

THE NEWSLETTER OF THE NOTTINGHAM BRANCH NORTON OWNERS CLUB

FIND US AT :- **THE FOX AT KELHAM, Nr NEWARK.**
FIRST WEDNESDAY EVERY MONTH
ALSO AT :- **THE ROSE & CROWN , CRESSWELL**
SECOND TUESDAY EVERY MONTH
WEBSITE WWW.NOTTNOC.ORG



**BARRY'S MODEL 50 , WINNER OF THE BEST CLASSIC BIKE
AT ANDREW GREENWOODS' THORESBY HALL SHOW ON
AUGUST BANK HOLIDAY . HE WAS NOT GOING TO ENTER
AS HE WANTED TO LEAVE EARLY FOR A PARTY. ?**

NOVEMBER 2010

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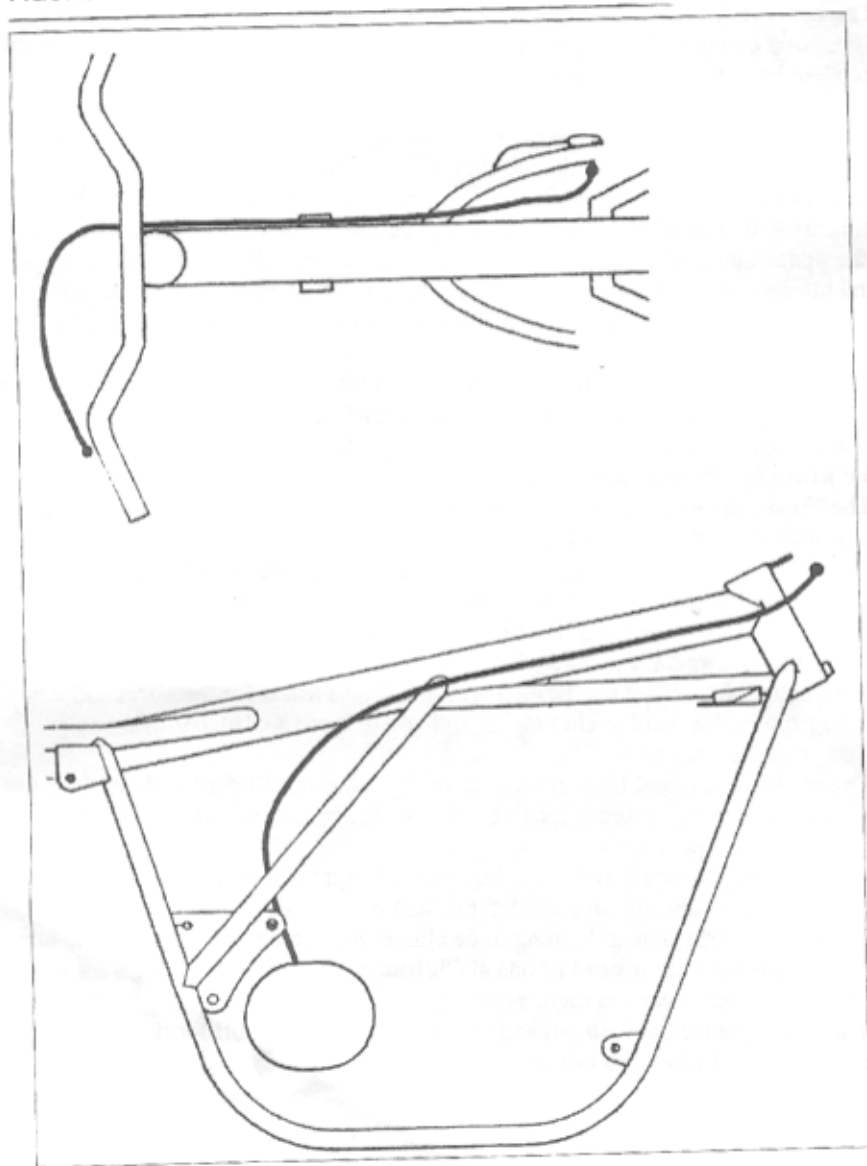
Well there's a surprise , no takers for a job on the committee once again , as Richard ,our Chairman (pro-tem) goes into another year on the same basis and that is he will do it for us until someone else takes over! And on the understanding that he will not always be at the main meetings of the branch and that went for Garry our Secretary ,too ,as he is often away with his work and cannot always attend the meetings although his wife Lynne is at most of them and can take messages for his attention later. Other than that we have a healthy branch accounts, thanks to our treasurers Don and Mavis and we have ideas put forwards by the membership as to what they want in the future from the regalia of the club and enough enthusiasm from Rick to keep the events happening for another year ahead.

