

# Newsletter

Spring/Autumn/Winter 2023 issue 78

Our website :- [www.bristol.nortonownersclub.org](http://www.bristol.nortonownersclub.org)

Facebook:- Norton Owners's Club Bristol Branch



## **Sign of things to come perhaps!**

**Potential customers, Martin Tugday, Paul Thomas, Phil Lord & Paul Dyer**

## **Event reports and articles:**

Christmas Meal, some runs and meet ups, Bristol Classic Bike Show, Presentation night, Camping weekend, Spanish Caper and more.

Tips of the day

For Sale and Wants.

Forthcoming events.

Services for members.





This *Newsletter* is produced approximately every four months and sent to Bristol Branch members of the Norton Owners Club. Everyone is encouraged to send in an article, be it topical, technical, a photograph or some other snippet gleaned from another publication! You can pass articles to any Branch Officer or send to Tony Lockwood at the address below.

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### Editors bit

Well what can I say, more apologies for the lateness of the news letter. Just been very busy which is no real excuse I guess. A lot has happened since the last effort not least sad to say we have lost two very well respected members this year, Bob Nicholas and Bill Hayward both to dreaded illnesses. There are others in the club knowing Bob and Bill far better than me but all I can say for both blokes they will be sorry missed by all concerned. All the time I knew Bob he was a good friend, very knowledgeable about bikes particularly identifying parts at autojumbles. You had to be quick if Bob was next to you, if you were thinking the part was the bit for you then a nano second hesitation and you would have lost it to Bob as he knew before you it was the part you wanted. He had a wealth of knowledge on metals, coming from working for Woodbury Chilcott metal suppliers, and very good to talk to if you were going to make something and wondering on what metal to use. Bill was a true biking enthusiast, a great collection of bikes that were all used. His many claims to fame were riding up the Mall on his Red 850 Commando on the Queens Diamond Jubilee, the only biker to do it (probably because he was 17<sup>th</sup> cousin to HRH(☺)) and racking up the mileage on Eric Cox's 650SS that he owned doing the Eric Cox relay rally, some 4000 miles.

Both their funerals were very well attended by branch members with some flowers supplied by the branch. Both Bob and Bill will be missed by all.

On a brighter note we have a nice travelog by Bob and Mandy Gould for their Caper trip to Spain with the promise of a few more for the next news letters.

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

Contacting members by electronic means is the best way for us. I will just repeat the last issue newsletter text here to cover our bottoms regarding data protection;- Regarding communication, texting members seems to work quite well and the 'WhatsApp' group also seems to be used by an increasing number of members. Email is OK but not used regularly by most I feel, with WhatsApp and Facebook coming out favourites so far.

Regarding WhatsApp there are two groups, **Events**, this is where you get notification of organised rides, you cannot post on events so you don't get 'I have an ingrowing toenail what do I do' saga. Note any event posted will always be emailed to members as well. **Communication**, this is where you get notification of ad hoc rides plus who has an ingrowing toenail etc and you can add posts yourself if you wish. With all these types of communication & because of GDPR (General 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 please let us know, if you do nothing it will be taken as given you want to be contacted by the club. Here endeth the lesson** ☐.

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

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

Tony L

**PS Merry Christmas to all my readers** ☺





**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

### **Norton Owners Club Xmas meal Saturday 6th January 2024**

Limpley Stoke Hotel, Limpley Stoke. Rooms rate will be £99.44 Double or Twin based on 2 sharing & £89.32 for Single, both include breakfast.

The meal is £40 per person, to include soft drinks and wine. The drinks are subsidised by the branch.

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

Please contact Chris Davis, see page 2, for more details,

## NOTICE BOARD

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

**Mince Pie Night 13<sup>th</sup> December** 8pm, free mince pies, free raffle.

**Boxing day run 26<sup>th</sup> December.** Wishing Well Pub, Codrington, meet up at the Bridge Inn to leave by 11.30am for a short run to the pub, book well in advance if you want a meal at the pub.

**New Years Day 1<sup>st</sup> January 2024,** meet up with the VMCC at the Avon Vally Railway, Bitton from 11am.

**2<sup>nd</sup> January 2024,** weather permitting, a little run to the Farrington Inn at Farrington Gurney, meet up at Waitrose car park Keynsham for 11am to leave by 11.30am eta at the pub 12 -12.15pm.

