



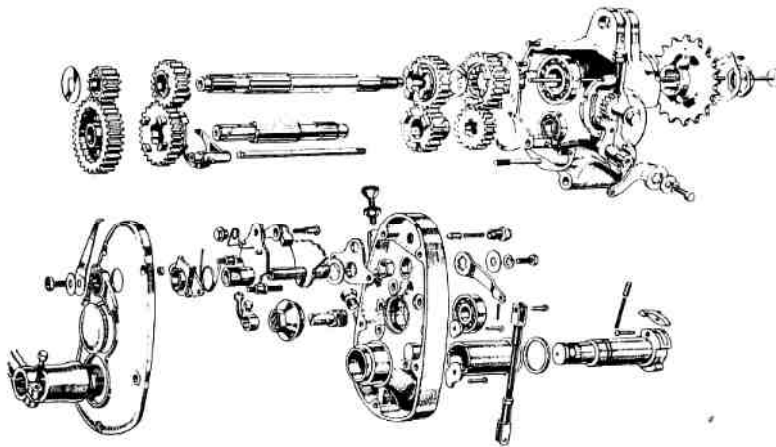
Norton Notice



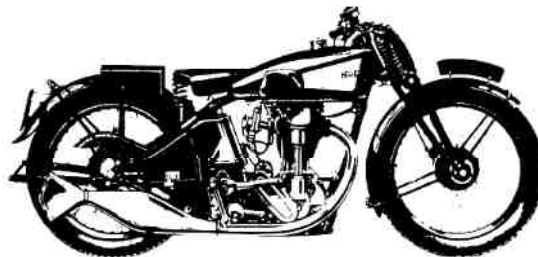
The Newsletter of The Northern California Branch

NO. 56

JAN 1983



Norton
(1907-1983)



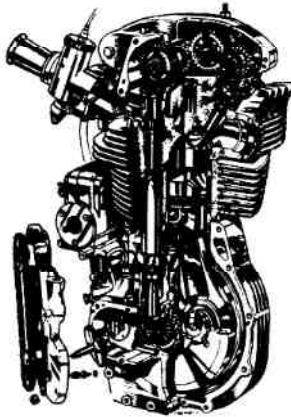
"INTERNATIONAL MODEL"

No. 40. 3.48 H.P. Overhead Camshaft

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.

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.



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MEMBERSHIP IN THE NORTHERN CALIFORNIA BRANCH OF THE NORTON OWNERS CLUB IS AVAILABLE IN THREE CATEGORIES:

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

(OVERSEAS ASSOCIATE OR SOCIAL MEMBERSHIP DUES ARE U.S. \$20.00/YR. THE NORTON NOTICE WILL BE SENT OVERSEAS BY SURFACE MAIL ONLY.)

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:

828/2

DENOTES MEMBER NUMBER 828 WITH DUES EXPIRING IN FEBRUARY.

ALL CHANGES OF ADDRESS SHOULD GO TO THE MEMBERSHIP SECRETARY/TREASURER ONLY.

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.



Upcoming Branch Events

DATE	TIME	PLACE	EVENT
January 13	7:30 P.M.	Edinburgh Castle 950 Geary St. San Francisco	January meeting
January 16	10:00 A.M.	Alice's Restaurant Skylonda	Coast ride
February 10	7:30 P.M.	Rick's Swiss Chalet 4085 El Camino Way Palo Alto	February meeting
February 13	10:00 A.M.	Sausalito Ferry Landing	Marin County ride

NOTICE: In the event of rain on the day of a club ride, the ride is automatically postponed one week. Also, riders should have plenty of gasoline by the scheduled departure time and all "personal problems" should be taken care of.

PRESIDENTIAL PROFUNDITIES

The December meeting/Christmas party at Brooks Cyclery was a lot of fun. Ed Brooks not only provided a huge pot of hot baked beans and some bread, but he also made sure that the front of his shop was stocked with clean, beautiful classic motorcycles to set the mood off right. We all want to thank you, Ed, for making us welcome and opening up your building to us for our party. I would like also to thank Maya Peterson for waylaying a Christmas tree from work, baking dessert goodies and decorating Ed's shop, Carollyn Scott for decorating the shop and baking a very tasty casserole, Ara for fixing two trays of her delicious chicken enchiladas, Tom Horton and Tom Dabel for organizing the Peter Williams Isle of Man film showing, Harvey Loucks for bringing that big bucket of "exotic" fried chicken, and everybody else who showed up to share food, drink and good times.

