

Norton Notice

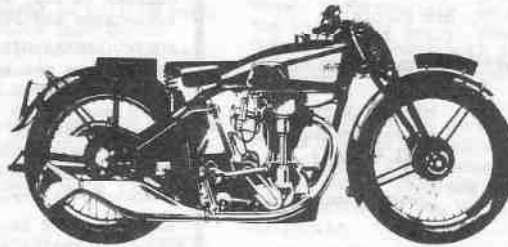


Newsletter of the Northern California Branch

NO. 42

NOVEMBER 1981

The Unapproachable
Norton
(MAGNUM RANGE)



"INTERNATIONAL MODEL"

No. 40. 3.48 H.P. Overhead Camshaft

Color Word: TENNY

ENGINE.—Overhead Cam Shaft. Bore 31 mm. Stroke 48 mm. 248 c.c. Inclined oil-seal inlet port and oil-seal exhaust port. Specially tuned. Special alloy crankcase and overhead valve box.

LUBRICATION.—Full-dry sump—gear pump pressure feed to bearings and piston.

CARBURETTOR.—Aval 37 T.T. type, with outside air choke.

MAGNETO.—T.T.—special timing instrument.

FRAME.—I.T. triangulated cradle type.

BLENDER.—Patent No. 119732. Extremely efficient, heavily chrome-plated, with first and, or alternatively straight through pipe with fork ball.

N.B.—Straight through pipe supplied only for racing, not for road use.

GEARBOX.—I.T. Four-speed, with large diameter shafts and gears in special alloy steel.

Ratio's: 3.12 : 4.08 : 4.08 : 3.12

T.T. quirk operating positive foot change speed lever. Unique aluminium speciality, a kick-starter is fitted. Gear ratios when kick-starter is fitted are:

3.12 : 3.68 : 4.08 : 3.12

TRANSMISSION.—By means of Hertz bonded chains 17/8 x 1/8 inch—automatically lubricated by waste oil from engine—Rear 17 x 17. Unique chain slack adjuster fitted for touring purposes. State if required when ordering.

BRAKES.—F' internal expanding, 11" x 16".

WHEELS.—Chromium Plated, NORTON, fully detachable, employing internal bearings on brake side double cone rigid. New and improved type of hub is employed, with large fork body and plate, and cover of the Magna pulleys.

TIRES.—27 x 3 clinched front, 27 x 3.25 triple stud rear, Dunlop Heavy Load.

FORKS.—Patent No. 1178432. Of NORTON manufacture, giving perfect steering with maximum resistance. Tapers of taper section and taper gauge, ensuring adequate strength, and reducing unsprung weight to a minimum. Endless adjustment of the fork links provided. Fitted with internal springs operating in conjunction with a hand adjustable friction disc shock absorber.

SPROCKETS.—I.T. narrow racing type, now standard fitted with pad.

HANDLEBARS.—Adjustable, heavily plated, with sports pattern grips.

SADDLE.—Flexible top, incorporating forward pivotal mounting, providing an exceptionally comfortable seat with a low position.

TOOL BOX.—Of metal, with comprehensive kit of tools, including inflation, grease gun and can of cycle grease.

GROUND CLEARANCE.—Approximately 11".

PETROL TANK.—I.T. Chromium Plated, matt-lacquered. 33 gallon capacity.

OIL TANK.—Special large I.T. tank, 3 quarts capacity, petrol and oil tanks fitted with quick operation filler caps.

PETRO-FLUX OIL AND PETROL PIPES.

£82 . 10 . 0

or Devisit £20 12 p. balance over
12 or 18 Monthly instalments
including insurance.



The World's
Best Road Holder



The Newsletter of The Northern California Branch

Norton Notice

1924 Kentucky St.
Redwood City, Ca. 94061
(415) 369-0597 eves.

published monthly by the NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB, its sole purpose is to inform and entertain members regarding all aspects of the NORTON motorcycle, including history, technical advice, and preservation. NORTON NOTICE is not for sale, but is provided as a benefit to members of this Branch.

OFFICERS AND STAFF

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ADVERTISEMENTS

Current and prospective members may place ads for Norton-related material wanted or for sale in TRADING POST. Send all necessary information to NORTON NOTICE. There is no charge for ads in TRADING POST.

COMMERCIAL ADVERTISING RATES

	1 Issue	3 Issues	6 Issues
1/4 page	\$5.00	\$13.00	\$25.00
1/2 page	\$9.00	\$25.00	\$45.00

Ads may be designed by the Staff if so desired.

NORTON NOTICE IS A REFLECTION OF ITS READERSHIP AND EVERYONE IS URGED TO SUBMIT ANY ARTICLE, TECHNICAL TIP, JOKE, PHOTOGRAPH, ORIGINAL OR OTHERWISE SO THAT OTHER NORTON ENTHUSIASTS CAN ENJOY IT. FOR BRANCH MEMBERS WHO CANNOT OTHERWISE ATTEND RIDES AND MEETINGS, NORTON NOTICES AFFORDS THEM AN EXCELLENT OPPORTUNITY TO SHARE EXPERIENCES WITH THE ENTIRE MEMBERSHIP AND BRING US ALL CLOSER TOGETHER.

DEADLINE FOR ITEMS IS THE 20TH OF EACH MONTH.



MEMBERSHIPS

Membership is available in three categories.

FULL MEMBERSHIP gives membership in the NORTON OWNERS CLUB with its benefits and privileges such as bi-monthly issues of ROADHOLDER MAGAZINE sent directly from England keeping members abreast of Norton owners activities from around the World, the SPARES PROGRAM that allows one to buy Norton parts directly from England at an attractive, low cost, and full voting privileges at all NOC and Branch meetings.