**BNOC Xmas meal 6<sup>th</sup> January 2024,** see details above.

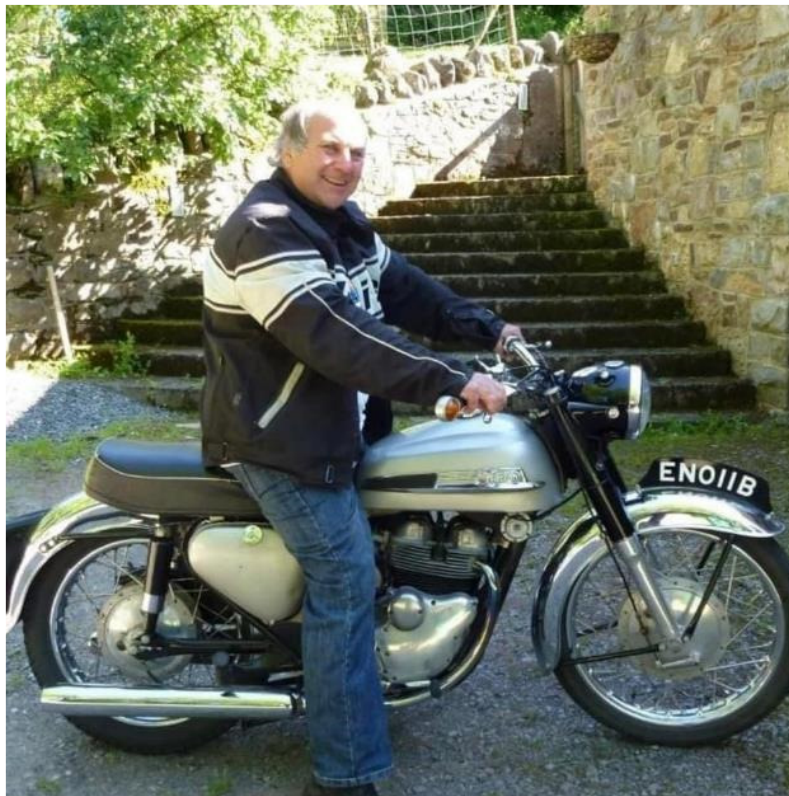
**Bristol Classic Bike Show 24<sup>th</sup> and 25<sup>th</sup> February 2024.**

**Calne Bike Meet 27<sup>th</sup> July 2024**





Chosen some photos of Bill Hayward and Bob Nicholas as I think how we would wish to remember them both very enthusiastic members of the NOC and BNOC.  
Ride on gents.





## Club membership subscriptions

£5 for single + £1 for joint membership from January 1<sup>st</sup> -December 31<sup>st</sup>

£2.50 single + 50p for joint membership from 1<sup>st</sup> June to December 31<sup>st</sup>

There are 2 preferred ways of paying,

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

Or if you don't want a membership card you can pay direct into our Lloyds bank account,

Details below:

**Bank:** Lloyds

**A/c Name:** Norton Owners Club

**Sort Code:** 30-94-80

**A/c Number:** 00133593

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



**At time of writing the news letter the weather is very much in the news!**





## The Drop off system

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

This system has been used to good effect with nearly all members arriving at the same time when on a ride out! The golden rule is that if you are dropped off, in a safe position, to indicate where the group has gone **‘DO NOT LEAVE YOUR POST UNTIL THE TAIL END RIDER IN PINK OR SOME OTHER GARISH COLOUR’** has gone past you – or motioned you out.

The Drop Off system is very effective at keeping the group on the chosen route as it allows everyone to ride at their own pace, and the ride can spread out over a fair distance without becoming separated. There are just a few simple instructions to follow:

- Each run will have a ‘Leader’ who always heads the group, and a ‘Tail-ender’ who will always be last, both wearing high-viz so they can be easily identified. The rest of the group members take turns as ‘Markers’ and their position in the group will change throughout the ride.
- At each junction, roundabout or other situation which might cause confusion over the route to be taken, the Leader will signal to the rider immediately behind him/her (the Marker) to pull in and stop at the point of route deviation. The Marker should choose a safe, visible position to park, and use **arm signals** to show the correct route to take, to the following riders.
- **The Marker who was ‘dropped off’ must wait until the Tail-ender arrives before re-joining the group. They must not leave their position until the Tail-ender comes along, however long it takes, otherwise the group will become separated.**
- As the Tail-ender approaches he/she will slow down to enable the Marker to pull out. Traffic conditions may make this impossible, particularly on busy roundabouts, in which case he/she will ride past the Marker and allow them to overtake where it is safe to do so.
- If you are the third bike behind the Leader and you realise that the bike in front has not marked a change in direction when signalled to do so by the Leader, **then mark it yourself.**
- **TWO GOLDEN RULES, DON’T OVERTAKE THE LEADER AND ALWAYS WAIT FOR TAIL END CHARLIE,**





## BNOC Xmas meal 14<sup>th</sup> January 2023

Once again we had the meal at Limpley Stoke hotel and once again a good time was had by all. A great selection of raffle prizes skilfully extracted from generous suppliers by Andy Sochanik, I came away with a very nice Andover Norton jacket that is really very nice. We had about 40 attendees, some just for the meal and some staying overnight. This year we had, what looked like, some shady goings on in the car park with car tailgates open and transfer of goods, Generators, between vehicles. All innocent stuff officer, Henry Dulat had brought up some Generators for donation to Ukraine and was handing them over to Andy Sochanik. Andy would get them to the charity and he himself would be going in his 'Yellow Peril' to deliver much needed supplies to Ukraine. Well done to Henry and Andy.







## Bristol Classic Bike Show 24-25<sup>th</sup> February

This year the theme was our 60<sup>th</sup> Anniversary so we had members bikes from all years and models. Keith Boulton had designed a very nice banner to celebrate our 60<sup>th</sup>, Paul Wolf suggested some anniversary balloons that was a nice touch, Pat Elliott had made a absolutely superb cake, laced with a potent spirit that was enjoyed by all and Ann Presley had made lots of fairy cakes that were equally enjoyed by all. As an icing on the cake we managed to win 3<sup>rd</sup> place in the best stand awards, possibly the balloons swayed the judges but whatever did it everyone helping on the stand deserves a very big pat on the back.



