

Northumbria Branch BUMPER 2021 CHRISTMAS NEWSLETTER WITH ADDED VITAMINS



AND:

It is Christmas Party Time!!!!

AND:

It is the Branch's thirtieth birthday party too!

So we are putting up a huge notice board at the party with pictures of our story so far!

Where: Ridley Arms, Stannington

When: 16th Dec at 7.30 pm:

WARNING: The menu is delayed. Simon will email it out in the next few days. YOU NEED TO GIVE SIMON YOUR CHOICES BY THE 12TH!!!

(If anyone fails to get receive the menu, and panics, you can contact Simon. You are also welcome to contact me, your scribe. Contact info at the end of this newsletter. Enough for gastronomy -----)

Racing Richard Rides again:

Having been grounded from classic track racing as a result of falling off too many times. Richard has found a new way of falling off – long distance trials, on a Tiger Cub. . (Dried up, or wet river beds, vaulting over old mine spoil heaps etc. ----- What Jen thinks about this, I suppose we will find out.)

And: a nice email from Eddie Stephenson who we recently recruited in Cumberland (poaching?).

“Thanks for the newsletter Liz*, a good read for sure.....

I was interested in John’s piece on his Dommi, especially as my bike is also a Dommi..... I have attached a photo, please can you load it onto the NNOC website as I have access to it as a guest.. (*Finally done – so, WOW!! someone looks at the web site?*)

YHH was originally an Atlas, that somehow became a Triton (shame on them!). I found it lurking in a poor state at the back of a bike shop on Newcastle’s Westgate Road, so maybe the Triton villain was a Geordie. Anyway it was bought and shipped west to Cumberland where it was returned to pure Norton, although I could not get an Atlas engine, so it has been for the last 36 years a 99....

John may spot my non standard side stand. Like John’s, my original Norvil one snapped and when it was not snapped, it never gave me any confidence that my lovely Dommi wouldn’t end up on its side one day. So I now have a BSA/Triumph one from the 60’s with my own fittings to fasten it to the front engine plates. It works, looks fine, and gives me total confidence.....

I ventured out in the Cumbrian rain today to a VMCC cafe ride. Of the 6 bikes that were enjoying the rain, 5 were Nortons, my Dommi and 4 Commandos... Happy days...

I am looking forward to meeting the Geordies soon, until then.....”



BSA owner infiltrates Northumbria branch free burger weekend at Wooler

Unknown to fellow branch members, a BSA owner attended the branch barbecue on the pretence of having a Norton in the garage. Luckily, he was identified before he convinced too many branch members to change their allegiance (unfortunately, he did convince more than one attendees to be charmed by the comfort of a sidecar!). Branch hooligans seized and rode the combination round and round the camp site at 9 pm, both clockwise and anticlockwise. Huge fun!! (It helps if you are pissed)



Which proves Wooler happened. Including invasions of Scots, whether hon members or not. We got to see Campbell's restored 500 twin. Bert had to go home on one old bike on the Saturday, so he could return on a different one on the Sunday. And Bob took us for a ride round castles, as well as to Gefrin, the site at Yeavering where Northumbria had its capitol (when not holed up in Bamburgh)

Two of our tolerant ladies



Northumbria rules from here “



This dog is pissed off with Nortons



Info from the club “Puffer-train nerd” (equals Tony supported by his son, sub-nerd, Danny)

The Aln Valley Railway.

The open day enjoyed the arrival of 30-40 classic bikes, and that included a good quantity of Northumbria Nortons. The “rebuild” of the Aln Valley railway has continued in spite of Covid. (Also they sell sleepers: your scribe and his scrib-ess own TWO! Duly installed.)

