

Newsletter

Winter 2019 issue 70

Our website :- www.bristol.nortonownersclub.org
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Celebrity visit at the Classic Restoration Show

In this issue:

Event reports and articles: Restoration show, Spagthorpe Whippit!
Norton Atlas 650 road test, Drinks and Nibbles, NEC show, Shepton Jumble.
Tips of the day
For Sale and Wants.
Forthcoming events.
Services for members.





Editors bit

OMG the year is nearly up, on a bright side in a few weeks the days start getting longer. As a temporary measure at the moment I am acting secretary due to Mike Wills now wanting to concentrate as Regalia man. Come the AGM I will stand down as editor on the committee, as all committee members in their posts do, but will stand for election to be secretary if proposed and seconded. My preference is for A N Other to be secretary and I carry on as editor if elected otherwise the position of editor will need to be filled. If you are up for either position please let any current committee member know. I will assist with anyone that wants to be editor.

Remember next year membership to the branch is free to all members that had paid up before our last AGM for this years membership. So I expect to see a run on the 'Footsie' 100, GDP and RPI dramatically changing for the best, with all the saved extra money in members pockets.

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 some 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 Data 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'.

If you have any photo's ?

<https://www.dropbox.com/sh/dovdkayk7483zhn/AABMoABosNaWapMqwoTFOQUka?dl=0>

Try the link above it will be where members can upload or download photo's if required.

Also don't forget we are on Facebook and WhatsApp

Tony L



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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Notice

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

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





General announcements

As a reminder at our AGM in April (date tba) the 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 positions of secretary and editor.

By now, if you wanted to go of course, you should have booked up the branch Christmas meal, if you haven't please contact Chris Davis (07900170476) ASAP to see if there are any spaces left.

December the 18th is our mince pie night at the Bridge Inn. As last year there will be a free to enter raffle for all members, prizes are of a festive theme. Festivities start around 8pm, venue will either be the back bar or the club room.

Don't forget the Boxing day run, meet at the Bridge Inn for about 11.20am to leave for 11.30am. A gentle run of some 8-10 miles to the Wishing Well at Codrington. Meet us there if you wish, they do good food and are well recommended.

Also on the 1st January the Bristol VMCC meet at Bitton Railway from about 11am, all BNOC members are welcome (last year some 50 bikes turned up). Good tea/coffee and food supplied by the restaurant there.





Classic restoration Show Shepton Mallet Nov 1-2nd



Last year the Bristol branch plus some other local bike clubs were asked by the organisers of the Classic Restoration show to exhibit some of their bikes. Last year went well but being the first year for any bike involvement we were a bit thin

on the ground. This year we had the same invite so with the hope of more bike club involvement and greater interest we agreed to have a stand. Well on the face of it the show was a bit of a non-event for us bikers as per last year. Plenty of trade stands selling all manner of tools and the odd jumble stands selling track rod ends and wishbones but no bike stuff. Plenty of nice classic cars all very shiny with a nice mix of bikes on our stand all, well most, very shiny. It was good to meet-up with some old branch members, Ken and Alan Clark and



Jamie Stringer. Saturdays highlight was Terry Rogers birthday, Paul Wolf supplied a Happy Birthday banner and balloons that Keith Boulton craftily attached to Terry's bike whilst Terry was distracted by Paul. This all paid off as Terry supplied lots of nice cakes for all. However our weekend was made even better on Sunday with a visitation from Sam Lovegrove and Henry Cole both at the show doing a bit of filming and, for Henry, a bit of

auction buying. An attraction for Sam was my Inter that was the 3rd British bike he owned, he was most pleased it had not changed at all from when he built it some 18 years or so ago save for a few dents and scratches that I have added over the years.

So thanks to all that supplied their bikes, cakes, doughnuts, coffee and tea. Chris Davis 961 (ridden) Alan Byrom Electra (ridden), Tony Lockwood Inter, Paul Wolf Commander (ridden), Keith Boulton 88 Dommie cafe racer, Andy Sochanik Navigator, Terry Rogers 19S, Pete Gurl ES2 and Bill Hayward 850 Commando (ridden). Will we do the show next year? - probably yes as 'from little acorns mighty oak trees grow' as you never know we may help to attract some more bike clubs to take part and it all helps to promote the NOC.

Tony Lockwood





The following is an article that appeared in the VMCC journal some time ago, it was written by two well respected stalwarts of the VMCC both KOBI (Knight Order of Bloody Idiots), Dr Reg Eyre and Alan Yeoman. I hope you find it enjoyable, mince pie and a glass of wine time.

