



Newsletter

Summer/Autumn 2021 issue 74

Our website :- www.bristol.nortonownersclub.org

Facebook:- Norton Owners's Club Bristol Branch

COVID 19 Summer/Autumn edition



3 empty glasses and a man going for his wallet, bikers' heaven

Event reports and articles: Tiger Moth flight, Ian Loram's idea for 2022, Bill and Eric's travels, BNOC camping weekend.

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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Editors bit

Dear all humble apologies for lateness of the newsletter, no real excuse but as you will see we have been quite active with club run outs. Hopefully everyone is well, and for those that have been riding, a good year for all so far. I trust everyone gets the notifications for club events and nobody is left out of the communication loop. As you all should know I use email, WhatsApp, Facebook and in an abbreviated form text. The texts I sent out early in the year had the same info as emails etc, that is until I was suspended by my service provider thinking I was sending out multiple spam. Apparently, texts over 160 characters will generate another text and because some of mine went way over that instead of I think 80 odd texts it was adding things up to around 400 at a go. Luckily for me I have unlimited text on my phone package, the issue is all sorted now so any text from me regarding BNOC events will just be short reminders of when and where we are meeting for a run and the venue.

We took over the Eric Cox trophy back on 23rd May from the Thames Vally branch, as you may know the trophy is treated like a relay batten and after taking it on a few run outs we pass it on to the next branch which will be the Gloucester branch. We have got a proposed hand over date of the 13th October, more details in the events section. Due to the number of ride outs trying to collate and report on all of them is a tad taxing so will spread them out in the next newsletter or two, hopefully this will whet your appetites for the runs we get planned for next year, HGV drivers, environmentalists, weather and Covid19 permitting

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'.

Tony L

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

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

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





General announcements

WE 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.

Christmas meal at Limply Stoke 8th January 2022. This looks like it will be able to go ahead, prices for the rooms are £70 for a double or twin, £45 for a single and the meal £30 per head. This is always a good 'do' and sadly missed from this year due to Covid19, lets hope we can make up for lost time with the next meal. Please let Chris Davis know if you will likely be attending. Booking forms should be available by the end of October.

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 was going to stand for secretary but have decided to stay as editor, if elected.

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 lifted if members 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 there's. 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, and 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 is now ja member of the branch but sadly the 6000 mile trip on a Wednesday to club nights is beyond him, Zoom, WhatsApp and Facebook are his only means of contact.





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 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'.



Some time ago Bill won some wine gums, can't remember what for now! It has taken me 8 months and at least 20 packets of wine gums to finally present an unopened packet to him.





A proposal from Ian Loram for a little jaunt next September 2022

Hi Tony and Chris

As per Chris's request I have typed out a bit about the moto Piston Rally I have attended a couple of times before.

Let me explain why members should **really** consider going on the Moto Piston Rally (as the clubs Caper) and why it is so easy to do so and so well organised and yet so relaxing and fun, fun, fun.

Many of you might have seen over the years at Shepton Mallet in February or at Stafford thereafter a few of these guys and girls with details of the Moto Piston Rally and no doubt ignored/passed them by. (Ed's note I have never done this, they always have free wine and nibbles on offer so is always a port of call for me and always a chance for me to practice my Spanish 'Hola') This group number about forty and they have been putting on the Rally for over 30 years so have it well sorted actually I should have said **so well sorted**. Now this group of motorcyclists even have their own club bar, collection of bikes workshops, outside BBQ area and parking for about 100 plus bikes (some years they take the Rally by to show you). They also set up in the massive underground car park of the main Hotel in Santander three workbenches for you to put your bike on should you need to do any work and some basic tools. We have the use of this secure parking for the event but try and park four bikes in a space if you're together.

The event is in late September which is rather nice as we are starting to think of the main biking season finishing. The two times I have been we go from Plymouth, so it is an easy place to get to and bearing in mind the main hotel is just four miles or so from the port, an easy thing to achieve.

Leaving is on Sunday afternoon and you arrive at Santander at about noon on Monday. As I said it's just a short ride to the 4 star Santamar Hotel, which is just off of the seafront.

When you arrive, they treat you to an ice cream and you go and sign on. You are given tags to go onto your luggage for the hotel you will be staying at up in the mountains for the next two nights because they take the luggage up to the hotel and eventually back to the Santamar Hotel so you are encumbered for the riding experience while travelling up into the mountains.

