



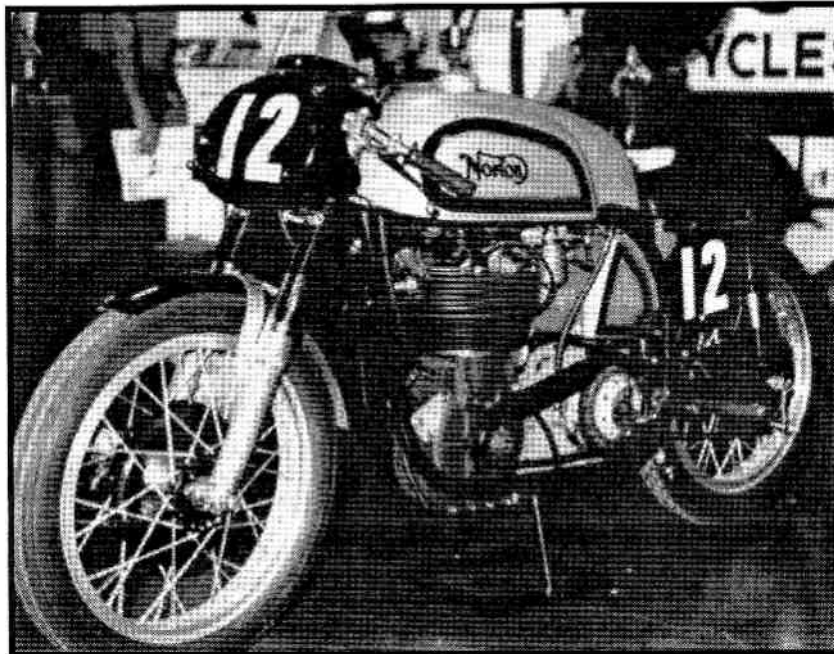
Norton Notice



The Newsletter of the
Northern California Norton Owners Club

No. 207

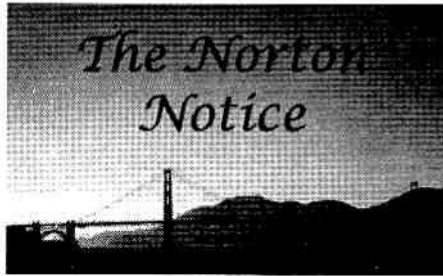
July & August, 1995



Special Summer Issue



Inside.....The Allison-Norton 750



is published by the Northern California Norton Owners Club. Its purpose is to inform and entertain members regarding all aspects of the Norton motorcycle, including history, technical advice, and preservation of the marquee.

The **NORTON NOTICE** is a reflection of the readership, who are encouraged to submit an article, technical tip, photograph (original or otherwise) as long as it is in good taste, so that other Norton enthusiasts may enjoy it. (Good taste is somewhat optional, but hey-this is a group of bikers we're talking about here....that's why we have an editor.)

The deadline for items to be submitted for publication is the 20th of each month.. The **NORTON NOTICE** welcomes contributions submitted electronically. Material in any format placed on a 3.5" floppy disc can be read by the editors clever Macintosh. You may also send articles directly to the editor via modem or fax at 415-595-3368. Set your telecom software to 8/n/1, use X or Z modem file transfer protocol, and just call up the editor most evenings (don't wait until the 20th...there is a long line then). The editor also has a fax at his office (415-593-4850). E-mail can be sent using INTERNET to norton2@aol.com.

Membership in the Northern California Norton Owners Club is available for \$20.00 per year. Membership dues are payable to the Branch Treasurer.

Advertising rates are \$60.00/year for a 1/4 page ad!!

Renewal dues are payable at the end of the individual's membership year, which is designated by the last number listed on the mailing label of the Norton Notice and the membership card.

All changes of address or questions about membership or the Notice, call the President.....not the Notice editor!!

The Northern California Norton Owners Club is affiliated with both the Norton Owners Club of England and the International Norton Owners Association. Interested persons can join these two organisations per the terms described on the Branch membership application form.

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NORTON NOTICE

IMPORTANT (Please note the following fine print) The object of the Northern California Norton Owners Club is to promote, encourage and develop motorcycle activities. The Club's members are owners of Norton motorcycles and they often submit for publication in the **NORTON NOTICE** technical tips pertaining to motorcycles of the Norton marquee. Technical tips so published have been reviewed for technical content and are believed to be both acceptable and workable, but no guarantee is made or implied that they will work correctly, nor is any liability assumed by either the Norton Owners Club or the members for any problems resulting from the use of these tips. The Club also assumes no responsibility for the acts or omissions of its members in connection with Club activities. **NORTON NOTICE** articles or other materials express the author's view only and not necessarily the official policy of the Norton Owners Club or its Northern California branch. The editor reserves the right to accept, reject or alter all editorial and advertising material submitted for publication. Advertising published does not imply endorsement of products, goods or services. Now you know.

Upcoming Events

Club Rides Schedule

July 30

Fred Twigg Ride
(see Page 6-7 for details)

August 12th weekend: Dardanelle
(Unofficial Rally)

September 17: Old Timers Ride

October 15: Mt. Hamilton Ride

November 4(Sat): Northern California All-British Ride, 6th Annual Don Danmeier 50th Birthday Party, "Brit-bikes" only, info: (415)898-0330

November 12: Delta Ride

December: No rides scheduled

If rides are cancelled due to poor weather - plan on the ride taking place the following week - same time - same place. Check with Jim!

July 8-9 - Show on Saturday, honoring British bikes; Ride on Sunday: Info: Fort Sutter Chapter AMCA, Sacramento, call Jack Gormley (916)455-7398

July 19-23: INOA Rally, Reading Center New York

July 9 - AFM roadraces, Sears Point

August 6 - AFM roadraces, Sears Point

Sept. 13 - 16: AHRMA Steamboat Springs, CO

Oct. 22: AHRMA MX, Hollister, CA

Meeting Schedule

The Club meets on the second Thursday of each month. The meetings are SUPPOSED to start at 8:00 PM. If you get tired of bench racing, bring a newspaper to read.

July 13th

Harry's Hofbrau
(San Leandro)

August 10th - Connecticut Yankee

September 14th - Fremont Brewery

October 12th - Harry's Hofbrau (Mt. View)

November 9th - San Jose Venue

December ? - Xmas Party

Harry's Hofbrau: 399 West El Camino Real, Mountain View, CA., (415)964-8455; just north of Highway 85 on El Camino Rl.

