

**There is only one place in the world that has a skyline such as this and a Kiwi on an old Norton was feeling somewhat small in comparison to Monument Valley**



## **From Minneapolis to Los Angeles by Norton, our President's cultural tour.**

On Tuesday August 16<sup>th</sup>, after a session at the dentist, I finally heeded Lou's calls to get over the hill before the storm hit. I hastily packed my riding gear, tools, together with a small number of clothes, then a mate took me to Motueka that afternoon, and just as well! The Takaka hill closed at midnight due to slips after the heavy rain. At Nelson on Wednesday morning they were talking about closing the airport due to the weather, so I got an earlier flight to Auckland, leaving the flood devastation behind and our house somewhat isolated, "Sorry Lou".

I flew to Los Angeles and after 3 hours in their Immigration "chat room" I was allowed in, then flew to Chicago, arriving at 5.30am on Thursday. My old class mate from 1992 met me and we caught up with life after 35 years over breakfast. On Saturday morning we drove to outskirts of Dixon, Illinois, to another old classmates farm where a Harley Softail springer awaited. We were off on a Poker Run with 50 odd Riders around the rural towns, 80MPH no helmets, torrential rain in places, bloody scary, when your 'Sunnies' are fogged up! Being summer it was warm so things didn't take long to dry out. Sunday morning at 6am we drove 500 miles to Minneapolis to collect my Mk3, 850 I had bought from pictures, with a leap of faith, on Ebay, plus some discussions with the owner over storage 'till I could pick it up. I had originally wanted to arrive in late Sept/Oct but he informed me that there could still be a foot of snow on the ground then. He started the bike and it sounded as good as it looked, so it was loaded on to our pickup. His Father had been a Norton Dealer and I was offered the Norton Crate the bike had come in. His Dad had bought several bikes in the '70's for \$1260.00 each when the factory was closing. He had a Nice Dunstall and another 850 in his house. We then drove back 500 miles to Dixon, the whole trip taking 15 hours.

The next morning I started working on the ers, a rear tyre, plus a LED headlight bulb

bike, checking oils, and mechanicals, fitting panniers, (lights on bikes is mandatory here).





I had made contact with Suzi Greenway, the INOA President, and given her my itinerary. Well, the Stateside Norton owners bent over backwards to help! In no time at all offers of assistance poured in from Members all over the place, of special note was Tim Smith in Illinois, who donated a pair of Bates panniers, plus a rear tyre and tube, some Norton T/Shirts and a club directory of members across USA, Jim Murray who lived 60 miles from Tim in Iowa, Jerry Doe, from Access Norton in Colorado, Eric Bergman, from Colorado and Bill Wellbaum from Las Vegas. Without their help the trip would have been a disaster, as you will see as you read on.

My first ride out on the Mk3 was on Tuesday, planning to visit Jim Murray in Iowa and then go to the American Pickers in Le Claire, but things started badly, as the bike kept starving for fuel. Eventually I got to a Harley shop in Dixon and fitted a new fuel filter and cleaned the fuel tap filters, away at last, but after viewing Jim's bike collection and sitting in the shade, there was not enough time left to ride to Le Claire. Riding back to Chicago with my friend Richard on his Harley, the Norton started to misfire, turning the lights off helped, but with darkness approaching and on the freeway, 20 miles still to ride, she died! Richard was way out in front, as I coasted to a halt under an overpass. Flat Battery! Richard appeared 10 minutes later above me on the overpass, and explained it was a 20 mile ride to get back to where I was stopped, Jeez! He then headed off to buy me another battery, which, when he returned, I skillfully caught as it was dropped from above!! I fitted it with help from my cellphone torch. As my Vodafone global roaming wasn't roaming on this globe, I had no Satnav and limited Internet access, I had to ride to the next 'on' ramp and follow Richard to his Chicago house. (*Life ain't easy for a poor country boy in the big wide world!*) Ed.