Then you go into the restaurant where lunch is laid on for us. You then ride up into the mountains in the afternoon either following a simple route map which is part of your info pack or as virtually all do, just follow the large arrow pointers the group have put out earlier.

In the evenings they have laid on your evening meal and depending on which hotel you are in you might have a different eating venue where the meal is prepared for you (but is within a stone's throw).





The next two days you head off either by yourself or in groups made up of whoever you choose to ride with i.e. Bristol NOC members, The markers are out for you from the first thing so follow them, stop where you want to take photos and stop at a local cafe for a drink. You will also find you don't have many changes of direction to make as there are not many side roads.

Eventually later in the morning on route you will see one of the team pointing you to go into a large cafe where a drink and roll or cake is provided. Then you head off again and by early afternoon you are directed into the lunch stop where again food is provided (you have vouchers in the info pack so up them in your wallet so you have them). Now the morning and afternoon lunch stops and evening meals/buffet night are all included in the rally fee which was just 90 euro and the hotel accommodation was about 55 euro a night based on two sharing. The first year I was Billy no mates and had to pay just a little more for accommodation.

They have in the past also given you a code to get a reduced ferry crossing saving 20% or so (I know this year the reduction was not available due to the current situation).

Well the roads, views and varied area's we go through are quite brilliant and I could hardly believe the fact that it was so easy to access. You also don't get much traffic at all once you get out of Santander.

So after these two nights staying up in the mountains on the next day when you go out for your ride you end up back at the Santamar Hotel in Santander (and if you remembered to put your bags in the hall, they will be at the Santamar for you.

On an area of grass outside the front of the hotel they have a four sided bar where most will meet, chat and have a pint or two prior to the evening meal or a buffet night and prize giving night.

Now on a normal year you are looking at 300 or more attending and on the 30th anniversary they had towards 400 of which 170 we were told were

British. People like Jem Nicholls (past editor of Roadholder), Hans Taylor, Paul Pattinson, Pete Mc Dermott, Ken Rawlinson and a number of other NOC members. Now the chaps just mentioned with the exception of new arrival Jem have been doing the rally for many, many years (that speaks for itself).

The buffet breakfasts and meals are fab and they have a night with a band on as well.

When you head off the rest of the week as the rally does not finish until you leave Monday morning you head off to different places on road routes that are just great. In the afternoons after you have had lunch you can either follow the normal red arrow or take the blue route which will get you back to the hotel sooner.

What I should also say is that the Moto Piston group follow the route we have been on so that if anyone has broken down they can be collected in a van of theirs or put on a trailer to get you back to the hotel where hopefully enough mates rally around and fix it.





One day while wimps like myself go out on the scenic ride of the day people like Ken Rawlinson, Nipper and Hans Taylor etc go on the 5,000 curve challenge which you go out on a hard day's ride navigating from the map sheets they give you which show every junction you need to take. We all tend to gather on the green outside having a drink as we cheer when these by then knackered soles start arriving back in their ones and twos or small groups. They all receive a special tankard as an award. Some chaps even do it on 1920's bikes!

You also get a special award if your bike and the riders age total 140 and above. So only being in my 50's I took my 1928 Model 18 having been on a modern 1955 19s the year prior. You should have a bike I believe not newer than 1985 however if you had a breakdown just prior to setting off and had to bring a more modern bike well they turn a blind eye to it (but that's not playing the white man so to speak). They really get excited when they see Norton's as they love the brand but it is for all old bikes makes to attend.

As mentioned, the rally finishes after the Monday morning breakfast when virtually all head off to the ferry port. Now the way the ferries have worked in the past is that Monday ferry sailing takes you to Poole. I have in the past asked the Moto Piston organisers if I can stay on two more days till the ferry goes back to Plymouth and they have got me the same B &B rate at the hotel. I have done this so I am able to explore areas along the coast or go into the shops and get some nice clothes for my grandchildren. You pay the Moto Piston Group the money for all the above with the exception of the Ferry booking so very easy indeed.

So that is it in a nutshell. Nipper, Dom (my son), Chris D. and myself are up for it for 2022. Details available from February but do think about it between now and then as we will need to act as soon as bookings open or if you would like the idea of going, let me know and I will get you added to the organisers mail out list.

Cheers

Ian

P.S. easier to do on a bike than you mobility scooter





UP! UP! and away

Flying Tigers (Moths)

Some of you may remember, way back in 2017, Gordon Nichols and myself celebrated our 60th birthdays. Yes really! You good Norton people had a whip round for us - and we put that towards a couple of Tiger Moth flights from Duxford.