My thanks to all who attended the meeting and for the apologies from those who could not attend for various reasons, we still had 28 members present and the meeting took just over an hour to complete and with no major problems surfacing we look forward to another year Nortoning around the county/country. Special thanks to Kim for seeing the meeting kept on course whist the committee was decided , it looks like an annual ritual outing for him!

Bryan the Editor.

TECH TIP FROM THE USA ON CLUTCH CABLE ROUTING ON COMMANDOS

Incorrect routing of the clutch cable can cause stiff clutch action. The method illustrated below avoids sharp bends and combined with adequate lubrication, should prevent trouble. Also when fitting a new cable file or sand away any excess solder from the nipple that fits into the operating lever. Excess solder makes the nipple bind and contributes to cable failure at the handlebar end. Finally if fitting a new clutch operating arm, do not fit an Atlas type as they cause clutch drag on a Commando clutch. The Atlas one is numbered 040029 and the correct one is part no 060715 it has a higher lift.



BRANCH A.G.M. OCTOBER 6TH 2010.

This year saw our Seventeenth branch A.G.M. and once again the Fox were our hosts for the night. With Twenty-eight members present for the meeting which started at around 8:45 pm as one or two were out getting their last drinks in or having a last ciggie before we started.

Richard our Chairman started the meeting and Bryan who had been the Chair for most of the year gave the main oversee of the branch as he saw it. Then Richard introduced each of the committee and asked them to give their reports and as everything was all well, we got down to the elections for another year.

The committee resigned and Kim took over for us and chaired the elections, with most of the posts being re-taken by the past incumbents, except for the Chairman's position which had been filled by Richard Appleyard on a pro tem basis until the A.G.M. Now here we were needing a Chairman as it is necessary for the branch to remain a constitutional one and with no takers in the room? (as usual) it took all of Kim's persuasion to tempt someone into doing the job, but with a resounding silence for what seemed a lifetime, only broken by Richard offering to carry on but with a proviso that if someone else wants to do the job then he would resign and let them take over and also that it was on the understanding that he could not attend all meetings due to his work commitments and his distance to travel from his home in the north of Notts to the meetings.

With that he was soon re-elected and the sounds of voices were heard again around the room.!

The Regalia Office asked for ideas for to keep the Notts branch in the forefront of the N.O.C. and we are to get some new Polo shirts made and long sleeved T-shirts for a start and we asked for members to let us know of suppliers for Black mugs, should anyone know where we can get them from.

The Treasurers told the membership just how healthy we were in the banking stakes (this info is for members only, so not for publication, if you want to know ask Don or Mavis for to see the figures at a branch night, as they did on the A.G.M.)