ASSOCIATE MEMBERSHIP is established for any Norton owner wishing to be associated with the Northern California Branch and are welcomed at all meetings, rides and other functions. Members are urged to become FULL MEMBERS as they become familiar with NOC advantages and benefits.

SOCIAL MEMBERSHIP is established for Norton enthusiasts who have not yet bought their Norton to become familiar with NOC and Branch functions and to assist them in finding a Norton suited to their needs. Although Social Members do not have Branch voting privileges, they are welcome with their ideas at all Branch functions.

NORTON NOTICE is provided to all three membership categories and the publication is open to all for articles and ads they wish to submit.

FULL MEMBERSHIP: \$25.00/yr.

ASSOCIATE MEMBERSHIP: \$10.00/yr.

SOCIAL MEMBERSHIP: \$10.00/yr.

ALL MEMBERSHIP DUES ARE PAYABLE TO THE BRANCH TREASURER. RENEWAL DUES ARE PAYABLE AT THE END OF THE INDIVIDUAL'S MEMBERSHIP YEAR, THAT MONTH BEING DESIGNATED BY THE LAST NUMBER OF THE MEMBERSHIP NUMBER LOCATED ON THE MAILING LABEL OF NORTON NOTICE. Example:

999/6

denotes member number 999 with dues expiring in JUNE.

BRANCH MEETINGS ARE HELD EACH SECOND THURSDAY OF THE MONTH; LOCATIONS ARE ANNOUNCED IN THE NORTON NOTICE CALENDAR.

BRANCH RIDES ARE HELD THE SUNDAY FOLLOWING THE MEETING, TIME AND LOCATION ALSO ANNOUNCED IN NORTON NOTICE CALENDAR. IN THE EVENT OF RAIN, THE RIDE IS POSTPONED UNTIL THE NEXT SUNDAY. IF IT RAINS THAT SUNDAY, THE RIDE IS CANCELLED FOR THAT MONTH.

OCCASIONALLY, MEETINGS AND RIDES ARE SCHEDULED FOR DAYS OTHER THAN THE SECOND THURSDAY AND FOLLOWING SUNDAY. BE SURE TO CHECK THE CALENDAR FOR ANY CHANGES.



OCTOBER MEETING

held at Rick's Swiss Chalet in Palo Alto, October 8, 1981.

The meeting was called to order at eight o'clock by Harvey Loucks with about SIXTY FIVE members in attendance. Ed Brooks of Brooks Cyclery and Larry Randall of West Bay Cycle brought many Norton parts to be raffled off to help raise a few bucks for the Branch treasury (otherwise known as the Black Hole). Also, Ed Brooks offered a \$25 gift certificate that will become a regular raffle item at each meeting. As a result of the raffle, over \$125 was raised for the treasury.

The Swiss Chalet had three cases of Guinness Stout on hand especially ordered for the Branch (talk about service!).

Harvey gave an update on Dick Rutter's condition who still remains in Stanford Medical Center after his August Old Timer's Ride mishap. Although still in traction, Dick's bones are expected to be set soon.

Upcoming rides were discussed as well as rules for riding safely. A reminder that Branch Officer nominations would be held at the December meeting and the election would take place in January as usual.

Art "Build 'em Right" Sirota presented a short seminar on restoration tips centered around his 1947 Model 18 which was conveniently parked in the center of the meeting room as a demonstration aid.

Special guest Tim Hall, who hails from Oregon showed his collection of slides he took at the USNOA Rally in Tennessee in September. He reported that over 650 Nortons were gathered for the Rally.



PRESIDENTIAL RAMBLINGS

You would think the attendance at meetings would slow down as we enter the rainy season, but not so; the sixty five folks at Rick's last month made sure of that! It was a pretty outrageous meeting and we have a whole bunch of people to thank for all the fun.

First off, Ed Brooks of Brooks' Cyclery in San Jose and Larry Randall of West Bay Cycle Dismantlers in Palo Alto both brought some really nice goodies to be raffled off during the meeting. The raffle was a super success with the Branch adding \$120 to its Treasury. Items like special tools, service manuals, T-shirts, turn signals cables, and footpeg sets, it's not surprising the raffle was such a success! In addition, Ed Brooks has volunteered to provide a \$25 gift certificate to be raffled off at each of our upcoming meetings for the next year. I hope we can show our appreciation by patronizing their shops more often. Also, we need to thank Tom Horton for digging up the raffle tickets and supervising the sale and Vice President Maya Peterson for drawing the lucky numbers.

After the raffle, Art Sirota gave a very informing talk on how to restore a Norton. It was full of good tips and I really appreciate everyone being so quiet during the talk since Art was recovering from the flu and could barely talk. His beautifully restored Model 18 was there in person to compliment the talk. Thanks again, Art.

After Art's talk, Tim Paul showed some slides of the 1981 USNOA Rally held in Tennessee. Tim rode his Atlas to the Rally from Oregon and stopped in the Bay Area on his way back to see from friends and attend our meeting. Even the "Phantom Voice of the Chalet" (P.G.) seems to have enjoyed the show.

Last month's ride was a well attended and pleasureable event. It was nice to see several older Nortons on the Ride, for a change. Thanks goes to local guy (Fairfax) Gus Varetakis for leading on his nice '68 650 Mercury and keeping us from getting any more lost than usual. Unfortunately, we didn't make it by Tom Peterson's Norton shop (Mill Station Garage near Sebastopol) due to minor accidents and road closures. Next time for sure, Tom.

Due in part to the article last month on the Spares Service, we are now over (barely) 50% Full Members. The Norton parts are starting to flow in volume from Les Emery's Fair Spares in England to God's own Norton Country in Northern California.

Hopefully, this will be our last report on our friend Dick Rutter, injured through no fault of his own on the Old Timer's Ride. Dick finally had the bones set in his left leg and is happy to be out of traction. He will probably still be at the Stanford Medical Center as you read this, but will be going home in a few weeks. In another three or four months, he should be back on the old Norton and up to speed.

