



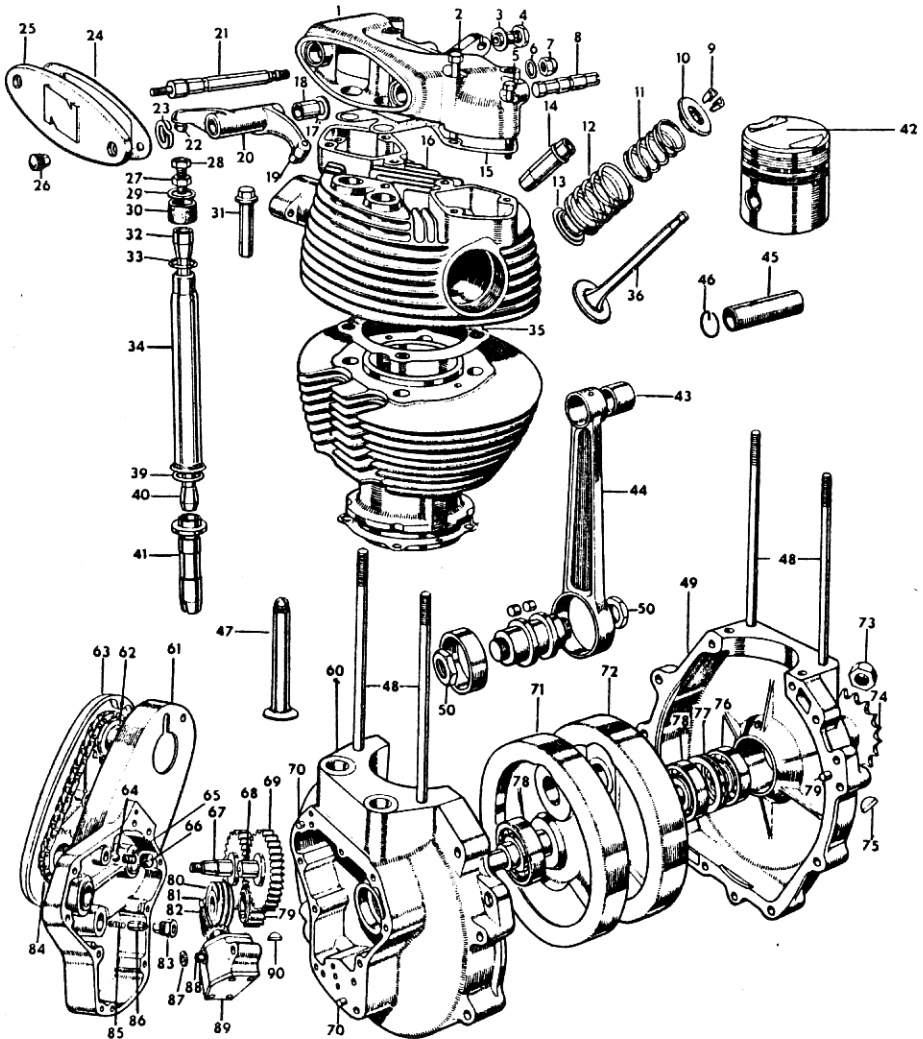
# Norton Notice



The Newsletter of The Northern California Branch

NO. 126

Oct, 1988





# 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

**£10.50 (pounds sterling) + \$18.00**

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 \$18.00 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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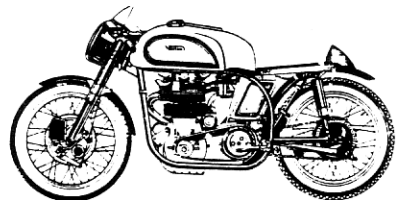
1780 Chanticleer Ave.  
Santa Cruz, CA 95062



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

## CLUB RIDES:

Coordinated by Margie Siegal

**October 16** Dick Mann's Vintage Dirt Bike Rally, swap meet, show, flat-track and trials. Sand Hill Ranch, Brentwood CA (east of Livermore). An unofficial ride may leave from Rabers at 9 am for the Mt. Hamilton route. Call Alan for details (415) 598 0291

**October 30** Eric Rhodes leads a mad dash through the **North woods**. Ride leaves T.T. Motors on Adeline in Berkeley at 10 am. Sunday. Others can join up at the Lucas Valley turnoff of 101 at 10:30. Up to Tomales or Jenner; back via inland county roads. Call Eric at (415) 548-2647 for details. Bring along your iron will and swerves of kneel.

