

Norton Notice

Volume 2 Issue 5

May 1979



Marshall Van Tassel of Fresno astride his magnificent '56 Manx racer voted "BEST NORTON" at the CAMA Rally in Reedley, CA April 28th

Published monthly by the
Northern California Branch
Norton Owners Club





The NORTON NOTICE is published monthly by the Northern California Branch of the NOC.

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Advertising

Current and prospective members may place Norton-related ads in the TRADING POST by writing the pertinent information in as concise a form as possible and sending it to the Editor. Ads will normally run for two months, but may be renewed should the advertiser so desire. There will be no fee for any advertisement in the TRADING POST.

Commercial enterprises may advertise their goods and/or services in the NORTON NOTICE for a nominal fee, which will help offset printing costs and thereby support the Northern California Branch of the NOC.

Commercial advertising rates are:

	1 Issue	3 Issues	6 Issues
1/4 page	\$5.00	\$13.50	\$25.00
1/2 page	\$9.00	\$25.00	\$45.00

Input Wanted

Members and other readers are encouraged to submit to the Editor anything at all of general interest to Norton enthusiasts. The Editor will welcome any articles (original or otherwise), technical information, jokes, cartoons, travelogues, comments, photographs, or whatever else you might have that other readers would enjoy seeing, and will try to get everything in sooner or later. Please try to make handwritten items legible, if at all possible, and include a self-addressed envelope if you want your goodies returned. This is your newsletter, and your input is important. Please send it to the Editor.

ODD BODKINS (Reprinted with permission)



Membership Information

There are three categories of membership in the Northern California Branch of the NOC:

FULL MEMBERS: Full members are dues-paying members of the NOC, and therefore have full voting privileges at any general meeting of the NOC and all branch meetings, and also any privileges resulting from affiliation of the Club with any other organization. Full members must pay annual dues to the NOC in England (paid through the Secretary), in return for which they will receive the bi-monthly ROADHOLDER magazine, and may use the NOC Spares Scheme at any time.

ASSOCIATE MEMBERS: This category was set up so that any Norton owner wishing to get the NORTON NOTICE each month and be associated with the Northern California Branch can do so for a very modest fee, without having to join the NOC as a full member. Associate members do not pay NOC dues, and therefore do not have all the privileges of full NOC members. They do, however, have full voting privileges at all Northern California Branch meetings, and are equally welcome at all of the rides, meetings, and other functions sponsored by the branch.

SOCIAL MEMBERS: In order to allow Norton enthusiasts who do not own a Norton to be associated with the club, and thereby help them to find one to buy, the branch provides the category of 'Social Membership'. Social members do not have any voting privileges, but are otherwise welcome to participate in all branch activities. Social members will receive the NORTON NOTICE each month, and are encouraged to follow up on any leads regarding Norton motorcycles for sale. The Editor will try to help all social members in this regard, and would appreciate any help from other members.

CURRENT DUES PAID AND PUBLICATIONS RECEIVED:

	PAY:	RECEIVE:
FULL MEMBERS:	\$20	<u>NORTON NOTICE</u> & <u>ROADHOLDER</u>
ASSOC. MEMBERS:	\$5	<u>NORTON NOTICE</u>
SOCIAL MEMBERS:	\$5	<u>NORTON NOTICE</u>

Meetings and Rides

Northern California Branch meetings are held on the second Thursday evening of each month at a location announced in the newsletter.

Branch rides are generally held on the next Sunday, meeting at 10AM at a location also announced in the NORTON NOTICE. In the event of rain, the ride will be postponed a week.

May Meeting

The meeting this month will be at our old favorite east bay venue, the Redwood Inn. For those of you who've never been there, the Redwood Inn is a fairly rustic eating and drinking establishment up in the hills behind Oakland. It's located on Redwood Road just east of Skyline, and serves up some very fine dinners in case you might want to show up early and have a meal. The meeting will be on Thursday, May 10th, and will start as soon after 7:30PM as we can get it together. Weather permitting, we'll probably be out in the 'beer garden' in the back, where I'm sure a good time will be had by all. O.K. you east bay members! It's time more of you got active in the club and that's why this meeting is in your back yard. If more of you show up this time, we'll have meetings over there more often. How 'bout it?

Tentative agenda:

- 1) Beer Bust plans
- 2) USNOA Chapter discussion
- 3) Financial report

I've been told that some members, and/or some former members, think that our meetings have been getting much too serious. Is that true? How 'bout if we just have no real meeting at all this time, and just sit around for a few hours and drink beer and shoot the breeze? That's O.K. by me if that's what members want. In any event, come to the meeting and let your feelings be known. Don't just drop out of the club and fade off into oblivion. This club is for you, and it's nothing more or less than what you make it. The more good member input we get the better job we can do.

DATE: THURSDAY, MAY 10TH
 TIME: 7:30PM
 PLACE: REDWOOD INN
 6415 REDWOOD ROAD
 OAKLAND
 531-9935

Take the Redwood Road exit off Hwy.13, and go east on Redwood a short distance past Skyline. The Redwood Inn will be on your left.