Spagthorpe at the Ashby Sprint

By Reg Eyre, Spagthorpe Marque Specialist

It was really great to see Alan, Jeff and Rex enjoying themselves at the recent 'Last ever' Ashby Sprint. What may be a revelation was that people attending were almost treated to the sight of the Spagthorpe Sprint Special at the meeting.

As marque rep for the Spagthorpe, (mainly the Whippet models), I was contacted by 'Big Bob' Spagthorpe, a distant relative of the old firm, to ask if I would be prepared to run the SSS model at the Ashby Sprint. Would I?!!! You Bet!

I knew there were many snags and that several modifications had been made over the years and that the original machine of the mid-twenties(?) did not look like the model wheeled out at the Brighton Sprint in the early fifties, but what the heck! I was about to get a ride on a works special and put my bum on the same saddle that Edgar Jessup had sat upon.

I did ask if the original spring in the rear wheel was still fitted and was assured that it had been removed. This was a mechanical aid to taking off from the line. A huge clock type spring was fitted inside the wheel and fully wound then fitted with a chock connected to the left handlebar lever. The rider would then pull the lever, releasing the spring and shoot forward for about 50 yards, in which time, the rider had to engage the throttle and clutch to take up the drive to resume the run. When this device was used in the early days with the wooden rear sub-frame, it regularly fired the spring sideways out of the frame causing the rider much pain as the machine struggled forward with a collapsed rear end. Were the rider to have his feet on the rear footrests at the time, he would have possibly lost his foot as well!

'Big Bob' was the spitting image of his forebears when he turned up to collect me. Apart from the spitting, he cursed incessantly and insisted on being called "Guv". When I asked about the testing of the bike, he just cussed, so I guessed that there might be problems ahead. Just before we got to the Northants border, I was ordered into the rear of the lorry. There was no light and could not see the bike, but being a veteran rider of Cotswold night trials I was used to groping around and found the bike in a vertical position, held by clamps. Sure enough, the spring was not fitted but the pedals from the earlier Spagthorpe Whippet were. "What is his game?" I wondered out loud. I had read that the early model required Edgar to pedal furiously, (some say until he spat blood!), to get the engine up to a speed where it would fire, whereupon he would ride the





wheels off it or do anything rather than stop and have to start it again in the same manner.

The engine appeared to be the heavily modified Austin Seven four cylinder engine where Spagthorpe's had the idea of cutting the crankshaft into four separate parts, i.e. one for each cylinder and the modified cut ends had a friction drive so that each cylinder could fire independently and be helped to go faster by the action of the fastest running part of the engine. This was an exciting prospect!

When we arrived at the course, the lorry was parked up and the 'Guv' spoke through a small hole between the cab and the back of the lorry where I was and said that when he banged the side of the lorry, I was to pedal furiously to get the engine to start. The reason for this was to not let anyone know about the SSS until it was ready to run.

What I noticed was that he was cleverly banging when another machine was starting close by. Every time I pedalled like mad, I could hear another bike start.

After what seemed an eternity, I still could not start the SSS, I was told to shut up and get my strength back. I groped around and found a loose panel near the roof of the lorry, which I was able to prise back and fall out of the lorry onto the floor, an exhausted wreck. As I lay there, several people walked by and as my eyes got accustomed to the light, I realised I had landed by a set of starting rollers. The swine had set me up to pedal the starting rollers for all the other competitors!

I did not hang around. It took nearly a week to walk home to the Cotswolds while trying to avoid the 'Guv'. I believe there is a contract out to stop me writing this sto.....

(Never mind Reg, get well soon).

Alan Yeoman's Note:

The idea of putting a spring in the rear wheel came about when Spagthorpe's wanted to enter a machine in one of the first sprints to take place at Ramsey in the Isle of Man TT week of the mid twenties. The only machine available at the time (Fielding a team of three Whippets for the 500cc race had absorbed virtually all the factories resources) was a 700cc S.V. stump puller designed for towing barges along the Manchester Ship Canal. With an output of 35hp at 900 rpm a sprint machine it wasn't.