**November 13** Your faithful Editor leads a rambling ride through the wilds south of San Jose, to **Tres Pinos for a gourmet lunch**. Tentative departure will be 10 am from Rabers on Old Almaden in SJ. Details next month.

**December 3** Maya Abe will host a **Spagetti Feed** following a short ride. Note that this is a Saturday event, giving us an extra day to recover from the red wine.

## Club Meeting Schedule

(San Francisco) Oct. 13  
Harbor Lights  
Embarcadero (near pier 42)

(South Bay) Nov. 10  
**New Meeting Location**  
Harry's Hoffbrau  
399 El Camino (near Castro St.)  
Mtn. View, Ca

(East Bay) Dec. ?  
**Location to be determined**  
This will be the Christmas Party and Annual General Meeting.

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### 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.

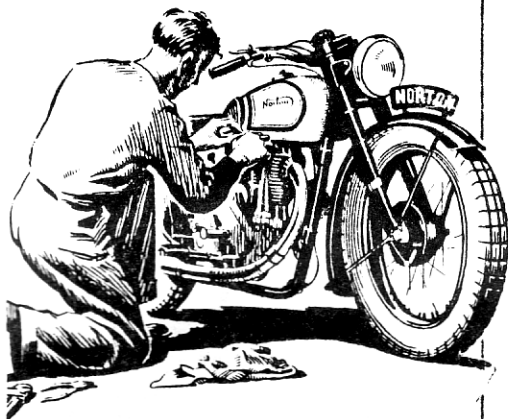
TOOL	DEPOSIT
exhaust lock ring tool.....	\$10
timing cover oil seal guide.....	5
clutch spring compressor.....	12
clutch locking tool.....	18
valve spring compressor.....	22
rocker spindle puller.....	25
crankshaft sprocket puller.....	12
timing pinion puller.....	20
gearbox layshaft bearing extractor..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

Harry Bunting  
1165 Crandano Ct  
Sunnyvale, Ca 94087  
(415) 736-6192



## Alan's Wrench

Tech tips and gossip from The Editor



*It's* a terrible feeling to be physically unable to ride a motorcycle. For more than twenty years, riding has been a very important part of my life, and my recent back injury really made me aware of how much this is still true. My first time out on the Norton last week felt a bit shaky, but with every turn of the road and twist of the throttle, I felt more alive. By the time I turned for home after about 50 miles, I knew everything was ok. The lesson for me is that my body is an integral part of the cycling experience, as much as any part of the bike. Regular maintenance must include adjustment and alignment of muscles and bones as much as of valves and suspension. I'm not advocating chiropractic, mind you, merely that we all need to pay a bit of attention to the flesh-and-blood part of the riding machine.

Pat Munroe, a long-time supporter of the club and fine fixer of Nortons, wrote in a letter to City Bike, "In my humble opinion, there is no such thing as a perfect motorcycle. They are all fun. To put up with the imperfections is part of being a real Motorcyclist. If you can't take the rain, cold, heat, breakdowns, repair cost, etc., go drive a Toyota." Well said, Pat.

There is a factor which makes the British bikes special to me: they are readily repairable and maintainable by the owner and when so maintained, generally improve in both value and rideability. I suppose I could rebuild a (generic Jap 4-cyl) if hard-pressed and well-heeled, but if I did, I would still own an obsolete mostly-plastic machine worth far less than its parts cost. As long as the parts are available (fingers crossed) I can continue to ride a Norton at reasonable cost, retaining its value and increasing my riding enjoyment over the years. I hope most of you feel the same way.

Have you noticed the spate of Nortons for sale in the Notice Classifieds? End-of-season deals are looking pretty good, especially Oscar Roberts low-mileage one-owner roadster. I have spoken with Mr. Roberts several times, and he is anxious to find a good home for his well-maintained machine, so give him a call if you want a Norton in "as-new" condition.