Pat Elliott's cake, didn't last long.....





## Pictures from the past



Can you name anyone in the pictures above?





Now can you identify these two youngster from a very, very long time ago, the young lad in front of his dad in the below picture



and the young lad in this picture, what fine specimens in the branch did they grow up to?





Message from Andy Sochanik

See photo attached:  
Chew Valley Bed Race - in the mid-70s?

From the left - Elver (Richard Williams)  
Unknown  
Chris Holder - BNOC Secretary at the time  
(Rocket) Ron Moore  
3x Unknown

Any ideas on the Unknowns?  
Peter Wright? - Any idea?  
Roger Hawley - Any idea?

Cheers

Andy S





## 961 Register



### Norton 961 Register

If you would like to register your 961 or a V4 then please send the following information on an email to,

[961register@nortonownersclub.org](mailto:961register@nortonownersclub.org)

Please include the following

General photo of your bike

Model; (SE, Californian, Sport etc)

Edition number; if applicable ie 961SE 8/200

Engine number; below oil pump behind lower frame tube (photo if possible)

Frame; (VIN number) on the r/h side of the headstock (photo of the riveted on plate as well as the number stamped into the frame.

Colour

Below info is optional,

Reg number

Current owners name

Current owners address

First owner if different from above (if known)

Original supplier

Interesting mods/info history

Tony Lockwood



07905 99888521/04/2022





## Spanish Caper 2023

Sunday 14th May 2023 (Mandy's Birthday) we started our journey with a ride to Plymouth for the 16:45 ferry to Santander. Various meet ups along the way had been arranged with a lunch stop at Haldon Forest Diner, off the A38 just after Exeter Race Course. All assembled, the group consisted of Chris Davis, Paul and Julia Davies, Gordon Nichols and Kim, Jeff Pope (ex Devon NOC) together with Bob and Mandy Gould.

After a calm crossing we arrived mid afternoon in Santander to a grey sky, but no rain as yet. It took around an hour before the bikes were unloaded, there being in excess of 200 - mainly ridden by old men with grey/no hair. We were all getting hotter by the minute waiting for the doors to open. Always prepared, waterproofs on, with Bob leading the way, we set off for our first night in Espana. Only a short hop of some 75kms to La Mirador at La Franca (previously used by the NOC for an International Rally). Sadly we arrived a little damp but soon dried out. The hotel had direct access to the esplanade/beach - such a shame we were only staying one night and it wasn't warmer, we may have gone for a dip. Beers & peanuts were consumed before a rather pleasant 'Menu del Dia' at 25€ including a 1/2 bottle of wine. This got us into the holiday mode.

After a good nights sleep and an excellent buffet breakfast we prepared for a longer day in the saddle of some 344 kms which took us through and over the Picos - very picturesque valleys and mountain roads. Jeff had researched the route so we followed him. We visited an old Roman bridge at Cangas de Onis and then onwards for a lunch/petrol stop in Riano overlooking the lake. The spectacular scenery



continued during the afternoon and we arrived at our hotel for the night in Zamora. A pleasant dry day although a little chilly at the beginning.

With only one night to explore Zamora we booked in and agreed to meet up for a wander/beer/meal fairly

**Roman Bridge at Cangas de Onis**





soon afterwards. We found the Plaza Mayor which satisfied the later two requirements. We later decided there would be time in the morning, for those who were interested, to check out the Cathedral etc. as it was a shorter ride to our next destination of Salamanca. So back to the hotel.

Zamora is known as one of the most beautiful cities in the region, called the *ciudad del románico* because of its many Romanesque churches in the old quarter and these are home to colonies of storks. Believe me it is very strange to see them perched on the tops of towers or chimneys and when they fly overhead you want to take cover, just in case.....

Next morning, after another splendid breakfast, as seemed to be the norm (lots of choices including bacon/eggs, cheeses & cold meats, cereals, yogurts, fruit, breads, doughnuts, croissant and cake) most of us set off to look at the old architecture, take pictures etc. The Cathedral & Castle are perched on a hill overlooking the city and were interesting to look at although we didn't actually go in.

After loading the bikes and checking out we headed off towards Salamanca via a slightly longer route which took us to the Presa de Almendra - the Almond Dam. A very impressive dam built between 1963 & 1970, more than 1/2 kilometre wide and 202 metres high. The reservoir behind the dam covers 86.5 square kilometres and contains 2.5 billion cubic metres of water, when full (but not when we were there due to recent hot weather) as well as several drowned villages. It supplies the Villarino Power Station with water via a tunnel for hydroelectric power generation.