This past year has been a lot of fun for me. The club has run fairly smoothly with the help of people like Gene Austin, who has devoted a lot of time and effort to editing the NN, Phil Radford, who has conscientiously written down the minutes for each meeting, Pat Austin, who has helped out on the NN and taken the minutes when Phil wasn't so conscientious, Tom Dabel, who helped run things when I wasn't able to be there, Tom Horton, who gave unselfishly of his time as a very honest and efficient treasurer, and everyone else who pitched in and helped. Remember Tyrone having fun cooking hamburgers at the rally in Pinecrest? In my memory are pictures of scared, happy faces riding the rapids on the American River, snow-covered mountains and rushing rivers at Pinecrest, a W.W.II BSA military machine joining us for the old-timers

ride, a gentle rain washing everyone's bikes at the Beer Bust, and many meetings where good times were shared.

The next meeting at the Edinburgh Castle in San Francisco will see the election of new club officers. We are fortunate in having such a fine slate to choose from. I will be sure to bring the presidential "crown", which was donated last year by Harvey Loucks, and look forward to another year of excitement and camaraderie.

Those of you who ordered and paid for Norton mugs are hereby encouraged to contact me about picking them up. They are sitting on my piano, and the sooner I get rid of them, the better I'll feel.

On a more technical note, beware when fitting new overhead oil lines. Whether you've sent away for one of the braided steel ones from Texas or are fitting a standard replacement, take a minute prior to putting it on the bike and blow through both ends to make absolutely sure there is no blockage which might lead to engine damage. I recently did this to one of the braided jobs from Texas and saved myself the trouble of rebuilding my engine!

I believe that all the members running for office this year are qualified to do outstanding jobs helping to run the club, and I hope as many members as possible will show up at the January meeting to vote. Thanks to all of you who have trusted me enough to let me act as president during the last year.

Sincerely,



NORTHERN CALIFORNIA BRANCH DECEMBER MEETING & CHRISTMAS PARTY HELD AT ED BROOKS CYCLERY, SAN JOSE, DECEMBER 11th 1982.

With approximately 75 people showing up for free nosh and booze what better setting could there have been than Ed's mini-museum on Almaden Road. The first sight to greet one entering was a 600cc single Model 19 followed by pristine examples of a Nomad, 850 Roadster and the cleanest 850 Hi-Rider I've ever seen. Ed's collection up front in his shop proved to be the topics of many a conversation that night.

The festivities were well in full swing when half-time was called and a branch meeting took place. The main agenda for the evening was the nominations for branch officers.

It was discussed whether or not to continue the position of vice-president. The majority of members present voted to continue to have one but his duties are now to be combined with that of Ride Marshal's.

The accepted nominations are as follows:

President:

- Tom Dabel
- Peter Gheorghiu

Vice President/Ride Marshal:

- Maya Peterson
- Gene Austin

(Editor's comment: After a little more thought, I've decided not to run for the V.P./Ride Marshal job. Gene)

Branch Secretary/Treasurer:

- Phil Radford

Recording Secretary:

- Tim Coburn
- Tom Borman

Norton Notice Editor:

No candidates or volunteers.

Voting will take place at the January meeting in San Francisco on Jan. 13th. So make an effort to be there.

Later on in the evening the classic documentary was shown of the 1973 Isle of Man T.T. Powerbike race where Peter Williams swept the board on the John Player Norton. Never get tired of seeing that!

Phil Radford

Law of Probable Dispersal: Whatever hits the fan will not be evenly distributed.

FROM THE CHRISTMAS PARTY ORGANIZER

Anyone interested in placing an order with me for a Norton mug, please contact me, for I will be sending the order off soon. I am guessing that they will be about \$9.00 a mug, unless we purchase a lot of them. Anyway, what money is left over will then go into the treasury.

I think that the Christmas party was a success. I would like to thank those who took food and drinks to the party and I would especially like to thank Ed for letting us have our party there. I think it was very nice of him to do so. Also, his wife cooks a mean pot of beans. Thank you all for helping in the clean up. I hope that everyone had a good time.

Safe riding for the new year.

Maya Peterson

Sattinger's Law of Electronics: It works better if you plug it in.

A BETTER DEAL ON PAST ISSUES OF THE NORTON NOTICE!

The following issues of the Norton Notice are now available from your current N.N. editor. Each issue is now only 50¢ each, which includes postage. Checks can be made payable to the "Norton Owners Club". If I run out of a particular issue, I'll refund your money for that issue. Act now—these issues will probably end up lining trash cans soon!

