



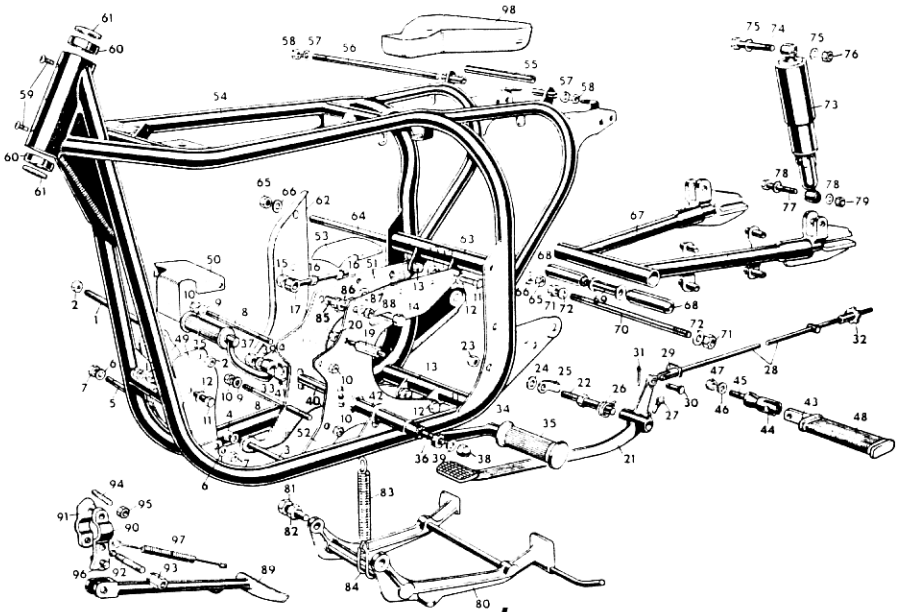
Norton Notice



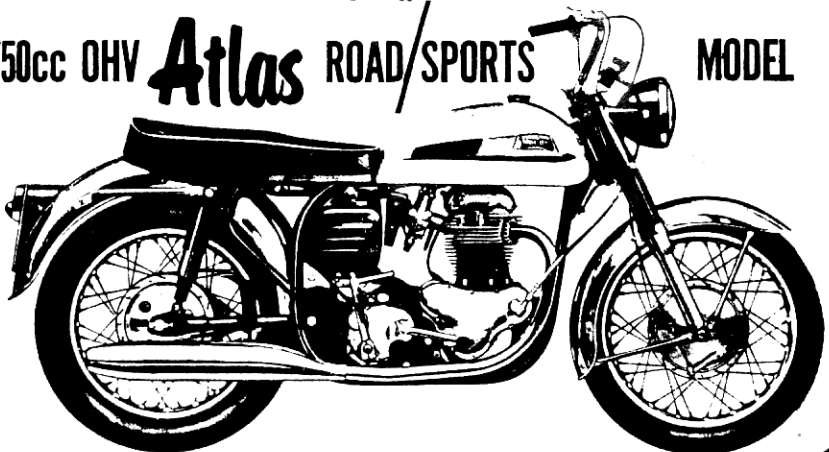
The Newsletter of The Northern California Branch

NO. 119

march, 1988



750cc OHV **Atlas** ROAD/SPORTS MODEL





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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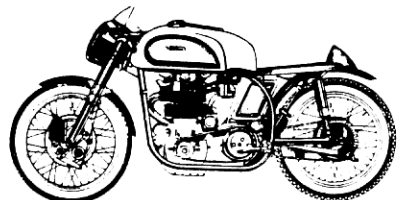
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NORTON OWNERS CLUB

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 motor-cycling 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

DOWN THE ROAD:

March 20 Branch Ride
Margie leads our Birthday party around the North Bay & Sonoma County. Leave at 10 am from T.T. Motors on Adelin in Berkeley

March 27 Clubmans' All-British Show and Swap Meet--Santa Clara Fairgrounds

April 3 Easter Morning Ride
This is Mean Marshall's 13th annual heathen celebration. Leave at (gulp) 4:00 AM from the Ashby BART station in Berkeley, or the Golden Gate Bridge toll plaza. Top of Mt. Tam at 5:30, breakfast in Pt Reyes at 8:00. Lou says this is a good one, so be brave and check it out.

