



Newsletter

Spring 2021 issue 73

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

COVID 19 Spring edition



Garry Tyler's 961 Café racer

In this issue:

Event reports and articles: Colin's shed, members lockdown doings, 961 First impressions, Bristol 2035.

Tips of the day

For Sale and Wants.

Forthcoming events. (H'mm)

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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cdavis9968@aol.com

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Position open

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Membership secretary

Paul Wolf

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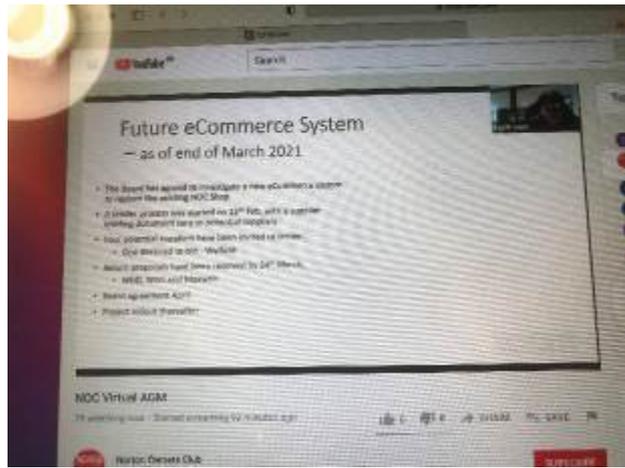
Email:

paulwolf@blueyonder.co.uk



Editors bit

Happily, if you're reading this you have got through our last national Covid19 lockdown, at the time or writing things are looking up with the 'Jabs' and the grown-ups letting us out to play, albeit cautiously. We have had one little run out as a tester and this went, nearly, very well, weather was lovely and the venue nice, bike wise there was an issue with my Commando with a misfire, sorted by new plugs. Our leader Russ went grass tracking, spectacular aerobatics looked worrying, but with tights all torn and rapier bent he carried on leading as if nothing had happened, a true biker.

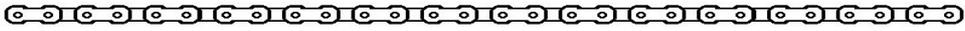


The main club NOCL has now had their AGM, a strange one it was too, there was about 76 or so hardy souls braving the home lounge elements and vagaries of computer technicalities. Things started off a bit shaky but Tony and Marcia Ripley doing the techy bit got things sorted and wonders of wonders things, it is fair to say, went very well. I won't bore you with what went on as you can read about it on the NOCL website or the Roadholder, for those not in the main club I will copy and print something in the next newsletter. Very briefly, all the directors were voted into position, the Vice presidents positions made vacant by the sad demise of Peter Williams and Stan Dibben were filled by Barry Owen and Frank Westwood. There was some disquiet regarding information about proposed directors and the electronic voting on the day re the VP positions but by and large almost everyone was OK with how things went. Tim Harrison did apologise for the lack of a 'CV' for candidates but as there was nobody in opposition and all candidates were all longstanding members probably didn't seem much point in producing any, however this will be corrected for the next AGM.

There is much encouragement from the main club for the branches to organise things with a £100 grant to do so, OK Covid19.3 and lockdowns permitting.

We normally hold our branch AGM to be just after NOCL AGM so for this year we have yet to set a date but as it stands at the moment no dates on the horizon. So I am afraid you will still have to put up with the existing BNOC committee for a little while longer, 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 secretaries position please let any current committee member know. All committee members will assist with anyone that wants to be secretary.





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

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

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

Tony L

Notice

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

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

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



Mrs Lords Bread Pudding





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, save the camping weekend see below, 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.

The branch camping weekend that had to be cancelled last year will go ahead at the same venue, Baskerville Hall Hotel, on 25th to 27th June this year, GOV Covid 19 & Welsh grownups, rules permitting. Please make sure if you have booked last year to get in touch with the hotel to reconfirm your booking. Any monies paid last year will have been held over for this year unless people have requested refunds.