We owe an apology to Lynn Simmons of San Jose. He sent us a nifty technical article last month, but yours truly rambled on too much and Bob couldn't find room for Lynn's article. I'm sure you will enjoy reading it this month in the technical section.

On another front, I finally received "NORTON TWINS" by Roy Bacon. This brand new book is absolutely the best book that has even been written on Norton motorcycles. It's just full of pictures, specifications, anecdotes, racing setups, and every other fact you can think of for post-war Norton twins. It's a steal at \$19.95 + \$1 for shipping from Motorsports in St. Louis.

As a final note, it's not too early to start thinking about the nomination and election of Branch officers for the upcoming year. Think seriously about running yourself or talking a friend into running. The elected jobs can be quite challenging and rewarding. I have certainly enjoyed this year with the many activities we've had and the opportunity to meet so many nice,

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NOTES FROM THE FIELD

interesting people. Give it some thought. The nominations occur at the December Christmas Party and the elections are held at the January meeting.

Keep 'em upright,

Harvey

NOVEMBER MEETING AND RIDE

The meeting will be at Edinburgh Castle in San Francisco starting at 7:30. We'll raffle off Ed Brooks' \$25 gift certificate and discuss the Christmas Party as well as other current events. Hopefully, I can get together a gearbox and give a talk on how to take 'em apart and put 'em together.

The ride will meet at Summit Inn at the summit of Hwy 17 between Los Gatos and Santa Cruz. Summit Inn's breakfasts are great, but get there a bit early to finish eating and be ready to leave by 10:00. We'll ride around the southern Santa Cruz Mountain area and end up at the Santa Cruz Warf for lunch. After lunch, we'll head back to the Bay Area over Empire Grade Road and Skyline or Hwy 9. If it rains, we'll do it the following weekend as per standard winter operating policy. The ride will cover about 150 miles of nice, twisty, uncrowded roads.

BRANCH EVENTS

DATE	TIME	PLACE	EVENT
11/12	7:30	Edinburgh Cast. San Francisco	Meeting
11/15	10:00	Summit Inn Top of Hwy 17	Ride to S. Cruz Co.
12/10	7:30	Rick's Swiss Ch. Palo Alto	Christmas Party/nominations
12/13	10:00	Sambo's in Castro Valley	Mt. Diablo area ride
1/14	7:30	Edinburgh Cast. San Francisco	Meeting/Elections
1/17	10:00	Sutter's Place Alviso	Mt. Hamilton Freeze/ride

FOR SALE:

N.O.C. PARAPHENALIA AS FOLLOWS.....

3" square machine badge.....	\$6.00
lapel pin.....	1.25
4" square embroidered patch...	1.50
4 1/2" sticker.....	1.00
2" sticker.....	.50
key fob with badge.....	1.50

3-color Northern Calif. Branch lapel pins \$1.50 at branch meetings or monthly rides \$1.75 by mail

See CAROLLYN SCOTT at club meetings or rides

Dear Norton Notice,

Having grown up in San Francisco and the peninsula and taking for granted the superb roads and mild climate, Alaska was quite a switch for me. There are only a few highways in the whole state (1/3 the size of the lower 49) and so the differences are gained by seasonal changes on the land rather than by finding new paths to explore. Actually, larger motorcycles are too much and middle weight/size scooters offer many more riding possibilities. There are probably twice as many miles of dirt road and all the out of the way places are on dirt.

My main ride is a 1969 N15 C/S that I put together out of the crate while working at The House of Scramblers in South San Francisco. Being a "scrambler" it just loves to have the rear wheel out and being throttle-steered; K-70s provide a fair compromise. They hold to the limit on pavement and give fair bite on dirt. The bike is running E.I. Blue Magnum carbs and Trapp mufflers. This set-up lets you know the old Atlas cam was really a racing cam in the old days as the power starts to surge around 4000rpm and is gang busters by 4500. Not a few Commando owners have been embarrassed by the top end performance of the old bike.

Since the USNOA Rally in Leggett last summer, I've been running a 21T gearbox sprocket and quite honestly, I haven't found the top speed yet! A sure sign of advancing age in the bike's driver.

I will try to put something together for the NOTICE in the near future - perhaps others would like to know there is some other choice of carbs besides Miks. E.I.s are made by Stewart Warner in L.A.

I'm looking forward to meeting everyone at one of the meetings this winter when the family and I come outside.

Ride Safe,
Mark Stockslager
Anchorage, Alaska

Mark,

Thanks for the letter. We all look forward to seeing you at a future meeting and hearing tales of the Klondike. (-Ed)

Fresh spares directly from Malaysia

from George GLOW from Seremban N.S., Malaysia comes word that he has an extensive spares list of pre-Commando goodies. He writes:

Our Norton spares list is so wide that it will take us quite sometime to list everything. The best way to solve the problem is to sent us a list of your major requirements and then we will furnish you with the unit price as well as the estimated shipping cost/air freight. This can be done if you kindly publish our Company name and address on your notice board and Magazine.

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For your information, British bikes were widely used in South East Asia countries before and after the Second World War. It was not until the late sixties that the sale of Japanese bikes beat out the sale of British bikes because the Japanese bikes were cheaper in cost. During the sixties, occasionally there were street races and motorcross rallies being organized and most of the participants used British bikes, especially those British and Australian Forces serving in Malaysia at that time. Even today, there are still quite a number of British bikes around and many of the owners invest large sums of money to make the bikes look attractive. Also, most of the American Peace Corps serving in Malaysia use British bikes and patronize our shop.

Yours Faithfully, *GS*

George Slow
SLOW MOTORS
93-E, Rahang Road
Seremban
Negri Sembilan
West Malasia

Frank Leggatt is one of our five Branch Members from over near where our beloved Nortons come from, Dundee, Scotland. You know, near England, Wales, etc. He sends in this mind expanding letter concerning his recent exploits in Europe (near England). 'Makes for interesting reading.