We arrived in Salamanca mid afternoon, checked in, which took a while due to a couple of other large groups booking in (oldies and school kids - nightmare!). The guys stabled the bikes in a nearby garage which would give them the opportunity to check oil, chains and 'things' before we set off again in a couple of days time. This hotel was a 2-night stop so a chance to catch up with a bit of washing, for those of us 2 up. Have you tried packing enough clothes for 2 weeks plus in one pannier? Each year we vow not to take as much, but we still end up with an overloaded bike. Everything seems to fit in relatively well until you produce a pair of trainers each! Where do you expect me to put those, is the frequent comment (or similar)!

Salamanca is nick-named *La Dorada*, the Golden City, because of the golden coloured sandstone used to build many of the old buildings. It is home to the oldest University in Spain and one of the oldest in the world. Many interesting old buildings to explore, Old & New Cathedrals, The Bell Tower and a Roman Bridge to name but a few. Well worth a visit is the Plaza Mayor, a bustling area with many bars and restaurants which is lit up in the evening and looks very pretty. There are 88 arches around its 4 sides and 247 balconies on the 2 floors above. Very impressive.





**Plaza Mayor - Salamanca (look closely is that Paul Davies?)**

Our first evening in Salamanca saw us heading off into the city in search of a drink or two and a nice steak. After a beer was enjoyed we found a rather nice steakhouse - which was not cheap - but we all agreed was certainly worth the

money. Paul & Julia shared a Tomahawk steak which was huge. Some had the T-bone and others the fillet. With a nice bottle of red wine to go with it. Yum, yum!

Next morning, May 18th, was Julia's Birthday. We just had to sing her Happy Birthday at breakfast, much to the amusement of the other residents - well you just have to do these things sometimes and nobody else knew us! After filling up on breakfast we were ready for a day exploring the city. As there were so many things to see in Salamanca we decided to split up and 'do our own thing'. Chris, Jeff, Gordon and Kim set off to the Automobile Museum followed by the Cathedrals. Paul & Julia went to explore various buildings etc. as did Bob & myself. We bumped into Chris' group early afternoon whilst they were partaking of a Jamon Bocado (Spanish ham baguette) and agreed a time to meet up later. As luck would have it there were a couple of small bars in a square just by the hotel - very convenient and a good place to meet. After another pleasant evening, with several of the group sampling the local paella, we headed back for a nightcap before turning in.

Before loading up the bikes, we attempted breakfast. Sadly not quite as leisurely as the previous day. It seemed the 'oldies and the school kids' were all leaving that day. It was a tad chaotic to say the least and noisy to boot. We eventually managed to beat our way through although a little later than planned. Next stop Caceres.

By this time, Jeff had done such a great job of plotting the route and successfully getting us all to the right place that we let him carry on. Avoiding the Autovia and main roads we set off on a very pleasant ride through some more rural parts of Spain. Very little activity was apparent in many of the villages and we all commented later that we wondered how the Spanish economy kept going. Early







afternoon we decided to stop for a coffee/ice cream etc. We turned off into a small village, went up some steep narrow roads which then turned into a cross between cobbles and paving slabs. Not a nice surface for the bikes. Somehow we managed to get separated from Jeff, Gordon and Kim. After phone calls established we were all ok, although in different places, we agreed to meet after refreshments and ride on together. Whilst in the village square, we came across a Spanish farmer whose very small dumper/tractor refused to go - he needed a push. Bob, Chris and Paul to the rescue, one happy farmer on his way again.

We arrived in Caceres, another 2 night stop over, later that afternoon. The weather seemed to be getting warmer which was most welcome. The old town of Caceres is called the *Ciudad Monumental* and is surrounded by ancient walls and lots of defensive towers. Little has changed since medieval times and as a result it is often used for film settings. Apparently several scenes from Games of Thrones were filmed here. We didn't know it at the time but the next day would see a massive influx of vans/camera crew etc, as they were starting to film the prequel to GOT - House of the Dragon, series 2. Whilst interesting to see some of the scenes being shot (from a distance and constantly being told no photos/videos) it was also a pain as several parts of the old town had been roped off and we could not visit them until after the film crews had packed up for the day.

Whilst Caceres is not a big place there was enough to keep us occupied for the couple of nights we were there. Being around 55 miles from the Portuguese border many nearby towns like Badajoz and Merida were very important during the



Peninsular and Spanish Civil Wars. Although we didn't get to visit them this time, we may do in the future.

As it was getting warmer, we were able to sit outside and eat our evening meal both nights in Caceres.

**Caceres at night**





The Plaza Mayor is the most popular area for dining and with the impressive city walls and illuminated towers along one side it made for a pleasant evening. There were also several very nice ice cream shops nearby which just had to be tried - well it would have been rude not to and we wanted to support the Spanish economy after all.

After breakfast it was time for the group to part company. Bob and myself were heading further south to Cordoba and Granada, then travelling back later in June via a Norton rally in Pamplona. The rest of the group were gradually heading back north before returning to the UK at the end of



**Plaza Mayor - Caceres, another evening meal**

the week. Farewells were said, hugs, handshakes and a few kisses exchanged. Safe travels were wished to all and we set off in different directions all agreeing we had had nice time and should do it again - whilst we still can - bikes and bodies willing.

To be continued.....

Part 2 - Julia's write up on Segovia, Soria and Burgos.

Part 3 - Mandy's write up on Cordoba, Granada and beyond!

