

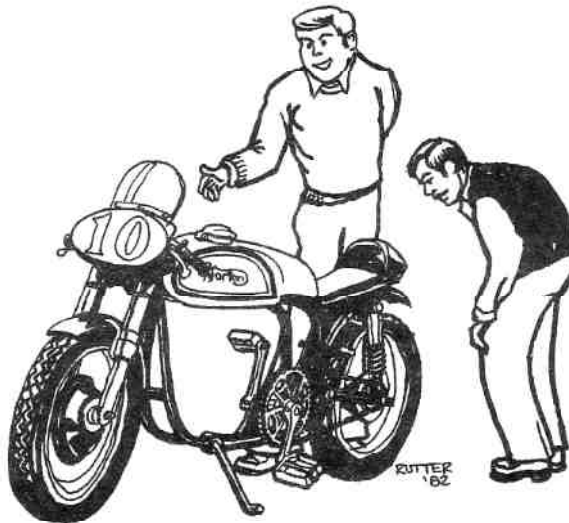
Norton Notice



Newsletter of the Northern California Branch

NO. 50

JULY 1982



"FOR NOW, I'VE SET THIS UP AS A SPRINT BIKE, SOMEDAY, I'LL PUT A MANX MOTOR IN IT..."

"The Unapproachable"
NORTON
LONG STROKE

Norton Notice

is 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 of the marque.

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Norton Notice is a reflection of its readership who are encouraged to submit any article, technical tip, joke, or photograph (original or otherwise), so long as it is in good taste, so that other Norton enthusiasts can enjoy it. For branch members who cannot attend meetings and rides, Norton Notice affords them an excellent opportunity to share experiences and information with the membership at large and to bring the branch members closer together. The deadline for items to be submitted for the following month's publication is the 20th of each month.

Current or prospective members may place advertisements for Norton-related material in Norton Notice by sending the information to the Norton Notice staff at the address listed. There is no charge for private ads but commercial or business ads will not be accepted due to the extra work involved.

MEMBERSHIP IN THE NORTHERN CALIFORNIA BRANCH OF THE NORTON OWNERS CLUB 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.

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.

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 value of the tool is required at the time you pick them up.

<u>TOOL</u>	<u>DEPOSIT</u>
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

Harry Bunting (415) 968-2020 (home)
1401 Gilmore St. (418) 735-1550 x2394
Mountain View, Ca.

Upcoming Branch Events

DATE	TIME	PLACE	EVENT
July 8	7:30 P.M.	Edinburgh Castle 950 Geary St. San Francisco	July meeting
July 18	10:00 A.M.	Alice's Restaurant Skyllonda	Old-timers ride
August 12	7:30 P.M.	to be announced (East Bay?)	August meeting
August 19-22	whenever	Pinecrest, California	Annual Rally

Please notice that the club ride in July was moved to July 18 so as not to conflict with the road racing at Laguna Seca on July 11. The old-timers ride is specifically set up for old-time motorcycles (not old-time riders!) so let's get wrenching on your old bikes now and show up at Alice's Restaurant on July 18.

We are looking for a place in the East Bay in which to hold our August meeting. If you know of a suitable place, give me a call [redacted] in the evening, and we'll see what can be done. The Redwood Inn in the Oakland hills is again closed, so we can rule that out.

PRESIDENTIAL PROFUNDITIES

I hope everyone had as much fun at the Beer Bust as I did. Yes, I know a slight drizzle and a chilly breeze tried to dampen everyone's enthusiasm, but our Nortons actually prefer brisk weather because it reminds them of England. My model 18 was having such a good time that it didn't want to leave! (After kicking it over for about 30 minutes, I discovered that the float in the carb was slightly out of adjustment and no gas was getting to the engine when I tickled it.) But there was plenty of beer, hot-dogs, and beautiful Nortons. Our thanks to Claude Wright, Carolynn Scott, Pat Austin, Meda Rago, and all the nice people who generously donated their time to make the Beer Bust a success.

Those of you who are interested in ordering one of the ceramic Norton mugs from England like the one raffled off at the last meeting should send me \$8.50 before September 1, 1982 for each mug desired. Or you can see me at a meeting, ride, or the rally. About one dollar from each mug sold will go towards bolstering our club treasury.

This year's rally is going to be a lot of fun, so plan to attend. Remember that August 2 is the deadline for pre-registration, so don't put it off! Steve Coburn has been doing a fantastic job of lining up door prizes, Harvey Loucks has an exciting Norton ride planned, and Nature has arranged

to fill Pinecrest Lake with plenty of water and trout. Some members have asked me about "field events," and I plan to bring the subject up at the next meeting in San Francisco. If you have anything to say on the subject, please plan to be there.