May Ride

The ride will meet on Mother's Day this month and that means that all you mothers ought to get your Nortons out and show up this time. The rainy season is over (I hope), and you really have no good excuse for missing this ride. Don't worry about gas either. We'll be meeting at Alice's Restaurant in Skylonda, and the Skylonda Corners Gas Station has lots of good high octane petrol for your Nort. We will plan to meet there for breakfast at 9:00 (opening time). Those who don't want one of Alice's super duper breakfasts (you honestly don't know what you're missing if you pass it up), can show up anytime before 10:30AM, when we will ride down to the Playbowl in Cuesta, La Honda, to inspect the site of the Third Annual Norton Beer Bust. After that brief but invigorating jaunt, we'll probably ride out to the coast and then down Hwy.1 to Davenport. A climb up through Bonny Doon on the Ice Cream Grade will take us over to Felton, and then on into Boulder Creek where we'll probably stop for some lunch. After that, who knows?

MOTORCYCLES UNLIMITED
 5776 PARADISE DRIVE
 CORTE MADERA, CA
 (415) 924-0327

Motorcycles Unlimited is the fine bike shop up in Marin that Branch member Alex McLean has been operating for these many years. If I'm not mistaken, Alex McLean is the very same Alex that Fred (our old hero in the ODD BODKINS strips) always called whenever his Norton blew a piston or whatever. With a reputation like that, you can be sure that it's a good place.

As always, Alex has the largest stock of Dunstall accessories for your Norton in the bay area, as well as good supply of Norton spares. He also has the biggest volume of accessories I've seen in these parts, and a huge showroom full of all kinds of motorcycles. Believe it.

Of interest to classic motorcycle buffs are the two Manx racers on display in the windows upstairs. If you've never had the pleasure of seeing one of these famous machines up close, that alone would be worth the trip to Corte Madera.

Good Idea Dept.

Thanks to a brand new member, Tom Horton, for this month's good idea. While we were having lunch in Salinas midway through our April ride, Tom suggested switching the ride day to Saturday until the gas crunch is over. If we have any problems on Sunday the 13th, I think perhaps we'll take Tom's advice and hold the June ride on Saturday the 16th (or possibly the 23rd since the Beer Bust is already scheduled for the 10th. In any event, thanks for the good idea, Tom.

As for last month's good idea, which was a suggestion from Gene Austin that everyone save the fancy brown envelopes the NORTON NOTICE comes in, and return them to your penny-pinching secretary, thus far only Gene has done so. How 'bout some more?

DATE: SUNDAY, MAY 13TH
 TIME: 9:00 TO 10:30AM
 PLACE: ALICE'S RESTAURANT
 SKYLONDA CORNERS
 HWY. 84 AND HWY. 35
 WEST OF WOODSIDE

I'm sure just about everyone has been to this popular motorcyclists' gathering spot, and knows how great the roads in the area are, especially for Nortons. In the event that there might be someone out there who wants to come on the ride this time and doesn't know the area yet, may I suggest coming via Skyline (Hwy.35) either from the north or the south? This is undoubtedly just the kind of road the Norton factory engineers had in mind when they designed their machines. It's really a shame not to take advantage of it when you get the chance. Perhaps we'll plan on coming back that way after the lunch down in Boulder Creek. It's a fine ride.

Trading Post

FOR SALE

1969 Commando 750 - excellent condition. Dunstall fairing, triple disc brakes, Borrani WM-2 wheels with Dunlop K-81's, Barnes hubs / Kosman sprocket, stainless and teflon lines throughout, Cibie light, SW cylinder head temp. gauges, 5 qt. alum. oil tank, oil filter and cooler. Engine is balanced and flow-tested, but is otherwise completely stock. Highly polished and sano throughout. Asking \$2400 or possible trade for enduro bike, small pick-up, or 4-WD. ROY: (415)365-2131, 329-2187 ('C' Shift)

1972 Commando 750 Combat - black Interstate with 420 miles on overhaul. Excellent. \$1750 PAUL SCHULY: (415)921-3794, 957-1884

1975 Commando 850 MkIII - blue Interstate with 14,000 miles. Good condition. \$1350 SAN JOSE BMW: (408) 295-0205 (KIRBY) 1886 W. San Carlos, San José

1966 Atlas 750 - excellent condition and completely original. Stored in garage most of the time. 44,000 miles. Moving back to Virginia and can't take it with me. \$1000 SANDY SOMMERS: (408)294-1184 (Before 3PM)

1969 Atlas 750 - excellent condition and all stock. \$900 firm. TOM SHAFER: (415)564-5573 (After 6PM)

1971 Commando 750 - all Dunstall equipment including seat, tank, brakes, etc. Mikuni carbs, Tomaselli clip-ons, and extra parts (transmission, clutch) included. 10,000 mi. on 2 year old engine with new valve job done at TT Motors. Asking \$1200. PAUL MILECK: (415)848-3355 1050 Sterling Avenue, Berkeley

1977 Commando 850 - motor blown, but bike is otherwise in good condition. Will sell as is or in parts. Also selling Dunstall fairing and rear sets, and other parts. HAROLD RUSSELL: (415)494-6777 (Days)