Tony says 2 events are planned next year, in June and July - “Visiting Classics” weekend in June and the Northumberland Fair weekend in July, both delighted to see Nortons. For more info: alnvalleyrailway.co.uk

Yetholm camping:

Now a traditional camp with lots of Scots, organised via David Templeton of Tay Valley branch – and – in spite of complications in organising pub meals due to Covid, a good time had by all. Different groups rode out in different directions – Bob et al heading North, while Alan led of group of three for a long trip to Wanlockhead, Scotland’s highest village which, surprise, is NOT in the Highlands. Objective not reached, due to the Scribe’s gremlins, see below, but most of the route covered. Some comments heard on the effects of E10 fuel (like ragged running it town, and “throat needed clearing” with a burst after leaving towns). It would be interesting to receive member’s experiences with these fuels. (Scribe is hoping for a “Eco-fuel” to arrive that can be used in the Norton and the car, so as to avoid bugging around with batteries. If the M.D. of Rolls-Royce is including plans for E-fuels in aero engines, why cannot I?) Here are 3 Nortons relaxing at the St Mary’s Loch café.



Simon's evening rides.

Simon has been assiduously organising evening rides right through the season Too much to report here. AND FUNNNN!!!! Including a pub social. Only it is usually a small group of "usual suspects" that turn up. How about more joining in next year? Covid bugs cannot keep up with a Norton!

FINALLY we managed it – just – we did have Kamtrek:

It finally happened, after 2 years' delay due to covid, with confused motorcyclists scattered round the Northumberland countryside. However with one competitor off because he was poorly, one leaving after the lunch stop, and one pulling out because of rain, plus Michael and Geraldine Sutherland out of action because of Geraldine's wrist operation, there were only 5 finishers – actually Graham Orr finished his afternoon quota the next day. A big mistake because he won – and the winner has to organise the next Kamtrek. A vast tea was served by Helen of Bingfield farm, in the remote church at Bingfield where the scribe attempts to play the organ to the faithful (he will do anything to get an audience). But we were few and had trouble eating it all – Anyhow some useful funds went into the kitty.

Rain only actually struck on leaving Bingfield but wet and increasing darkness made the ride home a bit stressful. But an enjoyable day.

But on Kamtreks – our regular Kamtrekkers really enjoy these events. They are always a bit chaotic/crazy, but all the better for it. But unless numbers can be increased, is it worth at least 2 days' work to set one up?? Kamtrek was originally an event of the Seaton Sluice Hells Angels Geriatric Society (SSHAGS), but open to all. NOC competed. So did some vintage people, and a few from the Amazingly Advanced Motorcyclists of Northumberland. But as SSHAGS seem to have dropped off the end of the world, it has drifted into our care. The amazingly advanced motorcyclists have dropped out (though Michael Sutherland says if he comes next year he can drag in a few more). Simon Hadden has in the past got a few vintage people, but the only response this year were 2 with duff bikes (so they just appeared in the pub).

The thing is complicated because if there are over 13, (or 13 and over) you now cannot have a treasure hunt following a set route. But you can have a "scatter event". That's clues dotted round the map, which competitors can take in any order, and where not all the clues have to be visited. So we have to organise that way in case we get over 13 (or 13 and over). But if we drop these events they could be gone for good.

Anyhow Simon seems to have plans for next year. SO WATCH OUT!!

But also: Concerted gremlin attack defeated? - we shall see – Scribe's recent life with a Norton.

(My whinge, but maybe there is something to learn from people's troubles)

Just before Yetholm, RHS exhaust ring loose: threads too gone in head. Temporary fix: wind ring threads round with PTFE plumbers tape. Seems to hold.

Ride to Yetholm. 100 yds/m from campsite gate engine dies. Push into a friendly yard. Then it works. Next morning it works on the camp site. Set off with Alan and Simon for Wanlockhead, and after ¼ mile engine dies. H T lead eventually found half way out of distributor cap. Push in firmly, and off we go. Petrol stop – and engine trying to die. Same issue. Modify end of H.T. lead and shove in. AOK from then on. Exhaust ring loose on return to camp site. More PTFE tape. Misfiring on long hills but OK on the flat.

Will have to send head off to have ports "done". But I have a spare head, though it is earlier type with smaller inlet valves. No problem, I have spare smaller valves and can use the exhaust valves from the "poorly" head.

Clean up spare head, grind inlet valves. Take off poorly head. 2 of the 3 dangly studs under the head have their nuts corroded in place – (hidden damage by road salt?). So the studs unscrew from the head instead of the nuts coming off, and the studs are now dangling inside the block, but hell to remove.