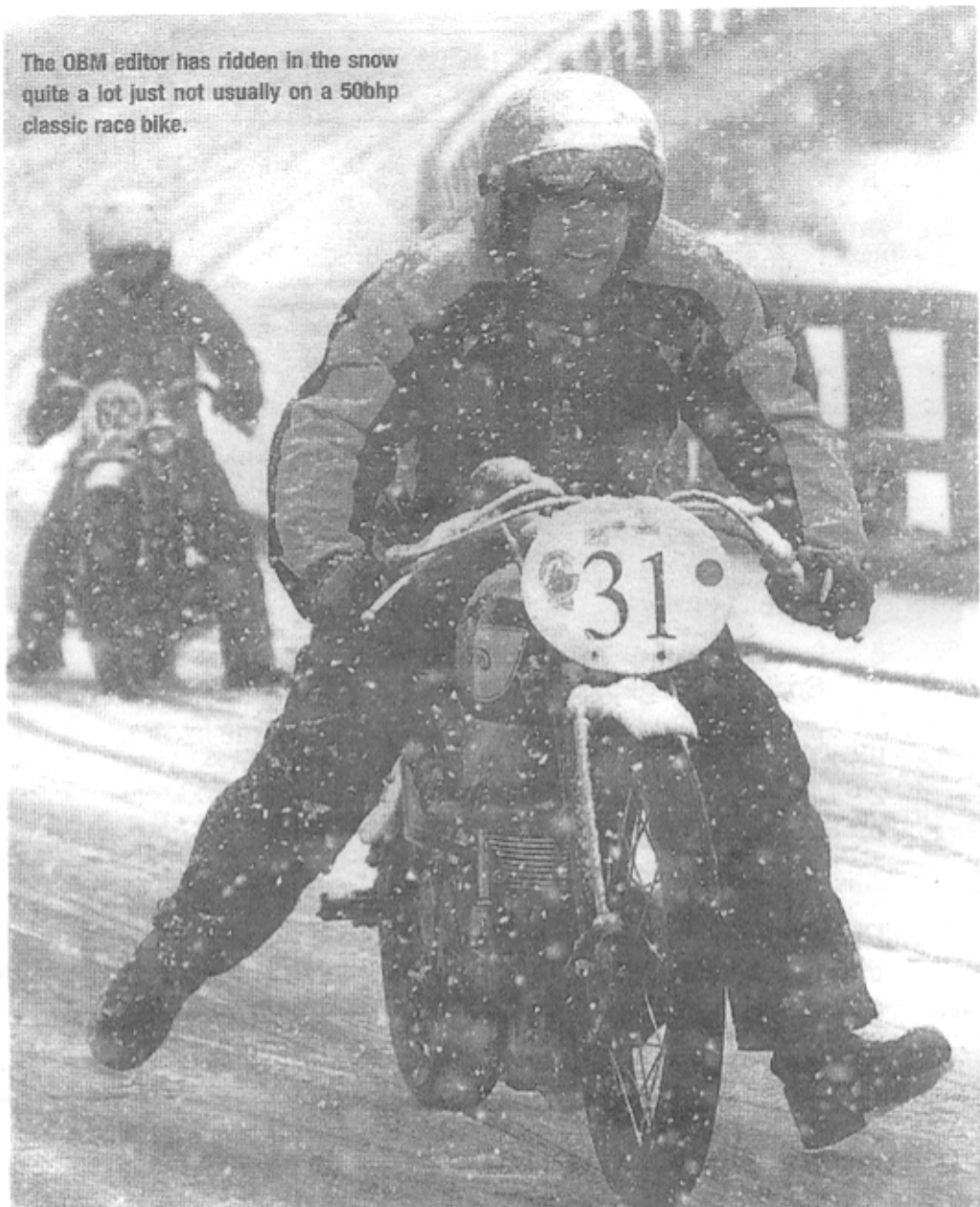
Discussion about having a branch levy for non members in the branch came to the conclusion that we have never done it, don't need it, and it is too much trouble for the Sec to sort out so we have decided that we will continue with the fundraiser cards as this gets enough cash to offset any branch levy and all we ask is for members and non members to support this card at club nights and you do have a chance to win some money, too so that cannot be bad?

The branch was asked if we should have a guest at our Christmas dinner and the majority were in favour of it and if it comes off then the branch will cover the costs, we ask you to watch this space !!

Another thing we are to have is a buy and sell night at a time to be sorted where you can bring along your unwanted Norton bits and we will see if they can raise you some money at the same time as helping to de clutter your garages? Plus we are to have Two raffles during the year instead of one at Christmas where it is not always convenient and the other is on our Concours night as usual.

The meeting ended at 9:30 pm and then everyone dashed off for drinkies and a fag again. That's all folks. The Editor.

The OBM editor has ridden in the snow quite a lot just not usually on a 50bhp classic race bike.



Snow fun

EVENTS LIST

November

3rd Monthly meet at the Fox Kelham.

9th Social get together at the Rose and Crown.

