

Norton Notice



Newsletter of the Northern California Branch

3RD

ANNIVERSARY ISSUE

NO 35

APRIL 1981

1947

Programme

FEATURING —

E.S.2

16.H

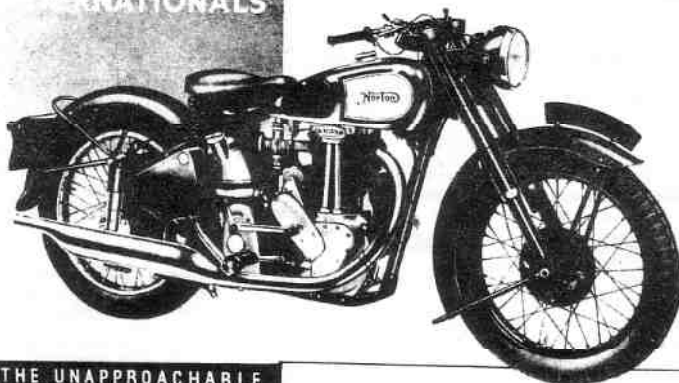
18

INTERNATIONALS

The Norton range of models for 1947 will include, in addition to the Models 16H and 18, the Model E.S.2 and the famous International Models.

All machines will be fitted with the "Road-Holder" telescopic forks incorporating liquid damping—Patent No. 557982.

The Model E.S.2 and International machines will be fitted with the Norton spring frame. The latter models are available to both standard and racing specification.



THE UNAPPROACHABLE

Norton

THE WORLD'S BEST ROAD HOLDER

NORTON MOTORS LIMITED
ASTON · BIRMINGHAM · 6
TELEPHONE · AST · 0776



Norton Notice

87 Ord St. #3
San Francisco, Ca. 94114
(415) 369-0597

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

<u>PRESIDENT</u>	<u>VICE PRESIDENT</u>
Harvey Loucks 8753 Lockford Ct. Cupertino, Ca. 95104 (408) 255-7356 (Before 9:00pm)	Maya Petersen
<u>MEMBERSHIP SECRETARY/ TREASURER</u>	<u>RECORDING SECRETARY</u>
Tom Horton 250 Curtner Ave. #26 Palo Alto, Ca. 94306 (415) 493-2157	Art Sirota (415) 747-0740
	<u>NORTON NOTICE STAFF</u>
	Michael Heth Gene Austin Harvey Loucks Phil Verzola Bob Marshall Sandula Kong (King's younger brother)

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

	<u>1 Issue</u>	<u>3 Issues</u>	<u>6 Issues</u>
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.

<u>FULL MEMBERSHIP:</u>	\$25.00/yr.
<u>ASSOCIATE MEMBERSHIP:</u>	\$10.00/yr.
<u>SOCIAL MEMBERSHIP:</u>	\$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.



MARCH MEETING

Minutes of the Meeting held at Cheshire Arms on March 12, 1981.

Meeting called to order at 8:15 by Maya Peterson who was standing in for Harvey Loucks. About 45 members showed up. A lot of noise and confusion was coming from other sections of the Cheshire Arms, and it was hard to hear what Maya was saying. At first I thought we were considering moving the meeting to Marie Callender's; then I began to believe we were receiving instructions on how to cook with a colander. Finally, Maya asked the singer in the adjoining room to take a break, and I could hear that we were really discussing our upcoming calendar of events! Members are urged to make any suggestions regarding additions or alterations to the calendar which appeared in this month's NN.

The tools for our tool loan-out program have arrived, and Harry Bunting, (415) 968-2020, is the person to contact if you need one.

Volunteers are needed to pick a site and help organize this year's Beer Bust.

Tom Horton gave his state of the treasury report. \$438 in dues came in this month. We sent \$160 to England. \$130 was sent to reserve campground sites for July's rally. \$243 remains in our treasury. Because we have reserved a limited number of sites, members are urged to send in their \$10 per person fee promptly to insure a site. Contact Tom Horton regarding a site. Members without reservations will be out of luck.

This month's ride was announced and the meeting was adjourned.

Aut. Note

PRESIDENTIAL RAMBLINGS

WE GIVE UP!

Bob has been fighting the bureaucrats at the U.S. Postal Service for the last two months now, trying to get them to deliver our NORTON NOTICE within the three or four days as they promised, but to no avail. The Third Class, Bulk Rate mail experiment is over.

Some of you are justifiably angry because you received your NOTICE up to a month late, well past the time of the activities described within. Even though it will cost an extra \$25 per month, we're going back to the First Class mailing option for our first class newsletter. Our sincerest apologies to those of you who were inconvenienced.

Although not a bad meeting place, the Cheshire arms in Cupertino will probably not be used in the future because of its small size and lack of privacy in the meeting area. I was out of town, but understand that there was a pretty good turnout.

