

THE PIONEER MOTOR CYCLIST



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



Summer Email Supplement 2020



One of our members had to make an ‘Essential Journey’ to collect items from the nearest pharmacy. We think he did the right thing, don’t we!

In his own words below:-

“Attached is a picture of the first ride on my 1954 MSS since 1982. Our longest owned bike (50 years), toured France with Anne before we were married. I saved up this 'essential journey' and collected our prescriptions, just 10 miles but truly wonderful !”

Strangely, there was an interesting tale in a daily paper, that a motorcyclist riding an early 50’s bike had been stopped by a police office. He was forty miles from where he lived in Leicester. He explained he was going to a chemist that he had never been to before and he got lost down some Leicester country lanes. He also explained that his Velocette motorcycles did not have Sat-Nav’s fitted. His case his pending.

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I mentioned my 1959 trip to Europe in my Ramblings on page 3 of the June main issue. This is on the campsite near Lucerne, with Mt. Pilatus in the background. My mate John gets his beans down, and his 1953 A7, and my trusty 1958 B31, rest in the sunshine. We went on the cable car to the top of Pilatus. View was rubbish, as the clouds came down as we went up.

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* For details of the charges payable in addition to the final hammer price, please visit bonhams.com/buyersguide

, as seen here.

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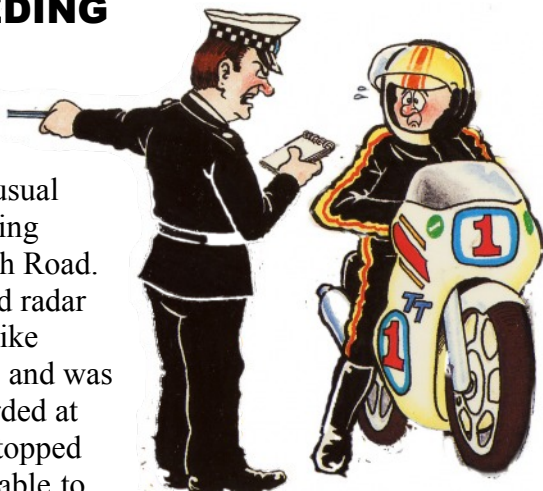
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TOP THIS FOR A SPEEDING TICKET...

Two British traffic patrol officers from North Berwick, east of Edinburgh, were involved in an unusual incident, while checking for speeding motorcyclists on the A1 Great North Road. One of the officers used a hand-held radar device to check the speed of a bike approaching over the crest of a hill, and was surprised when the speed was recorded at over 300 mph. The machine then stopped working and the officers were not able to reset it.



The radar had in fact locked on to a NATO Tornado fighter jet over the North Sea, which was engaged in a low-flying exercise over the Borders district.

Back at police headquarters the chief constable fired off a stiff complaint to the RAF Liaison office. Back came the reply in true laconic RAF style. "Thank you for your message, which allows us to complete the file on this incident. You may be

interested to know that the tactical computer in the Tornado had automatically locked on to your 'hostile radar equipment' and sent a jamming signal back to it. Furthermore, the Sidewinder air-to-ground missiles aboard the fully armed aircraft had also locked on to the target. Fortunately the Dutch pilot flying the Tornado responded to the missile status alert intelligently and was able to override the automatic protection system before the missile was launched."

From the newsletter of 'The Hull and East Riding Group of Advanced Motorists'.



Cambridge Vintage Auction



Cambridge Vintage Auction

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NATIONAL MOTORCYCLE MUSEUM HIGHLIGHTS 2019

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NOVEMBER 2nd: 1951 Vincent Black Shadow Series C

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NOVEMBER 2nd: 1970 Velocette Venom

SOLD:
£118,125



JULY 30th: 1932 Brough Superior 680 Black Alpine

SOLD:
£20,025



JULY 30th: 1980 Ducati 900 Mike Hailwood Replica

SOLD:
£416,250



MARCH 2nd: 1930 Brough Superior SS100

SOLD:
£28,687.50



MARCH 2nd: 1999 Yamaha YZF-R7

MORE INFORMATION WHEN DETAILS ARE KNOWN



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NORTON 500T

After the Second World War and its dedication to supplying military orders, Norton was keen to get back to its respected pre-war position. While the side-valve 16H Norton had served dispatch riders well, and had reasonable off-road qualities, in 1946 Norton perversely decided the ohv Model 18 would be the basis of its trials mounts.