Even though the riding season is winding down, there is still one big event to go: the Dick Mann Vintage race and rally in Brentwood. They have split this into **two** weekends due to the large crowds last year. The vintage show, swap and exhibition riding will be on Sunday, the 16th and the motocross competitions will be the following Sunday, the 23rd. Since many of you will undoubtedly be attending one or the other of these dates, Eric Rhodes has rescheduled the October ride to the 30th, which makes it a Halloween ride. Look out for the headless biker!

Thinking back over the season, it occurs to me that we don't seem to have rally pins the way most clubs do. This is a motorcycling tradition which goes back many many years, and one I would like to see us follow. Of course, someone needs to design and order the pins and they would have to be paid for by slightly higher rally cost. Maybe next year...While I'm on the subject of past rallies, we have had a different club t-shirt color combination every year: 1988's is gold on black, '87 was red on grey, '86 black on white and '85 white on black. We also had a tri-color job with a different club logo, but I don't know which year(s). If anyone can assemble a definitive laundry list I'd like to have it.

Don Dannmeier took a biker's holiday in Australia last year, which you read about last month. He is doing it again next year, to attend the 1989 International Norton Rally in

Melbourne and Sidney. The event is March 13-21, covering two weekends. For details, contact International Rally-NOC, P.O. Box 27, Bentleigh East, Victoria 3156, Australia. Don will pass along added details when available.

I ran into a few of the Vintage Rockers last weekend at Alice's. I've noticed a trend back to more stock equipment recently amongst their Norton riders. This should enable more participation in our events, which tend to be a bit long for clip-ons-and-rearsets riding. Jason mentioned that they would like to have one more overnighter this fall, before the weather turns foul. Since the remaining weekends of our October schedule seem pretty full already, a joint event seems to be out. You'd have to search long and hard to find a more enthusiastic bunch of vintage riders, and I hope we can make them feel welcome at our events and as members of our club (several have already joined).

You may have noticed that I haven't touched on any tech tips yet. I don't have any, as I'm out of things to fix at the moment. I am working up an article on Smiths gauges and one on suspension geometry; if you have any thoughts on these subjects, write me a letter. In addition, Nortons are known to break or wear out occasionally, especially when ridden, so I have no fear of my luck continuing. In the meantime, keep your oil clean and your battery full.



T W I S T G R I P T W A D D L E

Were you there? It was a good one. I'm talking about the Rally in Mendocino the second week of September. Turnout was fair, about twenty, plus a few family members. I arrived Saturday later afternoon, a pleasant and uneventful solo ride up from the City. The weather was a bit chilly, but undoubtedly that spurred sales of long-sleeve NOC T-shirts, which Margie Siegal brought up (Robt. Briscoe being tied up with work that weekend). Once the fog burned off, the setting was lovely. That night we had an A-1 barbecue of ribs, steaks, and hotdogs graciously provided by Burton Kranzel, first-class meat perfectly cooked by Jerry Kaplan and Eric Rhodes. Jerry and I later popped into town for a night-cap at the Cellar Bar (one flight up, natch), where we were also treated to some good ol' Northern California rock 'n roll by the "Louis-Lewis-Margie Band," a local outfit who were very good (Alan, take note). Followed by a night's well-earned rest, marred only by an air raid or eight.

We got a little screwed up on our finances for the Rally, but at the meeting that took place during that evening it was generally agreed that the Club's costs would be met by voluntary contributions by the participants--Honor System--I'm only mentioning it to remind those who were fairly well dissipated by the time they assented to the proposal. About \$5 a head sounds about right--a bargain, in fact, even after the gatekeeper stuck most of us for an additional \$4 upon entry ("extra wheels"), considering the quality of the dinner and company. Checks to Harry Bunting, if you please. (Not you, Burton.)