Spagthorpe's design team, never short of a "radical" idea, pondered on how to shift this lump of a machine down the strip in a decent, preferably record as far as the Spagthorpe Management were concerned, time. Their solution was to build an exceptionally strong "clock" spring into the rear wheel. Engaging a dog clutch in the rear hub, selecting first gear and using the power of the engine to wind the spring up tight wound up the spring. The spring was then





chocked with a steel pin, and a piece of string tied between the throttle lever and the pin. When the rider yanked opened the throttle the pin was pulled out and the energy contained in the spring would turn the rear wheel thus propelling the bike up the track. When the energy in the spring was spent another device (piece of bent wire?) would disengage it leaving the engine to power the bike over the line.

The rider was to be Edgar Jessop of course, ever ready to earn an extra quid.

The day of the sprint was bright and sunny and it was a goodsized crowd that fell silent as Edgar and the Spagthorpe took their place on the line. When the flag dropped Edgar wrenched open the throttle and under the combined power of (mainly) spring and engine the Spagthorpe screeched off the line and up the track with Edgar holding on for dear life. At 300yds the crowd was cheering and it looked like a record was in the bag and it was at that point things went horribly wrong.

The mechanism to disengage the spring didn't, so the spring was instead wound inside the wheel in the opposite direction until it could not be wound anymore, where upon it locked the back wheel, snapping the rear chain and bringing both bike, it's engine and Edgar to an abrupt halt. Perhaps pause would be a more appropriate word than halt, because as soon as the bike stopped the energy contained in the fully wound, if in the wrong direction, wheel spring catapulted the bike back down the track and Edgar, a look of amazement on his face and an expletive on his lips, found himself back at the start.

His troubles, however, didn't end there. The Spagthorpe had no brakes ("unnecessary weight", said the Factory, which was perfectly correct. The Spagthorpe patent self-lubricating brake was useless, so why lug it around.) so the momentum of it's return charge carried machine and rider on past the start, down the road (scattering competitors and spectators to the four winds) to disappear backwards through the door of Fred's Novelty Rock Emporium, to the accompaniment of screams and oaths from the proprietor and customers therein. It was in the shop that the energy built up in spring equalled then exceeded momentum of bike and rider, so that seconds later Edgar, now wearing a "Kiss Me Quick" hat at a very rakish angle and clutching a stick of rock in each hand, and the Spagthorpe burst out of the shop door and set off up the road again pursued by the shop keeper bellowing "Stop thief".

Clutching the rock instead of the handlebars was a bad move on Edgar's part. It allowed the Spagthorpe to accelerated from under him, leaving Edgar to perform a perfect summersault before landing flat on his back, where upon the shopkeeper and an Officer of the Law who arrested him for shoplifting pounced him on. There followed a heated, and at times acrimonious, exchange with Edgar protesting (with some very choice language) from his recumbent position in the road.





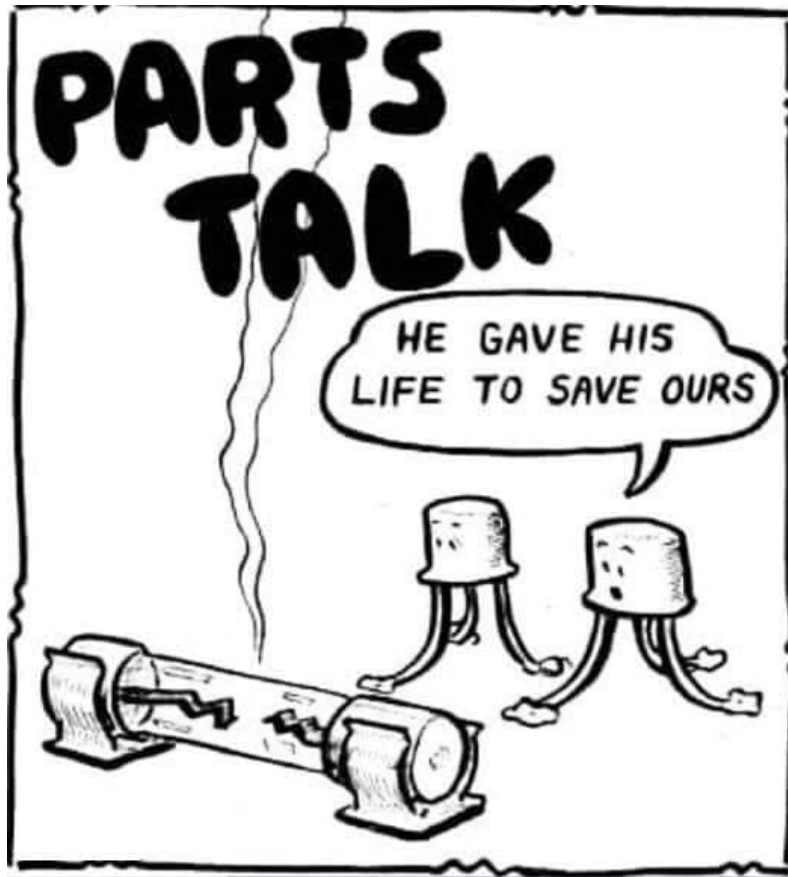
So heated was the debate that the participants forgot all about the Spagthorpe. This had gone on its merry way up the track for a second time until again, momentum equalled spring strength and, again it paused. It was at this point that a brave spectator, a Curate, obviously putting his faith in the Lord, ran out of the crowd and seized the handlebars with the intention of restraining the machine and preventing further chaos. Had he been a strapping six foot six rugby full back all would have been well but, alas, he was a sickly five foot four and had in fact come to the Isle of Man for his health, which took a drastic turn for the worse as the Spagthorpe set off backwards down the track for yet a second time. However, what this courageous cleric lacked in weight he made up for in determination and he hung on grimly to the handlebars trying to slow the bike down using his feet but, as his shoes were soled and heeled in leather (an expense he now regretted), he had little effect on the machines progress.