Harry's Hofbrau: 14900 E. 14Th St., San Leandro, CA

Prince of Wales Pub: 106 East 25th Ave., San Mateo, CA., (415)574-9723; off Highway 101 between Hwy 92 and Hillsdale Blvd. Next to San Mateo County Fairgrounds

Fremont Brewery: 3350 Stevenson Blvd., Fremont, CA., East of Hwy 880 near Paseo Padre.

Connecticut Yankee: 100 Connecticut St., San Francisco, CA., (415)552-4440; Vermont St. Turnoff of Hwy 101 North

Photography:

Alan Mueller

Scanning:
Steve Micheli
A.B.E. Dental, Belmont, CA

Press Production and
Halftones:
John and Carrie Follett:
White Oak Press, San Carlos, CA

Maya's Minutes..... by Maya Lai, President

The meeting was attended moderately but there were lots of Nortons outside. We discussed the Oregon ride on the 25TH. We have about \$800 in the kitty.

I'm back on a bike, though the Nortons are still on loan so I'm riding Bonnie. The Santa cruz ride was a great show of Nortons. I think that there were mentions of the roads being a little bumpy and that we had one bike go down. Nothing major, but I apologize to the owner who took the fall. If in the future anyone has any ideas for rides or do not like the current rides, please let me know. I want the rides to be enjoyable for everyone. See ya on the roads.

Maya



The Veep Speaks..... by Joe Edwards, V.P.

Well now the rains have gone for awhile, lets hope so. Having rain in June is sure a trip, but Mother Nature works in strange ways. Well for those of you who missed the Prince of Wales meeting, you should have been there. Things really do come to light, in the seven years that I have been around the club, we soon find that those people that make the most objections to change are the ones who do the least for the club - lets take a second and show "Webster's" meaning of the word club, "an association of people united in the pursuance of a common interest" Now why not keep this in mind, when someone objects to the way the club being led. The lady Prez has done an outstanding job, all we need to do is give a hand when we can. Membership is on the rise, we are seeing some new faces at the meetings. I have heard that some folks think the club rides are a little to long. We can cure

that, all we need to do is offer a little input at club meetings. We can always use a little help, all you have to do is speak up or drop a line to the Norton Notice. Your input is important to how the club is run. Why not take a second and help or offer to help when you can. The club must be doing some things right as we approach the 25th year of being a Norton club.

Well the unofficial Norton ride to the Dardanelle is just around the corner we hope as of this late date you have made your plans to attend this great time. The way the weather has been, we might even still have snow up that way.

Please keep in mind that the Old Timers Ride will be on the 17th of September. The place will be the same Huckleberry Flats. Directions will be in the next Norton Notice. This will be the 25th anniversary of the Northern

Continued on Page 6.....

Minutes of the June Meeting

The June meeting of the Northern California Norton Owners Club was called to order at 8:05 PM by President Maya Lai. The venue this month was the Prince of Wales in San Mateo. It was a fairly nice evening so there were several members who rode their bikes. There were 11 Nortons, 1 Triumph, 1 BMW, and 1 lonely Harley. After an unofficial count, I got 21 members present. There were no new members in attendance.

Maya announced that she has been working real hard on the membership. She estimates that there were 25 renewals and about 15 new members. This has helped with the finances...approximately \$600 is now in the kitty...this is approximate because there was no official treasurers report. Along these lines, Brad brought up the possibility of a lifetime membership being offered. The subject was tossed around a bit and no real conclusion was arrived at except that it could cost the club quite a bit of revenue if the amount was not set high enough.

A brief discussion on welcoming new members went on. Some people felt that new members were slighted and other didn't care. A suggestion was made to take photos of the new members and include them in the Notice. Again, nothing was resolved.

We, as a club, are in our 25th year and Maya proposed to have some special pins made to commemorate this occasion. It was decided that the Old Timers Ride will be used to celebrate our birthday. We plan on doing all the things that last year were done at Norton Day at Alice's plus the usual great food extravaganza.

Jim reported that the June Santa Cruz ride will start at Alice's at 10:00 AM and head for points south. It was suggested

not to eat there due to very expensive meals (Jim managed to spend \$20 for breakfast last time).

A few ride suggestions were brought up...a wine country ride...a weekend in Morro (sp?) Bay. I understand that this ride happened several years ago was very popular.

Alan Goldwater reported on the Norton get-together in Oregon. He hopes for a good attendance. We are working with the Northwest Norton club and perhaps in another year we might go together with the group from Southern California. As of this meeting, there were 15 members planning on going. Alan hopes for more.

Maya told us about a company in England who is selling scale models of motorcycles. They are including a full line featuring Nortons. More information will follow in the Notice.

Joe Edwards reported that all motel rooms at the Dardanelle Resort are sold out for the Gathering of Nortons but campsites are still available.

Joe also mentioned that the Quincy patches are getting ready and he will have some art samples to show us soon. There are also a few sweaters and some patches still available. Brad bought the last watch (now a collectors item) and Harry bought an auctioned off Commando workbook for \$13 but put \$15 into the Kitty. Thanks Harry!

The meeting was adjourned at 9:00 PM.

Respectfully submitted,

Alan Mueller, secretary/editor

PS Maya is back in the saddle again!!!

Whazz Happ'nin

.....news of the NCNOC

....The Veep Speaks from Page 4

California Norton Owners Club. This should be a great affair.

we do have some stuff for sale, even with the weather warming up we still have a supply of Norton sweaters in stock. The price is just \$38-00 and we will pay the postage-also in stock we have a supply of new club patches at \$5.00 each. also club pins at \$4.00each. If you want any of these items just give me a call at my home anytime after 6pm during the week. by the way the veep will be moving during the July the 4th weekend-if you should call all calls will be on forwarded. by the way the July meeting will be at Harry's Hofbrau in San Leandro..... hope to see you all there. remember there will always be a Santa Claus

PS: Below, we have a mock up of the logo for the 1996 national rally in Quincy, Ca. The art work you are looking at is for a patch and/or pin. The tee-shirt logo will be just about the same, but will show a motorcycle on it



The Fred Twigg Ride

by Jim Carton

This has been an excellent ride now for the past three years. Fred always has a great route and I've scheduled the ride late in the month so that all of the people attending the INOA rally can make this ride. Thank you Alan Goldwater. We will all meet at the Lighthouse in Sausalito (1311 Brideway - (415)331-3034) for breakfast. We will leave

at 8:45 sharp. The breakfast alone is worth the trip if you haven't had a really good home cooked breakfast lately. Also, I'd like to see Patrick Mc (you-know-who) on at least one ride this year.