As you all know we have been using Zoom to hold virtual club meeting on a Thursday evening at 8pm. We have chosen Thursday as this does not clash with the real meeting we normally have on a Wednesday. Hopefully now that lockdown is progressively being lifted, we may be able to get back to the pub for our regular Wednesday meetings, this looks to be possible from the 21st of May, but it is a case of watch this space or at least Boris on TV. GOV rules may 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 their regular motions so to speak, they may do so as the choice is entirely, still, yours. There may be a fly in the ointment regarding 'Jab passports' so we will need to see what effect that has with attendees. For this reason, the Zoom meetings will be kept to a Thursday.





The Zoom 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' Facebook page. Dave has now joined the branch but sadly the 6000 mile trip on a Wednesday to club nights is beyond him, Zoom and Facebook are his means of contact.

Alan Byrom says if anyone needs an MoT on their bike and they fancy a run out, Moto Corsa in Wiltshire 01747 811196 are offering free MoT's as long as you sign up to their newsletter. At present the showroom and café are closed due to Covid but you could go walkabouts whilst waiting, hoping the bloody thing will pass! Ring Moto Corsa for more details.

Club membership subscriptions

Dear Member,

This is to remind you that your 2021 Bristol Norton Owners Club membership is due on 1st January. The cost is unchanged at £5.00 single & £6.00 including spouse or partner.

There are 2 preferred ways of paying,

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

Or you can pay direct into our Lloyds bank account,

Details below:

Bank: Lloyds

A/c Name: Norton Owners Club

Sort Code: 30-94-80

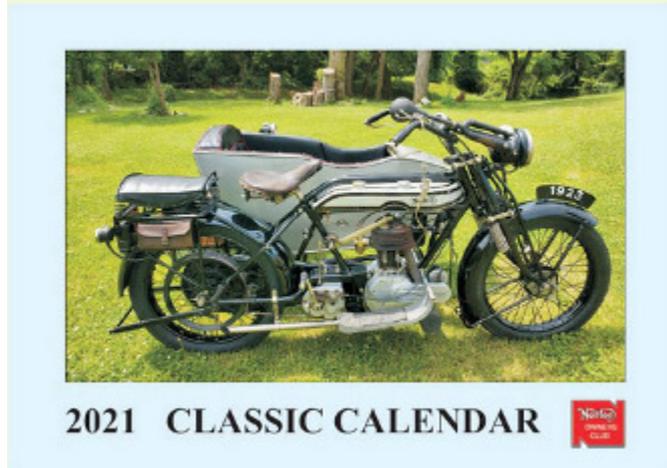
A/c Number: 00133593

Ref: Name - e.g., 'Paul Wolf'.

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

Thanks Paul Wolf Membership Secretary





Price is now £5 ovno but must be collected
Cheers

Andy Sochanik

1st impressions of a new 961 owner

For those who might be interested... My first impressions of my new 961 Café Racer MKII, 5 miles on the clock.

She has been in the garage for a good few months now, just waiting for my time decent weather and no salt to come together.

She rumbled to life with the first press of the button... A Honda she's definitely not as all sorts of noises coming from the motor...Just stand back and let her warm up, she settled... slightly erratic idle.

Pull the lever in, a positive click off we go, initially paying far too much attention to the tacho, didn't want to exceed 3k and definitely didn't want to labour, trying to be as careful as I can. Gearbox is great, clicks in and out very sweetly.

At my 4th junction it stalled, pressed the button and away we go again, better get some fuel, whilst fuelling van man pulled up beside me 'Great looking bike mate'.....Thanks..

Then just before I pulled away another bloke spoke, 'I saw you as I pulled in nice Norton'. He thought it was an old one. I had to explain it was modern and then explain about the factory going bust and restarting, 'How does it handle?', not sure yet I laughed, I've only done 3 miles!

Bike felt good, noisy but very solid and planted. Motoring along clicking up and down the gears. Reaching the dizzy heights of 50 mph.

I did notice a flat spot, stumble, about 2.5 - 3k felt like fuelling... This however did seem get better as the miles ticked away.

All in all I covered 70 miles. In addition to what I've mentioned this is what I have noticed....

RH pipe definitely hotter than the left, especially on start up.

Idle was a very steady 1200 after the motor was warm.

Current max speed 55 at 3.5k





Brakes are awesome

Suspension is very nice but a tad too hard for me. Oodles of adjustment to play with later.

The idiot lights are too dim in bright sunlight.

Footrests need a spring as they fold up too easily.

Seat is more comfortable than it looks.

Steering is precise, excellent.