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PRESIDENTIAL CANDIDATES' STATEMENTS

Well folks, I've been running on a lowered compression for the past year, to improve my reliability and it's helped. All those blown head gaskets are in the past and I'm ready for the coming year's rides, adventures, hot laps and swap sessions. I'm even ready to be "the leader at the back of the pack" (or over at the bar with the hecklers).

This kind of leader can be successful only if the enthusiasm is already there, the participation of enough Nortonophiles assured, and only a little moderation necessary for great rides and meetings.

My past experience which qualifies me as a leader of moderation includes three years as a kindergarten teacher and child psychologist where I learned that being the biggest usually made my supervision indisputable.

The hard part of the job is to find entertainment for the meetings, accommodations for the overnights and prizes for the raffles. Help! Let me appoint you; it's your club, too!

The coming year has problems that our club goals should reflect. Mainly the lack of money makes people think they can't afford entertainment, but actually participation with this group can be very thrifty and I think we can keep it cheap. So don't stay away, you unemployed bums.

The rides are there; in every direction is a Norton Road. Any bar becomes a Norton Bar when the Northern California Branch of the Norton Owners Club is there. Look out M.M.A.!

Tom Dabel

To begin with, I'd like to thank Tom Dabel for the nomination to the Presidency of the United States of America. Oh, I'm sorry, I mean the Norton Owners Club of Northern California. I'm fairly certain that the only reason he nominated me is because he wanted someone without a chance of winning running against him.

Anyway, enough of the BS for now. I guess that this is the first time I have had a chance to write in the Norton Notice, so I'm going to make the most of it because it may be my last chance. There are certain items I've always been interested in, and this is as good a time as any to put them on paper.

They are as follows:

1. A year or more ago, the possibility of using the Sears Point race track to host a Norton Owners Club vintage race was discussed. But it fell through for reasons unknown to me. I recently contacted Mr. Gordon Martin, Race

Editor of the San Francisco Chronicle, regarding information on where to get old racing movies to show at club meetings. (I really enjoyed the Isle of Man movie at the Christmas party).

He gave me some good tips and, through the course of the discussion, I discovered that Mr. Martin is an organizer and official at the Sears Point vintage car races, held three times a year. As you can guess, we touched upon a vintage bike race to be run along with the vintage car race next year at Sears Point with active Norton participation.

It would not cost the club anything financially, (in fact, we might make something for the treasury) and he would contact the BMW Club and the Vincent Club for participation. Mr. Martin will be in touch with me in the near future. In view of this, what do you members think of the idea?

2. I'd also be interested in arranging club rides so that members who do not want to ride at 75 MPH can do so without feeling left out. If you're like me, I feel I have to keep up because the only guys who can read a map ride at 75+. So, I keep up because I don't want to get lost. Anyway, could something be done to allow the more conservative members to participate monthly?

3. This last idea may be a little wild but, however, not totally out of the question; and that is to get an old run-down Commando 750 and sponsor its participation in the Battle of the Twins Race at Laguna Seca this year. We have some excellent technical people and bike painters who could participate in putting a bike together in the next few months that would at least participate in this race, if not win. Presently in the club are some members who are licensed to race at Laguna Seca and who may be interested in doing this for us.

The rest of the membership could review the status of the bike at the meetings and Ed Brooks and Harvey Loucks had stated to me at the Christmas party that they would contribute a few parts towards such an effort. The rest of the active members could also contribute a small part or time, etc.

Well, that's it for now. Number three of my points is the craziest. I think, however, during the last year we had some crazy ideas like river rafting, etc., that proved to be not so bad after all. (I was not there, but I heard.)

The stepping-down President had some new ideas that have boosted our club funds to \$600 (I only remember \$250-\$375), so maybe new ideas are not so bad after all.

The best to all you in 1983.

Peter Gheorghiu

FIRST EDITORIAL OF '83 (HOPEFULLY THE LAST)

Several people have mentioned to me that they think we should have more nominations for branch officers at the January meeting, as there was not a very serious attitude taken at the Christmas party/December meeting. I personally don't think it would hurt anything to accept further nominations up until the actual vote. It certainly wouldn't hurt to get more participation in this club, although there are numerous ways of helping the club throughout the year without having an "official title". I would, however, like to see someone volunteer for the job as editor of this rag. I'll be completing twelve issues of the N.N. with the March issue, so if you want to give it a try, let one of the new club officers or me know about it. I won't be doing any N.N. issues after March. As I've been asking people to keep an ear open for anyone to take over the job and haven't received any information, I suspect that the N.N. will cease to exist as it is after March. A postcard with the meeting times and ride destinations would actually be sufficient.