Riding factory-supplied machinery, the Irish trio of Artie Bell and Rex and Cromie McCandless were unconvinced by the factory's ideas and created their own trials bikes, mainly from the 16H parts bins, but with critical modifications to some of the cycle parts. They created a far more competitive model that was soon notching up solo successes in many major events. The McCandless influence convinced the factory to adopt the design. The 1948-launched 500T soon became a popular choice. Within a few years Norton was under the AMC umbrella and the worth of rear suspension off-road was fast being appreciated. This was exploited with swinging-arm AJS and Matchless trials bikes. While Norton found glory again on the road-race circuits, the expense of updating the still-rigid 500T was thought unjustifiable. The last of around 850 500Ts left the factory in 1954.

The 500T used Norton's well-established 79mm bore and 100mm stroke combination, the same simple bottom end assembly that had served the company since before the Second World War. It was used on the 16H, Model 18 and the later ES2. A built-up crankshaft with heavy flywheels and roller big end rotated on ball and roller bearings. The timing case concealed a chain drive to the magneto and a worm drive to the gear oil pump for the dry-sump system. Long, Dural push-rods drove the two overhead valves, operated by standard (Model 18) cams. The 500T engines had aluminium barrels and heads. These changed to the Wellworthy Alfin type in 1952, which were very similar to the originals, but slightly lighter. The Alfin design makes a replacement sleeve difficult to fit.

An inlet stub was the location for the Amal clip-fitting 276 carburettor, but these were difficult to tune and were commonly updated for flange-fitting Mon-oblocs or, later, Concentrics. Some service or overhaul items are straightforward, the Owners' Club can also help with a selection of replacement parts, both new and second-hand, and can occasionally have some of the larger cast components. Otherwise, it's the restorers' time-worn round of magazine small-ads, internet and jumbles.

The transmission was the well-tried Norton system, a single row chain to the four-spring Norton Manx-type clutch. It was all behind a pressed steel chain-case, an item with near-legendary reputation for incontinence. Drive went to

the upright ('doll's-head') type Sturmey-Archer gearbox. This also had the reputation for awkward gear-changes, but that was less important on a trials bike. The boxes are inherently strong, but the ingress of mud, unfortunately not as difficult as it should be, could cause damage to the gears within. These are wide-ratio, as opposed to regular road-going Norton components, and replacements will be difficult to find. Apart from that, most other parts should be readily available. There were also some revisions to the gearbox end-cover for the trials bikes.

Unlike other Nortons, the frame design does not allow space for the substitution of the later, lay-down gearbox. The final drive chain is also unusually narrow, but this was a result of a four-inch trials tyre filling the space behind the gearbox.



A BTH magneto supplied the ignition essentials. A Lucas lighting system was an optional extra. This was popular, but home-brewed systems were also common as 500Ts were frequently used on the road as well as riding to and from events. Cycle parts The 16H based diamond frame appears bent, but that was part of the Bell & McCandless expediency when carrying out modifications to shorten the wheelbase. The factory simply faithfully copied the bends. The front down-tube was also shortened. One of the most important alterations was the cutting and re-welding of the fork yokes. It helped the

trials bike's steering considerably and some riders found it also improved the road (and road-race!) manners. Substantial footrests were located on the engine plates.

The mudguards were aluminium, but reinforced and painted black to look like steel. The hubs revolved on ball races. A 5½ inch front brake was fitted to the works bikes, but production models had seven-inch drums, front and rear, although the last 500Ts had an eight-inch front item. Genuine front hubs are scalloped, with a water-deflecting device. The fuel tank was smaller and narrower than the standard model and could have a plated or painted finish, depending on the year. The air and advance/retard handlebar levers were the unusual, pressed tin Manx type.

In the 1940s, rear suspension was not yet welcomed by trials riders. The 500T never acquired it. At the front, all Norton's post war trials bikes were fitted with the first generation of Roadholder fork, with one-way damping. Some riders considered the girders offered better steering. With the launch of the 500T complete with its McCandless modified forks it seemed everyone was happy.

The 500T is another of those models where - of the 850 built, some 1700 survive. Genuine bikes are not common and survivors will probably not be to factory-spec. For years, bikes were modified to keep them competitive, including swinging arm rear suspension conversions. Engine modifications included carburettor updates and some cranks had the heavier flywheels of Norton's Big 4, a modification apparently instigated by Geoff Duke.

The brilliance of Rex McCandless as well as his brother Cromie and Artie Bell made Norton a major force in international road racing. It overshadowed the successes of their almost incidental off-road achievements, where they made the 500T what is now held to be the best of the rigid trials bikes. They were ridden in scrambles, some were even road-raced and many were regularly used on the road. Yes, another 'unapproachable Norton.'

