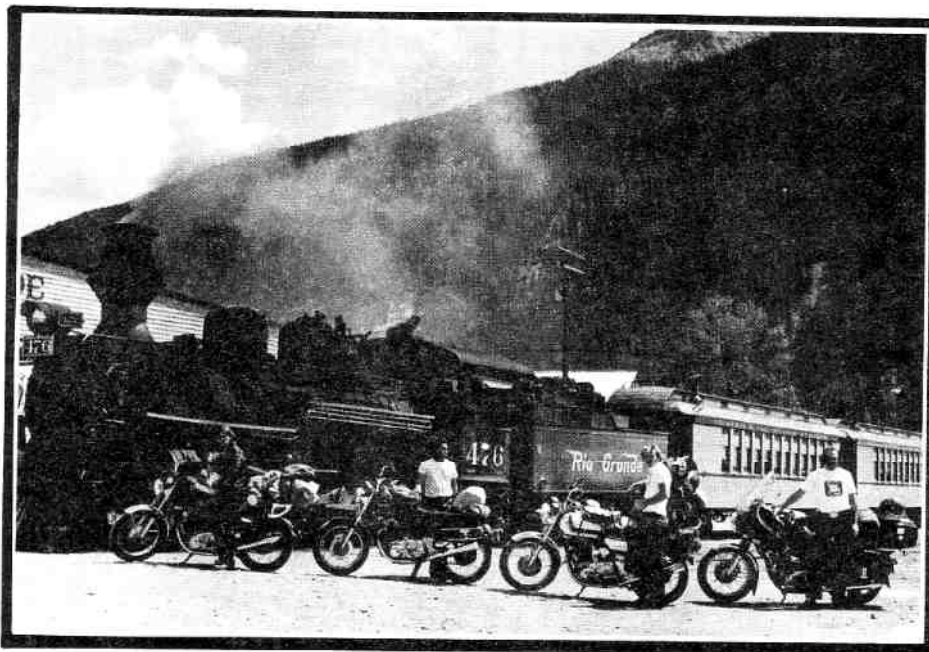


Norton Notice

Volume 2 Issue 9

September 1979



**In Silverton, Colorado, En Route to the Third Annual Norton Rally
NOC Members Carollyn Scott, John Padilla, Jeff Pierce and Steve Coburn**

Published monthly by the
Northern California Branch
Norton Owners Club





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

Branch Officers

Bob Bausch
PRESIDENT
671 18th Avenue
San Francisco, CA 94121
(415) 752-6400

Carollyn Scott
TREASURER
2428 Middlefield
Palo Alto, CA
(415) 326-1907

Steve Coburn
SECRETARY
NORTON NOTICE EDITOR
P.O. Box 236
La Honda, CA 94020
(415) 747-0326 HOME
(415) 497-6601 WORK

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)



NOTE: Membership cards are here at last!!!
Let me know if you need one. *Steve*

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:	\$25	NORTON NOTICE & ROADHOLDER
ASSOC. MEMBERS:	\$5	NORTON NOTICE
SOCIAL MEMBERS:	\$5	NORTON NOTICE

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.

September Meeting

This month's Branch meeting will be (or was) on Thursday, September 13th, at the Redwood Inn up in the Oakland hills. Since there is no way this issue will be out before the meet I won't bother to go into further details.

Good Idea

The Good Idea of the Month for September was suggested by yours truly at this year's USNOA Rally in Woodland Park, Colorado. I ran into Cliff McGillivray, the President of USNOA, moments after arriving in town, and told him we ought to hold next year's rally out here in northern California. Well, the following night at the awards banquet, Cliff brought up the subject during his speech, and as you might imagine, the response to the idea was overwhelming. So...the rally will be here next year, probably in early August, probably up north at a site that Brian Stark thinks he can get for it, and definitely organized by me. I'm still not sure what I've gotten myself into this time, but I do plan to give it my best shot. Hopefully as many of you as can possibly come will make it to the Rally next year. As a Branch of the NOC, and the largest in the world if you include all our "associate" members, our showing at the 1979 Rally in Colorado was rather pathetic. Next year I expect to see at least half of you at the four-day extravaganza! I guarantee it'll be no more than an easy day's ride from the bay area, so there won't be any good excuses for not coming. You can count on frequent updates here in the NORTON NOTICE during the months to come, so there's little chance that anyone will be allowed to forget about it. In any event, mark the first part of August down on your calendars right now. We'll be shooting for the weekend of the 2nd, 9th, or 16th.

August Meeting

The August Branch meeting was a well-attended affair at the Edinburgh Castle in San Francisco highlighted by the presence of the Chairman of the Club, Adrian Page. Adrian and his lovely wife, Wendy, were visiting the area before embarking on their ambitious motorcycle tour of the western states. There was considerable interest at the meeting in happenings on "the other side of the pond", and Adrian did quite an admirable job fielding everyone's questions.

Among the items discussed were the Club's new efforts to improve the Spares Scheme, and in particular their recent move to become the sole suppliers of the old-style cigar-shaped muffler for early twins. The Wankel Norton was also a hot item of discussion, and we learned from Adrian that it will indeed be produced in the next year. Apparently Club members in the U.K. have a fairly low opinion of it since most of its components are not made in England anyway and it neither looks nor sounds like a British motorcycle. He said he knows nobody who plans to buy one when they eventually come out.

In other business, we discussed the future of the NORTON NOTICE, and I'm very happy to say that its future is bright. Dick Swanson, followed by Michael Heth and Brian Halton, will be working on this following my retirement in December. Hooray! All three seem most willing and able to do a fine job with this task, and I have total confidence that they will. They all live in San Francisco and will be getting together regularly to work on it. I for one am looking forward to seeing what they'll do in the months to come. I'm very optimistic.

Steve

September Ride

The ride this month will be on Sunday the 16th, beginning at 10:00 AM. We'll meet at Alice's Restaurant, one of our most popular venues, and probably ride south on Skyline, down Hwy.9 to Boulder Creek, and then out to the coast via Bunny Dood. Somewhere on the way we'll probably stop for lunch, and then ride north along Hwy.1 in the afternoon. I'd like to explore some of the roads in the hills of San Mateo County during the late afternoon, and I'm sure that those of you unfamiliar with these lesser travelled roads will enjoy them immensely. Do come!