FRANK'S OTHER HOLIDAY (or, How Not to Tour Europe)

WELL, there I was feeling quite bored with life in general and a lovely big Norton just waiting outside the house to be ridden far and fast. After a few days, I thought (I'm a slow thinker) that an idea was emerging; it was to tour Europe. End result (to cut an even longer story short) was that I left my job, gave my bank manager a coronary, and headed off to oblivion. That is I would have headed off if it hadn't been for that puncture six miles away from home. Ah well, it's not as easy as it sounds, is it? Two weeks later after much thought (I told you I was a slow thinker, didn't I) not to mention work, I was off again, loaded with tyre proofing, this time. Off into the wild blue yonder.

First on the list was Ireland, and I followed some lovely twisting roads down the west coast of Scotland to catch the ferry from Cairnryan to Larne. Two hours in the boat saw me in the land of bombs and bullets and I stayed the night in Belfast with friends following the local passtime of 'watch the helicopter searchlight shine on your garden'. Next day saw a good run down to Rosslare through some lovely Irish countryside and I caught the Ferry to Le Havre. Then again, it might have been a cattle truck. I doubt if there is much of a difference in the Irish mind. Anyway, I spent most of the time leaning over one side or the other persuade

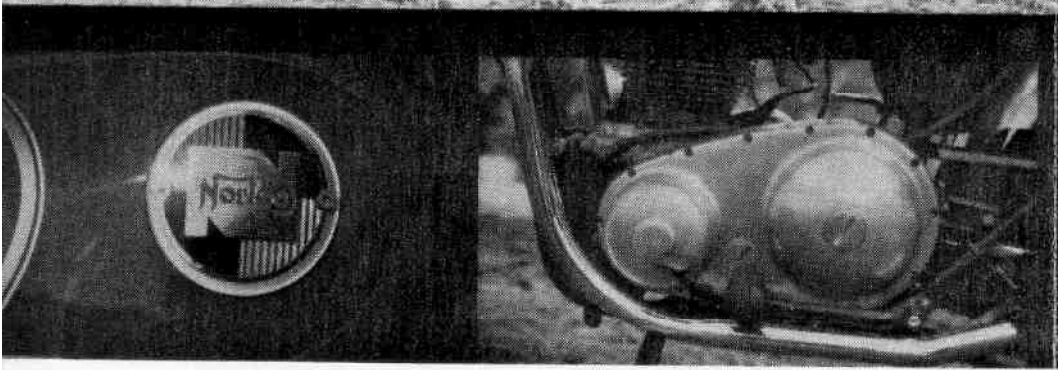
my stomach to part company with its contents. Never much of a sailor. Then again, the view from the ship (the pointed end) was rather beautiful if obliterated by tears.

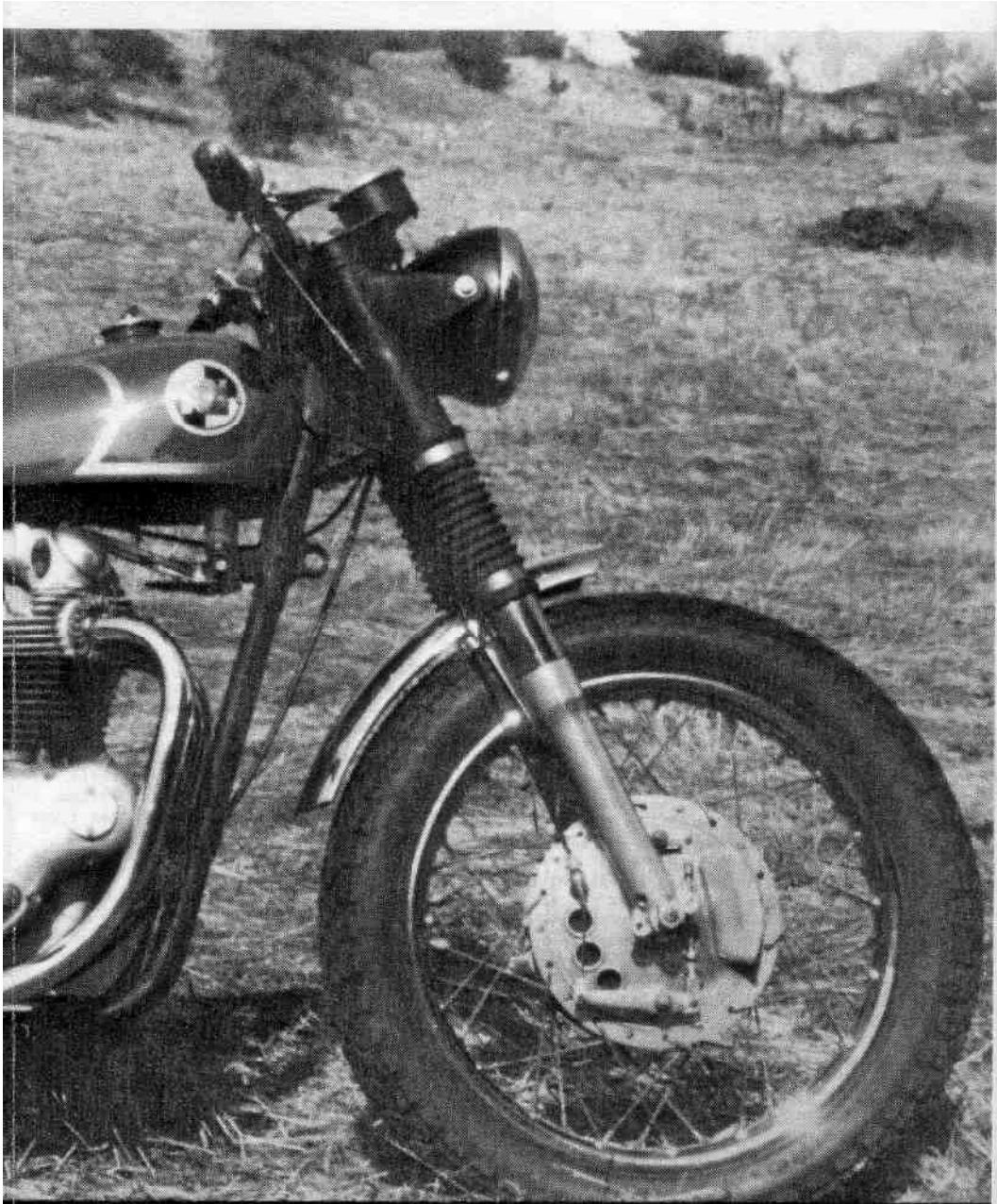
France, one could say, is worthy of praise. Maybe so, but it seemed to me that every person in France was conniving to wipe me off the face of the earth. I mean, I must be the only bloke to get a speeding ticket before even leaving the dock area. How the hell was I to know that the sign was in kilometers? What the bloody hell are kilometers anyway? After a quick run into the country, the next game on the list was 'Find your way through Paris and survive'. Not easy, especially with the 'Horn first, think later' attitude. Ah, well, press on to Bordeaux and four speedin' tickets en route ('still can't get the habit of bloody kilometers) I was in Biarritz and the Spanish border. There was a lovely coast road with lots of sun and beautiful scenery which reminded me of the Californian coast. I was even driving on the same side of the road! At last, I was in familiar country and things changed. I felt tired but good when I pitched the tent on the beach at Santander. The Norton was going good, no problems, and just thundering on with no oil leaks except the chain case (surprise, surprise, I hear you say?). Feeling tired, I thought I'd go for a swim. It was getting dark, but still pretty warm and although there were plenty of people on the beach, there was no one in the water. 'Fools', I thought and plunged in. One hundred yards later, I discovered why no one had wetted their tootsies: There were about four or five bloody great sharks about! Now, sharks look pretty lovely in films and on TV, but close up, to put it crudely, they scare the living hell out of me! After My Mark Spitz impersonation to the shore, I hauled out me camera (like a good tourist should) and took some photos of them which just goes to show something... like I'm a loony.

