



**No, this year it is not a Christmas newsletter – it's a Guy Fawkes newsletter! There's nothing quite like burning your enemies in effigy (unless you can get away with doing the real thing).**

**You see, once we have all burned our enemies, your scribe/secretary/factotum, is off to South Africa for 2 weeks. And, meanwhile, it is too early for Christmas. So:**

**HAPPY GUY FAWKES!!!**

**But, we must still plan ahead. In particular, there is the:**

**XMAS MEAL AND GATHERING (SYSTEM LIKE LAST YEAR) :**

**At: Melton Constable**

**Date: Thurs15th Dec**

**Start 7.00**

**Booking ahead – Yes you need to book ahead and choose your menu or you will not get fed!! Book with us!**

**Joint venture with the BSA owners club (at least half of whose members appear to be members of the Norton Owners, and maybe vice versa).**

**How to book ahead:**

**If you are on email** you will already have my e-mail, with the attached form; ignore the form at the end of this letter, but **fill in the e-mailed attachment** and e-mail it back to me. [jnoandlizpowell@yahoo.co.uk](mailto:jnoandlizpowell@yahoo.co.uk). Clear as mud? - - good!

**If you are not on e-mail** use the attached form and send it to me by snail mail at John Powell, 9 Lily Crescent, Newcastle upon Tyne, NE2 2SP.

Even so, **if you do not get an e-mail by the time you receive this letter**, fill in the form anyhow and send it to me, maybe with your current e-mail address on it as people sometimes change them and sometimes I suffer from typo's. Clearer than mud?? - good!

You can bring wives, partners, spouses, non-spouses, off-springs, on-springs, whatever you have, like, enjoy but: **ONE WARNING!!** We are limited to 35 people. So once 35 is passed I am going to have to turn down bookings. It should not be a problem - last year we were 34, including the spouses and things. But, just in case, make sure you get your booking in early.

Form to me, John, please, by Sat 10<sup>th</sup> Dec latest. **IF YOU HAVE TO CANCEL, TELL US!!!** ENOUGH!!!

## **What else is up? - well -**

**Here's a picture of Alan's 961 about to be flattened by a combine harvester approaching at speed from Warkworth!**



**And here's Mick's restored rotating machine, which shines in the dark like 1000 suns.**



### **And there was Kamtrek.**

A grand day out! Never in the history of Kamtrek have so many clues been scattered over the North Pennines (and beyond). In fact this year, the “Assiduous trophy” should go to Bob. And if the regulations require a treasure hunt to be re-modelled as a “scatter event” – well, man, was this event SCATTERED?! Only 8 bikes – could have been better for all Bob-s work, though attendance has been less in the past – and more. Anyhow there follows a pic from the Kamtrek meal. What on earth has that man said to my wife that has caused such consternation?



**And here are some completely confused and scattered Kamtrekkers -**



(Oh – and Simon Hadden, the one in the middle, got the short straw so he's organising next year's)

## **There was also the National Rally and Kendal.**

A hectic event for your scribe and spouse as a 50<sup>th</sup> anniversary party in Angelsey had to be fit into the middle of the rally. – During which there was a ride to RGM motorcycles, who provided a right royal welcome to those who made it – because as a result of trying to get all the riders over Hard Knott pass, one got a nice free helicopter ride, and the chairman of the big Norton Club in the sky and his wife managed to gracefully fall over sideways on a hairpin.

Only 4 Northumbria bikes. Which is a pity. But that pity was more than made up for by a great turn-out for the

**Great ride to the other side:**

# Visit to the Carlisle aviation museum, and a superb private bike museum and collection.

Here are the riders – and some of the bikes with an airplane they borrowed for the day.



Not enough can be said about both these fascinating and really enjoyable museums, so I won't. But thanks go to Kevin Wood, our new member in Longtown, who organised the whole thing. Some members were unable to go because of other commitments, and a repeat ride might be a good idea for 2017. And -

## Does the sun shine through your pistons?



On the way back the branch secretarial Dommi gave a series of groans, slowed right down, and started laying a smoke screen along the military road. Slow, halting, progress was made as far as Chollerford, where things came to a stop. The rest of the group, who had been riding behind in a cloud on black smoke (compensation claims for lung injury will follow shortly), gathered around and said various wise things, and it was found that smoke also came out of the oil tank and primary drive. Immense thanks to Jeff Driffield, who made a much better offer than Carole Nash ever would have, and went back to town to fetch a Land Rover and trailer. Not only that, but he came back with Mrs Jeff (AKA Kim), who arrived in a car so Lizzie could ride home in comfort. Dismembering the bike produced a black hole – through a piston, and the crankcase oil seal had disappeared without a trace. My thanks to Richard, who dropped everything to get me back on the road.

Meanwhile Jeff has been waiting for news of his next posting – Bushmills in N. Ireland, or Iran? Latest news is that it was Busmills! Right by the distillery!

**One last evening ride for 2016 –**

Took us through landscape and roads that gave a whole new meaning to “rural”. Not only were the usual herds of sheep to be confronted, but also gatherings of agitated cows, and a horse, which was having a hyperactive nervous breakdown across out track. Anyhow, all made it safely to the Highlander, on the Jedburgh road.