August Ride

Last month's ride was probably the most enjoyable I've ever been on, and I'm sorry more of you weren't with us to enjoy it. I rode up to Sausalito with Adrian Page, whom many of you know as Chairman of the NOC. I had my friend, Kathy Stark, on the back of Black Dream (my 850 Interstate), and Adrian was riding with his wife, Wendy. After stopping briefly on the Marin side of the Golden Gate, we rode down into Sausalito to find a healthy group of Nortons waiting for us. We waited around another half an hour or so for a few more to come, and then headed up to Alex McLean's shop, Motorcycles Unlimited, in Corte Madera. The site of some fifteen Nortons in the parking lot was something he hadn't witnessed lately (to say the least), and so he was quite pleased. Unfortunately, he had to meet with a group of visiting Japanese businessmen that afternoon, and couldn't join us on the ride. Maybe next time, Alex.

We next rode up through Nicasio to Marshall, where we found a beautiful '49 International sitting in the parking lot, and one Charlie Taylor of Tomales sitting inside the Tavern with half the place staked out for us. The weather on the coast was absolutely perfect that day, and after we'd all stood around in the sunshine for a while admiring Charlie's bike, we went inside and did our best to imbibe most of the beer they had. Pretty soon Bernie Birlieffi and Dan Bazzoli arrived from Calistoga, and so did some good food from the Marshall Tavern kitchen, and we all had a great meal. I recommend it to everyone.

After lunch, most of the group headed back home, but the serious bunch of us took off up Hwy.1 for an enjoyable afternoon ride to Mendocino. In the group was Carolyn Scott, Tom Horton, Charlie Taylor, Adrian and Wendy Page, Kathy Stark and yours truly. The ride was perfect all the way, and we arrived in Mendocino in plenty of time to see the sunset.

We hunted around for gas, unsuccessfully, and then retired to the Mendocino Hotel to do a little damage to the bar stock before going to dinner at one of the local restaurants. A few hours later, after we'd consumed all the food and drink we could handle, we all ended up at a local trailer park/campground Adrian had located earlier in the evening. It was perfect, and pretty soon we were all asleep.

Next morning we were off early to Fort Bragg, where we filled our tanks and our bellies, parted company with Adrian and Wendy, and then rode over the hills to Willetts. Great ride! If you're ever up that way, try it. We then rode south on Hwy.101, split off from Charlie and Carolyn, and rode to Calistoga, for some of the Birlieffi Private Reserve!

Steve

Events

I'm sorry to say that the response to my plea for input on this Events List met with total apathy last month. Therefore, it is clearly incomplete. Hopefully, next month's will have more, but only if you let me know what to put in. If there's something coming up in the next few months that other members might be interested in, please send me the pertinent information and I'll include it next month.

DATE	TIME	PLACE	EVENT
9-13 Thurs.	7:30 PM	Redwood Inn 6415 Redwood Road, Oakland	September NOC Northern Calif. Branch meeting
9-16 Sun.	10:00 AM	Alice's Woodside	September Branch ride
10-7 Sun.	ALL DAY	Sears Point Internat'l. Raceway	CSRG-Sponsored "Old" Motorcycle and Car Races
10-6,7 Sat. & Sunday	ALL WEEK- END	La Mirada Mall in Long Beach	5th Annual La Mirada Motorcycle Show & Field Meet
10-18 Thurs.	7:30 PM	Edinburgh Castle, SF	October NOC Nor. Cal. Branch Mtg.
10-20 Sat.	10:00 AM	Bay Bridge Toll Plaza	October Branch ride to Sierras
10-28 Sun.	10:00 AM	Alice's Woodside	USNOA Nor. Cal. Chapter first meeting & ride
11-15 Thurs.	7:30 PM	?	November NOC Nor. Cal. Branch mtg.
11-18 Sun.	10:00 AM	?	November NOC Nor. Cal. Branch ride

Thanks to those of you who noticed my request about envelopes a few months ago and sent all of yours back to me. Although the total I now have back is very small compared to the huge number I've sent out this year, they will be reused and will save the Club some money. I'd really appreciate it if the rest of you would follow the example a few of your fellow Branch members have set, and bring me yours. *Steve*

USNOA Northern Cal. Chapter?

Yes folks, the USNOA is alive and well, or soon will be, in Northern California. During the past few months you've probably heard a rumor that a local USNOA Chapter was going to be started here. And then those of you in the USNOA read in their last newsletter that a Northern California Chapter had indeed been formed. On reading that, our former secretary Gene Austin told me that he resented the fact that he had been, or might have been, pulled into a new 'club' without his knowledge.

Just to set the record straight, I'd like to make it clear that no current USNOA member is automatically a member of the new Chapter if he or she doesn't wish to be. If for some unknown reason members would prefer not to be associated with the new local chapter, that's fine. To each his own! All I want to do is get something going out here. The USNOA is a fine organization, and I was really impressed by everything I saw at their recent rally. I would therefore like to help out in California.

CSRG Races: Sears Point: Oct. 7

As many of you already know, there's going to be some 'old motorcycle' racing up at Sears Point International Raceway in Sonoma on Sunday, October 7th. This event is being sponsored the Classic Sports Racing Group (CSRG), and there will be car races as well as motorcycle races throughout the day.

I've spoken with Chris Christianson, who is in charge of the motorcycle side of it, and the word he gave me is that they are going to separate the motorcycles into "fast" and "slow" categories based on the bikes, their riders' garb (full leathers required in the "fast" races), and other such factors. The general idea is to get old road-racing bikes out on the track, regardless of whether or not they qualify as "vintage" or "antique". Chris says his chief concern is that no one gets hurt, and for that reason people who want to ride around the track at touring speeds will not be in the same heats with those who really want to race.

The entry fee will be \$15 and entrants are expected to be up there at the track between 9 and 10 AM for registration and tech. check.

