

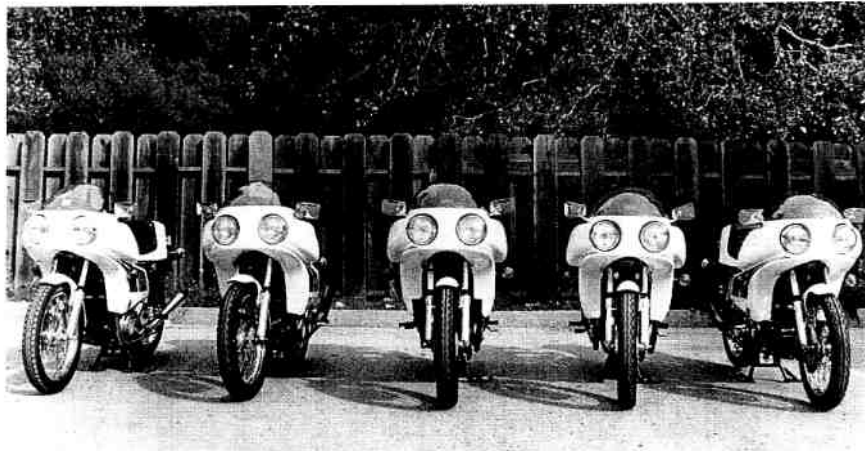
# Norton Notice

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

NO. 94

FEB., 1986

NOW YOU SEE THEM



NOW YOU DON'T

# THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



## Norton Notice

is published monthly by the NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB. Its 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, photograph (original or otherwise) as long as it is in good taste, so that other Norton enthusiasts may enjoy it. For Branch members who cannot attend club meetings or club rides, the NORTON NOTICE affords an opportunity to share experiences and information with the membership of the Branch, and to bring the Branch members closer together.

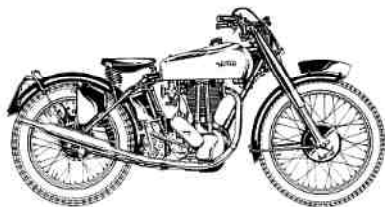
The deadline for items to be submitted for publication is the 15th of each month.

MEMBERSHIP IN THE NORTHERN CALIFORNIA BRANCH OF THE NORTON OWNERS CLUB IS AVAILABLE FOR \$25.00 PER YEAR.

MEMBERSHIP DUES ARE PAYABLE TO THE BRANCH SECRETARY/TREASURER.

RENEWAL DUES ARE PAYABLE AT THE END OF THE INDIVIDUAL'S MEMBERSHIP YEAR, THAT MONTH BEING DESIGNATED BY THE LAST NUMBER OF THE INDIVIDUAL'S MEMBERSHIP NUMBER AS LOCATED ON THE MAILING LABEL OF THE NORTON NOTICE OR THE MEMBERSHIP CARD. FOR EXAMPLE, 745/2 DENOTES MEMBER 745 WITH DUES EXPIRING ON THE 1ST OF FEBRUARY.

ALL CHANGES OF ADDRESS SHOULD GO TO THE BRANCH SECRETARY/TREASURER, NOT THE NORTON NOTICE EDITOR.



Model 500T in 1954 version

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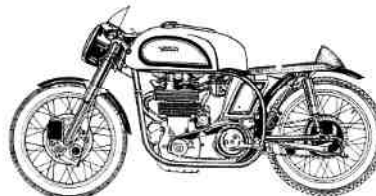
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### PARAPHERNALIA

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Subscription to the NORTON NOTICE only is available for \$15.00 per year. This does not include membership in the NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB, nor does it afford any of the rights or privileges of membership in the NOC.

Membership in the NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB entitles a member to monthly issues of the NORTON NOTICE bi-monthly issues of ROADHOLDER magazine, which is sent directly from England, keeping members informed of Norton owners' activities worldwide. Membership provides voting privileges at all NOC and Branch meetings, and allows one to purchase Norton spares directly from England, at significant savings, through the NOC Spares Program.



1963 catalog drawing of Manx 30M and 40M

## THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



### UPCOMING EVENTS

**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 OIL AND GASOLINE BY THE SCHEDULED DEPARTURE TIME AND ALL PERSONAL PROBLEMS TAKEN OF. IN OTHER WORDS . . . FULL TANKS AND EMPTY BLADDERS!

Friday-Sunday, Feb. 7-9: Expo. California Motorcycle and ATV Show at the Cow Palace, S.F.

Sunday, Feb. 9: Club Ride. Mt. Madonna ride. Meet at Rabers, 10:00 AM. Ride south via Ucas Road to Watsonville/Mt. Madonna Rd. Lunch at Mt. Madonna Inn. Return via secondary roads to Hwy. 17, then north to San Jose. Rain date Feb. 23.

Thursday, Feb. 11: Branch meeting. Class Reunion. Palo Alto.

Sunday, Mar. 2: AFM races. Sears Point opening for the AFM season.

Thursday, Mar. 11: Branch meeting. Class Reunion. Palo Alto.

Sunday, Mar. 16: Club ride. King City ride. Meet at Rabers, 10:00 AM. South via Hwy 101 to 25 via Hollister, rest stop at Pinnacles. Continue to 198 turning west to San Lucas. North for lunch at King City.

Thursday, April 10: Branch meeting. Site to be announced.

Sunday, April 16: Mt. Hamilton ride. Meet at Rabers, 10:00 AM.

SURVEY SURVEY SURVEY SURVEY SURVEY SURVEY

The enclosed survey is an effort on my part to sketch out a profile of the typical club member. At the moment, decisions on what to include in the NW are based on past issues, conversations with members, and a gut feeling on what members would probably like to read and look at. With your help I may be able to gain some guidance in selecting future materials. Please take a moment to fill it out and mail it in. Thanks. -ed.

## The Norton experience



## THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

Every once in awhile something comes along which is just plain fun to read. John Foyston, the author of the article which follows, is a NCC member who writes on the side for the Ducati newsletter (shame). I have not met John but from what he writes he is obviously talented, and has a good sense of humor. Although the article is not Norton related it does have to do with the larger world of motorcycling and is, I am sure you will find, worthy of being featured in the NN. Our thanks to John and I hope he continues to write more amusing pieces like "Daytona Bike Week" - - Ed.

### DAYTONA BIKE WEEK: A SOCIOLOGICAL EXAMINATION OF AN AUTHENTIC PRIMITIVE RITE OF SPRING, OR, LET'S PARTY, BRO!!!

By John (The Pine Cone King) Foyston

Well, it's all over now. I haven't heard the staggering idle of a Harley (or seen the stagger of a Harley rider) for hours now. It's Monday morning after Bike Week and everybody's gone home. Daytona Beach is now inundated by a mindless, barely post-teen wave of college students, all intent upon achieving the perfect tan. Outside the motel, the garbage trucks are busily clearing away the refuse left by some of the most intense party devils on the continent. The ceaseless whine of hydraulic compactors crushing against what must be tons of empty beer cans forms a curiously soothing background against which to begin trying to sort out an entire week of sensory overload on this, the most depressing of all mornings; the ultimate morning after: the morning after Bike Week.

The thing that makes this morning so bad is that we almost made it; for a week there, we nearly owned the world. Everywhere you looked there were bikes and bikers and racers and helmets and leathers. Every day the level of energy picked up, every night the party got crazier, you could feel the town winding up like a cheap alarm clock nearing the busting point; by Thursday it was easy to assume that the world was ours and all those cars and realtors and accountants and the rest had just split and it was just bikes and noise and sun and races and partying.

