



Newsletter

November 2014

Winter has arrived; as I write this newsletter it is raining, cold and windy, definitely not biking weather for me but hats off to all those who choose to ride throughout the year, in my younger days as an apprentice when my only mode of transport to college and night school was a "just road worthy" Norton Big 4 I rode that bike no matter the weather having some scary moments in the ice and snow and at the time longing for enough money to afford 4 wheels. Happy Days!

Both my Norton's are now safely tucked up in their warm garage, the 650SS will need some work this winter, the oil pump needs looking at as it wet sumps, the rear wheel spindle is no longer a good fit in the outer tube allowing a slight movement as if the bearings have worn so that will need sorting before the next MoT.

The Commander is also needing some attention; I have already overhauled the clutch as it was difficult to find neutral, apparently all Commanders are the same, I have also oiled the engine, what on earth is he on about I hear you say, OK I will try to explain:

Norton succeeded where others failed in developing a reliable rotary engine, the engine is light, powerful and a very simple unit to work on as there is only one moving part. Where is the weak point? It is in the rotor side and apex seals, owing to high speed and heat these seals can be prone to failure, during normal use the seals are lubricated and wear at about the same rate as the piston rings in a reciprocating engine, however if allowed to dry out during a prolonged period such as over the winter the seals will be damaged when starting the engine for the first time in the summer.

The preventive measure is as follows:

Remove both plugs, using the special Rotella DD oil required for these engines, fill an oil feeder, push a length of small bore plastic pipe over the spout and pump a reasonable amount of oil into both rotor chambers via the spark plug holes, select first gear and turn the engine by the back wheel a number of times to spread the oil around inside the rotor chambers

this will keep the rotor seals oiled, also remove both air cleaners and squirt the same special oil into the engine thus lubricating the rotor bearings and ensuring the air passages inside the rotors stay lubricated preventing corrosion. Refit the plugs and air cleaners to make sure that no dirt can enter the engine.

Repeat the above during the winter layup when you remember, when starting for the first time come the good weather first warn the neighbours as there will be so much smoke it will look like the house is on fire.

Last outing of the year

Martin Crosswell my wife Sandra and I went to Comrie to visit the members of the Tayside NOC, even though the weather was wet and windy it was a good run covering around 300 miles, we were well received and even got a mention in Gino Rondellie's blog, paste <http://ginoontour.blogspot.co.uk/> into your browser and scroll down to Sunday 26th October.

PLEASE NOTE:

Please remember to renew your membership, if you need a form go to <http://www.gmcc.co.uk/contact.php>

Next Club Night 2nd December at the Oldmeldrum British Legion, Guest Speaker Tom Gaynor will give a talk on Vincent Motorcycles, which promises to be an excellent night and one not to be missed if you are interested in what is considered to be one of the most iconic of British Motorcycles

Christmas Club Lunch 13th December, Nick Wade our new club secretary sent us all an e-mail on the 10th November with the menu and details of the annual Christmas lunch; I have attached both the e-mail and menu to this newsletter. The more the merrier so if you can join us please do so; there will be a raffle and quiz.

That's all for now, see you on the 2nd December.

Safe Riding
Tony

NEXT MEETING:

2nd December 7 for 7:30pm at the Oldmeldrum British Legion