1974 Commando 850 - mint condition. Choice of Roadster seat and tank or Interstate seat and tank. Mikuni carbs, new Dunlop K-81's, oil cooler, Mulholland shocks, fuel filters, luggage rack, early Roadster silencers. \$1750 with Cyclesports warranty. CYCLESPTS: (408)247-1313 (Days) 2355 El Camino Real, Santa Clara

ES-2 body parts: oil tank, tool box, etc. 500T engine and miscellaneous parts. Many Norton gears. 10% discount to club members. WEST BAY CYCLE DISMANTLERS: (415)494-8033 750 San Antonio Road, Palo Alto

SOMETHING DIFFERENT FOR JOHN PLAYER OWNERS! John Player Norton Parts List Supplement. These are photostat copies of the original parts list for the JPN, and the quality is excellent. Steve has one if anyone wants to see it. Cover page is in color! Asking \$1 to cover cost of copying and postage. ART SIROTA: (213)843-0651 130 S. Cordova - Apt. C, Burbank, CA 91505

NO WANT ADS THIS MONTH FOLKS!

A Poem

Together we'll ride
onto wisdom of air,
through sparkling prisms
that none are aware.

Seeing only things gathered
by pillows of seeds,
foretelling the future
of most precious deeds.

We'll remember our shadows
and welcome the dusk,
and to one give the other
the fulfillment and lust.

And when willows rise
we'll be on our way,
uprising our NORTONS
to replay the day.

MAYA PETERSON

LARRY RANDALL

English Specialist

West Bay Cycle
Dismantlers, Inc.
ENGINE REBUILDING & MACHINING FACILITIES
USED PARTS & ACCESSORIES
USED MOTORCYCLES

750 San Antonio Road
Palo Alto, California 94303

(415) 494-8033

10% DISCOUNT TO CARD-CARRYING NOC
MEMBERS ON ALL NEW AND USED PARTS

When you need parts or technical expertise to get that Norton back on the road, Larry Randall and Jan Barton are good people to know. If they don't already have the part you need, they'll know where it is and will help you with any tricky repair problems you might have.

With many years of experience on British motorcycles, Larry will be able to help you with yours. He's definitely the man to see if you have one of those impossible fix-it nightmares. Check with him first.

Jan Barton, Larry's right-hand man at West Bay, is a particularly good person to know if you're into older machines. A member of our branch, he has a '38 Brooklands and a '48 Manx of his own, and a wealth of knowledge about antique motorcycles.

Norton Notice Back Issues

I have almost all back issues and am willing to send them to anyone, anywhere for a 50 cent donation to the club treasury. These will undoubtedly become collector's items some day (!) so you new members ought to complete your sets while they're still available. And you'll be helping the club at the same time! Such a deal. *Steve*

Technical Tips: 'O' Rings & Speedo Drives

Thanks to Gene Austin for giving me this list of 'O' rings for Commando models. I hope some of you will find it useful in the future.

The following is a list of 'O' rings for 750 and 850 Commandos up to but not including the electric start 850 (MkIII). Many of these 'O' rings will fit the electric start model, but I leave this matter up to those people with that model and a parts manual. Many of these 'O' rings do not apply to the early Commandos, such as the inspection cap in the primary case. The 'O' rings in the transmission will fit all heavyweight twin cylinder engines (500, 600, 650, 750, 850) at least back to 1957 and possibly further. This would also apply to other models and makes, such as some Matchless models that use the same transmission as Norton. I am not familiar with the transmission on the electric start model with its different shift mechanism, but I suspect some of these rings would fit if the part numbers were checked.

The purpose of this list is to enable one to obtain these 'O' rings from a local source such as a hardware store if (or should I say when?) your Norton shop runs out. You might also find a price difference. (No doubt!)

And for the following I thank Art Sirota, a new member from Burbank, who seems to be very enthusiastic about Nortons, and whom I've been trying to convince to start up a branch of the NCC in the L.A. area. In any event, Art wants all of us to know what he learned recently about the speedo drive mechanism.

A new speedometer gearbox drive costs about \$40, so it makes sense to take care of the one you have. I have always felt frustrated when attempting to grease the gearbox drive because the little grease fitting on it won't accept grease from my grease gun. But recently I found a solution to the problem. First, you remove the gearbox drive from the rear axle and the speedo cable. Holding the unit in your hand, rotate the two tangs located on the inside. They should rotate smoothly and freely. Remove the little grease fitting along with its washer. Carefully drill the hole larger with a #3 drill bit. Don't go too deep or you will damage the gear inside. Next, tap out the hole with a flat-bottomed tap (also called a bottom tap) 1/4 X 28. If possible, do all drilling and tapping with the hole pointed down, or otherwise the metal shavings could go into the unit and jam its operation.

Obtain grease nipple #063411, which is the fitting meant to go on the right side swing arm and cap. It's really 26 t.p.i., but that won't make a difference because the length is so short. Fit a small washer (asbestos if at all possible) to the new fitting, and screw it into the newly tapped hole. Don't over-tighten it. Don't omit the washer, because otherwise the end of the new fitting could make contact with the gear and prevent it from moving.