All members are welcome at this month's Old Timers Ride whether they drive a MarkIII or a C.S.1. Maybe somebody in the club should purchase a World War 2 military Norton with a machine gun mounted on the handlebars to scout ahead for any Japanese motorcycles weaving down the wrong side of the road. The protocol on this ride is for the older bikes to lead and the newer Nortons to follow behind, with the exceptions of breakdowns, in which case an older machine is permitted to go back and give assistance to Commandos with broken oil lines, loose electric start motors, etc.

See you all at the meeting, *ant*

FORK BRACE PURCHASE UPDATE

The group purchase of fork braces that Michael Heth and I arranged is coming along according to plan. By the time you read this I should have the whole batch in my possession, provided there aren't any unforeseen delays. Those of you who gave me a deposit on the braces can either pick them up at the next club meeting in San Francisco or give me a call to arrange something else.

Gene Austin (415) 573-9559 evenings

JUNE MEETING

The June meeting held at Rick's Swiss Chalet, Palo Alto on June 10, 1982 began at the usual late time of 0.50 p.m. with approximately 45 members present. Not very many for a meeting at Palo Alto but probably due to there being no Guinness on sale behind the bar. I hope this matter is corrected for the next meeting there.

Apparently a group of individuals calling themselves the Southern California Norton Owners Club have corresponded with our branch hoping to bring us together more in the way of club meetings, rides, etc. The members present were informed of this and asked for their opinion. Feelings were mixed, but on the whole a negative response was drawn, although a vote was taken about exchanging newsletters with them and was carried 14 votes to 4.

Claude Wright, who has organized the forthcoming branch Beer Bust, announced that there would be no chuck wagon available so bring your own "nosh" if required as there will be a fire plus plenty of beer.

This month's raffle prizes consisted of a \$25 gift certificate donated by Brittalia Motors and won by Carl Glahn, a beer mug (tankard) donated by Ray Dennith and chosen by David Crader. Finally, a Commando electric starter conversion kit, mounted, and fully wired up ready to go was presented by our branch chairman Art Sirota.

Steve Coburn also had some British motorcycle newspapers for anyone who wanted one.

Phil Radford

Murphy's Law as practiced by Harvey Loucks:
If it jams, force it. If it breaks, it needed by to replaced anyhow.

SOUTHERN CALIFORNIA RALLY

Art received a letter and flier from Raul Biascochea of the Southern California Norton Owners Club (they are not affiliated with the N.O.C. and they use the USNOA logo-- It must have been a committee decision!) with information concerning their annual rally. It will be held July 16-18 at Tusalota Springs near Hemet and the pre-registration fee for adults is \$17. Art will have the flier at the meeting in Palo Alto or you can write or call Raul at:

306-C Camarillo St.
Placentia, Ca. 92670
Phone (714) 528-5053

SPOKE TIGHTENING

The following tip concerning spoked wheels was sent in by Kelly Moss, who operates San Jose Motorcycle Wheels:

The fatigue effect of cyclic loading on spokes can be minimized by preloading the spokes at a tensile load in excess of the maximum working load. But a spoke tightened to a preload in excess of the maximum working load may lose some of the initial preload through relaxation (settling in to the hub and rim), or they may be subjected to higher than calculated loads. Hub and rim structure will determine the amount of torque that can be exerted. To reduce torque loss due to friction, generous lubrication of the spoke and nipple threads is recommended prior to truing.

LETTER FROM AUSTRALIA

(The following letter contains a response to "Club Ride Raves and Rumbles" in the May Norton Notice. Peter moved to Melbourne at the end of March after being quite active (and vocal) in our local activities. — Editor)

On numerous club rides I've been with members who have had flat tyres, were out of gas, had broken a cable, or simply had a crash. In all these mishaps I've stopped whenever I was near the mishap, or heard about the mishap and subsequently returned to the unfortunate fellow. I feel that there is nothing worse on a ride than to be disabled in some way from continuing the ride. So if you ride faster than some and use up more gas or something simply breaks, it's nice to know that some members don't take a "who cares?" attitude and leave you there. I'd like to thank the members who helped me when I ran out of gas, and I'll help them in turn (even if I'm in Australia).

While I've been in Australia I've only seen one Norton Atlas in good condition, which makes me want to start a branch of the club here. I think there are a lot of potential members who need parts to keep their bikes on the road. So could you give me any information on how to go about it?

Peter Gheorghiu
220 Albert St.
South Melbourne
Victoria 3001
Australia

Editor's Reply - There already is a Melbourne Branch of the N.O.C. as well as Brisbane and Sydney branches. They are listed on the back cover of Roadholder Magazine if you have not unpacked them yet. We hope to hear about your exploits with the Melbourne Branch in the future.

LETTER FROM CANADA RECEIVED BY TOM HORTON

Dear Tom,
 My membership with your club is about to expire, and I have decided not to renew. I was at one time a member of four different NOC & USNOA chapters, and it certainly keeps the mail interesting. I am presently acting as Canadian membership secretary for USNOA/CNOA, which keeps me busy enough with Norton related matters to keep me satisfied. I have added a third Norton to my stable, and my wife has her own, so there is no lack of commotion and interest around here, and hopefully the future holds much riding and less paperwork.