Next subject. With 1989 comes a changing of the guard, and Alan G., our **Notice** editor, hinted that he'd be willing to try his hand at the tiller if someone were ready to take over the editorship from him. So perhaps it's a good time to remind members that the editor is entitled to pocket any advertising revenues he or she can scare up, as compensation for the work involved. With a bit of imagination and ingenuity, it could be a nice amount, so if you have a computer and access to some desktop publishing software, think about it.

Of course, all this is begging the question: Why don't we have a number of individuals vying for these executive posts? Do people really think it is so difficult? Turn it around: anything worth doing requires time, which you already know if you have ever worked on a Norton. Let me assure you that effort expended on the Norton Club brings rewards and good feelings analogous to those you get from keeping your bike operational; the bonus is that you get to know, better than you otherwise might, some of the most interesting people in California. It's worth it. See ya.

*Alan*



## 88 Norton Club Rally

reported by Louis Mendelowitz

It was early I thought, plenty of time to get to TT Motors before the scheduled ten o'clock start but I had forgotten how congested the Bay Bridge could be and so arrived just on time with only Eric Rhodes there ahead of me. We were the only brand X riders to go on the rally and I was relieved to see Burton Kranzel's immaculate Mk. 3 show up so that a Norton could lead the ride up to Van Damme State Park. We all agreed to wait a bit and see if anyone else was going to join us for the ride and so spent a pleasant half hour talking to John and receiving a gift of original Norton import documentation for the Mk 3's that he had sold.

At the last minute we decided to have another breakfast and so Burton, his son Ace, and I went across the street to John's recommended café to give people some more time. We ate. No more riders showed up so after a route consultation we got on the freeway for points north. Eric wanted to go up the coast and since I find Rt. 1 the least desirable and biggest eye sore road in the state and Burton dislikes it almost as much as I do we took off up the Nimitz headed for the San Rafael bridge and 101.

I wanted to remain warm for as long as possible having been in fog since San Mateo and figuring on a week-end of low and wet. Also I had been hearing about the Comptche Ukiah road for a long time and since Burton was not

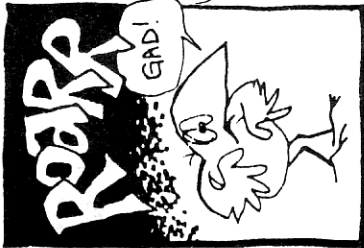
opposed to a few miles of gravel we decided to make a go of it. After a pleasant lunch of ale and chips at Hopland we made a go at finding the Orr Hot Springs road as it is known at its eastern end and failing our first attempt thought that we should get to the coast soon as I was carrying the campsite tickets. Alan had entrusted them to me when it became apparent that only a complete back transplant would allow him to leave home for a badly needed and long planned vacation riding his Commando, and I wanted the Park people to have our reservation tickets in hand before everyone showed up.

So we took Rt 20 West from Willits and had a lovely time as the curvy two lane led us into a cooler and cooler climate through the forest and out to the coast. At the Park we found that Don, arriving ahead of us, had picked perfect campsites and we were early enough to secure the adjoining ones giving us enough room to accommodate the fifteen rally attendants who eventually showed up. So having set up camp a group of nine set off for Little River where we found some extremely effective Mexican food and were able to taste some offerings from the local micro-breweries thanks to the wide variety of selections available at the grocery store across the street. We were also fortunate enough to share our table with an ardent fan of motorcycle riders and of Elvis the King



**TEN YEARS AGO**

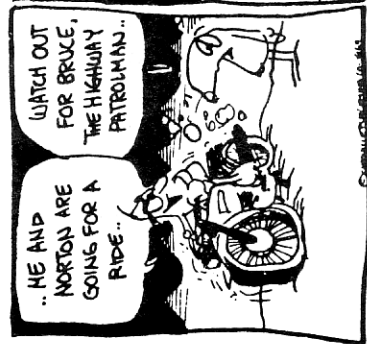
The following excerpt from Norton Notice #7 of October 1978 is the first of many fine Odd Bodakins strips which we reprinted courtesy of Dan O'Neill, its creator.



NO INTELLIGENT LIFE ON THIS PLANET WOULD DRIVE AROUND ON TWO WHEELS!!

..EXACTLY..

1-9



..HE AND NORTON ARE GOING FOR A RIDE..

WATCH OUT FOR BRUCE, THE HIGHWAY PATROLMAN..



WHOO NORTON!



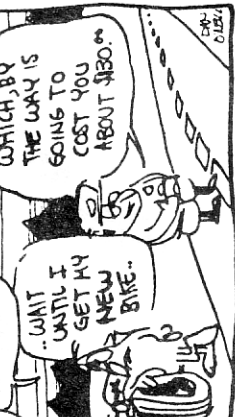
GOOD MORNING, BRUCE..

HUGH-DO YOU KNOW WHAT THE SPEED LIMIT IS?..



YEAH-ON THIS BIKE, IT'S ABOUT 130 H.P.H..

..HUGH-I ADMIRE YOUR ATTITUDE..



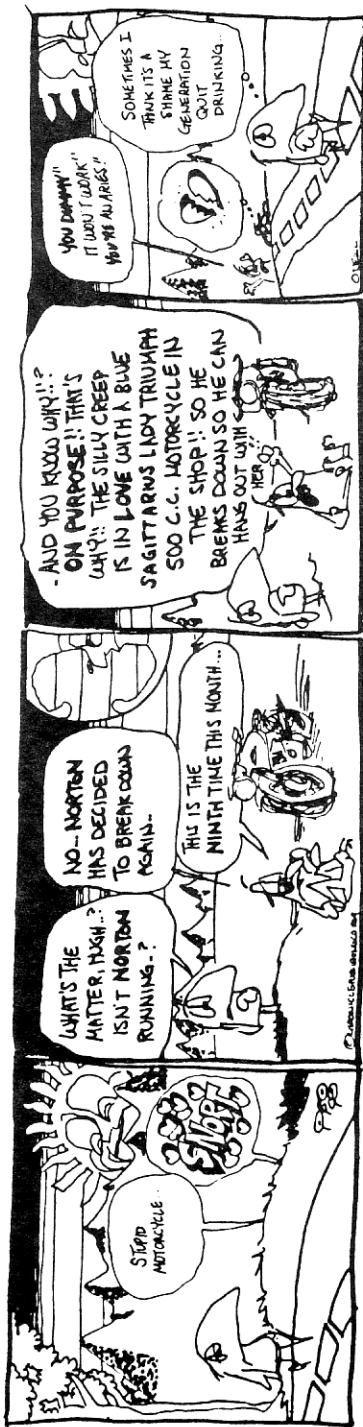
..UNTIL I GET MY NEW BIKE..

WHICH, BY THE WAY IS GOING TO COST YOU ABOUT \$800..

6-13

DAN O'NEILL





Next month: Hugh, Fred and NORTON roar off to Petaluma, Bug Capital of the World!



## Art Sirota's Shoptalk

For those of you who are just getting into Nortons, here is a brief history of what those crazy Brits did to the Commando, carb-wise:

When the commando first went into production in 1968, it had two Amal 930 carbs, two 30 mm. manifolds, two 30 mm. phenolic heat insulators, flowing gas and air into two 30 mm. ports in the cylinder head, sounds simple, eh!

Then in 1972 Norton commenced production of the Combat 750 Commando. This had two Amal 932 carbs, two 32 mm. manifolds, two 32 mm. heat insulators, and two 32 mm. ports in the head. Still simple!

Unfortunately things began to get a little complicated when the Combat engine's high compression proved to be too much for the main bearings. Nasty things started to happen when the bolt-together crankshaft flexed more than usual. Also, the higher compression and resulting power output caused some cylinder base flanges to break as the top end tried to separate itself from the engine. Engine life dropped at one point to three or four thousand miles.

The solution to some of these problems was a redesign of the main bearings. Superblend mains allowed the crankshaft to flex without self-destructing. Next they began to work on making the engine physically stronger, but first, in late 1972 an interim model appeared, a lower compression 750 motor. It had two Amal 932 carbs, two 32 mm. manifolds and insulators, 32 mm. ports, but unlike the Combat, no material was

removed from the head, resulting in lower compression (about 9:1) and lower power output.

Then in 1973 Norton came out with the 850 engine, with still lower compression, Superblend bearings, and stronger redesigned crankcase castings. The cylinder mounting was changed to a through-bolt system and ports and carbs remained at 32 mm.

In 1974 the carbs were still 32 mm. but the manifolds were tapered from 32 at the carb end to 30 at the head, matching 30 mm. insulators and ports. This head is marked "RH10". Then in 1975 Norton went back to all 32 mm intakes. This cylinder head is marked "RH4".

So, the moral of this story is that you can't simply reach into that pile of used Commando pieces and pull out any old manifold or head. The manifolds are not marked in any way, nor are the heat insulators, so these parts must be measured and matched to the head.

The tapered manifolds used on the 1974 RH10 head are discontinued and no longer available as new, but many of them are lurking out there in "collections". According to Les Emory of Fair Spares, you can use 32 mm manifolds with 30 mm carbs, but not vice-versa. You might wonder why Norton would fit 32 mm carbs to a head with 30 mm ports? Good question. If you have a '74 850 with RH10 head stripped down for rebuild, consider fitting a MKIII RH4 head in its place. This should result in a substantial increase in high-end power.



## LETTERS TO THE EDITOR

9/15/88

Dear Alan,

Having 15 years of Commando ownership and maintenance under my seat, I've heard a LOT of pros and cons to the use of automatic transmission fluid (ATF) and manual transmission fluid (MTF), as well as the stock 20w-50 motor oil, as primary transmission lubricant.

First of all, don't use motor oil. Viscosity is much too heavy, no matter how hot you've gotten things by overtightening the chain. Within 500 miles your clutch will grab all through town and slip on those beautiful winding roads.

Secondly, I've been hearing a lot of 'confirmed' recommendations by 'professionals' that the best lubricant is MTF. It's highly touted as being a much better lubricant than ATF (reducing chain wear) and passes out from between the plates just as well as ATF. This sounded like good reasoning to me, so I've been using it for the last 1500 miles. And I also will be cleaning my clutch plates for the 3rd time!

My recommended lube is ATF. I've got 25000 miles on my triplex chain, 23000 with ATF, with little wear on the chain and very little on the sprockets. Since I'm getting damn tired of cleaning plates and I don't mind getting just 30000? miles on a primary chain, I'm changing back to ATF and a 2000-mile clutch cleaning interval.

And for those of you who think you're Peter Williams and don't do routine clutch maintenance, you must really like your BELT drive!

Chris Nichols

*I think a lot depends on the kind of clutch plates you use. In my 750, I use 10w30 motor oil and Barnett plates, and in 3000+ miles of driving, I've never had the plates stick or drag, so there. Maybe I'm just lucky, or perhaps it's the ungrooved hardened clutch hub... At any rate, I don't think the lube is the problem here, it's the clutch components themselves. Any comments?*

THE UNAPPROACHABLE  
**Norton**



**CLASSIFIEDS**



For Sale: 1957 Model 77 in very good condition. It's about 80% complete and has a fresh top end. Asking \$1800. Call John Tristad at (408) 279 1816

/9

The following list of parts is for sale or trade. Prices do not include shipping but most items can be shipped within 2 days for \$5-10. All parts are in working condition:

- Roadster tank and side covers \$75
- Swing arm & trans cradle, g.c. \$40
- Dunstall 2-1-2 system, fair cond.  
painted black \$45
- MkIII headlight w/harness, has  
some dents \$25
- Stainless rear fender, g.c. \$25
- Front fender, fair cond. \$25
- Rear wheel with hub, needs  
new chrome \$30
- 750 oil tank, good cond \$15
- 750 frame w/swingarm, fair \$40
- Early commando fork yokes gc \$30
- Early commando taillight, g.c \$15
- 750 center stand, g.c \$20
- front forks w/sliders, g.c \$50
- front sliders only, g.c \$15
- Foot peg & brake pedal, fair \$15
- Clutch basket, good \$20  
above with chain \$30
- Early style light/horn switch \$15
- Early model side stand, g.c. \$15