You might have noticed some changes in this issue, which I've done to cut costs. The masthead with the ghost photograph of the Golden Gate Bridge is gone because it costs extra to get photography in the N.N. and because the quality of the finished product was not always what I wanted. Page 2 has been re-arranged, with a few things dropped and a few things added. The last of the mailing envelopes will be used this month. As each envelope (with printing) costs close to a nickel each, I think that we can do without envelopes and use a staple instead.

I noticed that no one at the Christmas party mentioned the inter-branch quiz as proposed by N.O.C. Chairman Phil Cox. As the proposal was on the front cover of the N.N. I can only assume that either everyone has a lousy memory or nobody reads the N.N.

Those of you who write to the different club officers or me would be wise to include a self-addressed stamped envelope if you want a reply. We run on a pretty tight budget, so help out by paying your own way. I'm liable not to respond without the SASE, especially if the question is "Where are the pistons in the Norton Wankel?"

A few people have responded to the article that I wrote in the December issue concerning pre-oiling engines. The question was raised as to the reason for putting the gearbox in fourth gear and pushing the bike with the spark plugs removed to get oil pressure when each and every Norton has a kickstart lever which could also be used to build oil pressure. The reasons that I use the former method are because it's easier to push the bike than it is to kick your leg off, and you can get considerably more pressure (and therefore

more oil flow) by having the oil pump working continually instead of intermittently. It's also a lot easier on your kickstart pawl if you don't jump on it like a wild man on a galloping horse. I suppose that if you're the type who re-builds your bike in your living room it would be easier to use the kickstarter than leave tire tracks on the carpet!

One last item. I haven't heard from anyone who is using K&N filters with Mikuni carbs and ACK aluminum manifolds. If you're using K&N filters, I'd sure like to know more about it. Speak up folks. I know you're out there--I can hear you breathing!

Gene

A GROOVY TECH TIP

The Norton clutch is of the "dry" type, yet it is housed in the primary chaincase along with seven ounces of oil which sometimes causes clutch slippage. This little tip is for Commandos up to 1973 and does not relate to pre-Commando clutches or to the later type of sintered bronze friction plates.

Some owners of early Commandos decided to use an after-market clutch plate manufactured by Barnett to solve their clutch slippage. But these proved unsatisfactory, led to many layshafts getting broken, and ultimately resulted in a bulletin put out by Norton to all dealers warning them not to install Barnett clutch plates.

If you are using the stock composition-type friction plates (part #061339) on your '68-'72 Commando 750 and are having a problem with slippage, here is The Cure: cut dispersal grooves in the four friction plates to get rid of the oil. The elliptical groove that they come with is not efficient enough, so cut four dispersal grooves on each side of each friction plate. The grooves should be spaced 90 degrees apart, thus dividing the surface into quarters. On the flip side of each plate, cut four more grooves, but make sure that they are offset in relation to the first set by 45 degrees (otherwise you might create a weakness if the grooves from both sides lined up with each other which would result in the plate being cut up into two separate pieces!).

I use a circular saw with a regular wood cutting blade to cut the dispersal grooves. First, I take a length of one inch board and cut a 1 x 10 strip out of the center. I then place the board over the plate (to hold the plate securely) and carefully saw a groove across the diameter. The depth of cut must be accurately adjusted to cut a deep enough groove without going completely through the material (about half-way is sufficient). There are two cuts to make on

each side of each plate, and there are four plates, so be prepared to make sixteen passes with your circular saw. But be prepared to say goodbye to clutch slippage!!

Art Sirota

Editor's comments—I suppose a lot of you folks have gone to a lighter grade (or lower viscosity) of oil in your primary case to obviate the clutch slippage as mentioned above with the idea that the lighter grade oil is more easily flung off the clutch by centrifugal force. I wonder if it is possible to go too far in that direction and end up with primary chain problems? A few years ago I started using ATF in my Commando's primary case, on the advice of other folks who were using it, and within about 5,000 miles the primary chain began to show cracked and broken rollers. As it was the original chain and had 26,000 miles on it, I didn't think much of it. When the new chain showed cracked and broken rollers in about 9,000 miles I thought it was time to do something. I switched to Torco MTF (Motorcycle Transmission Fluid) which is considerably thicker than ATF and haven't had any problems since, although I only have 8,000 miles on the third chain. Since changing from ATF I've talked to two other Norton owners who also had similar experiences while using it and have switched to thicker oils, although I don't remember what they said they now use. If any of you out there have had a similar problem, why don't you write in and let the rest of us know what you did. Let's see if there's a pattern here.