Next-to-lastly, hold the gearbox drive in your hand and spin those two tangs on the inside. The action should be smooth and free. Lastly, grease the unit with a conventional grease gun, watch the grease come joyfully oozing out, and replace the gearbox drive onto the rear axle. It is IMPORTANT that you use a bottom tap and not a starter tap.

NORTON PART #	'O' RING NOMENCLATURE	I.D. & WALL THICKNESS
061282	Tachometer drive	1/4" X 1/16"
062580	Timing insp. cap	1 1/16 X 3/32
062581	{ 1" chain insp. } { Clutch adj. cap }	1 3/4 X 1/8
042025		
062583	1" oil level screw	5/16 X 1/16
060448	Swing arm (small)	7/8 X 1/8
060449	Swing arm (large)	1 5/8 X 1/8
040129	Trans. spindle	1/2 X 3/32
040079	Trans. ratchet	9/32 X 1/16
040005	Kickstart shaft	1" X 1/8
040006	Trans. pawl carrier	5/8 X 1/8
061900	Headlamp bracket	1 3/8 X 1/16
033281	{ Carburetor face	1 3/8 1/16
622/101		
622/082	Carburetor needle friction ring	3/32 X 1/16

selby motors

- motorcycle sales
- self service
- accessory dept.
- complete service dept.
- machine shop
- insurance
- notary service

See Jack Morris, a branch member and Norton enthusiast for quite a few years, if you're looking for parts or accessories. Jack's got the goodies and will take the time to make sure you get exactly what you need.

Selby's service department is in the able hands of Alan Hook, an experienced Norton mechanic and also a branch member. If the Norton isn't running right and you're unsure about what to do, take it to Alan and he'll see that it gets back into tip-top shape.

346 El Camino Real
Redwood City, Ca. 94062

(415) 369-4112



cycle sports

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Leading Norton Dealer

IN & ON NORTONS SINCE 1970

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AT SAN TOMAS EXPRESSWAY

SANTA CLARA, CALIFORNIA

(408) 247-1313

April Meeting Report

Last month's branch meeting got off to a shaky start when we learned that we were going to be displaced from 'our clubroom' upstairs at the Edinburgh Castle. It seems that I forgot to check with the owner in advance, and as it turned out the R.A.F. group had reserved the room for their use on the night of the 12th. It all worked out in the end, but I apologise anyway to those who felt hot or cramped in the long narrow space where we ended up having the meeting. Sorry 'bout that guys!

President Bob Bausch called the meeting to order at 8:45, and initiated a long, confusing discussion of the CAMA Rally and how we would select the 'BEST NORTON' to win the branch-sponsored trophy. The general consensus seemed to be that we'd select a judging committee from members present at the Concours event on the 28th and that they would endeavor to choose a deserving machine from the hundreds that would undoubtedly show up in Reedley. We discussed criteria that the judges might want to keep in mind, but it was stressed that the decision would be theirs. Among the criteria mentioned were age, mileage, authenticity and overall presentability.

After the Reedley discussion had bored everyone, the Beer Bust became the next item of business. It was mentioned that the June 10th date has been confirmed in La Honda (same site as last year). We'll probably have to pay a \$25 fee for the use of the Cuesta Playbowl, and we might be asked to pay an additional fee for the rental of portable facilities (is that a euphemism?). Last year there weren't any Johns at all, and many complaints were directed my way. This year, we have the option of sharing with the Cuesta Recreation Committee the rental cost for some port-o-lets that they plan to get in June for their Fourth of July bash. Hopefully by the May meeting I'll know how much it will cost us, and we can vote on it then. Those of you who don't like to use the woods, or who care one way or the other, should plan on attending that meeting to voice your views. Please don't remain in the background now, and then come to me with your complaints afterwards.

It was also decided that since the second Thursday in June falls after the Beer Bust date, we should go ahead and have our regular branch meeting on the second Thursday (the 14th), and our branch ride on the Sunday following (the 17th). Therefore, the Beer Bust will not be in lieu of the June ride, but in addition to it. We will probably schedule the ride over through the Sacramento River delta area.

Finally, the sample three-color business cards were displayed, and a vote taken. It was decided by a close vote that we should go ahead and order the new type, even if they will cost a little more. So be it.

Steve
Steve Coburn - Secretary

T. T. Motors

7800 Adeline • Berkeley, CA 94703
(415) 845-8235

NORTON ENTHUSIASTS: We specialize in Early and Late Commando Parts, and we offer a complete Service and Machine shop for your Norton work.

STOP BY AND VISIT - CHECK THESE ITEMS OUT!

* COMPLETE LINE OF BRITISH TOOLS

* GENUINE NEW BLACK INTERSTATE TANKS & SEATS

* FACTORY WORKSHOP MANUALS: MKII & MKIII

* COMPLETE GEARBOXES, CASES AND GEARS

*SPEED EQUIPMENT:

- MEGACYCLE AND NORRIS CAMSHAFTS
- PM RACING VALVE SPRINGS AND GUIDES
- BRANCH RACING VALVES
- SINGLE MIKUNI KITS
- DELLORTO PUMPER CARBS (in stock soon)

*SERVICE DEPARTMENT--BUILDING AND MODIFICATION OF STREET AND RACING MACHINES:

- EXHAUST PORT REPAIR
- VALVE JOBS
- CYLINDER BORING
- HEAD MILLING AND SURFACING
- MAGNAFLUX
- AND MUCH, MUCH MORE!!!