Look at spare head: bronze exhaust ring tighter in the older spare head, but in fact the threads look just as worn as on the other head. Check I.D. of hole in head. It is less in the old spare. Then discover the old head needs an inlet manifold with smaller diameters. Realise I once had one – once - but I gave or sold it to one Stuart Rankin years back. Find Norvil have suitable manifolds, but expensive. Decide threads on the exhaust ring may also be tired due to rattling and vibration. Norvil and RGM do not now sell rings like mine (bronze), but have chromed brass. Buy from RGM. The threads on these new ones are more pronounced: engage well with the worn threads on the "damaged" head, so do a decoke, and valve grind and refit the supposedly tired head, but arrange a brace between the forward part of the exhaust pipe and

the frame, RHS, to avoid rattles and loosening. But my spare head is no use as a spare without a manifold. Go mad and buy one from Norvil, and put away the spare head.

Off on the road. Misfiring and then a noise like the wrath of God on one cylinder. Find silencer has corroded out inside. Original source of my silencers is a bit of a mystery, but find some on the web from British M/C Parts with identical dimensions. They arrive. Noise like the wrath of God on **both** cylinders now. They are different inside. Modify with home-made baffles (pic). A bit less noisy. Take young lady for pillion ride over the border and round. (Treat for an old man!) But misfiring on long climbs.

Examination eventually finds fuel starvation as the fuel float valve was only just opening when the carburettor float was lowest. How can this be? I have been using that carburettor for decades? Anyhow insert fibre washer as spacer to raise the float valve in the top of the float chamber, and test fuel level against the little spot on the cover, using thin PVC tube attached to the pilot jet. Level a bit under 1 mm below the spot, but fuel pours in now if you tickle. Also, having shoved in my baffle in the back end of the silencers, shove in 3 stainless steel pan scrubs in the front of each silencer. Still louder than the previous silencers, but Clive, Simon, Other Simon, Graham and my own wife say noise now acceptable. Ride to Morpeth and Longframlington to deliver Kamtrek trophies. Gun the bike up the long climb up to Longframlington, and no hint of a misfire.

So – is the bike now reliable enough to go to next year's International in the Czech republic?



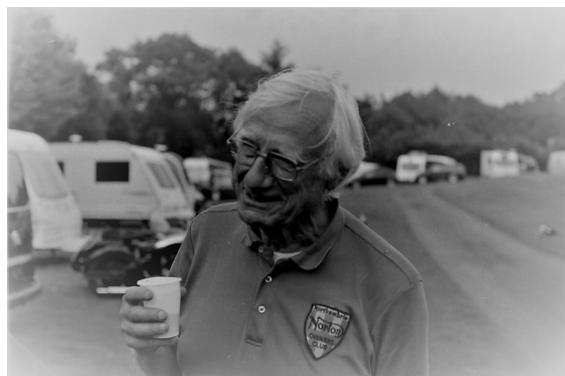
(Home made baffle from B&Q galvanised post, exact OD for interference fit! Fit using big hammer)

Next year??? Slowly things are getting a bit more normal, with or without Covid. Plans are being hatched. Watch this space! Watch Simon's emails! And bring all your favourite plans to Spring's AGM.

Wishing you a merry, Covid and Gremlin-free Christmas. Rejoice! Rebuild!! Renew!!!

Rejuvenate!!!! LIFE!!!!

**By the way, this newsletter is from John Powell, branch scribe. Emails say they come from Liz. That's because for some reason any computer owned by us is called Liz. (She's the lady on the pillion)*



Scribe

Officers - - -

Chairman: Bob Tym. 01670 517949. robert.tym@googlemail.com

Secretary: Simon Murray. 01670 785792. mob 07483 888801 . simon@bar Moor.com. E-mail will be best.

Money scrounger: Alan Millar. Tel 01670 853223 mob 07734402110 better text than e-mail, though e-mail is a_m_millar@hotmail.com

Scribe : John Powell. Tel 0191 281 8116. . Mobile:07802 257800. jnoandlizpowell@yahoo