The following day saw me heading south through some breathtaking mountain scenery and camping in a little place called Raino, which is really in the middle of nowhere. It was truly 'in the wilds' as can be seen by the amount of frogs and other crawling things (no, not Hondas) which I had to remove from my tent the following morning. I even photographed a snake outside my tent, which had spent the night on my feet! A quick blast later, I saw some friends in Valladolid and after a quick 'Hello' and 'Goodbye' it was off to Portugal to revisit some lovely roads I had seen a few years previously in a car. Next, off to Lisbon. It's very much like Paris, except they ain't got no brakes. Sheer Hell.

I blasted out of Portugal into Spain again and headed back to France with the Norton backing me all the way and returning 60mpg, which is terrific on Spanish petrol. I

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expect it is about on a level with household paraffin (Kerosine, to you USA Noccers). France got me again. This time, I was overtaking a large truck when one of its back tyres blew out and literally shredded. A large bit took me full in the face and nearly had me off the bike. It didn't half hurt. The guy in the car behind was worse off, however. It certainly brought a flush to his cheeks when he saw the large rubber blob which had shattered his windscreen and embedded itself

into the luckily empty passenger seat. It was a great relief that I left France and went on to safer Italy. Or so I thought.

I think I had covered about five hundred miles that day, being on the road from about 6 AM. I pulled into a little village about 130 kilometers (however far that is) outside Rome at about 7:30 or 8:00 in the evening. This is where the excuses start. I was physically and mentally shattered and that's excuse No. 1. Excuse No. 2 is that a long ride on a bike affects me in the same way that funny-smelling tobacco does (Know what I mean? Naughty boys.). So, when I met this lunatic from Barcelona on an Ossa 250 trail and got chatting, it was only ten minutes before the challenge came up, "who's the biggest loony, then?". The Spaniard demonstrated his obvious lack of intelligence by doing wheelies up the main street, much to the amusement of the villagers, while I decided to go one better and really prove my own limping absence of grey matter. In the village square was this edifice which looked like a bear pot or bear pit of some description. About 20 feet across it was, and with the help of the Spanish loony we managed to get the Ossa into this pit and set it up. It was with the idea of doing the 'Wall of Death' stunt that I started the bike up and the fact that I really hadn't the faintest notion how to start didn't seem to make the slightest difference. Anyway, I managed to get up on the wall okay, but the big problem soon made itself apparent. I was belting round and round with absolutely no idea of how to stop. Not at the bottom of the bowl because there was a large pipe sticking vertically out of the ground (I hadn't noticed that!) so there I was thinking and panicking fast. In the event the problem was solved, but not by me. I got too close to the edge of the pit and shot out at a fair rate of kilometers (was that the answer?). Unfortunately, as I made my somewhat precipitous exit from the pit, I came into a most painful (for him) collision with a local member of the Carabinieri who was looking in to see what this loony was doing in the old village fountain. The resultant commotion was well worth seeing and finally, after the Spaniard had denied all knowledge of my existence, I spent the night's bed and breakfast in the local gaol, courtesy of the Italian government. Obviously no one in the village had been thrown into the nick for about four hundred years, as the whole population of the village turned out

to see the spectacle. This was further borne out by the children and adults who came peering through the cell window all night long. As dawn broke, I finally convinced the police man mannie that I was broke and so he heaved the Commando out of the police station's alcove (It left a lovely big stain. REVENGE!) and made nasty noises about locking me up and throwing away the key. At least I think that was what they were saying because the whole village joined in and it was difficult to tell because my Italian is lousy and the first guy seemed to speak it worse than me, which was quite a feat for an Italian. A second policeman seemed to be of the semi-Neanderthal type and I'm sure he had blood on his knuckles from trailing them on the ground. Troglodite. The third one in the company looked as if he had an IQ of about three marks below the village dog who had also come to peer in at me in the jail. Actually, the third man was in the nearest on to a human being although he had trouble with words of more than two syllables. When he did manage a sentence, it sounded as if he had downed six pints, followed it with three Chinese meals and stuck his fingers down his throat.