Of course, all of this was quite a while ago. We had tried to complete our



flights many months ago, but bad weather and Covid thwarted our efforts. However, at the beginning of June we managed to get to Duxford on a nice, sunny day and both Gordon and I completed our flights.

For those with no sense of direction (well it is a bike club) Duxford is about 160 miles from Bristol. This meant it really was necessary to travel up the day before, so that we could spend a reasonable time looking at all the other exhibits as well as having our flights.



Duxford is part of the Imperial War Museum and houses an impressive array of historically important and interesting aircraft, together with other wartime





memorabilia. It was of strategic importance during WW2 and the grass airstrip and hangars have remained basically the same - except for the hangar that got blown up during the filming of the Battle of Britain movie!

Having driven up the previous afternoon, we stayed at a pub a few miles from

Duxford. The Covid rules had just been relaxed - a bit - but we were still wearing masks most of the time. We got to Duxford fairly early the next morning (we had to book an entry time) so we could,



well, get the best value from our tickets! Our flights were booked for 4pm. There really is a lot to see at Duxford and even with a vague interest in aircraft, or things mechanical, you can easily spend the whole day looking around. The exhibits are arranged in themes, sort of, but they are interspersed with other items to add a bit of variety. Due to the sheer size of the place you need a good pair of comfy shoes, there is a lot of ground to cover!

The flights were organised from a hut on the edge of the airfield, which looked to be original WW2 vintage. Tiger Moths are wood and canvas structured planes, which were used as basic trainers for RAF fighter pilots between the wars. They are biplanes (with two wings) with about 130HP engines. The engines are designed with the crankshaft at the top and the head at the bottom - to give better clearance for the propeller. The aircraft were were using were made about 1931.

We had arranged that both Gordon and I would go up together (they have at least two Tiger Moths) but as with all the best laid plans... I went up first! Gordon went up after I had landed!

Walking out to the plane you really see how basic it is. This is reinforced when you get the instructions where to put your feet before climbing in - in case you put your foot through the canvas wing. So having delicately got in, slid down into the seat without grabbing the fuel line (the fuel tank is in the centre of the top wing above your head) then the chap shuts the door. Well I mean he pushes up the hinged side of the plane and locks it with a bolt - that looks pretty much the same as B&Q sell for toilet doors! Even though the door/hatch is bolted, it still rattles. Good job there is a harness!

Comms consisted of, I think, a leather helmet with built-in headphones and mic. I say I think - because it didn't really work at all. In fact, the pilots knew





they didn't work, but well, they look authentic! The assistant did the 'contact' thing and swung the propellor and it all started to vibrate!

Well we zig-zagged down the grass to the end of the runway and waited for our take-off window.



Then, at what seemed a pretty slow pace, we were up. The pilot said we had a ceiling of 2000 feet and that we would turn left and do a big'ish circle and return to Duxford and on the way, he would let me do a bit of flying. So all is well, we climb and slowly bank left - then the pilot says

something. Well I didn't really hear, but I now think the words were "...show you what it can do." At this point he turns to the left, virtually standing it on its wing tip. At this point I realise that I didn't pull my harness nearly tight enough and grab the straps. Then he says " ... it goes the other way too" and stands it on the right wing tip. Later, I came to the conclusion that he was just testing me out to see what I was like!

After the minor acrobatics, the pilot gave me control. Yes!and the plane just starts climbing, despite the stick being pretty much level. It seems that the weather is so hot that there are thermals over the airfield and it is a bit of a struggle to keep it level. Well, we try a couple of turns, no pedals just with the stick, and fly along a bit but it seems we have drifted above our allotted height, so the pilot takes control and brings us back down and onto our circular course. The flight was just over half an hour. I had a couple of goes flying, but I admit I didn't keep the plane down and so I guess, if I was an RAF trainee, I would have had a boll***ing. Still it was a good trip. I found it difficult to keep my bearings and it would have been worse without the sun. Even at a relatively low height, everything looked green! I can only imagine what it would have been like flying in combat, in cold and grey skies whilst being shot at - absolute hell!

