

Name: Norm Fisher

Date Joined: June 1, 1965 (the first time)

I became interested in motorcycles because one of my classmates in high school had a Whizzer a bicycle with a belt fastened to the spokes and the motor that tilted by pulling on a lever on the handle bars to tighten the belt to power the bike.

Didn't take me too long after that to save enough to buy a 98cc James, from that I went to 197cc Excelsior trails bike that was licensed for the road, but not fast enough, so I got a used 250cc BSA that lasted about 3



months before it wasn't running too well. I then purchased a 1945 Harley Davidson 45



It seized up on a trip to Oakville at Bronte Road on the QEW, after finding out what it was going to cost to fix, I bought an Ex Metropolitan Police Suicide Shift Harley 74FLH, and I had it for a few years. That was what I used to go to work, go

out for rides on and win the WCMC Championship Hare & Hound, Hill Climb (Installed Grasshopper rear tire) road to and from Fonthill, then changed when I got home. I finally sold it with 125,000 miles on it. I met my wife when I owned that bike and we rode many miles together, also had our first spill on a calcium covered corner, the bike slid out from under us and we watched it slide down the road on the crash bars, I ran and picked it up because the gas was leaking out of the tank, no one was hurt, got back on the bike and continued to our destination. After selling the FLH I bought a used Honda 305 Super Hawk. I decided to get a new Bike, a Brand new 67 Harley Sporster; I loaded it up with Bags,

Crash Bars, and Windshield. I put a 350cc kit in the Super hawk, and decided to race Scrambles and Participate in Hillclimbs put on by the Club, Kind of a challenge for a bike designed for road racing, had the only bike on the track with an electric starter.

On the July 4<sup>th</sup> weekend the club went to the Charity Newsies, in Columbus Ohio, AMA Flat Track Races when we arrived there I found every motor mount bolt sheared off. We were delayed from returning home with the rest of the group by three days while bike was in the Harley shop getting repairs.

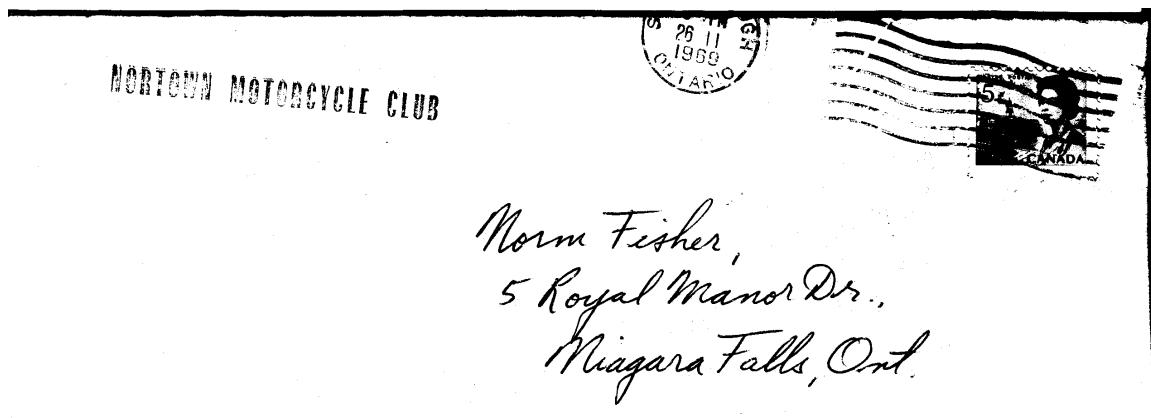


By the time we had gotten home, the cases had broken, the horn bracken had broken, and the bike was a mess. I took it to Poole's Harley they split the cases, heli-arc'd them and re drilled them for new bolts, balanced the crankshaft, replaced the clutch

and all engine seals. I had a Harley that didn't shake, didn't leak oil, and ran like a dream. I had the privilege of putting on the World Championship Hare & Hound that year, picked up a nail in the rear tire and had to finish it in Farmer's laneway. Got the bike home, had rear wheel off and in the basement, Then the bike got stolen out of my driveway.

The following year I purchased one of the first 1969 Honda CB750 Four's, there were only six in Ontario that year.

Prior to purchasing the 750, Ron Turnbull and I had a little extra fun participating in a 5 hour production marathon on the Harewood Race track in Nanticoke on his Norton Atlas 750. The results are below this is a photo copy reduced in size to fit. We had fun playing with Yvon DuHamel the reigning Canadian Champion passing him on the straight aways as we had the power and the speed, only to watch him disappear ahead of us when it came to the sharper turns and the chicane as his bike was more agile in the corners then the Atlas. I have hung onto them all these years.