Dunlop tyres give confidence, I love these Qualifiers, had them on MV and got them on the MT.

I have a feeling she going to handle like a dream.

Café Racer poise or an oldie is not the best in traffic.

Stalled for the second time as I stopped at a roundabout.

Needs good revs to pull away cleanly without labouring.

Engine is obviously tight.

Can feel it start wanting to pull at 3.5k, looking forward to seeing 500 miles on the clock.

She is a beauty (hear, hear, Ed).

Garry Tyler

Motorcycle parts from Europe, they were hidden in the cocaine stash.





So, what have we been doing in lockdown?

Sheds seem to be infectious,

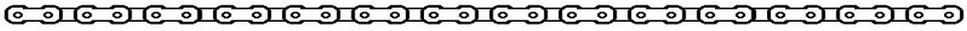


Ian Loram has a new 25ft Insulated, double glazed bike shed for the overflow of his collection.



Colin Spence has nearly completed his more modest sized shed, but it is part brick build so should survive the odd huff and puff. Grand opening soon but crowds will be limited!



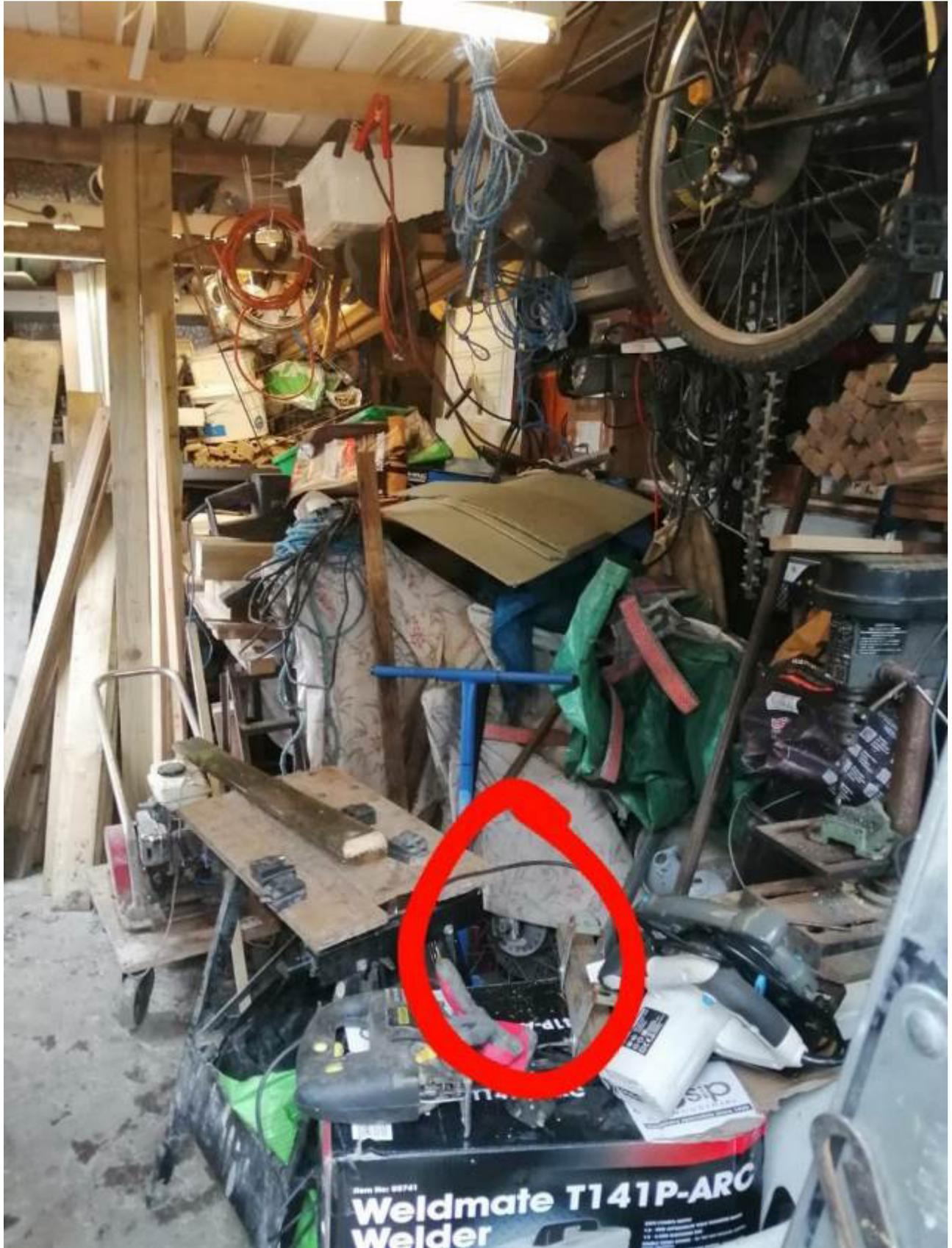