Wednesday morning I made a quick call to Tim to find the required parts, as I had tested the charging system and diagnosed that the Reg/Rectifier had failed. A phone call to Ed Zender, owner of 'Morrie's Place', confirmed he had all the parts I needed. We drove 1 ½ hours to his shop which contained approx. 70 classic Brit bikes and an upstairs new and used parts emporium, plus some wall 'Art'. (*see right*) I got oils, filter and a new solid state Reg/rectifier, after a guided tour and being gifted a shop Tee shirt and an invitation to go riding. Returning to Richards I fitted the parts and changed oils. Then we went for a test ride out to dinner. We ended up pushing the Harley home after a battery terminal broke!



Thursday morning and I was on a flight to Orlando, Florida, to spend a couple of days reliving the '90's when I went to a Harley school and worked at a custom Harley shop. Visited old haunts and stayed with Joe, my old Boss, who now lives not far from where I bought my first 750 Commando. Orlando has grown lots resulting in horrendous traffic, coupled with Temperatures and Humidity both being very high.

Sunday 28<sup>th</sup>. I flew to Raleigh, North Carolina, to visit an old work colleague from Nelson Telecom Days, (who just so happens to own a Bar in Durham and a swimming pool ). Lazed about and saw the sights of the area on Monday. Next day we drove to Charlotte and met up with ex pat Kevin Archer and John Deidrich who are Matchless Club Stalwarts, both had fine collections of British Bikes. Wednesday dawned and I flew back to Chicago, did some final sightseeing and packed my gear onto the Norton to start my Journey to Los Angeles.

On Thursday I rode from Chicago with my friend on his Harley to Iowa and visited The





'American Pickers Shop' in Le Claire, on the banks of the Mississippi River, then to the National American Motorcycle Museum in Anamosa.

Some of the roads here have grooves for rain drainage, this is no fun on a bike as it feels as if you have 2 flat tyres, this caused a bit of a 'pucker' in the riders rear end from time to time! Stayed in Grinnell. Friday saw me riding alone for the first time, mainly on the Interstate and stopping every 80 miles or so for petrol. Cheapest was US\$3.25/Gallon, and dearest US\$4.75/gallon. The temperature got very hot in Nevada and the roads were full of Trucks and Cars. The few bikes I saw were all Harley Baggers. Did 400 miles and spent the night in North Platte.



Saturday, 3<sup>rd</sup> Sept, I hit the road at 7.30 to avoid the heat and to meet up with Jerry Doe from Denver in the town of Stirling. My Internet was still not working, so I was navigating with a map. I was also unable to communicate with Jerry, so I rang David Gortner in New Zealand who was able to message Jerry my location. Finally met Jerry, who had ridden his Harley, (Nortons are only for short rides it appears). We had lunch, then rode another 300 miles on those dodgy roads, (it's like riding on marbles), to his house in Aurora, Colorado. On Sunday I cleaned my bike and put it on Jerry's lift where we re-jetted the carbs, due to altitude, I also adjusted the isolastics, and gave things a general check over. Temperatures were very hot, it was great to have air conditioning in the workshop garage! Went sightseeing around Denver and up into the surrounding hills. On Monday, Jerry on his Norton, and I rode out to Golden and met some more Norton Club guys and looked at some bikes for sale. I became short of breath due to the altitude and heat. Tuesday morning saw Jerry, (riding a Harley with lovely sound system), and I departing Denver, heading for the Rockies and the town of Gunnison (237 miles). Very scenic and lots of Harleys in groups on the Road. We found a steakhouse and had a couple of beers in the warm evening outside our motel. Wednesday, we rode to see Bob Herman, who lived out in the desert in an underground house. Nice collection of bikes and an ES2 engine with an interesting history that had been an advertising feature for a fuel company. Rode through heavy rain near Durango on our way to Dolores to stay with Matt Rambo, the owner of Colorado Norton Works.

Thursday, Jerry rode back to Denver and Matt gave me a guided tour of his business, very impressive, then we drove out to meet a friend who specialised in Vincents, it's amazing what is out there if you know where to look. I rode off alone at 11am, thru Arizona into Utah and Monument Valley, around 300 miles, at 107 Deg, and spent the night in Blanding. Very desolate and not much traffic.



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# Presidential Prattle...

Hi everyone,

Welcome to summer! Its pouring with rain here!