Since I joined your branch in '79 you have come a long way, and I am very impressed with the present high standard of the club's activities. I have learned a lot from your tech column, and marvelled at some fine centerfolds, and I can only wish I lived close enough to take part in your rides and meetings, etc. Thank you all for the great job you are doing, and may you never run out of spare parts, premium leaded and beer!

Howard Heimdal
 16 Mission Ave.
 St. Albert, Alberta
 Canada

FOR SALE

N.O.C. paraphernalia as follows:
 3" square machine badge.....\$6.00
 lapel pin..... 1.25
 4 1/2" sticker..... 1.00
 2" sticker..... .50
 key fob with club badge..... 1.50

3-color Northern California Branch
 lapel pin..... 1.50

Contact Carolyn Scott (phone (415) 968-5117) at 1970 Latham #14, Mountain View, Ca. 94040 to order by mail. Please send extra money to cover postage, and be reasonable. If you want your items thrown in a thin envelope so that the U.S. Postal Service can do a number on them, send only 20¢ extra. If you want a cushioned envelope like the Post Office sells, you'll have to send about a dollar to cover the cost of it and the postage.

WHAT NEXT?

Fellow Norton Sufferers,

I write this with the firm belief that misery loves company, and from this comes comfort, and maybe even a chuckle or two. You see, it all started last summer when a certain shady past president and I cooked up a scheme to get some painting done for him, and a Norton for commuting for me. This bike wasn't destined to be any old

Norton, no, for self-preservation during those long unattended hours spent on the streets of Berkeley was a prime concern. The result: a collection of parts, on which all chrome was rusted and pitted, paint chipped, and grease, oil, and dirt plentiful. A real diamond in the ruff (but no dog). Well, the parts went home, and since it was all apart anyway, it seemed a shame not to clean 'em up, paint over the rust, and in general try to improve on the dirt bag image the bike would surely convey. To make a long story short, each mechanism was thoroughly cleaned, machined, painted, and otherwise restored, and all the "fixes" were put in; this would be one reliable Norton, maybe even a nice looking, too. Besides, who besides a deranged fanatic, would steal a Norton? (All the deranged fanatics I know are in the Club.)

Any "new" bike develops its own personality in time, and it wasn't long before "Beater Bike" asserted its personality. It started with some rascally cylinder head studs. One pulled out the second time I torqued it. No problem, just helicoil the head and put in another stud. Got it all back together and guess what? Another stud pulled out! @#!? Ok, this time I'll do all of 'em. And that was that. Next, with the bike running, it was time to jet the carb. Couldn't find any recommendations for a single 32mm Mikuni on a 750, so I started rich and worked down. Trouble was, by now I needed the bike every day for the commute, so every morning going to school and every evening coming home found me doing plug chops on Highway 80 out of Hayward. All those drivers couldn't figure why I went by so fast and then pulled over. Maybe they thought I broke down, but after seeing this routine every morning for several weeks they had to wonder. Ah, and then there's that mysterious aroma of gasoline (oh, excuse me, petrol) that follows you around the rest of the day. Well, I was finally getting around 45 mpg when I decided that was the best she'd do. With only a roadster tank, this meant about 1 1/2 trips, and when the Mikuni went on reserve, the engine made desperate coughs until the reserve gas supply got to it. About this time, it started raining, and raining, and raining. And this was only October! And with the rain, a new phenomena—cruise control. Except I could only control how fast I cruised, not how slow. Imagine, if you will, sliding down a rain grooved freeway. at about 12:30 a.m. with cars throwing up their instant sauna all around you, and you're on a bike that's trying to break the sound barrier! Well, at least the brakes stayed hot enough to keep dry.

By now, Beater, as it had affectionately become known as, had developed a mischievous, marvelously cunning personality. Checks of the carb revealed no burrs, stuck cables, or dirt in the vital areas. And the problem mysteriously went away in dry weather. So

the bike had learned a new game, one that I called "What Next?" Well, a trip to West Bay Cycle brought relief in the form of a 34mm carb body. No bad sticking problem now, but by this time I was at the end of my rope as far as carb tuning was concerned (I was so flustered I forgot about Harvey's article and Mikuni recommendations). I struggled a little while with the new body (What Next?) before I put on a set of 32mm Amals. End of carb problems, and with the Interstate tank on, I could go six trips without a refill. Everything was rainbows, but then, What Next?