We landed, quite sedately, and taxied over towards the control hut. I have to stay in the seat until we stop and there is someone to stop me putting my feet through the wing, again. Then we walk back across the grass to the hut - but it

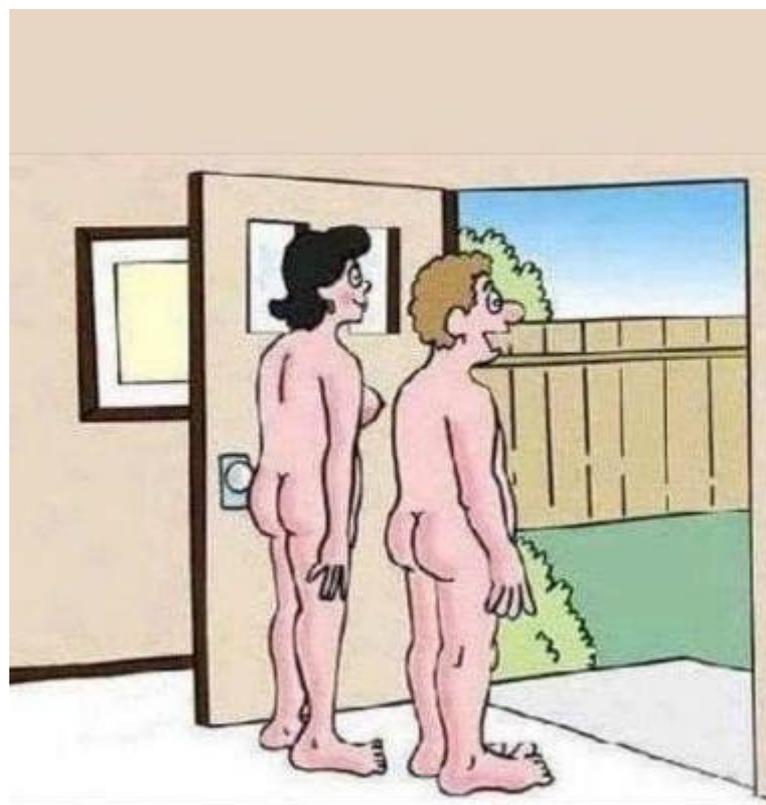




hasn't finished yet, I have to report to the chap in the hut. So what is this, a debriefing? Health and safety - count them out and count them in again? No, it was a sales pitch! It seems that there was a video camera strapped to the wing strut and a photographer had taken photos before taking off. Of course, for an addition fee ... and yes, we bought them. Well it was probably a one-off experience.

As I came down, so Gordon was being prepped for his flight. He had a different plane and a different pilot but I believe the route was similar. It was a good day overall and the sunny weather really made it. Maybe not as good as a Spitfire flight (Ian Loram) but a good experience, nevertheless.

Bob Gould



**I'll Bet That's The Last Time Those
Jehova's Witnesses Ring Our Doorbell I**





Eric Cox's Trophy travels

On May the 23rd we were passed the Eric Cox 'batten' Trophy from the Thames Valley branch at Avebury. This was a wet day but a good number of our branch braved the elements, Bill Hayward who is the owner of Eric's old 650ss rode the bike from his home in Caldicot to Avebury to take over the batten from Tony Ripley and 2 other members of the Thames Vally branch. Their branch had managed to clock up some 1043 miles, with the other branches clocking up the following mileages, Tamar Vally 240miles, Devon 2,300 miles, Bournemouth 50 miles (only had it a week!) IoW 110 miles, Solent 180 miles, Sussex 1200 miles, Kent a whopping 3,964 miles and Surrey 1000 miles this gives a total so far of 10087 miles. We have been lucky enough to have the trophy as lockdown has been eased and managed to clock up 4892 miles the bulk of this by Bill on Eric's bike no less at 3567 miles. Bill managed to take Eric from Caldicot to North Wales back to Caldicot, then Caldicot to the Solstice rally in Scotland, back to Caldicot via our camping weekend at Baskerville all on Eric's old 650ss with no real problems apart from a damaged speedo cable in Scotland that was fixed with some pliers and gaffer tape! (**More detailed accounts of Bills & Eric's travels will be covered in this and later newsletters**). Since then I have taken Eric on board and have clocked up a further 1325 miles that may increase even more until we can arrange a handover to the Gloucester branch, hopefully sometime soon. I have done a quick compilation of runs that we have been on in another article, for the next newsletter, so will list mileages and venues visited there.