December

1st Monthly meet at the Fox Kelham.

14th Social get together at the Rose and Crown.

18th Christmas Meal at the Fox Kelham. 7pm for 7.30pm

Yes the end of the year and another one ready to start

January 2011

5th Monthly meet at the Fox Kelham.

11th Social get together at the Rose and Crown.

February 11

2nd Monthly meet at the Fox Kelham.

8th Social get together at the Rose and Crown.

Please remember to tell me if you know of any runs or meetings that you here about that other members of our branch might like to go on. To contact me look on the inside page.

Our branch Christmas dinner is taking place at the Fox at Kelham on Saturday evening 18th December 7pm for 7:30pm as stated in the events column above. The branch once again is subsidising the cost of the meals to all who attend and the cost will be £15 per person. Menus are available at the Fox or on line on our branch website. See Rick or any member of the committee if you want to book places or give us your requirements from the menu as it helps the staff in the pub. We do not want to take money on the night so it would help us if you would pay on either Nov or Dec club nights to the organisers on the committee, thank you.



A ROSE BETWEEN TWO THORNS? NO NOT REALLY IT IS A SNAP OF PETE MEITUS' DRESDA HONDA AT THE FESTIVAL OF 1000 BIKES AT MALLORY PARK THIS YEAR AND IT IS NEXT TO A BEART NORTON THAT HE LIKES . ALL BIKES IN THE LINEUP ARE DESIRABLE ,PETE.

FUNNIES

Two cannibals are eating a clown. One says to the other: "Does this taste funny to you?"

'Doctor, I can't stop singing 'The Green, Green Grass of Home.'"
'That sounds like Tom Jones Syndrome.'. "Is it common?" Well, "It's Not Unusual."

An invisible man marries an invisible woman. The kids were nothing to look at either.

I went to buy some camouflage trousers the other day but I couldn't find any.

A man woke up in a hospital after a serious accident. He shouted, 'Doctor, doctor, I can't feel my legs!'. " The doctor replied, "I know you can't, I've cut off your arms!"

The Bike Lift - a slightly different story

Back in 1997 while Phil Geeves and I were searching for treasures at Newark Auto-jumble, we met Brian for the first time. He was at a stand promoting the Norton Owners Club. After a brief chat, we signed up as members of the Nottinghamshire branch of the club. Since then, Phil has helped quite a few members of the branch with advice, repairs and modifications, with a few innovative inventions thrown in for good measure. He has also supplied project materials for members of the club.

About the time the National Rally was held at Retford, July 2006, Phil had designed a small bike lift. He manufactured one for himself and for several other club members. He then asked if I would like one. I, jokingly, replied; only if it would lift my Honda, Pan European. All 293 Kg (646lbs) of it! At that point I thought the subject was closed, but knowing Phil as well as I do (friends since our school days), I should have known better. All I had done was set him a challenge.

It is possible to purchase a bike lift, I know, but as the minimum closed height is usually six to eight inches, this would be too high for me to wheel the Pan European on to.

Phil then started to design me a bike lift!

Minimum closed height of three and a half inches. Longer, wider and stronger than any lift available on the market, without going for a commercial lift.

And so the problems began -

Mark 1 design: Single Ram; failed.

Mark 2 design: Two Ram system; rams needed upgrading. Three Ram upgrades later (designs 3, 4 & 5) the lift worked and would lift the Norton - but not the Honda!