I hadn't long to wait. While going down the freeway in the rain again, I heard this awful clatter coming from the engine. There didn't seem to be any power loss so I kept on going to the next exit to find the head pipe had slid out of the collar holding it into the head. The noise it made was truly marvelous, sort of a cross between a Yamaha 500 and an opening champagne bottle. A bit of bailing wire got me home, and a quick trip to the weld shop fixed the header. By now, I had put about 5,000 miles on the bike, and the tires (Dunlop K70's) were looking pretty ragged. My friendly supplier of used parts came up with a remarkably low mileage set of these marvelous tires, so on they went.

About this time, Gene, our illustrious editor, stopped by and upon checking primary chain tension, noticed the rear chain moving up and down about 1" when he tensioned the primary chain. Got me again, this time with, you guessed it, sleeve gear bushings. Luckily, I had just received some from Les Emery in England, and had 'em in in a jiffy. All went smoothly until a test ride confirmed my worst What Next? fears, no first gear! "But I put it back together just like the book said." Trouble was, the book was wrong (got ya again) and it took me two more sets of gaskets to figure out the REAL way it went back together. With the score Beater-6, Scot-0, I couldn't help but wonder, What Next?

Well, aside from little things, like center stand springs breaking on the freeway (neat sparks) and a sticky clutch (needs cleaning), I'm still waiting for the next "Biggie". But, I'll be ready. I've got a wrecked 750 for parts, and shipments from England arrive almost monthly. But you know, when there's nothing to fix on Beater, I find myself getting figity, looking blankly off into space, and restless. I just don't know what to do with myself. I just sit around, quaffing Whitbread's, wondering: What Next?

Scot Marburger
639 Kinglet Ave.
Livermore, Ca. 94550

Shaw's Principle:

Build a system that even a fool can use, and only a fool will want to use it.

MORE WANKEL OPTIMISM

(Phil Radford, our esteemed recording secretary, sent in an article from the April issue of the British magazine, Bike, from which the following is taken.)

...."Er, I've got photographs of the new Norton Wankel and I've spoken to someone who's been riding it. How much will you pay me for the photos and story?"

That was the first time I spoke to 22-year-old Mark Williams from Coventry. The next day: "Er, we're on our way to London. Where d'yer say your office was?"

That afternoon, sitting across my dishevelled desk, we thrashed out a plan while he and friend Dave Matthews recounted how they'd come across the Norton, disguised as a BMW, being ridden around the streets of Coventry by the local traffic cops.

It was 25-year-old Dave who'd noticed the bike first after seeing a BMW-mounted copper pull over a rider on a Bonnie for an alleged traffic offence. He'd wandered past the incident to eavesdrop on what was likely to be a funny conversation and noticed the BMW wasn't really so--it'd just been fitted with an RT fairing.

Dave rushed off to get Mark and together they, complete with camera, managed to talk their way past the entrance to the police garage--but got thrown out before halfway across the yard. Undaunted, they waited outside and 45 minutes later were rewarded with an unusual sounding bike coming down the street.

They waved him down and, as luck would have it, the bobby riding it was a friend of Mark's--Mark'd left the force a short while ago to start his own video shop. They rapped and Mark snapped away getting whatever photos he could before the copper decided too much incriminating evidence was piling up. He was very enthusiastic about the bike, rating the handling as much better than the RTs they're currently using plus it was very quick--"It makes a BMW feel like an old nail," he said.

Other riding impressions were that it was really smooth in power delivery with virtually no vibration; fuel consumption had so far proved to be around 40mpg in town but that was with, er, enthusiastic riding. As they watched him disappear down the street--to an odd exhaust note almost like a jet, deeper than Suzuki's RES, said Dave--the bike's acceleration did indeed seem startlingly rapid.

The police rider said that Norton claimed the bike'll be good for 130mhp with the fairing fitted but will go ever faster naked.

They did notice that at tickover, standing beside the bike, it was quite noisy mechanically but this smoothed and quietened down with a blip of the throttle. There's three riders with access to the bike, apparently, and their reaction is, well, gushing. "Handling is better than a Ducati," said one, uttering the impossible. "I wondered why it wasn't very fast in top," he continued, "But then I discovered fifth is meant as an overdrive gear."

Anyway, Mark was left with photos of the complete bike and good impressions before the law decided enough was enough. A day later, though, working in his shop, he spotted the same bike parked across the road. Rushing out, he offered the rider a cuppa knowing a motorcycle cop would never refuse. While the rider was in the shop chatting up Mark's sister, our amateur sleuth zoomed back out and snapped close-ups of the bike, still guessing in his haste the correct exposure. He'd also a chance to assess the dimensions of the bike better and was amazed at its smallness.

"Really tiny," he said. "It's about the size of a Kawasaki 400 which isn't all that much for a fast bike. Even Dave (indicating his friend who's not too tall) could've put both feet flat on the ground."

Not that this would bother these two being Jota riders--and they judge the Norton as quick as their hairy Laverdas from what they witnessed. But it all bodes well and fits in with what we knew already about the Norton Wankel.