Thus it was that the Spagthorpe, towing the clergyman who was now singing "All the way my Saviour leads me" in a surprisingly strong baritone, literally "hot foot" in it's wake descended on the quarrelling trio outside the Rock Emporium.

They were first made aware of the Spagthorpe's return (and that it had brought a friend) when it ran heavily over the policeman's size twelve feet. It then proceeded to knock the irascible shop keeper base over collar stud before collapsing onto the prostrate Jessop, the Curate coming to rest on top of the heap, still singing lustily though the baritone had given way to tenor and was heading rapidly towards falsetto. In fact it was just as the curate reached the line "Lo! A spring of joy I see" that the Spagthorpe's back wheel exploded, the much abused spring leaping out to dissipate it's remaining energy on Edgar's nether regions, bringing tears to his eyes, and a lump to his throat which he dare not spit out! As he lay there moaning some callous wag was heard to remark that it was probably the only *off spring* Edgar would now ever have.

Unusually for a Spagthorpe incident the matter was sorted, to the satisfaction of all parties, over several pints in the saloon bar of the Pump and Pilgrim that evening. However Edgar, sporting what appeared to be a large white codpiece but was in actual fact a bandage, was less than amused when the assembled company informed him he was now a genuine 'Manx' man!!





THE DROP OFF SYSTEM

I ran this in the last few newsletters (yawn!) and thought it would be good to repeat it again now as it seems to be working but really need to hammer it home to all. This system has been used by Jenny and now by Russ to good effect with nearly all members arriving at the same time when on a ride out! The golden rule is that if you are dropped off to indicate where the group has gone **'DO NOT LEAVE YOU POST UNTIL THE TAIL END RIDER IN PINK'** has passed you.

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 s/he will slow down to enable the Marker to pull out. Traffic conditions may make this impossible, particularly on busy roundabouts, in which case s/he 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.**



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

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Tips of the Day 10 December 2019

1. On aluminium roadholder fork stanchions the pinch bolt has a tendency to crack if over tightened. One way round this problem is to place a small washer on the stud or bolt, depending on model, in the slot and consequently when the pinch bolt is tightened, the washer will prevent over tightening and cracking.
2. Brake shoe assembly on most models – one useful method of refitting brake shoes is first hook the return springs in position on the shoes, then hold the shoes at an angle to form a V over the brake plate. Then lower the V so the shoe ends position on each side of the cam and fulcrum, press down firmly and with luck the shoes snap into place.

Keith Boulton

Christmas Quiz

1. How many reindeer pull Santa's sleigh.
2. Name all the reindeer.
3. What is Santa's postcode?
4. When is St Nicholas day
5. If 10 lords a leaping had the meaning of the 10 commandments what do 6 Geese a laying signify.
6. In the novel Christmas Carol did all the 3 spirits visit on one night or over 3 nights.
7. How many points does a snowflake have?
8. Which one of the 365 days of a 'non leap' year does Christmas day fall on?
9. If you were born on Christmas day, which star sign would you belong to?
10. What Christmas item was invented by London baker and wedding- cake specialist Tom Smith in 1847?
11. The mistletoe grows,
a) only on conifers, b) only on deciduous trees or c) on both?
12. Which lake in Great Britain holds the largest volume of water?
13. What is the stage name of Maurice Joseph Micklewhite.
14. What famous actor died on the 14th December 2013?
15. What year was the film Lawrence of Arabia released?
16. When was Nelson Mandela released from prison?
17. Which 'Artist' had the UK number one in the UK in the year 2000?
18. Which Holiday movie favourite featured a character called Kevin McCallister?
19. Robert L May created which popular Christmas character in 1939?
20. On Christmas day in 2000, which country officially established a new National Anthem?
21. Who wrote the poem Twas the night before Christmas also called "A Visit from St. Nicholas" in 1822?