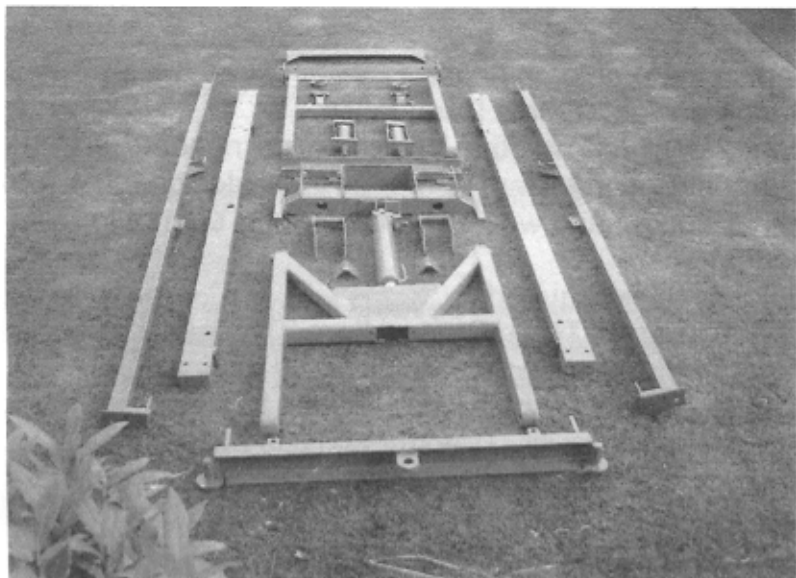
Major re-think required.

Mark 6 design: Three Ram system. The new design required that two identical rams begin the initial lift operation to a third of the height, with the third ram taking over to maximum lift. Unfortunately, in our extensive, combined, collection of hydraulic equipment - we didn't have two identical rams of the size required. At this point, I thought the project would be shelved.

But again - I should have known better; Phil just said, "I will make a pair" and proceeded to do so!!

With rams manufactured and installed, the lift was ready for testing. The test weights consisted of: 68 house bricks, 2 bags of wet sand, various billets of metal and Phil sat on his Dominator 88. We had calculated (roughly) that this should give us something like the desired weight! Work then started on retractable wheels, steering devise, stability feet and the loading ramp. It was decided that the bottom rails required shortening by eleven inches, for "health and safety" reasons. The basic lift design passed all it's tests.

Phil delivered the lift to me in kit form - there where 60 separate components, 420 nuts, bolts, screws and washers, and no instruction manual! And so, for me, the fun started.



So far, everyone who has seen the lift has been impressed and find it very difficult to believe that Phil has manufactured all the parts from, as Marian would say, piles of rusty metal! Oh, and yes, it will lift the Pan European!

I would like to say a big "Thank you" to Phil for my unique bike lift and to Shirley for putting up with all the absent hours while Phil was working on my lift project and for the never ending flow of coffee. I am sure that other members of the branch would agree - Phil is a much valued member of the Notts. Norton Owners Club, and a good friend.

As low as it will go!