June Ride Report

by Jim Carton

The June ride left Alice's with about 25 Nortoneers and 4 Sportsters. Sportster guys don't have their own club and the big Harley boys won't let them tag along on their "half-Harleys"....so I guess we just feel sorry for them. Norton wannabes are welcome at all of our club rides...anything for a body count.

Steve Marsh and co-pilot/navigator Linda, after a brief ride meeting, were appointed Ride Marshall for the day. They took the point and off we went for an absolutely beautiful day (sunny, warm, breezy) of riding our favorite roads between Alice's and Felton.

Steve took us on a zig-zag path that ended in Davenport for lunch at about 2:00 PM and as usual before you knew it, the day was over.

We saw some new faces and Nortons on the ride..welcome fellow Commando Commrads....thanks for joining us. I'm really starting to like our editors idea of having name tags for the members of the club. I think new members would really appreciate it.

Two bikes went down (Nortons) towards to end of the ride. No serious damage or injuries. I won't mention any names to protect the innocent and hurt anyones pride. I couldn't help noticing (the first thing I look for) at the lunch break after examining both parties front tires that one rider had his original Avon GP on the front. It was only 20 years old and still had lots of thread...but it was hard as a rock. The other bike's front tire had a legal depth but not by a whole lot.

The law says...1/32 of an inch, front tire and 1/16 of an inch, rear tire. But I do not feel that that is enough for any kind of serious riding. Motorcycles aren't the same as cars..we

need all the rubber we can get. Thread depths or not, I am convinced a soft motorcycle sport tire like an Avon Venom retains its bite/grip for a maximum of two seasons before it dries out. Im sure some people out there would think that that's to long.

Anyway, tires for the most part are cheaper to install than motorcycle parts...not to mention scuffed up leathers, helmets and jackets. **Think about it and never save money on tires!!!**

Who coined the phrase 'The Unapproachable Norton', and what was the occasion? See below for the answer.

Isle of Man Report

by Art Bone, INOA President

As is predictable, the weather on the Isle of Man was unpredictable. The wind blew hard every day, it was cloudy and cold most days but NO RAIN! so the races, Mad Sunday, the Ramsey Sprints all went off on time. Joey Dunlop won two TTs bringing his total to 19. Hailwood had 14. of the active riders, Steve Hislop has 11, so it's gonna be a while before someone gets more than "Yer Mon."

I went to the Rudge Meet (all three of them were there), the Scott meet (they were both there) and the Hesketh meet (he was there). No, not really. There were only three Rudges at their meet but it was a cold windy day and I think that was the reason.

There was a terrible accident on the first lap of the Southern 100 Classic races, in which 2 riders were killed and 5 injured. The bikes caught on fire and it was awful. One sidecar rider was killed in the TT.

I went to the Norton Meet and the secretary of the Norton Owners Club, Colin Bowles had been killed that afternoon in a headon crash on the Sulby Straight with a German rider on the wrong side of the road. Needless to say, this cast a pall on the proceedings, even though Mr. Hudson and the other officers soldered on and presented the awards to the folks who showed up.

The thing that really impressed me this year was the number of Ducatis both at the IOM and at Daytona. They're getting so common I'm going to have to quit lusting after one. I saw a lot of Triumphs but not nearly as many as Ducks.

A Letter From England

Hello Maya,

I apologize for not having written this letter earlier but life has been a trifle busy of late. My hope is that you will include some of the following in your Norton Notice assuming you still think it proper to include. Feel free to make any corrections or revisions you see fit.

"Hello to our members in the Sunshine State. I am sorry I haven't found time to contribute to your journal previously and I am even more sorry that it has taken a tragedy to prompt me to write now. I speak of course of the untimely death of your vice-president, Duncan Ferguson. I didn't know him personally but I know it always hurts when one of your number is taken from you and so suddenly as well. To say that he was doing what he liked best at the end is a small consolation but it does serve to illustrate what an unforgiving pastime we have chosen. On behalf of the Executive Committee of the NOC I would like to offer my condolences to Duncan's family and all his friends.

I understand your president, Maya, has also been reminded of the frailty of the human body and regardless of whether you are in the right, when you hit something with a bike, you come off worse. Maya has been putting in a lot of effort into restoring the Nor Cal Branch to its former healthy state and with the loss of Duncan this will be even more difficult so I hope all you guys will rally round with assistance. In the meantime, we all wish Maya a speedy and full recovery."

All the best,

Dave Fenner

Secretary, Norton Owners Club

'**The Unapproachable Norton' slogan had been used in the company's advertisements for several years and stemmed from a customer's 'unsolicited testimonial' stating 'my success is due to my unapproachable Norton'. This anonymous tribute was printed in a 1909 sales leaflet."**

