

BUSH CHATTER

November/December Newsletter, 2023.

As I know that this is a busy time for lots of people and I have not yet received a number of regular/promised reports/articles I have decided to send out what I do have as it is getting close to the end of the year, so enjoy the following.

The following is to provide a bit of light relief during whilst there is so much destruction in our world at the moment.

The following is compliments of John B and Jeff McC. Some not politically correct in today's world, but only meant for fun.

The motorcycle advertisements are from 1970 & 1971 and I am sure that a pretty girl sitting on a motorcycle would not have influenced any male to buy a Norton! Surely males are not that silly.



My wife yelled from upstairs and asked, "Do you ever get a shooting pain across your body, like someone's got a voodoo doll of you and they're stabbing it?"

I replied "No..."

She responded:
"How about now?"

Having a teenage daughter is like having a cat that only comes out to eat and hisses when you try and be nice to it.



Americans: We walked on the moon

Also Americans:



I don't care how nice the **hand soap** smells... you should never walk out of the restroom **sniffing** your finger.

If you ever get caught sleeping on the job, slowly raise your head and say "**In Jesus name, Amen**"



Me: Please bring me a screwdriver.
Wife: Flat head, Phillips, or Vodka?

And that was when I knew she was the one.

I may be getting old, but I can still spot safety violations. This man has no hard hat, no safety glasses, no hearing protection and no gloves!



This will be the first year we're not going to Hawaii because of Covid-19.

Normally we don't go because we can't afford it.

So today, in church, a guy in a dress tried to drown me

And, I kid you not, my family just stood there taking pictures!

liturgy.co.nz



freedom

Freedom is when nothing inhibits your desire to move in the best possible way. Equate that to bikes and it becomes a vital factor. Norton have always taken the freedom movement seriously. The Commando 750 Hi-rider is fine proof of that. This new version of the Commando Superbike is styled exclusively for the rider who requires the distinctive appeal of a chopper but without its inherent handling defects. Vibration, the prison of many a good machine, was eliminated on the Hi-rider (and on all Commandos) by the revolutionary Isolastic construction—the turbine smooth ride has to be unfelt to be believed. Power, so often unusable unless aided by constant gearchanging, is big, dynamic and flexible, leaving you free to appreciate the ride. Roadholding, backed by years of Norton competition success is unsurpassed, ensuring a greater degree of mobility. Acceleration, the Hi-rider can outgun almost anything off the freeway. Commando comfort, second to none, guarantees freedom from fatigue. Maintenance, reduced to a minimum by the uncomplicated big twin formula. If the Hi-rider is not your style, freedom of choice within the Commando range offers the right combination to suit every individual. On all counts the Norton Commando allows the rider unfettered opportunity to get the very best from both himself and the bike. Why accept anything less?

 **Norton**
Commando 750's
—all with the isolastic super-ride

Write or call to find one of the 800 dealers in the U.S.A.
Exclusive Importers and Distributors,
East of Mississippi River:
Berliner Motor Corporation,
Railroad Street and Plant Road,
Hasbrouck Heights, New Jersey 07604.
(201) 288-9696.

Exclusive Importers and Distributors,
West of Mississippi River
including Alaska and Hawaii:
Norton Villiers Corporation,
6765 Paramount Blvd.,
North Long Beach,
California 90805. (213) 531-7138.



CIRCLE NO. 21 ON READER SERVICE PAGE

The Norton experience

You probably first saw this masterpiece of shape and pace through the glint of plate glass, or in a magazine, maybe being handled by a friend or even worse by someone you don't know. Long before your eyes laid her you knew that somewhere sometime you would meet for that never surpassed experience. Not for you the fussy, the temperamental, the Dresden touch or the big flashy bore. You wanted a high flyer with scintillating looks, superb performance capabilities, that could hold on tight even during the wildest inclinations. Of course she can also be easy and gentle like a

purring cat, as smooth in motion as a ski on virgin snow – but only if you're man enough to move fast with her when you both get turned on. Most experiences are dulled by time and repetition, they become indistinguishable in a world of mediocre happenings. Only a few remain fresh and exciting as on the first encounter – admittedly they are hard to acquire but well worth waiting for.