The upcoming annual rally entry form is tucked into this edition. Price is a little more expensive this year due to location and not having our own bar, which in the past has subsidized entry costs. I fear this is going to become the norm for future rallies. Oh well its in line with everything else in the post covid world of increasing costs, labour shortages ( where have all the workers gone!) and material supply.

I've been on a couple of rides since my USA trip. The first was over to the West Coast to Little Wanganui for a friends birthday who just happens to own the Hotel there.. Met up with several Norton club members on the way and had a fantastic ride thru the Buller gorge and over the Karamaea Bluffs. Weather was fine all the way and the tool kit remained closed .

The second was the weekend before Labour weekend to Murchison for a 70<sup>th</sup> birthday bash. The idea thought up by the birthday boy is to meet there every year and celebrate life as he put it " we only all get together at Funerals ". Damn true and a great idea. I rode my 1973 Triumph Trophy Trail and did most of the gravel roads . Fine weather again.

The Annual McLean's Island Swap meet 7-9<sup>th</sup> October finally went ahead this year. Caught up with a few Canterbury members and had a good evening in the caravan with Jim Stevens sorting out the worlds problems.

My Norton I rode thru the states is in NZ and awaiting customs clearance, so in planning next years adventure I have bought another MK3 Commando in Illinois, where its at a friends farm awaiting some love, as it hasn't run for 8 years. I'll get an Interstate tank this time . I see the INOA are having their annual rally in Washington State 21-24<sup>th</sup> June- anyone keen? "Well its been a funny old year, Granville" , Have a safe and happy Christmas and New Year



**Murray McLean**

WELCOME TO NEW & RETURNING MEMBERS... A welcome to new members, Karen Molesworth (Auckland), Kingsley Archer (Christchurch), Greg Cornish (Blenheim), Leo Shuker (Christchurch) and Albert Turner (Otorohanga). We invite you to participate in our club and our newsletter by submitting articles of interest & photos of you and your bike/s. We hope you are able to ride with us and attend our rallies. Please feel free to contact us with your repair and restoration queries. Check below for contact details of your local area rep.

## CONTACT US

All general correspondence to: Norton Owners Club of New Zealand, 26 Te Awa Lane, RD3, Hamilton, 3283

### COMMITTEE

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**Taranaki:** Keith Monk .....06 757 5137

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**Canterbury:** Jim Stevens 03 332 2623

**South Canterbury:** Brian Jopp 027 693 7400

**Dunedin:**

**Central Otago:**

**Southland:**

**Club Bank Ac. No. 15 3942 0772462 00**



# Secretarial Scribblings...

Hello All Norton Enthusiasts,

The 2023 NOC National Rally & AGM is fast approaching. February 17<sup>th</sup> to 19<sup>th</sup> at Spring Creek Holiday Park (which is located to the north of Blenheim in Marlborough), is the location this time. Barry Hutchison and his group have been busy organising things for a great weekend and one can imagine it has not been particularly straightforward for them, what with a bit of confusion

over accommodation and the leftovers of Covid requirements, etc. Regarding where to sleep if you haven't arranged it already, the Holiday Park and local motel accommodation is now almost fully booked but there are plenty of motel beds available in nearby Blenheim. The Grove Park Motor Lodge on Grove Road/SH.1 (Ph. 027-246-8082) is handy and will be connected to the rally venue by a shuttle as needed. You should be getting together and starting to plan your visit by now. Rally entry forms are with this newsletter, but remember, send your entry bookings to the secretary please, not to the organisers. If you are anticipating using the InterIslander or BlueBridge ferry from the North Island, then get onto our authorised booking agent Tony Hirst pronto and hopefully make a reservation, as we hear they are fairly well booked already. Tony can be reached on Mob. 021 726711 or by email at: [cookstraitcrossings.co.nz](mailto:cookstraitcrossings.co.nz) and when travelling, make sure you remember to take along your membership card to show if asked when booking in. Keep the receipt to claim your NOC inter-island \$40 rally rebate.

Unfortunately, we have had to strike-off ten members who have failed, after several reminders, to pay their annual subscription. Not all bad though, as we have had more than twenty new members join us in the past twelve months despite the reported failing economy, to more than balance the membership ledger.