In 1975 Bike was allowed to take a prototype rotary for a weekend from Norton-Triumph's former experimental workshop in Kitts Green, Birmingham and this is what Mike Nicks had to say..

"...the sensations of riding the thing are so damned British it's almost unnerving when you remember that the power source is worlds away in theory and design from the clattery but lovable engines that have made the British style of biking unique in decades past. For a start, the NF rotary is light--433lb (196kg) according to our scales, ready for the road with oil and a gallon of two star. That's about a hundred-weight less than the Suzuki (RE5--tested in the same Feb. '75 issue), and does it ever make a difference. It means that, like all the best British bikes made in recent years, the NF rotary actually handles. You stuff it into bends and it stays on line, you make little mistakes and it doesn't wobble in protest. You really can use all the speed it's got to offer...and on the open road it does get up to 110mph very quickly...."

The Norton seen here has been made even smaller than that prototype, though it's probably put on a few pounds in the inter-

vening years. That prototype looked like any other hard-working mobile test bed--scruffy and ill-finished--but even in police trim this latest version has all the right bits without resorting to gimmickry and over-complication.

Finning on the twin-rotor unit has been reduced considerably and proves Norton's claim made a few months ago that they've learnt more about Wankel engines than any other manufacturer and are now a leading authority on the subject. They've opted from the start to aircool the motor rather than use watercooling as on Suzuki's RE5. The Japanese have made fantastic advances in making complex and unusual engines smaller and lighter--Honda's V-4 750 featured last month is a prime example--but the engineer's mantra of "Add lightness and simplicate" still stands true. In other words, the simplest and easiest to manufacture a solution to a mechanical problem is usually the best.

David Garside is the engineer who's been behind the project since its inception back in the late '60s at BSA's Umberlade Hall ("Slumberglade" as it was referred to by the inmates). His solution to the cooling problem suffered by the Sachs-DKW aircooled Wankel engine was an ingenious variation. On the Sachs, petrol/air mixture was drawn through passages in the rotor (it was a single rotor engine) to cool it, and then transferred to the compression and combustion chamber. Unfortunately, the heat transfer from the hot rotor to the mixture thinned out the charge and lowered the engine's volumetric efficiency. Garside instead drew fresh air in through the finning to cool the undersides of the rotors. Air was then pumped outside the engine to a plenum chamber neatly integrated into the monocoque main frame spine before going into the twin SU's air filters.

Sufficient heat is lost from the air while it's travelling to, through and out of the plenum chamber to avoid thinning the density of the next combustive charge. The main frame spine has a distinctive Yamaha link; as on their V-twins--the XV750 and TR1--the rectangular section spine makes the engine unit a stressed member with a couple of spindly down tubes.

Rearwards, the frame takes on a Ducati look with the fully-enclosed chain adjusted by eccentric bearing supports on the swing arm pivot--which is concentric with the gearbox sprocket as on the Hesketh. But this doesn't mean Norton have done a lot of copying: just that designers have reached the same conclusions about chassis construction. The Norton rotary has been more or less in this complete form, from what we've gleaned over the past few years, for some time. The police bike had a mere 1400 miles on the speedo, indicating a just running-in

motor, but it's W-registered with the road tax expiring at the end of February '82.

Further evidence of a Yamaha link--which Norton have had going for some years, remember the 125 trail and 750 triple police bikes?--is the handlebar switchgear, which is definitely Japanese in its neatness and ease of operation, and Yamaha's patented self-cancelling indicators are used.

The bike has been vastly refined since that early prototype in just about every possible area: the oil pump which used to hang off the left end of the crank has been neatly tucked away at the rear; all the exterior castings are superbly finished and Allen bolted together. In November '77 Bike speculated as to the rotary's appearance which now proves to be fairly close. Note how the oil cooler--not actually visible in Mark's photos--is contained between the chrome flashes under the petrol tank. Those strips--reminiscent of early Tridents--exist on the police Norton though they're partially hidden by the fairing.

Though it can't be seen, an oil cooler is fitted and according to a gauge on the handlebars the oil's operating temperature is 150°C--a conspicuous red slash is there to warn the rider. Norton's major problem with the rotary has been to maintain an even temperature without resorting to fans and the fact that they've managed to trim the finning is indicative of recent advances made in the design and metallurgy of the rotor "tips". These seal the triangular "piston" in the same way as rings do for ordinary pistons. Because the piston is subject to massive thrust forces from different directions and consequent difficulties in lubricating adequately these tips have not lasted too long in the past.

There've always been arguments about how to size a rotary engine, capacity-wise, but the Norton is rated at 600cc. We know that Garside's engine development has pushed up power output considerably from the Sachs engine and it's said to produce a true 70bhp @ 8000rpm (the red-line) at the rear wheel. The police rider wouldn't confirm an earlier report that there's an ignition cut-out at 8750rpm to stop the rider accidentally over-revving the motor--it's that smooth.