The meeting at The Winery in Palo Alto this month should be much better due to the privacy of the entirely separate meeting area. Another good turnout would assure a decision to alternate meetings between San Francisco and the South Peninsula.

Things are coming along nicely in planning for the Base Lake Rally and Tom says a number of people have already turned in their \$10 to reserve a spot for their bike and body at the campground. If you feel like riding up a day early with a group, a bunch of us are going to leave on Thursday, July 9 from Gene Austin's at (you guessed it) 10:30 AM. He lives in San Mateo at 985 E. Grant Place. You will find more info about the Rally in a sign-up sheet elsewhere in this issue.

Our regularly scheduled March ride was rained out even though Frank Ambrosi rode over from Santa Cruz anyhow. Hopefully, the weather will be better on March 22 (I'm writing on the 19th) and the ride will go as planned.

After our Wine Country Special ride in April, we will have an overnight ride south along the Big Sur Coast in May. Thanks to Gerry Reynolds's scouting trip, we have a nice campground waiting for us near Morro Bay on Saturday night. Our last trip down this way was a lot of fun and I'm looking forward to doing it again. Keep 'em upright!

Harvey

APRIL MEETING/RIDE WINE COUNTRY SPECIAL

Our April meeting will be in Palo Alto at The Winery at the intersection of California Ave. and El Camino Real just one block north of Page Mill Rd. [take Oregon Expressway off Hwy 101. -Ed.] They have excellent food, cheap wine, and a completely separate meeting room for us. It should be a better setup than the Cheshire Arms.

The April ride will meet at our old traditional Bay Bridge Toll Plaza place and depart for the Wine Country at 10:30 sharp, April 12. We will head up through Napa on our way to Lake Berryessa, then along the lake shore and over the mountains again to St. Helena. From St. Helena, we will ride south on Hwy 29 to the Oakville Grade road which will take us over to Glenn Ellen, south to Sonoma for some lunch and spirits at the end of the ride.

These roads are excellent, without much tourist or boat trailer traffic this time of year, and the countryside is still green and beautiful.

So, if you have never seen the Wine Country in the Springtime, don't miss this ride.



The Newsletter of The Northern California Branch

POSTER, POSTER

The long-promised Peter Williams poster is available at last. Those of you who have ordered them through the mail have probably received them by now (they went out third class mail) and anyone wishing to get one can pick them up at meetings.

Also, the longer-promised NOC/NC Branch Anniversary poster is also available. The original idea for this poster was to use it to advertise the Norton Owners Club and this Branch at dealers spelling out Club benefits, Branch activities and what we're all about. We had a few extra printed for anyone wanting to have a bit of history for their garage wall (or bird cage) for a measly 50¢ each (to recover our printing costs).

The main reason for presenting little projects like this to the membership is to help boost our ever-sagging treasury and help offset rising costs of mail, envelopes, and printing rather than raising dues.

IT'S T-SHIRT TIME, AGAIN

Speaking of projects, this issue features a supplemental order form for our ever-lovin' Branch T-shirts. Everything is the same as the last order, but you'll notice a price change of 50¢ higher for each shirt. The reason for this is that we didn't make anything on the last T-shirt orders owing mostly to a price increase between the time the initial price was quoted and when the orders went out. If many shirts are ordered, we can get a price break and a possibility of a rebate - at no time will member's cost be more than 50¢ above the Branch's cost of the T-shirt. This 50¢ goes to the treasury and not into anyone's pocket.

T-shirts will be ordered May 1, so get your orders in as soon as possible.

Bob Marshall
(415) 369-0597 eves.

BRANCH EVENTS

DATE	TIME	PLACE	EVENT
4/9	7:30	THE WINERY 2391 El Camino Palo Alto 326-7043	Meeting
4/12	10:30	Bay Bridge Toll Plaza	Ride
5/14	7:30	Edinburgh Cast. San Francisco	Meeting
5/16	10:30	Sambo's Cupertino	Overnight Ride to Big Sur