### **BNOC run to the REME museum 25<sup>th</sup> April 2023**

This was a first visit for us as a club and one we will repeat again I am sure. A really nice museum full of interest, Joe Elliot was in his element with tear filled eyes he relived memories of his REME (Rough Engineering Made Easy) days. With memories flooding back he entertained us with, I drove that, I fixed that, I got drunk in that, methan minor dropped his guts in that and we were all evacuated (this last bit made up by me). But it was a trip down memory lane for Joe and the way the museum is laid out a very interesting day out for us all particularly with Joe's first hand knowledge of all things on show. The café is very good as well and worth going just for a coffee.





Corporal's Phil Lord and Paul Thomas, Sergeant Joe Elliot and Lieutenant Andy Bawdon.

**TOOLS OF THE TRADES**

REME have the reputation of finding the solution to a problem. If the tool they need doesn't exist, they will make it.

*"You might need a tool for a one off use. So you will make that tool for that specific job. The next time a similar job comes in, you might add a little bit, take a bit off the tool, to carry out that repair. Each job is different."*

Staff Sergeant Jake Sweetland

REME Tradesmen have a wide range of tools to get the job done. Some are common and you might recognise them. Others are bigger versions of everyday tools, specially designed for the vehicles and equipment they maintain. Some tools are unique, created or adapted to be able to complete an unusual job.

So whats missing from this tool kit.



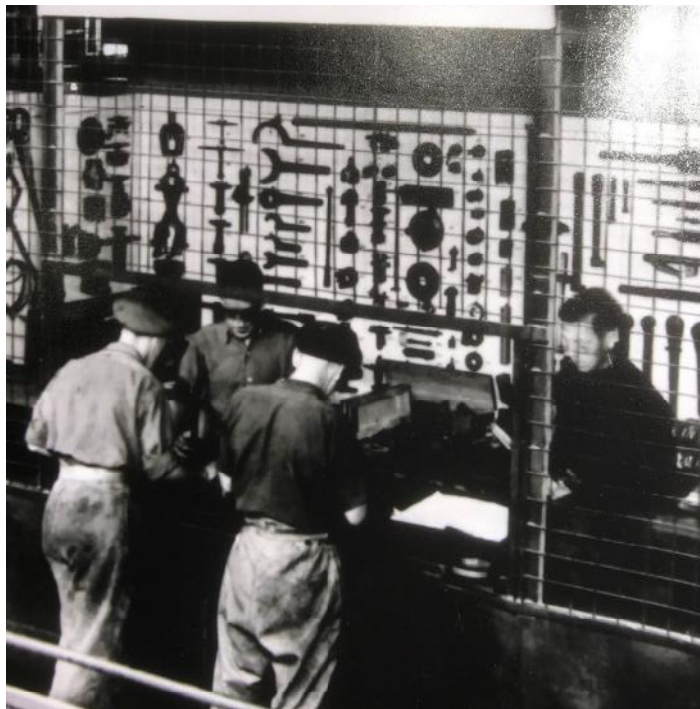


The result of the missing tool and 5 pints of Doom Bar.





This is Joe pointing out where the crews sandwiches were kept.



I remember a stores like this as an apprentice, sent to get some sky hooks 😊.





## Baskerville Hall, Nr Hay-on-Wye Jun 30 – Jul 2, 2023

### **Participants:**

Tony & Carol Lockwood – 961 & BMW  
Chris Davis – 961  
Rick Slaymaker – 961  
Andy Bawdon – Triumph Trophy? (Hinkley)  
Russ Merchant – Honda Deauville?  
Pat & Joe Elliott – NEW Camper van & “Max”  
Matt & Naomi Knott – Camper Van  
Keith & Gill Boulton – a large SUV  
Bob Presley – a white charger – Honda?  
Andy Sochanik – Norton Navigator  
Dave Rood - Norton Dominator  
Mick Sharpe – Something Japanese?  
Alice Sharpe – CB500 Honda – an older version

### **BBQ provided by:**

Chris & Diane Tait – Convertible SAAB & “Shadow”

Early Friday (Jun 30) dawned rainy for me, down on Exmoor – so I decided to take my van & load the bike. Had some breakfast, looked again & the sun was peeking through the clouds.

Quick mental calculation shows the trip (150 miles or so – 300 round trip) would cost (at 25mpg) around £80 (12 gallons of diesel – or around 55litres @ £1.48 or so) in the van. Whereas the bike (at 75mpg) might use 4 gallons of unleaded (E5 if poss) – and cost £22. Nearly £60 difference – bike it is then!

Left Home 09:15, arrived Aust 11:30 – uneventful trip, except for the volume of traffic. Not seen anything like it before. This “staycation” business seems to be booming.

Tony, Carole & Chris were already there, & the others started drifting in. Russ M, Bob P, Andy B & Dave Rood. We then left shortly after mid-day with Russ leading. Sadly, I was not aware the drop-off system was going to be used, so when Russ pointed (I was right behind him) to a spot on the road, I wondered what he was showing me. Turned out he wanted me to mark the junction for the others – but I never knew! - Luckily, no one missed the turn as we were still fairly close together.