Looks like Phil Lord has been tidying



Andy Sochanik has been beavering away in his mobile shed



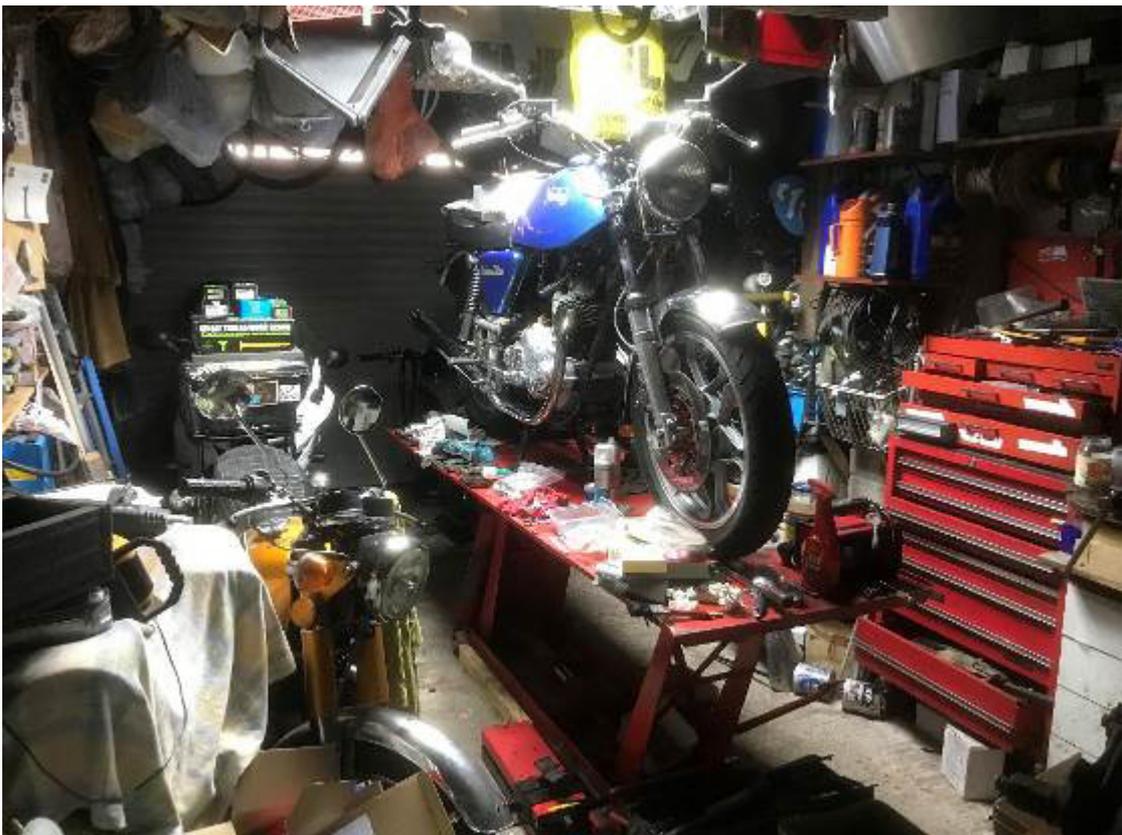


Frank Parkhouse has been concealing his Harley, and who can blame him 😊





Chris Davis shed looks neat and tidy

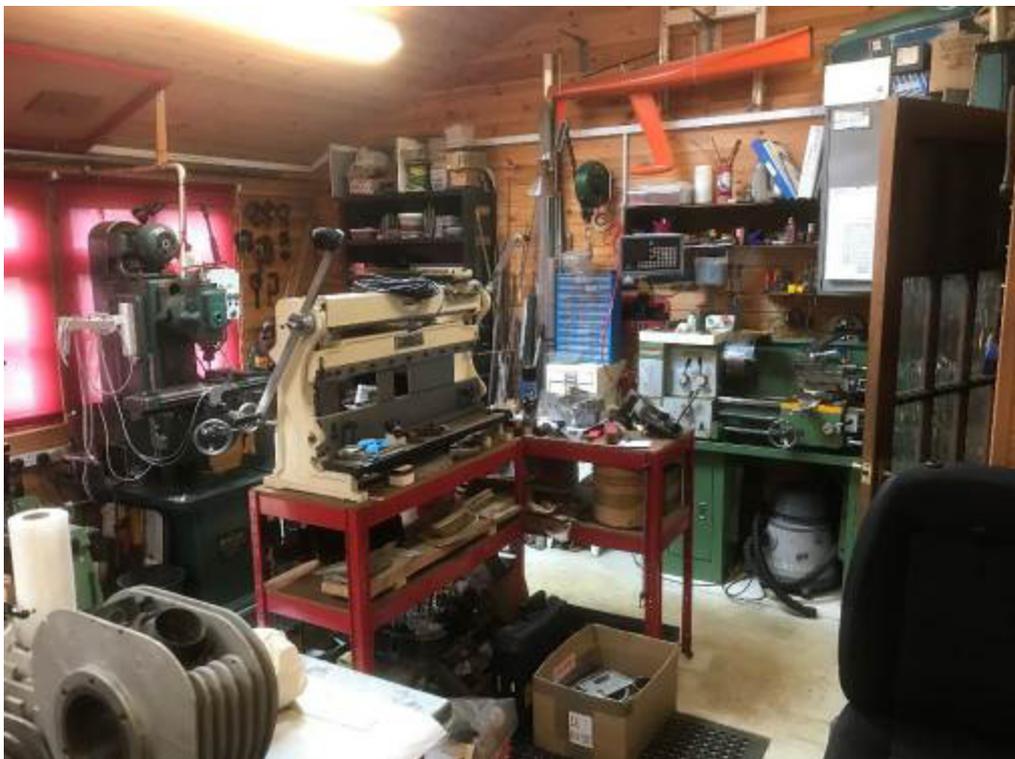


My garage cluttered and a bit cramped with 6 bikes





My middle shed, not very tidy



My workshop, looks a bit more organised





Russ Marchant's kitchen, how he has got away with this we will never know!