Brooks Cyclery

TRIUMPH NEW AND USED PARTS
NORTON HSA TELEPHONE 295-4341 (408) MOTO. GIUSA, DUCATI

ED BROOKS
OWNER

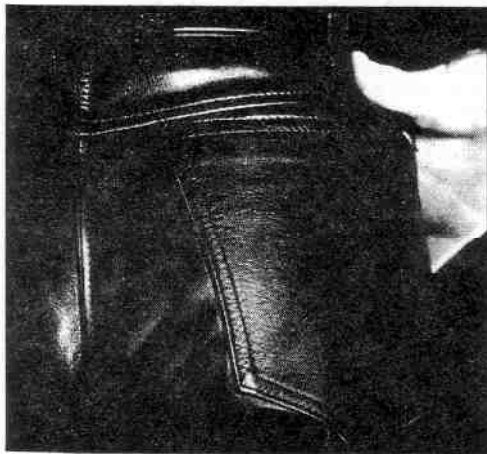
1615 ALMADEN ROAD
SAN JOSE, CA. 95125

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

- * ED BROOKS - OWNER - 31 YEARS
- * BOB BARBER - PARTS - 20 YEARS
- * BILL MANKINS - SERVICE - 12 YEARS

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

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



TAUBER'S LEATHERS

CUSTOM RIDING APPAREL
FOR THE MOTORCYCLIST
126 SUTTER 392-1462
SAN FRANCISCO



SPARES PROGRAM

Jerry Henry is our Spares Program officer and the person to contact about ordering parts from England. A new parts price list is available April 1, so let Jerry know if you want a list or get in touch with Tom Horton for a copy.

Jerry will try to get an order out each month following the meeting. Contact him about what parts you want, get him some money and he'll order them, collect them, and bring them to the meetings as they come available. There are some excellent prices in the Program along with stainless steel fasteners and metal parts, so if you are trying to get ahead of Mother Nature who insists on breaking your toys, stock up on some of these excellent buys from England.

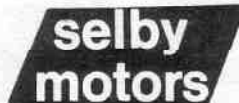
Contact: Jerry Henry
571 San Miguel Ct.
Pleasanton, Ca. 94566
(415) 462-5684 (home)
(415) 462-8364 (work)

TOOL LOAN-OUT PROGRAM

The Branch Tool Loan Program is now a reality with Harry Bunting picking up the duties. If you need a tool for rebuilding your engine, get in touch with Harry and arrange to pick up the necessary tools at a meeting. A deposit of the tool value is needed at the time you get the tools and returned to you when Harry gets the tools back.

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

Harry Bunting
1401 Gilmore St.
Mountain View, Ca.
(415) 857-3473 (work)
(415) 968-2020 (home)



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

JACK MORRIS, Branch member and Norton enthusiast is the man to see at SELBY'S. Jack's been riding and working on Nortons for years and knows the ins and outs of keeping the beast healthy.

SELBY MOTORS has a complete line of motorcycling accessories and is a BMW, Triumph, Suzuki dealer whose service department will take the time to get your machine running and keep it that way.

They have LUCAS RITA in stock and their British stock changes weekly, it seems, so check with Jack to see what has just come in.