For those of us who just want to go watch and listen to these beautiful old machines race around the track all day, things will start happening around 11 AM or thereabouts, and tickets will be \$3 (I think). Not bad!

Frank Conley (of CAMA fame) told me he'd be there, and I'm hoping he'll have his Model 40 with him. That old '56 is a real beauty. I'm also told that Paul Adams will be there, and he might have that 1923 16H that we awarded the "Best Norton Single" trophy at this year's CAMA rally in Reedley. Paul also has a 1953 International he's been working on, and that will probably be there if it's ready to run.

Since nobody seems interested in riding down to L.A. with me for the La Mirada Antique Motorcycle Show, which is on the same weekend, I think I'll change my plans and ride up to Sears Point instead. Anyone care to come along? Please give me a call sometime this month if you'd like to ride up with me. *Steve*



UNITED STATES **Norton** OWNERS ASSOCIATION
525 Blackstone • La Grange, IL 60525 • 312/579-0710

I thought the best way to get the ball rolling would be to publicize an organizational ride and meeting here in the NOTICE, so that all the NOC members out here would know about it. I'll also try to contact other USNOA members in this area, and leave flyers in all Norton shops I visit or send newsletters to. My hope is that a lot of you will show up on Sunday, October 28th at Alice's Restaurant just out of curiosity. We can go for a ride somewhere, and then sit down over a beer or whatever and talk about what we'd like to do. There are many possibilities, of course, and although I have some ideas of my own, I thought I'd save them until the meeting. Please think about it between now and then, and see what bright or not-so-bright ideas you can come up with.

Once again, the meeting and ride will be on SUNDAY, OCTOBER 28TH. We'll get together up at ALICE'S RESTAURANT, at the intersection of HWY.84 and HWY.35 (SKYLINE) at 10:00AM.

Technical Tips

Well folks, here's another installment of 'Mother Mazel's Helpful Hints' for you. If Carl keeps his letters coming in at the current rate, I should have no problem at keeping this column full of his pearls of Norton wisdom. This is what Carl has for us this month. Hope it's of value to you.

CHAINS

Chains, oh ho, can I wax eloquent about chains, let me tell you about chains. The proper alignment, the proper tension when and where it is supposed to be, and the proper lubrication. How many guys do you know who have two or three chains for their steeds? That's expensive you say? Well yes, but do you realize that by rotating your chains they will collectively go a greater distance with a greater reliability than singly? I don't know why, but it's true. The thing here is to take the chain off and clean it well in kerosene. Then, when it's dry and all the dirt's removed, coil it up and put it in a can of 140 wt. grease. By warming it up carefully, you will expand the chain allowing the liquid lube to get into all the joints. Then you hang it up over a can or the one you just used.

The key to the regular schedule for chain rotation depends on how much you ride. A true story: "Another good riding night, and I got on my four-cylinder. I was going down a long steep hill, the chain came off, and the engine revs went to heaven. Chained, lost, and after half an hour of looking I found the damn thing wrapped around the gearbox. Repaired same and went on my way. The next day I really looked over the situation and found poor chain, bad sprockets, tension and alignment. Another lesson I learned the hard way.

COTTER PINS

How about loose cotter pins? Ever lose a front or rear brake clevis because the cotter pin was old and fractured? Very exciting. Regular inspections are the word.

GAS TANK BREATHER HOLES AND GAS FILTERS

When stopped with dirt or a toothpick, gas tank breather holes don't let enough gas supply through. A simple thing like that has been known to drive guys up a wall. While on gasoline, the filter can easily get clogged. Looks okay, but don't let enough through to light a fire, let alone enough to run a decent twin or single.

LEVERS AND CABLES

Proper adjustment of handlebar levers and the lubrication of them and the cables that transfer the motion to the points of interest. Very simple, but quietly look around you and see what you see, eh?! While on the subject of cables, when was the last time you looked at them with a real sharp eyeball for fractured or frayed strands? The proper routing of them to lessen the severity under which they operate and so lengthen their life is the key here. The lubrication of cables now made is especially made easier by the use of a lubricator. I would be willing to bet that most guys riding today don't know how to make up a cable from raw stock, so it will last around the block.

ELECTRICS

Electrics are the most fun because they can give instant smoke or fire as the case may be, and then you have a sticky, gooey mess. This because someone was going to bypass the fuse or circuit breaker. The most common cause of failure is a poor ground, especially if it happens to be a generator and regulator. The high resistance to ground causes the regulator to go crazy trying to keep up with the varying load, and pretty soon the commutator throws off all the solder and instant darkness. Did you ever see a headlight bulb make like a flashbulb in the dark of night in the desert? Well, for a few minutes thereafter all you can see is brilliant star showers, blink, blink. I have fixed many machines with electrics that were gone just by cleaning and fixing broken wires. Leo Schwartz knows how critical things can get. He tells a real story about motorcycle batteries that few of the members read and understand, I betcha. I realize this is not thinking too highly of my fellow riders, but if we had alternators back after WWII the only time I would have gotten off would have been to sleep and eat. The quality of things today is fantastic, and that's no joke.

IGNITION PLATE

Before I forget, there is one other thing about the ignition plate that goes like this: the tolerance accumulation is such that the taper really never seats, and this makes the points very hard to space as well as get them to fire 180 degrees apart. This improvement alone is so fantastic that you won't believe it until you try it. Many years ago I helped to build a fixture that re-ground the rings that worked the points on BTH Lucas Magnetoes. This is the principle that I've tried to refine on the Commandoes and other twins. I don't work on twins though!

EDITOR'S NOTE

I have made an effort to keep editing of Carl's material to a minimum because his style is kind of funky and would only lose something if edited thoroughly. If there's anything in his column that doesn't make sense to you, or if you think he might be able to help with some problem you have been wrestling with, why not give him a call sometime. He lives down in Chatsworth, but you might find the long distance call well worth the expense. And I can tell you from personal experience that he's a very interesting guy to talk to. I'm really looking forward to meeting him when I go down to the La Mirada Rally on the first weekend of October. By the way, one of our Branch members, Jan Barton, recently got a few very nice old photographs of Carl on the 1948 'Gardengate' Manx Jan now owns. He has them down at West Jay Cycle Dismantlers in Palo Alto if you should happen to be in the area. Stop by and see 'Mother Mazel' on one of his favorite mounts.