Good to see that Norton Motors intend to continue building 961 models after carrying out many updates to correct inherent faults in the original design. This should ensure a continuation of spare parts supply for existing owners as well for quite a while yet

For the racing enthusiasts among you the forthcoming Pukekohe Classic Festival next February will be the last unfortunately, so make sure to spend some time in the NOC display area as well as with track-side companions remembering old times at 'Puke – they ain't coming back again.

Trust you will all enjoy a Very Happy Christmas with family or friends and come back to club activities with renewed enthusiasm. Enjoy the rally and the open road whenever possible, ride with consideration for other road users and with care for yourselves.

*Bob and Jillian Hayton*

## NOTICE OF MEETING

The 2023 NZ Norton Owners Club Annual General Meeting, will be held on Saturday 18<sup>th</sup> February 2023 at The Trout Hotel, Canvastown during the rally ride lunch break, starting at 12.30pm.



# Editorial Edifications...

Greetings and at this time of the year I guess it should be seasons greetings as we all get ready to unwrap gifts from ourselves, surreptitiously placed under the Christmas Tree. Of course in to-days world I must now apologise for being so presumptuous as to assume we are all of similar views about celebrating some chaps birthday that happened well over two thousand year previously. If you are a trifle miffed, just carry on working, paying taxes, whilst the rest of us relax with a cold beer.

The Editorial shed is finally clear of others projects and I can concentrate on belting a sheet of aluminium into something that will hopefully resemble a petrol tank for the G80S that has been patiently waiting for such an item to eventuate. As part of the G80S project, there were a large accumulation of parts that I wish to jettison . Little interest has been forthcoming, so a trip to the local dump is now very much on the cards, headlights, oil tanks, tool boxes, engine plates, jampot suspension legs, etc, will all be returned to the folds of Mother Earth, from whence they came. As the vicar says at a wedding, "Speak now, or forever hold your peace".

I think I spoke too soon, as somehow a Greeves Silverstone 5 speed gearbox that is "full of neutrals" has ended up in my care. I have no experience with these items, created by one Mr. Albion, but am discovering that the chappie who designed it has obviously had his share of difficulties in life, judging by the way the selector mechanism works. The owner forums talk about the ends of selector forks breaking off, as one has on the example on my bench, but one is not to worry, as it doesn't seem to matter, plus one can't buy replacement ones anyway !!

I came across a project the other day that has been quietly bubbling away at the bottom of the North Island for a few years. There has been the occasional mention of this from time to time, but nothing has been loudly shouted from the motorcycling roof tops in our country. I refer to the Engrich ART Motorcycle. This is a bike crafted by three enthusiasts who also happen to be design engineers and set themselves a task of creating a 360 degree, 1200 cc twin, with a balance piston to cancel the vibes. The story and videos of its manufacture, all done in their spare time, are mind blowing, they machined the fuel tank from billet alloy in seven sections and then welded it together to create a perfectly, symmetrically shaped vessel. The whole bike is machined from billet alloy or steel, apart from the engine castings which were done in Feilding. Top quality items such as Ohlin's suspension, Brembo brakes, have been fitted and the bike is now running, log into their web site, [www.engrichmotorcycle.nz](http://www.engrichmotorcycle.nz) and see for yourselves. It is not too dissimilar to the Norton 961 in profile. The Upper Hutt dwellers can be justly proud of what has been achieved in their neighborhood.

Norton Motors are ramping up their sales pitch once more. It seems they are now ready to once more take on the world with bikes that will live up to their hype and sales pitch. There are new models in the pipe line, what form they will take is yet to be revealed , but if they look as good as the new V4 models they will turn a few heads. Hopefully the angst is now all behind us and those who have been ripped by the previous rogue have finally got some satisfaction.

*Mike*

## NORTON ENGLISH CALENDARS

We have ordered these 2023 calendars for those members who get them regularly, but any other members who wish to obtain one are advised to go onto the NOC-UK website and order it for themselves. You will need to be a NOC-UK member or know somebody who is, and log-in; go into NOC Shop and the Calendars tab to select purchasing from 'Europe & Rest of World'. Cost including postage is 14.00 GBP.