346 El Camino Real
Redwood City, Ca. 94062

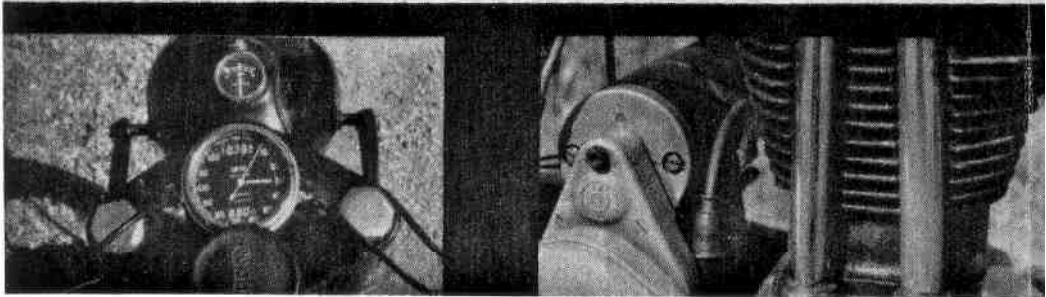
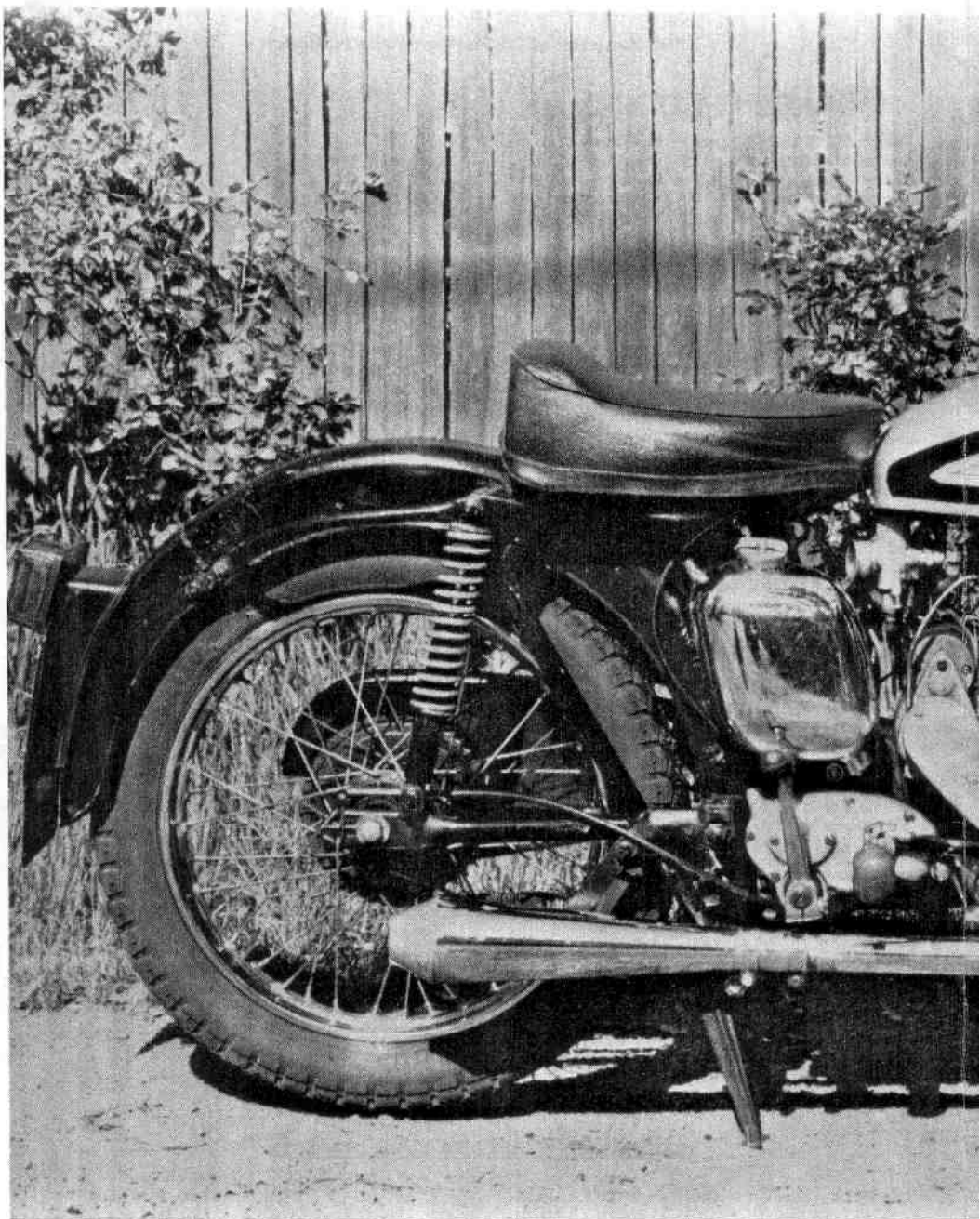
(415) 369-4112