Also, if anyone would like to send technical questions to Carl, I'm sure he'd be willing to answer them here in the **NORTON NOTICE**. Here are his address and telephone number:

CARL MAZEL 10606 JORDON AVENUE CHATSWORTH, CA 91311 (213) 882-0895

I hope Carl doesn't shoot me for putting him on the spot like this.

Steve

The THIRD ANNUAL NORTON RALLY: Part 1: TO THE ROCKIES'

Well...I want to tell those of you who were not at this year's USNOA Rally in Colorado just what you missed, but I honestly believe it'll be impossible. I will give you a brief synopsis of our trip to the rally, what we did there, and the trip back. but I know I won't be able to capture the feeling we got that weekend in Woodland Park. Pardon an old cliché, if you will, but you had to be there.

Now then, it started like this. Jeff Pierce, Carolyn Scott, John Padilla and I all left the bay area on our respective Commandos on Monday afternoon, the day after the August branch ride. With the bikes loaded down with sleeping bags, tents, and all sorts of odds and ends, we must have been quite a sight as we rode across the San Joaquin valley. At a gas stop in Sonora we met a local couple on an early Commando; they were very interested in us and where we were going, and for a moment I thought they wanted to come with us. After a mediocre Mexican dinner in Sonora, we rode halfway up the pass and found a spot to camp for the night. Early the next day we packed up again and headed over the Sierras. The early morning air was brisk, to say the least (Carolyn's hands got pretty cold and she had to stop to warm them on the engine), but the ride was glorious! After a fantastic breakfast near the top of the pass, we were off again and headed down to Nevada.

We rode on through the day, blessed by cool weather, clear skies, and hardly a single care. Those Nortons kept right on purring across the desert and we were happy. At one point Jeff's right exhaust manifold started to rattle, and he discovered it was stripped. A piece of Carolyn's handy baling wire, a little ingenuity and a few minutes later we were back on the road. Hwy. 6 took us all the way to Ely, where darkness enveloped us. After a quick meal, we were off again, this time riding to the Lehman Caves on the Utah border. We discovered one very important hazard to watch out for when

you ride out in the desert at night...RABBITS! The little buggers were all over the place as we rode along in the dark; they seemed to have a death wish, as they always stopped right in our path. We survived, however, and soon found a nice place to bed down for our second night. Watching the stars overhead as I lay there in my sleeping bag, I thought about all the miles we'd already covered, and miles that still lay ahead of us in Utah and Colorado. My mind was swimming, my muscles sore, and sleep was sweet. That night I think I must have dreamed about a giant rabbit right in the middle of the road!

As the first glow of the desert sunrise began to touch our campsite, we were up and soon on our way again. There is no doubt about it... sunrise is the time to ride out in the desert. It was magnificent as we crossed into Utah, no traffic to disturb us and beautiful scenery on all sides. I'd had no idea that this part of our trip would be so enjoyable. Riding hard we crossed Utah and found ourselves in Colorado in the late afternoon. After a most enjoyable stop for some good Norton talk and the inevitable beer at Pete's Thing, a fine little Nort shop in Grand Junction where we met some more Norton enthusiasts we'd see again at the rally in Woodland Park, we rode on down to Montrose. We were eagerly looking forward to the showers we knew were waiting for us there at the home of one of Jeff's friends. The long-awaited and much needed shower was marvelous, and after I put on clean clothes I actually felt human! It wasn't long before we all wanted to sleep.

Awaking to the smells of bacon, eggs and toast in the kitchen, I got up and found that Jeff's friend was cooking up a veritable feast for us to remember Montrose by. It was superb, and we soon rode out to Ouray and the Million Dollar Highway to Durango with full bellies indeed! A spectacular ride from Ouray to Silverton kept us busy for the morning; every few miles I'd stop and take more pictures. I couldn't fight the temptation to try to get it all on film.



OUR 4TH DAY ON THE ROAD, THE NORTHERN CALIF. BRANCH GROUP CAMPED NEAR WOLF CREEK PASS, COLORADO EN ROUTE TO THE RALLY

In Silverton we parked in front of the old narrow gauge train, and took this month's cover picture. Soon we were on our way down to Durango and our planned rendezvous with Frank Del Monte, John Ebert and Art Sirota. John was there with his pillion passenger, Cheryl, but no sign of Frank or Art. We all sat around in the bar where we'd agreed to meet, and three hours later, after we had consumed innumerable pitchers of beer, there was still no word from the others. Finally, we gave up on them and rode east to Pagosa Springs, our next gas and beer stop.

'ON TO WOODLAND PARK'

With full tanks and a case of beer, we rode out of town towards Wolf Creek Pass. A few miles south of the pass we found a little National Forest campground that was perfect for our purposes, and soon we were firmly entrenched. It was nice to sit around the campfire that evening thinking about what we would find in Woodland Park the next day, and what the weekend would be like. We also thought about the fish Jeff was supposed to have caught down at the river...All he did, unfortunately, was drink up half the remaining beer supply and shoot the empty cans full of pellet holes! We all had fun anyway, and long after the last beer was gone, after the bottle of Sebastiani's finest I'd brought to Colorado all the way from home was consumed, and even after the campfire had begun to die down, we finally went to sleep. Long day.