Bill with, Eric, Peter White and Tim Harrison





The Drop off system

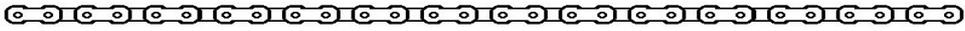
I ran this in the last few newsletters (yawn!) and thought it would be good to repeat it again now as it seems to be working but really need to hammer it home to all. So good is it I have decided to make it a permanent page in the newsletter so that any new members and old forgetful ones can read up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





Camping weekend 25th -27th May

This was much waited for because of the cancellation from last year due to Covid19 lockdown. I must admit it was worth the wait. Chris Davis had organised the weeked including the Chinese takeaway meal on the Saturday evening. Everything went very well, we had a lovely ride around Wales ending up at Devils Bridge near Aberystwyth all led by Russ Marchant then the run back to Baskerville Hall Hotel for the sumptuous meal, picked up by Chris and Alan Byrom. Plenty of food for all including the veggies amongst us. Our numbers exceeded expectaions proving that people want to get back to normality in these strange times. Plenty of social distancing and precautions taken, I kissed nobody!



Terry Adams van about to be snapped up



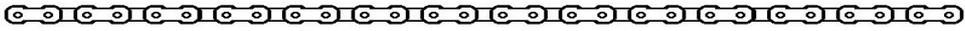


Devils bridge car park



Chinese takaway





Visit to Ian Loram's Norton Museum

Our original visit scheduled for the 10th July had to be cancelled due to numbers wanting to see Ians wonderful bikes far exceeding Covid19 rules at the time. A new date was set to 14th August which thankfully was able to go ahead. There were some 20 members from the BNOC that rode down on bikes with I think Mick Sharpe being the member with most miles as he came all the way from Epsom. I led one group to Cartgate picnic area to meet up with some more members then onto Tiverton services to meet up with Gordon Nichols, Kim xxx and Bob and Mandy Gould. I had to navigate through a A38 road closure diversion just before Taunton, and more by luck than judgement got through with most, I think all, getting there at the same time. From the services it was only about 17 miles to Ians so arrived there at just gone 1pm but not before doing a final lap of shame due to a wrong turn some 500 yards from Ians front door. Anyway we all arrived safe and sound to find Matt and Naomi Knott already there together with Andy Sochanik in his big yellow, non compliant for Bath, van.

Ian and Vanessa had put on a truly wonderful spread for all of us including suitable food for a few of the veggies amongst us. If you are lucky enough to visit Ians museum you are in for a real treat, I can't remember the number of bikes but it must number close to 80 with some bikes residing at the new Norton factory for show. The layout of bikes Ian has put together is in some way similar to Sammy Millers with bikes on the floor and on sturdy shelving so all are easy to see. Ian has information for all the bikes and this is displayed for individual models with some interesting facts about them. Another outbuilding Ian has constructed now houses his policebike collection with 3 bikes but there is plenty of room for more!

After a group photo, including the Eric Cox trophy, we all went our ways home although Ian, Alan Byrom, Carole and myself went on to Torrington to see the Pirate ship built for charity that would be set alight a few weeks later. Very impressive it was too and a shame it would be burnt but it would raise a huge sum for charity.

We can't really thank Ian and Vanessa enough for their hospitality but a fantastic day was had by all. I have compiled some photos for you to peruse but they don't really do Ians collection justice. We do hope to repeat this visit perhaps at a similar time next year if Ian and Vanessa will have us 😊

Tony L





Ian's very nice and much modified Manx Tourer, built by George Molynaux





Think this is Ian's 1st Norton that started him off with his collecting





JPN



Some of Ian's Rotary's, F1, Classic and Commander





Interesting story how Ian acquired this coffin, it was at some funeral convention/jumble, the printing on the coffin was by chance for a client but it was defective so it turned out to be surplus to requirements. Ian passed comment on it and the owners said take it away! So Ian hoisted it on his shoulder, it is very light weight, and took it home. It looked similar to George Lazenby doing the Wrigley's chewing gum advert I bet 😊





RAC man has been on duty for some time



Gordon Nicholes much modified Rotary, Phil Lords Harley and Bob Goulds Commando plus other members bikes



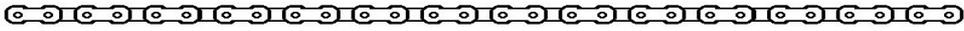


Ians latest new shed



Contents of the new shed, room for a lot more!





The visitors back row from left to right,
Bob Gould, Matt Knott, Mick Sharpe, Russ Marchant, Andy Sochanik, Pete Goodman, Roydon Harvey, me holding Eric,Chris Davis, Terry Rogers, Ian Loram, Colin Spence, Jeff Pope, Rick Slaymaker, George Molynaux, Bill Hayward, Dave Rood, Gordon Nicholls, Alan Byrom and Phil Lord.
Front row left to right
Jim Kirsch, Elspeth Rogers, Vanessa Loram, Mandy Gould, Kim Ford and Naomi Knott + Charlie a rescue Staffie with Carole behind the camera.