And there has been some work going on

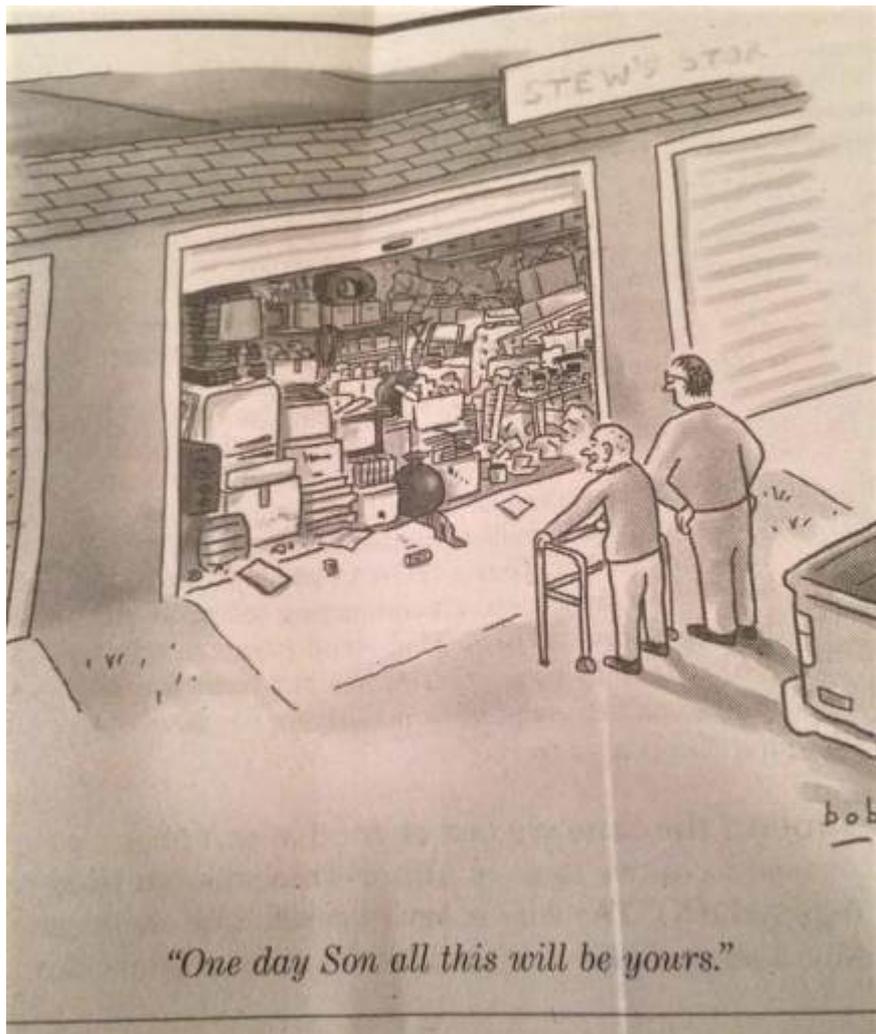


Surgeon Phil Lord about to operate





Look no leaks





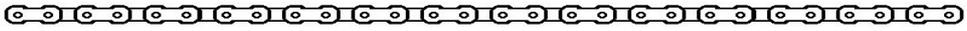
Russ Marchant cleaning his Jubilee's bottom





What the he**





David Holmes of our South Africa branch annex has used a set of step ladders to good effect, top marks for innovation 😊
Mrs Holmes was unamused though when asking for the windows to be cleaned.





For me, having a belt drive is OK but the crankshaft and the gearbox shafts must be parallel so have made some bars that extend the shafts so any out of parallel can be seen a bit more easily. Belt still runs off so still some work to do!



And I have finally got around to making my wheel building jig



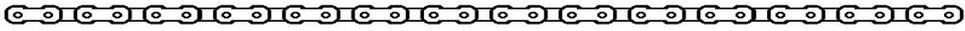


Now with a bit of paint.

Briefly the modus operandi is thus, place the rim to sit on the 4 posts and adjust to rim size. Place your hub over the lower cone screw down the upper cone and adjust hub to the desired offset or use the screw jack if the hub has a spindle already in it. Stick your spokes in, tighten evenly, remove wheel and place in my yet to be built wheel truing jig, although you could true the wheel up in the above jig if you want to.

I have added this to the available club tools list but will store it at my house due to it being a bit lumpy so if you would like to borrow it, **UK club members only I hasten to add**, sorry Dave, please feel free to contact tools man Keith Boulton in the first instance then collect from me.





The Drop off system

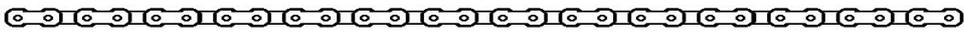
I ran this in the last few newsletters (yawn!) and thought it would be good to repeat it again now as it seems to be working but really need to hammer it home to all. So good is it I have decided to make it a permanent page in the newsletter so that any new members and old forgetful ones can read up 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.**