Enough of the complaints and the gay banter. They could have been a lot worse and they eventually let me go after extracting a promise to go far and fast in 24 hours.

Needless to say, I complied and had no problem passing through Switzerland and Austria. These are two spectacularly beautiful countries. It was when I was crossing the Alps that I met a certain John (from Ireland, would you believe?) astride a Honda, coughing its way up the slopes. He had intended to drive right across the Alps, but on the way up, it started losing power, overheating, and making all sorts of worrying clanking and grinding noise. He decided finally to give it a miss and gave me a laugh at the same time by coming over and dropping it after hitting some gravel. The bike was intact and still rideable and I suggested that it might ride better after being thrown down a few more times. The solution was greeted with stony silence. 'Don't know why. It was a two-bit bike anyway (you know, one bit at the front, one bit at the back and a ball joint in the middle).

Germany provided some incredible unrestricted miles on the Autobahn and I burnt those up before returning to Austria through to Switzerland and straight through France. All this was very quick because I was concentrating on distance without worrying about things like eating, etc. It was not too difficult because I knew that I could just keep going. France only donated one speeding ticket to my collection, but did present me with a good laugh just outside of Nice. I was hurling along the coast road when I came upon our Spanish loony for the second time - the one of 'Wall of Death' fame. This time, he was using crutches instead of a trial bike. A fair swap you might say, and rightly so. It would

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TRADING POST

FOR SALE:

1955 ES-2, 500cc single, 99 94/100 original. Extra motor, perfect tank, front end, and other goodies. Runs well and looks great. Seen on page 10 of September, 1981 **NORTON NOTICE**. \$2000; call Mike at (415) 658-6181 evenings.

FOR SALE:

1964 Atlas, original, mechanically sound, very good sheet metal, clean, one-kick starter, original owners manual, needs some paint and some chrome, missing gauges, otherwise complete with several spares. \$650, will ship. Phil Hendricks
1840 High St.
Hamilton, IL. 62341
(217) 847-2501

FOR SALE:

1974 Mark II Interstate, less than 6000 miles, immaculate! with extra parts. Best offer. Call Bruce, (418) 379-6051 9 to midnight or before 8:00am.

FOR SALE:

1974 Interstate, low exhaust system, with NEW pistons, cylinders, valves, springs, guides, chains (all), cam, isolastics, swing arm bush. Call Andy Loomis, (415) 836-3270 days. \$1495 or Best Offer.

STILL FOR SALE AND GETTING MORE VALUABLE



'62 Atlas. Mechanically sound with good black paint, chrome, tires, etc. Instruments and electrical system (with Miti-Max battery eliminator) are good also. \$1200 firm. Gene Austin (415) 573-9559 from 10 A.M. to 2 P.M.

WANTED:

For a 500 BSA twin, '67/68, anything except engine, transmission. Bruce, (418) 379-6051 9 to midnight, or before 8:00am.

WANTED:

Steering damper and/or steering damper brackets for '75 MK III. Call Brian Halton, (415) 982-7242

WANTED:

Does anyone have a set of old-style Dunstall Decibal mufflers? The new ones are UCLY! Call Bill at (415) 428-4079 days, 834-3760 eves.

FOR SALE:

'74 Roadster with drum brake. Includes tools, manual and 7 5/8 helmet (Bell Star 120). Excellent condition, 17,000 miles, \$1250/bo. Call Rick at (415) 494-2326.

REWARD

\$25 for information leading to the purchase of an ES2 or P11. Also wanted, old style Dunstall Decibel Silencers and P11 seat. Call Harvey between 6 & 9 at (408) 255-7356

FOR SALE:

1. Pair of used Girling Commando shocks with 126 lb./in chrome springs, \$35.
2. Almost complete Dommie 650 engine in three lumps (head, barrels, and bottom end) plus extra head. All or part - CHEAP!
3. Set of new clutch friction plates to fit Norton singles, Dommies and Atlases after 1959, \$25.

Gene Austin (415) 573-9559 from 10 A.M. to 2 P.M.

FOR SALE:

1970 - 750 Commando, Cherry condition, must sell, \$1750 or offer. Call (415) 347-6055

**NORTHERN CALIFORNIA BRANCH
TOOL LOAN-OUT PROGRAM**

If you need one or more of the following tools for working on your bike, get in touch with Harry Bunting and arrange to pick them up.

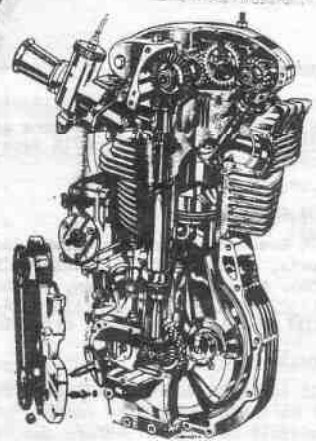
A refundable deposit equal to the replacement cost of the tool is required at the time you pick it up.

TOOL	DEPOSIT
Timing cover oil seal guide	\$ 5.00
Rocker spindle puller	\$25.00
Crankshaft sprocket puller	\$12.00
Clutch spring tool	\$12.00
Clutch locking tool	\$18.00
Valve spring compressor	\$22.00

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The Newsletter of The Northern California Branch



TECHNICAL SECTION

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There are two items I would like to add for the technical section. One involves the gearbox bearing information in the May issue and the other involves information for those of us with drum (bad guys) brakes.