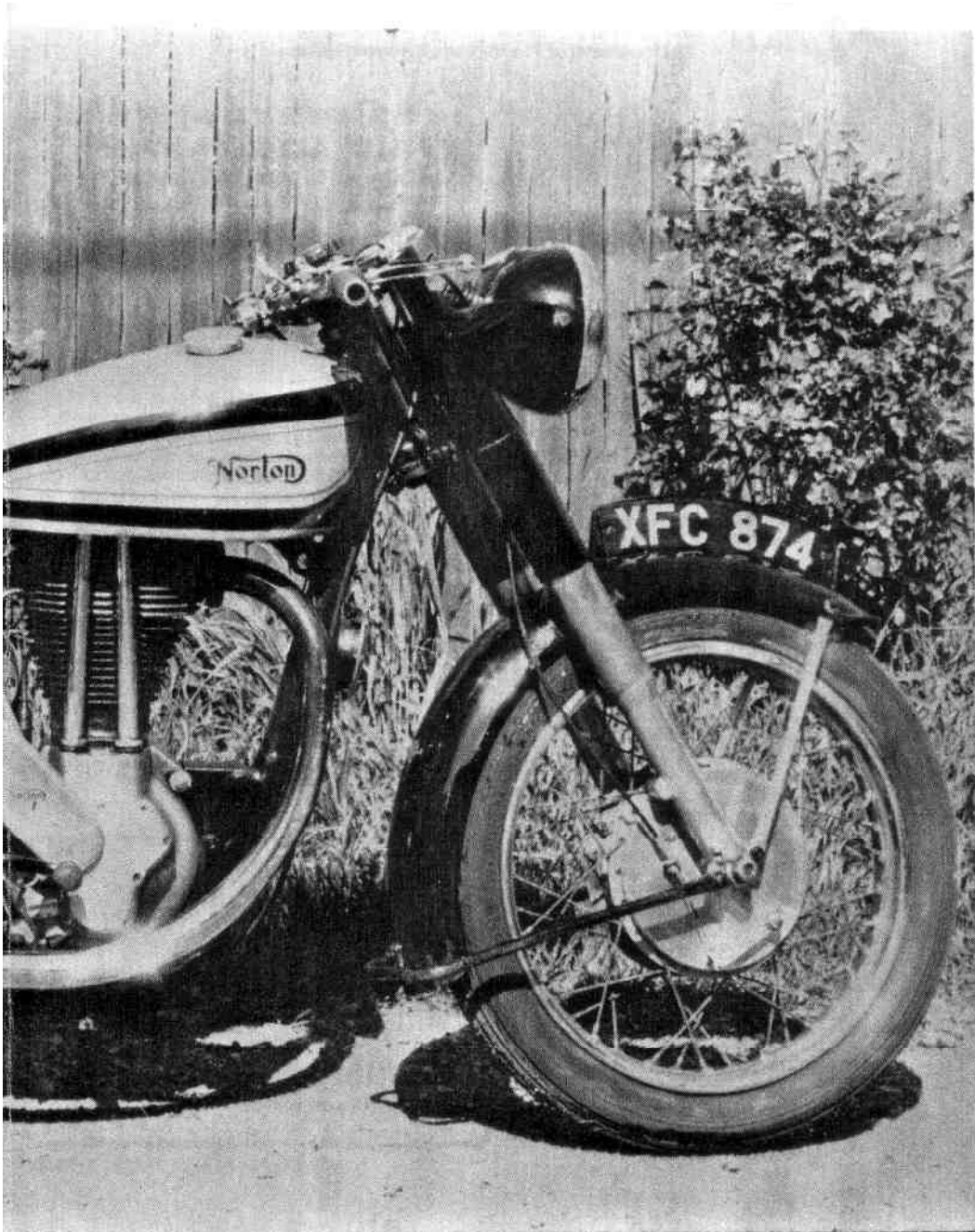
"TEN-TIME WORLD MOTORCYCLE RACING CHAMPION MIKE HAILWOOD OF BRITAIN DIED YESTERDAY IN BIRMINGHAM, ENGLAND OF SEVERE HEAD INJURIES SUFFERED IN A WEEKEND CAR ACCIDENT THAT ALSO KILLED HIS 9-YEAR OLD DAUGHTER. HAILWOOD, 40, WHO RETIRED IN 1979 AFTER A 21-YEAR CAREER, WON MORE THAN 1000 RACES INVOLVING BOTH AUTOS AND MOTORCYCLES."
San Francisco Chronicle, March 24, 1981

This month's CENTERFOLD NORTON is from Bill Dungan; this 1955 Model 19S was purchased by bill in 1975 in England and was his main source of transportation while on vacation in England and Europe. In need of a major restoration, this push-rod 600cc bike still runs well and Bill says it's still a pleasure to ride.

EVENTS OF INTEREST TO LOCAL MEMBERS:

April 4	Sacramento (mile)	AMA/Winston Pro Series
April 18-19th	Lancaster	CAMA rally
May 3	San Jose (mile)	AMA/Winston Pro Series
July 19	Monterey (Laguna Seca road race)	AMA/Winston Pro Series
Aug. 8-9	Fremont	NMRA drag racing
Sept. 20	San Jose (mile)	AMA/Winston Pro Series
Oct. 14 (?)	Sonoma (Golden State road race)	AMA/Winston Pro Series







The Newsletter of The Northern California Branch

1981 CAMA RALLY APRIL 18, 19

The 14th Annual Classic and Antique Motorcycle Association's Rally is being held in Lancaster, California at the Antelope Valley City College parking lot April 18 and 19.

For those who have not attended a CAMA Rally in the past, who love a high concentration of antique motorcycles of all marques, who are looking for parts for that unique machine, this is the place to be! Sign up starts at 8:00 Saturday morning and judging begins at 10 in three classes, Classic, Antique, and Modern Classic, with awards being given at the end of the judging so everyone can meet the winners and photograph bikes to their hearts content.

Sunday will have the CAMA ride and a special Concour de Elegance for Classic Competition bikes. Both roadracers and dirt bikes will be judged.

Harvey recently spoke with Frank Conley, CAMA Secretary, and Frank encouraged as many Northern California Branch members to attend as possible and we're more than welcome.

For anyone wishing to ride as a group, we'll be gathering at Harvey's house (7483 Lockford Ct., Cupertino), April 17 and leave for Lancaster at 10:30 AM. NO FREEWAYS!