### **Thoughts about the Facebook page:**

I have not discussed progress with Facebook, with John Pye, our facebook guru. But some members seem to be using it, and there have been 2 particular rides organised since we got Facebooking. One was to the second open day of the Aln Valley Railway, and the other was to Swarland Village, where some kind of show was going on. Your secretary suspects that Facebook may have had something to do with getting these events together, and that is what it was intended for – the informal, “ad-hoc”, “I’m thinking of going for a ride to “x”, does anyone want to come?” So it may be starting to work. Must discuss with John when next seen.

### **A titbit: oil filters.**

For those of us with conversion kits, for in-line oil filters, most of them use a filter also specified for the Citroen 2CV (The “Deux Chevaux”). These filters are being stocked by Gearbox Autoparts, Station Rd, Forest Hall. If they run out they will order for you. The filter is Mann filter W712/9

## **Registering your classic motorcycle for DVLA "historic Taxation" for the first time**

**John Pye has been through all this and here are his wise words on how to go about it**

The following guidelines have been extrapolated from the DVLA site, in addition to my personal experience in registering my Commando for the first time, as a "historic vehicle", thereby qualifying for "zero" cost taxation !... :) Firstly, I have to say that if you have all the relevant documents, the process is relatively "pain free" which is not always the case when dealing with the DVLA. Basically, all you need is the following:

- Current and applicable V5C
- V10 application form ( either downloaded from the DVLA or a hard copy from the Post Office
- Insurance details or a cover note
- An MOT certificate for the bike
- Confirmation from the Owner's Club / Registration Officer of your Engine/Gearbox/Frame Number record

**So here are a few questions and answers to make the process less  
"painful" .....**

### **➤ What is "historic" ?**

You may be able to tax your vehicle in the "historic vehicle" taxation class if it was built before **1st January 1976**....the operative word here is "BUILT"....not registered, but you have to "prove" that your motorcycle was "built" before 1/1/1976 if your registration document states otherwise.

### **➤ How do I tax my motorcycle in the historic vehicle class for the first time !**

You can tax a vehicle in the historic vehicle tax class at a Post Office® branch that deals with vehicle tax, or contact the DVLA with your details

### **➤ What will I need ?**

1. **A Vehicle registration certificate (V5C)** – this must clearly show that the vehicle was made or first registered before 1 January 1976. If you do not have a V5C, or if you think the age shown is incorrect, you will need to produce an extract from the manufacturer/factory record or an extract from the appropriate ‘Glasses Check Book’. Dating certificates from a vehicle enthusiasts’ club are not acceptable to change the date of manufacture for an already registered vehicle.

2. **An appropriate MOT test certificate** (for example, an MoT certificate, if the vehicle needs one by law). You no longer need an MoT or GVT to tax a pre 1960 vehicle.
3. **A certificate of insurance or cover note** (downloaded copies are acceptable, photocopies are not) valid on the date the vehicle tax comes into force, for vehicles registered with a Northern Ireland address.
4. A filled-in 'Application for vehicle tax' (V10), which you can get from [www.gov.uk/dvlaforms](http://www.gov.uk/dvlaforms) and Post Office® branches that deal with vehicle tax.

### ➤ **What happens when my vehicle tax runs out?**

About two weeks before your tax runs out, DVLA will send you a 'Reminder to get vehicle tax or make a Statutory Off Road Notification (SORN)' (V11). The notes on the V11 explain what you need to do.

### ➤ **If you need further information**

There is more information on how to tax your vehicle on the website at [www.gov.uk/vehicle-tax](http://www.gov.uk/vehicle-tax)

If you need to speak you can phone DVLA Customer Enquiries on 0300 790 6802 or fax on 0300 123 0798. You can also contact us by email by going to [www.gov.uk/contact-the-dvla](http://www.gov.uk/contact-the-dvla)

Finally, it has just been confirmed that if your motorcycle is registered as a "historic" vehicle, then you qualify to replace the yellow registration plate with a silver numerals on black background plate.....nice !!??.....

**\*\*This only applies to those motorcycles built/registered before 1st January 1976 (NB: Please note that under current governmental legislation, the criteria for "historic" taxation is on a "rolling basis" .....therefore, bikes built/registered before 1st January 1977 will become eligible next year.....i.e "rolling" year on year.**

### **Personal advice.....**

When I applied for my first historic taxation (Commando - built in November 1974), I was informed that I would need clarification from the Norton Owner's Club (Registration Officer) in the form of an official declaration, that the bike was built at a certain date, had the relevant engine/gearbox/frame numbers, and with respect to the Norton owners Club, they specifically requested photos of all three numbers.

Following receipt of same, the Registration Officer duly examined same, and issued me with a qualifying statement, which I forwarded to the DVLA as part of my registration.....all went through very smoothly.....my advice is that if you try to cut corners, it will delay the process, so it is worth following the procedure to get a swift and positive response. However, I understand that this is only necessary for "new applications for historic tax, when the DVLA is obviously requiring clarification of the bike's build etc.

The dating officer details are as follows:

<http://www.nortonownersclub.org/records-dating/factory-record>

Hope this helps..... it's certainly worth the effort .....zero taxation !?.....

Good luck, and best wishes.....

John

*(John Pye)*

***And with those wise words – may your scribe/secretary/slave wish all a rumbustiferous party season and many sunny miles in 201***

### **Officers - - -**

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