0-60 m.p.h. in 4.8 seconds.
Standing quarter 12.6 secs.
Top speed 125 m.p.h. plus.



The Norton Commando 750 Roadster with the isolastic super-ride

Write or call to find one of the 800 dealers in the U.S.A.
Exclusive Importers and Distributors, East, South and Middle West (43 States): Berliner Motor Corporation, Railroad Street and Plant Road, Hasbrouck Heights, New Jersey 07604. (201) ATlas 8-9696.

Exclusive Importers and Distributors, West Coast (7 States): Cal., Ariz., Nev., Wash., Ore., Hawaii and Alaska: Norton Villiers Corporation, 6765 Paramount Boulevard, North Long Beach, California 90805. (213) 531-7138



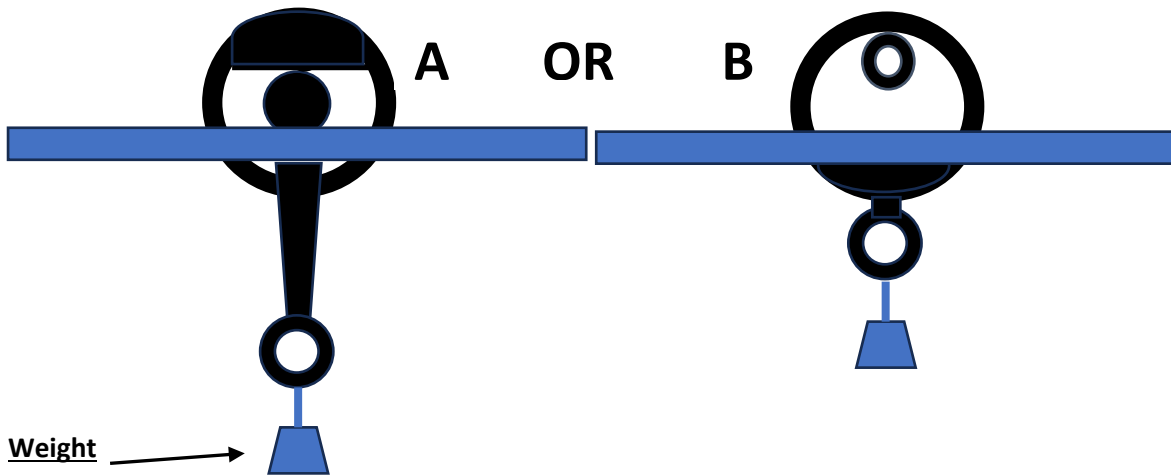
From Ron Brown:

Balancing a single cylinder crankshaft. Part 2.

Once the amount to be balanced is determined, (in this example, 242g) place the crankshaft on a pair of knife edges and hang the weight, (242g) on the small end.

I use a tin can with a wire handle, and a wire hook to attach it to the small end. I then place the tin can on the scale and add lead shot to make it up to the weight to be balanced. (242g)

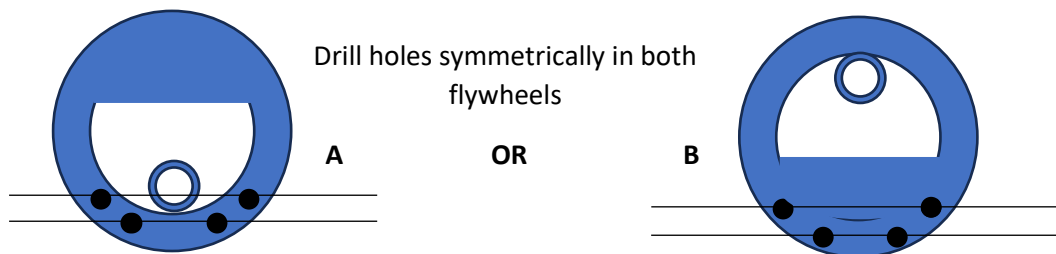
After hanging the weight on the small end, the crankshaft will come to rest with the big end either upper most or at the bottom. Usually the latter is the case.