Regarding the aforementioned Barnett clutch plates, they supposedly worked so good that the shock transmitted to the gearbox was more than it could cope with, especially if the bike was treated improperly. I read somewhere that somebody suggested removing one of the stock fiber plates and replacing it with a Barnett plate, thereby forcing the remaining stock plates to absorb a larger share of their duties (or some such thing). I'm trying this suggestion but haven't reached any conclusions yet. Any other ideas on the subject?

One final thing. I absolutely did not pick the title of his tech tip.

Gene

GO TO BLAZES!

(Reprinted from the Oct/Nov 1982 issue of The Classic Motor Cycle.)

Should a Formula 1 racing car crash heavily at Silverstone today, the fire tender that will come rushing to the assistance will not be a Norton Commando outfit.

Indeed, the Norton was never called upon to act in anger. Nevertheless, the pioneering work for which it was built, was to play an important part in making the major racing circuits just that little bit less hazardous.

During the 1950s and '60s, the car-racing world had been shocked by a series of tragedies which had cost the lives of such eminent drivers as Jim Clark, Bruce McLaren, Jochen Rindt and Jochim Bonnier.

But it was the death of Jo Siffert which was to lead directly to the setting-up of a track safety advisory council; Siffert had burnt to death, right beside a track marshal's post, because the marshal's on-the-spot firefighting equipment was inadequate to deal with a blazing car carrying a 50-gallon fuel load.

In 1972 for the first time, in the Jo Siffert Advisory Council, a team of specialists had been brought together to assess the fire hazards peculiar to motor racing, and to examine methods by which the chance of a driver meeting death by fire could be reduced considerably.

Conclusions reached were that the circuit should be equipped with a high-speed tender capable of reaching and extinguishing a 50-gallon fuel fire in a few seconds, that a racing car should embody an on-board fire extinguishing system, and that the driver's helmet should have a life-supporting oxygen supply capable of protecting him for a minimum of 30s.

The report of the Advisory Council (which had been chaired by Louis T. Stanley, chairman of BRM and director-general of the International Grand Prix Medical Service) was issued in the summer of 1972, following a series of tests and demonstrations at such venues as Stansted Airport, and Silverstone.

Subsequently, all the recommendations were to be put into effect. Grand Prix racing can never be entirely safe, but present-day cars do have inbuilt fire-fighting systems, helmets do have integral life-support couplings, and circuits are provided with high-speed fire tenders.

But let us go back to the period immediately before Easter, 1972. Experiments carried out by the Advisory Council had led to the co-opting of Dennis Poore, chairman of Norton Villiers Ltd., and himself a former car racer, as adviser on high-speed cross-country vehicles.

Would it be feasible, he was asked, to build a kind of scrambles sidecar outfit, capable of carrying a fireman, and large-capacity chemical extinguisher, that could dash across the infield of a race circuit and so reach the scene of a catastrophe that much the quicker?

At that time sidecar trials man Barry Kefford (in later years the manufacturer of championship-winning BKS trials sidecars) was employed in the experimental department of the Norton Villiers factory at Marston Road, Wolverhampton.

"I first became involved in April, 1972", he recalls, "when I was asked to take a Norton Commando solo to Stansted Airport, and demonstrate how fast it could travel across country. Of course, the Commando was hardly the right machine for that kind of job, but apparently it was selected for its power, and pulling ability.

"At that time I had no real idea of what was in the wind, but on the Wednesday evening before Good Friday, Bob Trigg came along from the drawing office, and told me they wanted a sidecar fire engine--and I had got just a week in which to build it!

"Next day we had a visit from the Graviner people, who would be supplying the canister of BCF to be carried on the chassis. BCF is a liquified gas which vaporises into the atmosphere and puts out a blaze by a chemical chain reaction with the combustion itself. Anyway, the chassis would have to carry a 100 lb. canister, plus hose, plus a travelling fireman.

"The fireman would have a small seat, on which he could sit while the outfit was on standby, but when in transit he would stand on a footplate at the rear so that he could jump off quickly on reaching the scene of the action.

"Obviously, what was required was an adapted sidecar trials chassis, and in the limited time available all I could do was take home the bike and a supply of tubing, and construct the outfit in my own workshop, where I had welding equipment I used in building my own trials and road-racing outfits.