Bike Week is not like other weeks; Daytona is not like other places. That seems like the easiest way to start. I know the first time that I went, I was expecting a sort of charming, faded elegance; hermit crabs scuttling through the wreckage of Art Deco motels and all that. Well, it's nothing of the sort. Oh, there may be those elements around, but that isn't what makes the impression; what does impress you is the sameness of Daytona, how the fast food stands obscure the palm trees and the Art Deco motels have long since been torn down to become gas stations or tee-shirt shops or parking lots. Daytona is America and Bike Week is how America parties down; it's that simple.

After a great trip in October, it was a foregone conclusion that we'd be back for the big race, though on a somewhat smaller scale. No bizjets this time; we had some friends from Seattle who had some room in their van and gave the bike a lift out East while we, Dave, Dick and myself flew out commercially. Dave had what amounted to a new bike built over the winter; a genuine Ducati race shop 750 endurance motor slotted into last year's basic chassis with Forcella Italia forks and Brembo quick-detachable four-piston calipers and fullfloating discs. A whole winters worth of detailing and machining produced a bike that had noticeably more power than last year's 600 and was substantially lighter, not a bad combination and we looked forward to a good race in lightweight mod. BOTT against Roger Sears and the rest.

### LOWERY'S LAW:

If it jams - force it. If it breaks: it needed replacing anyway.

### CROSSMAN'S MISQUOTE OF H.L. MENCKEN:

Complex problems have simple, easy-to-understand wrong answers.

Dick and I arrived late Friday night and since it was too late to do anything serious, we decided to take a walk down Main Street. Now main street is not like other Main Streets... (that doesn't surprise you, does it?) Main Street, Daytona U.S.A. is a four block stretch west of A1A that consists of, honest-to-God, alternating Taverns, tee-shirt shops and Harley parts stores. That's all! Even at this early date, a couple of days before the races even began, Main Street was starting to heat up; choppers lining each side of the street, angle-parked the entire length, and wall to wall chopper bros on the sidewalk all dressed in the Daytona uniform of black tee-shirt with an eagle of some sort on it and old faded blue jeans. The tee-shirt sales must be stunning; they figure almost 100,000 bikes in the area during the week, and I'm sure that tee-shirts out number bikers by at least 3:1 margin. There are obscure tee-shirt factories in Georgia that spend the whole year pumping out literally tons of black tees with eagles and slogans like "BROTHERS IN THE WIND", DAYTONA BIKE WEEK '85" and the ever popular 'DAYTONA', on a clear night you can smell the rice burning... There are all those poor illegal aliens churning out whole semi-loads of these things just to feed the apparently insatiable hunger of yer average chopper bro for something in a sic black.

Walking down main street gave us a good opportunity to begin to assimilate one of the most basic skills required in Daytona; a maneuver best referred to as "muddle and lurch". To really understand the importance of this move, you must first understand that NOBODY walks during Bike Week. To prove my point, I'm gonna digress here and relate a scene that occurred later in the week. Our crew was engaged in what had come to be one of our favorite evening pastimes which was leaning on the concrete rail of our 7th floor balcony with Gin and Tonics firmly in hand simply watching; it didn't matter when or where you looked, walking into the parking lot gettin' ready for a nice putt... (see my Earth to Chopper Bro glossary of handy terms in appendix 'A'). Now, watching more than one Harley guy start and leave was always a treat as you were dealing with widely differing blood alcohol levels, states of tune, phazze of the moon, barometric pressures, etc., all of which seemed to insure that one bike would start fairly quickly and the rest could take all night... I will deal with this phenomenon more closely in a later chapter; suffice it to say that the sight of two chopper bros walking out to their scoots ensured at least five minutes of grins.

The first guy gets his somewhat decrepit Electra - Glide fired on the button, which was a surprise... WHUNKAWHUNKAWHUNKAWHUNKAWHUNK, BLAP, BLAP, BLAP... no sweat. Meanwhile, the guy with the mopey Sparty (see appendix 'A') is laboring mightily under the Florida sun, his impassioned lungs at the kick starter producing that most desolate of sounds; the mechanical sneer of a Harley that's gonnam start when it's damn well ready and not a second before KACHUNGA, WHUFFA, WHUFFA, KACHUNGA, WHUFFA, WHUFFA, WHUFFA, WHUFFA, WHUFFA, WHUFFA, WHUFFA, WHUFFA... A couple of minutes into this scenario, the first guy gets off his Glide (BLAP, BLAP, BLAP) and goes over to help his bro thinking that the two of them have a 50/50 chance of wearing down the beast and finally, as in most cases, the thing did reheat and burst into glorious, if somewhat ragged, song BRAAAAAAAAAA-AAAAAPPPPPPP, BLAP, BLAP, BLAP... by which time of course, 'Glide 'A' had expired with a soft hicough and needed to be started again... WHUNKA, WHUNKA, WHUNKA, WHUNKA, KABOOM, BLAPETTY, BLAP, BLAP... Finally both these guys had their bikes running and all that remained was to select low gear, KACHUUNGG! and roar off into the sunset, free spirits, brothers in the wind, roaming wherever destiny beckoned which was, in this particular case, the Wendys burger stand across the street...! Honest to God, these guys lurched across the street and after all that sturm and drang in the parking lot, shut 'em down and strolled in to chow down on some of those good Wendyburgers. We couldn't believe it, I could hardly stop laughing though I did manage to compose myself to the extent of bellowing down "You guys do any touring??"

All of the preceding is by way of illustration that NOBODY walks in Daytona except maybe civilians. Since nobody is walking, it only stands to reason that there is a lot of traffic; wall-to-wall traffic, in fact, trucks, choppers, Ninjas, Goldwing squadrons, entire schools of RD squirts, bemused old men in hats vaguely herding gigantic Winnebagos Miami-ward, normal residents trying to get to work or school, more choopers, all fermenting under the Florida sun, creating a giant, immobile, raucous, carbon monoxide

(Continued page #)



# EDITOR'S NOTES



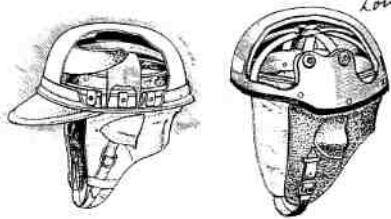
**HOT DAMN!!** The sun's back!!! Not only that, but every single mount fired up, even the Triumph that had been sitting for months without front forks. I ran each of them this past weekend, listening for new noises, sensitive to any handling quirks. My Dunstall has a buzz in the fairing that I don't remember but and I've developed a squeak in the brakes but otherwise the ride was sheer enjoyment. Bring on Spring! Wait a minute. It's still only mid Jan. Oh, well, that's California for you. I guess we will get more rain.

I've been pleased by the response to the new slant for the NW. I've managed to amass a collection of articles which I think you will find enjoyable in the coming months and I believe the problem with photos has been solved. The proof is in the pudding I guess so I'll be looking closely at this issue to see how my efforts have paid off. If things are still not quite right hold on a little longer -- it's no easy chore to keep quality high on a meager budget.

On the Branch meeting front, about 12 of us gathered at the Hotel Utah for the Jan. meeting. I was delighted to meet Dick Rutter who graciously contributed our Jan. newsletter cover. I hope we see him on some of the club rides. Art Sirota announced some shady financial dealings which he and Tim Coburn have undertaken much to the displeasure of the President who seems to be losing power daily to an aggressive staff. Not to worry -- as long as Scot keeps buying the beers no staff member dares to question his authority. Art has written to Bert Hopwood asking him to become an honorary member and invited him to stay with Scot should he come to the US. In an unusual display of good will for the new year Scot offered to pay for any tickets members accumulate on the Jan. 19th ride. This action was applauded by all present and many vowed to call their friends to make this the biggest and best ride ever.

Those of you who haven't seen the JPN spread in the Jan. issue of City Bike should hightail it down to your local dealer pronto. With this kind of publicity we may become a force in local politics soon.

The Bike Show opens at the Cow Palace on Feb. 7th. Frankly I thought it was terrible last year and vowed not to go again but the sponsors are now promising a larger display of vintage machines. There were some interesting racing machines on display last year and I hope that group returns. Keep your fingers crossed. Keep those cards and letters coming.



COVER PHOTO (left to right): Ben Phillips, Wayne Seymour, Art Sirota, Tim Coburn, Phil Radford. Thanks to Bob Marshall for photos.

## NORTHERN CALIFORNIA BRANCH TOOL LOAN-OUT PROGRAM

Get in touch with Harry Bunting if you need one or more of the following tools for working on your Commando. A refundable deposit equal to the replacement cost of the tool is required at the time you pick it up.

TOOL	DEPOSIT
exhaust lock ring tool.....	\$10
timing cover oil seal guide.....	5
clutch spring compressor.....	12
clutch locking tool.....	18
valve spring compressor.....	22
rocker spindle puller.....	25
crankshaft sprocket puller.....	12
timing pinion puller.....	20
gearbox layshaft bearing extractor..	15

Harry Bunting (415) 968-2020  
1401 Gilmore St.  
Mountain View, CA 94040

## NOTE FROM SEC/TREAS.

Dear Members,

Thank you very much for electing me your new Membership Secretary/Treasurer. I will try my best to do a good job and prove worthy of the trust you've shown in me. All of you can help by paying your renewal membership dues on time. To determine when your dues need to be renewed, check your membership number. The number on the right side of the slash indicates the month your dues expire.

Sometime this summer, probably around June, our club will hold its annual picnic/old timer's ride. I'd like to suggest that we try to get as many Norton singles present as possible to make the ride from Alice's Restaurant to Huckleberry Flats. So that means all of you members lucky or stupid enough to have a Norton single in your collection should start preparing now to have your machine running by June. Perhaps we could arrange for a group photo to be taken and mailed to England for possible inclusion in an upcoming calendar.

Art

## LATE NEWS BULLETIN

In an unprecedented show of remorse Nick Wiltz, co-leader of the pack, turned over "another wad of bills" collected at the Christmas party to Phil Radford. This brings the final amount collected at that gala event to \$105.

Departing club members saw a tormented Nick lying in the bushes moaning, "A new tire. This means a new tire. But, how can I? How can I?"

Witnesses to this scene are requested by Nick to write to him directly. He is hoping for an early trial date.

Lou



# THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

## PARAPHERNALIA

- |  |        |
|--|--------|
| 1. "My success is due to my unapproachable Norton" T-shirt, black with gold print.<br>Large only.      | \$8.00 |
| 2. NDC classic "N" T-shirt, dark blue with white print. Large and X-large only.                        | 8.00   |
| 3. " " " " " black with white print. Large only.   | 8.00   |
| 4. " " " " " white with black print. Medium and large only.  | 8.00   |
| 5. Northern California Branch logo T-shirt, white with blue and red print.<br>Small, medium and large. | 8.00   |
| 6. Northern California Branch logo baseball jersey, white with blue and red print.<br>X-large only.    | 9.50   |

NOTE: All T-shirts are \$1.50 postage.

- |   |      |
|---|------|
| 7. Commando Service Notes, 45 pages compiled and printed in England by NDC. | 5.00 |
| 8. 3"x 3" NDC machine badge.  | 6.00 |
| 9. 4 1/2" red NDC sticker   | 1.00 |
| 10. 2" " " " "  | .50  |
| 11. 2 1/2" x 3 1/2" red, white, and blue NDC sticker                        | .75  |
| 12. 2" red, silver, and black NDC sticker                                   | .75  |
| 13. 4" red and white embroidered cloth NDC patch                            | 2.50 |
| 14. 2" " " " " " " "  | 1.50 |
| 15. red enamel NDC lapel pin  | 1.25 |
| 16. " " " " " key fob   | 1.50 |
| 17. red, white, and blue enamel John Player Norton lapel pin                | 1.50 |
| 18. " " " " " " " " key fob   | 1.75 |

Call or write for details concerning availability and postage of items.

Tom Borman  
4278 - 25th St.  
San Francisco, CA 94114  
(415) 282-9304



NORTON RIDER AFTER CLUB RIDE



# THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

## LETTERS



### THE NORTON NEVER BREAKS VALVES.



Dear Editor,

I traveled to England in December and visited both the Triumph and Norton factories. They are both in the same boat when it comes to exporting bikes to the States. Triumph was quoted a \$7,000.00 per unit premium for product liability and Norton \$2,000.00 per unit. It appears Triumph is more of a cottage industry now, only building a few bikes. Lots of parts for 1950 on and not much hope of mass production of motorcycles. Norton has hopes for the Rotary in marine, aircraft, and stationary engine applications. I was told that not even the Director of Norton is permitted to purchase a Rotary. He rides a Dominado and owns the last one, a silver 1977 Interstate. Both Les Harris at Triumph and Steve Sydney at Norton told me two years from now they may be available in the U.S. but the insurance climate must change for this to come about. Twenty employees at Triumph and forty at Norton seemed happy, secure in their jobs, and optimistic about the future.

Yours,

Pat Munroe  
Munroe Motors

Dear Editor,

Thanks to Phil Radford and Robert Briscoe for the years of service to the membership of the NCC. You never gave up and always gave more than you got.

A Norton Rider

### THE MAZEL STORY

OR

### CARL'S BACK!!!!

For those of you too young to remember, about six years ago the NORTON NOTICE ran a series of letters from Carl Mazel, a Norton aficionado from way back when. At Mike Rettie's suggestion I wrote to Carl and asked him to tell us more. To date I have received four single-spaced typewritten pages from Carl and folks, that's the strength of the Norton experience. What follows is the first installment of Carl's comments. I hope you enjoy it as much as I did.

Dear Lou,

Thank you for your brief note, re: Mike's suggestion. I used to do a bit in the NORTON NOTICE a few years back. There are a number of articles in the NOTICE that I did, and if you will look them up they will give you an idea as to how I write. Good or bad I can't say. Most of my experiences are true to life and I enjoyed each and every one. Motorcycles today are so much more refined and reliable that even as I look back it just doesn't seem possible. Joe Prince of the Dark Side of the Moon Lucas was always there to swear by. He has, fortunately, upgraded his act considerably since the old days. However, if you ever rode a Harley or Indian and lost the ground wire to the generator you had an instant flash bulb for the electrical system. Most of the time you could slow down, change to the high beam, and continue on. Making sure that your speed was such so the voltage did not exceed the flash

point of the headlamp bulb. That is something that is unheard of today.

The most fun ride on a Norton I ever had was a trip on a Manx of 1948 vintage. Since they are racing machines, as you know, my Manx had a six volt battery for lights and was a total loss type of system. I had a copper oxide rectifier for charging the battery and I know that the battery was good for three hours of undimmed light, front and rear. The ignition was by BTH magneto, which was always superb. I lived in Beverly Hills at the time and went to the road races at Palm Springs for the weekend. A friend of mine had a small cottage there and I was guaranteed floor space for my sleeping bag and garage facilities for my Manx Norton. This meant that the battery charger was welcomed.