Bill Bernard, 122 Wessels Way, Templeton, CA 93465 or call (805) 434-2797 after 5 pm

/9

For Sale: Offer or Trade:

- MK3 Bottom End
- MK3 Gearbox Covers
- MK3 Primary Case and internals
- MK2 & MK3 Footrest, brakepedal
- MK2 & MK3 Gearbox Cradles
- Hepolite 850 +.020 Pistons, new

Wanted:

- Disk brake fork sliders
- Speedo drive, any condition
- Straight Con.Rod #23258-R10R
- 850 PreMK3 Crank & Cases
- Cerriani Roadrace Fork Bushes complete 72-74 Ducati 750s

Contact Chris Nichols (415)965-4611

/9

Does your MkIII Electric Starter work? Mine does, every time, and yours can too! Call me for all repairs, rebuilds, and modifications.

Burton Kranzel (415) 261-8252 /8

For Sale by original owner: 1971 Commando roadster, orange metalflake. 8978 genuine miles, no crashes. Has drum brakes, oil cooler, low style handlebars. Includes Colortune sparkplug tool with instructions, carrier rack with Craven top box, factory workshop manuals and service notes. Asking \$2000. Also available English Aviakit rain clothing in good condition. Riders wishing to try out must show proof of insurance. Contact Oscar Roberts at (415) 791-7886, 36115 Chelsea Drive, Newark Ca 94560.

/8



**CLASSIFIEDS** continued

1971 Commando roadster, black w/disc brake, approx 17k miles. Bike is partially disassembled - tank and cylinder head removed, could use valves and rings, bottom end is ok. Good prospect for restoration, only minor pieces missing (footpegs, etc.), Asking \$500 obo. Call Lou Curoso (415) 842-5162 days, (415) 483 4656 evenings. /9

ALMOST EVERYTHING GOES SALE: The following are NEW parts, genuine NORTON unless otherwise indicated:

Clutch Bearing, \$8.00, Intake Valve (3), \$9.25 ea., Exhaust Valve (1), \$9.25 ea., Exhaust Guides, Cast Iron, Fits 750 (3), \$2.00 ea., Intake Guides, Cast Iron, Fits 850 (4), \$2.00 ea., Intake Guides, Cast Iron, Fits 750 (3), \$2.00 ea., Kick Start Rubber (1), \$2.25 ea., Shift Rubber, \$1.25, Fork Gaitors (short), 2.25 pr., Fork Tube, \$50.00

The following is a partial list of used parts. If you don't see what ya need, call and I'll probably have it!

Bronze Clutch Plates (2), 10.00 ea., Barnett Clutch Plates (7), \$4.00 ea., Engine Sprocket (1), \$12.00, Megacycle 6000 cam, \$75.00, Push Rods, \$7.00 ea., 850 pistons, std, \$50.00 pr., 750 Connecting Rod, \$50.00, Tach, Solid Green Ball, \$75.00, Tach, Striped Green Ball, \$75.00, 850 Stainless Front Fender, \$35.00, Disk Brake, c/w Slider, Caliper, M. Cyl., Hose, Rotor, Wheel, \$200, Dunstall Fairing Brackets, \$5.00, Sleeve Gear Bearing, \$5.00, Flamm Electric Horns, \$15.00 Shock Mount Bolts, \$0.50, Chain Adjustors, \$0.50, Roadster Sidecover Mount, Fixes to Battery Tray, \$0.50, Isolastic Shims, \$0.10, Clutch Locking Ring, \$1.00, Sleeve Gear Bearing, \$2.00, Layshaft Ball Bearing, \$2.00, Gear Indicator, \$1.00, Intake Manifold Heat Insulating Washers, \$1.00, Plastic Carb. Banjos, \$0.50, Large Primary Inspection Covers, \$0.50, Alternator Rotor Nut, \$0.50, Clutch Adjuster, \$0.50, Clutch Spacers, \$0.25, Woodruff Keys, Rotor, Cam, Engine Sprocket, \$0.50, Stator Spacers, \$0.25, Cam End Breather Plate, \$1.00, Lifter Spacers & screws, \$1.00, Rod Bolts, \$2.00, Crank Bolts, \$1.00, Head Bolts, \$0.50, Head Studs, \$0.50, Oil Line Banjo Bolts, \$1.00, Rocker Spindle Cover, Set, \$2.00, Handlebar Clamps w/ Screws, \$2.00, Fork Slider Collar, \$2.00, Rear Brake Actuation Rod, \$2.00, Master Cylinder Boot, \$1.00, Rear Brake Lite Switch, \$2.00,