*FINALLY WE OFFER A 10% DISCOUNT ON ALL NORTON PARTS TO MEMBERS OF THE NORTON OWNERS CLUB (Service work is not included)

Brooks Cyclery

TRIUMPH NEW AND USED PARTS
NORTON BSA TELEPHONE 295-4341 (408) MOTO-GUZZI
DUCATI

ED BROOKS
OWNER

1615 ALMADEN ROAD
SAN JOSE, CA. 95125

BROOKS CYCLERY HAS BEEN A NORTON DEALER EVER SINCE 1948 AND IS STILL SERVING THE BAY AREA WITH A COMPLETE STOCK OF NEW NORTON PARTS, TOOLS AND ACCESSORIES FOR YOUR NORTON.

* ED BROOKS - OWNER - 31 YEARS

* BOB RABER - PARTS - 20 YEARS

* BILL MANKINS - SERVICE - 12 YEARS

IN ADDITION TO ALL THE OTHER GOODIES IN STOCK, BROOKS IS NOW OFFERING LOCALLY MADE MUFFLERS, HEADER PIPES AND 2 INTO 1 CONVERSIONS FOR ALL COMMANDO MODELS. THESE MUFFLERS ARE ACTUALLY BETTER THAN THE STOCK 750 TYPE AND LOOK VERY SIMILAR. CURRENT PRICE IS 20% BELOW STOCK.

MR. BROOKS HAS RECENTLY JOINED THE NORTON OWNERS CLUB, AND WELCOMES ALL MEMBERS AT HIS SHOP FOR A CUP OF COFFEE AND SOME GOOD NORTON TALK. STOP BY AND GIVE HIM SOME OF YOUR BUSINESS, OR JUST STOP BY TO TALK AND CHECK OUT THE BEAUTIFUL OLD MOTORCYCLES HE HAS ON THE SHOWROOM FLOOR. IT'S WORTH IT.

Here's something different...all the ads on one page. I'm sure some of our NORTON NOTICE advertizers will complain, but in the hope that it makes the newsletter a bit more readable, I thought I'd give it a try this month. Feedback is welcome.

British Motorcycle Parts

TRIUMPH - BSA - GREEVES
VILLIERS - AMAL - LUCAS

TRY US FOR YOUR HARD TO GET PARTS
1939 TO 1978

FAST MAIL ORDER SERVICE

FRANK CONLEY STUART SHEPARD
(408) 659-4958

13 EL CUENCO, CARMEL VALLEY, CA. 93924

Frank has early Amal, Lucas, Miller, and BMT mag parts. Give him a call if there's an obscure motorcycle part you need; he just might have it, and will gladly help.

20% DISCOUNT TO N.O.C. MEMBERS

Brooks Cyclery

TRIUMPH
NORTON
BSA

NEW AND USED PARTS
TELEPHONE 295-4341
(408)

MOTO GUZZI
DUCATI

ED BROOKS
OWNER

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PALO ALTO YAMAHA

YAMAHA • TRIUMPH • NORTON

SALES • SERVICE • PARTS

3960 EL CAMINO
PALO ALTO, CA. 94306
415 493-3414

Norton PARTS AND SERVICE

GARY BROEDER: EXPERT MECHANIC
N.O.C. MEMBER

Although not emphasizing British bikes on the salesroom floor, PALO ALTO YAMAHA has one of the bay area's best British motorcycle mechanics back in the shop. Gary Broeder knows as much as anyone in the area when it comes to making NORTONS run right. With his racing experience, Gary can work wonders on your machine when it needs help. I highly recommend PALO ALTO YAMAHA the next time you need a good mechanic for the old NORTON.

T. T. Motors

2800 Adeline • Berkeley, CA 94703
(415) 845-8235

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- accessory dept.
- complete service dept.
- machine shop
- insurance
- notary service

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346 El Camino Real
Redwood City, Ca. 94062

(415) 369-4112

LARRY RANDALL

English Specialist

West Bay Cycle Dismantlers, Inc.

ENGINE REBUILDING & MACHINING FACILITIES
USED PARTS & ACCESSORIES
USED MOTORCYCLES

750 San Antonio Road
Palo Alto, California 94303

(415) 494-8033

10% DISCOUNT TO NOC MEMBERS ON
ALL NEW AND USED PARTS. A DEAL!

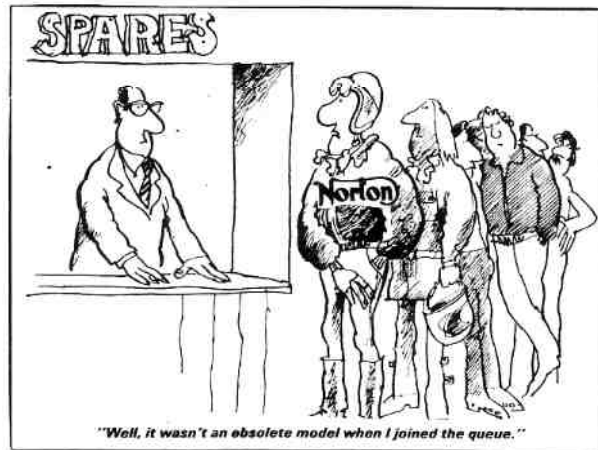
Larry Randall and Jan Barton are good people to know. At WEST BAY they have many used Norton parts at reasonable prices, as well as the expertise to help you solve any tricky problems that come up the next time you try to do some repair job. They are definitely the first people to call if you live on the peninsula and don't have the part you need, or the foggiest idea how to put the old Nort back together again.

