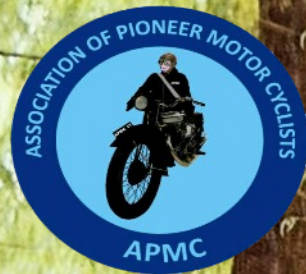


THE PIONEER MOTOR CYCLIST



*Association of Pioneer Motor Cyclists. Founded in 1928
Incorporating the Pre 1914 TT Riders Re-union*

**2021 Autumn
Email Supplement**



for the young in heart...

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EDITORS RAMBLINGS *Geoff Davies*



This year seemed to drag along, just like last year. Not being a free spirit, like most of the past years. Probably like a prison sentence, and now we are on a paroled freedom. We can do most things, but must proceed with caution.

When we get total freedom, will we go wild with excitement, or still be looking over our shoulder, in case the bugs come creeping back.

I wrote the above a few weeks ago, but I am a feeling a bit more optimistic now. Dave Helliwell is organising the White Peak Wandering on the 23rd September, see page 12, so support him if you can. With all the spare time we have recently had, our workshops must be full of bikes in tip-top condition, ready to fly down your favourite lanes.

There was a great picture September's magazine of Nick Dulk's BMW, down one of his favourite lanes. I am sure some of you will have similar

photos to show us.

Here is one of my favourite places; Wetton Mill Ford: riding my G80CS bike. and also a young man riding through the same ford in 1955.



So get snapping. You don't have to be on a gravel road or riding through water, but you can ride through a tunnel if you want to.



This one is also near Wetton Mill in the Manifold Valley. It was built for the Manifold Valley narrow gauge railway in 1904; but this closed down in 1934.

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NORTON MONOCOQUE GLORY Part 1

Thanks to the late Peter Williams' genius, the pushrod twin Norton Commando was able to remain competitive on the racetracks when the Japanese first arrived with their two-stroke multis. The Isle of Man TT is the world's toughest road race, but that didn't deter Peter Williams. In his first race, the 1966 junior, he piloted the Surtees Special AJ5 7R into second place behind Agostini and the MV triple. That was some debut, but a year later



Williams was using a Lyster disc brake on the Arter Matchless when he placed second to Hailwood's drum braked Honda in the sun soaked Senior TT after Ago's MV broke its chain on the last lap. Hailwood set a new race record at 105.62mph, with a new lap record of 108.77mph. Williams' race average was an impressive 99.64 mph. Even with only a single cylinder developing a shade over 50bhp at his disposal there was no doubt that Williams was one of the best riders of his generation. After three rounds of the 500cc world championship series, Williams and the Arter Matchless, and Hailwood and the 84 bhp Honda RC181 Four, were in joint first place on the points table, ahead of Ago and MV. Then at the East German GP on July 16, 1967, he crashed and broke his ankle. Meanwhile, in October 1966, Manganese Bronze Holdings had bought Norton from the financial ashes of Associated Motor Cycles and at the end of the year formed Norton Villiers, with Dennis Poore the man in charge. Poore put together the design team that came up with the Commando. When he saw the Commando at the November 1967 London Earls Court Show, Williams was intrigued by the Isolastic system. The engine and exhausts, along with the AMC gearbox with final drive, swing arm and wheel, were attached as a unit to the new frame by three anti-vibration rubber mounts. Peter liked the way that the vibration-damping design broke with convention. And so, because he was running short of funds after his crash at Sachsenring, he took a temporary job for the winter months as a draughtsman at the Woolwich factory. Williams got a ride on a standard Matchless G50 in