If example **A** above is the case remove weight from the tin can until the crankshaft will settle in any position it is placed. The amount of weight removed from the tin can be weighed and that is the amount to be removed evenly from either side of the big end side of the flywheels.

If example **B** above is the case add weight to the tin until the assembly will settle in any position it is placed. Then weigh the tin and its entire contents and subtract the original weight (242g). This is the amount to be removed evenly from the flywheel directly opposite the big end. Now return the tin to the original weight (242g)

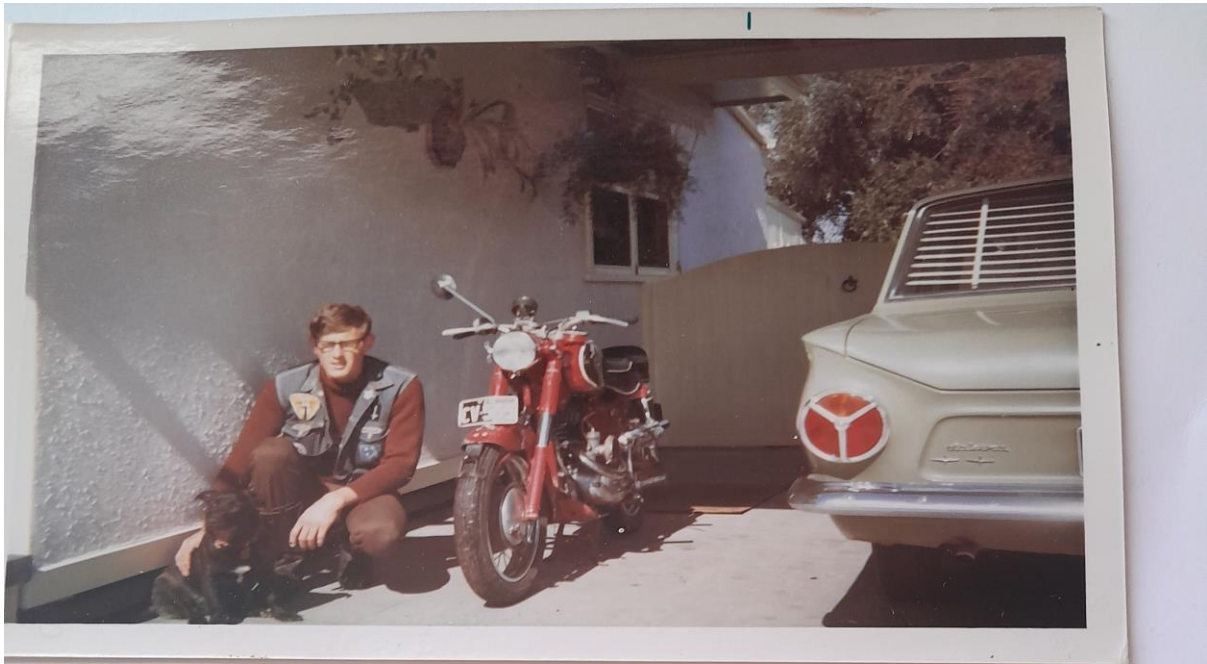
Drilling Flywheels



The amount of metal removed from the flywheels must be evenly distributed either side of the centre line, and will depend on the size and depth of the holes. The table below shows the approximate amount of metal removed for 25mm of hole drilled. Supposing the total amount to be removed was 80g, then with 8 holes 10 grams would need to be taken from each hole. If we were to drill 12mm holes 10mm deep would be a good starting point. At this stage the assembly will be put back on the knife edges and it be determined if more weight needs to be removed.