FOR SALE

Classic Motorcycle Megends, 13 copies,

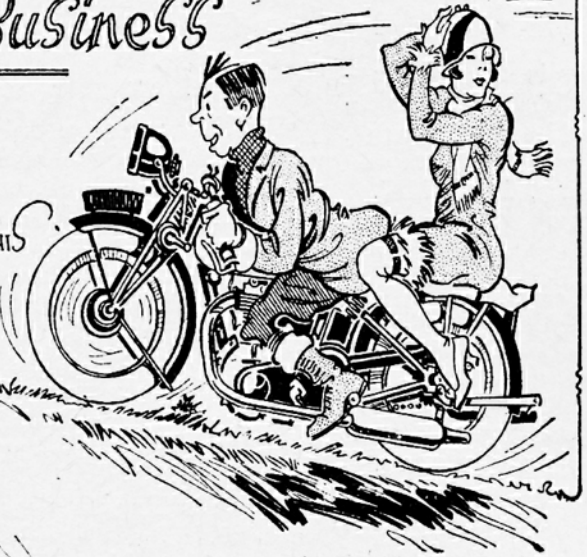
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So riders came with cheque books, But no one came to woo
For Mary was no beauty, Though young and healthy bred
And lonely living all alone, No man to share her bed
A chap knocked on the door one day, Handsome in all the gear
'Sell me the bikes' he pleaded, But Mary said 'No fear'
He begged again for many weeks, And then came with a ring
She said 'you've got the price right now', They married in the spring!

Joe Fryer P 17 36

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1912 550cc Two Speed Scott



1912 500cc BSA



1914 350cc Douglas Model U



1927 1000cc Brough Superior Pendine



1929 500cc Norton Model 18



1931 500cc Ariel Model VF



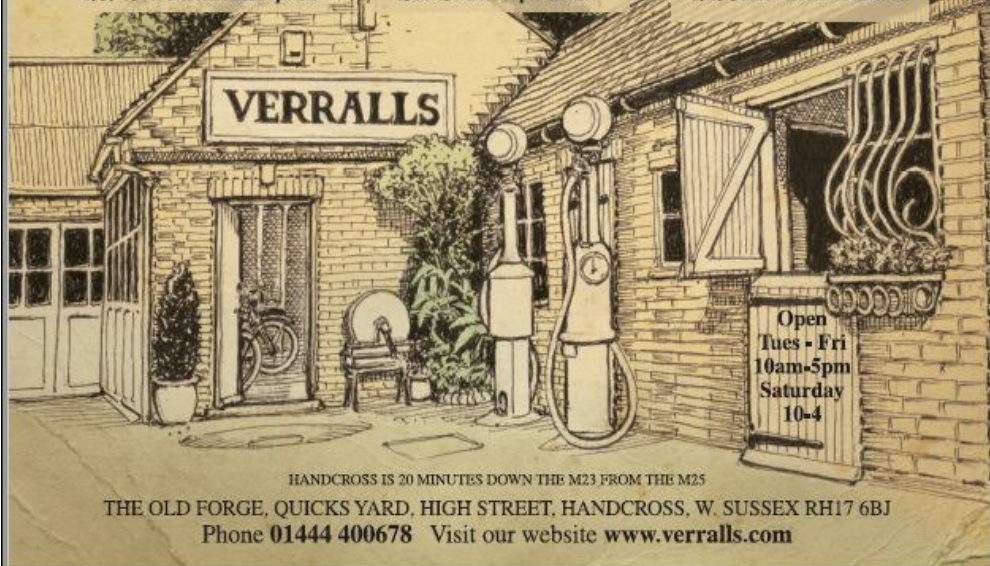
1959 750cc Norton Manx Special



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Sadly one of our members passed away from the COVID-19 virus on the 20th March. Sean Whyte P2203 from Dublin, aged 89, was a very active member of the Irish Veteran & Vintage Motor Cycle Club, as seen here on the cover of their latest magazine.

I received this information too late to get it in the June magazine, but a fuller obituary will be in the September issue.

MAY 2020



EXHAUST NOTES

Official journal of the Irish Veteran & Vintage Motor Cycle Club



The Late Seán Whyte enjoying the weather and his Ariel HT3 at the 2011 'Nationals'



CALENDAR OF EVENTS 2020

August 15/16th, Stafford Classic Bike Show

September 3rd, Thursday, Salisbury Saunter. Details to be finalised

September, International Canterbury Cante. Details to be finalised

October, North Leicester Lorry Run. Details to be finalised

October 10/11th, Stafford Classic Motorcycles Show. Bikes needed,

Contact Alan Davy, Tel 01283 820563 email p.davy750@btinternet.com.

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