April 10 Laguna Seca (FIM)
This is the US Grand Prix, the first in many years and a rare opportunity to see true international racing, right in our neighborhood. Semi-official club ride leaves HoJo's on N. 1st in S.J. at 9. AM. A full concours for vintage bikes is planned (see **Alan's Wrench** for details).

April 30-May 1 West Coast Vintage Rally and Swap Meet Tulare, CA.

The Sunday Morning Poker Run is being organised by the NorCal BSA Club and should be a good one. This is the first weekend rally of the year and is the **second** club ride for April. Departure time and location to be determined.

CLUB MEETING SCHEDULE

- | | |
|------------------------------------|----------|
| (East Bay) | Mar. 10 |
| Albatross Pub | |
| 1822 San Pablo | |
| (1 block n. of University) | |
| Berkeley | |
| The meeting will start at 8 pm | |
| Eat first as there is NO FOOD here | |
| (San Mateo) | April 14 |
| Prince of Wales Pub | |
| 106 E. 25th Ave | |
| San Mateo | |
| (San Francisco) | May 12 |
| Zuka's Restaurant | |

The August meeting is usually at the Annual Rally. If you have a suggestion for a good Rally sight or event please talk to Margie about it or mention it at a meeting.

NOTICE: Riders should have plenty of oil and gasoline by the scheduled departure time and all personal problems taken care of. In other words **FULL TANKS AND EMPTY BLADDERS**. In the event of inclement weather phone the ride leader to find out about the status of the ride.



Alan's Wrench

Tech tips and gossip from
The Editor

It's not even spring yet and already the rally season is hotting up. First, the local news though. The big event on the spring calendar is the US Grand Prix coming up at Laguna Seca. Rumor has it that Norton may be there with the rotary (after winning Daytona, of course, heh heh, that's next week as I write this). The VROOM organization ("Vintage Racers of Old Motorcycles") is sponsoring a concours/vintage show, with trophies and t-shirts but no cash prizes. There is no show entry fee other than the \$30 VROOM admission fee which includes General Admission to the race. They also say there will be NO pit passes at all as FIM is much more strict about such things than AMA. Contact Mike Lewis at 11969 Nugent Drive, Granada Hills, CA. 91344, or phone him at 818-363-0734 8-10 pm.

Norton will also be contesting the Isle of Man T.T., for the first time in 10 years. Race week is June 3-10, with the usual full schedule of events as well as 4 days of racing. I've received two race tour brochures which both include factory and museum tours as well as Race Week:

Coach House "Insiders Tour 88", run by Jack Evans, 70 Coolidge Street, Ashland Oregon 97520, (503) 482-2257. This is a 14-day tour and costs \$1685 *including* airfare, ground transportation, hotels and most meals.

Sanborn Tours, 1007 Main Street, Bastrop Texas 78602 is offering a 16-day tours which include ground transport (tourbus), hotels ('high-class') meals and all admission fees, but *not including* airfare for '\$1919 triple, \$1967 twin, \$2309 single' (rooms?).

Other correspondence received: Riders Advance Training School (RATS) informs me that they ~~won't~~ be doing any schools in 1988. I don't think this is the Superbike school, don't know for sure though. The Motorcycle Riders Foundation, a new organisation, announces the "Meeting of the Minds, USA" seminar October 14-16 in Wichita, Kansas. The seminar is 'designed to pool resources and improve effectiveness ...' of motorcycle rider groups. The MRF foundation was recently formed by Mike "Balls Farabaugh, Director of ABATE for Indiana and includes members from around the country "representing such groups as AMA, MMA, ABATE, and Bikers Against Manslaughter". For information contact MRF, 25 E ST. NW, Washington, DC 20001

A final note on events: in the current issue of the S.C. Norton News, from our LA associates is a review of the first annual Jeff Hemphill Memorial Ride. I remember meeting Jeff at one of our Big Sur rallies, at which we raised a few (beers) around the fire. It's nice to know that Jeff's enthusiasm for Nortons and riding have not been forgotten.



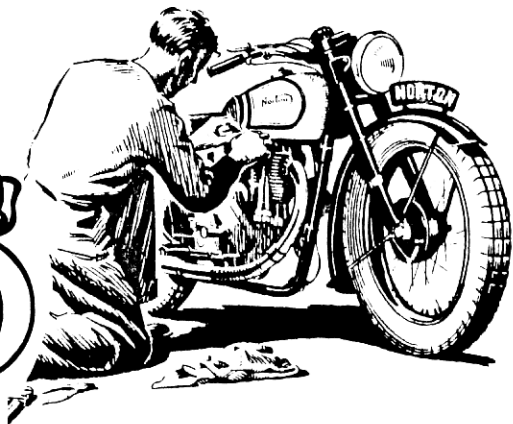
On to the tech tips. I'm making some progress on the Commando. I started with the front isolastic which was **really** loose. I removed the whole assembly (thanks for the tip, Phil) by removing the large through bolt and the two engine case bolts, after putting the bike on the center stand, of course. I found that the lower engine case bolt won't clear the exhaust, but being lazy I simply pushed it one way, removed the engine mounting plate for that side, then pushed it back the other way. The end result is a detached front isolastic assembly with the bottom case throughbolt still in place! Be careful not to mess up the threads...

When I disassembled the isolastic unit, **surprise**-no spacers at all, completely disintegrated into black sludge. Oh well, better not try to fake it, so I missed the ride last month. What's worse, Bob at Rabers tells me that there are none of the preferred bronze spacers to be had anywhere, as the factory has been back-ordered for about 6 months! Guess I'll use some of the white plastic ones from you-know-who. At least I can get back on the road that way, and now that I know how easy it is to do, I can put the better ones in when they become available. More on this next month.

New Products

The following new products have been brought to ~~our~~ attention and appear to be of interest to readers of the Norton Notice. Unless otherwise mentioned, they are untested and may or may not be of good quality. No endorsement is intended or implied.

'Helmet Sun Glasses is the latest concept of Sun shield in the helmet industry. It is a revolutionary new product that will convert your regular clear shield into a Sun shield in a matter of seconds..." - so claims the blurb from **Lobo Products, 29119 Hook Creek Road, Cedar Glenn CA 92321 (phone 714 337-6640)**. There is no real description: my best guess is a tinted overshield that attaches with velcro, not a bad idea really. The price is \$4.95 "for Club members only".



THE UNAPPROACHABLE
Norton



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

TWISTGRIP TWADDLE

March meeting, on the 10th, will be at a new venue: The Albatross pub, at 1822 San Pablo in Berkeley, one block north of University Avenue. Our PRO, Jon Bashor, checked it out and says it looks hospitable. It's Bkly's oldest pub, and the proprietor, Bob Johnson, is reported to have responded to the word Norton with "The only Norton I know is a motorcycle," so I think we'll be OK. He said he likes bikes, so long as they're not Japanese....

Besides having a sort of back-room that should suffice for meeting purposes, the pub has about a dozen dartboards (darts to hire), plus chess and backgammon facilities. On tap they have Molson, Bud, Sierra Nevada ale (!), Anchor Steam, and Henry's plus who-knows-what in bottles. Sounding better all the time, Jon. Oh, one slight drawback: bar munchies and free popcorn are available, but no formal food service. Hence, resort will be had to food establishments nearby on University Ave. There'll be adequate time either for that or for supper at home, as the pub doesn't open till 8 pm. If this works out, we will consider making it a regular East Bay spot.

Next subject, of course, is the Clubman's All-British MC Show & Swap Meet at the Santa Clara County Fairgrounds (Pavillion Hall) on March 27th. I won't rehash all I said in last month's **Notice**. Ed Brooks has agreed to be one of our club's two voting delegates for the concourse; I'm working on a second judge. At the meeting on the 10th we'll finalize who's going to man the club's booth at the show--we have four free admissions for those persons. Otherwise, \$3. Hans Mellberg and Brad Green have volunteered to get a table to the hall for the booth, and Racer Eric S. has a Union Jack that will provide some local colour. And the banner, naturally.

If you have a nifty-looking Norton that you're not entering in the concourse, I hope you will consider bringing it to the show for display in our booth, where we want to attract maximum interest of potential new members. I am also hoping that members might be able to sell/swap miscellaneous spare parts out of the club's booth (i.e., those too few to warrant paying for a whole booth of one's own, a la Phil Radford); I'll find out before the meeting and report then.

I say again: It's gonna be a good show. Let's see you there, and don't forget to stop by the Club booth.

Keep Nort'n.

[Handwritten signature]
 Prez.



ARMEDCOMMANDO INVADES DEATH VALLEY IN SEARCH OF BEEMER RALLY

SPECIAL TO THE NOTICE

ALBANY, CA: Authorities in this East Bay hamlet reported today that a lone Norton rider was sighted streaking across Death Valley on a BMW seek and destroy mission. A frightened gas station attendant in Stovepipe Wells called local park rangers to warn them that "the guy was armed to the teeth with one of those fire breathing Nortons. He said he was ahuntin' Beemers." A quick check of the license plate confirmed the rider's local address. This reporter rushed to the house just in time to witness the British-flagged Interstate roll into the driveway. I approached cautiously, not quite sure what to expect.

"You just come back from Death Valley?"

"Who wants to know?"

I explained my job as reporter for the NORTON NOTICE and he warmed up a bit.

"Well, as a matter of fact, that probably was me. You see, there was a Beemer rally in Furnace Creek and I thought there might be some fun down thataway. So I loaded up and pointed Nort to the freeway. We laid over in Merced Friday night and early Saturday we started the hunt. The fog south of Merced was close, but after 20 or so miles the sun made it through and Nort started to stretch out a bit.

Down by Delano we cut across on 155 to Lake Isabella. 155 starts like a typical valley road, wide open with long curves lined with an audience of curious cows in the fields, and then narrows down to tight twisties as you pass through the southern tip of Sequoia National Forest. We saw snow by the side of the road but the morning temp was just right and there was no traffic. The town of Lake Isabella was crammed with Harleys, there for an MMA run. An inviting route 178 aimed us toward Death Valley.

Just outside of Lake Isabella I sighted the unmistakable orange fairing of a Laverda traveling in the opposite direction. The rider turned around and caught up with us just outside of Ridgecrest. We stopped at a diner and he invited me to have a look at his collection of Italian bikes. Have you ever seen four Parillas in one place? Throw in several Ducis, some Guzzis, an Aermacchi, and another orange Mirage and you have an Italophile's nirvana. Terry had some Norton stuff too [see Want Ads].

I tanked up and shot to 190, sniffing the air for Beemers. Two buzzed by while I was photographing Mother Nature."

"Were you actually planning on shooting any of the Beemers down?"

"Well, it's like this. Last summer I rode a Beemer to the Norton Rally in Colorado. I figured turn about's fair play, so this time I was taking my Nort to a Beemer rally.



My mission was to shoot as many Beemers as possible, all arrayed behind my Nort. I also needed to check out the latest leather fashions; my zipper keeps undoing from the bottom up and I'm losing stitches left and right.

As I neared Furnace Creek I realized that the Beemers were all spread out. I'd have to wait until tomorrow. So I parked, checked in, and polished my lens. I asked a few guys what the plan was for Sunday but no one seemed to know. I admired the one piece suits.

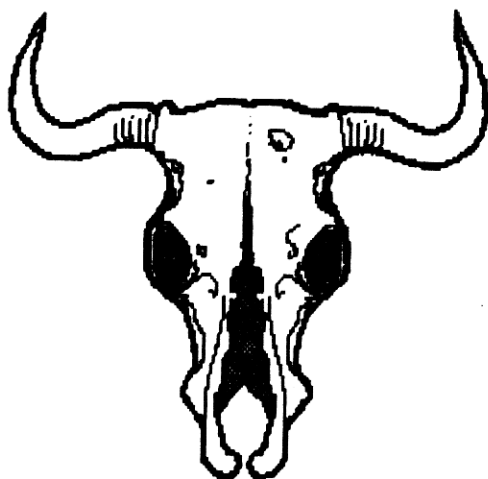
Sunday dawned clear and bright. Already, at 7:00, some of the Beemers had left the parking lot. Rumor had it that breakfast was in Beatty, NV, an easy morning gallop of some 43 miles. I galloped on down to the cafeteria, some 43 yards away, and filled up on hot coffee. A quick trip back to the room for a roundup of gear and I was ready. I approached the remaining Beemers cautiously, eyed the couples in their color coordinated leathers, adjusted my camera strap, and made a quick turn for the tennis courts. Fifteen minutes later I was fully warmed up and running at open throttle.

I never did find the hundreds of boxers and flying bricks. While it was too early in the year to see the wildflowers in bloom, I did roam around a bit, kicking rocks, looking for animal life. With the exception of ravens nothing moved except the motor homes. Sunset revealed a choice variety of colors on Artist's Drive. The Harley rider who gunned it past me on the Drive may have seen his own colors later on as the sand that covered the road made riding quite hazardous.

Darkness brought the returning headlights of about 20 Beemers. A group of Aspencades hummed in and their riders dismounted after unplugging several sets of wires and flipping a host of switches. I admired the couples in their color coordinated Dacron jackets."

"So you never did get the photo?"

"Nope. The next morning I saddled up early and headed north for the Panamint Mts. THAT was a great run. I took 190 back to 395 and then cut west on 178 again. Just had to have another go at 155. I followed some secondary roads that paralleled 99 and finally cut in to 99 at Visalia. Back to Merced for the night and then home the following day. Nope, I never did get that shot."





ROUNDUP:

Total miles= 1124

MPG av.= 38

Oil consumpt.= 1 qt.

Bikes on road:

Total Italian= 1

Total British= 0

Total Am. + Germ.= too many to count

Total Jap= Surprisingly few

Breakdowns:

1. Electrical (Short at speedo pilot lamp; lead to total ignition failure. Fault traced and taped)

2. Frame (Right shock lower fastening bolt disappeared at mile 1110. Could not fix. Wired shock to keep it out of harm's way, stiffened remaining shock, limped the remaining 14 miles home dirt bike style with legs helping to absorb road bumps.)

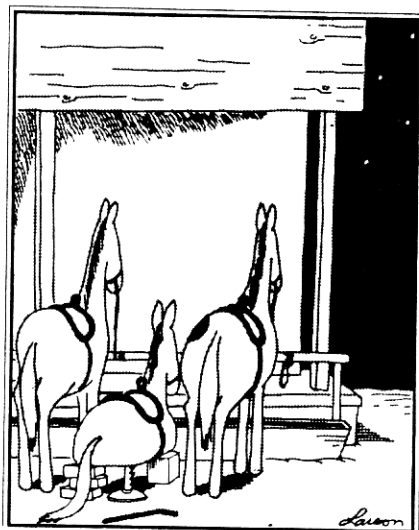
PLACES TO GO:

1. Borax Museum, Furnace Creek. Mining equipment and mineral display. Cafeteria/restaurant nearby.

2. Visitors Center/Museum, Furnace Creek. Well done visual displays chronicle history/geology of the valley.

3. Panamint Mts. Rt. 190 takes you along some nifty hillsides and through some barren but eminently rideable mountain passes. 190 comes out of the mountains in a magnificent straightaway. This is a Norton road.

LOU



Never park your horse in a bad part of town.

On an overnite trip to Moro Bay some time ago I broke a head pipe that I had just bought new and installed for the trip. It was one of a set of Interstate pipes which I had ordered from one of the English suppliers and appeared to be a fine set. Fortunately I was able to find a loose pice of bailing wire and affect a temporary cure which got me home but I discovered that my misfortune was not by any means unique. It seems that often the flange which holds the pipe in place is not well welded to the pipe and so I would advise anyone who is about to install a new exhaust system to examine it carefully and to have the flange re welded if there is any doubt of its solidity

Louis Mendelowitz



MINUTES OF THE 2/11/88 MEETING OF NOC

The February meeting of the NOC of Northern California was held in the Prince of Wales pub in San Mateo. Sixteen members attended, including two old veterans who had been missed at club meetings for some time, former President Scot Marburger and Burton Kranzel.

Main point of business was planning for participation in the upcoming Clubman's All-British Show and Swap Meet. President John Covell asked for suggestions as to whom the club should ask to represent it on the judging panel. Several names were offered and John will contact them about their availability. Several volunteers were recruited to man the club booth. Additional help is still needed.

Margie announced that the club ride for March, which she will lead over the Oakville grade (Napa Valley to the Sonoma Valley) and on to the coast, will depart from TT Motors in Berkeley. Ride date will be the 20th. Several members lobbied her for a Sausalito gathering point, to no avail.

Margie also announced that Rob Tuluie will compete in the Daytona races the weekend of February 27. She took up a collection to help Rob with expenses, garnering "\$30 some dollars," she reports.

The meeting ended with tech tips, focusing on cosmetic issues. Several members praised the plating work of Reliable Plating in San Jose and the powder painting of Powders by Clarence. Powder painting was recommended for cycle parts, frames and wheels.



But When She Got There...





Letters to the Editor

=====

February 8, 1988

Good chrome shops are always hard to find. For the last 6 years I have been going to a place in San Jose called Reliable Plating. They have never lost a part and their craftsmanship is excellent. