

Norton Notice

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

NO. 98

JUNE, 1986

10th ANNUAL Owners Club Picnic &

Norton

Old Timers
Motorcycle
Meet

SUNDAY JUNE 22, 1986

SAN MATEO COUNTY MEMORIAL PARK
HUCKLEBERRY FLAT PICNIC AREA #2
(HALF A MILE WEST OF MAIN PARK
ENTRANCE ON PESCADERO RD.)

ACTION BEGINS AT NOON
ALL NORTON RIDERS AND
EARLY NORTONS
ESPECIALLY WELCOME!



SPONSORED BY
NORTHERN CALIFORNIA BRANCH
NORTON OWNERS CLUB



Hot Dogs & Soft Drinks Available - No Beer Supplied

FOR MORE INFO, CALL SCOTT (415) 833-0268





THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



Norton Notice

is published 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 NOTICE Editor.

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 and 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.



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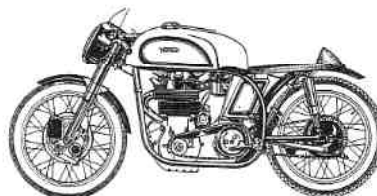
Dave Crader
4701 Elmhurst Dr.
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(408)973-0838



Important!

(Please take note of the following fine print.)

The object of the Northern California Branch of the Norton Owners Club is to promote, encourage and develop all motorcycling activities. The Club's members are owners of Norton motorcycles, and they often submit for publication in the Norton Notice technical tips pertaining to motorcycles of the Norton marque. Technical tips so published have been reviewed for technical content and are believed to be both acceptable and workable, but no guarantee is made or implied that they will work correctly, nor is any liability assumed by either the Norton Owners Club or the authors for any problems resulting from use of these technical tips. The Club also assumes no responsibility for the acts or omissions of its members in connection with Club activities. Norton Notice articles or other material express the authors' views only and not necessarily the official policy of the Norton Owners Club or its Northern California Branch. The editor reserves the right to accept, reject or alter all editorial and advertising material submitted for publication. Advertising published does not imply endorsement of products, goods or services. Now you know.



1963 catalog drawing of Manx 30M and 40M



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!

June 7,8 Sat., Sun. 2nd Annual Rocky Mountain British Road Rallye, Carbondale, CO. See page 8.

June 8 Sunday Swap meet at TT Motors, Berkeley.

June 8 Sunday AFM races, Sears Point

June 12 Thursday Branch meeting. Class Reunion, Palo Alto, 7:30 PM.

June 14,15 Sat., Sun. Classic Motorcycle Auction, Studio City, CA. See page 8.

June 20-22 Fri-Sun West Coast Bikefest, Hanford, CA.

June 22 Sunday Old Timers Ride and Annual Picnic at Huckleberry Flat in San Mateo County Memorial Park. Old Timers ride begins at Alice's at 10:00.

July 6 Sunday AFM races, Sears Point.

July 10 Thurs. Branch meeting. The Hot House, 4052 Balboa, SF. 7:30 PM.

July 13 Sunday Laguna Seca

Aug. 22-24 Fri-Sun Annual Norton Rally. Near Leggett, CA, on the Eel River. Details upcoming. The Big One.

CONTINUING:

CMC Night Motocross. Every Wed. & Fri. night, Baylands Raceway, Fremont. Info: (415)651-2545.

AMA Speedway Racing. Every Thurs. night, Baylands, 8:00 PM.

JUNE

S	M	T	W	T	F	S
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28	29	30				

JULY

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AUGUST

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The Norton experience



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

RISKY BUSINESS

(This article comes from the Winter, 1976 issue of Road Rider. It was written by Bob Mendel.)

A doctor who made a study of motorcycle riders and their sport not too many years ago divided sports in general into Risk Experience (RE) sports, such as biking, skydiving, skiing, etc. and non-RE sports, such as tennis, golf, etc. He found some interesting differences between the effects of the RE and non-RE sports of the participants.

First, the people who were into RE sports usually felt exhilarated and refreshed after finishing their activity. The others often felt simply relaxed or tired.

The non-RE sports often stressed winning in order to provide any meaning or enjoyment for the participants-- at least they seemed to feel that winning was crucial. The RE sports were enjoyed just for the sake of participating in that kind of an experience.

The USA today has a bad case of winneritis. Famous football coaches and businessmen, even presidents, all have the bug and claim that "Winning is everything." That's pure trash. Striving for excellence is great. Winning in itself is meaningless. The problem is that such a philosophy takes the fun out of playing. It makes play a business.

People who ride motorcycles are among the luckier ones, since they enjoy Risk Experience and yet really don't take an inordinate amount of risk.

Most people who don't ride a bike usually cite the risk as the main reason-- sooner or later. The risk or danger that exists lies in the fact that the rider is more vulnerable. He can't afford many mistakes or even one serious mistake. On the other hand, there is a balancing factor at work. The rider has greater response from his machine, better maneuverability and tremendously increased visibility. If you want to see how great the difference is in visibility alone, climb into some of the "luxury" cars. The windows must have been copied from the gun turrets of a tank.

So the rider participating in his Risk Experience has a fair shake. But why do it? One theory goes that for a long, long time on this planet, man was a hunter, thrown into the arena with a bunch of wild beasts that you now see only on TV shows. He was living in the caves and fields with those beasts and some of them thought he looked like apple pie. To survive, he had to be keen. His senses had to be fine-tuned, he had to breathe fully, run well, hear the whisper of footpads in the brush, move stealthily-- and strike.

This kind of living on the edge either developed or maintained a tremendous sensory system that has been handed down to us. While many of us neglect it in our daily routine to the office and back, those folks who succeed in sports, particularly the RE kind, are tapping this ability. And they're enjoying the reward, which is a sense of really being alive and part of an exciting world.

The other part of the equation concerns responsibility. While most nonriders who criticize biking tend to look on bikers as irresponsible, the opposite is true. The guy or gal riding a bike is taking responsibility for the condition of his or her machine-- or paying the price. If you go out on bald tires, chances are you'll unload. If you use poor judgment and speed in the rain, overload the bike, fail to tighten down bolts periodically or a host of other things, you'll pay a price in pain or inconvenience.

What you don't do on a bike is expect someone else to take care of it all for you. Or expect a legislature to pass laws guaranteeing your hide. Or expect Detroit, Tokyo, Munich or Modena to invent a motorcycle that won't go boom if you screw up. So you-- we-- have taken some responsibility for ourselves, and that's all to the good.

Now if only we could get all those cars off the road . . .



Eric Swortsfigure tries new cornering technique around turn 11. Lap time was only marginally better.

IRATE NORTON OWNER SPEAKS OUT

John Covell took the time to set the SF Examiner straight in a recent letter to the Editor:

Your April 12 story, "Motorcyclist dies in crash with fire truck," left out the most important information. Was the unfortunate young man riding without a helmet? Did the autopsy show he was intoxicated? Did he have a valid license?

As a member of the Norton Owners Club of Northern California, I am irritated every time I read a news report that serves only to fuel unreasoned fears about motorcycles and those who ride them. When common sense is applied, one can ride on two wheels every bit as safely as on four-- and often more so.

The Examiner printed the letter on the front page of the 4/15/86 issue. Here, here!



WELCOME NEW MEMBERS

- | | |
|---------------|-------------------|
| Robert Witham | Scotts Valley, CA |
| Ron Cowan | Sacramento, CA |
| Lynn Fields | Livermore, CA |
| John Meyer | Los Angeles, CA |



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



EDITOR'S NOTES



This issue is yet another twenty pages so put up your feet and relax a while. With this issue, however, I noticed that my supply of literature is beginning to thin. And I feel that the NOTICE really does need more correspondence from club members. So write. We can use just about anything you think of from rides you've taken, repairs or purchases you've made, even recipes-- Norton souffle anyone?

I'm hopeful that the quality of photos will begin to improve. Alan Goldwater has cranked up a darkroom and the club is backing his efforts to the tune of \$50. Color prints have just not proved useable and so we are trying all black and white. With at least two of us taking pictures we may be able to provide some decent prints in the future. Quite frankly I have mixed emotions about photos; the majority of newsletters I see either have a poor quality print or don't bother to run photos. It's expensive, time consuming, and requires someone willing to work in B&W. On the other hand I enjoy them when they're well done and know from the survey that many of you do too. So we'll keep plugging away at it.

John Covell has located a restaurant in SF which we will try for a Branch meeting. It's called The Hot House and is located at 4052 Balboa. We'll set it up for the July 10th meeting and hope for the best. Thanks, John.

That new super cleaner Motorrad S100 really works although it ain't cheap. If you try the stuff make sure you rinse well--otherwise it leaves a hard, crusty deposit which needs to be scrubbed off.

Now that the cold weather is moving on I'll be packing away a handy neck piece that I found while wandering around in a ski shop. It's an expandable knitted collar which looks like a watchcap without the top. Or maybe a turtleneck without the turtle. It's a handy alternative to an Apple Warmer or turtleneck and stopped up one of the leaks in my clothing. I also picked up some "Mini-Mini Heaters" which I didn't use but which sound promising for the feet. With a little outting and squeezing these little bags guarantee to "warm your [feet] continuously--anytime anywhere." At \$.69 a pop they might be just the thing for longer rides.

Congratulations to Art Sirota for winning 2nd place-- Best Norton-- at Tulare. The SDNOC recognised Art's skills in restoring a 1955 Dominator Model 7.

Keep Nort'n.

Lou





WANT ADS

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

SPRING CLEANING SALE!

New parts for sale:

1. Commando oil filters, \$4 each
2. Commando fuel line assembly #065192, \$8
3. Commando Amal throttle slides, #34, \$15 pr.
4. Commando Amal gasket and seal kits, \$2 pair
5. Commando upper throttle cable, \$2
6. Commando chrome stem inlet valves, \$18 pair
7. Commando pushrod set, \$20
8. Commando cam chain, \$5
9. Commando primary chain, \$30
10. Commando steel clutch plates (set of 4), \$20
11. Commando shift lever with rubber, \$12
12. Commando '71-'74 chrome headlight shell, \$30
13. Commando early chrome fork slider extension #060350, (2 3/4" long), \$20 pair
14. Commando ferodo disc brake pad set, \$7
15. Commando warning light assimilator #062054, \$5
16. Forged aluminum clip-ons for Roadholders and other 35mm forks, \$50
17. Atlas/Dommie fork top nuts (chromed steel) \$12 pair
18. Atlas/Dommie rocker arm set, \$25
19. ~~pair of silver, red & black plastic Dommie tank badges, \$12~~ **sold**

Used parts for sale:

1. Atlas/Dommie front wheel assembly with SLS brake, \$25
2. Atlas/Dommie rocker arm set, free
3. Atlas/Dommie oil pump in excellent shape, \$20
4. Commando Roadster exhaust pipes, \$10 set
5. Commando 750 swing arm, \$15
6. Commando valve lifter set in excellent condition, \$30
7. Commando turn signal flashers, \$2 each
8. Commando warning light assimilator, \$2
9. Commando Lucas orange side reflectors, free
10. Commando turn signal parts (a shoebox full), make offer
11. Commando pre-MKIII rectifiers, \$4 each
12. Commando pre-MKIII engine cradle and front mount, \$20

Hurry up on these used parts. Some of them will end up in the trash if I can't get rid of them soon.

New publications for sale:

1. 76 page spare parts list for '48 & '49 models 1, 16H, 18, and ES2 and '46-'49 models 30, 40, 30M, and 40M. \$10
2. 78 page spare parts list for 1950 models 1, 16H, 18, ES2, 30, 40, 30M, and 40M. \$10
3. 42 page maintenance manual for International models 30 and 40 and Manx models 30 and 40. \$10

None of the above items include shipping, so include a reasonable amount if you want something shipped. Don't wait a couple of months to write concerning these items as I've been very successful with my ads recently.

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

FOR SALE

1. 4 speed Commando trans. w/9,000 miles on it. \$100./best offer
2. Dunstall 1/2 fairing with dash for instruments, mirrors and all bracketry. Exint cond. \$200/best offer.
3. Leather bombardier type jacket, very warm, sz 36. \$80./best offer.
4. Stock Commando mirror and stem (mirror not available in stores) and one-stem w/o mirror. \$7.50.
5. One pr. Fiam horns (get rid of that wimpy horn). \$20.
6. One pr. Commando shocks w/springs \$15.

Doug McCulloch
(415)547-6708
(Between 1-9 PM)

1975 NORTON 850 ELECTRIC START,
NEEDS ELECTRICAL WORK, IGNITION CONSOLE
MISSING, SIDE PANEL AND BATTERY MISSING,
EVERYTHING ELSE IN GOOD CONDITION,
ENGINE AND TRANS REAL GOOD CONDITION,
W/ BARNETT CLUTCH. 964-9234 APT. 5:00PM

FOR SALE

1. 1975 Norton MKIII, steel Interstate tank, new forks, good tires, new seat, carbs, Boyer, registration. Runs well but intake cam lobe is wearing. \$1,000/B.O.
2. 1950 Norton ES-2, plunger frame, basket in process of restoration, new steel armor fenders, good toolbox, fender stays, new fork legs, cast ears, NOS headlight, new handlebars, new muffler, etc. 90% complete, ready for paint and ass'y. Motor ran fine and tranny shifted fine before disass'y. \$1,000.
3. Large black fairing w/tail windshield. \$40.00.
4. Sm. Shoei fairing w/short shield. \$10.00.
5. Craven bags. Lg. black w/rack. \$100.
6. ~~20 copies of Classic Bike \$10.00.~~ **SOLD**
7. Roy Bacon's NORTON SINGLES. \$10.00.
8. Front wheel 1950ish Norton. \$30.00.

Call Dave Kerst at (209)835-7468, 4-10 PM. 371 Hickory Ave., Tracy, CA 95376.

FOR SALE

'76(?) 850 Commando that is partly disassembled and does not run. Owner is moving. \$425.

David
(415)754-8976

(Continued on page 16)



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

LETTERS

VIEWS FROM SO CAL

It was nice to see the Eleventh Annual Easter Ride be such a success. This being the third ride I have attended in the last four years (There wasn't one last year.). The turnout was the best that I have seen on this run. I figured that thirty plus bikes going up the mountain was a good number, considering the starting time. This year, due to the active participation of the Norton and B.S.A. clubs, the run was a huge success.

While on the subject of British runs-- anyone who would like to come down to L.A. for the Hansen Dam All British Ride on the first Sunday in November can be put up for the night by the Southern Cal Norton Owners Club if I am contacted in advance. My address is as follows.

Bruce Graf
1421 Lark Ellen
Valinda, CA 91744

This particular run draws three hundred plus English motorcycles every year and has also been featured in several national motorcycle magazines.

Thirdly, when the list of West Coast British shops was posted, I noticed two glaring omissions. First is Symonds Cycles, 12206 Foothill Blvd., San Fernando, CA. I have never personally dealt with Symonds Cycles, but I understand that he has anything that you might need if you are willing to put up with his high prices.

The second shop is Century Motorcycle, 1640 South Pacific, San Pedro, CA. While Century Motorcycle deals in new Kawasakis, they stock a good supply of English parts for Nortons, etc. There is also a nice collection of Nortons, Vincents, and Ariels to occupy your time while down there. Also, Cindy Rutherford (who runs the place) puts on one great Christmas party every year for the British riders (Reminds me of Mean Marshall's fifth year anniversary party.).

Till our clubs can get together:

Bruce Graf

N15CS, P11, P11A, etc. Owners Take Note

Peter Thistle, Secretary of the NOC, recently wrote a letter to Art in which he stated,

I am always on the lookout for suitable photos for the NOC calendar so any submissions are welcome. I am particularly interested in obtaining photos of the AMC/Norton hybrids such as the N15CS, P11, P11A, etc. as these were almost exclusively export models and although I do have a very old friend who prefers these things to proper Nortons (He's a bit perverted), and runs a club/info exchange for like minded deviates, he reckons that there are no Norton badged versions in England in a suitable condition for our calendar.

So, P11 owners, get that polishing cloth and camera out and go to it!

AACA 2-WHEELERS SOUTHWESTERN REGION 14TH ANNUAL SHOW AND RALLY

WHEN: August 28/10
Show begins 9:00 AM
Sunday ride/Poker run begins 9:00 AM

WHERE: Mira Mesa Mall, 8150 Mira Mesa Blvd., San Diego.

For further info call:

Lloyd Whitworth
(619)583-3335 (day)
(619)229-0115 (eves)

CLASSIC MOTORCYCLE AUCTION

WHEN: June 14&15

For info call or write:

Frank Callinicos
11600 Ventura Blvd.
Studio City, CA 91604
(818)761-2304



Lee Steinmetz at Sears.

SECOND ANNUAL ROCKY MOUNTAIN BRITISH ROAD RALLYE

WHEN: June 7&8

WHERE: In and around Carbondale, CO
Saturday, 10:00 AM meet in mall parking lot in West Glenwood Springs adjacent to I-70.
Sunday, 9:00 AM meet at Carbondale Shopping Center for breakfast ride.

WHAT: Meeting of bikes and riders in West Glenwood Springs

Approx. 110 mile ride from Glenwood-Paonia- return to near Redstone (Mac McCarthy's place)

Cookout, picnic dinner at McCarthy's (4:00 PM Sat., mile marker #58 on Hwy. 133)

Free overnight camping
Sunday morning breakfast ride
Additional available activities:
Hot Springs Pool in Glenwood
Motel lodging in Redstone or Carbondale (make reservations)
45 minutes to Aspen
Historic mining towns and tourist sites nearby

WHY: To enjoy riding British bikes and to share info with fellow Limeys

For more info, call or write:

Mac McCarthy
11258 Hwy. 133
Carbondale, CO 81623
(303)963-2169

Riders of European and American Bikes Welcome

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SHOW IT AT LAGUNA

The NOTICE has received word that the CYCLE WORLD "Collector Series" for antique, vintage, classic and special interest motorcycles will again be a feature at Laguna Beach this year. You too can display that rare number you own. The "Series" will have classes for judging with awards for all participants. There is no entry fee but there is an entry deadline.

The "Series" will be in a special area in a tent, located in the center of the race course.

The classes for judging and display are as follows: restored and unrestored:

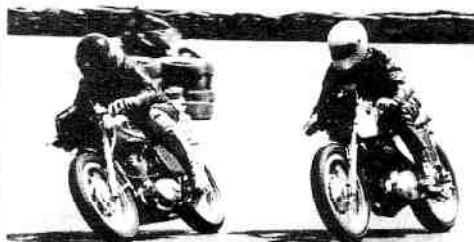
ANTIQUER:	1-1930
VINTAGE:	1931-1950
CLASSIC:	1951-1966
SPECIAL INTEREST:	1967 and later, must be qualified as a machine of "Special Interest."

THE ENTRY DEADLINE IS MONDAY, JULY 7TH. For entry forms and additional info contact:

Group One Promotions
23891 Fabricante #609
Mission Viejo, CA 92691
Phone is (714) 855-9200 weekdays from 9-4. Rossy Lockwood is the company President.



Robin Tuline stays low coming out of 11 at Sears.



Dan Phillips (right), aboard his 850SS, attempts to out hustle a Ducati mounted rider at Sears.

FLO

DYNAMICS

1150 Pike Lane • Oceano, California 93445 • 805-481-6300

New Product Release

After much time and testing of intake systems, we have developed the ultimate in dependability and performance for your British motorcycle. This Dellorto pumper carburetor gives amazing response in all throttle ranges. Kit comes ready to bolt on with simple frame modification.

Kit consists of:

- 36 mm Dellorto pumper carburetor
- Polished aluminum intake manifold
- K & N air filter
- Barnett throttle cable

Sold retail \$249.00.

Discount available to qualified dealers.

Technical information available upon request.

Thanks for your interest in our products.

Sincerely,

Perry Kime
FLO Dynamics

25% DISCOUNT ON 3 KITS
TO NOC MEMBERS ONLY

Triumph Belt Drive

For 1984 and later 850 and 750 twin. Developed by the world's leading belt drive manufacturer. Guaranteed to fit and work perfectly. Now only \$249 plus shipping. We also accept Mastercard and Visa by telephone. Dealer inquiries invited.

No Lead Gasoline Conversion

For Norton Commando and Triumph Twin. These USA Import model British motorcycles were designed to use premium gasoline with 96 octans with 4 grams of lead per gallon included. As of January 1, 1986, the EPA has limited our gasoline to 92 with 0.1 grams of lead and caused big problems for the Norton-Triumph owner. Top end overhauls don't come cheap but our Auto Advance Conversion does. We can overhaul your auto advance and modify the spark curve to use no lead gasoline and return it to you the following day for only \$95 plus shipping. Send \$98 and avoid COD charge.



LET'S GO

RACER PROFILE-- MARK WIESENDANGER

Mark Wiesendanger is yet another NOCCER who has taken up racing. I managed to have a look at his latest project and talk to him about it.

LC: When did you get started in racing?

MW: I bought my first motorcycle about four years ago-- a Yamaha XS500. It's still alive today, about to go on to its fifth owner. I got into racing because I had a lot of trouble with the DMV. I had this problem with speeding wherever I went. They pulled my license for a little while and then I realized it was time to straighten my act up. So I got into the AFM. I didn't do very well my first year but I had a lot of fun. I got into Nortons through my buddy Tom Walker who has one. I was so impressed with it-- the sound, the way it handled. He let me ride it a couple of times and I figured I had to get one. That was my first Norton-- basically a stock 850 which I wired up so I could race with it. And I generally finished last. Then I bought a Norton off of Harvey Loucks, thus making me a member of the "I bought a bike from Harvey club". You can see the frame's main tube cracked. I had one of the isolastic head steadies, and I must not have had it hooked up quite right. Dave Murray welded a steel tube over the cracked area for me. My friend Tom Terry who we call "Dr. Norton", helped me tear the whole bike apart and rebuild it. It held together for almost two racing seasons! [Mark suffered a cracked crankcase in the March 25th race at Sears]. So basically it's a slightly modified street bike and it's done really well.

LC: So you had no engine building experience prior to this bike?

MW: Right. Actually up to about one and a half years ago I hadn't done any engine work.

LC: Why don't you give us a description of the bike?

MW: It's a '89 S model. S pipes, with Fox shocks that work pretty well. I read the writeup about Lee Steinmetz in the NOTICE and he really is a fine mechanic-- in fact he's helped me out a bit. Basically it's got a stock transmission and an 18" rear wheel. It has a fork brace and a steering dampener and that's about it. The engine has a John DeLong cam. [Mark shows me the crank]. You can see that someone had lightened and balanced the crank. And that really helped out. The engine revved fantastically. So the motor had a little work done to it but that's it.

The head had some work done to it. I milled it down .080" and some porting work was done on it. The carbs are stock (32mm). It has a stock single disc, and the front rim is stock. The pipes are modified stock 'S' pipes. They were cut down to equal length and the baffles removed. At the end of last year I decided that this was costing so much money I might as well go full bore for one year and that's when I started building my new racer. Nortons can nickel and dime you to death. And you really have to keep after them-- they're not bikes you just gas up and race on.

LC: What was your experience at the New Riders School like?

MW: The school was good and very worthwhile. Unfortunately we only got about three laps of practice in before it started to rain. So that's all the track time I had. After that, it was sort of throw 'em to the wolves and it scared the hell out of me in my first race. The first year went pretty well though. I had a

couple of wrecks. On one of them last year I had one of the cheaper oil filters models and apparently you get what you pay for. The pressure relief valve which should be made of rubber was made of plastic and I guess due to the heat it decomposed, and little bits broke off, plugging my oil return line. Coming out of turn 5 the oil filter seal blew sending oil all over my rear tire. I thought I could save it but I eventually high-sided. I ruined a good set of leathers and wound up wearing a knee splint for a couple of months. But it's fine now.

LC: How about your new bike?

MW: Well, let's start with the frame. I bought it from a guy in Mountain View. It was basically just a frame with a freshly built stock motor in it. Eric Svortasfigure, who has been getting consistent second place on his Norton, had a high performance head. It has modified oversize Chevy valves, so I'm going to run that. I can only run a stock cam otherwise the valves overlap. The frame is gusseted in two places; the swingarm has been braced and notched by Dave Murray at West Bay Cycles. Now I can get the larger (WMS) rim and tire in there. We also welded a plate in the engine cradle. The swingarm spindle is mounted in three places instead of one. The tires are 18" Dunlop slicks front and rear; there's a WMA rim up front. The rims are DID. I put a CC fork brace on, and a Yamaha master cylinder. The stock Norton master cylinder just doesn't seem to build the pressure that the Yamaha can. Eric had tried it and it seemed to work well. The single disc works fine and I'm starting to learn how to use it more and more. I think a lot of the secret to getting the bike set up right is using the advice that others have to offer. I'm still trying to learn all this stuff. I talk to Bob and Bill down at Raber's a lot, and Tom Terry.

LC: What's the toughest part of the Sears course for you?

MW: Last year I had a lot of trouble in turn 4. For some reason I just couldn't negotiate it well. So I watched what others were doing, tried a few new things and now I feel real comfortable with it. Now I need to work on turns 3a and 3b. It's a quick uphill left and then an off camber right. It's interesting-- I had never been up there to practice this year and in my first race my time had come down two seconds a lap over the previous year on the same bike. It's almost as if I never got off it. The last race before my motor went I was getting consistent 2:01s. That's really good for me. So with the addition of slicks, some better shocks, and a strengthened frame I'm hoping it'll pay off for me.

LC: Have you ever been to Willow Springs?

MW: Yes. Last year I tried it. During practice I was terribly frustrated at first, but I sat down and thought about what I was doing wrong and that really helped. I took a third in the race. I like the track a lot now that I feel comfortable on it. You don't get the speeds at Sears that you can get at Willow. I hope to go down there a couple of times this year but it's quite far and it costs a lot to get there. Actually the ideal would be to find someone who has a bike that they would like to see raced but which they don't want to race themselves. But there's nothing like racing. No matter how fast you are on the street, I guarantee you will go much faster on the track. Racing is an amazing test of you, your abilities, and your equipment.

See photo page 12.

RACING!



IT HAS TAKEN QUITE AWHILE for the customizing craze to catch on in Britain, but now that it has caught on, it is very big business, indeed, across the pond. Last year, the sales of specialist firms involved in the customizing business exceeded \$998,000, yet six years ago, there was no such thing as the "goodies trade," as the British call it.

It started more by accident than design, when, in 1961, a 22-year-old scooter shop manager named Paul Dunstall was asked by some casual customers to supply replicas of swept-back exhaust pipes he had fitted to a Norton twin, which he was then entering in races. More requests for pipes, followed by demands for rear-set foot pegs and clip-on handlebars, made Dunstall suddenly realize there was a market for such items. Norton twins were popular then, and enthusiasts wanted to convert them to street racers, complete with Roroy exhausts. Dunstall's racing twins were rapid and successful; the equipment he used on them was near-identical to that which he sold in his shop, and business boomed. When Nortons sold out at Bracebridge Street, Birmingham, in 1962, Dunstall bought all the experimental Dominator twin engines and development bits and pieces. From then onward, he was in business with his Dominator line of speed equipment for engines, in addition to the goodies for face-lifting the motorcycle parts.

Now he is the accepted king of the glittering customizing business, and the trend setter whose every move is watched as closely by his competitors as Pierre Cardin's latest Paris fashions are by the other rag merchants.

Though the idea of customizing originated here in America, the difference between our conception of it and the British idea was fundamentally different at the outset. Whereas we merely wished to dress up the machines for greater eye appeal, largely disregarding the practical angles or the extra weight added, the British idea was to chop weight and make the standard machine as much like a track racer, such as a Manx Norton, as possible. Performance equipment was developed for road use—camshafts with greater lift, lightened valve gear, high-compression pistons, bigger flow oil pumps. These could be purchased over the counter, or through the mail, and the owner could tune his engine to almost racing pitch, if desired.

Next important development was the demand for completely equipped new machines, and this previously unheard of situation in Britain was met by Dunstall providing a new Norton twin fitted with his speed gear and goodies for about \$120 above the factory price of the new model. He prospered to such an extent that the British taxation authorities last year classified him as a manufacturer in his own right, on the grounds that he was making a larger share of the machine than the original manufacturer. The Auto-Cycle Union, governing body of the sport in Britain, followed suit and accepted Dunstall's Dominators as a marque for the production machine event at the 1967 Isle of Man TT.

That background puts the 745cc Dunstall Dominator, subject of this test, in perspective. The powerplant is a Dunstall version of the Atlas engine, produced by Norton-Villiers. Modifications include Dunstall's 10-to-1 pistons, latest camshaft (which is one step down from a full racing rig) giving a lift of 0.405 inch compared with 0.365 inch standard lift, stronger valve springs, bronze valve guides, lightened rockers and cam followers with Dunstall pressure feed (which differs from standard in that it has a restrictor jet at the feed end), 1 1/8-inch diameter inlet ports with paired Amal Monoblocs to match, and a megaphone exhaust system (with baffles) in conjunction with a balance pipe. This latter feature was first used successfully by Triumph, and patented by them on their Thruxton Bonneville two years ago; it is made by Dunstall under license from Triumph.

The machine was tested in two versions. In British trim it is normally supplied with clip-on handlebars, rear-set footrest assemblies and a fairing which is modeled on Dunstall's racing number, with the addition of a headlamp. This trim is undoubtedly the best for sustained speeds of 70 mph upward, because the low bars afford a natural crouched position behind the fairing, which, in turn, protects the rider from fatigue in the face of continuous wind pressure. Wherever conditions permit, an effortless cruising speed is in the 70-to-100 mph bracket, with sufficient reserve of power to blast up to a genuine 118-to-120 mph.

The machine was geared to do 136 mph, but on test, it was not possible to attain that figure because of an insufficient length of straight and a 10 mph headwind. Because of the nature of the test track, it was impossible to obtain the benefit of a 10 mph tailwind in the opposite direction, which would have helped obtain a higher maximum speed.

The second guise in which the model was tested would be more likely to appeal to customers interested in an around-town and occasional open-road machine. In this form, a straight handlebar replaces the clip-ons, and the fairing (which cannot be used with a straight bar) is removed, but the "rear-sets" are retained. The result is a noticeably more upright riding position which is more comfortable for town riding, because the rider's weight is not thrown on his wrists. The upright position also allows easier maneuvering in town traffic and, up to about 75 to 80 mph, it is acceptably comfortable on the highway. But above this speed the rider is forced to pull on the bar to counteract wind pressure and the steering consequently becomes increasingly lighter, which tends to upset cornering stability — especially on bumpy or rippled surfaces. With the clip-ons, this is entirely absent, and stability at all times is rock steady. With an Avon GP rear tire and a ribbed Speedmaster Mk II front, the machine could be leaned until the extra-high footrests touched on 90-mph curves without the slightest qualms. Front and rear suspension were extremely well matched, and the racing rear units provided noticeably more positive rebound damping than standard.

An interesting sidelight on the benefits of a fairing occurred while testing the model at the Snetterton 2.7-mile circuit in Norfolk, England. Apart from a marked improvement in handling after fitting the fairing and clip-ons, the superior penetration — with the tester flat on the tank behind the screen — allowed the engine to reach peak rpm in second and third gears more rapidly than without the fairing, and a gain of 600 rpm in top gear was obtained. Net result of these gains was a reduction of lap times by 2.5 seconds. The fastest lap, incidentally, was 1 minute, 54.5 seconds, equivalent to 85.28 mph, which compares very favorably with true racing machinery.

In terms of sheer acceleration, the Dominator is quicker up to 100 mph than, say, a 499cc Manx Norton or 496cc GSO Matchless, in spite of being approximately 95 pounds heavier. Drill for taking the standing-start performance figures was to rev the motor to 6,000 rpm, then drop the clutch smartly and spin off the mark for about 25 feet before the tire bit again. Drastic though the treatment may sound, it saved abusing the clutch on a high bottom gear and consistently returned times under 13 seconds, with a terminal speed of over 100 mph. (A standard unfaired Atlas has a maximum of around 115 mph, turns the quarter in 15 seconds, with a terminal speed of 92 mph).

Although the new Amal concentric-bowl carburetors are now being fitted to many British production mounts, Dunstall has so far failed to obtain as good results with them as with the superseded Monoblocs. For some reason, an Atlas fitted with concentrics lacks bottom-end power, and this has been reflected in relatively inferior standing-start acceleration figures on previous tests. Until the concentric proves superior, Dunstall is sticking to Monoblocs.

A claimed benefit of the exhaust balance pipe is a power boost in the middle rpm range because of the effect the balance pipe exerts on the exhaust resonance.

(Continued on page 12)





THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

The megaphone-pattern silencers are patented and designed to provide an extractor effect for the exhaust gases. Up to about 3,500 rpm, the level of exhaust noise is acceptably low and torque is such that these revs need never be exceeded in towns or built-up areas — 3,500 in top is equivalent to 68 mph. From 4,000 upward, the exhaust note becomes louder, but the distinctive feature is that the note is deep-throated, and because it does not have the sharp, high-pitched note of a small-capacity four-stroke or two-stroke, it is not obtrusive or offensive.

A characteristic feature of Dunstall's engines is their smoothness. This is no accident, but comes from careful assembly and preparation. In standard form, the Atlas has never been the smoothest of units and sharpening it for higher performance might have aggravated the roughness, but this has proved unfounded. It is without any noticeable vibration period, and at peak rpm, is smoother than most production big twins at half that engine speed.

Standard Norton brakes are among the most powerful in production, but this is not to say they cannot be improved. A radical, and unique, departure are the Lyster twin-disc hydraulically operated brakes which Dunstall now offers as part of his conversion service. Tested under racing conditions — surely the stiffest test — the discs proved extremely powerful fade-free stopping. Operation is light and positive, without any lost motion in the linkage to the hydraulic master cylinder, and it is sufficiently sensitive to allow delicate and easily controllable braking on tricky surfaces, such as wet or greasy streets. When making a series of maximum-effort stops from 120 mph, the front tire could be made to squeal from that speed right down to zero without actually locking the wheel. Stopping from 125 mph to standstill took 215 yards. Only snag with discs is the problem of rust in wet or damp weather, but the disc discoloration clears on the friction surface after the brake has been used. Experiments are in hand to find a permanent cure.

Bright red fiberglass is used for the fairing, fuel tank and seat unit. The fairing has detachable side panels, finished in metallic gray, for access to the engine; the matching speedometer and rev counter, with an ammeter and light switch, are mounted in a raised fascia in the nose of the fairing. Finish of the fiberglass work and chrome-plated parts is of a high quality. Although the Dominator is intended as a super-sporting roadster, provision is made for carrying a passenger in reasonable comfort on short runs. With a small gas tank holding 3½ gallons, range is no more than 140 miles between refilling.

For those accustomed to push-button starters, a few shocks are in store; the Atlas engine was never intended for striplings. It starts on the second or third swing from cold, after liberal flooding of both carburetors (cold starting chokes are not fitted) and with the throttles set slightly open; but a really beefy effort is needed with a good follow-through on the crank. A throttle setting of one-third open is required when the engine is warm.

That, then, is the Dunstall Dominator — a specialist mount for those who want more suds than any other current production machine can offer. Dunstall makes no proud claims, but he could justifiably say it is the fastest machine generally available anywhere in the world today. ■

September, 1967 **CYCLE WORLD**

IVORY SOAP

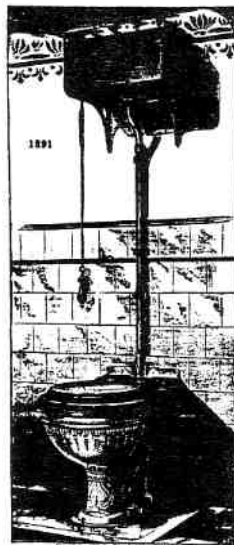
No other soap is found in so many homes.

1485



Mark Wiesendanger at work. Crankcase cracked as did exhaust pipe. We'll rev for a photo of Mark's new cover in next issue.

THE J. L. MOTT IRON WORKS, NEW YORK AND CHICAGO.



MOTT'S PATENT DIRECT-ACTION SIPHON JET WATER-CLOSET.

The Primo.

The Primo is an improved siphon jet water-closet, warranted not to freeze or discolor. The Bowl contains a large body of water, and there are no mechanical parts liable to get out of order. When the Pull is drawn down the Siphon is started and contents of Bowl are quickly and almost noiselessly ejected. A feature of the Primo is the great depth of water in the Bowl which affords an effective barrier against sewer gas. Illustrated Price List mailed on application.

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



BRITISH ENGINEERING/MANUFACTURING

First off I want to state that the Norton is as pleasing to the eye as it is to the ear. All the aesthetics of the bike are favorable. It's the lack of quality control over parts production that turns my stomach.

What I am talking about is the workmanship that makes up the bike. The Norton is simply the sum of its parts, which is to say that it's a pile of crap.

I'm not talking about the engineering-- or the design-- or the assembly of the bike. These areas were state of the art for a long time. No, the engineering is sound-- it's the substandard production of some parts which causes the problems. The simple process of following a spelled-out procedure and delivering a part that meets the specifications is all but absent. A more disturbing fact is that these parts are accepted, obviously without passing any quality inspection other than count, and sold to individuals helplessly reliant upon the sense and wisdom of the vendor and manufacturer. Is this a fault of the British manufacturing philosophy? Or, is Norton so desperate for anyone to make parts that the lowest bidder is chosen and the parts are accepted as received, with the buyer feeling fortunate to have them?

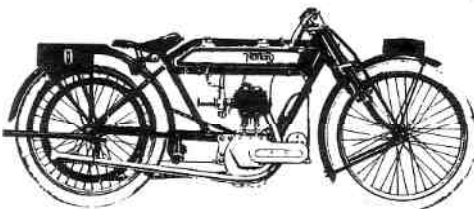
I personally believe that this is not so. Intentional deception carries with it harsh penalties. So I assume that bad or inferior parts are sold purely by accident or through ignorance. Shouldn't steps be taken to prevent this? I personally know that individuals are securing vendors to manufacture parts for them-- specifying the exact quality of parts desired. This is a step in the right direction.

Example: Clutch center P.N.063979. This part has been investigated for failure of splines where it connects to the transmission mainshaft, and to clutch plates.

Problem: The part was not properly hardened for compatibility with the mainshaft.

Discussion: The clutch center was made of good carbon steel. The part was machined very well, but was never quenched and tempered or hardened. The part was 26-27 Rc rather than 57-59 Rc like it should have been. Why was this last step not taken? Why was this error not detected? Is this continuing to happen?

Example: Camshaft (S) P.N.081084 (Ref. Chris Nichol's article in NN, Feb., 1986). This part was sold to a customer and had missed the heat treating department. The cam was soft, the followers were hard faced (stellite surfaced). The camshaft was consumed-- transformed into lapping compound. How did this cam get sold? Are there checks during the manufacturing/production process?



1921 BELT DRIVE 9TT

I realize that some parts must wear to do their intended job, i.e., brake pads/shoes, and that a certain amount of planned obsolescence is intended, but come on guys! Don't the British realize that they are being judged on their products? What happened to pride in workmanship?

I have studied the Commando enough to realize that the basic design is good, and with proper components the bike could run 75,000 miles easily without anyone touching the gearbox OR engine. Doesn't this sound amazing? Of course this is only an opinion, but it's one based on much study of the Norton's engineering.

Conclusion: If any job is worth the trouble doing, it's worth doing right.

It may cost a little more to harden a part, but what you are paying for is quality, not just a more expensive part. Good quality is expensive, donkey manure is cheap. Cost is based on relative worth. You get what you pay for. What am I getting at? Don't buy the cheapest thing on the shelf, be it oil, skiboots, batteries, or motorcycle parts. Shop for good quality and price will naturally follow. Why do you think Fram automotive parts are more expensive than Checker's. Is it because Fram decided to have higher prices but sell fewer goods? Not at all. You get what you pay for (usually). Fram knows it, Mr. Checker knows it, you know it, I know it. If the quality were the same the price would be the same, regardless of who had the most aesthetic looking package.

Besides hardness, straightness is another important qualitative aspect of parts manufacture. I recently checked the straightness of three camshafts directly off the shelf of a local Norton parts dealer. The three camshafts were "out of round" .001", .003", and .008" respectively. It's obvious what an out of true cam can do to valve lift and valve springs, in addition to raising general havoc with bearings.

So much for quality and the observed lack of it in parts manufacture.

Some points to remember:
--Most people who sell Norton replacement parts are ignorant of inferior parts, and are not guilty therefore of intentionally selling bad parts.

--Most people do not know exactly what physical properties a certain finished part should possess.

--The folks who might realize a part is not to finished manufactured specifications have no way to check the part, let alone the facilities to bring the part to spec (i.e., heat treating, straightening, machining, grinding).

As for straightening out this mess, and giving the home mechanic some control over his destiny (rather than leaving him as a helpless consumer), there is hope. Make sure all important items are hardness tested before installation. ALL heat treaters have hardness testers and all heat treaters are in the yellow pages. Get the logical correlation? I am happy to help anyone with questions concerning this matter.

In the meantime test easy. The problem is sporadic at best, but shows up often enough to warrant our attention. My stock gearbox has 30K miles and upon inspection last week showed no sign of gear pitting or other catastrophic wear except for the Jackshaft 3rd gear, which was found to be soft, and replaced.

Cordially,

Nick Wiltz



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

The Duct Tapes

Have You Ever?

HAVE YOU EVER? (REVISITED)

Ed Hertfelder is part genius. Of all the columns he has published I think the one below is the best. And while dirt riders are in the minority in our club, I think that everyone will enjoy the insights that Hertfelder brings to the sport. Those of you wishing an original copy of the article will need to find the April, 1979 issue of CYCLE. Enjoy.

● HAVE YOU EVER TRIED TO TEACH YOUR girl to ride a dirt bike and never seen her again? Have you ever run a long-reach plug in a short-reach head by screwing it in halfway? Have you ever been so tired you couldn't reset your speedo? Have you ever been bulldozing down a slope and had a bee walk across your eyelid? Have you ever hitched up a loaded three-bike trailer then spent five minutes straightening up again? Have you ever checked your jacket pockets and found five open-end wrenches the same size? Have you ever criss-crossed 200 yards at a 10-yard mud hole? Have you ever tried to push-start on a two-foot ledge? Have you ever changed plugs and put the old one back in again? Have you ever entered an enduro with your last six dollars and had to use gas from the bike to get home? Have you ever waited for results until the next morning? Have you ever had to give back a trophy because of a scoring error?

Have you ever sold a bike half now and half never? Have you ever pulled a rear wheel and kept the bike on the milk crate with your nose? Have you ever ruined a \$14 ratchet handle driving out a rusted axle? Have you ever followed Burleson to learn something and couldn't believe what you were seeing? Have you ever oiled the lawn trying to time a running four-stroke? Have you ever tried to kick-start a 500 in your bare feet? Have you ever collided with just one rider out of the 612 in the event, and he was a fellow club member? Have you ever tried to drive a van up a wet grass slope?

Have you ever found the chain lube where you left it? Have you ever used an insect repellent that was worse than the insects? Have you ever waved to someone you know with one hand and pulled a handgrip off with the other? Have you ever found a beautiful pair of goggles on the trail and then lost them? Have you ever spent \$600 making an \$800 motorcycle handle like a \$1200 motorcycle? Have you ever taken the ice from your cooler, given it to a rider with a broken hand, and then felt worse than he did? Have you ever done your route sheet in ink and found it dissolved the next morning? Have you ever reset your speedometer and forgotten to push the button back in? Have you ever ridden with a rag tied around your forehead and had it drop down over your eyes? Have you ever felt stiff and sore on Monday and worse on Tuesday? Have you ever stared at a pile of gas cans for

five minutes before finding yours right in front of you? Have you ever found out who was thumping the side of your van at three in the morning? Have you ever wondered how far you could go on RESERVE? Have you ever bent your loading ramp? Have you ever tried to find a cotter pin in pine needles?

Have you ever tried to write "Honda" in yellow snow? Have you ever replaced a wheel, then discovered a left-over spacer? Have you ever tightened a spoke at a gas stop and broken the end off? Have you ever loaned out your bike trailer and had to track it down through four different guys? Have you sat on a Harley 1200? Have you ever met a deer coming the other way on a narrow trail? Have you ever tried to start someone else's motorcycle and thought you caught your foot in a bear trap?

Have you ever replaced a float bowl and wished you had six fingers on each hand? Have you ever crested a sharp ridge and hung there with both wheels off the ground? Have you ever thought your clutch cable had broken until you found the adjusting nut three feet down the cable? Have you ever ridden through so much water that your engine oil looked like battleship paint? Have you ever tipped over your last can of beer when a pillhead truck driver ran out of depth perception? Have you ever bugged a lovely Husky 125 rider for her phone number and wasted a dime on Dial-a-Prayer? Have you ever used a ski rack to carry your crutches?

Have you ever needed a stud that was six millimeter on one end, eight millimeter on the other and ten millimeter in the middle? Have you ever lied to a wife that her husband spent the night in your van? Have you ever banged your nose so hard you couldn't enjoy picking it for four weeks? Have you ever gone to a swap meet and seen anything you really needed? Have you ever left your bridge-work in the Gatorade then met a really foxy lady? Have you ever forgotten your A.M.A. card and had to buy a new one two weeks in a row? Have you ever put a six volt bulb in a 12 volt system? Have you ever eaten a sandwich soaked in Blend-zall? Have you ever tried to sleep parked next to a guy with a new girl? Have you ever left your keys under the floor mat then wonder where your van went?

Have you ever lifted your bike onto a milk crate then tried to get something out of the crate? Have you ever tried to enter

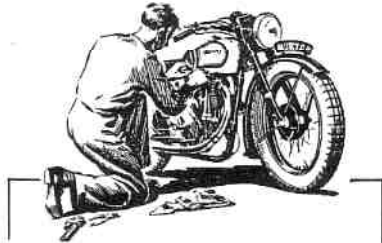
an out-of-state event with a personal check? Have you ever lucked your way around 40 riders in a swamp then run four miles down the wrong trail?

Have you ever signed up before you unloaded and got a number that starts in four minutes? Have you ever ridden to the sign-up table ready to go, and gotten a number that starts in 92 minutes? Have you ever guzzled four glasses of strong iced tea and thought you were going to die? Have you ever lost the jaw from an adjustable wrench? Have you ever bent an ignition key with your knee? Have you ever had a tired 260-pound rider total your folding chair? Have you ever caught a broken branch on the throat and thought you had a tracheotomy? Have you ever put a tall trophy in a two-door car and cracked the windshield? Have you ever quit riding forever, four weeks in a row?

Have you ever worked a checkpoint where riders came in in bunches of twelve? Have you ever crashed because of a Playboy centerfold stapled to a tree? Have you ever had a loose watch grind a hole in your wrist? Have you ever tried to put a motorcycle with a sissy bar into a van? Have you ever mounted a tire using shaving cream to lubricate the bead? Have you ever leaned your bike against an old truck just before it drove away? Have you ever phoned for enduro information and found the number has been changed to unlisted? Have you ever asked directions from someone who stuttered? Have you ever eaten chili and cream soda and developed enough gas to fill the Goodyear blimp?

Have you ever searched five minutes for a tire valve stem and found it between your teeth? Have you ever pinched the web between your fingers and tried to throw a tire iron through a garage door? Have you ever ridden in the back of a van loaded with four motorcycles, four gas cans, four milk crates and a bushel of apples? Have you ever squeezed sweat out of a dollar bill so you could spend it? Have you ever hung up on a wet log and gotten going ten miles an hour sideways? Have you ever taken your boot off and been afraid to look at your foot? Have you ever sheared your starter splines and started the bike with Vicegrips? Have you ever started a gasoline fire in your garage? Have you ever cracked a rib and rode standing up with bent knees for 15 miles? Have you ever had your canteen

(Continued on page 19)



TECH TIPS

ISOLASTIC CONVERSION KITS

March 23, 1986

I recently installed front and rear MKIII Isolastic conversion kits on a 1972 Commando 750 and learned a few lessons which I'd like to pass on. First, when the kit arrives, you'll discover that the front engine mounting (part number 061410) has to be modified so that the main tube protrudes past the plates on each side by only 1/4" and that to do this correctly requires a lathe. A machine shop will charge you an additional twenty to thirty dollars to carry out this work.

When you order the kit specify that you want both threaded abutments (front #065514, rear #065518) plus both threaded adjusters (#064665) made out of stainless steel. This way when the rubber gaiters let in the water and the dirt that they don't let out, the adjusters and abutments won't rust.

Make sure that your kits include the spring clips (#064723) and the MKIII isolastic adjustment tool (#066532)-- mine didn't.

Specify that you want the later type soft rubber front and rear gaiters (#064674 and #064668) because these make adjustment much easier than the earlier type.

Getting the earlier rubber doughnuts out of the engine mountings is no problem. They should come right out. Getting the new ones in is another story. Spray Armor-All over the new rubber doughnuts, and press as much into the engine mounting as you can with your fingers. Using a dull, flat metal screwdriver blade which is about 3/8" wide, begin to work your way around the rubber's outside edge and force the rubber inside the metal tube. Keep constant pressure on the part of the rubber which is already inside the tube to prevent it from coming out. Work your way around the entire outer circle until a small part of the leading edge of the rubber is inside the metal tube. Then press down on the entire new isolastic assembly until the first rubber doughnut is completely inside the tube. The two inside doughnuts will go inside the tube without any problem. Now do the same thing with the last rubber doughnut and voila! you're finished. Good luck!

Art Sirota

SERVICE RELEASE

May 1972

No. N3/10

Isolastic mounting shimming.

All Commando

Worldwide (general distribution).

Service Release N.11 of June 1970 laid down a method of shimming Isolastic engine mountings. The method recommended produces satisfactory results but due to varying techniques worldwide, one particular method of shimming has been tested widely and has been approved by the Factory Engineering and Development departments. This will now become the sole method used by all Factory service personnel and, by all concerned with assembly and servicing of the Commando. During shimming, support pre-1971 models on the centre stand but 1971 and later models on a strong box placed beneath the main frame tubes, to relieve tension on the mountings. The recommended ideal clearance from this time, both front and rear, is 0.010in. Shims are available in thicknesses of .005in., .010in., .020in., .030in. Where possible, avoid the use of the thinnest shims which tend to disintegrate after prolonged use, but where proven to be absolutely essential - ALWAYS ENSURE the thinner shims are fitted first onto the tube cap, the thicker shims bearing the load against the mounting tube end. Check the mounting clearance and record the figure prior to re-shimming. Also, it is advisable to renew the polyurethane washers on both sides of each mounting to maintain engine symmetry, whenever re-shimming proves to be necessary after the first 10,000 miles.

Check existing shimming as follows:

Front mounting - Slide left side gaiter back to give access to the shims and polyurethane washer. Insert feeler gauges as required between the tube cap and polyurethane washer and record the clearance.

Rear mounting - Slide the right side gaiter back to give access to the tube cap and polyurethane washer and record the clearance. Having established that re-shimming is necessary, proceed as below:-

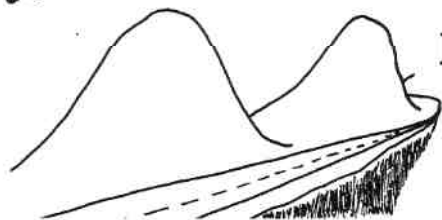
Shimming front mounting - Remove the self-locking nut and plain washer from the mounting bolt. Align the flats on the hexagon of the mounting bolt with the timing case casting of the engine. Using a soft metal drift to avoid damaging the threads drive the bolt through sufficiently that the gaiter collar and polyurethane washer can be removed together.

Remove the tube end cap. If at the time of checking, the clearance was found to be, for example, 0.030in., then a shim of 0.020in. thickness should be added to fit between the end cap counterbore and the end of the engine mounting tube. Prior to reassembly, clean all the parts including inside the gaiters, and grease lightly using silicone grease RELEASEIL No.7. Examine the polyurethane washer for excessive wear producing uneven thickness and replace if necessary. Reassemble the gaiter, mounting collar and polyurethane washer after attention. Note that the reassembly procedure is a reversal of that used in dismantling but take care to fit the end cap with shims snugly over the actual mounting to allow room for the gaiter, spacer washer and polyurethane washer to be fitted together. Secure the mounting bolt and nut to a torque reading of 25lb./ft.

(Continued on page 17)



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



MORE WANT ADS

FOR SALE:

Summer clearout--used Commando parts

1. MKIII Roadster seat, small bear. \$25.
2. Pair 32mm Amals, good cond. \$20.
3. 750 Commando swing arm. \$20.
4. Complete Commando wiring harness (incl. MKIII). \$20.
5. Commando clutch hubs (inner and outer). \$35.
6. Glass Roadster tank, rough looking but sound. \$10.
7. Commando transmission cradles. \$5.
8. MKIII rear wheel, complete w/disc, cush drive, and sprocket. \$75.
9. MKIII rear wheel, hub and cush drive. \$30.
10. 850 front wheel, incl. disc. \$50.
11. Commando Roadster oil tanks. \$10.
12. Commando footrests. \$15. ea.
13. Commando front and rear brake calipers. \$25.
14. MKIII headsteady. \$25.
15. 750 Commando trans., complete. \$125.
16. MKIII swing arm and trans. cradle. \$50.
17. MKIII trans. case. \$35.
18. MKIII alternator (stator and rotor). \$70.
19. NEW Hi-Rider style stepped seat to fit Commando. \$35.
20. 1951 Indian "Warrior" 500cc engine, complete. \$150.
21. Assorted MKIII primary case internals, starter gear, etc. Call for your needs.
22. MKIII primary chaincases (pr.) \$60.
23. MKIII primary outer cover. \$35.

Phil Redford
(408)293-4548
Call mornings or weekends

P.S. HELP! Does anyone out there know a good use for the aluminum footrest mounting plates? I've got a mountain of the suckers!

FOR SALE

1972 850 Commando. Needs a lot of TLC. Stored over 8 years. \$500.

Richard Lee
730 Emerson
Palo Alto, CA
(415)321-9510

OR SALE

solastic head steady. New from Fair Spares. \$5.00.

Rodger Sandula
4317 Faraday Dr.
San Jose, CA 95124
(408)978-0535

FOR SALE

Pair of aluminum Campbray wheels with new Avon Roadrunners installed. Each wheel has fourteen gold painted spokes with polished rim edges. Front wheel is WM3-19 (4.10-19 tire) and rear is WM4-18 (4.25-18 tire). Wheels bolt right on '71-'74 Commandos with cush drive rear hub and disc front brake. Speedometer drive is included. Write for more info or pictures. \$400./set.

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

FOR SALE

1970 Norton Roadster. Stored '72-'78, rebuilt by TT in '80. Dec., '83 new carbs; Dec., '85 new tires and relined brakes. Since then new batt., coils, air cleaner, short bars w/mirrors in grips, saddle, tankbag, paint. 6,000K on new engine (total 13k on bike). A good bike for any guy (or gal) who just likes to ride and doesn't want to have to rebuild. \$1700.

Also, 10' cab over camper, knotty pine interior. Mellow. \$600.

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Fremont, CA 94538
(415)490-4479



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So clear even as just a hatched "Quail."

75-M

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



(Cont. from page 15)

Shimming rear mounting - Remove the self-locking nut and washer from the right end of the main mounting stud. Using a soft metal drift drive the mounting stud partially through, right to left until it protrudes some 4in. from the left hand side. Slide the right gaiter lip off the mounting tube then push down and rearwards clear of the frame the gaiter, mounting collar and polyurethane washer as a group. Collect the right side tube cap complete with shims.

As with the front mounting, the thickness of shims required should be determined from the measurement at the time of checking against the designed clearance. For example, to correct a clearance of 0.030in., a single 0.002in. shim would need to be added. Reassemble as follows:

Clean and grease lightly the parts of the right tube cap/gaiter group using silicone grease **RELEASEL** No.7. Examine the polyurethane washer for excessive wear producing uneven thickness and replace if necessary. Fit the shims into the tube cap counter bore and reassemble to the mounting with the thickest shim to the cap.

In order to refit the gaiter, polyurethane washer and mounting collar, the gaiter must be held back as far as possible on the lip of the collar to gain sufficient room for fitting. If it proves extremely difficult to insert the parts, have a second operator push the rear wheel as far as possible from right to left, thus providing maximum clearance at the end of the rear mounting.

After entering the end cap, gaiter, etc., ensure that the gaiter fits completely over the mounting and cap without being trapped at either end. Check then that the collar, polyurethane washer, etc. are free to revolve with the gaiter. Using a soft metal drift, tap the main mounting stud right through from the left side and have the assistance of a second operator to align the frame lug with the mounting bolt, levering if necessary between the engine plate and frame tube to aid alignment, and inserting the spacer between the alloy footrest mounting plate and frame bracket. Fit the plain washer and self-locking nut and tighten to a torque of 25lbs.ft.

Finally, check that both gaiter/end cap assemblies can be revolved by finger pressure. If not, recheck to ensure that the gaiters have not been trapped.



TECH TIP:

SPRAY CAN PAINTING

(The following was culled from the Ducati International Owners Club Newsletter. Our thanks to them and the author, Mark.)

Start out by stripping off the old paint and scratch the metal with 320 wet/dry sandpaper. Then apply four or five coats of **RUST-OLEUM** auto primer, let dry completely, and scratch up with 320 paper. After it's dry spray on three or four heavy coats of paint, watching out not to cause runs. Scratch with 400 wet/dry paper between each coat to help get a good bond. Krylon works great. I used Pratt and Lambert but found it to be about three times as expensive and not any better.

When your paint is dry, scratch your final coat and spray **DEPT** brand Polyurethane over your scratched paint. Let the clear polyurethane dry for eight hours and sand with 600 wet/dry paper. Spray the **DEPT** on fairly thick - three or four coats will give a deep glow in the dark shine. **DEPT** is a brand name and I wouldn't use any other, especially not Red Devil as it has a tendency to peel off. **DEPT** can be used over any paint as long as it has been sanded first.

P.S. Don't use **DEPT** with satin finish.

TECH TIP: REMOVING BROKEN STUDS AND BOLTS

(The following appeared in the Nov., 1970 issue of **CYCLE GUIDE**)

I don't believe there is a mechanic who has not broken off a bolt or stud in an engine and had to take it out with an "easy out". This is not a hard job and it requires a minimum of tools, one of which is a drill. Of course if the stud or bolt is broken off above the surface where it can be gripped with pliers or vise-grips and removed, it is no problem. When it has broken off below the surface is when most home mechanics have problems. As it is never a clean, even, smooth break, the rider has a problem in starting the drill directly in the center of the broken stud. As the "easy-out" forces its biting edges outward to get a bit against the outside edge of the drilled hole, if the hole is off-center, it will bite into the threads holding the stud and you will be shoveling sand against the tide.

If a small propane torch or a good soldering iron is used, the hole can be filled with solder. With the hole filled with solder, it is no problem to centerpunch it and drill it correctly. In a case where solder would not be appropriate (like on the bottom of the engine; solder doesn't run uphill too well) a small wooden dowel can be tapped into the hole and the drill started in the dowel.

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HERTFELDER (cont.)

rotate completely around your waist? Have you ever ridden two miles dragging your brakes to dry them, then hit another deep water crossing? Have you ever got a Velcro collar tab caught in your beard? Have you ever tried to describe a good ride in mixed company?

Have you ever tasted anything better than a cold glass of water? Have you ever drop-kicked a cold meat ball sandwich? Have you ever tried to make up time on a gravel road and overshot a turn by 220 yards? Have you ever got in your van after a hundred-mile event and tried to drop your leg on the next left turn? Have you ever ridden on the same number with three other guys, and you all had the same first name? Have you ever re-run an entire eighty-mile event in your sleep? Have you ever needed help getting your wallet out of your pocket? Have you ever had to lean out the side to avoid the mud flying from your front tire? Have you ever wondered if all the have-you-ers really happen?
—Ed Hertfelder



Mt. Hamilton ride. President's mount hogs center of picture.



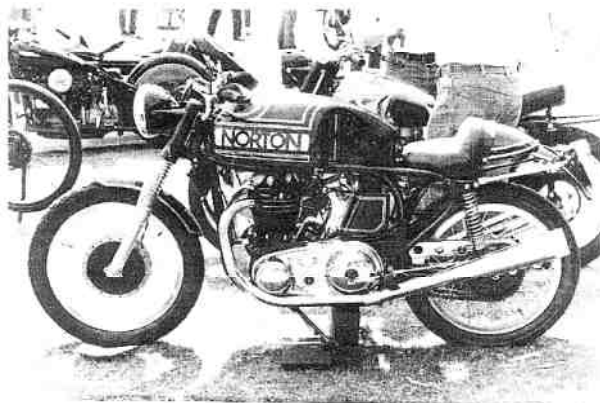
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