"It meant working right through the holiday weekend, and nearly led to divorce! However, I brought the newly-built outfit to the works on the Wednesday, fitted the various brackets to hold the BCF canister and hosepipe, and on the same Friday we were able to take it out for a demonstration. From start to finish, the whole project had taken less than a fortnight."

Not that it all went like clockwork, of course. The major problem was to carry the BCF canister in such a way that it didn't shift under heavy braking or cornering. Provision had also to be made for carrying two smaller extinguisher bottles on quick-release mountings; these could be brought into play should the fire not be serious enough to need the main canister.

"The first time I braked in earnest on tarmac," says Barry Kefford, "the big bottle hurtled forward off the chassis like a shell from a gun!"

Nor was that the only trouble. Inexperienced in the ways of fire fighting, he at first arranged for the hosepipe to be carried in a big coil, but a visit to Stansted Aviation fire-fighting school put him wise; if it were coiled in a figure-of-eight, it would pull out cleanly without any tangling.

The bike was a standard 750cc Norton Commando, except that a 17T gearbox sprocket (specially made by Roger Maughling) was fitted in place of the conventional 19T item. Trials tyres were fitted fore and aft--wisely, in view of the intended use of the outfit--the then-legal standard glass-fibre fuel tank was replaced by a steel tank. The front fork was provided with extra-heavy-duty springs.

On extended test, hard cornering brought to light a problem with the Isolastic shock-absorbing engine mountings; the shims wore out, and the mountings had to be carefully monitored and accurately adjusted.

Initially, clutch slip caused some worries, but Barry explains that this was a golden opportunity to carry out a practical test on new sintered clutch plates, and those proved to be the complete answer.

It was not only the car-racing world which became interested in the fire-fighting Commando, and Barry was called upon frequently to give practical demonstrations to airport authorities (on one occasion, he and the outfit were on semi-official duty at a Halfpenny Green Air Display). The Forestry Commission, too, wanted to be shown how easily it could maneuver in awkward places.

But it was primarily for grand prix fire-fighting that it had been built, and it was soon found that the best procedure was to follow the pack into the first bend at high speed.

Should there have been trouble, the outfit could charge into the undergrowth in search of custom. "It was lots of fun," recalls Barry, "and an interesting exercise in more ways than one, but it did have its snags.

"The crew would be required to stay out in the elements for hours on end, and they would probably never be needed, yet the engine had to be started and run from time to time, so that we could depart smartly in a sudden emergency. The crew could get bored and fed-up, but the moment they left the machine a shout for help could go up.

"In a Land Rover, by comparison, the crew could be on standby duty, sitting warm and dry."

The Commando proved its worth in the field, but a major drawback was that circuit owners tended to beg its services, rather than wave a cheque book and offer to buy. The cost would have been around £1,400 and (they said)

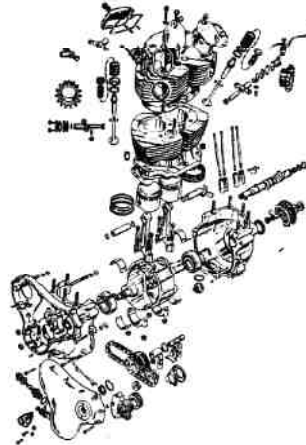
for the early 1970s that was very expensive.

Last crunch of all was that a fire-fighting sidecar outfit had to have a driver with specialised experience--precisely the same reason why, during World War Two, the British Army gave up Norton sidecar outfits in favour of a Jeep (any clot could be taught to drive a Jeep).

So what happened to the outfit, in the end? Nothing much. The sidecar chassis was cut off (it had been welded directly to the Commando frame) and it remained in a corner of Barry Kefford's garage until the winter of 1991, when it was finally scrapped. The bike belonged to Norton Villiers and, eventually, was sold to Mike Oldfield who was a stylist with the company.

Go to a major car race at Silverstone today, and you will see the techniques developed with the Norton Commando outfit being put to regular use.

As the green light flashes out and the pack roars off the grid, following them into the first bend will be a high-speed fire-fighting device. Not a sidecar, though. Nowadays it is a specially-adapted Jaguar. So much for the argument about cost!



MUSINGS FROM WALES

Just to wish all you NOCCers through the N.N. a very happy Christmas and New Year, and to send you an amusing clipping taken from a Bruce Main-Smith newsletter.

NORTON TWINS -- Also in the Osprey Collectors Series, & dealing with 250 to 650 twins, this lavishly illustrated product bible is intended for the restorer. Annual changes, colours, detail alterations, engine & frame numbers, dimensions, data-data-data.