Quote pp. 25 from "The Norton Story" by Bob Holliday 1972 ISBN 0 85059 085

View from the Bridge..... by Alan Mueller

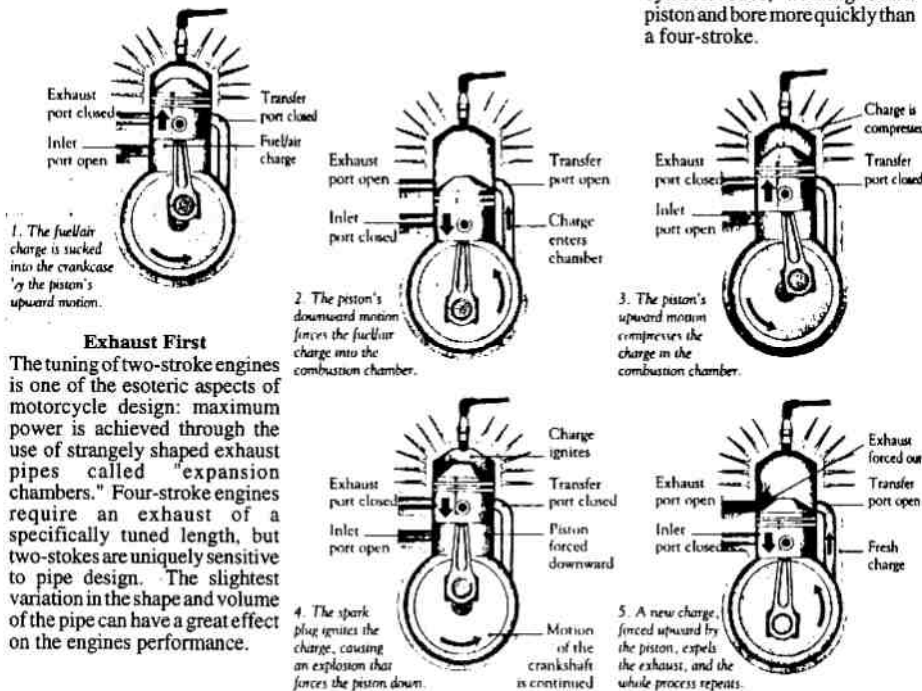
This is the second in a series of articles directed towards the mechanically challenged, the mechanically ignorant or the person just plain mechanically confused (like I am)...I am offering this brief explanation as to how a two-stroke engine works. This information was taken from *The Ultimate Motorcycle Book* by Hugo Wilson!!

Two-stroke Engines

A two-stroke engine in its most basic form has only three moving parts: the crankshaft, the connecting rod, and the piston, making it cheap to manufacture. Because it fires every two-strokes, the engine gives a power stroke every revolution, so the potential power output is high. The crankcases are used in the combustion process and cannot carry lubricant; so moving parts are lubricated by oil in the fuel. This means oil is burned off during combustion, making two-stroke exhaust dirtier than a four-stroke's.

Two-stroke Operation

Although mechanically simple, the operation of the two-stroke is complex. Unlike a four-stroke, the piston performs three different functions; it is important to recognize the separate roles of the top, sides, and the bottom of the piston. It controls the flow of gases, so in its most basic form the two-stroke has no mechanical valves, simply ports that are open or closed dependent on the position of the piston. The example shown here is an old-fashioned three-port engine, but the principle remains the same on a modern engine. The ports on a two-stroke are cut into the cylinder bore, wearing down the piston and bore more quickly than a four-stroke.



The Northern California Norton Owners Club
Presents
"A Gathering of Nortons"

Location: Dardanelle Resort: Highway 108-Dardanelle,
California 95314
Telephone (209)965-4355

Friday, August 11th through Sunday, August 13th

Great Roads

RV Hookups

Launderette

Restaurant

Cabins



Fishing

Camping

Showers

Sport Shop

Motel Rooms

This will be a very informal gathering...no rally pins, no fee, no free meals - you will need to make all of your own arrangements....and pay your own bills!! The only thing we offer is a chance to meet other Norton Owners from other areas. **This is a great opportunity to ride some of the best roads in Northern California.** When you call the resort - and we strongly urge you to do so soon - just tell them that you are part of the "Gathering of Nortons".

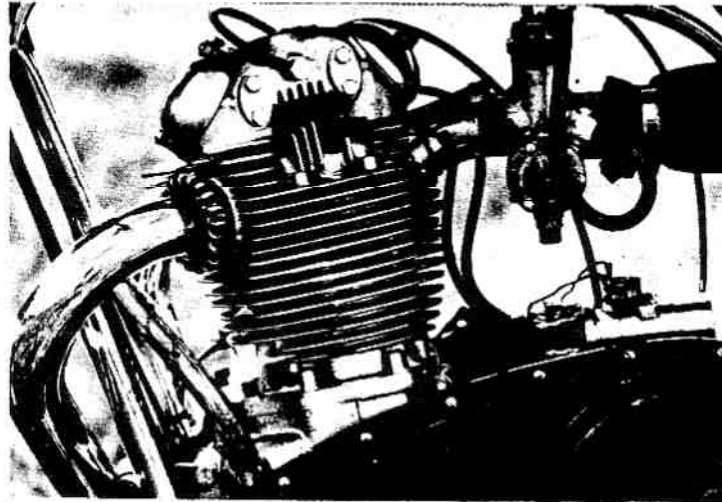
This is not a Sponsored Event

The Northern California Norton Owners Club does not assume any liability in the event of an accident, or loss of property!!

RIDE SAFELY

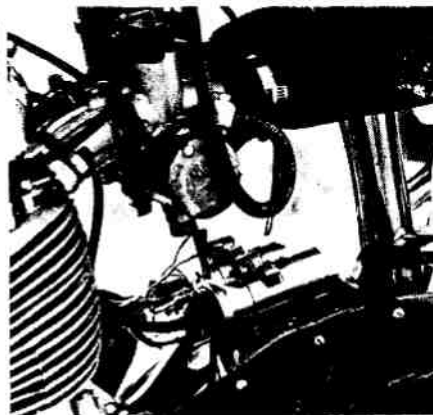
The Allison-Norton 750

Photos by Dan Hunt



LEFT: Left side view reveals an old style BSA "tin" primary cover, and high mounted footpeg, for additional ground clearance when the machine is banked over

RIGHT: High tension coils are mounted behind the cylinders to avoid damage from flying dirt and rocks. Filtron "socks" strain the dirt, helping keep the engine breathing clean air.



ANTIQUE MOTORCYCLE CLUB OF AMERICA
FORT SUTTER CHAPTER



The 13th Annual Sacramento Antique Motorcycle Show, Swap & Field Meet Saturday, July 8th, 1995

Saturday July 8th • Show, Swap & Field Meet at Covered Location
23rd Street at I-80 • Vendors 7:00 A.M.

Saturday Night Banquet at Posey's Corner 11th & O Streets
Cocktails 6:00 P.M. – Dinner at 7:00 P.M.

Sunday, July 9th Poker Run & Road Ride • 9:00 A.M.
Meet at Show Area – Stock Pre-'61 Motorcycles Only!