the 1968 Daytona 200, but the ohc single was no match for the 750cc flathead KRTT Harleys, or the 350cc Yamahas and 500cc Suzuki twins, and he had to settle for eighth place behind a brace of T100R Triumphs. He was seriously impressed by the 160mph achieved on the banking by the winning Harley, which was in part down to the wind tunnel-tested fairing. Back home, Williams was suffering with asthma and really struggling. He broke down in both the Junior and Senior TTs but that didn't stop him thinking up new ideas. Ken Sprayson had made a new lower frame for the Arter Matchless Mk.2, and Williams fitted pannier fuel tanks that allowed him to tuck down much lower than with a conventional tank. He also designed magnesium alloy wheels which went on the final version of the Arter Matchless – the Mk.3 was the first motorcycle to use mag wheels. Norton Villiers was pumping out propaganda suggesting that it was committed to a racing comeback. Poore opened a competition department at the Thruxton race circuit near Andover, the Norton Villiers Performance Shop – where AJS Stormer scramblers and Nortons were prepared under the watchful eye of Peter Inchley, but the ageing Commando engine – it had started life in the 500cc Dominator of 1948 wasn't exactly the ultimate in race technology. Poore offered Williams a full-time job as development engineer and rider responsible for getting the racing project rolling, and he agreed to move to Thruxton in the summer of 1969. Money was tight at Norton during 1970 and there were only enough funds for production racing. Williams finished second in the 750cc Production TT riding the 'Yellow Peril' Commando behind Malcolm Uphill's Trident (the famous Slippery Sam). When company finances improved slightly in 1971, Poore gave the go-ahead to build a Commando for the M.C.N. Formula 750 series. The first F750 Commando used what was a standard engine and transmission bolted into a new shorter and lower frame. It didn't use the Isolastic mounting system. After a hurried transformation to long distance racer by the addition of pannier fuel tanks, the Commando was ready for the Isle of Man F750 TT. In spite of a slow start, a slipping clutch and a broken exhaust pipe, Williams brought the twin home in third place behind the Triumph and BSA triples. He realised that, although the engine was competitive, the weight was too far forward and the suspension was wrong. In November 1971, John Player & Sons agreed to sponsor Norton's racing efforts in an effort to boost sales after TV advertising was banned in 1965. Players wanted a factory team to call their own, so for 1972 the racers from Thruxton ran under the John Player Norton banner. Phil Read and Tony Rutter joined Peter Williams, with ex-racer Frank Perris as team manager and a crew of five mechanics. Players insisted on Read joining because they wanted a big

name in the line-up, as the Prince of Speed had won his fifth world title in 197, he was the man. It was announced that the JPN team's first race would be at Daytona the following March, that didn't give them much time. Their simple pushrod twin would be up against exotic 750cc two-stroke triples from Kawasaki and Suzuki and the fastest machines yet seen on the banking, all new short stroke six-speed 350cc Yamahas for factory riders like Kel Carruthers and Kenny Roberts. Down at the Thruxton workshop, now renamed the John Player Norton Racing Department, the 1972 Commando engines were treated to the Peter Williams' racing camshaft and a 10:1 compression ratio. There was a new exhaust system and a Lucas electronic ignition, and the Concentrics were swapped for Amal GPs. Spinning at 7000rpm the pushrod twin might have managed close to 70 bhp. To overcome the horsepower deficit, Williams proposed a 'mini' version of Bob Trigg's Commando using a low, light, and lean frame and the trademark Isolastic engine transmission mounting system. There was a new swing arm and the Norton front forks carried a Norvil production racer front wheel with a single calliper and disc. A Manx hub was at the rear, a choice of Girling or Koni dampers. A large capacity one-piece pannier tank, with a glass fibre cover, straddled the top tube and extended over both sides of the engine but required a small mechanical pump from a Volvo that was actuated by the swing arm. Fuel would be transferred to a small two-pint header tank situated beneath the skin of the main pannier tank, just behind the steering head. This would feed the carbs by gravity. Peter Williams gives it the thumbs up after his TT victory on the monocoque. Because it fitted so snugly, the Norton engineers had to fit a glass fibre 'helmet' over the cylinders and heads to deliver an efficient cooling breeze. Wind tunnel testing determined the position of the smallest practical inlet aperture in the nose of the fairing. There was a 'low pressure' box behind the engine, and air that had been heated as it passed over the engine was separated from the ambient air feeding the carburettors. During practice for Daytona, the GP carbs caused endless problems, and the engines were overheating. Chevrolet power steering oil coolers were fitted neatly into the rear of the seats. The JPN team was under no delusions – if they were going to do well it would be because the big Jap strokers didn't last the distance. In addition, that's what happened. Suzuki and Kawasaki triples shredded their tyres and suffered mechanical problems, but so did Williams when his gearbox broke early in the race. Read finished in fourth place behind a one-two-three of privately entered 350cc TR3 Yamahas. Gearbox problems would continue to plague the Nortons for the rest of the season – although they had five speeds these were basically vintage boxes and simply not up to