22. Which saint's day is also known as Boxing Day?
23. True or False? The German's made the first artificial Christmas tree out of Goose feathers?
24. True or False? The word mistletoe comes from the Gaelic words for kissing girl plant?
25. Which comedy star plays the title character in the film Elf?
26. Which ancient relic was stolen by Scottish Activists from Westminster Abbey and returned to Scotland on Christmas day in 1950?
27. What famous sauce is manufactured by McIlhenny & Co?
28. What year was the first motor race held that was classed as Formula 1?
29. In the wild west, how was Henry McCarty better known?
30. How many stories did each of the World Trade Towers have?
31. What is the name of the cafe in Coronation Street?
32. According to the BBC how many rooms are there in Buckingham Palace?
33. What is the busiest single-runway airport in the world?
34. By number of films made which country has the largest film industry?
35. Who lit the Olympic flame at the 1996 Atlanta Olympics?
36. On what day of the year is St George's day held?
37. What is the highest break that can be achieved in a game of snooker?
38. The scientific unit LUMEN is used in the measurement of what?
39. Which Apollo moon mission was the first to carry a lunar rover vehicle?
40. Gala, Jonagold and Pink Lady are varieties of which fruit?
41. In Norton model numbers sequence what was the model 20 better known as.
42. What was the name that George Formby gave to his bike in the film 'No Limit'?
43. On what motorcycle race circuit would you find 'Waterworks' corner.
44. The model 50 Norton was a 350 single, what was significant about the model?
45. Something happened to the Big 4 cc capacity in 1948, what was it.
46. What years did Norton's make the John Player Norton Cafe racer with a fairing.
47. Can Motorcycles enter/use Bicycle boxes (Advanced Stop Lines) at traffic lights?
48. What is the most common street name in Britain?
49. Who lived 'in the top right hand corner of Wales'?
50. What was the **population** of England & Wales on **Census Day**, 27 March 2011.





Norton 650 Atlas

(editors note, the following is not an official road test for Norton Motors it is just lucky me getting to test ride one to see if I would like to buy one, as you do, and have written down my thoughts. I am not an expert road tester and any thoughts and feelings are mine all mine!)

Some months ago I filled out a form online for registering my interest in a test ride on the new 650cc Norton Atlas and Nomad. My reason was this, as much as I like my Commando having a brand new bike appeals to me, selling the Commando would give a good amount to put towards the Atlas at least. Fitting an electric start to the Commando will cost in the region of £1800 to £2500 depending on which one you get a new Atlas is £10000, the other one 'Nomad' is £12000 and more suited to off roady stuff, so the thought is save the money for the electric start and put it towards a new bike. That's the theory so far but am still in two minds as to what I will do.

Anyway a few months after applying on line I get a booking for a 1/2h test ride on 28th November. Weatherwise it was crap, peeing down with rain, windy and none too warm. I had just picked up my, new to me, van from Leeds and stopped off at the Donington factory on the way back for the test ride. From a warm dry van to a cold wet bike was not the best but hayho we are bikers. First and foremost the bike, an Atlas ie the cheaper version of the two, was a pre-production model and had been well used, it had just come back from Scotland and been ridden around by the SAS!.

The bike is quite tall and at first cocking my leg over the bike with wet weather gear on was a challenge.



Ready for the off





She seemed/looked a bit top heavy and was a bit of an effort getting the bike upright but once on the bike and settled on the seat every thing felt good. Both my feet could comfortably touch the ground with my heels just touching without any real effort and I am a 29" inside leg (all other personal measurements withheld). The seat is narrow so allows more leg length to be used if you get my meaning. Any idea of the weight didn't really materialise as the bike felt well balanced. Riding position for me was a bit too much weight on the handlebars as they were very straight, if they had been turned back a bit and a bit higher I think this would have helped. A quick instruction from the Norton technician on what done what and we were ready to go.