Norton Motors Ltd

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



Peter Williams RIP

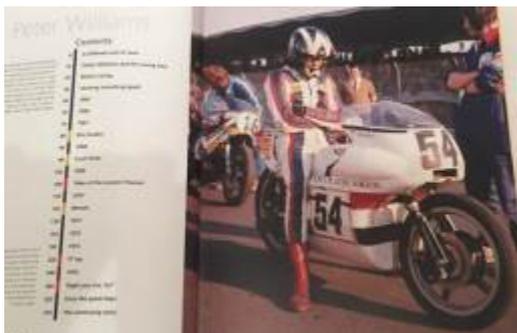
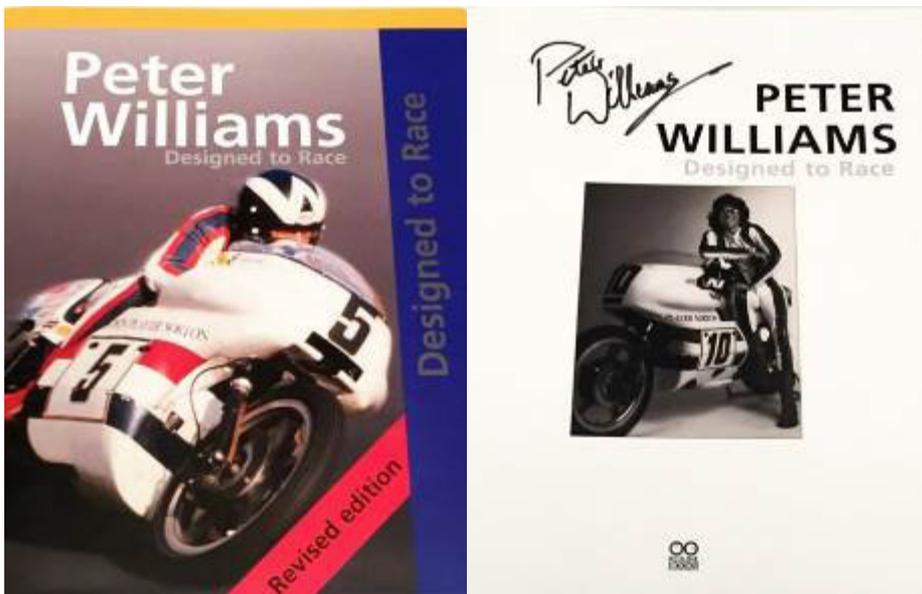
As you know in the last few newsletters, I had been putting in updates from Dave Croxford regarding the health of Peter Williams his great friend and Norton teammate. Sadly, as I think most of you will be aware, Peter passed away last December succumbing to his medical condition. For me Peter was a hero on a bike that was, for most part slower to the opposition, both for him and Dave. Both riders would have to ride at 10/10th to stand any chance of a win or good result, 1972 Transatlantic meetings as an example for one. Peter will be most remembered for his TT win and engineering skills. I had great pleasure in meeting Peter in person at the Austria Rally in 2009, a few Bristol Classic Bike Shows when he attended our stand and at the 2018 Austria Rally at the Red Bull circuit in Spielberg with his son Jack. Chris Tait and I were honoured to be invited to attend Peter's funeral in January by Peters son Jack. The funeral was a very low-key affair, as funerals generally are, more-so because of the Covid19 rules restricting attendance, this was a shame as it did not reflect the greatness of the man, should have been lots of appropriate bikes and fans. I believe there will be a tribute race/meeting at Donnington in August so perhaps his memory can be celebrated there. RIP Peter.





Peter Williams Book

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



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





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***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

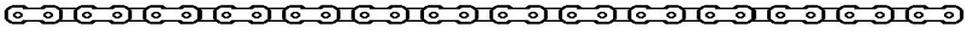
Articles for the news letter, anything you print I will stick it in.

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





Newsletter Deadline dates

If you would like to send anything for inclusion in the next newsletter, please get it to me by end of June for the 2021 Summer issue out on line earlyish July. Appreciate it might be a bit thin with no events going on so your life story on bikes would be good.

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.

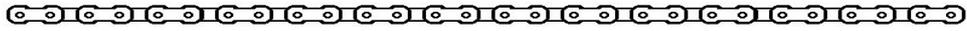
Keith Boulton is our man looking after the tools if you need to loan any of the above please contact Keith either via,

Email: - kebnorton@hotmail.co.uk

or

Phone 01454 778864 (daytime please and leave a message)





FOR SALE AND WANTS

18" Alloy wheel rim 32 spoke, no idea what it is from £5
1920's Royal Enfield sidecar chassis fully restored includes all fittings
£300ono

Contact Tony the editor 0117 9492097

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

£6750 ono

Bob Presley 07817 692421





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 07817 692421

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.





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



Triumph Trident T150, runs well fitted Mikuni carbs £6000 ovno





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

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

Ultrasonic carb cleaning, Bead, Soda and Alumina grit blasting, Gas welding, MIG welding, NDT, Wheel building, Lath/Milling work, Spark plug Heli Coil inserts (+ other sizes available) and polishing.

Please contact me for further details: - Tony Lockwood 0117 949 2097 or mobile 07905 998885.

Branch members! are you having a problem with your old Norton's?