1955 Matchless GL3CS

HONORING BRITISH BIKES

For Information Call: Dick Borchert (916) 967-2833

Jack Gormley (916) 455-7398

RETURN REGISTRATION FORM TO: FORT SUTTER CHAPTER, P.O. BOX 163846, SACRAMENTO, CA 95816

REGISTRATION FORM AMC MEMBERSHIP REQUIRED TO REGISTER, MUST SHOW CARD No. _____

NAME _____ PHONE _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

YEAR-MAKE-MODEL & CLASS ENTERED, EACH M/C _____

EACH MOTORCYCLE MUST BE REGISTERED FOR JUDGING _____

The undersigned agrees to hold harmless the Motor Vehicle Dept. and the Antique Motorcycle club and all its members for any mishap, accident, fire, theft or any loss while participating in the show, field meet and ride on July 8th & 9th, 1995.

SIGNATURE _____

This article is the sixth in a series of technical articles. This information is taken from the "Technical Digest, the First Five Years" compiled and edited by Jim Balliro. If these articles are informative and you would like them to continue, please let me know...editor.

SECTION C (CONTINUED)

5. Pre-ignition on a 1973 850 Commando

Check your combustion chamber edges and tops to remove any burrs, carbon deposits or spark plug runout. Carb needle slip should be in the groove below top position (center groove).

6. Periodic Lubrication of Auto Advance Unit

Lube cam and spindle, centrifugal weight pins, and centrifugal weight guide slots with light molybdenum based grease every 3000 miles.

7. Excessive Oil Consumption Trouble Shooting Chart

<u>Cause</u>	<u>Correction</u>
Valve guide wear.....	Replace
Top end over oiling	
Rocker/spindle.....	Replace if excessive
Clearance	Spindle oil hole must face away from
Spindle position	center of head and slot on end must
	be horizontal
Cylinder head porosity.....	Replace or strip and soak in casting
('70-'71 mottled	sealant
appearance)	
Piston rings;	
Broken, binding or.....	Replace, staggered at 180 degrees and
improperly staggered (early	not in line with rod cutaway in
750 oil rings were too narrow	cylinder
flexed, poor oil control	

- Air filter soaked with.....Vent breather to atmosphere;
oil Fill tank halfway between 'H'
and 'L' on dipstick
- Inner primary chaincase.....Be sure, with cover off, that
to crank leak there is no gap between mounting
stud and inner primary. Refit and
shim if necessary
- Primary chaincase.....Check gap without rubber. It
cover leak should be 0.010". Shim as
needed with P/N 060399**
- Leak at alternator wire.....Seal with silicone or replace
exit from inner primary grommet, P/N 060903. NOTE
cover With any type of primary leak,
make sure there is not more than
7 oz. of 20W oil present. The
level plug often reads more than
7 oz.**
- Excessive chain oiling..... Remove clip from chain oiler,
push in felt, replace clip or
crimp clip to block line.**
- Wet sumping..... Run engine and immediately drain
sump. 120cc should come out.
If more sump pick-up has an air leak,
usually between pump face and
crank or the oil pump has worn and
is in need of re-building**

This section will be continued in next month's issue....editor

PURPLE HAZE

by Leo Sowers

"TOAD'S HONDA"

When people look at my 1974 Norton and ask why I had it painted 1971 Norton Purple, I just smile and remember "Freak".

Freak and I spent four years together in College and Graduate School, putting miles on motorcycles. Freak owned a 1971 Purple Norton during those four years. He put approximately 100,000 miles on that bike during that time period.

We had many riding adventures during those four years, luckily none of them were tragic. Although looking back today, more than 20 years later, I'm sure Freak and I used up eight of our nine lives. To put it bluntly, we had a lot more testosterone than common sense.

This story, "TOAD'S HONDA" is based on an incident which took place in 1973.

Freak always hated Hondas. He still hates them to this day. The only thing he hated more than a Honda was riding with a Honda rider.

Toad rode a Honda. He would always tell Freak that he should sell that "leaky British junk" and buy a reliable Japanese bike. Freak would reply, "Yeah, well at least when I have a problem I can fix it myself!". This war of words went on for over two years before it was finally settled one cold Florida night in "Fudpuckers Bar".

Toad wasn't the nicest looking guy on earth and he had customized his 750cc until it was about as ugly as he was. It had extended front forks and "ape hanger" handlebars that extended two feet above the gas tank. Crowning the handlebars were two rear view mirrors in the shape of a German Iron Cross. Toad really believed his Honda was a cool chopper. Freak thought it was simply "homemade ugly".

One cold February night six of us went for a ride up to Fudpuckers Bar in Cocoa Beach. About half way to the bar, Freak's Norton stopped running. After tinkering with

it for about 5 minutes Freak discovered the Norton was out of gas. We found a tin can, drained some gas out of my tank and drove to the next gas station. Toad was in rafe form that night, and was riding Freak real hard about his unreliable "British junk that wasn't worth pushing to the gas station" after it ran out of gas. Freak was getting real quiet, which I knew meant he was getting real angry.

When we got to Fudpuckers it was already about 8:00PM and most of the parking places were gone. Several of us parked on the street but Freak and Toad had to park down on the beach. We got some beers and started to play pool. Unfortunately, the more beer Toad drank the braver he got with Norton insults. About 10:00PM Freak told me he was going for a short ride saying, "I've had enough of this Honda jerk for a while. I need to go for a ride. I'll be back in a bit." Freak returned about an hour later, parked on the street, and joined us in a game of pool. Around midnight Freak did something really weird. He offered to buy Toad a beer. Toad accepted his offer but continued to hurl Norton insults at him. Freak just smiled and offered Toad a refill as he finished his first beer. By 2:00AM, Toad had enjoyed at least six free beers, courtesy of Freak, and was beginning to get drunk. I walked over to Freak and suggested that we leave before Toad was so drunk he couldn't drive. Freak looked at me for a few seconds with a smirk on his face, then answered, "Yeah, I think we've been here LONG enough."

We walked out to the bikes and then we heard Toad start to scream "My bike! My bike! Someone stole my bike!!!" Freak slowly walked up to Toad, put his hand on his shoulder and said, "No no no, your bike wasn't stolen, the tide just came in. In fact, I can just barely see the tops of those #%@^* ugly rear view mirrors sticking out of the surf!"

As Toad tried to wade out in the surf to recover his bike, Freak turned to the rest of us and calmly said, "Well, I guess I'll ride my 'British junk' back to campus — looks like Toad's bike has decided to swim back to Japan.