The tick over was high at about 2000 rpm as they were still sorting out the engine mapping, this made selecting first gear result in a big clunk (bit like a Meridan Triumph☺) the chain was also quite slack so this didn't help matters. The exhaust was just an open pipe which might not suit all particularly if you did take it offroad greenlaning, a few sheep might complain, but I'm not a sheep and I loved it. No appreciable mechanical engine noise, just a rustle from the valve gear but as said the exhaust was loud. Pulling away the motor seemed quite harsh, at low revs you felt each power stroke but these diminished as the revs increased. It must be the firing order of the engine at 270degrees that made it seem like a single but not! The bike has been designed for occasional off road work, if it was a smooth twin you would probably loose grip with a too smooth power delivery on the rough, having it like it is it was more like a thumper and would give you grip on the loose stuff, I guess so as I am no offroad man. On the road the engine seemed brutal and felt a bit retro style, with a little bit of harshness like an old bike, but as soon as you opened it up a little things changed a lot. Give it a handful and boy did it go, the exhaust sound was glorious all the corners came up way to fast and being very wet and with no real engine braking due to the high tickover no heroics were tried, besides the £500 excess deposit kept the red mist from my eyes. The bike felt very secure at all speeds, brakes superb and suspension comfy and tight.

My only gripes were, the clocks like on the 961 were too small for me, the idiot lights not so bright, but remember it was peeing with rain. The switchgear worked as it should but I felt the indicator knob could have been a bit bigger and more positive, as previously said the riding position for me was too much weight on the handlebars. No kickstart is fitted but with the clutch cover that is high on the engine this kept in contact with the inside of my calf muscle so it felt like a kickstart lever in a way. Some bar end mirrors fitted for general safety were next to useless in the position they were in and just showed my knees whenever I looked in them but naturally more sensible mirrors and positioned well would sort that issue.

Appart from the mirror moan, with the other issues one would have to remember what the bike has been designed for, roadwork plus fun in the rough so having bigger clocks and knobs would not be a good idea if you fell off. At





the NEC bike show the Nomad had some paniers fitted that looked quite usefull (see photo elsewhere in the newsletter), some soft paniers and soft top box shown in the advert look ok for a change of underwear and a Tesco meal deal but I think it is early days yet for accessories.

So would I buy one, yes but not yet, my ideal at the moment is to have a good reliable new roadbike plus my Inter and a racebike. I have the latter two but will need to sell my Commando (it is reliable honest!) first to part finance the Atlas. So maybe latter part of next year would see me parting with cash and Commando.

Tony L

VMCC autojumble Shepton Mallet

Here is a picture that encapsulate our happy time at VMCC autojumble at Shepton Mallet on the 30th November.

It was amazing the amount of people that came, and how busy it was - I sold quite a few items that truly speaking, belonged in a bin & took home more than £150, so well worth it.

Take, for instance, that number plate - CPA 718B ... It was broken & rusty - no idea why I brought it with me - sold for £5??

That was Julie's Navigator Reg No - it was left over when I rebuilt it & sold it to her - xx years ago?

Paul sold quite a few of his Magneto bits, & Mike found a very early Motorcycle Mechanic magazine - Vol 1 #2



Sadly, Eric's all-in-one leathers did not sell - prominently displayed on the wall behind us.

One person took a mild interest, but realised he was himself was larger than Eric & probably it would not work.

It was perishing cold - it chilled you right through - and we were inside! How people outside coped - I've no idea. A hardened breed of jumbler, I assume.

Although the sun shone, there was a chill wind blowing... **Andy S**





Keith Boulton's drinks and nibbles evening

As for the last 2 years Keith Boulton has held informal drinks and nibbles evening at his house/garage. Keith's wife Gill looks after the ladies contingent and Keith after us men in his comfortable man cave. When walking into Keith's garage I always feel like what Howard Carter felt when he was asked by Lord Carnarvon "can you see anything" when setting eyes on King Tuts tomb for the first time "Yes, wonderful things" was his reply. Keith always has such things in his garage, this time a special Dommie racer under construction and a very nice little 250 Greeves looking very smart in its Moorland blue livery. Some 10 or so members took pleasure in Keith



and Gills evening , in particular Ian Loram who had travelled all the way up from deepest darkest Devon with another project for Keith. Ian sensibly stuck to tea as a beverage while I did try a bottle of 'Beast' that gave me a thick head in the morning, it was also good to see Alex Morgan and Maria for the evening. The ladies, Gill, my Carole and Maria having a good natter whilst watching the TV, whilst us men talked man things, fortunately nothing to do with the election. So well done Keith and Gill for putting on a very nice evening, here is looking forward to the next one.