I left my apartment at the break of day. Going through Los Angeles in 1951 was a big challenge because there were no freeways and a long legged Manx is very impatient when it is only allowed to run in 2nd and 3rd gear. However, I cleared the city and made a dash for the springs. By the time I got to the outskirts of San Bernardino it was light and cool. After leaving the city limits I stopped, took out the band in the megaphone, changed the main jet, and let fly. Just as I pulled back on the road an M.C. Midget went smoking by. From there to Palm Springs it was a big race. Not really, because the Manx would go by him in third gear. I beat him to Palm Springs and stopped for breakfast.

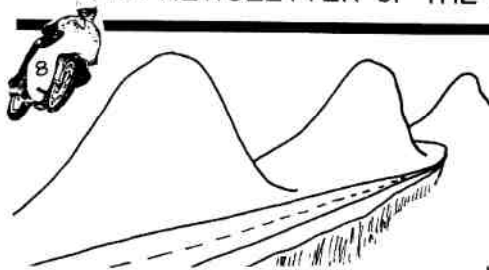
As I was eating, the waitress said there were two fellows looking at my Manx motorcycle. They came in and introduced themselves, answering to the names of Henry Manney, now deceased, and one Roger Moore. I formed a long-standing friendship with Henry and bought a Manx Norton from him in later years. I think when I blew them guys off Henry decided to find a Manx Norton and he bought one from the late Clarence Cyszcz. I don't know for sure, but I think I was one of the very first to put a Manx Norton on the road. The engine didn't run below 4000rpm, and even though they were tractable they liked to run out to the limit of 6250rpm much better. Many others have done it since and their own enjoyment is only overshadowed by my own.

The only breakdowns I remember were chain failures. Usually late at night when it was damn near impossible to find your chain until you had walked a few miles back and forth. Running out of petrol (gasoline) is another fun thing. Fouled spark plugs were another thing that is almost unheard of today. What a pleasure it would have been to go for a ride with all the electronic ignitions of today.

The alternators of today are superb, and I still think if they were more prevalent then motorcycles would have gone even further than they did. To mention nothing of the roads now as compared to then.

My favorite Norton was a 1950 Manx double-knocker. In fact there is a nice picture of it and me in a dunce cap on the cover of the NORTON NOTICE. It was in the February, 1950 issue. I think Steve Coburn was the Editor then. He got me to write a column. The 1950 double-knocker was the fastest one I had up until I bought my brand new one in 1955. It was a short-stroke 500cc Manx that I ordered from the factory with the help of the late Herb Caspary, one of the finest businessmen/motorcycle shop owners that I have ever known. I started to ride before World War II. Most of my rides were behind some big ol' on an old

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souffle of a traffic jam. This is where the 'paddle and lurch' comes into its own. Since it's sure as hell gonna take at least two lights to travel any given block, the opportunities for expressing one's God-given machismo and just general badness are limited indeed. Generally these consisted of rapping the pipes which all but the guys unfortunate enough to own stock Jap bikes indulged in constantly, glaring at people with a sort of abbreviated race face, and 'padding and lurching' which was practiced by all. The classic 'paddle and lurch' is best done by a true RD squid, who, having been sitting in traffic for over an hour feeling his very soul (not to mention his clutch) wilting, will finally give vent to all the frustration his 18 year-old psyche can muster in a hellacious burst of smoke, rubber and noise, aiming his straining, wheelying mount at the only open space within miles. Unfortunately, this being Daytona and the carbon-monoxide souffle traffic jam and all, that space ends rather abruptly about 10 feet in front of our hero who now realizes in mid-wheely that God aint gonna suspend the laws of physics even for a Kenny Roberts replica and mashes on the binders coming to a shaking halt inches away from a Buick-ful of tourists who are goggling around at all the bikers and rearing back to lock all the doors. That pretty much explains the 'lurch'; the 'paddle' comes into play immediately after the 'lurch' when the 'lurcher' has to immediately extend any available appendage to remain upright. The 'paddle' is also about the fastest way to move in traffic and will double the life of most clutches.

Understanding the concepts of 'paddle and lurch' is central to the real connoisseur of Daytona traffic flow and provides the basis for full enjoyment of the various perversions committed on the public streets thereof. As we walked towards the Boot Hill saloon we realized that one of the other hallmarks of the bike week is the audience participation aspect which was admirably illustrated as we made our way across A1A. A ratty 'ol Knucklehead, (the bike, not the rider; see appendix 'A') had pulled up to the stop light as we passed in front, nothing unusual, except this particular Harley was earnestly employed in pumping the entire contents of its oil tank (see...well, you know) on the ground. I mean, there was a pool about 2 feet across under the bike. Well, we weren't gonna say anything because I hadn't seen a Harley eat it's main for two or three minutes but some good-hearted soul behind us leaned over to the rider and stated the following sentence, which, were there any justice in the world, would certainly be graven on something more enduring than these pages: "Hey bro, you're puddin' up!" The rider, rudely jarred from his chemically induced haze, glanced down and ascertained that he was, indeed puddin' up (either that, or an oil tanker had run aground beneath his bike) and did the only sensible thing; he shut 'er down and wheeled it the hell off the road before the cops saw him and made him clean it up.

(TO BE CONTINUED)

## WELCOME NEW MEMBERS

William W. Bullard	Tacoma, WA
Blair Rozek	Penn Valley, CA
Carl Gulbransen,	Palo Alto, CA
Bob Rowley	La Canada, CA

## WYSZKOWSKI'S SECOND LAW:

Anything can be made to work if you fiddle with it long enough.

Chief or Indian Scout. My folks never knew, but I could well imagine what my mom would have said and done to me if she had known.

Currently I just work on overhead camshaft Nortons. I have been doing this since the middle of 1948. I make parts and they go all over the world --South Africa, Australia, Japan, England, and Germany are some of my customers. I have two Norton Internationals and intend to stop work when the current batch of engine rebuildables are finished. My shop is behind my house and obviously I'm not going to stop playing. However, my last ride on one of my own Inters was on April 14, 1964, so you can see it has been quite a while. That was on my 1957 Inter. My 1952 Inter has never been run by me. I got it in 1955 as a basket case without an engine. In the following months of 1986 I will be riding one of them. They still represent to me the finest rides of any motorcycles that I have ridden. They had their faults, but in their time they were much more in the relationship to motorcycling than their counterparts are today. Not that I don't enjoy knowing that my motorcycles played a part in what we have today, albeit a small part. Still, when you look at the reliable new rocketships of today you wonder what they are really achieving.

The things that I do are based on my 43 years of machine work. The fellows I worked for left me with ideas that are not common knowledge, but as I go through this life I have left a few on my customers and fellow motorcyclists. I think Mike Rettie, Tom Keeble, Jan Barton, and a few more in your area have learned from me. How well they learned I cannot say, but I have laid a few of the choice words on them. I am somewhat opinionated and make strong ties with those I consider friends. Mike Rettie will tell you that. My machine shop is technically a jobbing machine shop. When work is slow I work on overhead cam Nortons. I make what I need and the rest is history. My methods are my own, and while I am mostly self dependent, I have a few people who I can converse with to get inside information. However, most all are retired, the youngest being me. The next is 62 years old and then to 96 years. The old guy was a riding mechanic at the Indianapolis Motor Speedway. One of these fellows, who was the best man at my wedding, is one of the best wood patternmakers in the U.S.A.

Well, there you have a little bit. Most of the stuff I am familiar with went out with high button shoes. I would have to answer questions to be most effective. In the past I only got one letter from all the writing I did, so what my effectiveness would be is kind of moot. I don't work on anything but Norton cammy singles. However, I am prevailed upon to help out at various times, but then only for friends.

That is about all I can tell you from here at this point. I hope you had a very nice Christmas and have a very healthy, happy, and prosperous New Year.