Michael Heth's article on the gearbox bearings accomplished two things; it struck fear into many people every time we made a shift and made several of us wonder why people use propane torches when flameless heat guns (used in electronics industry for a wide variety of reasons) are available and provide much better heat control.

After taking apart my gearbox and helping with a few others, the flameless heat gun made the whole process a "snap" after reading Michael's article.

About the bearings themselves. Well, I took the seven bearings that I had to an analysis lab where I work (promise not to tell). A couple of interesting points came out of the investigation. Even with our limited sample, it showed that the bearings that ran in Penzoi gearlube had more stress cracks and wear than the bearings than ran in other oils. Three bearings were run in even take into account actual mileage which made the Penzoi come out worse. Nobody knows why Penzoi gearlube would not be as good as other oils, just take note here and avoid a problem before it becomes a problem.

Though you cannot tell until you take your bearing out, the bearings made in Portugal seem to have a sloppier fit than the ones that have been made in England. This difference did not show up as extra cracks or wear, however.

The other point I'd like to talk about is the air inlet and outlet ports on the drum brakes. Most of the bikes I see have both areas blocked with pieces that came with the bike. Obviously,

when both outlets are open, not only does more air flow through the drum and cool it better, but so does more dust.

Putting 20,000+ miles on my Norton in Arizona, I was able to get a pretty good feeling about the trade-offs. I also had a friend of mine in Tuscon do some analysis on the drum every time I tried a different set-up. So, not only did I have a good feeling for what was going on, I also had something else to back it up.

After trying several combinations of having both inlets closed, then open, then having only one open, I found that it really doesn't matter if you run the drum brake with both inlets open...until it rains. At this point in time, the front air scoop does an excellent job of putting as much rain water into the drum as it will hold thus reducing brake efficiency to something less than desirable. A result that comes at a most inopportune time.

After many combinations, I now have my bike set up with the two ports open. Below, are some of the pointers I found out during my playing:

1. Keep the air inlet plate with your bike so if it does rain, you'll have it to put on. The air outlet does not have to be covered unless you plan to drive through two foot deep puddles (luckily because you have to get at it from inside).
2. Bring two pieces of duct tape with you when you go to the car wash so you can temporarily block the ports. This may seem like a lot of trouble, but the brake dries out fast if any manages to get past the duct tape. The plates are not water tight and water always seems to get into the drum anyway.
3. As far as dirt and debris goes, I found that the air flow is quite sufficient to blow the dust back out again along with the particles that come off the brake shoes. I actually noticed the inside, on the whole, was actually cleaner. I did an air flow study on the drum and found it to be quite smooth. If you clean your drum out every 10,000 miles when you redo the front wheel bearings, you should have no brake problems.
4. Braking stays much closer to maximum no matter how many times you apply the brake. I tested this out during summer in Arizona. I used a reference point, got up to speed, and then tried to stop in the shortest distance possible. There was a notable difference between having the two ports open and having them closed.

Well, I hope these pieces of information make riding Norton a more enjoyable pleasure and I hope the article gets my name off the "non-participating member" list.

Thanks for the information, Lynn. You weren't on a list, but you are now - hope to hear from you in the future on technical information. -Ed



seem that the bike had been none the worse for its experience in Italy and he had beat a hasty retreat at the advent of my incarceration, belted out of Italy and returned to France. He had been riding sedately along the coast road when his eyes had been glued to the beach by the abundance of topless female bodies cavorting about. This proved to be a mistake as he ploughed straight into a parked van. The bike was a total write-off and he was now trying to hitch a lift back to Spain with his broken ankle and crutches. This seemed highly amusing to me and I almost fell off the bike during this tale of woe. Somehow, he just couldn't see the funny side of it and I can understand his feelings because when he asked me for a lift, the humour of the situation suddenly evaporated. However, as a reward for his loyalty in Italy, I left him a copious cloud of dust and headed back for Spain myself.

I stayed in sunny Spain for about four days just resting up with some friends in Valladolid, then did the 200 miles or so north to Sandander and took the ferry to England, landed in Plymouth and began the 600 miles run home to Dundee in Scotland. Since then, the bike has had a quick trip to Ireland for a week of horrible weather and is to be serviced this week. Honest!

The total mileage for the trip seems to have been between eleven and twelve thousand miles because I took all sorts of back roads and round about ways of getting to places. The distance is only an approximation because of the one and only casualty of the trip was the speedo cable. It sheered after three thousand miles! Routine maintenance was, of course, quite thorough, but I did spend two weeks working on the bike before I began, trying to imagine all the possible strains that a road could create on a motor cycle. I also read up on my service notes as any good boy should, and they were a tremendous help. The end result was a trouble-free trip with only a cable gone. The points have been replaced once and I put on a new back tyre in Switzerland. Funny and expensive place to have one put on, I can assure you! I also changed the final drive chain so it rattles a bit now. Then again, I didn't set the tappets before I left! However, I'll service it now and give it a good oil change (as opposed to a bad one?). The oil change intervals during the trip depended on the ability (no, try again) the availability (that's better) of Castrol GTX. It would seem that there was a surfeit of hen's teeth compared to the supply of GTX. Nuff said. I don't think I'll remove all my touring gear from the machine - I've kind of grown used to it so you can't tell if I'm going touring or not because I work on the principle that if you couldn't get it into panniers, a top box, and a tank bag, then it simply doesn't go. QD.