Comments that the Norton handles better than a Ducati can't be too far from the truth. Dimensions of the bike are similar to a Darmah--low and lean--plus it's equipped with Italian cycle parts. Forks are Marzocchi with solidly cast alloy yokes, and rear shock absorbers have dual rate springs. It's difficult to tell the make but while Norton would undoubtedly try and use British Girlings, they might have been forced--as were Hesketh--to opt for a pair of the many Italian units because of

availability, selection and cost.

Also Italian are the instruments, but Veglia have cleaned up their act considerably in recent years to the extent that their speedo fitted to Moto Guzzis is among the most accurate available. Brakes are Brembo with cast iron discs--not the latest floating rotors however--and double piston callipers. Again, Norton could've opted for the American-British Lockheeds as used by Triumph but cost and availability probably forced the decision. Wheels are cast alloy, possibly Grimeca.

Cost will be the Norton's problem. The police rider said it was an offer to them at a cool five grand (£5000) though no doubt that's before the police's expert price negotiators have been on the case. It seems likely that Norton will try and match the civvy street version's price to Hesketh's £4500--which brings them back to one of their earliest worries: how to make such a physically small machine look value for money. The Hesketh V1000 looks a glamorous big bike with acres of beautifully finished alloy engine castings, the bright nickel-plated tubular frame and a sensational paint job; no doubt Norton's rotary will receive a more inspiring paint scheme than the police white.

It's taken over 12 years for the British Wankel project to come this far: David Garside started with a modified and doubled up version of the Sachs motor while working for BSA. But the very fact that the Norton bosses have always been behind the project--they opted for the Wankel rather than further developing the Triumph Trident into a 900 as long ago as 1976--means they must have some kind of timetable to retail the bike. Rumour is that components have been ordered in batches of 250.

It's also rumoured that the Norton will be displayed at this April's NEC show--we hope so. Project leader Keith Blair and his tight team of 15 at Shenstone, Staffordshire, where the bike'll be hand-built aren't saying. They've maintained total secrecy over the past two years countering all press inquiries with the phrase: we just want to make sure we get it right.

Get it right? A bike that'll out-perform a Jota, handle as well as a Ducati, and make a BMW RT feel like an old nail? Gimme, gimme, gimme.....

TACH DRIVE FIX

Will machine tach drive housing and replace '0" ring with new seal for \$7.50. I have a spare housing already modified, so I can swap with you at club meetings.

Mark Gribble (415) 573-1699 evenings

A BMW RIDE ON BRAND "X"

The Nor-Cal BMW Club has about 120 members. They range in age of early 20's through 60's. Some are the tourers out for a mediocre ride while others are wild and thoroughly crazy, riding at the speed of light. All in all, they're a mixed but wonderful crowd of owners. Every Sunday the meet in Aptos for breakfast and the last weekend of the month they have their ride and meeting elsewhere. This elsewhere happened to be in Oregon to meet with their Oregon Branch. Our destination was Stewart State Park, which is located 36 miles northeast of Medford, Oregon. This was to be their first long run of the season.

Well, after packing my bike mercifully, and stuffing my tankbag to the hilt with every tool I could possibly think of, I set off to meet the EXCLUSIVE NOR-CAL BMW CLUB. I met the secretary, Pat Garner, and her boyfriend, Bill Stinson, who is the ride chairman. They would be riding two up on his 900 as hers had been recently wrecked and was in the painting process. As I rolled up to her door, Patti McKay, another owner pulled up on her 1000, which was reconditioned from a 900.

All came equipped with Krauser bags and fairings. As we descended upon Highway 280 from San Jose, I already knew that it would be hell keeping up with them. Ten minutes out of San Jose, a CHP car moved in for the kill. Fortunately, he moved in front of me and pulled them over. I nodded and pointed up the highway to where I would wait for them. Well, I waited and no show, so I decided to go along anyway. The weather was still nice and when I got to Sausalito, I gassed up and waited for them to zoom by. They did not, so I headed for Oregon.

As I careened up the road, I wondered what I would do if I could not find them again; I trusted the Norton like a bomb about to go off. It only had 5300 miles on it and there was still time for something to go wrong with it, knowing the reputation of "Snort".

Well, as I neared Cloverdale up Highway 101, two Beemers screamed by me, so I thought that I might try to catch them. Did I ever get a run for my money! The only reason I caught them is because I sneaked up the side of the road beside the heavy traffic they had gotten stuck in at Cloverdale. Unfortunately, just as I caught up, they whizzed off like bats out of hell. Depressed, I just happened to look across the street and saw the two Beemers that I had started out with. They were parked at a restaurant so I pulled over and went in. They waved nonchalantly and said they had just arrived, although their food was all demolished from their plates. After a few minutes, Bill stood up and announced that it was time to hit the road, so off we went into hither and yon.