the power output and racing stresses. A heavy clutch with a triplex primary chain, and a long mainshaft flexed under load with disastrous consequences, but the bikes survived the Anglo-American Transatlantic series. Although there were no official figures, the F750 Commando probably made 68 bhp at the back wheel, impressive for a pushrod twin. During practice for the Isle of Man F750 TT, Norton decided that a transmission shock absorber would be the answer and so modified the rear wheel and engine sprocket with a cush drive. It wasn't enough, the gearbox broke again. At the Swedish F750 race, Williams set fastest time in practice, but crashed out in the race. Things finally came good for Williams at the Hutchinson 100, which was held at Brands Hatch. He rode the Arter Matchless to beat Ago in the morning before beating Paul Smart and his Imola-winning Ducati by a length on the JPN. It was his first JPN victory and it tasted good, but reliability was still an issue. At the John Player International meeting at Silverstone, the Norton team suffered three broken cylinder barrels; one failed main bearing and two busted gearboxes. Those JPN bikes were actually better than Tridents on the fast straights but the Triumphs rushed through in the right-hander at Sear Corner. At the end of 1972, the team had to accept that the JPN racers were unreliable and didn't handle. Something had to change, and after one restless night, Peter Williams awoke with the answer – a Monocoque frame. This would be nothing like the classic tubular motorcycle frame and took the form of a double-skin box section which incorporated the fuel tank.

At the end of 1972, the team had to accept that the JPN racers were unreliable and didn't handle. Something had to change, and after one restless night, Peter Williams awoke with the answer – a monocoque frame. This would be nothing like the classic tubular motorcycle frame and took the form of a double-skin box section which incorporated the fuel tank. Capacity would be increased by adding boxes between bulkheads to produce the monocoque structure, and besides carrying petrol and oil, the structure would give great rigidity to the steering head and swingarm pivot area.

The Isolastic engine mounting system was hidden inside the metalwork, with two Iso-rubbers at the rear. Because there were no conventional frame tubes or steering head, the riding position would be lowered, yet the engine was positioned slightly higher by mounting it in a more vertical position. The engine was also moved 1.5in to the rear to finally cure the front-heavy problem. The prototype monocoque was made from mild steel sheet – at one time, Williams even considered an adjustable steering geometry design that wouldn't look out of place on today's MotoGP racers – and even the

swingarm was a sturdy steel fabrication. All four race bikes would have a double-skin monocoque fabricated from lighter stainless steel, with a conventional tubular swingarm. Weight was saved by using a new fork from the AJS scrambler, and twin 10in cast iron discs, and a single 7in disc steadied the rear.

Magnesium alloy 18in wheels, like those pioneered by Williams, were shod with Dunlop tubeless tyres. The camshaft, crankshaft, crankcases, cylinder block and head were all modified and improved. Power output increased to 80bhp, and finally the gearbox problems were sorted by fitting an outrigger bearing in a new inner primary chaincase and using a Quaife five-speeder. After extensive wind-tunnel testing, the team came up with a new low-drag fairing that enclosed the handlebars, and a one-piece 'petrol tank' cover, seat and tail section. Air was ducted to the engine from a letter box aperture in the nose of the fairing, and exited through vents in the rear of the seat. Because wind tunnel tests proved that the high level pipes increased drag, the twin megaphone exhausts were positioned low and tucked in.

Saving weight was always going to be a challenge with a Commando powerplant lumbered with cast iron cylinders, and the finished bike scaled 375lb dry, and that was 7lb heavier than the 1972 version. Only one monocoque made it to Daytona 200 in 1973, and that hadn't been properly tested. Petrol frothed in the fuel lines, causing carburation problems in the thin, hot Florida air. And the engine oil temperature was much too high. The monocoque was quick for a few laps but then gradually slowed down and he went out after 188 miles.