NORTON MOTORCYCLE CLUB

5-Hour Production Marathon - Harewood, August 17, 1968

The Club sincerely regrets the delays in distributing the Expense Monies for this event. The delays were mainly through the transcribing of Lap Sheets, Protests after the event, Protests after Provisional Results published and finally, a change in Club Executive which necessitated changes in documents at the Bank.

The finalized Results, as shown here, may be inspected by any interested parties, at Sonic Motorcycles, Scarborough. (See Bill Sharpless)

OPEN	FINISH		TEAM	MACHINE	LAPS COMPLETED						
	250cc	Mar. #			CMA #	Hr1	Hr2	Hr3	Hr4	Hr5	TOTAL
1		20	20	T. Faulds A. Murray	Honda	40*	40*	40*	40*	42*	202
2		1	1	Y. du Hamel G. Marshall	Kawasaki	40	40	39	41	42	202
3		60	160	Jim Allen J. Quirk	Suzuki	40	39	40	39	41	199
4		31	431	D. Mitchell D. Jackson	Honda	38	40	37	39	41	195
5		29	293	M. Burt D. Davidson	Suzuki	39	37	39	39	41	195
6		44	44	D. Cunningham M. Radbord	Honda	37	39	39	38	40	193
7		65	365	B. Nielson D. Sorensen	Kawasaki	35	38	40	39	40	192
1		10	106	John Allen J. Cooper	Suzuki	38	37	38*	38*	39*	190
8		27	274	J. Makin T. Makin	B.S.A.	38	33	38	35	39	183
9		93	393	P. McKendricks I. Murray	Honda	35	36	36	36	38	181
2		39	390	P. Ostrom J. Brick	Honda	35	35	36	36	39	181
3		38	138	B. Sale R. Platt	Yamaha	36	35	36	35	38	180
10		84	84	J. Nelson A. Johnson	Norton	30	27	41	39	42	179
4		11		D. Dale D. Mesmer	Kawasaki	36	32	37	34	38	177
11		19	719	E. Taylor M. Girvan	Kawasaki	37	32	37	34	36	176
12		54	543	R. Roth H. Lim	Suzuki	35	33	33	37	38	176
5		4	410	R. Rogers T. Sutherland	Suzuki	33	35	35	35	37	175
13		2	2	R. Boasman B. Aitken	Kawasaki	36	33	35	35	36	175
6		49	449	A. Partington K. Parsons	Kawasaki	30	36	35	36	38	175
14		99		G. Conway R. Glenn	Norton	31	36	30	36	40	173
15		62	62	W. Walsh G. Walsh	Kawasaki	37	39	36	23	37	172

Cont'd.

FINISH OPEN 250cc	Mar. #	GMA #	TEAM	MACHINE	LAPS COMPLETED					TOTAL
					Hr1	Hr2	Hr3	Hr4	Hr5	
16	40	140	D. Powell G. Havens	Yamaha	36	34	29	36	36	171
7	22	222 426	G. Sudol B. Drummond	Suzuki	24	37	34	35	39	169
17	16	416 599	R. Kendall D. Collis	Suzuki	38	19	34	38	40	169
18	48	483 77	T. MacNaughton J. Kelly	Triumph	32	32	34	34	37	169
19	25	251 456	P. Stacey B. Hesketh	Bridgestone	38	36	32	26	34	166
20	67	678 676	B. Wilson T. Wilson	Morton	36	26	33	30	38	163
8	18	182 363	R. White A. MacAdam	Ducati	33	23	35	33	37	161
9	51	516 568	G. Hubert G. Salzer	Honda	26	26	34	33	34	153
21	95	695	H. Van den Hurk S. Sorensen	Kawasaki	31	29	31	31	28	150
22	47	478 619	R. Turnbull N. Fisher	Morton	32	32	31	12	33	140
possible laps 160 Hour 4 we were off track for over half hr. fixing leaky gas tank										
23	63	636 473	M. Bryce R. Patterson	B.S.A.	36	1	25	22	32	116
24 DNF	30	30 506	F. McAninch H. Manning	Triumph	39	40	37	38	2	(156)
25 DNF	66	66 42	R. Beaumont K. King	Triumph	40	37	41	17	0	(135)
10 DNF	5	205 206	E. Wilson A. Shelley	Suzuki	31	12	32	31	28	(134)
26 DNF	26	264	A. Robinson D. Jones	Honda	36	36	34	0	0	(106)
11 DNF	36	36 80	W. Brown M. Brown	Kawasaki	38*	38*	15	0	0	(91)
27 DNF	88	488 139	T. Tacchi W. Nelson	B.S.A.	35	24	0	0	0	(59)
12 DNF	41	41 101	G. Ferry B. Sapsford	Honda	24	17	0	0	0	(41)
13 DNF	6	266 328	K. Hodge J. Paterson	Montessa	25	5	0	0	0	(30)
14 DNF	3		T. Roder P. Dragffy	Bridgestone	28	1	0	0	0	(29)
28 DNF	55	559	G. Wilson M. Ansley	Suzuki	12	0	0	0	0	(12)
29 DNF	61	618 22	D. Kristjanson L. White		0	0	0	0	0	(0)