*John Taylor-Leigh*



## THE NINETEENTH NATIONAL CLASSIC MOTORCYCLE RALLY GETS OFF TO A BLAZINGLY GOOD START



Held at Stoney Creek Ranch in Hawke's Bay over the weekend of 16th—18th September, things were fired up from the going down of the Sun on Friday, with the Chris Lane designed 'Pallet Burner', being a most popular focal point as the temperatures fell once the big bright thing in the sky went and hid behind the distant hills. It was reported one or two brown bottles were consumed to maintain hydration levels, along with the occasional tippie from the land of thistle jumpers.

A total of 118 attendees on a total of 108 bikes. These ranged from a 1918 Excelsior to a modern 'Whizz-bang Ducati. The usual assortment of Triumphs, Nortons, BSA's, an Ariel or two, a couple of Velocettists turned up on their steeds, then there were the AJS and Matchless brigade, the city of Stevenage in the UK sent one of their Vincents, a brace of Moto Guzzi's from Mandello d Lario, plus one with a "Bit on the side". The Bavarians sent an offering with bits sticking out each side, then a group of Braves on their Indians, plus those on the dark side with the occasional Harley. The land of the Rising Sun was very much in evidence with Suzuki Kettles and a Katana, a fleet of GB Hondas and fours, plus a Yamaha or two making up the numbers.

As attendees rode in, the banter commenced, the shadows lengthened, the banter continued, the cloak of darkness enveloped all, the banter got noisier, only pausing as the call for dinner was sounded and the jaws were still moving, but with a rather more purposeful intent. The one thing that really stands out at these gatherings is the renewal of acquaintances, some recent, many long-standing, as the comradery of motorcycling envelops all. It was great to see a couple of bikes and riders making the journey from the South Island, Neil Hodgson on his 2012 Triumph T100 and Duncan Smith, riding a 1972 Triumph T120, gentlemen we salute you, 740 Kilometers, not including the Strait!

Saturday dawned fine and clear, that was the weather, but some of the attendees may not have been so! However breakfast was served, eaten and washed down with tea, coffee or hot water for getting into. The great line up of bikes in some semblance of order was accomplished, then many furrowed brows saw voting papers deposited into the ballot box to be sorted by a selection of desirable young ladies that had been abandoned, whilst the one hundred or so of us toured the back-blocks of Central Hawke's Bay and tried not to get lost.

Driving the back-up vehicle on the 'ride' I soon came upon a 850 Commando that , as the rider put it, "Failed to proceed". Tightening up the wires to the battery terminals restored things and it promptly proceeded to proceed! Next challenge was the rather old Excelsior, it too had failed to proceed, seemingly running out of sparks. Much juggling of hot spark plugs, closing of plug gaps and some spirited kicking was rewarded with a somewhat stuttering bellow from the exhaust. "We'll carry on until it does it again and then it can go back on the Ute", was the verdict from Mr. McPhail, ace mechanic of things old and American. My phone found some coverage and I fielded a call from a Wellingtonian, my house guest, whose views on back-up vehicles were mentioned earlier, "Dear sir, I have a flat tyre" was the plea. Fighting the urge to smile, wave, toot and carry on, I loaded his bike



onto the trailer and him into the front seat and proceeded to tow it around for the remaining 3/4's of the run!! Meanwhile the Excelsior had again chuffed to a halt and was now resplendent on the Ute.