Tony L





Another dommie engine under construction





NEC bike show November 2019

Carole's BAM group, organised by Jenny Will's, visited the Motorcycle Live show at the NEC. Carole and I went and a good day had by all, must admit similar to last year but noticeably a lot more electric bikes so they are the shape of things to come. Until they get the range and charging times sorted I will be sticking to winding up Greta Thunberg and her followers every time I ride my internal combustion velocipede!
Some photo's of our visit. **Tony L**



The new Atlas



The new Nomad with hard panniers





Superlight frame



The 'V' 4 lump





Carole sampling the new anti extinction rebellion outfit (there is a waiting list)





Electric bike with range extender



Old faithful 961 lump





Peter Williams Book

Chris Tait advises there are still a few copies left of the "Revised Edition" All copies will all be signed by Peter and I'm sure he will be pleased to personalise them with your name in, the price:

£37.50 plus P&P - £5.00 UK and Europe and Rest of the World courier prices on request.

Collection from North Bristol will be fine.

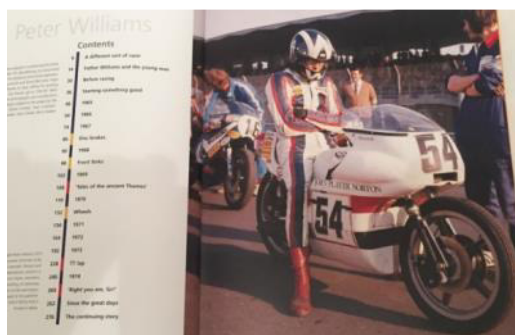
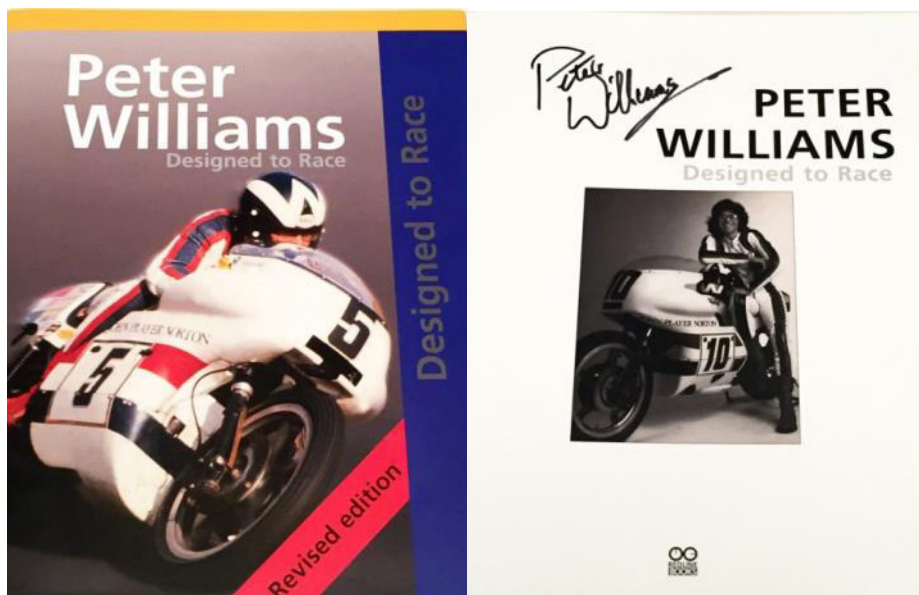
Send PM

Call me on : 07770 962439

Email : welovebikes1@aol.com

Thank you

Chris



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 the latest issue of 'The Classic Motorcycle'





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**

(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).

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





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 needs to have at least 10 items to make up an order, 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 there slightly built frames.

Contact Mike on 0117 9831698 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 March for the 2020 Spring issue out on line early'ish April.





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 |

We also have DVD's of Commando Engine and Gearbox rebuilds
Keith Boulton is our man looking after the tools if you need to loan any of the
above please contact Keith either via,
Email:- kebnorton@hotmail.co.uk
or
Phone 01454 778864 (daytime please and leave a message)

Unity Road Motorcycles 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



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





FOR SALE AND WANTS

18" Alloy wheel rim 32 spoke, no idea what it is from £5
1920's Royal Enfield sidecar chassis fully restored includes all fittings
£400ono
1920's Sidecar body single seat, solid but requires restoration
£350ono
Contact Tony the editor 0117 9492097

Various Norton bits for sale. Contact Dave Brown 07724 093207
I met Dave at Calne, he is not a branch member but sounded like he had some interesting stuff so worth a call.