The End

Nuts & Bolts & Odds & Ends

by Lou Caputo

Book Review

Harleys, Popes and Indian Chiefs, Tim Paulson, Wellfleet, 1995, on sale at \$17.98.

Large format, glossy pages with many color photos. Paulson, author of 'How to Fly a 747' and 'Kings of the Road: The Cars of Cuba' (I'm not making this up) has written just enough text to keep some perspective on the broad range of bikes included. He and photographer Fredric Winkowski have assembled some Harleys and Indians (+ others) for roughly the first half of the book, and then Brit and European bikes (+ the lone Japanese rep—a '94 Ninja- the 'Beastie Bike'). The bike is subtitled "Unfinished Business of the Sixties" and don't ask me why.

Many of the bikes are not in concours condition (but maybe you LIKE casting flaws?), and some are non-standard (R69 with an R75 engine, R100 with 2-1 exhaust, '66 Triumph TT with Dunstall seat and tank (?)). In fact I wondered how they decided what to include. The photography is a bit self-conscious. It aims at artistic interpretation but only manages realistic portrayal. A close-up of a '62 Tri Trophy tank with rack, one of the concours examples, misses the mark because of poor detailing. And full page spreads of 1-rusted fenders and 2- rusted frames are rather pointless.

They chose to include a photo of a rather fetching MKIII but it's on a trailer. What???? A '65 Norton Dominator is missing its air cleaner and sports an engine badly in need of a deep cleaning. Hell, MY old workhorse is starting to look pretty good. Well, maybe the beauty is in the eye of the rider.

BTW, the flying eagle on the Guzzis comes from the symbol for the Italian Air Force. One of the company's founders was a pilot who was killed in W.W.I and the symbol has been used on Guzzis ever since his death.

I'd have a good flip-through before buying this volume. The text is thin, many of your personal photos may outshine the ones in this book (many of mine do anyway) and bike parts may have a higher priority for you than coffee table books.

Of course if you like old Harleys and Indians, well that's the first half. Some nice examples. Oh, and I didn't mention the fold out—great 1934 Ariel VG500 Deluxe with an eight day wind up clock. Stunning bike!

Mean Marshall's Break-in

procedure for engine overhaul/rebuild

After an engine rebuild or top end overhaul, the following procedures are absolutely necessary to adhere to:

1. Change engine oil at:
 - a. 25 miles
 - b. 250
 - c. 500
 - d. 1500 as required in your owner's handbook
2. Retorque head and adjust valves at above intervals.
3. No freeway driving. No throttle openings 1/2 or more. No passengers or loads. Be sure engine is pulling freely and easily at all times.
4. Expect some metal particles in engine oil. However, if the oil is especially "metallic" looking, do not use vehicle. Consult an expert.
5. Smoking is expected. Sometimes it takes as long as 1,000 miles for rings to seat.
6. Check nuts and bolts for both engine and frame.
7. Time by strobe light. Static acceptable only to start bike.
8. Check carburation.
9. Completely change engine oil after any top end work. Carbon from pistons or valves can very easily fall into an engine and contaminate it.

My addition: Norton specifies monograde, 40W, for break in.

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NOC Member Profile

by John Covell

Name: Robert Newman**Age:** 45**City Resident:** Boyes Hot Springs,
Sonoma County**Marital:** Single**Occupation:** Motorcycle Mechanic!**NOC Member since:** 1988**How first became involved with NOC:**
"Awoke from a drunken stupor at a NOC meeting, so I joined."**Club offices held (years):** None.**Norton(s) owned, described:** Three or four Commando 850s, two 750s (in pieces)**Other makes of motorcycle:** BSA B-50,
Honda dual-sport**What first interested you in the Norton?**
"Norton possessed the essence of a real motorcycle: sculpted metal, power, style, and strength."**Other hobbies/interests of note?**
Camping.**Favorite motorcycling road/ride:**
Highway 49.**If you could redesign the Norton, what one thing would you most want to change? How and why?** Slightly wider cases to permit a 1000 cc twin.**Favorite/most embarrassing episode on a Norton?** "Getting to the South Dakota rally with a malfunctioning multimeter and being shown up by Alan Glodwater with his 'NASA Special' meter!"New Sparking
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In response to dozens of requests from disgruntled owners of motorcycles with worn Amal Monobloc and Concentric carburetors, the Uburn Pistons and Heads Company have responded with a new range of sparking plugs which they feel will rectify the problem of overly-rich mixtures common to many engines equipped with said carburetors. Uburn claim that they now manufacture sparking plugs with the world's hottest heat range. The plugs will continue to supply the all important spark, regardless of the air-fuel ratio of the intake charge. Experiments performed by the famed Sam Houston Institute of Technology (SHIT) in Texas confirm Uburn's claims. For a free reprint of the results of the Houston report, send \$5 in cash to: Uburn, 86 Offbeaten Path, Shafts, Isle of Lucy.

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TRADE: I want to trade my '72 R75/5 BMW for a Norton Commando. The Beemer is blue with a toaster tank. Call Francis at (415) 661-6454 (9/95)

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FOR SALE: 1968 Commando Fastback, excellent condition, 2nd owner, very low serial number 126178 - the 54th Commando off the Production line!! \$2,800. Call Howard at (408)298-6850

FOR SALE: 1972 BMW R75/5 with 6-gal tank, small fairing, Krauser bags, new battery and rear tire. Has reverse cone (Norton) mufflers and Amal concentrics, runs and sounds great \$1600 or trade. Make me an offer...Alan Goldwater (408)475-7505 (3/95)