It seems I missed something when I bought a copy of Ray Bacon's book "Norton Twins". The thought of Castrol R or Silkolene oil's perfume wafting from the pages of motorcycle books is mind blowing. Has the art of the definitive marque history reached a new high! Or it is how?

Could future editions of Norton Notice be complete without "odours"? Club rides may be represented by the smell of brunt leather and scorched flesh, as even Nortons have a limit to their roadholding, but then the smell of Dos Equis XXX during pit stops, which may account for the former.

The total scope is amazing; what about club meetings at Edinburgh Castle, Guinness and fish & chips, and the article by Gene Austin on "Pre-oiling" (December issue), pushing the bike forty or fifty feet, really boggles the mind.

On reading this I just wonder how many NOCCers will be caught pressing their noses against their copy of "Norton Twins"?

All the best, you NOCCers.

Chris Richardson
106 Taff Embankment
Grangetown, Cardiff CF1 7BH
S. Wales, U.K.

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

Northern California Branch T-shirts (white shirts with blue and red logo as below) in large and medium sizes only. \$7.50 each, plus a dollar if you want it mailed.



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.

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.

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

TRADING POST

THERE IS NO CHARGE FOR PRIVATE ADS. NORTON-RELATED ADS RUN FOR TWO MONTHS, UNLESS RESUBMITTED.

WANTED:

Genuine Norton production racer seat (not a Ron's Cycle copy).

James Nakamura (no phone)
121 E. Yanonali St.
Santa Barbara, Ca. 93101

FOR SALE:

'73 Combat Interstate with 17,000 miles, new paint (striping & decals correct), late model mufflers, Colorcraft cafe fairing, mechanical details, repair records, & spares. \$1900 or best offer.

Tom Kelly (916) 877-6450 weekends
(415) 534-6383 weekdays until
7 A.M.

FOR SALE:

Rebuilt Commando gearbox. \$150.

David Crader (408) 446-1466 days
(408) 295-4968 eves.

FOR SALE:

'74 850 Roadster with Windjammer fairing, Dunstall exhaust, and leather seat. 20,000 miles on bike, 2,100 miles on engine rebuild, exceptionally clean. \$1,200 or best offer.

Keith Ingle (408) 259-3530 (leave
message with Lynne)

WANTED:

Stock 850 MKIII exhaust pipes with crossover pipe.

David Salomon (415) 550-1864

FOR SALE:

- 850 Commando frame. November '73, SN #310370, \$200.
- 850 Commando engine, complete and good standard bore, SN #310370, \$295.
- 850 Commando frame. March '74. First registered March '75. SN #313960. Has slight kink in left down tube, \$125.
- Complete 850 front end. Wheel, forks, sliders, disc, caliper, master cylinder, brake hose, lever, wheel spindle, the lot only \$240.
- 850 top & bottom triple clamps, (yokes), \$40.
- Stiffen up your 750 swinging arm with an 850 version, \$40.
- 850 wiring harness, complete with handlebar control cables, \$40.
- 850 Box-section head steady, convert your 750, only \$25.
- 850 square type rear light unit, complete with indicators & lens, \$35.
- 850 stainless rear fender, excellent condition, \$25.
- 850 stainless front fender with stays and center bracket, \$25.
- 850 oil tank, \$30.
- Stock Commando air cleaner cases, \$10.
- 750 Commando front fender, chromed with center bracket, \$10.
- 750 Roadster swinging arm, \$25.
- Hi-rider gas tank, \$35.
- Fastback center stand, \$20.
- Commando engine sprocket pullers, good and strong, made them myself, \$10.
- Black leather motorcycle jacket, size 38, 40 inch chest, hardly worn, \$65.
- 1964 650cc Triumph replica II Special completely rebuilt, new everything, cherry, \$1,500.
- Triumph stock dual seat, recovered, \$50.

Phil Radford (408) 293-4548

FOR SALE:

- International oil tank for plunger frame, perfect.
 - Two model 88 motors in pieces, plus extra parts.
 - The following slimline parts: gas tanks, oil tanks, tool boxes, primary cases, triple clamps, fork sliders, wheels, engine sprockets, clutches, gearbox, and fenders.
 - '71 Dunstall Commando. New motor, excellent condition. \$1,300.
- All of the above are negotiable and tradable. I have enough parts to build a complete Atlas or Domi 88.

Mike Rettie (415) 658-6181

FOR SALE:

Very rare 4-piece sheetmetal rear enclosure set for slimline featherbed frames. Throw away that rear fender and turn your Norton into a Deluxe! No dents, with original factory two-tone paint—but it needs repainting. \$200.

