

## YOUR COMMITTEE

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## NEXT BRANCH MEETING

17<sup>th</sup> November 2009



[www.thamesvalley.nortonownersclub.org](http://www.thamesvalley.nortonownersclub.org)

### NOC and the Branches

As Thames Valley Branch Secretary Tony Ripley intends to go to the meeting outlined below, if there is any issue you want to add then please let Tony know. He is working closely on this with Kev Feltoe and both are committed to improving the branch role in the club.

“At the AGM this year the Executive Committee took on board the view of the meeting to put more money into Branches. We want to do more than that and better involve Branches in the life of the club, and that includes the decision making.

The invitation is to the Secretary from each Branch, just one representative. So do let Tony know as soon as possible of any thoughts you may have on the issue.

### The Yorkshire Branch Calendar Offer

Ian Jayne of the Yorkshire Branch will be taking copies of his Branch's 2010 calendar to the Secretaries meeting on 13 December. If anyone is interested in buying a copy or two, please contact him for more info (details are in Roadholder) and give him some idea of how many you will want or let Tony know your requirements in good time before the meeting and he will endeavour to arrange to collect at the meeting. The price is expected to be around £4.50 per copy. Please remember these calendars are specifically orientated around the Yorkshire Branch so no apologies offered for that. They are high quality, portrait style same size as the landscape NOC version was, one glossy page per month with a frontispiece. The yellow line you will note on the second Wed of each months denotes Yorkshire Branch meeting night.

“Unlike the NOC calendar they have more than one picture on each page of our Branch bikes and activities. Neither do they have any script under the views as we know who we are looking at what and when they were doing it.”

### Norton WD 16H PSU 457

Martin Penman writes:

Armed Forces Day / Royal British Legion, Poppy Day Launch.

On Saturday 24<sup>th</sup> October 2009 I attended, along with my WD 16H, Newbury Racecourse for the 2009 Royal British Legion Poppy Day Appeal. I was invited as a guest of the Military Vehicle Trust; the Trust is a large, established collection of mostly privately owned vintage and current military vehicles of literally ‘all shapes and sizes’.

The day was very similar to attending a NOC event except that there were no polished fuel tanks or chrome exhausts, instead the colour of the day was Olive drab green and camouflage.

The military vehicle collection was there to support the most important part of the day, which was to raise money for the Royal British Legion and launch of the poppy appeal 2009. In excess of 70,000 race goers braved the rain and attended the day to view the last day of the racing season.



My WD 16H attracted a fair bit of attention from many of the British Legion members, most of the ‘war veterans’ who inspected it were clearly pleased to see it and commented on its good condition. Many of those who looked at the bike said that they had ridden one themselves during the war. I know that the Norton factory produced thousands of machines for the war effort but who knows possibly one of the ‘old boys’ had ridden my one.....

### Forthcoming events

27<sup>th</sup> November - 6<sup>th</sup> December

Norton is back returning to the Carole Nash International Motorcycle & Scooter Show in Birmingham at the N.E.C., the city in which Norton was founded back in 1898. The Norton stand, located in Hall 1, will showcase the new Norton Commando 961, and the cafe racer styled Commando. News is that the limited edition 961SE is sold out.

Also on the stand, the Norton NRV588 Race bike, as ridden by Michael Dunlop at this year's Isle of Man TT will be on display. Norton CEO, Stuart Garner recently set a world speed record on the Norton rotary NRV at the Bonneville Salt Flats in the USA, logging over 180mph.



**Editor's Note:** if you attend any of these or similar events how about sending in a few words and/ or photos for the newsletter? I still need your inputs.

**Technical bit**

The following condensed article appears on the Northern California Norton Owners website – note prices are in dollars.

**Alan's Wrench**

Condensed from the INOA Norton News #124)  
Breather Valve Fixes Oil Leaks! by Alan Goldwater.

(revised from an article in INOA Norton News)

“Many of us have discovered that our Nortons tend to leak more oil as they age. At 30k miles, my 850 started weeping oil out the head joint. Several head gaskets and oily weekends later I realised the leak wasn't from the mating surface, but from the casting around the push rod tunnel. By 40k miles, several other places were leaking, including the case joint and the tach drive (despite the seal mod!). Finally I concluded these symptoms could all be caused by pressure inside the motor. I installed a hose fitting on the intake valve cover and connected a gauge that measured from 10 psi vacuum to 10 psi pressure. Some of you may have seen me riding around with this kludge stuffed in the map pocket of my tank bag this summer.

My testing confirmed the theory, showing positive pressure of up to 2 psi inside the motor at 4500 rpm. I tried several types of PCV valves, but none reduced the internal pressure, and some actually increased it. Finally Doug McCadam, of the Colorado Norton Works reminded me of a part mentioned in 1998 on the NOC-UK email list, the Motormite/HELP #80190 brake booster valve. With this valve installed about midway up the large breather hose, pressure at the head dropped to -2 psi (vacuum) at idle. This gradually increased with engine speed, to just slightly negative pressure at 4500 rpm. An extended test ride of 500 miles showed that all of the oil leaks were gone, and oil consumption decreased from 300 mi/qt to around 700 mi/qt. At under \$5, this is the most cost-effective Norton accessory I've seen, and every Norton with the large breather should have one. Several other Norton Club members have tested this part, and all share my enthusiastic opinion of it. You can find it on the rack at Kragen and many other auto parts stores.

The question remains where is the pressure coming from. There was an extensive discussion of this phenomenon on the NOC-UK email list starting in 1997. While several theories had been offered, no one thought to do the simple test with a gauge, so I'm not convinced any of them were correct. There was a favorable review of the HELP part by INOA member Ben English.

Most mechanics I've asked think the increase in pressure is due to combined blow-by from worn rings and valve guides. This seems reasonable to me, but the pressure I measured seemed to increase with engine rpm but not with throttle opening, so there seem to be some other mitigating factor(s). What do you think? Send me your theories on this by email ([magicsound@aol.com](mailto:magicsound@aol.com)).”

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**2009/10 Events**

**Thames Valley Branch NOC - Events Calendar**

Date	Event	Contact	Status
<b>November</b>			
17 <sup>th</sup>	Thames Valley Club Night at The Cricketers Hayley Green	Tony Ripley	Confirmed
27 <sup>th</sup> -6 <sup>th</sup>	International Motorcycle & Scooter Show at the N.E.C, Birmingham		
<b>December</b>			
15 <sup>th</sup>	Thames Valley Club Night at The Cricketers Hayley Green	Tony Ripley	Confirmed
<b>2010</b>			
<b>January</b>			
19 <sup>th</sup>	Thames Valley Club Night at The Cricketers Hayley Green	Tony Ripley	Confirmed