Next morning brought another beautiful day, and we were eager to head north over the Wolf Creek Pass. Parts of the road were dirt and pretty rough, but we all made it through in good shape and soon found ourselves at one of the little restaurants on the other side. Another great breakfast (they all seemed to be superb on this trip), warmed us up from the inside, after which we stopped for gas. Who should ride up while we're there but the one and only Frank Del Monte on his big red Interstate with the white panniers and white Daytona fairing. I'd never met Frank before, but I immediately knew it was he. And he had a lady on the back too! We gave him a hard time for not having made it to Durango the previous afternoon, and he told us about a wrong turn he'd made in New Mexico that had taken him some 200 miles off course. What a story! Anyway, we forgave him, and the now six-Norton group took off for Woodland Park. We passed quite a few 14,000 foot peaks as we rode up through the valley, enjoying the spectacular scenery all the way. We hadn't found any sign of rain for the four days we had been on the road, but now we began to see some pretty menacing storm clouds. Soon it seemed that we'd make it to the rally in time to avoid the rain, and then we felt a few drops as we crossed the last pass. Pink, yellow and orange rain gear appeared out of various packs, and then as quickly as it had appeared the rain seemed to vanish. We rode into Woodland Park dry and hungry, and soon found a little restaurant with several good-looking motorcycles (i.e. Nortons) parked on the curb outside. Yes, we'd arrived!

Inside I soon found an unlikely sort of chap with a healthy start on a new beard sitting there with a guy who had to own the Harley I'd noticed outside. Well, it was Cliff (the Prez) McGillivray and his companion did indeed belong to the Harley. It was great to finally meet the President of the USNOA and for the first time associate a race with a name I'd corresponded with for six months. We all had a much needed late lunch, and we then followed Cliff's directions to the campground that would be our home for the weekend. It was pandemonium; beautiful madness! There were Nortons and Norton people everywhere we looked! There were Norton banners hanging from the trees! There was a crowd at the registration desk, which I soon joined.

NEXT MONTH: The Rally (with lots of photos) *stok*

Trading Post

All ads for the Trading Post should be sent in to me no later than the middle of the month. Thanks for your cooperation.

STEVE COBURN
P.O. BOX 236
LA HONDA, CA
94020

•• For Sale ••

1974 John Player Norton. All original and in excellent condition. Must sell. Make an offer.

JAY BLANCHARD
(415)574-8844

1975 Commando 850 MkIII Roadster. Black/gold, excellent condition, all original, extras included. 5000 miles (original owner). \$1300.

DAVE WADIAX
679 GEORGIA AVENUE
SUNNYVALE, CA 94086
(408)732-2698 (evenings & weekends)

1971 Commando 850 Roadster. New Dunstall silencers, exhaust pipes, Michelin rear cafe tire, Lockhart oil cooler. Engine rebuilt to 850cc with 9.5:1 compression. Equipped with 32mm carbs (new), new points and advance. Transmission in good shape, but engine is ceased (seized?) on left side. Tank and side covers unscratched. Asking \$300.

Kenneth Ehrlich (Note: I just type 'em as I get 'em!)

1134 Grand Teton Avenue
Pacifica, CA 94044
(415)355-0739

1975 Commando 850 Interstate. Primo condition! Only 6000 miles. \$1800 or best offer.

DAVID NEAL
(415)788-7283 (daytime)

1972 Commando 750 Interstate. 7000 mi. \$1300.

RICH LUTON
(415)564-9293
(415)863-9405

La Mirada Antique M/C Show

NATIONAL MEET

The Southern California Chapter of the Antique Motorcycle Club will be presenting on Oct. 6-7:

THE FIFTH ANNUAL LA MIRADA
MOTORCYCLE SHOW AND FIELD MEET

LA MIRADA MALL

ROSECRANS AT LA MIRADA BLVD.

There will be a swap and sell area, and also a banquet on Saturday night. (Sounds a lot like the format of the annual CAMA Rally, and I am fairly sure a lot of the same people and bikes will be there.)

For further information, send a stamped and self-addressed envelope to:

GEORGE GUNTHER
2824 TULANE AVENUE
LONG BEACH, CA 90815

Gaylord Ward, a southern California member in Azusa, has offered to let any members going to the La Mirada Show stay at his place. He says he's got a 28' trailer he'll park in his driveway, and also showers, beds, pool and a barbecue which will be ready for use! He hopes to see a few members on the 6th of October.

5734 No. Traymore, Azusa
PHONE: (213)966-5122

History of Norton: Golden 30's

As promised last month, this month's History of Norton installment takes us into the fourth decade of the of the Norton motorcycle. It is from the chapter called 'The Golden Thirties' in Dennis Howard's book, NORTON. As always, I want to thank Mr. Howard and his publishers, Ballantine Books, for the use of their fine material. I hope you enjoy it as much as I. *Steve*

The Vintage Motorcycle Club fixes the end of the vintage period at 31st December 1930, and its members' machines must have been manufactured not later than that date. There are some very slight exceptions to the rule, however; for example modifications made by the manufacturer during 1930 which did not appear on catalogued machines until after the termination date. The cases are but few in number however and could not serve any real purpose in the preparation of this book. There are many respected members of the VMCC who will express in no uncertain terms their disapproval of most motorcycles produced between 1930 and 1939, and further maintain that such models contributed little, if anything, to the progress of the motorcycle industry at this time. Such has been the dislike of including 'youngsters' on the register, that a total disregard for the later machines is a well known, but tolerated fact. It was a pleasing moment for many dedicated enthusiasts, however, when a post-vintage class was introduced into the club, thus permitting, in the writer's view, some of the most glorious devices of the 30's to participate in the various sporting events unique to this country (the U.K.).

To title this chapter the Golden Thirties should not be misunderstood, for those that suffered in the Depression of those years could justifiably ask what was golden about them, and this would be respected. The motorcycle industry bore its share of suffering and many fine companies simply went out of business overnight, at least in the early years of the decade. Where 1929 had been a boom year, a very opposite state of affairs now existed and motorcycles were indeed very hard to sell. Various concessions were made by the Chancellor of the Exchequer, Winston Churchill, to encourage the increased manufacture and subsequent sales and in his Budget Mr. Churchill raised the weight limit for the £1.10.0 tax class of lightweight machines from 200 to 224 lbs, and a number of manufacturers re-organized their designs and production in order to take full advantage of the concession. With a change of Government the whole thing was dashed. The road fund tax was roughly 5% of the cost of the machine, and this was well to the fore in a prospective buyer's mind when choosing a machine. The industry protested, but it was not until July 1930 that the 224 lb lightweight limit was finally conceded, thus leaving very little time to exhaust the 1930 models.

