



Newsletter

February 2016

Relative time

What's the longest you have ever spent on a "ten minute" job? From experience, I find it safest to allow an hour or two, but if I'm fitting parts to the Norton its best to treat it as an open ended episode. Much as I find my lack of skill frustrating, it is at least a known quantity and therefore taken into account when planning work. I am still occasionally surprised at the depth of my own incompetence, but mostly I have learned to grudgingly accept it.

The cause of these reflections has been, after a few years, getting round to fitting a "proper" tail light bracket. When I bought the Commando, it had a shortened rear frame loop, a sawn off rear guard with an unseemly number of holes drilled for no apparent purpose and a taillight mounted on a sheet metal bracket.



#1: As found (and lost)

That assembly went missing somewhere on the Cowal peninsula - I checked the local paper, but no-one had been reported decapitated by a razor sharp number plate.

That was my cue to do something with the rear end and so had the rear loop from a scrap frame welded on and fitted a replacement mudguard. I also bought a taillight fairing which I couldn't fit, in part because of its appalling quality but mostly because I had bought a later guard with only the two holes for the bridge clip.



#2: Functional but aesthetically challenged

I wasn't going to drill new holes so instead cludged up light bracket number two. It wasn't attractive but it was rigid and helped emphasise the "green" nature of classic bikes by clearly being made from recycled scrap (a server cabinet in this case).

At an autojumble last year I picked up a nice alloy tail light bracket, possibly from a BSA single and since the weather was so miserable, decided to fit it just after the holidays. Naturally it wouldn't fit straight on and needed the holes tapped out and the cutaway for the frame rail enlarged. I wanted to fit it over the top of the standard clip and, although it sort of worked the angle was wrong and really needed extra holes drilled too. I liked the look but it seemed to be hanging in mid air.



#3: Stylish, but missing a mounting

I read on the Access Norton forum the dealer Old Britts (www.oldbritts.com) produced a good quality custom unit which used the two existing clip holes and an earlier style light unit. Expensive but well thought out, it replaces the clip and number plate bottom bracket/carrier and makes quite a tidy installation. I like the shape of the pointy Lucas lens, but the earlier L564 pattern throws out much more light which can only be a good thing with the number of dozy drivers on the road.

Time will tell...



#4: All the way from America.

I find it hard to believe that I have expended so much effort on something so simple. Years ago, one of the things that brought home to me my dissatisfaction with the modern motorcycle press, was reading a "superbike" test where the tester discussed at length, with accompanying pictures, which model had the best looking taillight. Here I am boring you with the same stuff!

TVNOC AGM

A reminder of the TVNOC AGM this Thursday (18th) at the Pitcairngreen Inn. Rather than taking potluck in the bar we have the use of the back room from about 07:30 on.

The agenda is...

- Officer reports
- Branch membership fees
- Events and activities 2016
- AOCB
- Election of officers