By the time Williams went to Italy for the prestigious Imola F750 meeting there were additional ducts to direct air to the carbs and a separate oil tank was mounted forward of the crankcase. But carburation problems persisted. Heat from the engine was reaching the fuel pipes and Volvo mechanical pump, which was mounted on, and operated by, the swingarm. The pipes were lagged with felt and silver wrapping, but it wasn't a complete cure.

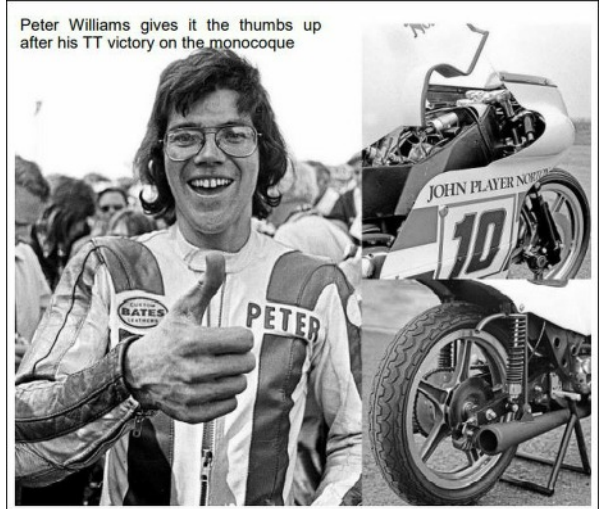
The problem was finally cured during practice for the F750 TT in the Isle of Man. Williams reported that the monocoque performed beautifully for the first 11 miles, but then the engine lost power. A car electric fuel pump replaced the Volvo one. On his next practice lap the JPN was really flying and Williams arrived at Sulby Straight with the revs indicating that he was doing 160mph. He was going so fast that the slight left curve through Sulby village threw him over to the right of the road, and he hit a rough patch of Tarmac that threw the

Norton into a tank-slapper. The JPN shook him like a dog with a rat, but fortunately the monocoque sorted itself out and Williams was back in control. There were 74 starters in the five-lap F750 TT, with 40 riding 750s and most of the rest on 350 and 500cc twostrokes. On his second lap, Williams went around in a phenomenal 21 minutes 6.2 seconds (107.27mph). It was the second fastest lap ever recorded – only Hailwood had gone quicker in that legendary 1967 Senior, when he lapped at 108.77mph. Williams was using a mildly tuned Commando engine, not a dohc 84bhp, 12,000rpm four-valve Four.

For most of the race they swapped places but nobody was going to catch Williams and he went past the grandstand with everyone on their feet and cheer-ing him over the line. Grant made it a

John Player Norton one-two by a whisker from Tony Jefferies (Triumph Trident), with Charlie Williams in fourth place on a 350 Yamaha ahead of Woods' Suzuki. Williams averaged 105.47mph to set a new race record. He said that the monocoque was amazingly comfortable for at least two reasons – the Isolastic system protected him from vibration, and the bike had been built to fit him. Asked in the winner's enclosure why there were no flies on his visor, he replied that 'all you have to do is keep your head down'!

For the rest of the year the monocoques proved totally reliable – and, contrary to popular belief, they were easy to work on. After every long race, the body-work would be removed and then the monocoque chassis, complete with forks and front wheel, would be unbolted as a unit and wheeled away, leaving the engine/gearbox/swingarm assembly behind. A rebuilt engine would be installed after every long race. The tremendous torsional rigidity, low centre of gravity and superb handling of the monocoque design were demonstrated again at the John Player International at Silverstone, where Williams lapped over five seconds faster than on the 1972 JPN, with the same engine power. In the race, he passed eight riders through turn one and outbraked another six



into the second bend. Williams was more than a match for Paul Smart on the TR750 Suzuki... until he ran out of petrol on the last lap.