The Norton Company had never produced lightweight machines other than some rather rare devices in the very earliest years of the century, and regardless of the conditions of the time production of the normal range went ahead. The Norton had a name for utter reliability and would last its owner a lifetime if treated correctly. Indeed it is to their credit that even some tragically neglected models are still giving the best of service to their pleasantly eccentric owners.

To cut the cost without paring the quality of the machine, lighting sets and pillion equipment were listed as extras, but for other than those capable of improvising there was little worry and Norton sales went forward against the depressing tide.

It was evident that much thought and work had gone on behind the scenes at Bracebridge Street for both the standard range and the racing machines showed considerable changes. 1930 saw the introduction of cellulose paints and chromium plating, this last providing a very much harder and durable finish, but in appearance not half so 'warm' as the nickel plate had been. Engine changes consisted of double-gear pump, dry sump lubrication, light alloy pistons, detachable cylinder heads (where appropriate), and much shorter wheel-bases. Formerly Pa Norton's slightly earlier models had been affectionately referred to as 'Ferrets' because their frames were long and low; now there existed a more cobby look about the machines, even so one felt one was sitting 'in' rather than 'on' the 1930 mounts for the saddle position was still lower than the levels of the rear mudguard, petrol tank and steering head in turn.

A very important part of the Norton story was now to come, as far as the racing models were concerned, for in the next seven years with the Arthur Carroll redesigned overhead camshaft engine, remaining virtually unchanged in this period, the Nortons raced to victory after victory in a blaze of unapproachable glory. (I hope some of you caught the pun.—Ed)

Often described as the underrated genius of Norton Motors, Arthur Carroll had joined the Company in 1930 and proceeded to redesign the overhead camshaft engine. Carroll was to meet his death in a motor accident five years later, but a fine tribute to his technical brilliance was surely shown by the fact that his new 'cammy' engines remained basically unchanged until 1937, two years after his death. The immortal Joe Craig was the development engineer, and the combination of Carroll's brain at the drawing board and Craig's great engineering ability in the development shop, plus (in its own way certainly as important) his great discipline, spelled success.

Walter Moore, originator of the first overhead camshaft engine at Bracebridge Street had left to take a post with the NSU concern in Germany. In consequence the racing models from the Neckarsulm factory bore a very strong resemblance in the 30's to the Norton at least as far as the motor was concerned; but with a few exceptions the machines were far from competitive until the firm delved into the sphere of supercharging just before the Second World War.

NEXT MONTH: Part 2 of 'The Golden Thirties' will delve into the fine details of the 1930 racing Nortons, and their various successes and disappointments on the international race circuit against considerable competition from such marques as Douglas, Rudge, and Scott. What were they some of you might ask? You thought a Rudge was a bicycle and Scott only makes toilet paper? Well, check here next month and read all about these famous motorcycles and how much trouble they gave the men from Bracebridge Street in the 30's. *Steve*

Norm Kelley's July Ride

Well, we made it home, and I thought I'd just pass along a quick summary of our trip. We covered roughly 8,400 miles in 3-1/2 weeks, which averages out to about 350 miles a day, with a high mileage of 550 on a day that took us through eastern Pennsylvania, New York, Connecticut, Massachusetts, New Hampshire and Maine and got us on the boat to Nova Scotia. (Note to those of you who might not be too familiar with New England: What Norm and Pat saw of N.H. and Maine was just the very southern tip, just before they boarded the ferry in Portland. Too bad! I think riding through Maine up to the ferry in Bar Harbor might have been one of the highlights of their trip. -Ed.)

We took I-80 to N.Y., up the east coast and onto a great ferry (casino and all) to Yarmouth, Nova Scotia, on to Prince Edward Island (on another ferry), then to New Brunswick (on the last ferry), and then through Quebec, Ontario, Manitoba, Saskatchewan, and Alberta (generally following the the Trans-Canadian Highway #1), then down route 95 through Washington, down the Columbia River to I-5, and finally home to Sacramento.

The high spots of the trip were Nova Scotia (just like the water-color prints you see in your dentist's office), P.E.I. (a really neat, clean, great place), Quebec City (just incredible... we could have spent a week), and, surprisingly, Manitoba. (I wonder how much they saw of Alberta? - Ed.)

The low spots were Wendover, Utah...even the bugs were grounded due to thin air, the plains of Wyoming, where the wind never is below 60mph...and the lowest of all...the Yamaha XS1100F.

As you know, we didn't take one of the Nortons mainly because the trip would be a fast one, mostly on the Interstate, and we needed to haul our cooking and camping gear. The 1100 seemed like a good choice. Believe me, I have once and for all exploded the Japanese invincibility myth. New rings in Illinois at 8,200 miles, a bent valve in Quebec at 10,500 miles, and a faulty ignition all the way across Canada, where everyone is helpful but no one knows anything about 1100's. On the plus side for the bike, it did get a 46 mpg average, and...it got us home. As you see, the 350 miles-a-day average is not representative of a typical day, as we lost about 5 days while visiting and getting repaired in Yamaha shops.

Gas was never a problem once out of California, and we bought it as low as 68 cents a gallon in Canada, where the gallon is 20% larger than ours! All in all, actual gasoline costs averaged around 2 cents a mile. By the way, premium leaded gas is no longer available in Canada, so high compression engines will have problems. (Note to all those who might find themselves in that situation one of these days: if you mix leaded regular half and half with fairly high octane unleaded, your Norton should be reasonably happy.-Ed.)

We took an old Norton dealership listing along with us, and when time allowed, stopped in at old dealers to see what they had. I'd say of the 40-50 attempts we made, about one half were still in business, usually selling Ducatis, Cessis's, and once in a while a Jap make. Most of those open had very little, and my dream of a boxed Manx or something of the like at an obscure dealership in backwoods Quebec was never realized. We did pick up a large Norton banner (like the Club's), some literature, a new front license holder and some miscellaneous junk, but no big finds. And, alas, we saw very few Nortons on the road. (Should have come to Colorado, Norm)

I'll make a few more observations: KOA's are generally the pits. You can be in the most scenic spot in the hemisphere, and these guys cut down the trees, lay out a grid for a maximum density camp like each one had to house all the 'boat-people' in the Far East...then like some casual afterthought, try to aestheticize the place with a fruitless mulberry or two. Sort of analogous to camping in the parking lot of your neighborhood Shell dealer.