Thank you Jerry Henry

PALO ALTO YAMAHA

YAMAHA • TRIUMPH • NORTON

SALES - SERVICE - PARTS

3960 EL CAMINO
PALO ALTO, CA. 94308
415 493-3414

Norton PARTS AND SERVICE

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

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

Norton owners club



cycle sports

NORTHERN CALIFORNIA'S
Leading Norton Dealer
IN & ON NORTONS SINCE 1970

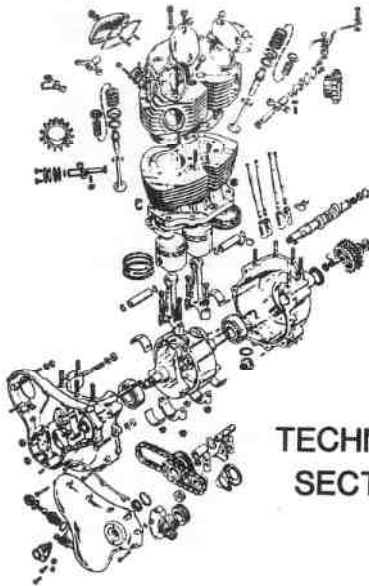
SALES • PARTS • EXPERT SERVICE

dunSTALL
POWER

NOW CLOSING OUT
DUNSTALL ODDS & ENDS
35% TO 50% off

2355 EL CAMINO REAL
AT SAN TOMAS EXPRESSWAY

SANTA CLARA, CALIFORNIA
(408) 247-1313



TECHNICAL SECTION

MIRROR RESTORATION

Perhaps, some of you have noticed that the mirrors used on late model Commandos discolor rapidly. Many were actually in bad shape before the bikes were sold. This discoloration is caused by the type of putty used to hold the mirror in the metal outer cover. The putty turns green and attacks the silver on the back of the glass causing discoloration. Here is the proper way to restore a mirror if this has happened or if your mirror has somehow become cracked.

First, pry the glass out of the stainless steel case with a screwdriver being careful to break it into as few pieces as possible. If you are doing more than one mirror at a time, segregate the pieces from each mirror and keep track of which glass goes with which case. Each mirror is different and the glass from one mirror will not necessarily fit a case from another! Next, inspect the stainless case. If it's scratched, like most of them were from new, take out the copper lining, which is also held in with that nasty green putty, and remove the fixing hardware from the back of the cover. Take the case down to your local metal polisher and have him polish it. Remember, don't mix up the cases and mirrors; no two mirrors are the same.

Next, take the pieces of mirror down to your local mirror shop and have them make up new mirrors. Don't worry if the glass is slightly thicker than original. Tell them to cut the pattern slightly smaller than the original (about one sixty fourth of an inch all around). If you fail to do this, you will have to refit the mirror with a screwdriver and risk chipping the glass. Better to have the glass an itsy-bitsy smaller and pop right in!

Armed with a newly polished case and a new mirror, you are now ready to begin reassembly. Buy some Black Magic mirror adhesive from your mirror shop. Refit the hardware on the case (DON'T FORGET TO DO THIS, or else you will have to break the new mirror to gain access once again to the inside of the case). Apply a thin coating of black mirror adhesive to the inner case edge and refit the copper lining (don't ask me what purpose the copper lining serves). Next, apply another thin coating of adhesive to the edge of the copper lining and press in the mirror. If you make sure to keep the same exact pattern of mirror with its original case and not get any pieces mixed up, and, if you had the mirror man cut the pattern slightly smaller than its original, the new mirror should pop right in. CAUTION: do not use silicone

seal to mount the mirror in the case, because like the green putty, it will soon attach the silver and cause discoloration. Although you may wish to use some clear silicone seal to smear around the edge of the new mirror to keep any moisture from entering around the new glass.

My cost ran \$5 to get each case polished, \$5 for each new mirror and \$10 of a one quart can of black adhesive.

Art Sirota
P.O. Box 8
La Honda, Ca. 94020
(415) 747-0740

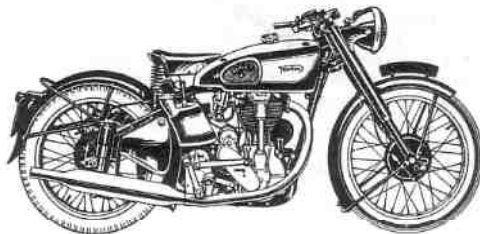
ROADSIDE SPRING STRETCHER

For all you 140 lb weaklings (and not so weaklings) out there, here's a tip for putting side and center springs on.

Bend the spring to one side and shove pennies (cheaper than washers) between the open coils. Bend the spring the other way and shove in more pennies on the other side of the spring. This will lengthen the spring so that both ends can be hooked where they belong without you having to stretch the spring.

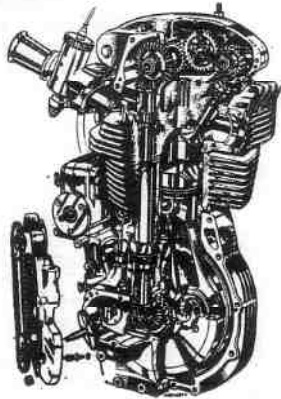
Hook the spring in place and place the bike on the center stand (or extend the side stand) and the pennies can be easily removed.