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

Engine rebuilds, gearbox rebuild, forks rebuilt etc.

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

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

Contact Paul on 07831446958 for further details.

Events

VERY IMPORTANT ALL THE EVENTS BELOW MAY OR MAY NOT GO AHEAD DUE TO COVID19, 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 2021

Home organised events -

Currently the cafe at Bitton Railway is open from 9am to 3pm for takeaway food and drink only. If you're at a loose end and out for exercise and the Covid19 rules allow then drop in from about 11.30.

Bristol Classic Bike Show 2021 is now cancelled until 2022

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 (hopefully open from May 18th), Compton Abbas airfield, Staverton airport café, Sweets café in Wedmore the Avalon Marshes Centre and hopefully from 17th May we can organise a 'Cream Tea run' to Spaxton Village Hall, more info to follow, also when allowed 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 2021). When we can organise these runs we will inform all with some dates in the near future, so keep an eye on your text/email/WhatsApp or Facebook if you use it.

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

I have spoken to Brian Escott (10/04/21) he seems to be doing very well, in fact he has been out on his Tiger 110 for a short ride and drive his car, although not very far! He is housebound to a point so would love to see anyone from the club when restrictions allow. As he seems to be getting mobile we could arrange for a coffee stop over his way perhaps.



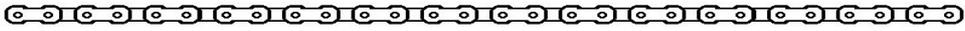
A very young Alan Elstob and even younger daughter Charlotte





The Leaf and Ground coffee stop





Tips of the Day 7th April 2021

1. Main fag bearings

Don't throw your old bearings away when starting to build the engine. Keep them. What I did was to take a finisher to the outside of the big bearing until it dropped back into the case, and for the centre one, the small part on the crankshaft, I finished inside until it would slide off and off. Then I painted them on the edge with red paint to signify as a tool which can be used to check end floats of crankshafts before fitting shims, should they be necessary, thus avoiding the problem of getting these parts on and off the crankshaft.

2. 6v or 12 v Coils

When trying to start your bike and it is being stubborn and will not start, and if you have tried carb cleaning and checking spark plugs and HT leads and it still will not start, do check that your coils are working. You may get a spark at the plugs but if your high tension has gone it will hesitate to start, a bit like a blocked pilot jet, and if the low-tension side has a spark it will transfer to the plug making it look like you have a spark and it still will not start. Then check the resistance of the high-tension side of the coil, the big one in the middle, which you may find at fault as I have found two coils' dead on one bike I was restoring.

3. Disc brakes or grease nipples

Disc brakes have a bleed nipple which has a small ball bearing in the end. As hydraulic fluid is hydroscopic, water can be sucked in passed the ball bearing and consequently through the fluid to the pistons in the brake calliper causing the calliper to rust. It's an idea to cover the end of the bleed nipple with a small plastic cap to prevent any water getting in. This also applies to grease nipples as grease has the same problem also being hydroscopic.





Bristol 2035

It has been 5 years since the ban on new petrol and diesel vehicles, whilst new motorcycles are unaffected none would offer the versatility or carrying capacity of the old motorcycle seen here owned by veteran rider Gavin of the Bristol Branch of the Norton Owners club. Unencumbered by a helmet due to the vehicle having 3 wheels, mostly, and due to the new WHO, now sponsored by WD and HO Wills, ruling that smoking protects you against any airborne virus, no requirement to wear a Covid28.1 mask is deemed necessary either. Feeling the wind gently caressing his ears and eyebrow (he only has one eye) Gavin says 'avin a fag whilst delivering daily vaccination booster jabs calms me nerves and the wind thing is pure joy. I still get the odd joker asking to stop me and buy a 'jab' particularly from young hairy Harley riders clad in Lycra on electric bikes, 'but that's not that kind of jab you want me boyo I says'. In addition to the 'jabs', the requirement to Covid test before entry into any bar, restaurant, estate agent, barber/hairdressing salon and charity shop has placed an enormous strain on Dave's ability to carry the daily stock. Dave is now looking for an additional trailer to hitch behind the one shown above. If anyone, left, in the branch has anything suitable please contact Dave direct using any of the following. WhatsUp, Arsebook, Spamjoy and 'jabs anonymous'.