Sincerely,

Carl Mazel  
10606 Jordan Ave.  
Chatsworth, CA 91311

## RUMOR DEPARTMENT

According to Brian Stark (ad which appeared in the "Norton Rag" - the San Diego Club newsletter), "... Norton are looking into making a new batch of Commandoes which will be in MK11A Interstate configuration with some MK111 features such as adjustable Isolastics, hinged seat, cottered swingarm pivot, etc., but retaining the right side shift which makes them illegal to be sold in the USA."



## THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



### INTERVIEW WITH A NORTON RACER

Lee Steinmetz is a young racer who works at T.T. Motors in Berkeley. He was kind enough to agree to an interview to discuss the Norton which is pictured in this issue. I'll be following his progress through the racing season this year and will follow up on any changes he makes to his Norton. From his successes in only two seasons it sounds like we may have a winner in the Norton ranks this year. Thanks for the time, Lee.

LC: How would you describe your bike in general?

LS: It's a 750 engine. It's basically a Commando. It's been modified; there isn't very much that's stock. It's made up of a lot of different years of Commandos. The engine is a MKIII lower end with a shortened crank, 750 barrels, Powermax pistons, 750 small port head that was milled and ported.

LC: What work was done at T.T.?

LS: The milling wasn't done here. I did the porting myself with the guidance of Kenny Augustine who is one of the top flow men in the country. He is Kinetic Analysis in San Rafael. It's got 1mm oversize inlets and 1mm oversize exhausts. It's got Harley Davidson valves in it that were cut down to fit. They were used because they had a nice shape and were available. They're lighter than Norton valves.

LC: Has anything failed or been replaced?

LS: I had trouble with the cams at the beginning of the season. Because of the oversize valves I had to have a cam specially ground and it was done by Jim Dewar of Megacycle and then he and Kenny Augustine got together and designed a cam that's got high lift and short duration and wide lobe centers so that the valves wouldn't run into each other.

LC: What kind of plugs do you run?

LS: I'm running N82s now. It's a lot colder plug than N7Vs. It's got 36mm Amal MKII carbs with no air cleaners.

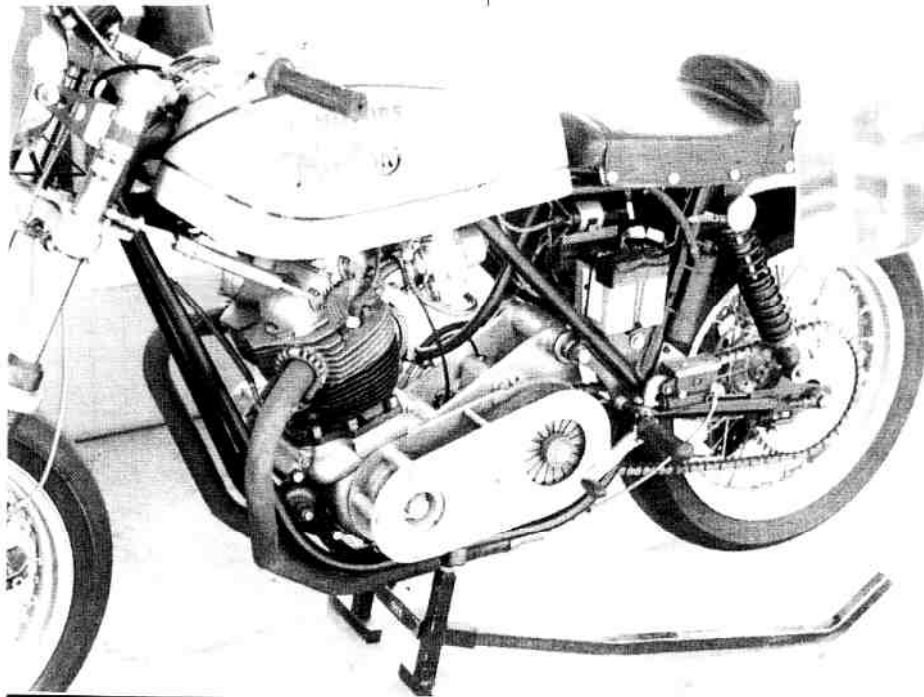
LC: What about engine cooling? There's no oil cooler on it.

LS: It used to have an aluminum cradle which seemed to act as a pretty good heat sink. With an aluminum cradle and an aluminum guard over the primary it seemed to cool the bottom end up pretty good. It didn't seem to run hot. And with the kind of racing I've been doing which is mostly sprint racing it didn't seem to be a problem. I've been running 50W Redline Racing Oil. Because it's so expensive I've been changing it every other race.

LC: You've got springs on your exhaust pipes. Have the pipes been a problem?

LS: Only when I crashed. The pipes are spigot mounted with inserts that thread into the head and the pipes slip over those and are held in with springs so it comes off with just two bolts and four springs which makes it easy.

(Continued page 13)





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ALL ADS WILL RUN FOR TWO MONTHS UNLESS YOU RESUBMIT THEM IN WRITING TO THE EDITOR.

**FOR SALE**

1957 ES2 frame with swinging arm. \$30.  
 Complete set of engine plates for ES2 frame. \$25.

Phil Radford  
 (408) 293-4548

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New petrol tank caps for early Model 7, 89, and 99. Twist-on type, \$5 each.  
 Used 932 Amals, \$25/pair.  
 Aluminum speedo and tach cases, \$5 each.  
 K & N air filter, used, \$4.  
 Early style headsteady, \$4.  
 Chainguard, used, no dents, \$12.  
 MK2 oil tank, perfect, \$15.  
 Norton Lockheed front disc brake complete, with hub, rim, slider, spokes, and good condition K81 Dunlop, \$90.  
 Luggage rack, \$5.  
 Steel Roadster gas tank, no dents, \$45.  
 Steel Roadster side panels, \$20/pair.  
 Interstate exhaust pipes, need re-chroming, \$20/pair.  
 Reverse cone Norton silencers, excellent cond., \$25/pair.  
 Roadster seat, no rips, like new, \$25.  
 Misc. handlebars, free.  
 1972 rear wheel with K81 Dunlop, \$30.  
 Stainless front and rear fenders, \$15 each.  
 New original Fastback gas tank, \$95.  
 New Fastback tail section, \$45.  
 New Fastback seat, \$55.  
 Used Cirling rear shocks, \$10/pair.  
 Commando headlamp ears, need re-chroming, free.  
 Plastic license plate frame from T.T. Motors, used, original, \$375 (Very rare!).  
 Used 6 volt coils, free.  
 Used 12 volt coils, \$5 each.  
 Haynes latest Commando workshop manual, new, \$15.  
 Pre-MK3 right hand rider's footrest support, \$15.  
 Pre-MK3 left hand footrest support and rear brake lever, \$25.

Art Sirota  
 Menlo Park  
 415-327-3167

**WANTED**

Bolt-up wideline Featherline frame, any condition, to purchase or trade for similar items.

Mike ReLlie  
 (415) 523-3940 (eves.)

Dear Editor,

Have just joined NOC - - presently I own two Nortons, a 1961 650cc Manxman Twin which I ride and have owned since 1964, and a recent acquisition, a 1952 500T trials single #37 46113. This latter machine is a basket case: what I have is a frame, forks, complete upright gearbox, and most of the engine. Presently the front wheel is a Rickman 21" alloy on an alloy conical hub off a later BSA single and the rear wheel I have appears to be from a 16H. So I need everything else, as follows:

1. Top fork crown plate (Fork head clip) D-3T/174 and handlebar clips, D-2/175 - 2 ea. The fork tubes are on 7" centers.
2. Complete clutch and engine drive sprocket
3. Rear engine to trans mounting plates
4. Oil tank and lines
5. Correct wheels and hubs
6. Footpegs, seat, handlebar, and control levers

Engine parts:  
 (ES-2 through '63 I believe will work, right?)  
 Oil pump with drive gear, intake and exhaust cams, new lifters, pushrods, cylinder head sleeve nuts (4), magneto - all internals for BTH KD1-C6 TT magneto (just have outer case), carb adapter (screws into head), carb 276 AV/1BE 1 1/16 bore and remote bowl, cam drive gear (half time pinion and key), mag chain cover, misc. nuts and bolts.