Torrington Pirate ship





Ian Loram doing a selfy





The Eric Cox Trophy – Bristol Branch

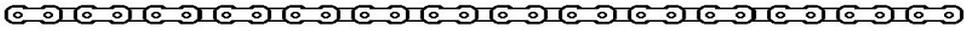
The Bristol Branch received the Trophy from the Thames Vally Branch at the Red Lion Pub at Avebury on the 23rd May. Bristol Branch member Bill Hayward received custody of it from the Thames Vally secretary, Tony Ripley. Bill is the current owner of Eric's notorious high milage 650ss, he had a big challenge to follow in the tyre tracks of Eric's reputation. The following week our annual trip to North Wales was on after being cancelled from 2020. This entailed four other BNOC members travelling to Dolgellau, being Rick, Steve, Dave and myself on the trusty 650ss.



To protect the trophy from the travelling it was housed in a yellow child's tool case, as can be seen from the photo above.

Our first stop was for a hearty breakfast at the Honey Café to set us up for the 140 mile trip via Elan Valley Lakes to Dolgellau. This was the first year we had seen water cascading over the dams in 15 years of travelling through Elan at that time of year.





Somebody left the tap on!



Bill with the lakes and 650ss

The North Wales trip was for three nights stay at the Biker's Retreat which was a good point to travel from to the local routes around the Snowdonia National Park area.

Wednesday 26th May: The first day it was decided to travel up to Snowdon for an Eric photo. We travelled via Beddgelert onto Caernarfon and back to Llanberis for a coffee break and a look at the Lakeside railway. From Llanberis





we rode over Llanberis pass stopping at the top car park and viewpoint. Steve started chatting to Alun who was controlling the parking at Snowdon about the Trophy and he suggested that we push the Dommie up to the Heli pad for a photo, it must have been the highest Norton in the UK at that moment.



From there we continued on to Capel Curig, Betws-Y-Coed heading onto a Café with wonderful cakes. This was once the highest fuel station in Wales on the B4391. Unfortunately, it was closed perhaps another victim of Covid 19. So it was on to Bala and Llanuwchllyn railway station for tea and cakes on the way back to Dolgellau.





Thursday 27th May: The second day trip it was decided to travel south towards Tal-Y-llyn picking up the coast road at Tywyn back up towards Barmouth as the sun had been forecast for that day.

The second day trip it was decided to travel south and pick up the coast road back up to Barmouth as the sun had been for cast for the day.



We crossed the Penmaenpool toll bridge onto the Barmouth road then headed up North again towards Trawsfynydd to take a fabulous road to Bala and on to Lake Vynrwy Dam for a tea and cake stop.



Penmaenpool Toll Bridge





Lake Vynrwy Dam



From lake Vynrwy we headed back to Dinas Mawddwy over a single track Mountain road and back to Dolgellau

Friday 28th May: The following day we headed home from the B&B.





Wednesday 2nd June: The next trip was a BNOC ride out to the Classic Motor Hub near Bibury.

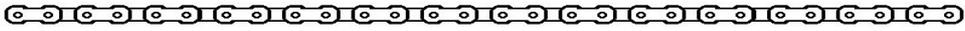


One of the many visits Eric will make to the Hub!



Someone left their headlight on and needed a jump start. Andy's battery packed up on the way home and Carole Nash SOS took him home.





The next ride out was with Steve to Raglan Castle on June 4th.

The next BNOC ride out was to Compton Abbas and Moto Corsa on 8th June, where we lost most of the pack due to road closure but three arrived with Eric's bike in the middle.