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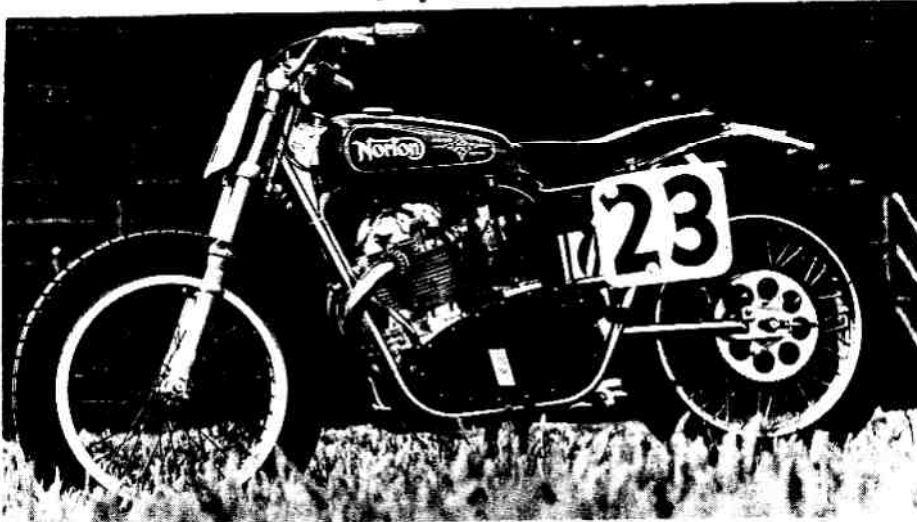
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The Allison-Norton 750

by
Jody Nicholas



The typical flat tracker is an amalgamation of various accessory manufacturers' bits and pieces. Calling a Triumph flat tracker a Triumph, for example, is like calling apples, pears. It just ain't so. Of course, the engine/transmission package is of Triumph design and manufacture, but little else on the machine is. Very few successful Triumph flat trackers use Triumph frames, front forks or wheels, for example, although a few use racing gas tanks manufactured by Triumph. The same is true for BSA and Norton flat trackers.

Look closely at just about any flat tracker and you'll find much the same situation: proprietary manufacturer's engine in someone else's frame, using yet another maker's forks and probably a third producer's wheels. It's also likely that none of the aforementioned companies made the gas tank or seat, either!

Until a few years ago, most flat trackers were variations of a particular factory's racing model. For example, BSA made its Gold Star available with a rigid frame and no brakes specifically for the American flat

tracker. Triumph did the same with their T-100 model, and even Ariel marketed the Red Hunter 500 cc single in dirt track guise. A few individuals campaigned Norton Twins in rigid frames, and several Royal Enfield and Velocette Singles made the headlines.

But by far the most popular and successful dirt track machine was the Harley-Davidson "KR" series. Harley not only built the engine units, they manufactured the frames, wheels, tanks, forks and seats as well. And they are still doing it today with the powerful 750 OHV "XR" series machines, which are available, ready to go, right off the Harley-Davidson dealer's showroom floor. With Harley-Davidson being the only manufacturer making complete machines, a person wanting to build up a flat tracker using another engine usually has his work cut out for him. Getting the engine isn't usually a problem, nor is getting the frame, but once he has collected all the pieces, he must assemble them into a unit and make it work for him.

The Norton Commando 750 Twin makes an excellent engine for dirt track racing

for a number of reasons. Its long stroke, medium speed engine is very powerful and reliable, spare parts are readily available and it's just the right size, 750cc, the maximum set by AMA rules. With a frame by Red Line Engineering, Ceriani forks, Koni shocks, Barnes wheels, and a great deal of Harold Allison's ingenuity and hard work, this machine stands as a force to be reckoned with.

Although the combination must be in balance, the engine is perhaps the most important part of the motorcycle. True, the frame must be correctly designed and set up or all the horsepower in the world won't help you. A broad, usable power band is a must, and the Norton has exactly that.

Inside the engine, a Norris cam used in conjunction with Norris pushrods and valve springs. The special valves employed are shaped for maximum gas flow, and cylinder heads are flow tested and suitably modified. Special high compression Venolia pistons sit atop Carello connecting rods, which are attached to a basically standard Commando crank. Carburetion is accomplished by two 30-mm Amal Monobloc instruments, the same size used on the standard Commando. Larger carburetors and intake ports were tried some time ago, and although they produced slightly more top end horsepower, the mid-range punch so necessary for quick exits from the corners suffered.

In addition to being extremely fast, the Allison-Norton is also very flexible. Power comes on in a predictable surge from low rpms and continues smoothly right up to maximum revs. It's almost like turning an electrical rheostat.

In spite of this flexibility, the Norton develops an astonishing amount of peak horsepower. A trip to Lions drag strip to satisfy our curiosity yielded a standing one-eighth-mile run of 7.35 seconds with a terminal speed of 94.33 mph, and this was with the rear tire breaking loose for almost the entire distance! We also tried a 1/4 mile run, but found that we didn't have enough gearing to permit the machine to be held wide open

through the traps. Thus, on the first run, we had to shut the throttle and coast through the traps at 87 mph with an elapsed time of 12.75 seconds.

Given a powerful, flexible engine unit, the next step in construction, and the most difficult, is the frame and running gear. Cramming a Norton's separate engine and transmission into the space normally occupied by a Triumph engine/transmission unit necessitated some judicious "shoehorning" and the making of new engine mounting plates. Special tabs were welded on to facilitate the mounting of an oil cooler, and an additional brace between the front frame downtubes was added as a safety measure. Linn Kastan of Red Line Engineering, who made the frame, was helpful in making the changes Harold requested.

All Red Line frames are fabricated from 4130 chrome-moly steel tubing which is heliarc welded and then normalized to relieve stress. A nickel-plate finish makes an attractive, easy-to-clean frame. Front fork angle for the Red-Line dirt track frame, with the bottom of the frame horizontal, is 26 degrees. A slightly less steep angle is used on a TT machine to aid stability, but the angle can be changed slightly by substituting longer or shorter rear shock absorbers for the desired effect. There doesn't seem to be any one, magical formula to use in setting up a flat track or TT machine, but most of the successful British machines have dimensions similar to the Allison tracker.

Generally speaking, a 55-in. wheelbase seems to be ideal. Kastan's frame is made so that the rear axle can be moved forward or back to get a range of wheelbase adjustment from 54.5 to 57 in. Also important is keeping the motorcycle's center of gravity low to aid stability, but a problem arises when the engine is placed too near the ground, that of dragging the engine cases while leaned over in a turn. The height of the engine from the ground can be varied by substituting rear shocks of various lengths, and by moving the front forks up in the triple clamps.

Ceriani road racing fork legs are

supported in Ceriani motocross pattern triple clamps to give a trail measurement of about 3.75 in., with the machine unladen. Raising or lowering the fork tubes in the triple clamps varies the amount of trail and the "quickness" of the machine's steering, and also varies the length of the wheelbase, the height of the engine above the ground and the relative front fork rake angle.