Campgrounds in the east are generally different. They seem to go for camps out on an open lawn area (except for KOA's...they're mostly dirt) as opposed to the small private cubicles we have on the west coast. The transition in Canada seems to take place in Manitoba (west) and Quebec (east).

People everywhere were friendly and there was no language barrier in Quebec once we got things like Ouest (for west) in our vocabulary. Interestingly, all provinces other than Quebec print signs, etc. in French and English, while Quebec deals only in French. They apparently have a fairly independent (separatist?) attitude...even destination signs on their freeways never state a city outside Quebec.

Well, at least we know where we'd like to return to and spend more time, and it was always with regrets that we left the nice places because of the time (got to get home) factor. We'd be glad to talk to anyone undertaking such a jaunt...might be able to help them avoid some problems.

Sorry we couldn't make it to Colorado...our butts are calloused (God it's civilized to go to work in the van!), and we're out of vacation time.

All for now,

Norm and Pat

P.S. We have about 800 pictures to show you. (Since our October ride will take us up to Norm's house in Sacramento, he's agreed to show us the pictures from his trip while we're there. Beers and pics should make for a good rest stop before we head up into the Sierras for the afternoon ride, and for some of us, the night. I have 20 or so of Norm's pictures, and will bring them with me to this month's meeting for anyone who might be interested. I'd like to thank Norm for taking the time to write up this detailed report for the NORTON NOTICE (even if he did ride a Jap 'fizz machine' on his trip), and encourage all members to do the same after taking a motorcycle trip. This kind of information is very useful to others planning such trips, not only because it helps us to take the right spare parts and tools, but also because it's good to know where to go and where not to go along the way. And it might encourage some to take their first real trip!-Ed.)

On Accidents: Part 3

This is the third and final part of a series on MOTORCYCLE ACCIDENT CAUSE FACTORS AND IDENTIFICATION OF COUNTERMEASURES. It is excerpted from the 'Summary Status Report' prepared in January, 1979 by the National Highway Traffic Safety Administration - National Center for Statistics and Analysis. Once again I thank the NHTSA for the use of this material, and Marty Sullivan for passing it on to me. *Steve*

VEHICLE FACTORS

Less than 3% of the motorcycle accidents were attributed to vehicle failures, and the majority of these were due to puncture flats. Post-crash fuel system leaks and spills occurred in over 60% of the motorcycles, yet fire occurrence was quite low (less than 2%).

One-third of the total accidents and one-half of the fatal accidents involved motorcycles with an engine size of 750 cubic centimeters or larger.

EDITOR'S COMMENT - That last bit of data is interesting. The initial impression one is likely to get is that big bikes are inherently more dangerous than smaller machines. Note however that no mention is made of the percentage of the riding population that rides bikes of 750cc and up. Although big bikes are generally faster, they are also more expensive, and therefore tend to be owned by older, and usually more experienced riders. It would be interesting to know whether they actually are more likely to be involved in accidents. I doubt it. If anyone has data, please send it in.

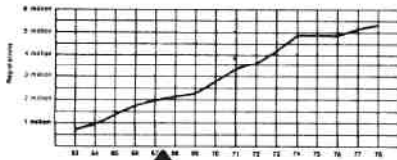
DRIVER CHARACTERISTICS

12% of the accident-involved motorcyclists were operating their cycles without any operator's license. Only 55% had the standard motorcycle license endorsement on their permit as required in California. Drivers with four or more traffic violations in the last two years were involved in 12% of the total accidents, yet they accounted for a full 24% of the fatal accidents. Drug or alcohol influence was present in 12% of the accidents and almost one-half of the fatal ones.

Less than 1 out of 10 riders involved in the accidents had formal training in motorcycle operation. More than half of the accident-involved cyclists had less than 5 months experience with the motorcycle they were riding at the time of the accident, although the average total street riding experience was nearly 3 years.

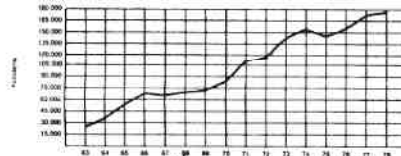
Female motorcyclists were involved in almost 4% of the accidents, yet preliminary exposure data indicate that they are only about 2% of the rider population in the study area. Currently available survey data also indicate that motorcycles carrying passengers are approximately 10% of the population, yet they accounted for 17% of the accidents.

Here again the statistics might be misleading. Are female motorcyclists more likely to have accidents because they are female? Or could it be that they are more likely to be hit by a motorist? Or might they be less experienced riders? My own impression is that whereas a big bike might be more difficult for the average female to control, she is less likely to take dangerous risks than the average male.



MOTORCYCLE REGISTRATIONS

From 1963 to 1978 motorcycle registrations have increased. As depicted in recent years, registrations have leveled off from a strong climb between 1963 to 1974. From 1974 through 1978 registrations have increased from 4.9 million to 5.2 million or 6.1%. Remember, motorcycle registration figures relate to *vehicle registration and not licensed operators*. In order to determine the number of motorcycle operators, a factor of 2½ must be multiplied by the number of registered vehicles. Thus, there are approximately 13 million motorcycle operators, both on and off road. Currently, there is no nationwide record system for determining how many on-street motorcycle operators there are in any given year.



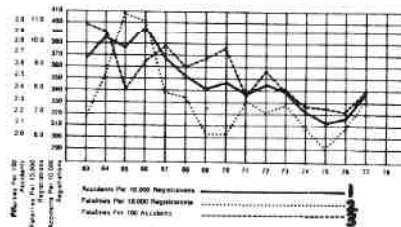
MOTORCYCLE ACCIDENTS

Motorcycle accidents have increased steadily over the years with declines in 1967 and 1975. Chart II depicts the number of motorcycle accidents which have been reported to the authorities. There are indications that these numbers are between 30 and 50 percent under-reported. Any discussion of motorcycle accidents must establish whether they are reported or not.