After developing the monocoque into a winner, it was a surprise when Norton decided to drop the design in favour of a tubular spaceframe. a move that Williams did not like. The new spaceframe was a proliferation of triangles made from 1 x 0.036in Reynolds 531 tubing. Incredibly, the open-box beam structure, with the engine suspended inside, matched the monocoque for torsional rigidity. The design also lowered the bike by 2in at fork crown height. The bare frame weighed only 16.5lb and with a small petrol tank for short circuit racing the bike weighed only 311lb. So the spaceframe saved some weight but there was increased vibration, and that would impact on reliability. Keeping up with the Kawasaki, Suzuki and Yamaha 750cc strokers would be well-nigh impossible on a racer powered by the ageing Commando mill. One year, two months and three weeks after his Isle of Man victory, Williams was holding third place in the Superbike race at Oulton Park when he crashed badly, suffering multiple serious injuries. Peter Williams would lose the use of his left arm and his racing career was over. It was also the end for John Player Norton. The tobacco giant withdrew its sponsorship a few weeks later.



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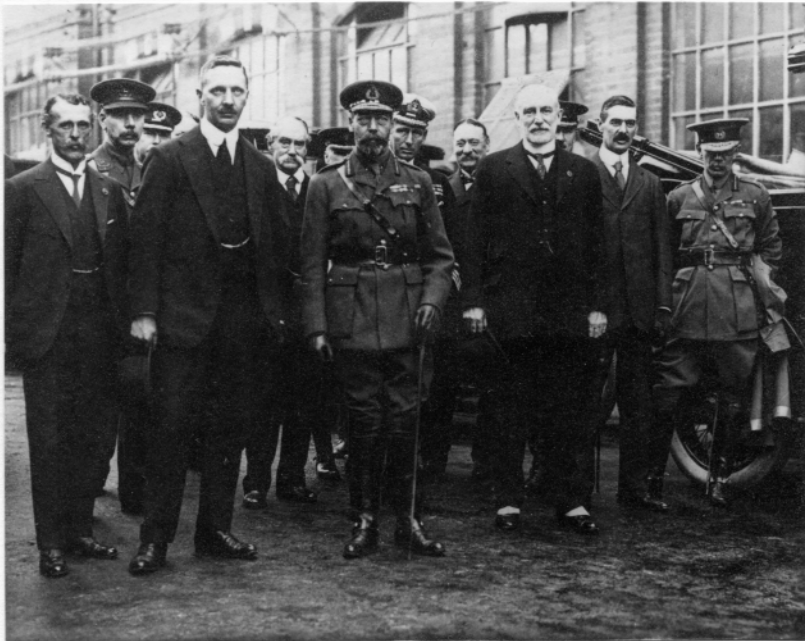
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THE DIRECTORS,
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(Private Secretary).

H.M. THE KING'S VISIT TO THE B.S.A. WORKS AT SMALL HEATH,

July 23rd, 1915.

H.M. THE KING arrived at the Works at 11.45 a.m. accompanied by Lord Stamfordham, G.C.I.E., G.C.V.O., K.C.B. Colonel Clive Wigram, C.S.I., M.V.O. Commander Sir Charles Cust, K.C.V.O., C.B., G.M.G. Major-General Sir Percy Girouard, K.C.M.G. Captain Browning.

His Majesty was received at the entrance gates to the new buildings by the Chairman, Sir Hallelwell Rogers, J.P., who presented Mr. T. F. Walker, Mr. A. Eadie, Mr. Neville Chamberlain (Directors), Mr. Percy Martin (Managing Director), Captain K. R. Davis, Mr. C. A. Hyde and Mr. W. L. Baylay (Officials). His Majesty inspected the Guard of Honour drawn up at the gates, and then proceeded to the new buildings, where he was greatly interested in the various operations that were being carried through, particularly in the firing of the Lewis Automatic Gun.

After walking through the new rifle shops His Majesty proceeded to the Cycle Factory, where he was shown the work on military bicycles and machine gun parts, and then passed through the Hardening Shop, Smithy, Barrel Mill and Stocking Shop.

The different processes of manufacture were explained, and in all of them the King evinced the keenest interest, picking up for closer inspection several finished and unfinished parts displayed on the benches.

The tour of the Works lasted fifty minutes, the King being enthusiastically cheered by the workpeople at various points during his progress through the factory.

Before he departed His Majesty signed the Visitors' Book, and expressed his satisfaction to Sir Hallelwell Rogers at all he had seen.

His Majesty left by the main gates of the factory at 12.45 p.m. and slowly drove along Armoury Road through the cheering crowd of employees.