MOTORCYCLES UNLIMITED
5776 PARADISE DRIVE
CORTE MADERA, CA
(415) 924-0327

Motorcycles Unlimited is the fine bike shop up in Marin that Branch member Alex McLean has been operating for these many years. If I'm not mistaken, Alex McLean is the very same Alex that Fred (our old hero in the ODD BODKINS strips) always called whenever his Norton blew a piston or whatever. With a reputation like that, you can be sure that it's a good place.

As always, Alex has the largest stock of Dunstall accessories for your Norton in the bay area, as well as good supply of Norton spares. He also has the biggest volume of accessories I've seen in these parts, and a huge showroom full of all kinds of motorcycles. Believe it.

Of interest to classic motorcycle buffs are the two Manx racers on display in the windows upstairs. If you've never had the pleasure of seeing one of these famous machines up close, that alone would be worth the trip to Corte Madera.



ANYONE EVER FEEL THIS WAY AT THE LOCAL MOTORCYCLE SHOP? SUPPORTING THE CLUB MIGHT HELP IN YEARS TO COME. THAT'S A MAJOR REASON WE EXIST AS A CLUB. BUT MORE MEMBER PARTICIPATION IS NECESSARY IF WE EXPECT TO PREVENT THE NORTON FROM BECOMING JUST A MOTORCYCLE FROM THE PAST. HAVE YOU DONE YOUR PART LATELY?

Please feel free to submit any interesting cartoons to the NORTON NOTICE Editor. Anything relevant to our mutual interest will be printed as space permits in future issues. Thanks.

WHAT THIS CLUB NEEDS IS MORE FEEDBACK FROM THE GREAT SILENT MAJORITY



(Thanks to the NEW YORKER for the above)

Northern California Branch T-Shirts

As you can see in the photo below, there's no limit to the fun you could be having if only you had your very own Northern California Branch T-shirt. And how 'bout getting one for your friends? They deserve the best too, and believe me, this is the best!!!



The shirts are white, and the logo is beautifully silk-screened in red and blue. They are available in small, medium, large and extra large. The price is still a reasonable \$5 each. To get yours, send a check to:

STEVE COBURN
P.O. Box 236
La Honda, CA
94020

NOTE: I will continue to bring along some shirts to all meetings for anyone who'd like to get 'em that way.

Heller Norton Replicas

Art Sirota
130 S. Cordova, Apt. C
Burbank, CA 91505

About two years ago I purchased a model made in France by a company called Heller. I had not put a model together in over a decade, but this was something special: a 1971 Norton Commando 750 Roadster! When I opened the box I found two things: a hundred million parts, and some instructions in French. (I later found out that English instructions were left out accidentally at the factory.) Luckily, I remembered enough of my three years of high school French to keep me out of trouble. Two months later, I was finished. The headlight swivels. The control levers really work. The tires are Dunlop K-81 TT100's and they spin. The swing arm works. The front forks, complete with concealed springs, really work. A working drive chain complete with a master link connects the counter shaft sprocket to the wheel.

Even the engine mounts are true-to life, allowing the engine to move slightly in the frame. After the two hundred and one million parts that make up the engine have been assembled, it mounts into the frame exactly the way the real Norton engine mounts into a real frame. It had me astounded. Some of the nuts are so tiny I couldn't believe it! I used razor blades, needle-nose pliers, reverse tweezers, Crazy Glue and lots of patience to put it together. I bought this silly (?) waste of time from The Auto Show, 888 N. Hollywood Way, Burbank, CA. (It's also available locally - ask Carolyn Scott). They cost \$22, and the three different Commando models available are Roadster (#1994), Hi-Rider (#1995) and SS (#1996).

History of Norton

This month's episode concludes the second chapter of Dennis Howard's book, *NORTON*. I thank Mr. Howard and Ballantine Books for the use of their material, and encourage any Norton enthusiast who can find a copy of this fine book to read it. Since they're rather hard to come across these days, you may have to be patient and get it on the installment plan in the *NORTON NOTICE*. I'll continue this series in the 'History of Norton' column until someone comes up with something better. Hope you enjoy it.

To the younger inhabitants of our large cities nowadays it would be difficult to imagine just how many Nortons were to be seen going about their various duties during the third decade of this century. The window cleaner would invariably ride a Norton Model 16H or Big Four with side float onto which would be attached his ladders and other equipment. Having come into contact with a number of now retired musicians, mostly fiddle players, it seems that the Norton was a sure favourite for complete reliability where engagements ranged from Bournemouth to Scarborough. With their instruments securely fastened to the carrier, these men checked that there was sufficient water and carbide in their lighting sets, donned a pair of Hutchinson waders, slipped on their waterproof Ponchos, and with flying helmet and goggles in place, set forth along the Great North Road. Here again Peter Waring, not only a suitable 'Doctor' for obtaining the best results from his Model 19, was also a keen amateur competition dancer in the 'Twenties and describes how he could remain completely immaculate in white tie and tails beneath his riding equipment regardless of the frightening experience he was bound to suffer, particularly in wet weather, when a combination of tramlines and a road surface composed of wood sets would bring the best man down at some time.