All used parts are in servicable condition. Shipping and handling costs extra. If you don't like these prices, make me an offer. Satisfaction Guaranteed or purchase price refunded. Call Scot Harburger at (415) 829-3483 6-8 pm, PDST (Note new phone number!).

TECH TIPS-

With a lot of help from Burt Kranzel and a little help from Mean Marshall, I have just rebuilt the clutch in my Mark III.

Some things I have learned:

Jasco paint remover does a great job on old gaskets. Apply it carefully with a Q-tip, if it drips on the alternator it will screw things up. Let it sit overnight, then scrape the mess off in five minutes.

Pipe cleaners do a great job of cleaning out small crevices, such as the slot for the clutch spring retainer.

Alcohol cleans old gasket sealer from your hands (not Old Turkey, just 89¢ rubbing alcohol from the drug store. Use the Old Turkey for cleaning the insides of the organism).

MARGIE SIEGAL



of Rock and Roll. Back at camp we found that Phil Anderson in from Sparks, who had joined Doug on the way from Sacramento, just in time to help with a bit of Norton-from-ditch extraction.

Next morning, we all set out for various breakfasts at varying hours and presently we all were ready for a Saturday afternoon ride. Don led us out of the fog up the Little River- Comptche road to Comptche and then down the Flynn Creek road to 128 and to Boonville for a late lunch and a sampling of the offerings of another local brewery. Refreshed and satisfied we were joined by Alan who had abandoned his rest therapy and set out by automobile to join in the group fun. How he found us I don't know unless it was the line up outside the brewery of a splendid original Fastback, five Mk 3's, a Mk 2a, an Xumph and a XMW. Also joining us in Boonville was Jerry Kaplan who sacrificed his ride to allow the cycle mounted members the luxury of a barbecue which allowed to share the pickup truck bed with his P11.

Real riders then set out for the coast on Mountain View Road and real wine tasters returned via 128 pausing along the way for sips of this and that. On returning we found the party augmented by ride coordinator Margie and president John. Margie had the new rally shirts splendid in black with gold. I for one couldn't wait to get my money out and the shirt was on my back within seconds.

The steaks, donated by Burton Kranzel had been transported by Willie, Diane and Jessie in their

Xeugeot and were prepared on the grill while a splendid fire of donated logs occupied the camp fireplace and White Dog sang to us when ever he ran out of ribs. We had a quick meeting wherin the only item of business was a resolution to pay the extra park service fees for the rally site out of club funds. (See what you get for not coming) My poor pen palls attempting to describe the post-prandials but when I retired at eleven under clear sky's the benches were still racing.

Next morning bright and early we found a low ground mist which promised for earlier clearing than Saturday and after packing up we went to Mendocino for breakfast at the Main Street Deli, an establishment which I would wholeheartedly recommend. Alan and I took off in/on our XMW's, and it was four wheels against two over the Comptche Ukiah Road, which consisted of perhaps fifteen miles of very well graded hard surface with only small sections of graded dirt to slow the pace (*two wheels proved faster, of course!*) We found this a beautiful road, completely empty of cars and blessed with some of the tightest, steepest paved surfaces that I have ever been lucky enough to ride.

The rest of the trip back was uneventful except for a refreshing dip in the Russian River outside of Cloverdale which took the edge off of the heat and sent me home with pleasant memories of the 88 Norton Rally.

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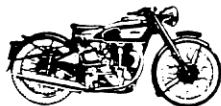


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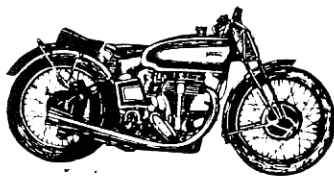
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