Earlier I had told the others that my Norton was leaking a little oil from the oil feed hose and that I might have a bit of oil leakage, not to mention that I had overfilled my oil tank and that it would probably pass through the air cleaner. Telling them this got me a unison reply of "YOU RIDE IN BACK". OK, no problem, I said, but it's not easy when you only go 70 miles an hour.

The scenery was typical as Highway 101 was the choice we (pardon me, they) made. Once in Garberville, the other two Beamer owners joined us (the two that had wings - Kathy, with her R90/6 and Mike with his 100RS).

The road was nice and there were some nice sweepers to go along. By now I was at least two miles behind them and couldn't see them on the road anymore. But this may have been because they had all been pulled over and cited for speeding. By the time I arrived, the CHP officer was handing out the tickets. He asked if I was with them and I said yes I was. He looked at my bike and told everybody one that I had the good bike. I laughed and said, "Of course, I ride a Norton". Well, from then on I was known as Brand X.

We arrived in Crescent City and Kathy and Mike decided they would camp there for the night. My little group wanted to go on into Medford, but I wanted to drop dead. So as they stuffed their faces, I went to the campside and pitched my tent. Wild horses couldn't make me ride that wreck another mile. My idea of pitching a tent was pretty poor. Snort had a cover; that was easy to manage. I was so tired that the hamburger I had bought to eat I slept on instead. In the morning all the Beemers were in the site, and so was a nice river flowing through my tent. From then on all riding was done in the rain.

Once I stuffed my wet everything onto the bike, I went into town to look for some rain gear and ended up with a cheapy in a dime store. I gassed up while the others waited impatiently, and it was off to the mountains. Considering that I was far behind with the wind picking up, I actually thought of turning back. It started getting very cold (icy is the word) because we were now riding through patches of snow. My hands were so cold that without the cruise control like the others had, the dead weight of my arm kept the throttle going, and with three return springs in the carburetor it was a bit tricky.

The mountains with the snow on them looked like story book pictures. The clouds would break from time to time and I could see what was up there. We hit Oregon in the afternoon and the guys decided to stop at a bar called the Sport's Man Inn. They played pool for awhile and we sat around trying to dry our feathers. The inn was a very cozy place. The hospitality was great and the

people there really got a kick out of us riding our bikes that far. Of course my bike was special, seeing it wasn't a BMW. The food from what I saw was looking good. I heard no complaints, so if you're ever in Medford.....

Outside it was still drizzling and I just wanted to stick me and Norton in the bathroom and hibernate.

We made it to the campground, only to find that the Oregon branch had been rained out. Only two or three couples remained. Since it was quite wet and we were getting kind of weary, we headed back for Medford when enroute my bike decided to act like itself. I managed to stall in the middle of an intersection with about four or five Beemers behind me. I barely missed getting run over as I pushed Snort over to the side so everyone could pass me. Kathy stayed with me so that I wouldn't be alone. She kept the traffic from squashing me. Once off the road, the damn thing started right up. It made me look like a fool. Another Beemer backtracked and found us and we spent twenty minutes looking for the motel where we were to stay the night.

(to be continued next month)

Maya Peterson
1563 Alta Glen Dr. Apt C
San Jose, Ca. 95125

TRADING POST

NORTON-RELATED ADS RUN FOR TWO MONTHS,
UNLESS RESUBMITTED.

FOR SALE:

1. Set of new standard size rod bearings for 500cc and 600cc twins, \$10.
2. New auto-advance unit to fit '68-'69 Commando (mounts at back of engine). Also fits 500cc and 650cc Triumph twins, \$25.
3. '70 BSA 250 Starfire. Mechanically sound, finish fair, 7000 miles. Ideal short commute bike for the die-hard British bike fan - just park it and forget it. Who would want to steal it? \$300 or best offer.
4. One set of hard chrome plated Commando fork tubes. They were plated and centerless ground to a tolerance of .0002" (not a typo!), \$125.
5. Black '62 Atlas. Mechanically excellent with good paint, chrome, tires, instruments, and electrical system. \$1000.
6. Almost new size 36 motorcycle jacket. Made by Taubers Leather in San Francisco. Black with 100% wool lining. \$75.

Gene Austin (415) 573-9559 evenings

FOR SALE:

1. Complete Combat head in good but dirty condition.
2. Commando cush drive type rear wheel assembly.
3. Four used R/H Atlas type mufflers in fair condition.
4. One 850 MKIIA or MKIII muffler.
5. One used Interstate muffler.
6. Ten Amal concentric carb hex screw sets, \$1.95 each.
7. Complete low mileage 850 engine, \$500.
8. One super ugly metalflake green Roadster seat, \$25.
9. Exhaust port repairs, \$45 each.

Schleicher Motors (415) 569-5520
(used to be the Norton dealer in Oakland)

WANTED:

Stock black cap silencer in good condition for '75 850 MKIII. I need only one, but will buy a pair if necessary.

