12 attendees, Nipper was the only biker on the day and brightened up the carpark with his very nice Gus Kuhn Commando. Wonder of wonders Bristol won the skittles, I think this is the first time since Ian Loram started organising these events.

Tony L

The Old Pound Inn

	HOME										AWAY										
BRISTOL	7	6	6	3	7	0	4	5	0	3	BRISTOL	4	6	5	3	0	7	3	4	0	7
BRISTOL	7	4	4	4	7	1	8	7	7	12	BRISTOL	7	1	7	4	5	7	8	7	6	7
BRISTOL	8	7	7	4	5	7	8	5	6	2	BRISTOL	5	3	8	12	0	1	4	5	7	6
BRISTOL	7	6	7	3	8	0	7	3	6	5	BRISTOL	6	0	8	7	0	0	7	0	7	7
BRISTOL	2	2	2	2	2	2	2	2	2	2	BRISTOL	2	2	2	2	2	2	2	2	2	2
BRISTOL	7	4	5	6	8	7	3	7	4	5	BRISTOL	7	4	5	6	8	7	3	7	4	5
BRISTOL	6	2	5	4	5	1	4	5	3	5	BRISTOL	6	2	5	4	5	1	4	5	3	5
BRISTOL	1	9	2	3	2	9	3	1	8	5	BRISTOL	1	9	2	3	2	9	3	1	8	5
BRISTOL	7	4	5	5	5	5	4	7	6	6	BRISTOL	7	4	5	5	5	5	4	7	6	6
BRISTOL	2	2	2	2	2	2	2	2	2	2	BRISTOL	2	2	2	2	2	2	2	2	2	2

Whoopee! We won



Nipper's Gus Kuhn 750 Commando





Presentation night 13th July

Just a quick report on the lavish presentation night. 14 bikes in total with I think about 20 members in total. Weather perfect, that helped the numbers I am sure as we did not anticipate a huge gathering due to low attendance at past club nights, this influenced the cheapskate awards. We had 9 best model categories but only 5 were awarded. Lightweight Andy Sochanik, Heavyweight Andy Bawdon, Commando Paul Thomas, 961 Rick Slaymaker and Chris Tait Customised. Spanner award to Andy Sochanik only because of his profuse use of his Navi, now hitting 100k miles, so he is bound to have more breakdowns than most (☹️). Best member is Bill Hayward for services rendered in getting the Eric Cox trophy milage up so high on Erics old 650SS. Bill will be presented with his award when we are next in Wales.

So have attached a few photos of the evening.

Thanks to everyone for attending.

Tony L



Andy Bawdon's Dommie 'Best Heavyweight'



Andy Sochanik's Navi 'Best Lightweight'





Not a winner but a nice Commando



Chris Tait's JPN Commando 'Best Customised'





Paul Thomas's Mk111 Commando 'Best Commando'



Rick Slaymaker's 961 'Best 961'

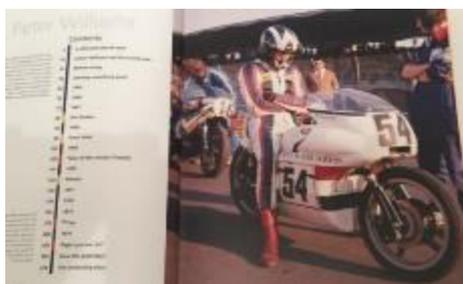
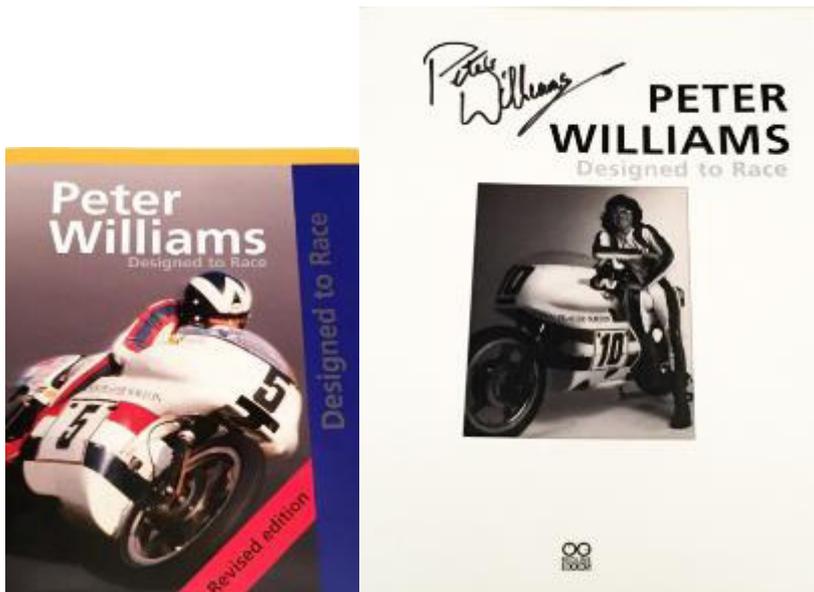