It is unusual to associate the Norton marque with other than large capacity mounts, but in 1924 experiments were being conducted on a 250cc model, possibly with a view to entering the Lightweight class of the TT. The smaller Norton bore a basic similarity to the 500cc jobs and the overhead-valve arrangement was incorporated into the design. The bore and stroke were 63mm and 80mm respectively, and the pushrod-operated valves were set at 90 degrees, and a detachable cylinder head was fitted. Into the light alloy piston were fitted two piston rings sharing the same groove, larger than usual. Full mechanical lubrication was employed, and there were internal expanding brakes on both wheels. It is regrettable that nothing appears to have come of this interesting quarter-litre model due no doubt to the fact that the company already found it hard to satisfy the demand for their existing range of machines, and single cylinder 250 was 'spiked' for all time. With an estimated speed of seventy miles per hour such a Norton might well have altered British fortunes in the lightweight classes for some years, and it is interesting to ponder on when and if the continental dominance of 250cc racing would have come in consequence.

By the time TT week had finished in June 1924, ex-Royal Flying Corps pilot Alec Bennett had brought his Norton home in first place in the Senior race 61.64mph, the first time the event had been won at over 60mph. George Tucker had meanwhile kept the Norton banner flying by securing victory in the Sidecar race at over 50mph; to quote a modern phrase 'It was all happening'. The dear old Maudes Trophy was again to go to a machine from Bracebridge Street after a gruelling run from Land's End to John O'Groats, four times no less, at a speed schedule of 20mph. This was not all however, for there followed twenty ascents of Porlock Hill in Somerset by the 633cc Big Four and sidecar. The outfit was built from standard parts selected by Auto Cycle Union engineer Arthur Bourne, and completed the first part of the test without trouble, but while on the way to Porlock the device was crushed against a wall when in collision with a tourist coach, and required quite extensive repairs. Still under supervision, the motorcycle and sidecar were straightened out, with the assistance and facilities of a local Norton agent, and the final part of the test was completed without further incident. Knowing only too well the 'characters' who participated in these remarkable stunts it is not difficult to picture the scene, a hilarious combination of tea by the gallon, cigarettes held by very oily fingers, and good-natured banter mixed with a full quota of nicely selected words.

NEXT MONTH: With the death of 'Pa' Norton in 1925, the Norton company moved into a new era of racing success and engineering advances. In the year that he died, motorcycles bearing Norton's name won the Swiss, Russian, Polish and Italian road racing championships, in addition to the Dutch, Danish and Hungarian TT races and the Ulster and Belgian Grands Prix. Next month, the first part of the chapter 'A New Era' will include these and other highlights of Norton's success in 1925 and 1926.

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PARTS AND SERVICE

GARY BROEDER: EXPERT MECHANIC
N.O.C. MEMBER

Although not emphasizing British bikes on the salesroom floor, PALO ALTO YAMAHA has one of the bay area's best British motorcycle mechanics back in the shop. Gary Broeder knows as much as anyone in the area when it comes to making NORTONS run right. With his racing experience, Gary can work wonders on your machine when it needs help. I highly recommend PALO ALTO YAMAHA the next time you need a road mechanic for the old NORTON

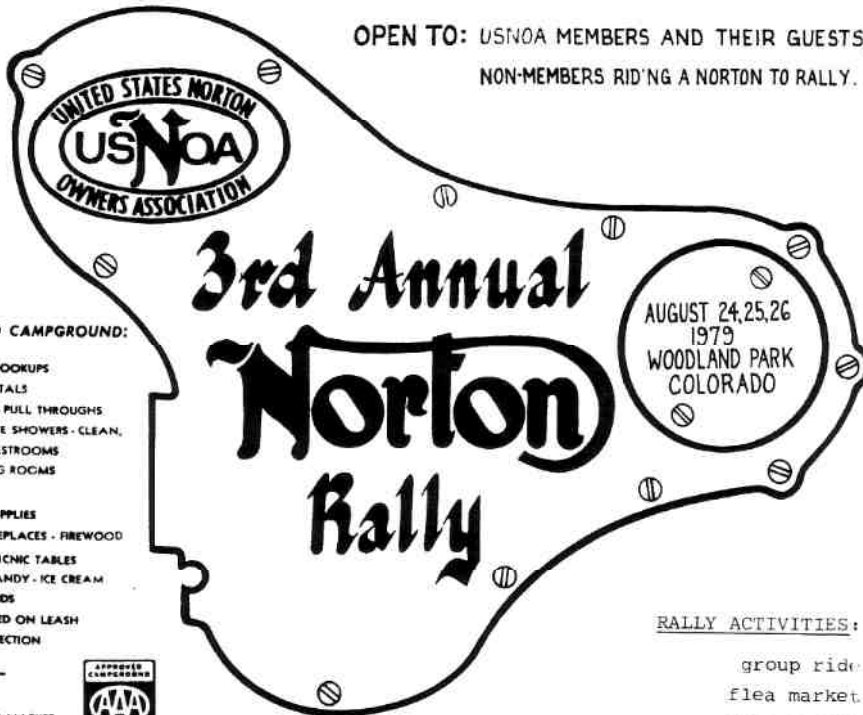
USNOA Rally - Woodland Park, CO - August 24, 25, 26