On this 1<sup>st</sup> leg of our trip in S Wales, Dave's Dominator conked out. A faulty coil was diagnosed as it was too hot to touch (internal short?). Dave got in touch with Carole Nash for a recovery – 90 mins was promised. He said he'll go home & re-join us later by car. (It was actually 5½ hours!!)

We then headed towards the Honey Cafe, apparently a must-see place to visit when in that part of the world. Its somewhere near Brecon – PostCode = LD3 0LH. We left there with 8 miles to go – some 12 minutes. BUT...I think Putin must have nobbled Russ's Sat Nav, as about 30 mins later we were riding along some crazy farm tracks... After checking his Sat Nav again, and re-calibrating it, we set out for Baskerville Hall, now some 20 miles away. Very Odd!

Anyhow, we eventually got there & found Mick & Alice, Rick, Pat & Joe and various others already there. There was just time to park up, unload, sign-in, go to our rooms to freshen up





– and supper was served. Brilliant! I sat there waiting for the waitress to come & take my order – nothing happened. Seems you have to order & pay for your food in the bar. I think the others assumed I knew & had done that, but it took a while before I discovered this little gem. When the food finally arrived, it was generous in portion, but I traded in my chips for (slightly lumpy) mashed potato & gravy, which was very nice!

Saturday morning, a ride to the coast had been arranged. Not having a map, I just assumed we would take a nice scenic route. NEVER ASSUME! Turned out the first 40 miles or so were along some of the straightest, fastest bits of blacktop in Wales – AND not a pothole in sight (unlike England). Sadly, my Navigator decided it was unhappy at these speeds after about 30 miles & pushed the return oil-pipe off the oil filter. Result was that for a mile or so, I was spraying Anti-Rust fluid all over Mick Sharpe's bike. Very luckily for me, we came across a roundabout, where Mick discovered his front brake had ceased to work, while I discovered a slippery back tyre.

A motley crew gathered around me, to see if they could assist. Tony leaned the bike over, so I could see what the problem was. Bob took to cleaning the oil off my tyre, Dave went in to Brecon to buy more oil, as I had spotted the errant oil pipe. Took but a couple of minutes to return the pipe to its correct place & tighten the Jubilee (should that be Navigator?) clip. With some fresh 20/50 in the tank, all was well. I thanked my helpers but said I would head back to the Hall. They all then went on their way – with Mick & Alice complaining about the oil I had sprayed them with.

Me? I was just thanking my Guardian Angel for alerting me to the unfolding disaster, BEFORE all the oil had gone & the engine seized. At those speeds, it would not have been a pretty sight!

I'll leave the others to tell of their afternoon by the seaside. As for me, I spent a pleasant afternoon in Hay-on-Wye, where a book festival was in full swing. Back at the site, once the engine cooled, I checked the oil pipes again – all was well. Meanwhile, we put up the Club gazebo next to Pat & Joe's new Camper van and its awning. Then Chris & Diane turned up & set up their BBQ – a proper commercial job, as Chris did once cook German sausages (Best Wurst!!) for the public at shows & such-like. The others gradually drifted back & we had a jolly good, professional barbecue. It was delicious, with plenty of extra if you wanted. Pat had also prepped salad veggies – in addition to baking some mouth-watering cakes. A very successful evening – Thanks Chris, Diane & Pat.

Max & Shadow (their doggies) provided the entertainment.

Sunday morning, after breakfast, it was time to break camp & head home. We packed away the gazebo & BBQ – said our goodbyes & went our separate ways.

Having left the site just after 11:00 (there was a boot sale to look at), I got home around 4pm, with one stop in Avonmouth to refuel myself & the bike. 300+ miles in 3 days, with just a minor hic-cup. The Navi strikes again!

Ed, have added a few pictures from the weekend.





Owls Nest Café.



BBQ time.



Chris and Diane's BBQ feast for all.







### Wemouth run 6<sup>th</sup> June 2023

A nice little run out to Wemouth once again blessed with great weather, a nice meal in a pub and a walk down the prom. On the way home Paul Thomas led us to Lyme Regis for an ice cream, trully a grand day out. The front cover picture shows us the shape of things to come 😊



Trinity Road bike park.



Taken at Lyme Regis.





## 60<sup>th</sup> branch anniversary bbq at the Bridge Inn

September the 3<sup>rd</sup> we held a BBQ at the Bridge Inn to celebrate the 60 years the club has been in existence. Free food and drinks for all members attending were supplied with the BBQ food cooked and supplied by Chris and Diane Tate. Paul Wolf organised the entertainment and a raffle. Around 35 members attended and all enjoyed the proceedings, helped very much by the spell of very good weather we were having. The BBQ food was particularly good with full credit going to chef Chris and Diane for cooking and preparation. An event to be repeated next year perhaps?