Raised to full height

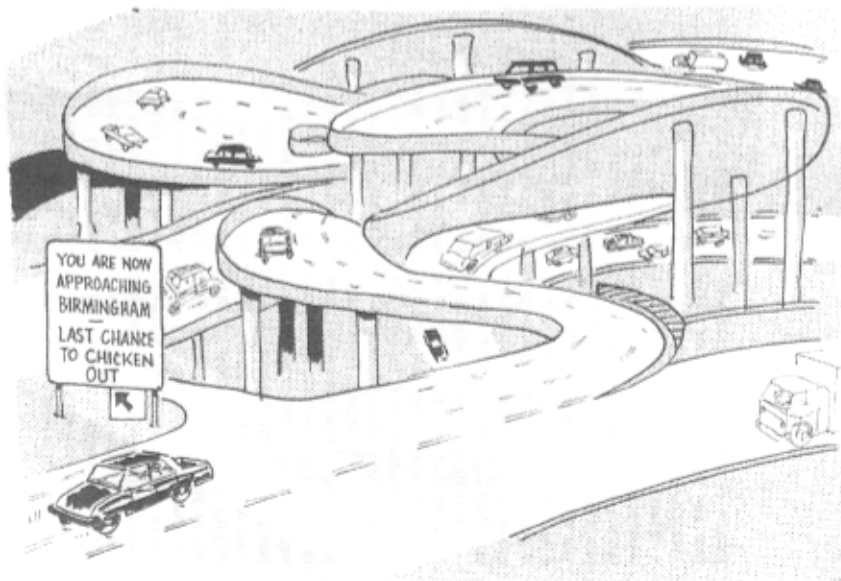


John Turner

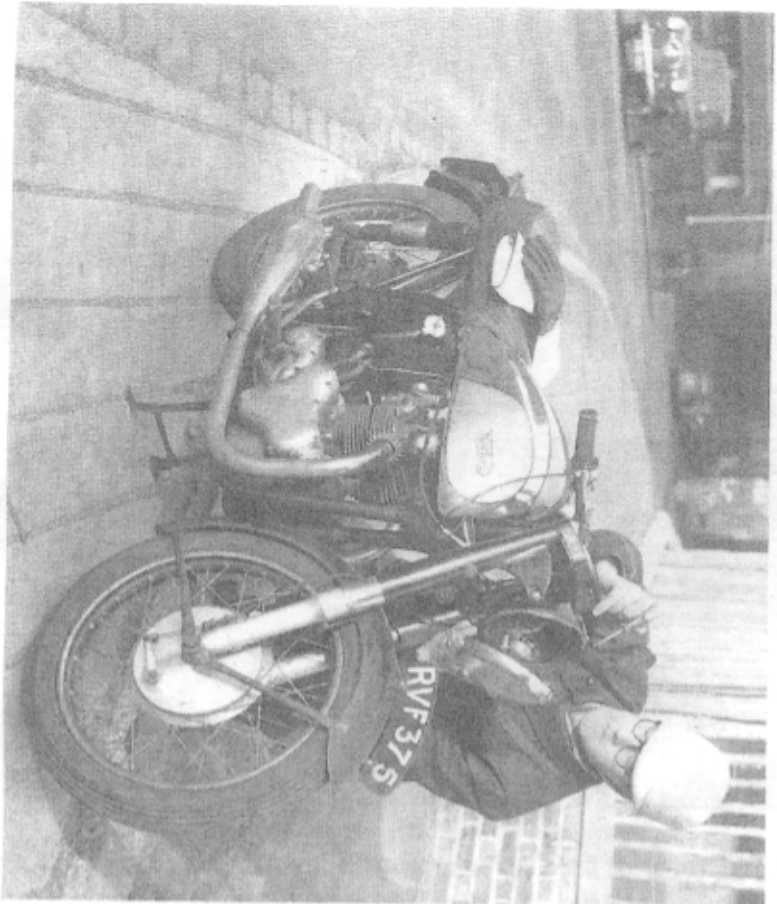
A NORTON ROTARY CLASSIC ,PICTURED BY BARRY ROBINSON WHILST AT STANFORD HALL FOR FOUNDERS DAY IN JULY THIS YEAR.



City Driving



... deal with URMS



In the good old days an unplanned Roadside Maintenance Session - URMS - was a factor of daily motorcycling life. In the veteran era punctures were frequent, even things like exhaust valves could burn out on a ride, early spark plugs too could fail with monotonous regularity so the pioneer motorcyclist learned to carry equipment with them and factor occasional breaks in to their journeys. Though the AA and RAC both existed and had patrolmen out on the roads from the early 1900s in the main the motorcyclists would be out on their own.

The situation is different these days of course with modern motorcycles ultra reliable and breakdowns generally limited to accident damage and we've all got access to a recovery service on our insurance plus a mobile phone to call them up when we need them. It still remains a fact though, as this is a classic paper, if you're out on a classic then there's a possibility of a bit of adjustment needed. The level of adjustment will depend on the age of the bike, old rally British stuff like my Triumph can suffer from

and meaning a stop to tighten things up but this isn't always a bad thing.

For instance a million years ago, while blatting down the Route Napoleon - essentially the N85 from Grenoble to Cannes and a lovely twisty road just built for motorcycles - to the Med, the front end of the Triumph began to feel odd. Pulling into a lay-by to look the bike over soon showed that the front end was loose. A few moments work with the spark plug spanner tightened it up and I could have gone on my way but the sun was shining and I took in the view... which thanks to the height of my stopping point included Cannes, the Med and what I seem to recall was Monte Carlo, though it may have been Nice when I think about it.

Anyway, the point being on accepting a long journey with an old motorcycle was likely to include a few unplanned stops, I'd collected a few tools and bits to have with me. I'd suggest that no matter what age your classic is it's wise to carry some stuff with you. Don't go overboard though, could you really change a crankshaft at the roadside? That's what recover is for. In the end though if you do break down, you'll