I am planning to ride my new touring Interstate (Cari Castle's bike, for those of you who may remember it) to this rally in Colorado at the end of August. My exact plans are not yet final and probably won't be until July sometime. I'd be interested in hearing from anyone, member of the USNOA or not, who would like to go to the rally. Please get in touch with me A.S.A.P. if you're interested in going. It'll be great!

Pete Kogut (Editor of Norton News) and Cliff McGillivray (President of USNOA) have invited any of us interested in their association to come to the rally this summer. They (and I as well) hope that more Northern California Branch members will join the USNOA and increase the association between the two groups.

STEVE

OPEN TO: USNOA MEMBERS AND THEIR GUESTS,
NON-MEMBERS RID'NG A NORTON TO RALLY.



DIAMOND CAMPGROUND:

COMPLETE HOOKUPS
ON-SITE RENTALS
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PLAYGROUNDS
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NEARBY —

CHURCHES
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BOWLING
S.W. HAWKING
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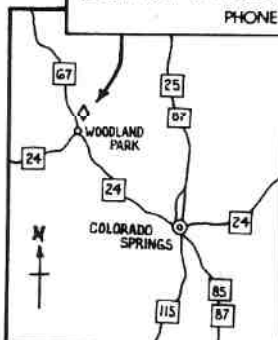


Altitude 8500 feet — sunny days and cool nights.

RALLY ACTIVITIES:

group ride
flea market
door prizes
field events
self-guided tours
long dist. & category awards
tech. session with Brian Slark
chuckwagon dinner/Flying W Ranch

Diamond Campground is located on Highway 67,
1/2 mile north of Woodland Park, Colorado,
PHONE (303) 687-9684



RALLY FEE:

Adults: \$16.00 (includes tent camping Friday & Saturday
under 10 night, chuckwagon dinner & rally pin)
yrs. old: \$6.00 (includes tent camping Friday & Saturday
night, chuckwagon dinner)
Pull throughs & hook-ups are an additional cost.

Be one of the first forty to pre-register by July 1st,
1979, and receive a free rally T-shirt for each \$16.00
entry fee. Post marks will determine the recipients.

For further rally information: Bill Grigg PO. Box 842
Evansville
For pre-registration, please
make checks payable to: Claudia Grigg Wyo. 82636
(307) 265-1419

Beer Bust on June 10th

Well folks, it's that time of year again. The woods are drying out after the winter rains, the air is warming up, the hillsides are all green and covered with spring wildflowers. So that means it's time for the annual Norton Beer Bust! This year's edition is the Third Annual Norton beer bust, and will be held in the same location as last year's. The Cuesta Playbowl, nestled in the redwoods of La Honda, was approved by all who attended the beer bust last year, and so we've reserved it again.

This year's gala event will be held on Sunday, June 10th, commencing at noon. The Beer Bust Committee (Gene Austin & Mark Gribble) and I would greatly appreciate any help members would care to give. Early arrivals can check with one of us at the Playbowl for tasks to help with. Please bring only Nortons down to the Playbowl as parking will be limited. Cars, trucks, etc. may be parked in the designated area next to the duck pond near the Playbowl turnoff.

3rd Annual

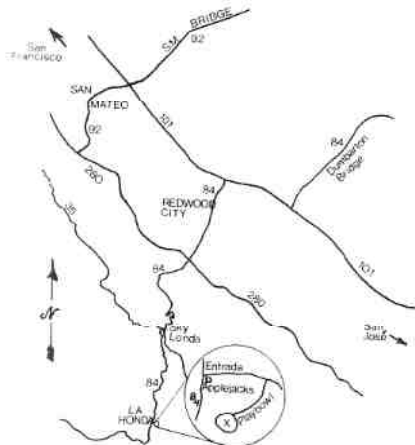
Norton BEER BUST

**FREE BEER FOR NORTON
RIDERS**

**SUNDAY
JUNE 10
NOON 'TIL....**

**At The PLAYBOWL
La Honda, Ca.**

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OR ADVICE - EARLY
NORTONS ALWAYS
WELCOME**



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Odd Bodkins

(Reprinted with the permission of Dan O'Neill)

Well, here it is folks! This is undoubtedly the episode you've all been waiting for these past few months. The question is: "If you can fly a NORTON to Mars, can you make it land?"



NEXT MONTH: Needless to say, this episode was the last of the Mars series, unfortunately. One has to wonder what might have happened if Fred had only had some practice landing his Norton before they took off for Mars. I guess we'll never know. Look for a new series to start next month, with Mr. Spanky, Trusty Willard, and the General making their first appearance in these pages.