Some of these parts are available through Accessory Mart/Domiracer but thought I'd ask if you had any other sources. I would be interested in a complete ES-2 engine for parts if you know of any.

I know this is an almost overwhelming project but any help would be appreciated. I am working on other projects at this time also; a 1956 DL3 CS Matchless, an M-20 BSA, a 1949 B-33 plunger BSA, and a 1958 TR-6 Triumph and probably an A-7 BSA twin (a possible trade).

Anyway just thought I would make contact. Thanks so much for your help.

Bill Perka  
 5416 Wilson St.  
 Port Townsend, WA 98368  
 (206)385-2052

**FOR SALE:**

'73 (actually 10/72) 750 Commando with long range fastback tank, seat, and sidecovers. Has combat engine with lowered compression, dual 32mm Mikunis, Boyer ignition, new Roadster exhaust system, and cast aluminum wheels with new Roadrunner tires. \$1,500 with cast wheels or \$1,200 with stock wheels and new Sport Elite tires.

Write for more information.  
 Gene Austin  
 985 E. Grant Pl.  
 San Mateo, CA 94402



# THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

## FOR SALE:

1969 BSA Lightning. 650cc. Nonrunner. 75% complete. Good restoration project or parts bike. \$275.

Phil Radford  
(408)293-4548  
(Morns. or wknds.)

## FOR SALE:

1. New forged aluminum clip-ons for Roadholders and other 35mm fork tubes, \$50.
2. New sintered bronze 850 clutch plate set, \$45.
3. New Commando steels clutch plate set, \$25.
4. New Atlas clutch plate set, \$20.
5. New Commando hardened clutch center, \$45.
6. New Commando primary chain, \$35.
7. Used black CCP fork brace for disc brake Commando. Will also fit drum brake models with spacer, \$40.
8. Used Craven rack for Commandos with all hardware, clamps, and Craven support braces which connect to passenger peg mounts, \$40.
9. Stewart-Warner oil pressure gauge with stainless steel hose and mounting plate, all hardware, and cylinder head oil pressure adapter, \$40.
10. Used pair of servicable 32mm concentric Amal carbs, \$30.
11. Used Commando steering damper kit #064247 with original instructions and parts list, \$30.
12. Cambray cast aluminum wheels for '71-'74 Commando. WM3-19 front and WM4-18 rear with new Roadrunner tires and speedo drive. Ready to bolt on, \$400.
13. New Amal concentric carb slides, 3 1/2 cutaway, for 30 and 32mm carbs, \$16 a pair.

Write for more information.

Gene Austin  
985 E. Grant Pl.  
San Mateo, CA 94402

## FOR SALE

'72 Combat 750. 3917 miles. all English; extra parts; must be seen to appreciate. Best offer over \$2,000.

Dave or Jim (335-7020 or 335-3701) Leave message.



## COIL UPDATE

(Through an inadvertent omission the following letter has been lying around the NN office for many moons now. Our apologies to Charles Bulkley. NOTICE readers should consider this a test of their ability to find back issues of the NN - look for issue #87, July, 1985, and Scot's lead article.)

Dear Editor,

I think the motto "A little bit of knowledge is a profitable thing" must adorn the premises of companies like Accel and K-Mart. I conclude this after reading your lead article in #87 about ignition coils.

The UJM shops do a brisk business in aftermarket coils as their OEM coils are epoxy insulated. If the secondary lead becomes disconnected while the engine is running, the high voltage invariably short circuits through the epoxy insulation to ground, carbonizing it. This creates a high resistance parallel circuit. The coil seems to work fine until you really need it, i.e., full throttle, when the plug gap resistance is at its greatest (Presto - Accel just made another overinflated profit.).

It's a lot more expensive to manufacture oil insulated coils. The stock Norton coils are extremely well designed and matched to their intended use. The beauty of the design is that if the secondary circuit (spark plug wire) opens, the bridging plate, which Scot calls a "buffer", provides a path to ground for the spark (the primary and secondary windings are tied together on the points side of the coil) through the oil, which is self-healing and doesn't carbonize like epoxy. The oil also helps cool the windings which work better when cool (thermal reactance). If Scot had merely insulated the coil from the strap (ground), everything would have worked fine. I have over 20K miles on my Trident with a damaged coil (BB elect. ign. which uses 6V coils) in stock rubber bushings after an acquaintance moronically over tightened his metal coil strap on his Commando and we switched coils. I have subsequently used electrical tape and inner tube rubber on two other identical situations.

I have read other accounts which stated Lucas coils didn't produce as much voltage as brand "X". Judging a coil by output voltage is like trying to evaluate a motorcycle by how many pounds it weighs (the more the better mentality).

Any engine that produces up to 2 hp per cubic inch requires no more than 5 kv. The Lucas coils produce 10 kv. Anything more is detrimental and unusable. It shortens the life of both plugs and points and electronic switching by drawing more current, which requires larger generation capability, which increases weight and hp loss, etc., etc., etc.

If you were to alter the design parameters of Lucas coils in any way you would lose efficiency.

The vast majority of so-called "electrical failures" on British motorcycles I have seen have been the result of a major idiot factor-- the owner who does not learn about his motorcycle and dealers who profiteer by convincing him what he has is faulty by design.

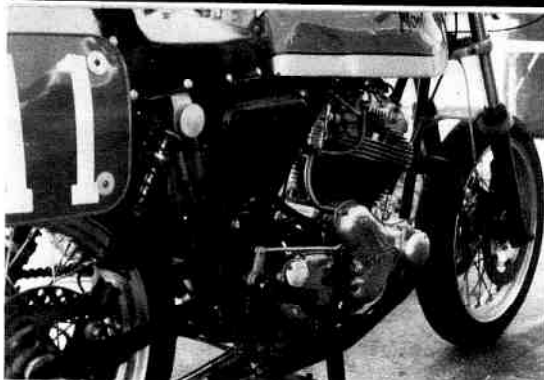
The engineers at Lucas must think we are all morons.

P.S. One source of corrosion Scot speaks of in the warning light assimilators and other electrical items are the coin car washes. They use strong alkali detergents that are very corrosive to all metals. I have seen many a rider diligently forcing this agent into every crevice he can find. Oh - - -

I give up. The list just goes on and on and on.

Charles Bulkley  
Oakland, CA

# THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



Editor's Commando-powered commute vehicle -- urban specs.

LC: And there are no mufflers?

LS: No mufflers. The pipes are about 38" long. I'm planning on making new pipes for next season, maybe larger diameter. I'll probably have to play with the length. The current diameter is 1 1/2".

LC: The frame is stock?

LS: It's a stock '74 frame. After I'd been through an aluminum cradle I went to a MKIII cradle with a MKII swingarm. I bent the aluminum in a crash at Sears while I was practicing. I went down in turn 9 and broke my foot and bent the bike up. That was the race after Laguna this past racing season.

LC: What about the front forks?

LS: It's a Marzocchi front end off of a Ducati Super Sport. It's got an unidentified spool hub. I got it out of a scrap pile. I had the boys over at Kozman make rotors for it. They took an 11.5 rotor and cut it down to 11" and then made the dishes, the carriers, to fit on this front end.