Newman Camshaft for a Commando, brand new unused. Ring
Henry Dulat 01372 456921 or 07730 134973 for more details.

SERVICES FOR BRANCH MEMBERS

Ultrasonic carb cleaning, Bead, Soda and Alumina grit blasting, Gas welding, MIG welding, NDT, Wheel building, Lath/Milling work, Spark plug Heli Coil inserts (+ other sizes available), Polishing and now I am a large yellow van man bike collections etc.

Please contact me for further details:- Tony Lockwood 0117 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 rebuild, gearbox rebuild, forks rebuilt etc.

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

Cables Just as a reminder we, the Bristol branch, have a small stock of popular cables for various models. The stock is currently held by Paul Wolf, the idea is that if you are out on a club run in the evening or on a Sunday when all the normal shops are closed we may get you out of the poo! Contact Paul on 07831446958 for further details.





Events

We will be arranging some midweek and Sunday runs, weather permitting, no dates fixed yet but venues are likely to be AV8 café at Kemble airport, Compton Abbas airfield, Staverton airport café etc also a visit to Brian Escott, near Chippenham, who is now housebound but would still love to see the bikes (failed miserably to fulfil this so far, will make a proper effort in 2020). Carole and I will organise these runs and we will inform all with some dates in the near future. At the time of writing some of these runs have taken place and have been very well attended and will be repeated at any future opportunity, so keep an eye on your text/email or Facebook if you use it

Bristol Branch Events Calendar for 2019

Home organised or Local events

Watch your emails/text/whatsapp/facebook for winter evening fun and games at the Bridge inn, we will be organising, a quiz, bring and buy and guess the part night from October to December dates TBD.

Mince Pie night 18th December at the Bridge Inn, either the back bar or the pool room. Mince pies supplied by the branch but feel free to bring your favourite nibbles if you wish. Start around 8pm.

Boxing Day run 26th December. The Wishing Well at Codrington, meet up at the Bridge at 11.30am then a short 8mile trip to the pub.

New years day VMCC meeting at Bitton Railway, from about 11am just turn up.

BNOC Christmas meal 4th January 2020 at the Limpley Stoke Hotel

Bristol Classic Bike Show February 1st-2nd at Shepton Mallet showground

1st Wednesday run April 1stvenue TBA

NOC International Rally 21st – 25th May Evora Portugal

May 30th Andover Norton Open day, all invited

Haynes Museum Breakfast every 3rd Sunday Bikers ride in.

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





Answers to the quiz

1. 8 up to 1939, 9 after.
2. Dasher, Dancer, Prancer, Vixen, Comet, Cupid, Donner, Blitzen and Rudolph.
3. H0H 0HO
4. 6th December
5. 6 days of creation
6. 'Over next three nights'
7. 6
8. 359th
9. Capricorn
10. Christmas cracker
11. c) On both
12. Loch Ness
13. Michael Caine
14. Peter O'Tool
15. 1962
16. 1990 11th February.
17. Bob the Builder, "Can We Fix It?"
18. Home Alone
19. Rudolph
20. Russia. (Vladimir Putin signed the treaty which uses parts of the Soviet Union anthem)
21. Clement Clarke Moore
22. St Stephen
23. True
24. False (It comes from the Anglo Saxon word for little Dung twig)
25. Will Ferrel
26. Stone of Scone (Aka the Stone of Destiny of Coronation Stone)
27. Tabasco
28. 1950 at Silverstone
29. Billy The Kid
30. 110
31. Roy's Rolls
32. 775
33. London Gatwick
34. India
35. Muhammad Ali
36. 23rd April
37. 155 (potting a free ball and then a black, followed by 15 reds, 15 blacks & all the colours)
38. Light
39. Apollo 15
40. Apple
41. Atlas
42. Rainbow
43. IoM
44. 55 Twin port 350.
45. From 1908 to 1947 it was 633cc from 1948 to 54 it was 596cc.
46. 1974-75
47. No, point 178 of the Highway code states, 'Motorists, including motorcyclists, MUST stop at the first white line reach'
48. High Street
49. Ivor the Engine
50. 56,075,912.