Andy Soshanik Spanner award for an overworked Navi (it is obvious Chris used to be a fisherman)

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'





Andy Sochanik is making a concerted effort to clear his lock ups



A bit of history submitted by Alan Elstob





**NORTON COMMANDO MK3
STARTER MOTOR**



ALL UNITS BUILT USING RECONDITIONED MOTORS

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

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

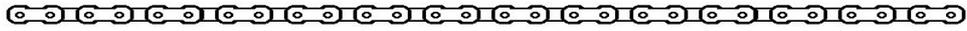
Price £275 (or if you want a brand new one - £295)

***CONDITIONS APPLY**

Please contact Gordon on 07971213632 or email gordon.nichols@sky.com

(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 – October 2022

1. **Winter tip**

If you park up your Norton for the winter months, you will often find it very stiff to turn over the engine, usually caused by wet sumping. The oil causes drag on the crank and you will need to drain the oil out of the sump and refill the oil tank. Consequently it should be much easier to start.

2. **Winter wax**

Before parking up for winter go over the bike's chrome and aluminium with a generous amount of wax polish. Do not polish off. The wax will lock out damp and moisture from the air in cold weather, even when the bike is protected by a cover.

3. **Old tubes**

Utilising the rubber from old inner tubes you can cut cable ties and rubber washers. I have found this type of rubber lasts much longer.

4. **Carburettors**

On some old Amal concentric carburettors the plastic drain plug can get hot and soft, come loose and fall out. A metal one is a sensible replacement in order to avoid possible break down.

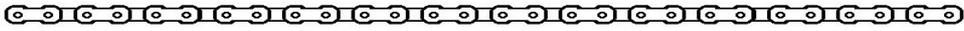
5. **Side stand rubbers**

The rubber on the side stand can crack off quite easily. To avoid this happening you can place a plastic tie around the rubber to hold it together. Alternatively, take a piece of rubber pipe tube, which must be the correct size of the frame, cut one side, slide over and fasten on with two plastic ties.

Newsletter Deadline dates

If you would like to send anything for inclusion in the next newsletter, please get it to me by end of January for the 2023 Spring issue out on line earlyish April.





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)

MR
MOTORCYCLES

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.



Supreme Commander was owned and converted by Norton Guru Richard Negus. The Supreme Commander was in effect created to upgrade the "Commander" with many items that was felt could be improved on. I believe only seven "Supreme" bikes were built. Wider Wheels and upgraded brakes, upside down front forks, water pump and charging unit, oil dump tank and many more items. My bike has been maintained by another Norton Guru George M. and has just been serviced, new brakes, new front braking system, almost new back tyre. Priced to sell at £6,900

ianloram1962@gmail.com





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

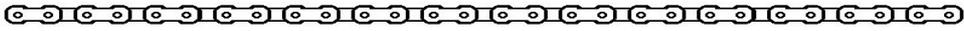
Norton Commando 750 1971. Steel fastback tank, Moto Guzzi T3 wheels and forks, electronic speedo and rev counter. Hydraulic clutch, belt drive, Boyer ign.

Single Concentric carb. Dave Taylor type head steady. Engine still on std bore. Runs very well and is very reliable. Recent new Avon road-rider tyres. All matching engine, frame and gearbox numbers. £5,995 ovno all original parts to turn it back into a roadster by negotiation. For more details call Tony 07905 998885



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 engine. 500cc dismantled but complete

ES2 oil tank. Various to chose from

Domie seat ok condition £50.00

Please call Bill on 07973501106 or bill@billamberg.com

Somerset

**Unity Road
Motorcycles**

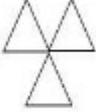
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Specialists
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**Discount to some
items bought by
club members,
please ask**

Norton bikes only



Ministry
Approved

**Unit 20-21 Wansdyke Workshop
Unity Road
Keynsham
Bristol
BS31 1NH**

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 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.**

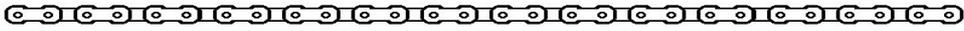
Bristol Branch Events Calendar for 202/23

Home organised events-

Mince Pie Night 7th December 8pm, free mince pies, free raffle.
Boxing day run 26th December. Wishing Well Pub, Codrington
BNOC Xmas meal 14th January 2023, see details above.
Bristol Classic Bike Show 25th and 26th February 2023.
Calne Bike Meet 29th July 2023

A new list of runs for April, May and June will follow shortly and will be circulated to all when known.





This editions conundrum



OK so what do you make of this?

The picture is of a JAP 500 sprint bike, this bike is very fast and John the owner has won many sprint championships with it as well as races. The last events he competed in France he won all 4 races, the bike ran faultless. Upon getting home carrying out some maintenance work he found the motor had locked up solid, upon stripping the engine he found the above!

He has sent a sample of the above and some oil from the oil tank to Castrol in Holland for examination. It looks like builders' foam but not quite, it certainly looks like sabotage, he awaits the results from Holland.





And finally