LC: And you have dual discs?

LS: Yeah, dual Brembos. Last year with my other bike I ran a stock Norton front end with a single disc. This is much, much better.

LC: What weight oil do you use in the forks?

LS: Right now I'm using 10W. It dives quite a bit but I've got it set up fairly soft. Like a little too soft. But that's the spring rate. It's got 25-35 springs in it now which is a little bit too soft but the stock Ducati springs are too stiff.

LC: What about the brake?

LS: It's a Telefix and it works real well. I'm happy with it. I'm happy with the front end and the brakes other than the calipers. I'd rather go to Gramicos or Lockheeds for the next racing season. The wheels are DID, 18" WM-4 in the front and WM-5 in the rear.

LC: What about sprocket sizes?

LS: For Sears Point I've been running 21 front, 48 rear. The rear shocks are Fox. I've got 80lb. springs on it now; they seem to be working the best. I had softer ones on it before and that wasn't working. I'm still working on dialing this bike in. I've only got about half a season on it; it's still in the development stages.

LC: What about ignition?

LS: I've got an electronic ignition on it made by Opto. They call it a Megaspark 500Z. It's been modified to work on a twin cylinder and I've had real good luck with that. It's made for cars. It's a little round rotor which goes by an electric eye. Every time the opening goes by the eye it sparks. So you cover up two of the holes for a four cylinder and it works for a two cylinder. It runs right off the cam. No auto advance. I haven't had any problems with it yet.

LC: Where's the powerband in this bike?

LS: The powerband is between 4,000 and 6,800. 6,800 is when it levels off. I'd like to get it to pull past 7,000 but I may not be able to do it. It really pulls strong, though.

LC: What would you estimate the top at?

LS: Hard to say. I'd like to think 70+ but I don't really know.

LC: What is the weight?

LS: When I weighed it at the beginning of the season when it had the light cradle on it, it weighed in dry at 315lbs. That's without a battery, gas, and oil.

LC: You've got a belt conversion on it. Any problems so far?

LS: I haven't had any problems with it yet. I still haven't taken apart the tranny to see how it's holding up. I've talked to some other guys in the Norton Club and they really hate me for recommending them.

LC: Is that the only belt conversion available for the Norton?

LS: No, they make another kind in England. This is a OPD, a Quiet Power Drive, which is produced by Bob Oswald in his basement in Pennsylvania.

LC: Any unusual installation problems?

LS: Oh, yeah. I've had to shim the basket out to get the thing to fit. You usually have to cut away at the cradle to allow the tranny to slide forward to get the belt on. I ran a narrower belt last season. I think this one's 2" the narrower one is 1 1/2".

(Continued page 14)



# THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

LC: Have any of them broken?

LS: It didn't actually break. I caught it before that but the teeth were coming off. I was running it much looser. Since then I've been running it tighter. It's on my street bike now and I haven't had any problems with it.

LC: How do you judge the tightness of the belt?

LS: To accurately measure it you take a spring scale and preload it to like 7lbs and then see what the deflection is in inches. I forget what the specs are.

LC: Is the transmission a four or five speed?

LS: It's a four speed. One thing I did to modify the gearbox was to put a double row ball bearing where the kickstart spindle goes. I machined the layshaft down so it would fit and made a carrier that fits into the inner transmission cover to take the bearing. No problems so far. What I'd like to do is put another ball bearing on the outside of the high gear between the sprocket and the clutch to try and take some of the weight and the jacking off that. But that is still in the planning stages.

LC: What successes have you had racing so far?

LS: This is only my second season racing. Let's see. I took a second at Sears Point and I took a first at Willow Springs one time. I was really pleased. I got a fourth at Laguna in the Lightweight Modified Twins class. So, so far I've had a pretty good season. I've finished in the top four in all my races. I'm pretty pleased. Maybe I'll do better next year.

TO BE CONTINUED IN NEXT ISSUE

## SEARS POINT

"Them guys is nuts." I heard myself say at the exit of the Sears Point track. I had just finished 10 invigorating laps as part of the Austin Healey/Lotus/Jaguar/etc. club day (and Vintage Races) at the track. I really hadn't begun to tax the car, an AH with a 327 Chevy and wild tires, but then I dig have to get home that day. What I did tax, however, was my hope that one day I might race on the track as an AFM novice. I can't begin to imagine how bike riders can get around that track at an average speed of 80-85 mph. Much of the track is off camber, there are several blind spots, and you seem to be in a turn every 2

seconds. My hat is off to all those AFM, AMA, and FIM racers who try their luck at places like Sears. I mean, it's outrageous!

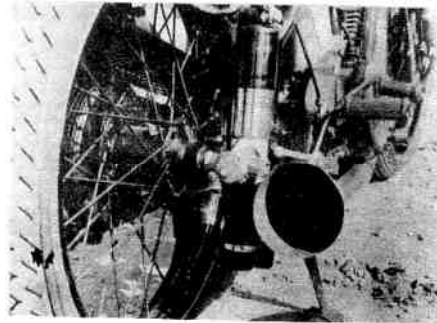
Ticket, at \$6.00, have got to be one of the best values around. Catch a few races next season when the AFM club schedule resumes. I hope we can get a club ride together and spend some time there. I'll keep you posted on the schedule.

Under the Smokey the Bear Act in the United States it is a crime to take Smokey's name in vain.

## BAY AREA NORTON NUT RECOMMENDS MUNROE MOTORS

I recently had an exhaust port thread repaired at Munroe Motors and was so delighted with the workmanship that I decided to write this little piece in the NOTICE to tell everyone about the high quality service they provided. The new threads were cut with the head right on the machine, which was very convenient as I didn't have to disturb the head bolt torque settings. An oversize nut which looks very original was provided, and the whole job was completed while I waited in the showroom. To save some money, remove the exhaust yourself prior to giving them the bike. Make an appointment before bringing your bike down to them. The price was very reasonable.

Art Sirota



## AWARDS DEPARTMENT

For all of you who have been scratching your heads over the "SORTIN' NORTONS" puzzle in the last issue the answer is:

Owner	Year	Color	Model
Milo	'70	White	Fastback
Lash	'74	Yellow	JPN
Mercurial	'58	Black	Nomad
Biff	'68	Red	Commando
Zeke	'75	Green	MKIII

The winner of the all-expense paid, four week European vacation for four was my wife who, after two months of wondering why I was typing so much, took a look at the Jan. issue and solved the problem in fifteen minutes. She wanted to know if the owners were club members. Blame it on the mails, Steve, but you were a close second.







# TECH TIPS

Dear Editor.

Just wanted to follow up on some info I presented in Oct.

Over the last few weeks I searched out and found some people who have possibly solved my cam destruction problems. Bob Raber pointed me in the direction of Nick Wiltz, a metallurgical engineer with Alloy Hard Surfacing who also happens to double as one of the new Norton ride organizers. Nick and the folks at AHS were extremely helpful and interested in the problems with my cams. They wasted little time testing my worn cam and new cam I recently purchased. To make a long story short, both factory SS cams were found to be incompletely or not at all hardened (Perhaps Nick could fill in the details.). That, combined with the pressure of stellite tipped cam followers made for instant must.

The only question still left unanswered is why is it always the drive side intake lobe that takes the beating? Spring pressure seems the obvious but for various reasons isn't the final answer.

At any rate, for those Nortons which eat cams (particularly English made cams), prior to installation of your new cam have AHS test and harden it for you; check your spring pressure and make absolutely sure your oilways are "white glove" clean.