## Presentation night 12<sup>th</sup> July

Our presentation night was very well attended, again helped by the weather. I counted 14 members bikes in total with some 12 of them Norton's. First and foremost we had the presentation of our donation to Mental Health Motorbikes charity, a very worthwhile charity. Then we had the Winners of glittering prizes, these were, Andy Bawden Heavyweight, Gary Tyler 961, Terry Adams Commando, Joe Elliot Single, Rob Boulton Lightweight, Dave Rood Customised, Dave Rood Spanner, Dave Rood Best member. You can't fail to notice here Dave has completed a club first GRAND SLAM, never before ever achieved by anyone in our club. The Best Member was awarded to Dave for turning up in his car, after numerous breakdowns, taking members to pubs and excursions on rallies, and getting Andy Sochanik's replacement oil when his Navy dumped its contents of oil on the A40 and Mick Sharpe's front disc. Well done Dave and all 👍🏍️





A very bemused Dave Rood getting the best member award.



Dave Rood's Customised Domie.





## Zen and the Art of 961 Motorcycle Maintenance



961 Mk 11 Sport owned by Yuichi Yamamoto

Woo Hoo! We now have 6 961's in the branch although Andy Bawdon is teetering on selling his Californian, lack of moral fibre and no nerves of steel is all I can say.

As you may or not know I write a regular 961 Register update for the Roadholder magazine so you may see this once or possibly twice if you're in the NOCL or, shame on you, if not. There is a chap in far off distant land of the rising sun, Japan. He has clocked up 50000 miles now on his 961 Sport Mk11, the below text is from him and briefly records how he looks after his bike, a lesson for us all -

First, I've never taken an engine apart.

That's why I commented that the engine is great.

I have no experience with large-scale mechanical work.

Engine oil changed at 1,875mil (3,000km)

Change the filter every 3 oil changes.

Oil is MOTUL 7,100 4T 10w40

It wasn't picked for Norton, it was picked because it's commonly used in retail stores.

I don't speed up and often do long touring, so I think it's a way to use less sudden changes in engine speed.

Basically, it is used between 2,500 and 3,500 rpm, and above 4,000 rpm is used only for engine braking and emergency acceleration.





I am plagued by problems with the electrical system.

The throttle sensor was out of order, and the fuel condition was bad, but it took 5 years to find out that the sensor was the cause.

In the last 5 years the O2 sensor has been replaced once and the ecu has changed to a mk2 one.

In addition, plastic products and castings such as rear fenders, chain guards, and headlight housings have cracks due to vibration, and rubber bushings are used as anti-vibration measures.

Before the bike came to me, the dealer disassembled the transmission and checked the torque.

I will check with my dealer if they have ever taken the engine apart.

Take good care of your bike and it will definitely live up to your expectations. 🙌

Regards

Yuichi

So there you have it, the last bit is the **Zen** bit I feel.

Now Ardinly went extremely well, there is a full report elsewhere in the Roadholder, but suffice to say we had 20 bikes on the stand, 19 of them 961's with one V4. I think only 6 bikes were brought in vans the rest were ridden.

Garry Tyler clocked some 300 miles as a round trip, I myself and Chris Davis clocked up 250, trouble free, miles!. We had 3 further bikes booked in but due to unforeseen circumstances, not breakdowns I hasten to add, could not make the show.

We look forward to repeating a 961 mega meet next year, venue hoped to be the National Motorcycle Museum so that being more central location geographically so might bring even more 961's out of the living room, man cave or coveted collection.

Oh! by the way I am now an official NOCL records officer so my contact details will appear in the front cover of the Roadholder, so don't forget to register your 961 or V4 on [961register@nortonownersclub.org](mailto:961register@nortonownersclub.org)

TonyL

### **Modifying a Dolls Head Gearbox**

Garry Tyler is the proud owner of a Norton 500T a very, almost, original and correct bike that needed quit a bit of sorting out. Most of all the issues he has sorted, one big one was getting the gearbox sorted out. At some time in its past life the end plate had been welded where the selector mechanism sits. Sadly the welding was giving some problem with gear selection so Garry bought a new end plate, but this turned out to be a standard Dolls head one therefore the kickstart boss needed modifying.

Initially I thought we could stick the endplate on the faceplate of my lathe and simply turn down the boss, no!. The throw on my lathe was about 1/8" less than needed so we had to resort on using the milling machine and mounting the





cover onto a rotating table, Took a bit of setting up but once this was done everything went well, in fact having it on the table allowed me to position the kickstart spring retaining holes correctly.  
So heres a few pictures of before and after. TonyL