Scot Marburger
(via Ed Brooks)





The Newsletter of The Northern California Branch



TRADING POST

FOR SALE:

'70 Black roadster, \$950. New black Lockhart oil cooler kit, \$50. Used rear sets for electric start Norton, \$50. Pete Gheorghiu, (415) 579-0746.

WANTED FOR ORIGINAL NORTON PRODUCTION RACER

- 1) Front disc
- 2) Kick starter
- 3) Brake Pedal

Contact Ron's Cycle Sales
215 Lancaster St.
Leominster, Ma. 01453
(617) 537-6191

NEW MOTORCYCLE PAINTING SERVICE

Scot Marburger has just invested in enough equipment to start spray painting tanks, sidecovers, etc. at reasonable rates in the range of \$50 for a set or will trade for parts. Call him at (408) 266-5905.

FREE TO GOOD HOME:

New valve adjusting screw and jam nut for BSA 650 (and probably others)
Gene Austin, (415) 573-9559.

FOR SALE:

P-11 gas tank & oil tank (original candy apple red paint in fair condition), seat, skid plate and exhaust pipes (appear to be MCM brand, two pipes high on left side of machine). \$85. Carl Davis (408) 286-8200 days only. Carl thinks they are Commando parts, so call Gene Austin for more information at (415) 573-9559 3-8 P.M.

FOR SALE OR TRADE

1956 Dominator, \$800. Maya, (408) 266-5905

FOR SALE

1975 Commando MkIII, White, 10,000 miles, good shape & Lockhart cooler. Dunstall 2-1-2 at \$1000. Brian, (415) 967-7063.

FOR SALE

1971 Norton Fastback, dark green, needs work. \$400 or offer. Ask for Norton. 956-9378 or 482-1464 wknds.

FOR SALE:

Two Atlas oil tanks in good condition, need paint, \$15 each. Atlas license plate mount with small dents, \$10. Atlas battery box cover in good condition but needs paint, \$10. New Boyer transistor ignition, \$85. Perfect set of used Lucas turn signals, \$40.

Phil Hendricks
1840 High St.
Hamilton, Illinois 62341
(217) 847-2501

DZUS fasteners are still available for Commando side covers (excluding Fastback and Mark III). Everyone said "You'll have no problem selling those; they're not easy to find and expensive". Well, after 6 months of locating the correct parts and \$100 invested in fasteners, I've sold 10. Cheaper than your local dealer at \$3.50 ppd.

Bob Marshall
1924 Kentucky St.
Redwood City, Ca. 94061

WANTED

Any Model 7 (500cc) or Model 77 (600cc) parts. Also any parts from Dominators that will also fit the above models. I mainly need sheet metal parts and a dynamo, but any parts or leads to same are most welcome. Steve Thompson (408) 946-7225

SEAT SERVICE

If you have a ratty looking seat and would like a new seat on your old base either harder or softer, different colors to match your bike, etc., give me a call. Steve Thompson (408) 946-7225

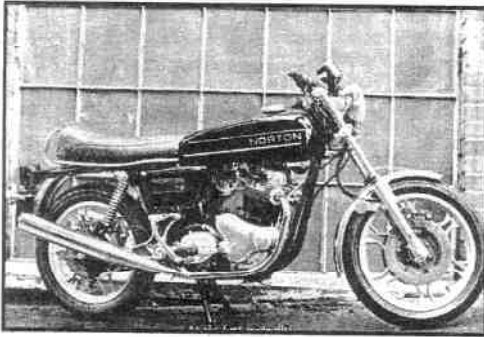
WANTED:

Good copy of Paul Dunstall Norton Tuning Manual, 36 pages, published around 1970. Will pay reasonable price.

Phil Hendricks
1840 High St.
Hamilton, Illinois 62341
(217) 847-2501



NORTON 76 UPDATE



Last year (October/November) while we ran the article on the NORTON 76, a letter appeared in ROADHOLDER by Dave Beale mentioning that he had recently purchased the second of two NORTON 76s. NORTON NOTICE wrote to him asking a few details about the bike, placement of components, etc.

Here is his reply:

Thank you for your letter concerning the Norton 76.

For the past few years, I have worked with Bernard Hooper who was the chief engineer at N.V. in the later days and responsible for the Isolastic mountings and Commando frame, both of which were intended as a stop-gap until the double knocker engine (not the Cosworth) was ready, but which never came. During those last few years, Bernard developed the stepped piston engine into a practical device and Norton Villiers were given a loan from the National Research Development Corporation (NRDC) for further work to produce a practical machine. Internal politics used much of the budget, but the Wulf (short for Wulfrun founder of Wolverhampton where Nortons were made) was made.