Many thanks to Nick and AHS and Bob and Bill at Rabers, and the one interested Norton Notice reader who actually picked up the phone and offered his suggestions. To these folks I'll buy the rounds of ale and to the rest of you a very Merry Christmas and a Nortoning New Year.

Chris Nichols  
Mountain View, CA

## TECH TIP

Many riders leave the gas tap "on" when their machines are parked. If the float chamber needle is not seating properly, it is possible for the cylinder to fill with gasoline if the intake valve is open. If the quantity of gasoline is sufficient, it will "hydraulic" when the rider attempts to start the machine, quite often resulting in a bent connecting rod. As the piston comes up, it cannot compress the liquid, so something has to give, usually the connecting rod.

CYCLE WORLD  
June, 1969

## TECH TIP - - RECTIFIER

(Courtesy of the NORTON RAG, San Diego Club which got it from Joe Jackson, an electrical engineer who submitted it to LIMEY LINES, the Classic British Motorcycle Club in Cincinnati, and WOW, are tech tips tough to come by or what!

For only \$2.59, Radio Shack will sell you a solid state replacement for the Lucas rectifier (Lucas P/N 06-49072), which lists for \$37.39! The inexpensive replacement from Radio Shack (Archer P/N 276-1185) is a full-wave bridge rectifier, 25 Amp, 50 PIV (peak inverse voltage). The connections are clearly marked on the card on which the bridge is packed, and they accept the standard spade connectors. LIMEY LINES Editor, Ron Leisner, says, "Unless you are trying for a pristine restoration, this little device is just what you need as it is probably much more durable than the silicon Lucas rectifier."



## NORTON OWNER REACTS TO LATEST SPARES PRICE INCREASE ANNOUNCED IN ENGLAND

WANTED  
BSA B50 front end, complete with front wheel.  
Seen at TT Motors.

Dan Phillips  
(408) 578-1260 (Home)  
(408) 973-8930 (Work)

## FOR SALE:

Early Commando tach or speedo cannister \$5.  
Early Commando central oil tank, complete \$30.  
Early Commando lower triple clamp \$5.  
Atlas rear fender lift handles \$5.  
1950 Honda Mod 7 triple clamps (Allen) \$50.  
Shei FM-2 Fairing Universal Fit \$50.

1957 Norton Model 50, 550cc single. Near complete restoration. Registered. \$800.

1977 Ducati 860GTS Dual Brembo discs, electric start, custom paint. \$2000.

David Crader  
(408) work 736-7205,  
home 973-0838.

## NORTON OWNERS CLUB SURVEY

The staff of the NORTON NOTICE welcomes your responses to the following questions. All responses will be held in strictest confidence unless someone offers me big bucks for an exclusive list of exclusive owners.

1. I am a regular or near regular reader of the following (Check where appropriate):

- BIKE
- CLASSIC BIKE
- CLASSIC MECHANICS
- CLASSIC RACER
- CLASSIC MOTORCYCLE
- CYCLE
- CYCLE GUIDE
- CYCLE WORLD
- MOTORCYCLIST
- RIDER
- GOOD HOUSEKEEPING
- OTHER \_\_\_\_\_

2. We need more:

- SWAPS
- PICNICS/BARBECUES
- OVERNIGHTERS
- JOINT CLUB RIDES
- TECH SESSIONS AT MONTHLY MEETINGS
- HELL RAISIN'

3. What it would take to get me on a club ride:

- MORE RIDES NORTH BAY
- MORE RIDES SOUTH BAY
- MORE RIDES EAST BAY
- MORE RIDES SIERRAS
- MORE RIDES BIG SUR
- GO OCCASSIONALLY ON SATURDAY
- WARM WEATHER
- COLD WEATHER
- EARLIER START TIME (PRE 10:00 AM)
- LATER START TIME
- LONGER (DAY LONG) RIDE
- SHORTER RIDE (END EARLY PM)
- MORE JOINT RIDES WITH OTHER CLUBS
- HARVEY'S BAR

4. I consider myself:

- DARING
- PATIENT
- HONEST
- DESIRABLE
- BIODEGRADABLE

5. My greatest concerns with my Norton have usually been with (Check no more than three):

- ENGINE
- CLUTCH
- GEARBOX
- CARBURATION/LUBRICATION
- IGNITION
- FRAME/FORKS
- BRAKES
- WHEELS/TIRES
- ELECTRICAL SYSTEM

6. The NORTON NOTICE should:

- HAVE MORE MAGAZINE REPRINTS
- HAVE MORE TECH TIPS SPECIFIC TO NORTON
- HAVE MORE TECH TIP OF A GENERAL NATURE
- HAVE MORE PHOTOS
- BE PUBLISHED MONTHLY
- BE PUBLISHED BI-MONTHLY
- USE AN 8½ x 11 PAGE
- USE LARGER TYPE

7. MEMBER INFO:

a. I HAVE BEEN RIDING FOR:

- 0-5 YEARS
- 6-10 YEARS
- 11-15 YEARS
- 16-20 YEARS
- SO LONG I CAN'T REMEMBER

b. I OWN:

- 1 NORTON
- 2 NORTONS
- 3 OR MORE NORTONS
- TRIUMPH, DUCATI, MOTO GUZZI, LAVERDA,
- MOTO MORINI, BMW
- A RICE BURNER

c. I RIDE:

- EVERY DAY
- USUALLY ONLY ON WEEKENDS
- YEAR ROUND
- IN THE DIRT AS WELL

d. I AVERAGE \_\_\_\_\_ MILES/YEAR ON BIKES:

- 0-5000
- 5000-10000
- 10000-15000
- 15000+

The Norton logo is written in a stylized, bold, black font. The 'N' is particularly large and features a distinctive shape with a small loop at the top. The letters are closely spaced and have a slightly irregular, hand-drawn appearance.

e. I AVERAGE \_\_\_ HRS. WRENCHING PER MONTH:

- \_\_\_ 0-5
- \_\_\_ 6-10
- \_\_\_ 11-15
- \_\_\_ 16-20
- \_\_\_ 21+

f. MY AGE IS:

- \_\_\_ UNDER 25
- \_\_\_ 26-30
- \_\_\_ 31-40
- \_\_\_ 41-50
- \_\_\_ 51-60
- \_\_\_ 60+
- \_\_\_ UNKNOWN

g. I RIDE TWO-UP:

- \_\_\_ NOT AT ALL
- \_\_\_ OCCASIONALLY
- \_\_\_ FREQUENTLY

h. A BIKE I WOULD LIKE TO BUY IS A \_\_\_\_\_

i. APART FROM ROUTINE MAINTENANCE, THE LAST THING I HAD TO FIX ON MY NORTON WAS \_\_\_\_\_

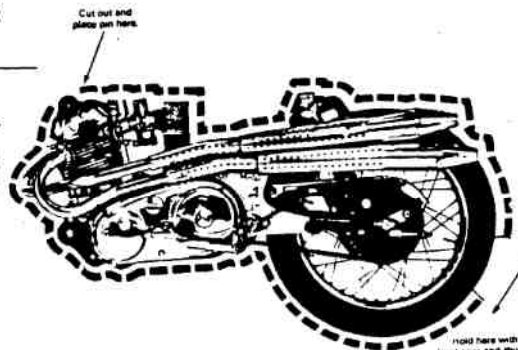
Please take a minute to add any comment you may have about the NOC, the NN, or this survey. Comments may be published anonymously in the NORTON NOTICE. Mail this form to:

LOU CAPUTO  
1058 PERALTA AVE.  
ALBANY, CA 94706

COMMENTS



**How to  
cut out  
vibration.**



Hold here with  
forefinger and thumb  
and move up and  
down as indicated.