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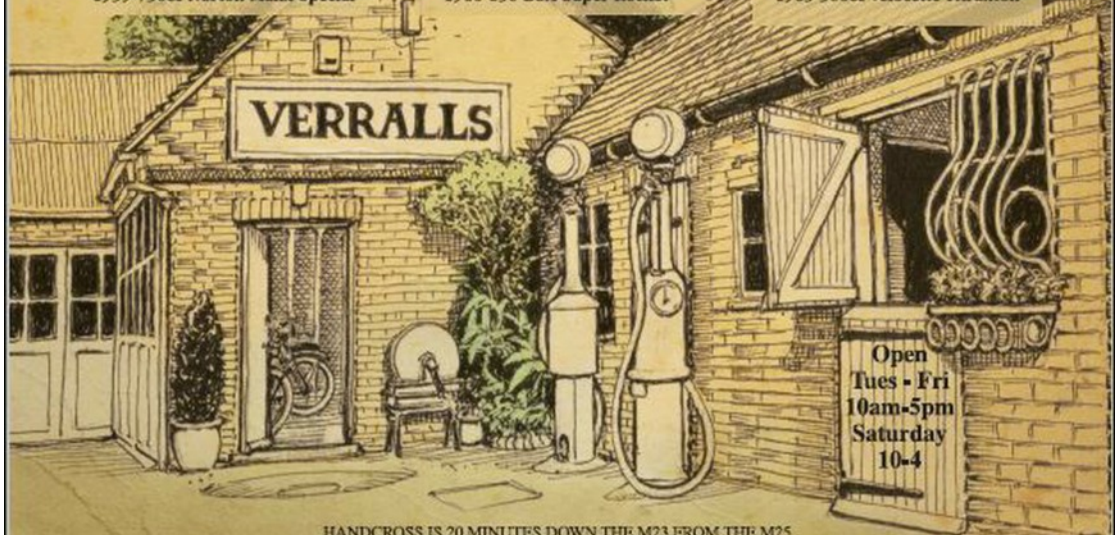
1959 750cc Norton Manx Special



1960 650 BSA Super Rocket



1965 500cc Velocette Thruxton

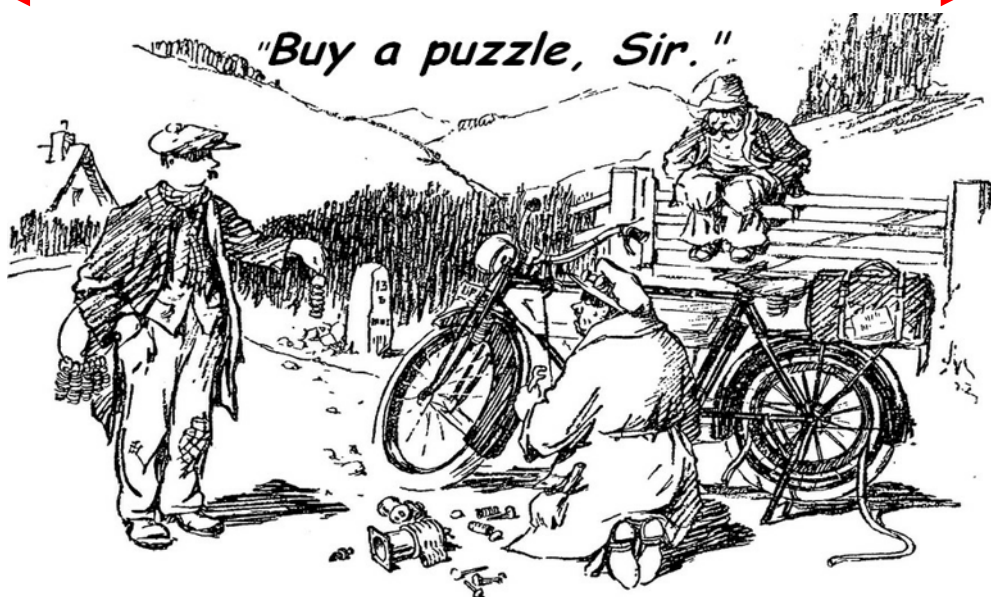


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Cartoons from the mid 20s. I don't see the significance of the Bowler Hat. Any suggestions.