I managed to get everything in that lot (handy in places like Italy) with nothing tied on with bungees and the whole trip took over two months. By this time, I've looked the whole thing over and I'm well pleased with the trip and the way the bike stood up to it. I was still glad that I took a whole load of spares, even if I didn't need them. As a final note, it's worth pointing out that the Commando was running on a single Stromberg with a 2-1 manifold. What else? That's the lot, I think. The next project is to escape the Scottish winter, so I'm heading off to California in two week's time to attend one of their branch meetings and generally make a nuisance of myself as usual. Sure as hell beats falling off a bike in the snow. That's your lot. Just get out there and enjoy the breeze.

Cheers,

Frank

P.S. There was something that happened in Austria, when this girl's father thought I was leading his little daughter astray. 'Course my hobbies are cleaning houses and Hondas and kissing babies and stringing hen's teeth, so it wasn't true. However, that really is another story!!!!

VIEW THROUGH THE WINDSCREEN



Well, after doing our best to help drain the kegs at the July Beer Bust, Sitta and I finally shoved off after our unplanned 9 day lay-over in San Francisco.

June 15-17: We motored briskly up to Yosemite, a real treat especially as it's only 200 miles from the Bay Area. We left on the road to Tuolumne Meadows and Tioga Pass on to Mono Lake to see a beautiful scene. Check out last month's Life Magazine to learn about Mono Lake [also check out how L.A. has been draining off water from it for years and has almost ruined it for all to enjoy! - Ed.]. Then up to Highway 108 for an unexpected treat - a nice ride, great sights and NO traffic. This is a great place for a Branch rally.

June 18: We stop off at Hall-Burdette and get treated quite nicely for riding a real motorcycle. John Burdette recommends I service

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the bearing in the rear sprocket before venturing too far into the sticks as it is known to fall quite often. I pull the wheel & sprocket myself while John and Thor (parts, service, and shipper - he wears a lot of hats) find the bearing in need of a little grease, but in good shape otherwise. The "sealed for life" single row bearing in the wheel is out to lunch though, a nice piece of shrapnel. Must have been the unexplained "ker-chunk" we heard the 2nd day out. Let's be fair to the bearing - it didn't leak a drop of grease its entire life!

A short bit of excellent work by Thor and we're on our way again. I highly recommend Hall-Burdette as a real Norton shop. Stop in and see them!

June 19: We stop off in one of our favorite towns, Nevada City, start reading the local paper over a cold bottle of sunstroke antidote and what do we read? - Dan O'Neill edits the rag. Scant moments later (2 blocks away), and we're rolling on the floor with laughter as Dan tells us of his early adventures with what is perhaps the most famous NORTON MOTORCYCLE. 'Seems Dan had a premonition that ol' Norton was going to hurt him if he rode him this one day, so he parked him in his garage and he's been there ever since. Dan now wants to get him back on the road. In the fall, I'd like to help Dan accomplish that, so if you'd be willing to do a little on Dan's Atlas (clean, polish, paint, rebuild, whatever), let Bob Marshall know and when I get back, I'll get in touch with all of you. It shouldn't take too much as Norton was running fine 10 years ago the day he parked him.

June 20-21: Up to Mount Lassen and a call to Norm Kelley. We stop over at Norm and Pat's house and get treated to a viewing of Norm's fine collection of impeccable machinery. Probably the nicest bunch of Nortons you'll ever see. The next day, Norm and Pat came over to our campsite where we had a great bar-b-que. Real nice folks all around!

This was quite an exciting week and the trip toned down a bit from here.

We stopped off for lunch at the Samoa Cookhouse for a nice lunch and finally ended up at Crater Lake on June 23. This place isn't too bad either - the lake is the bluest blue you'll ever see. We camped next to some folks from Arizona; the next morning there was frost on everything. I got up at 6:30 and by 8:00 the guy from Arizona and I had downed a bottle of Heublein Stingers. After that, it's hard to remember. A couple of trips around the lake (I think) and we rode towards the Pacific through central Oregon. Really nice-- especially if you like the color green.

We end up at Oregon Dunes National Seashore. Real nice, but you still got sand in your shoes, so we leave and motor up the coast to Florence for some of the best clam chowder ever. Then its back across Oregon towards the dalles(?). We take the scenic route along the Columbia River Gorge and it's definitely the hit of the trip so far. On into Portland

where find some nice Norton folks at Champion Cycles. Frank, the owner, has some fiberglass Interstate tank and seat combinations he might trade for a good Roadster tank and seat combo. 'Might have a little money in there, too. Send a picture of your tank to him and see what he'll do. His address is:

Champion Motors
Attn: Frank 8300 Barbour Blvd. S.W.
Portland, Or. 97219

After leaving Portland, we get our first rain, up and into Washington where I meet some old relatives from 18 years back. Farther up the coast, we go down into HOH rain forest. Some places get 200 inches of rain each year! The next day, it's up to Port Angeles to take the ferry to Victoria. A bumpy ride later, we arrive in Canada for a nice day in the Capital of British Columbia. July 1 is Canada Day and we enjoyed all the festivities including excellent fireworks over the bay.

Michael and Sitta



FOR SALE or trade for later twin:

1954 ES-2, running when parked a year ago. Has flat rear tire, wrong fenders and fork covers, however I have a new Lycett seat, a new, original chrome exhaust pipe and an old dented gas tank. Have original Norton trans. (Burman shown in pic.), an extra clutch with new leathers. Also part of an old engine, hub and spokes, odds and ends. Mag and dyno rebuilt 2 years ago. Other details on request. Make your best offer first.

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THIS MONTH'S CENTERFOLD is a 1967 Model N15 CS -the only year made since the lighter, faster P-11 came out toward the end of the year. The frame, tanks (oil and gas) and primary case are actually Matchless parts, the remainder are Norton. This bike is mostly original except for the front brake (original models came with a single leading shoe), seat, and front fender. The N 15 CS (Competition/Scrambler) was used extensively in desert racing in the late '60s as were the P-11.