The other major problem of reporting motorcycle accidents is the property damage threshold which is accepted by the states. In 1977, for example, 13 states had property damage thresholds below \$150 and 25 states had property damage thresholds of \$200 and 25 states had property damage thresholds of \$250. The varying levels of reporting motorcycle accidents means the actual number of accidents for any given state will fluctuate a great deal, and using the figures to do reliable projections becomes questionable.

MOTORCYCLE ACCIDENT RATES

Rates are different than the gross numbers which have been presented. Rates are numbers based on some type of standard. The three rates presented—1) accidents per 10,000 registrations; 2) fatalities per 10,000 registrations and 3) fatalities per 100 accidents—all have been in a general decline over the past 15 years indicating there are fewer accidents per 10,000 registered motorcycles, fewer fatalities per 10,000 registered motorcycles, and fewer fatalities for every 100 accidents. As depicted, all three rates have risen during the past year, but one year is not enough for future trend projections.



The chart reprinted below should be fairly self-explanatory. I hope the smaller print will be legible. Thanks go to the Motorcycle Industry Council, Inc. for the use of this information in the **NORTON NOTICE**. By the way, some of these laws might be out of date by now; things change quickly sometimes, and this is nine months old.

It is worth noting that California's motorcycle equipment requirements are minimal relative to most other states. Of course, if you don't like rearview mirrors you can move to Idaho or Nebraska. And check out some of the southern laws! If any of this moves you in any way, please do feel free to write down your feelings and send them to me, your Congressman or local **ABATE** ofc. *Steve*

STATE MOTORCYCLE EQUIPMENT REQUIREMENTS JANUARY 1979



MOTORCYCLE INDUSTRY COUNCIL, INC.

This information is provided by the Motorcycle Industry Council Government Relations office. As State Assemblies continue to pass and/or amend motorcycle equipment requirements, subsequent editions with current dates will be issued. Phone, telex, or write to the

Motorcycle Industry Council offices listed below for additional information concerning motorcycle equipment requirements or for additional copies of this chart.

STATE	SAFETY HELMET	EYE PROTECTION	REARVIEW MIRROR	BRAKES	HANDLEBAR HEIGHT	PASSENGER SEAT	PASSENGER FOOTRESTS	PASSENGER HANDHOLD	SAFETY BARS	PROTECTIVE CLOTHING	TURNS SIGNALS	SPEEDOMETER/ ODOMETER	HEADLIGHT DUTY/FREE USE	PERIODIC INSPECTION
Alabama	●			●-7										
Alaska	●-22		●-6	●-8	●-13									
Arizona	●-3	●-11	●-7	●-13										●-19
Arkansas	●		●-7											
California	●		●-8	●-14	●								●-4	●-21
Colorado	●		●-7											
Connecticut		●-11	●-8g	●-13										●-21
Delaware	●-11m	●	●-7	●-13										
Dist. of Col.	●	●-11	●-8	●-13								●-17		
Florida	●	●	●-8	●-13										
Georgia	●	●-11	●-5	●-7						●-15				
Hawaii	●-1.5	●-11	●-7	●-13										
Idaho	●-3		●-7											
Illinois	●		●-7	●-13										
Indiana			●-5	●-8	●-13									
Iowa	●		●-7	●-13										●-20
Kansas	●-4	●	●-9	●-13										●-21
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No. Carolina	●		●-7											
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Rhode Island	●		●-9	●-13								●-17a		
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So. Dakota	●-3	●-11	●-9	●-13										
Tennessee	●	●-11	●-7	●-13					●-15					
Texas	●-1.3		●-7	●-13										
Utah	●-2.3		●-7	●-14							●-18			
Vermont	●-1	●-11	●-7	●-13										
Virginia	●	●-11	●-8b	●-13										
Washington	●	●-11	●-5	●-8	●-13									●-21
W. Virginia	●-1	●	●-7	●-13										
Wisconsin	●-22	●-1	●-7	●-13						●-2				●-21
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ODD BODKINS

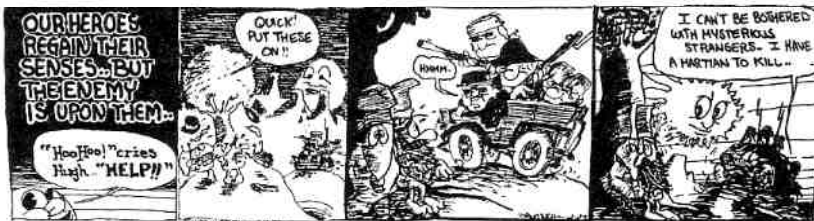
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Once again thanks go to Dan O'Neill and also to Glide Publications for the use of ODD BODKINS in the NORTON NOTICE. It is greatly appreciated.

In the last episode, as you may recall, Fred and Hugh ran to the tree of the Lesser Hoo-Hoo for a safe refuge from their pursuers, Mr. Spanky and his gang, who think our heroes are Martians. But Fred, who has the 'Gift of Tongues', wasn't yet recognized by the Lesser Hoo-Hoo, and then in

the final frame we heard about the famous Tasmanian Toe Disease. The what? You got it right folks, the Tasmanian Toe Disease. And now you're about to find out what that is, and what it's got to do with Martians, Lesser Hoo-Hoos, and, of course, Nortons.

If this episode doesn't make a whole lot of sense to you, don't worry about it. All of them are pretty bizarre, in my opinion.



NEXT MONTH: Now that Spanky is gone, Fred must turn his attention to the five tongues he's had to carry around for so long. Will the Lesser Hoo-Hoo know the cure? And, now that they have become OUTLAWS in the eyes of AMERIKA, what on Earth are they going to do? Where will they go?

Will Big Norton once again come to their rescue as he has so many times in the past and spirit them away to a safe place? Will they ever be able to do anything about the Martian problem and all the pollution here in America? Check next month's back page.

STEVE