EXPENSE MONEY BREAKDOWN:

	OPEN	250cc
1st	\$75	\$75
2nd	50	50
3rd	35	35
4th	25	25
5th	15	15

(\*) \$10 to 1st Place each Class at end of each Hour

Open = \$50.  
250 = 50.

\$200 + 200

+

100 = \$500.00

Jim Ewart found my original application for membership

MEMBERSHIP APPLICATION

WELLAND COUNTY MOTORCYCLE CLUB

If accepted as a member of this Club I agree to abide by all its rules and those of the Canadian Motorcycle Association. I also agree to be faithful to the Club and to work for its interests.

NAME *John Fisher* ..... AGE *22*  
ADDRESS *5 Royal Manor Dr.* ..... CITY *Tia Falls*  
MAKE OF MACHINE *Honda 305* ..... SIZE *30.5*  
*Super hawk*

Are you a member of any other Clubs, Associations, etc?

NAME ..... C.M.A.  No .....  
A.M.A.  No .....

*35-44304*

What type of Club Activities or events are you interested in?

*Scrambles* .....  
*Club Rides* .....  
.....

Present this application along with the \$ 5.00 initiation fee to the Secretary after you have attended two meetings.

Students may become a member by paying half the initiation fee and dues. Club dues are \$ 1.00 per month.

*Re Accepted - June 1st.*  
*paid - \$5.00*

I helped out and rode Scramblers and Hillclimbs at Fonthill put on by the Club was very active in the construction of the first grandstands on the Flattrack and other aspects.

I was a member of the board of directors, Road Captain, a signatory for the Incorporation of the Welland County Motorcycle Club Incorporated.

I was a member for 12 or 13 years until family, finances, and work no longer gave me the time or opportunity to continue my membership.

I sold my bike and never thought I would have another.

Fortunes changed and I was fortunate enough to find an extremely well kept 1978 Goldwing GL1000, but I was also involve with Greater Niagara Baseball Association as Convenor & Coach, so I didn't have time to get back out to the Club. I used to take our youngest daughter on the back of the Wing to check on the games almost nightly all summer. I also started working in the Toronto Area which made it impossible to attend meetings.

Then in 2005 our son-in-law and our grandson decided to try FlatTrack at Welland. Niagara Motorcycle Raceway, we went to watch. I had gotten a new bike earlier in the year and had ridden quite a bit around the area. I was approached by the membership secretary about rejoining. I came out for activities and was lucky enough to win Willie's Lime Run & the World Championship Hare & Hound that year. I was accepted back into the club for the second time August 2, 2006.

Since then I have been parking lot attendant at the races, Grandstand Plank replacer, and Electrical, Plumbing, Roofer, Maintenance, and installation. Spent pre 2013 season with Gary & Mike La Belle replacing posts and boards around almost half the track.

October 17, 2009 I was voted in as Treasurer, I held that position for 5 years, until I decided not to run for the position.

With the help of our Grandson Matthew Auld I have been working on the computerised race system to tabulate points, keep a database of Riders, their stats, sponsors, and contact info, and automate heats generation, final results, and season champions all with the click of a mouse.

I have been awarded Most Valuable Member three times, Outstanding Service Award twice from 2010 until 2014.

I have managed to win the Curley Barwell Long Distance Memorial Award every year for 2013, 2014, and 2015. averaging 16,000 km





## ***This is on the Tail of the Dragon September 11, 2014***

Mike Jones and I covered almost 4000 km in a week. We rode the Tail twice, once up, once down 318 curves in 11 miles, what a ball.

I've been to the west coast with my Brother on his Harley to see his daughter, we covered a little over 9,000km in 12 days, and the east coast with Lurrean, Mike and Carol Jones on our Goldwings, a little more leisurely only 6,000 km in 21 days. As of this date have just over 171,000 km on the Wing.