	Drill Dia	10mm	11mm	12mm
G/25mm	14g	18g	24g	

Member Story – Hayden Roy.



These photos were taken in 1970 at home in Mildura with my dog Tilly. Motorbike is a Puch SGSS 250. The bike was a works racer and was raced on the road racing track at the back of the Mildura Airport during 1954-1956. It was converted back to a road bike by Barry Mansell who sold it to Steve Snogross and then I bought it, later trading it in on 1971 Honda 450 from Ab Pike Honda.

A section of the original pamphlet for the Puch SGSS250:



NOVELTIES

SGA and SGSA close a gap: they have an electric starting device, just like cars. A slight pressure with the right thumb and the engine is „on“. Your foot is no longer required for starting.

The new Bosch pendulum starter operated with 12 Volt. This explains why both new models are now equipped with two batteries (12 Volt/11 ah). The battery compartment is situated in the left lateral compartment of the shell frame.

In the case of the Bosch pendulum starter, as soon as the press button is operated, the tongue on the crankshaft is set in pendulum swing by way of a relay. The upper dead center is overcome by an auxiliary ignition, which starts off the rotation.

The engineering and research departments are constantly busy in their effort to keep the PUCH-machines at the most up-to-date standard, for the benefit of our customers, who alone set the course of our production. Thus, a number of novelty details were introduced, so to speak the famous „dot on the i“. The intake silencer deserves first place of mention, our challenge to traffic noise. Our tourist models SG and SGA are conspicuous by their noiseless run.

Up to now our models were easy to jack up thanks to the tipping bracket. Yet another improvement that will considerably lighten your work, is the new lifting handle on the left side of the machine. You will also welcome the electric idling indicator — a small green lamp in the headlight. A glance prior to starting will tell you whether the idling gear is switched on.

The shock course of the rear spring legs has been increased and the shock-absorption improved, resulting in increased riding comfort and an even better road traction —

Puch-buyers know, their vehicle is in the lead — and just where they need it, too.









Peter Blaby still has for sale his BMW

BMW 1987 K100 Ex SA Police Bike

New rear shockers, new brake rotors, new braided brake lines, new tyres, new seat, fresh paint, new LED driving lights, Reconditioned Speedo Cluster, \$6,500.00

Contact Peter Blaby 0478 737 216



The following photos from the Merbein South Motor Show are from Ron Brown:











As you can see by the photos there was a good turn out of motorbikes on the day, thanks to all the members that displayed their bikes. A great day for socialising and good day was had in your diary for 2024.

Apologies for the quality of the following information on the Indian, but I was unable to fit it in any other way.

Hope this finds everyone fit and well, and for those that we won't see at the Christmas Dinner on Saturday, have a safe and happy Christmas time and we will see you in January .

Bonney



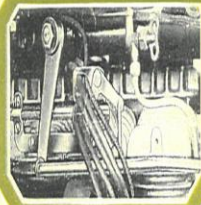
Keep spending your allowance on that Girl, you won't be able to buy a Motorcycle when you're bigger.

Pictures
that tell
the story
of amazing
mechanical
superiority

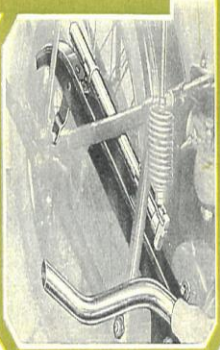
At right,
Top view showing
stream lines



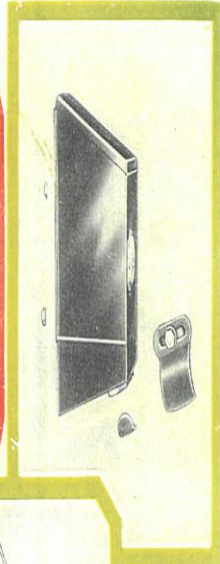
Right hand gear shift lever, auto-
motive type horn and special spark
plug insulator tips