Original welded end plate

Modified new end plate



New End Plate before mod

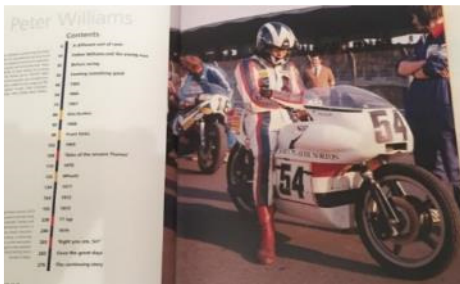
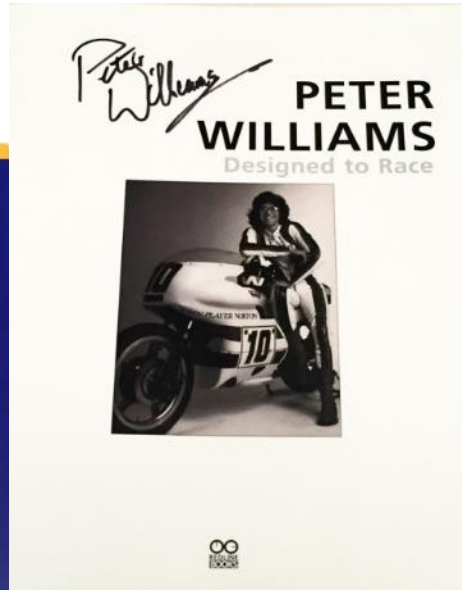
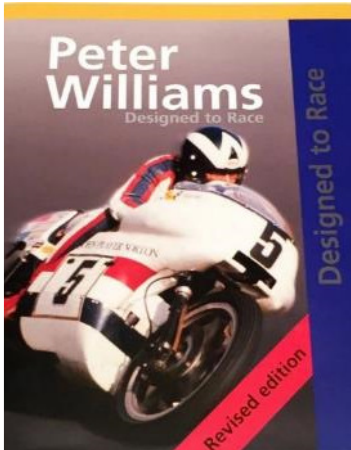


New End Plate after mod





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.'



"I don't know. Maybe rub spinach on it?"





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**\*CONDITIONS APPLY**

**Please contact Gordon on 07971213632 or email [gordon.nichols@sky.com](mailto:gordon.nichols@sky.com)**

**(Ed's note, a number of club members have Gordon's 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 9831698 or email on [mikewills@hotmail.co.uk](mailto: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](mailto:tonylockwood@blueyonder.co.uk)**





## Keith Boulton's **TIPS OF THE DAY**

### **November 2023**

1. Norton Commandos have a tool especially for the oil seal that fits on the timing cover where the points are fixed over the end of the camshaft. The shaft has two different threads. If you have the wrong thread, you can get round the problem by putting three washers over the threaded part and gently and carefully use the tool to fit the cover without damaging the thread.
2. It can be useful to scan the wiring diagram from your bike's manual and download on to your phone. It is then handy for reference in the event of any electrical emergency. And you can always keep a paper copy in the tool kit on the bike.
3. **Filling forks with oil.** When filling your forks with oil, one way to lift up the forks is to use a ratchet strap. After removing the two top nuts, the speedo and rev counter units, undo the locking nuts and let the damper rod drop back down. You can then fill the forks with oil and when filled, lift back up with the ratchet strap. Refit and tighten the locking nuts, followed by refitting the top nuts, the speedo and the rev counter.

### **Newsletter Deadline dates**

**If you would like to send anything for inclusion in the next newsletter, please get it to me by end of January for the 2024 Spring issue out on line earlyish April.**





## BRISTOL BRANCH TOOLS LIST

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

We also have DVD's of Commando Engine and Gearbox rebuilds.  
Keith Boulton is our man looking after the tools if you need to loan any of the above please contact Keith either via,

Email: - [kebnorton@hotmail.co.uk](mailto:kebnorton@hotmail.co.uk)

or

Phone 01454 778864 (daytime please and leave a message)

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**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.



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Top quality motor cycle repairs Engine rebuilds servicing etc.





## FOR SALE AND WANTS

Sales -

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

Wanted -

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

Contact Phil Cox on 07468 410914.

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

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

**AMC Matchless gearbox**, missing end cover but otherwise complete £120ono  
Contact Tony 07905 998885

ES2 engine. 500cc dismantled but complete

ES2 oil tank. Various to chose from

Domie seat ok condition £50.00

Please call Bill on 07973501106 or [bill@billamberg.com](mailto:bill@billamberg.com)

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## SERVICES FOR BRANCH MEMBERS

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

Please contact me for further details: - Tony Lockwood 0117 9492097 or mobile 07905 998885.

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

Give me a call: - Keith Boulton 01454 778864 or 07875243520

Engine rebuilds, gearbox rebuild, forks rebuilt etc.

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

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

Contact Paul on 07831 446958 for further details.

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

SO PLEASE CHECK BEFORE SETTING OUT.

## Bristol Branch Events Calendar for 2023/24

### Home organised events-

**Mince Pie Night 13<sup>th</sup> December** 8pm, free mince pies, free raffle.

**Boxing day run 26<sup>th</sup> December.** Wishing Well Pub, Codrington, meet up at the Bridge Inn to leave by 11.30am for a short run to the pub, book well in advance if you want a meal at the pub.

**New Years Day 1<sup>st</sup> January 2024,** meet up with the VMCC at the Avon Vally Railway, Bitton from 11am.

**2<sup>nd</sup> January 2024,** weather permitting, a little run to the Farrington Inn at Farrington Gurney, meet up at Waitrose car park Keynsham for 11am to leave by 11.30am eta at the pub 12 -12.15pm.

**BNOX Xmas meal 6<sup>th</sup> January 2024,** see details above.

**Bristol Classic Bike Show 24<sup>th</sup> and 25<sup>th</sup> February 2024.**

**Calne Bike Meet 27<sup>th</sup> July 2024**

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





**Andy Sochanik being steadied by Jeff Pope whilst adjusting his Navi**

**And finally**

**Andy has now moved to the mobile shed business**