When the receiver was called in, luckily, the Wulf drawings were not in the factory and a clause regarding the work ensured the project reverted back to Bernard (and John Favill) along with most of the components and engines (the Wulf and various single cylinder industrial engines).

The workers committee was set up and an attempt was made to save the company with encouragement from your Joe Berliner. The Wulf was tidied up and presented to the workers as a viable project. Also the Norton 76s were conceived.

Joe Berliner wanted to set up Commando production again requesting two machines to be made available, an electric start sports machine and a non-electric start touring machine (which seems the wrong way around to me!). The front fork/brake production line was new and liable to be out of use as long as the receiver was

sorting things out, so alternative units were sought along with disc brakes, wheels, etc. John Favill and another member of the committee went to Italy to find suitable units from Paiolli, Brembo, F.P.S., etc. returning to a cheering work force with his car (now my fiancé's!) loaded to the roof with parts.

The Norton 76 was built up using the Italian parts, a 2" longer swinging arm, 18" wheels, twin front discs operated by cable to a remote master cylinder under the tank (in fact, only one disc could be used because the wrong size cylinder was supplied), S.U. carburetor with suitably modified gusset plates (which was due to go into production within weeks of closure) a restyled tank (filler over a JPN tank), and a black paint job completed the picture. (Various engine mods also, for example, valve springs were done, but I've not pulled either engine down yet.)

The second machine (in red) was completed, but had a problem with wheels; the spoked 19" units fouled the disc calipers - not very practical! It was taken to pieces and that's how I received it, via Bernard, who owns the "NORTON 76".

I have decided to complete this machine as a practical road bike, so the cast F.P.S. wheels, as in the sports machine are to be used with the twin disc system. The rear wheel has the Mk II drum brake as a Q.D. unit with the wheel, the Brembo rear disc unit on the 76 takes two men and a crane to remove the rear wheel (no time for development - not practical for road use, really). The tank is being made in aluminum to the shape of the 76 unit thus saving some 10 lbs of filler and giving it about 4 gals. capacity. As all bikes should be painted black, that's its colour, or do your friends think the metallic red preferable? Other than stainless bolts throughout and all brackets out of stainless, it's as intended (the non-function parts being stored for interest sake).

As to your question on coils, they are under the tank in the usual place; the tank has deep side walls partially covering them. The brake master cylinder is mounted between them and feed from a reservoir under the seat (which has stripped the paint from the frame on the 76, but not surprising as it only had one coat of black cellulose from a can!).

The Norton name on the tank was done to avoid copywrite problems with the traditional "curley" name. The company NORTON PHOENIX MOTORCYCLES was proposed for producing the machine, but the government and bureaucracy prevented that happening. However, Phoenix Motorcycles does still exist and we are using it to market S.U. carburetor conversions for the Triumph

(continued on Page 12)

(NORTON 76 UPDATE from Page 11)

twins and, if interest is shown, the Commando (but without the need to modify the frame).

As far as photos go, yes, I'll try and get some when both bikes are complete and show you them in parts as well. I will ask a friend to do the work (he does a lot of magazine work including CYCLE WORLD).

By the way, did you know that back in the Atlas days, there was a design for a one-piece crank which never quite got into production - even one for the 850? It was madness getting a perfectly good forging, cutting it in half, then bolting it together, don't you think?

Well, that's it for now. Safe riding! The ice and bad weather has had me off twice too often so far this year!

Cheers,
Dave Beale
38, Cherrybrook Drive
Broseley
Shropshire,
TF1255H
England

Dave,

Thank you for fantastic letter on the Norton 76s. It sounds like you've got quite a project ahead of you getting roadable, but you will certainly have a unique piece of Norton history when you're through.

We'll be looking forward to seeing the pictures of the before and after machines.

By the way Dave, PAINT IT BLACK!

Checkout

Engine	OHV 2-cyl 4-stroke
Bore x stroke	77 x 89 mm
Capacity	828 cc
Compression ratio	10:1
Carburation	1 3/4 in SU
BHP @ RPM	54 @ 5,800
Primary drive	Triplox chain
Clutch	Multi-plate, wet
Gearbox	4 speed
Electrical system	120W alternator, battery/coil ignition
Lighting	45/40W Halogen headlight

DIMENSIONS

Wheelbase	60 in
Seat height	32 in
Overall width	28 in
Ground clearance	6 in
Kerb weight	496 lb (inc. 1 gal fuel)
Fuel capacity	4 gals

PERFORMANCE

Fuel consumption	
(overall)	59.6 mpg
(ridden hard)	54.8 mpg

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