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HEINKEL TOURIST

Launched in winter 1953 at the Brussels motorcycle show, the Tourist A0, initially powered by a 149cc ohv single, offered a degree of unrivalled sophistication; not without good reason was it labelled as the ‘Rolls-Royce of scooters’.

With a tubular steel frame enclosed by sheet metal pressings the Heinkel’s design owed much to the company’s aircraft building experience and despite its high price, it was enthusiastically received by German scooter enthusiasts. From the first prototype which appeared in 1949 the Tourist was designed as a luxury machine and came fully equipped with a steering lock, speedo, clock spare wheel and carrier as standard; with its engine turning out a healthy 7.2bhp it was more than capable of accommodating two people and their luggage and thanks to its aerodynamic styling it gave the four-stroke single a decent 56mph top speed along with a claimed fuel economy of 137mpg.

The neatly-styled front apron also gave both the rider and passenger excellent protection from the elements and allied to Heinkel’s engineering reputation and the bikes low running costs, it quickly became a success in its home market. In the first two years some 6500 examples rolled off the production lines of Heinkel’s newly set up factory at Karlsruhe; these powered by engines which had made the 30 mile journey down the road – or possibly river – from their long established works in the nearby Rhineland city of Speyer.

The A0 was equipped with a kick-start and a 6v battery, but by June 1954, this was updated to 12v when an electric starter was added. By August ’54 the 150cc bike was superseded by the new 102A1; the main change to the new



model being the increase in capacity up to 175cc (60mm x 61.5mm) and the adoption of a Bing 1/18/5 in place of the Pallas 18/10 carburettor. This saw the power output rise to 9.2bhp at 5200rpm, which made it easier when carrying a passenger or a heavy load, but made little difference to the top speed as the gearing remained the same as the smaller capacity bike.

Two years (and 17,500 models later) the 102A1 was replaced by the new 103 A0 which featured a four-speed gearbox and wheels increased from eight to ten inch running on 400 profile tyres, it was also the first to be officially imported into the UK when in late 1955 it went on sale under the name of ‘Excelsior Heinkel Tourist’.

Initially available only in beige it was priced at a lofty £239 8s 0d including purchase tax and for those wanting the all important extras like a clock, a carrier and a spare wheel another £2 8s 0d and £13 4s 0d had to be found. Heinkel’s association with Excelsior was short lived and the following year (1956), the concession was taken over by Nobel Motors Ltd of Piccadilly, probably as part of the deal when they started importing the German bubble cars. In 1957 the 103 A1 arrived and although the price of the Tourist had dropped to £229 10s 0d, it was still high when compared to the 150cc LDB Lambretta at £164 15s 2d, or the GS Vespa at £188 12s 8d.

The styling of the new bike remained largely unchanged except for the introduction of a cast handlebar incorporating the instrument panel. However in the engine compartment the 175cc single now featured a two bearing crank-shaft, a Bosch Dynastart (as fitted to the 198cc engine used in the cars) and was rubber mounted; this reported in the period press as making a significant improvement to rider comfort and suppressing the noise generated on the earlier models.

In its final incarnation the 103 A2 appeared in 1960 and in this guise of re-styled rear body which included indicators in the rear light unit it would run for the next five years. However, by the mid-1960s, the first scooter boom was over; the German motorcycle industry was in serious decline and at the end of 1965, the last Tourist rolled off the Karlsruhe production lines. It brought the curtain down on a very special two-wheeler; one which was undoubtedly many years ahead of its time and richly deserving of the title of the ‘Rolls-Royce’ of the scooter world.

“Germany’s Heinkel Tourist is a very good mixture of all the best ingredients.”

SALON PRIVÉ CONCOURS D'ELÉGANCE

1st – 3rd September 2021 Blenheim Palace, Woodstock

CLASS A: COMPETITION MOTORCYCLES – WINNER 1950 120° V

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1927 Zehnder, 110cc Two Stroke, 2 speed gear box, chain drive. This is one of our latest workshop renovations. A fantastic Swiss bike, the Paris Nice model, so called as this model won the Paris Nice Race in 1926. This has been meticulously restored and is now in great running order and on display in the Sammy Miller Motorcycle Museum.