After traversing what seemed to be every road in Central HB, we finally arrived, rather belatedly, at the lunch venue, but were fed good hearty country fare, so the inner being was content. A 'Country Mile' up the road, we again paused at the Mills Motor Museum, where the display of trucks, bikes and bric a brac from years gone by, captured the interest of all. Like the Ginzo Knives advertisement, "But wait, there's more". A flurry of phone calls established Jawa Glenn too had run out of air in the rear tyre of his GB. So off we went, curtailing our visit to the museum, to find a rather forlorn figure at the Dannevirke BP Service Station. Efforts to reinflate things proved fruitless, proceedings being livened up by a debate started by a by-stander who maintained lack of pressure caused the original issue. This developed into "I've had more bikes than you" contest with our Wellingtonian friend. Managing to defuse the situation and loading Glenn's bike onto the trailer we set off in an Easterly direction, planning to make our first stop at the house of Glenn, then the Editorial Manse. Fate, however had not quite finished with the National Classic Rally. Approaching the turn off to SH50 we came across the aftermath of an accident where our Club Secretary Norm, had been rear-ended by a rather alternative looking early settler. Norm was not looking too flash, having had his left shoulder dislocated, his gear was in tatters, but had done what it was designed to do and protected him well. We loaded our gent, who was impressively stoic about the whole affair, into the waiting ambulance and in rather sober mood, continued homeward, dropping bikes as we went and finally returning to the Rally, where the mobile fire place was once more in fine form, consuming pallets with ruthless efficiency and warming all from Gisborne to Masterton, such was the heat being produced. A council of 'War' was held by those who feigned responsibility for such things, resolving that the 20th National Classic Rally would be hosted by Wellington in 2024. Pencil in the occasion. That issue resolved it was "More pallets please Sir, as the temperature dropped.

The two 'Cookie Monsters' at our rally site had once more conjured up a feast for us all and platefuls of fine fare were consumed with relish, or was that gravy!??? Prizes for having bikes that others would like were awarded and cheered for, and at this point we need to thank our two generous sponsors 'Motorgear' and 'Chemz', both local Hawke's Bay companies and both worthy of our full support, Google their names and view their products, they support us, we should support them.

Stories were told, none of them true, then a contest to find the group who could still find the most amount of useless knowledge in far flung corners of their minds then write it down on a piece of paper, was held in the form of a 'Quiz night'. Winners were congratulated and as the evening wore on the lure of the pallet burner strengthened and the faithful who resisted sleep stood around and swapped stories that may once have been true, as they enjoyed the warmth that our forests were providing, keeping bodies and beer at similar temperatures.

Sunday morning was heralded by the sound of many fine examples of bygone machinery being persuaded back into life as the attendees headed for home after another hearty breakfast. Most made it, some suffered 'small' issues, see photo! (*A less than 'Triumphant' moment, featuring the fortunately rare, 4 piece crank!!*), as Lex Nalder from the Hamilton Hard Core says, "This is what happens when Triumphs try to keep up with Nortons"!

We must thank the crew of the Hawkes Bay Classic Motorcycle Club for their efforts at organising and running the event for us, our gratitude for a job well done. These things don't run themselves and the committee of the HB Club is to be commended for staging a most enjoyable weekend.

See you all in Wellington in a couple of years time.

*Mike*





## WOTS ON

VCC Waikato Branch Pre-Christmas ride and visit on Sunday 11<sup>th</sup> December leaving from Cambridge Clubrooms in McLean Street. Meet at 10.30 for an 11.00am departure.

VCC Waikato Branch 'Mooloo Meander' starting from Cambridge, Saturday April 1st 2023. Contact Peter Spiller for details and entry form on 07-8230944 or email at: [paspiller@extra.co.nz](mailto:paspiller@extra.co.nz) if you would like to go along to this always good event.

Jampot Rally, AJS and Matchless owners gathering, is to be held at Clarks Beach 3, 4, 5th March 2023. Bookings can be made at the rally site direct. Details from Mick 021 2288742, Alastair on 0274 933229 or Buster on 0274 786747

[www.clarksbeachholidaypark.co.nz](http://www.clarksbeachholidaypark.co.nz) PH: 09 232 1685

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Opinions expressed in this Newsletter are nothing to do with the Editor (who so opinionated about all things that nothing else matters) or of NOCNZ.

The newsletter content is produced by amateurs for enthusiasts. We try to get things right and not break any rules but we are mere mortals so use common sense when interpreting and applying the technical info. And if we do get something wrong then sorry, let us know and we will do our best to correct it.



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### NORTON REGALIA

Please direct any enquiries about club regalia to:  
**Club Regalia Officer: John Taylor-Leigh** | Ph: 03 942-2977 | [johnleigh1@mail.com](mailto:johnleigh1@mail.com)

We have available on request a Regalia Catalogue, items include:

- Lapel pins
- Stickers
- Caps
- Tee and Polo Shirts
- Belt buckles
- Mugs
- Norton Books
- Norton tuning literature
- Videos and DVD's for loan
- New Items in:
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  - The Unapproachable Norton by Murray McLeod

[www.nocnz.org.nz/regalia/](http://www.nocnz.org.nz/regalia/)

## Trade Adverts

Trade advertisements are welcome with free design offered. If supplying own artwork, ads should be supplied to sizing below and as print-ready pdfs. Ads will be published in the newsletter and on the Club website.