Chase Heckman (415) 924-7475
evenings before 10:00

WANTED:

Old style Dunstall Decibal silencers, new or very nearly new.

Bill Sarnoff (408) 942-3895 days
(415) 261-2677 evenings

FRLL:

Large Dzus fasteners for holding Atlas seats in place. I've come across some more fasteners, so whoever I told at the last meeting at Edinburgh Castle that I had no more, give me a call.

Gene Austin (415) 573-9559 eves.

WANTED:

Steel Interstate seat pan.

Scot Marburger (415) 455-8776 evenings

FOR SALE:

1970 Fastback with small fairing and 2 into 1 exhaust system. Runs, but needs work. \$1000 or offer.

Frank (415) 566-3009 days or evenings

FOR SALE:

One used Norton reverse cone muffler with very slight dent. This was original on my 1970 750 as was used for about two years. It is the "no-weld" type. \$15.

Art Sirota (415) 747-0740

FOR SALE:

1. Set of five new Beck-Arnley clutch friction plates, \$30.
2. New Carlisle 4.00 x 19 knobby tire, \$20.

Steve Black (415) 848-1365 or
(415) 642-5914

FOR SALE:

1. Rare 1969 Commando "S", as seen in May centerfold. Original owner, original condition, metallic blue, excellent, \$2,000 or better.
2. 1971 Dunstall 750, 600 miles on completely new engine. Very good condition, call for details. \$1500, make offer.
3. 1963 Ducati Monza. \$300.

Mark Gribble (415) 573-1699 evenings

WANTED:

Spring and button for ignition kill switch to fit pre-MKIII Commando, or a damaged right side handbar cluster if the kill button is intact.

Tom Borman (408) 255-5197 after 7:00 PM

FOR SALE:

1. Complete right-hand brake pedal assembly for MKIII. Like new, including sculpted aluminum support plate and electrical switch, \$25.
2. 1956 Domi 99 (wideline featherbed, 600cc twin) with matching engine and frame numbers, new battery, regulator, and seat. Parts list and riders handbook included. \$550 firm.
3. 6" sealed beam headlight with newly chromed rim and black Imron shell. Has three position switch, but no hole for ammeter. Like new, \$25.

Art Sirota (415) 747-0740

FOR SALE:

1. Norton front wheel with disc, master cylinder and caliper, \$250.
2. 1975 Triumph Trident. Electric start, 5 speed, disc brakes front and rear, 7400 miles, in good condition. \$1700.
3. 1975 Husqvarna, 360cc, 6 speed, in good condition. \$600.

Herb Willie (408) 253-0602

FOR SALE:

Red '74 850 Commando with Dunstall equipment (Decibel exhausts, 1/2 fairing with smoke windshield, rear sets, seat & tank combination), single Mikuni carb, 8,000 miles, excellent condition.

Vic Giancola (415) 533-8843

FOR SALE:

'71 Commando, black, 4 1/2 gallon tank, magneto ignition, luggage rack, and new tires and chain. \$1100.

Al Eichstaedt (707) 823-5048

FOR SALE:

'74 Commando 850 Roadster with 2500 original miles. Dunstall mufflers, very clean bike, \$2000 or best offer.

Sonny McDonald (415) 752-9955

WANTED:

MKIII red, white, and blue petrol tank and side cover set.

Peter Gheorghiu
220 Albert St.
South Melbourne
Victoria 3001
Australia

STILL FOR SALE:

1. Two Roadster tank and side cover sets, one with a seat. Will paint to your spec. Offers around \$175.
2. TLS front wheels, \$40 each.
3. 750 wiring harness, \$47.50 or offer.
4. Steel brake and clutch levers.
5. Size 29 waist leather pants.
6. Chrome Girling shock springs, \$10 a pair.

Scot Marburger (415) 455-8776 evenings

WANTED:

Information on how to convert an 850 electric start engine and tranny to fit a '74 non-electric start Commando frame with a resulting right foot shift machine. I need to know if additional parts, conversion kit, machine work, electrical system modification, etc. is required. Also need a crankshaft and connecting rods for a '74 850 (non-electric start).

Jim Craig (714) 571-3493
7731 Peacock Dr.
San Diego, Ca. 92123

FOR SALE:

1975 MKIII with approximately 10,000 miles. Has balanced 850 engine with Mega Cycle 6000 cam, 10:1 compression, twin Mikuni carbs, no electric starter, lightweight starting battery, Boyer ignition, stainless braided hoses throughout, Dunstall 2 into 1 into 2 exhaust with Supertraps, Magura clip-ons, rearsets, oil pressure gauge, Lockhart cooler, and other features. \$2000

Rich Frank (415) 443-9562 after 6 P.M.

FEATHERBED

GOES ON A "MAGIC CARPET RIDE"
... WITH A BOW TO STEPPEN WOLF