Compton Abbas airfield

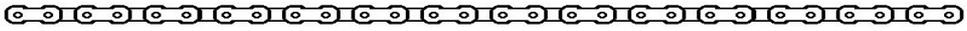




Date	Journey	Miles
22/05/21	Avebury to Caldicot Wales	60
25/05/21	Caldicot to Dolgellau	140
26/05/21	Dolgellau to Snowdon and return	128
27/05/21	Dolgellau to Cross Path and return	110
28/05/21	Dolgellau to Caldicot	146
02/06/21	Caldicot to The Classic Motor Hub and return	130
04/06/21	Caldicot to Raglan Castle and return	56
08/06/21	Caldicot to Compton Abbas and return	180
14/06/21	Caldicot to Kilmarnock via Lake District	468
15/06/21	Kilmarnock to Cromarty Point via Glencoe and return	446
16/06/21	Kilmarnock to Hawick and return	226
17/06/21	Kilmarnock to Loch Lomond and return	170
18/06/21	Kilmarnock to The Rob Roy Hotel	100
19/06/21	Rob Roy Hotel to Oban returning via Dunoon	230
20/06/21	Rob Roy Hotel to Falkirk and return	124
21/06/21	Rob Roy Hotel to Kilmarnock	70
22/06/21	Kilmarnock to Caldicot	387
25/06/21	Caldicot to Baskerville Hall	137
26/06/21	Baskerville Hall to Pendine Sands and return	188
27/06/21	Baskerville Hall to Caldicot	71
	Total Miles:	3567

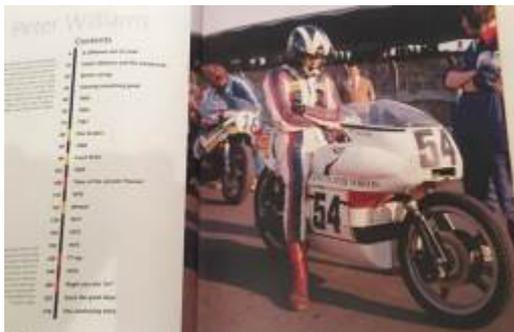
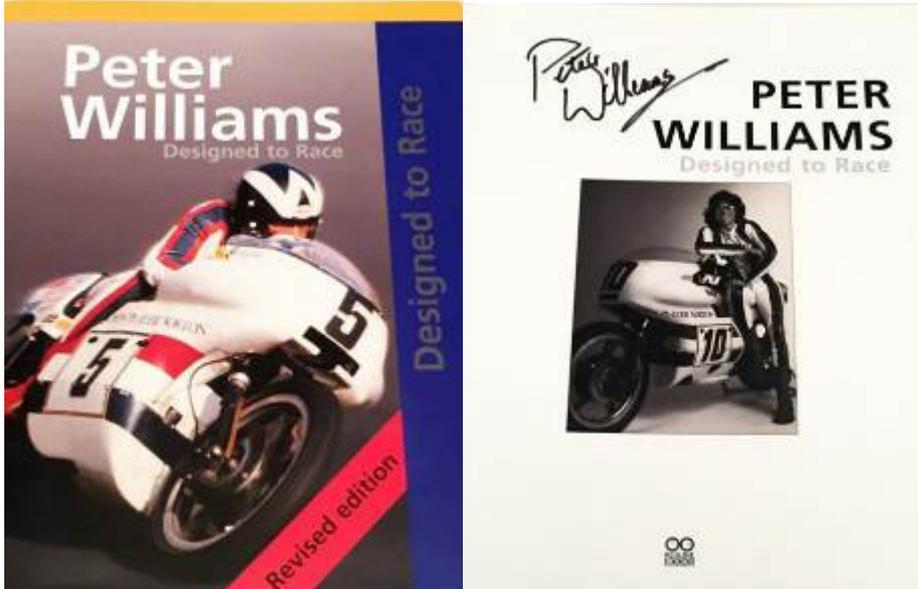
As can be seen from the list above we have only got to the 8th of June, more of Bill's Odyssey with Eric will continue in the next newsletter.





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'





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 newsletter, 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

1. About Spark Plugs

Putting graphited grease on spark plug threads helps easy removal. It is especially useful to do this with light alloy cylinder heads.

2. About Spark Plugs on twins

It is worth noting that spark plugs on twins which have magneto ignition receive spark discharges of alternate polarities. Unfortunately, this usually leads to unequal erosion of the electrodes. If you can get into the habit of swapping over the plugs approximately every 500 miles, the condition will remain more stable and consequently they will last longer.

3. On disk brakes always cover the nipple heads to stop water penetrating past the ball in the end. Note that hydraulic fluid is hygroscopic in its make up. Consequently, it will pull moisture into the pistons in the calliper and cause rust damage. Always cover all nipples, not forgetting the greased ones.

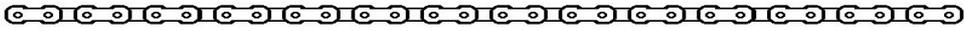
Newsletter Deadline dates

If you would like to send anything for inclusion in the next newsletter, please get it to me by 2nd week of November for the 2021 Winter issue out online earlyish December. Appreciate it might be a bit thin with no events going on so your life story on bikes would be good.