The cost structure for six bi-monthly newsletter insertions as well as for one year exposure on the Club website is:

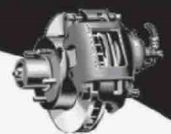
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Other sizes pro rata. There will be no charge for members' individual classified advertisements such as 'For Sale' or 'Wanted'.

Please contact Club Secretary on  
07 856 7238 or [secretary@nocnz.org.nz](mailto:secretary@nocnz.org.nz) to discuss

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Some people just cannot help themselves when stalking your editor!! I was quietly walking into the Lake Ferry Hotel, to hopefully enjoy a "Famous Fish and chip" meal, and there it was, the award winning Commando of Simon Hickman's, just waiting to be photographed. Simon was there enjoying the sunshine and company of a group of like-minded guys and girls, we had a quick catch up with a true story, followed by "I'll show you mine if you show me yours" bikes that is. Life is always full of nice surprises when you ride a Norton.

### Continuing Murray's Stateside Journey

Friday dawned and I left early and rode to within 10 miles from Hanksville, where I ran out of fuel with 126 miles on trip Odometer. I carried a fuel bladder which held 12 litres, so no dramas. Temperature 125 deg, The scenery was stunning as I rode thru tall canyons. This country is all Indian Reservation Land. (*"How, Brother", "Me come from land of Long White Cloud, breeder of Chinook Salmon, second cousin of Hiawatha, but no got wam-pum"*), Stayed at Bryce Canyon. Saturday and I rode 250 miles to Las Vegas. Things got quite stressful as I arrived in 'Vegas'. I had booked a hotel, but with no navigation, had no idea where it was. As luck would have it, I turned off the freeway and pulled over on the 4 lane road to ask directions, only to look up and there it was, the Hotel was 200 metres up the road! The place was a Casino as well, (*surprise, surprise!*), so whilst waiting for 4pm so I could get my room, I tried my luck on the Blackjack table. That was a disaster, (*surprise, surprise!*), so went for a walk. After settling in to my room I called Bill Wellbaum, the Vegas Norton club Rep., and arranged to meet up the next morning. On way out up the strip for dinner I put \$25.00 on one card on a blackjack table and drew a blackjack so that \$75.00 paid for my previous loss and dinner. Sunday was a bit of a disaster as I was trying to find Bills place. After 5 phone calls from various locations in Vegas I told him where I was and he drove out and guided me to his house. We fixed my main-stand, which had lost a pivot bolt. Bill took pity on me and we went firstly to a phone shop (4<sup>th</sup> one I had been to), to try to sort internet Navigation, no joy, so off to the Apple store for a technician, they couldn't help either, so I bought a new phone which worked fine. Thanks Bill, you saved me! Vegas is a busy city and was an ideal place to 'people watch'. Back at my hotel I got a phone request from Chris O'Connell back in NZ to put a bet on the roulette table, which won! Had another crack at Blackjack and won some more. The following morning I left Vegas at 9am and rode thru the remaining Desert and some rain showers to Los Angeles, fully equipped with Satnav at last. Traffic was very heavy coming into L.A., where I narrowly missed being taken out by a truck. Got to Ex pat Andrew's house around 3.30pm and unloaded the bike. Andrew, who I had only spoken to on the phone, invited me to stay for the rest of the week so we had a Kiwi BBQ with Kevin, who had just arrived from NZ that evening and was resting up. Tuesday to Sunday I toured around Orange County and the Beaches, getting lost when my satnav went into bicycle mode. Finally, with the shipping taken care of, I was on the plane back home.

With Roadster fuel tank I made 60 odd fuel stops, covered nearly 5,000 miles, made lots of new friends and re-united with 6 guys I hadn't seen for 35 years. Everyone I met was very friendly and helpful and special thanks again to the INOA for their support. It was hot, riding mostly in t/shirt 'n' jeans and I saw scenery I have never seen before. I will be back!