Koni rear shock absorber units provide excellent action and adjustability. The Konis allow you to vary the spring rate with a twist of the adjustment cam, and the rebound damping rate can be increased to compensate for wear of the shocks' internals or to get a firmer ride for certain types of race tracks.

The position of the motorcycle's seat is relatively limited by the design of the frame, but the rider can fit seats of differing thickness or lengths to suit his preference.

As a flat tracker is designed to turn left only, the right footpeg may be mounted low and either forward or rearward to allow the rider to place much of his body weight where he wants it to alter the weight distribution of the motorcycle. The location of the left footpeg is relatively unimportant as long as it's placed high enough to keep the rider's foot from dragging the ground while cornering.

Footpeg placement and handlebars are very subjective. Some riders will only be able to do or feel well with one type of handlebar, bent in a certain way to make him most comfortable while cornering, or, in some cases, while motoring down the straightway. Many riders bend their handlebars so that the left side is slightly higher than the right to allow them to sit more upright while cornering. A TT machine's rider will generally have both sides of his handlebars the same height, however, because he has to turn both ways.

Handlebar fetishism is rife. Typical is the ever-popular Sammy Turner, who started his flat track career using low, practically straight handlebars. He stuck with this pattern for a number of years, and then suddenly switched to a set of tillers resembling the handles on a wheelbarrow! He just kept on

winning.

Only within the past three or four years has the swinging arm frame become popular for dirt track racing. A few riders, notably Dick Mann and Al Gunter, has experimented with swinging arm frames on their Matchless G50s as early as 1962, but their conclusions weren't concrete enough, and their victories not conclusive enough, to make everybody want to rush out and buy one. The fact that none were being produced at that time also complicated matters. With a rigid frame, the rider had only to worry about the front end, because, with the exception of wheelbase length, the rear couldn't be easily changed. Now the swinging arm frame for dirt track, at first produced in quantity by Trackmaster in 1968, is used almost universally. It's a little more difficult to "tune" initially, but it's adjustability more than offsets that disadvantage, and it is very little heavier than its rigid counterpart. When the tracks get rough and choppy, a "springer" is indispensable.

Once the chassis has been sorted out, the rider is faced with the problem of getting his power to the ground, which can be almost as difficult as setting up the chassis. Different types of tracks require different types of tires, and the changing track conditions at one race meeting may mean switching the tires several times.

First of all, the rider has to be able to "steer" the machine, which will call for a particular tread pattern. By careful analysis of the track, a tire can be decided upon, but the only sure way is to try it. If the track is loose or has a cushion surface, a rear tire with a good edge and a fairly open tread design will most likely prove adequate, whereas a groove or slippery track will call for a road pattern tire. Many tracks start the day being somewhat loose, and then tend to become hard and slippery, making it necessary for the rider to have a good supply of different tread patterns on hand. If the promoter passes over the track with a grader or scraper, you may have to go running for your tire tools.

D The Newsletter of the Norton Owners Club

The most popular types of tires in use today are the Pirelli Universal and the Dunlop K70, but Goodyear Grasshopper and Road Racer patterns are also used. Now and then, you'll also see an Avon Speedway type, but they are pretty rare.

Flat track racing is easy to watch, but not everyone understands just what he is seeing. For the past couple of years, the flat track racer has had the option of using a rear wheel brake/or downshifting, which can be used to advantage on groove tracks. But either of these techniques can get the rider into trouble if he doesn't understand how to use it. At certain tracks, cushions in particular, use of the brake is unnecessary, and will actually cause an increase in lap time. Jamming on the brake might also send another rider already committed to his slide right up your back!

A good cushion track is my favorite type, perhaps because it's easiest for me to ride. The Norton works well there. The thrill of blasting down the straight, rolling off the throttle and throwing the machine into a slide to slow it down is just about impossible to describe. The only thing I've ever done which is remotely similar is snow skiing, but my skiing experience is almost too limited to use as a parallel. The skier, like the flat track racer, uses his body and muscles to control his movement and attitude, and the dangers inherent are much the same.

When the motorcyclist has set up his slide, he has to concentrate on turning the machine and getting headed down the next straight. The speed through the corner is primarily controlled by the use of the throttle while in the slide. Too much throttle and the machine will tend to slide out from under you, and with too little throttle, speed will be lost and perhaps not enough turning effect will be produced.

Of course, not all the steering is done with the throttle, nor is it all accomplished by turning the handlebars. It's rather a subtle combination of the two, augmented by the rider's judgment in moving around on the seat to aid the transfer of weight to the rear wheel while coming out of a corner, or possibly to

correct for hitting a bump or to change his line while in a turn.

Turning the front wheel inward to slow the machine is a trick used successfully by Bart Markel, Dick Dorrestyn and Jack O'Brien for reducing speed in a corner, but it is usually employed as a stopgap measure. Judicious use of the rear brake will produce the same effect with greater safety.

As with road racing, there is no correct line through a corner. Some riders prefer to stay down near the inside or "pole" and take the shortest route, while others may elect to ride a higher groove at a faster speed. "Squaring" the turn may work for others, but I'm of the opinion that the rider must adjust his basic style to the track layout and condition. It sometimes becomes necessary to change lines in a turn to avoid a spill or pass a slower rider. As with other sports, it involves thinking ahead and expecting the unexpected. Quick, accurate analysis of a situation can preclude your falling off or losing valuable time.

Exiting a turn is considered by many to be more important than entering. It's not as simple as turning the throttle as far as it will go, for wheelspin could result, costing valuable fractions of a second, while too much of a bite can force the rider to the outside of the track and into the fence. Excessive wheelspin can be lessened by moving the rider's weight back, closing the throttle slightly, changing air pressure in the rear tire or shortening the wheelbase slightly. It's important for the rider to determine these things in practice, for shortening the wheelbase could cause the front wheel to "push" towards the outside of the track, and changing the air pressure could cause a loss of traction.

But the most flexible part of the combination is the rider himself. Once the machine is basically set up, the rider, by changing his angle of lean, position on the seat, or weight on the skidshoe, can do more towards getting around the race track fast than making subtle changes with a wrench here and there.

This article was sent to Maya by Jody and appeared in the July, 1971 issue of Cycle World