Art Sirota (415) 747-0740

FOR SALE:

1. Used pre-71 Commando headlight dimmer/flasher/horn switch and harness assembly, \$15.
2. Used Atlas front wheel and SLS brake assembly, complete, \$25.
3. Used Atlas rear wheel and brake assembly, complete, \$25.
4. Used chrome Dunlop WM2-19 rim in good condition, \$10.
5. Used front Commando isolastic assembly, \$10.
6. Two used pre-MKII Commando engine cradles, \$25 each.
7. Used 750 Commando swing arm, \$30.
8. Pair of black 145 lb./in. Girling springs, \$10.
9. Two 12 volt Lucas coils from late Atlas or 650 (coils made 6/67), \$5 each.
10. Complete 850 MKIII head steady and spring assembly, \$25. Will consider trade-in of earlier box section head steady.
11. Used mainshafts for pre-Commando AMC gearboxes, in excellent condition, \$10 ea.
12. Commando Roadster grab rail (not the same as the ones on Interstates) in perfect condition with all hardware, \$15.
13. New Commando 20 tooth countershaft sprocket, \$20.
14. '56 Dominator 99 (600cc twin with pre-AMC gearbox, DC generator, and magneto ignition) in midst of restoration. Disassembled, but engine, gearbox, wheels (with new tires installed), and brakes are complete with no expense spared. Many new parts included and this is not your usual "basket case". Includes parts manual and workshop manual. Call for more information. \$600.

Gene Austin (415) 573-9559 evenings

FOR SALE:

'72 Dunstall Norton. Has fairing, fiberglass tank, seat, and front fender, dual discs, Dunstall exhaust, and 5-speed transmission. Asking \$1,800.

Jim Zell (415) 868-0561

FOR SALE:

Red '74 850 Fastback in perfect shape, with Boyer ignition and Amal MKII carbs. Included are many extra parts, original factory service notes, manuals, Belstaffs, Marsee bags, tools, etc. Serious offers of \$1,950 or so.

Gary Broeder (415) 949-2291

FOR SALE: (reduced from last month)

1. Transmission gears, \$15 each.
2. Lucas RITA ignition, less rotor, \$30
3. Commando connecting rods, excellent, \$30 each.
4. New 850 +.020" piston set, \$55.
5. Commando clutch basket, \$15.
6. TIS brake backing plate, \$20.
7. Grab rail with clamps, perfect, \$15.
8. Atlas seat, original cover, \$35.
9. Roadster seat with new upholstery, \$40.
10. Brand new pair of Atlas mufflers, \$95.
11. Cush drive rear wheel, perfect, \$20.
12. Stock valves, \$6 each.
13. Alternator stators, \$30 each.
14. Hardened Commando clutch hub, \$25.
15. P-11 engine, less head, \$90
16. Brand new 33 piece forged and polished 1/2" drive socket set, \$100 new, \$35.
17. Chrome oil tank for P-11 or N-15, \$15.
18. Commando horn, \$8.
19. Set of those expensive Lucas turn signals, \$45.
20. Excellent 750 head, \$98.
21. "S" model central oil tank, \$20.
22. Red Atlas gas tank, excellent, no dents, \$65.
23. Original factory 750 or 850 shop manual, \$15.
24. Every other part you could imagine for your Norton at ridiculously low prices.

Ya ain't never gonna see Norton parts this cheap agin, so git off yer duff an' give me a call between 6 & 9 P.M. an' stock up on stuff you know yer gonna need!

Harvey (408) 255-7356 6-9 P.M.

FOR SALE:

'74 850 Interstate MKIIA in excellent condition. All original plus Craven rack and panniers included. 17,000 miles. \$1,550.

Jim Tolonen (408) 353-3241 eves.

FOR SALE:

1. Black Bell Star II, size 7 5/8, in excellent condition.
2. All original John Player Norton fiberglass dual headlamp fairing, windscreen, seat, front fender, and petrol tank cover with locking cap as provided to Norton by Avon. Includes steel petrol tank, all bracketry and fasteners, headlights, tail light, turn signals, clip-on bars, mirrors, wiring and switches, etc. Will sell as a complete set only. In excellent condition. \$1,200.
3. Original "black chrome" JPN exhaust pipes with crossover and unused "black chrome" JPN silencers.

Richard Eyler (408) 289-4452, work
(408) 338-3058, home

Norton Notice
985 E. GRANT PLACE
SAN MATEO, CA 94402

FIRST CLASS