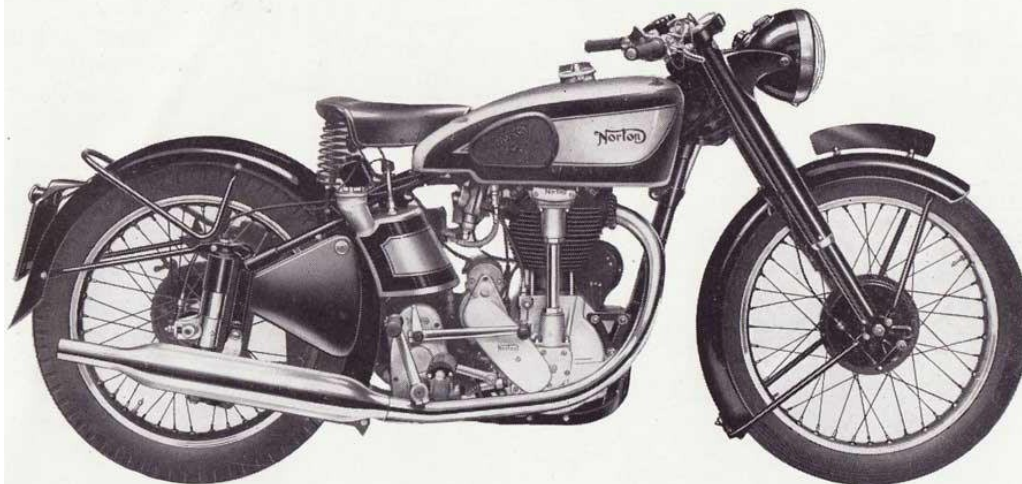
*Cheers, Murray McLean*



## A potted history of the 'Inter'

Post war development was nil on the Inter, with only detail changes like changing the lights. Some sporting features, or clubman's, were to order, like alloy barrel and head and perhaps some Manx parts. The gearbox stayed as the up-right version while other models got the laydown box with less gear lever movement. Cracks in the fuel tanks saw a change to Bolt thru and rubber pads

Chrome tanks where probably an export feature. Today the tank paint styles show lots of variation presumably all ex factory variations.



**INTERNATIONAL** MODEL 30. The Model 30 employs the world renowned NORTON overhead camshaft engine. The universal success obtained with this particular type of engine is an indication of the soundness of design. The bore and stroke is 79 mm. x 100 mm. and the capacity is 490 c.c. The NORTON spring frame is employed as standard specification. MODEL 40. This machine is to the same specification as the Model 30, with the exception that the engine capacity is 348 c.c. Bore and stroke 71 mm. x 88 mm. The Models 30 and 40 are available with light alloy head and barrel, with central oil feed to rocker box, at an extra charge.

For MANX MODELS see separate leaflet. [ManxNorton.com](http://ManxNorton.com)



The final version

Way back in the late 1970's I purchased a plunger Dominator thinking parts would be useful on the Inter resto, BUT NO nothing was the same between the two.

The Dominator twin engine is far simpler in design and would have been much cheaper to produce over the complex bevel drive OHC engine. The inter still had the look of the prewar style and Norton needed to move on.

The Manx engine received development post war returning to the twin cam version and racing development for Chosen riders. While looking the same the Manx and Inter also have differences and not all parts are interchangeable for the plunger models.

**Dave Robinson**



Dave's very nicely restored 1949 'Inter', basking in the sunshine



# On the Overrun at Pukekohe



Fresh from the McIntosh workshop, this brand new model 30 Manx was given its first canter on a track at the October Pukekohe 'Under Water Festival'. Mark Darrah is the lucky recipient of this mobile piece of stunning art work. Wisely he rode it in the all too brief dry period



Greg Nicholson from Auckland, was grinning in spite of the weather, as poses beside his 500 Dominator.



Vikki Tate gets into the spirit of things as she models a pair of 'Norton' gumboots. The most appropriate footwear for the occasion.

The sound of the meeting came from Mike Ensor on his Triple Triton as it accelerated down the back straight. The 'music' bouncing off the hoardings was pure magic!

