

John Hudson

Born in 1916, John Hudson first became involved with motorcycles at the age of 12, when as a self-confessed motorcycle fanatic, he spent 3d of his pocket money on the *Blue Un* each week, with the special treat of the *Green Un* twice a year for the TT report and the November motorcycle show. Initial enthusiasm was fuelled by next door neighbours Eddie and Stanley Flintoff who took part in scrambles and trials as well as a little racing. The stone garage adjacent to their farmhouse provided John with many hours of enjoyment watching machines being prepared, and also a fund of knowledge that was built on in later life.



John's first bike was a 1933 New Imperial Unit Minor bought for £8 in early 1937 which was followed by the love of his life, an AJS 346cc 7R bought from Harold Daniell for the enormous sum of £37.50. John intended racing this machine but this was delayed by the onset of war. Called up at the age of 23, he entered the RAF and his engineering aptitude enabled him to rise to the rank of sergeant engine fitter in his 5½ years of service.

The return to civvy street enabled him to further his ambition to race, but the first attempt ended in disappointment when the gearbox broke in practice. Although upset at the time, he realised later that it was to be a turning point in his life. Oliver Langton was the race scrutineer and was impressed enough by what he saw to call over his brother Eric, who had an engineering business. Equally impressed, some weeks later Eric invited John to come and work for him, so in 1951 at the grand old age of 35, John effectively started a 4 year engineering apprenticeship.

He first went to work for Norton in January 1955 at Bracebridge Street, initially as a fitter/tester in the experimental department before progressing through the company to become Service Manager. During this period, Norton moved firstly to Woolwich under the banner of AMC and then to Andover as NVT. His experience of working with the products of Norton is unique, for he became the technical expert to whom importers, dealers and owners alike turned when all else had failed them.

In 1975, John and many others were cast on the scrap heap by the terminally ailing motorcycle industry, but it was not long before his talents were put to good use by Park Road Motorcycles of Southampton. He worked here until his retirement, since when his skills have always been in demand, especially by those preparing bikes for racing on the Isle of Man. President of the Norton Owners Club, John is a familiar sight at Norton Day and Club rallies. Usually with an attentive group of Norton riders, he will be found disgorging his photographic memory of engine details, part numbers, etc. in his rapid Yorkshire dialect while his listeners attempt to remember just 10% of the points covered.

With this video, you have a chance to hear and see the man in action, with the additional bonus of a rewind facility.



Norton

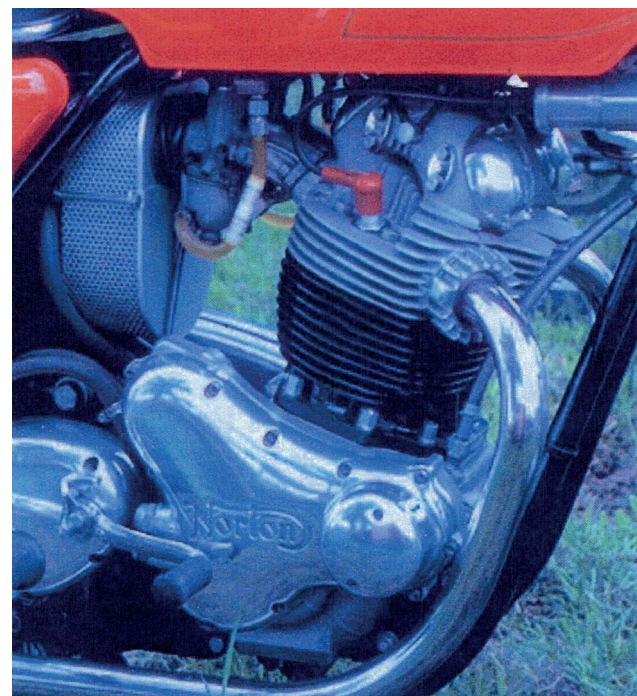
Twin Engine Strip
John Hudson

Transferred from

VHS



Norton Twin Engine Strip



Presented by
John Hudson

Norton Twin Engine Strip

Narrator & Mechanic	John Hudson
Director	Alan Osborn
Camera	Henry Dulat
Lighting	Phil Hannam
Location & Catering	Shirley and Dave Fenner

Background

Filming for this video took place over several weekends in 1993 and ultimately involved several Heavyweight Twin engines of differing types. The intention is to show what can be undertaken by the normal Norton owner with limited resources in terms of workshop facilities and tools.

While the 750 Commando is the main subject matter, much of what is shown applies to all Norton Heavyweight Twin engines and John Hudson does his normal excellent job of navigating us through the intricacies of 30 years of development.

The filming was entirely unscripted and in most instances the results are the first take. This was only possible because of John's comprehensive knowledge of the subject, although at times it was difficult to stop him expanding his explanations and dialogue to cover an even wider subject. Many hours of filming ended on the cutting room floor as the result of endless hours of viewing by Henry Dulat and Al Oz, kept awake with copious mugs of coffee. Maybe sometime in the future, the extensive knowledge contained in these unused hours will be incorporated into another video.

Approximate Timing of Video

Dismantling

Time (mins)	Item Covered
2.00	Introduction
7.00	Tools required
11.30	Head removal
16.00	Piston removal
19.30	Timing case dismantling
33.10	Crankcase splitting
36.15	Crankshaft removal
37.30	Crankshaft bearings
38.30	Crankshaft comparison and description
45.45	Crankshaft bearing removal and inspection
49.15	Connecting rod removal and inspection
53.30	Crankshaft/flywheel dismantling
61.30	Crankcase strip
63.45	Cylinder head strip
67.00	Cylinder barrel strip

Assembly

Time (mins)	Item Covered
68.30	Crankshaft/flywheel assembly
72.45	Crankcase overhaul
77.30	Crankshaft bearing fitting
80.45	Connecting rod fitting
82.00	Crankcase assembly and camshaft fitting
83.15	Camshaft description
85.00	Crankshaft fitting and case assembly
89.45	Timing gear assembly
100.45	Piston fitting
103.45	Tappet fitting
105.30	Cylinder barrel fitting
109.15	Oil junction block fitting
110.45	Cylinder head fitting
119.45	Timing disc setting
120.30	Valve setting