Competition time who in the club do you think drinks this
Answer next newsletter





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

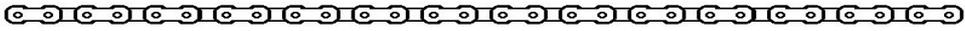
or

Phone 01454 778864 (daytime please and leave a message)



OK couldn't resist another funny on the HGV driver shortage





FOR SALE AND WANTS

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

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.





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



Triumph Trident T150, runs well fitted Mikuni carbs £5500 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
Somerset

1938 Model 40 International. All original accessories when sold in August 1938, Sprung frame (large plungers), alloy head and barrel, dynamo, 120mph speedo, Altette horn. Some evidence she went through the race shop at Bracebridge street. Early history unknown but she lived in a loft in bits for 25 years or so until bought by Sam Lovegrove (Shed and Buried fame) in about 2001. Rebuilt by Sam using all original parts. Sold to a chap in Cornwall, subsequently bought by me in 2005 from Lanivet Motors of Bodmin. Extensively used by me for club rallies, shows for which she has won many trophies including best OHC at this year's Norton day. Does not need to be polished to win shows, 2019 she won best OHC at the Begonia rally covered in mud. Also paraded on track-days and raced 2014-17 & 2019 at Gedinne in





Belgium. Also paraded and raced in 2018 at the Red Bull circuit finishing all parades and races. Overtaken by Agostini on the last parade lap, had to wait for him!

A very rare Norton, poss only one other (a 500) with big plungers in road going form known. The NMM don't have a road bike like it.

In vgc for year, a few minor dents and scratches. Mag and Dynamo rebuilt 2020.

Very easy starting, for all ages, and very smooth. 21" rim fitted to rear wheel but original 20" available. Some spares.

£19,500 ono (poss px for something interesting with cash my way)

Reason for sale, can't think of one.

Please contact **Tony Lockwood 07905 998885** Bristol

tonylockwood@blueyonder.co.uk



Unity Road Motorcycles	Discount to some items bought by club members, please ask
Bristols Premier MOT CENTRE	Norton bikes only
Specialists Second Hand Scooters Parts, Sales, Repairs. Free collections	 Ministry Approved
Tel 0117 9863267	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 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

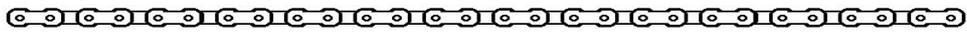
Home organised events -

A full and complete list of runs will be in the Winter newsletter, runs will start in April and go through until end of September and be organised in much the same way as this year i.e alternate between a Tuesday and a Wednesday of each week. We will have weekend runs and shows to attend and will aim to keep the club busy.

In the meantime, we do have run planned for October 13th for the Eric Cox Trophy handover to the Gloucester Branch. At the moment the venue is planned to be, TBC,

Meet at the Dean Forest Railway, Lydney GL15 4ET at 10.30am, from there a run out through the forest so lunch at the Colliery Café at GL16 7EL for 12.30.





An email will be sent to all to confirm BONC meet up time and venue (probably Aust services at 9.30am) please watch for email and WhatsApp.

Phil Ham has advised us of the following runs,

The next couple of events for our VMCC section are:

17th October - Autumn Leaves Run at the New Manor Farm Shop, Bishops's Sutton. 10.30 for 11am start. Contact Colin Bentham for more details on 01761 241516.

7th November - Guy Fawkes Run at the Cheddar Garden Centre (BS27 3RU). 10.30 for 11am start. Contact Richard Gray On 01934 513910 for more info.

Norton Owners Club are welcome to join us so long as they show their VMCC membership cards at the start, machines to be at least 25 yrs old. Route sheets are issued so you will need a holder for an A4 sheet.

And from **Bill Amberg**,

Please can you let anyone interested know that we are doing a bike /car rally in Bruton on the 18th of December, starting from the carpark at Bruton School for girls. Meet at 11.00am with the first parade around the town at 12.00 and another around 2.30 with another around 4.00pm if anyone feels like it. The lead machine is my 19S with Santa in the side car all cars and bike can get in the spirit with decorations lights and bells etc.

If anyone feels like it they will be most welcome. Refreshments will be served all day.

Many thanks

Bill

When we can organise the runs we will inform all via electronic means so keep an eye on your text/email/WhatsApp or Facebook if you use it.

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.

I have spoken to Brian Escott again (28/09/21) he seems to be doing very well! 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 on a run sometime.