Magneto Control Bracket and
Wire Support



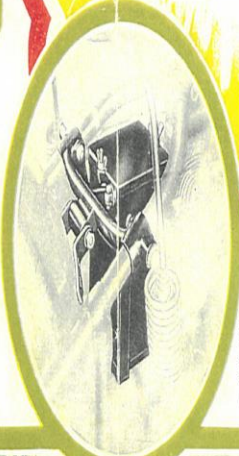
Showing simple attachment for chain
guard and spring anchorage
for tail pipe



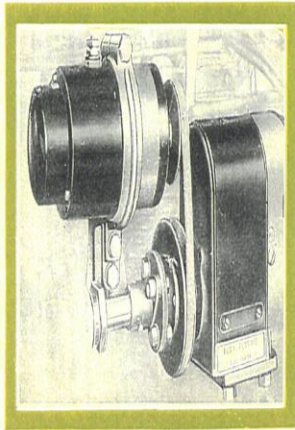
Above, Tool Box
and Brake Arm
Support



At left, Two
Shoe Internal
Expanding
Front Wheel
Brake



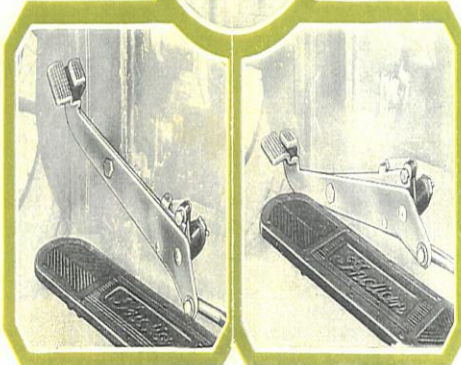
Accessible Battery
Box, also Mud-
guard Pivot for
easy removal of
wheel

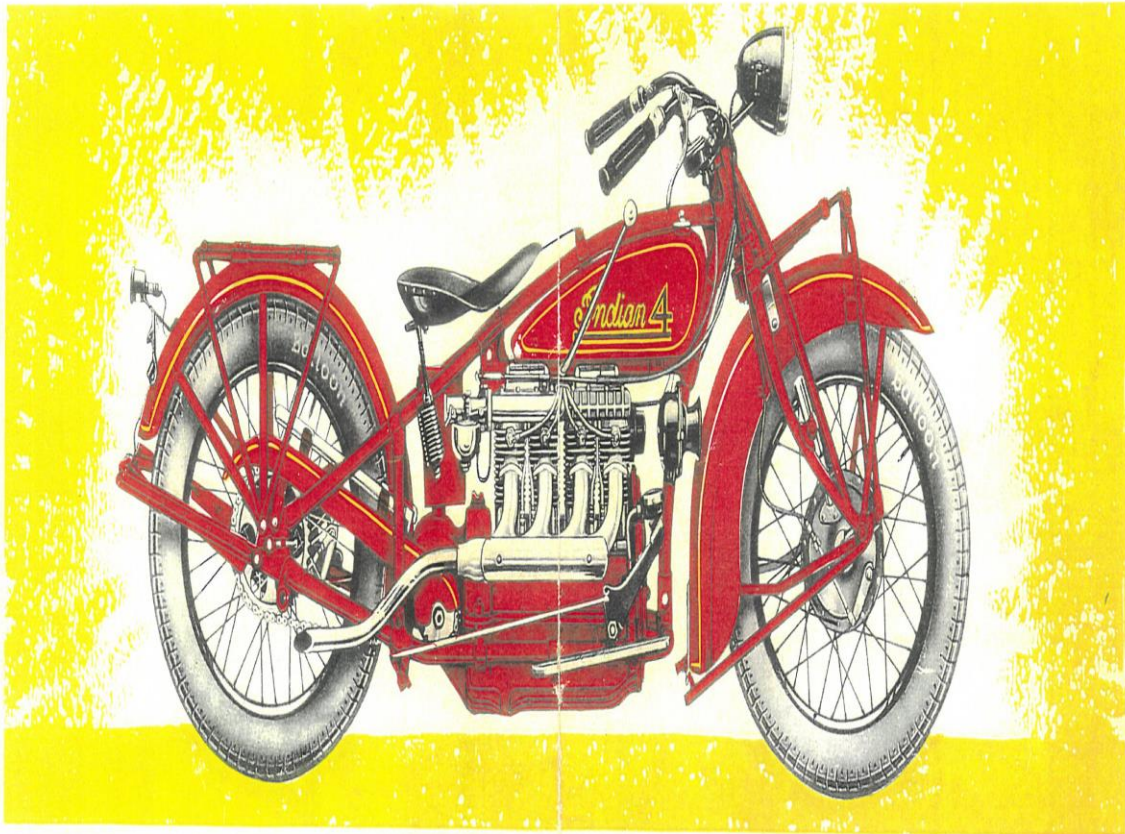


Magneto and Generator—showing flexible coupling
and new generator bracket



Bucket type Saddle with compound springs
permitting $4\frac{1}{2}$ " travel





SPECIFICATIONS

MODEL . Indian 4 (Series 40) Model VE, Electrically Equipped.

BRAKES . Front Wheel brake: Indian two-shoe internal expanding brake operated by hand lever. Rear Wheel brake: Indian extra heavy, two-piece, external contracting operated by foot pedal on right side. These brakes have braking surface greatly in excess of every ordinary requirement so as to positively and quickly take care of any emergency. Diameter of Rear Wheel brake 6-13.16", width 1 3/8". Diameter of Front Wheel brake 7", width 1", total braking surface 32.31 sq. in.

CARBURETOR . Scheller, especially designed to meet the requirements of the four-cylinder motor.

CLUTCH . Multiple steel and flywheels disc type, built into flywheel running in oil bath. No adjustment required.

CONTROLS . Indian "Twist-of-the-Wrist" type; throttle, left grip; spark, right grip. Cables enclosed in handlebars. Cable casings covered with leather. Clutch release pedal is equipped with special locking device for holding clutch disengaged if so desired. Gear shift lever on right side of tank.

DRIVE . Helical bevel gears from motor to transmission in constant adjustment, running in oil bath. Final drive 3/8" x 3/8" heavy roller chain. Gear ratios: Side, 3.87 to 1; Sidecar, 4.39 to 1 in high.

ELECTRIC SYSTEM . Electric current for head-light, tail-light and horn furnished by Splendor generator and Wico 6-volt battery acting entirely independent of ignition. Ammeter, switch and lamp contained in panel mounted on handlebars at steering head. Automotive type horn. Horn buttons and ignition cut-out button located on handlebars.

FINISH . Indian Red with gold striping.

FOOTBOARDS . Folding type with rubber mats.

FORK . Indian triple stem type. Leaf spring suspension.

FRAME . Indian cradle suspension. Extra large front drop tube. Rear fork braces make for rigidity. Low saddle position.

GUARDS . Pressed steel, drop sides front only, rear guard pivots to allow easy removal of rear wheel.

HANDLEBARS . New Modern sport type integral with head bracket. Triple connection to fork.

IGNITION . Splendor high tension magneto. Driven by newly designed flexible coupling.

LUBRICATION . High pressure force feed system distributes oil to all bearings under pressure proportionate to riding speed and needs of motor. Oil pressure gauge on right side of motor in plain view of rider. All oil contained in motor base, with oil measuring gauge easily accessible on left side of crankcase.

LUGGAGE CARRIER . Indian tubular type.

MOTOR . Indian 4-cylinder, air-cooled, 2 3/4" (69.55 M.M.) bore, 3 1/2" (82.55 M.M.) stroke, 77.21 cu. in. (1261.47 C.C.) piston displacement. Cylinders F head type, with inlet over exhaust. Pistons of "Bohnite" aluminum alloy. Three rings, with lower groove drilled for oil return. Valves, poppet type, intake 1 1/2", exhaust 1 1/8", with 1/8" lift. All inlet valve mechanism enclosed in dustproof hammers. New felt oil pad lubricates inlet rocker arms, inlet push rods and valve stems. Connecting rods: selected drop-forged steel specially heat treated. Split at big end for bearing adjustment. Bearings: bronze, babbit lined, on connecting rods, crankshaft and countershaft, adjustable to take up wear.

SADDLE . Bucket style, with full 1 1/2" of up and down travel on double coil springs. Saddle position 27".

SILENCER . Aluminum muffler and exhaust manifold in one unit. Nickel-plated tail pipe.

STANDS . Indian hinged type with spring latch, front and rear.

STANDARD EQUIPMENT . Combination dim and bright new bullet type head-lamp, tail-lamp, ammeter, horn and push button, cut-out button, tool box and tool kit.

STARTER . Step starter with folding foot pedal.

TANK . One piece, gasoline only. Streamline design. Capacity 3.12 Imperial gallons (14.194 Liters).

TIRES . 25" x 3.85", Goodyear or Firestone Balloon, optional.

TRANSMISSION . Unit with motor. Three forward speeds, progressive type.

WEIGHT . 410 pounds.

WHEELS . 25" diameter, wire, 40 spokes front and rear 2 1/4" x 3" or 1 7/8" CC steel rims, knockout axles.

WHEEL BASE . 59 1/2 inches.

BETTER THAN THE NEW

Indian 4

THE
utmost in Motorcycle
performance . . . beauty
and comfort

Indian 4

Modern performance from a distinctly modern machine. Don't look for this new-day value in a motorcycle designed two or three years ago. Study these vital new facts if you want the utmost for your money

IMPORTANT changes have recently tak-

en place in motorcycle design. Modern engineering science has developed a new type motorcycle . . . a performance you have never known before.

Although in appearance it is just a vastly better looking motorcycle, it is actually a new machine with vital improvements from end to end.

Motorcycling on this new INDIAN 4 will be an entirely new

sensation. Smooth flowing power

that speaks in a whisper compared to other motorcycles.

Remember — four cylinders! Plenty of reserve—twist the throttle on the last fifty feet of a hill and the surge of power that sends you over will make every drop of your sporting blood fairly tingle.

You can drive it at high speeds without any added wear or strain on the engine. New high turbulence head gives it amazing power,

to start at the top . . . pick the new INDIAN 4

astonishing reserve. Gives it NATURAL power — not forced power!

Pick up! With the added power and an ingenious re-designing of the transmission, changing the second gear ratio and perfecting a faster, more positive method of gear shifting,

a brand new degree of pick-up has been attained. Just TRY this get-a-way.

And to balance this pick-up, the INDIAN 4, of course, has both front and rear wheel brakes.

Say goodbye to clutch trouble in traffic. A new type clutch on the new INDIAN 4 operates as smoothly and easily as the clutch on the latest automobiles. A new



simple foot action "locks out" the clutch when you come to a stop.

High pressure force feed lubrication system distributes oil to all bearings proportionate to riding speed of motor. Think what this means in surer, smoother power . . . in vastly lengthened life.

Read the specifications, look at the pictures, but don't stop there! Come to our store and ask for a ride.

Take the new INDIAN 4 for a spin . . . all by yourself.



Stop by the roadside and look at the improved construction. Give it your own private "Road test."

Take the old familiar runs and just compare the performance with any motorcycle you have ever ridden.

And it costs but little more than other models.

The INDIAN 4 needs no salesman.

T H E R E I S N O T H I N G F I N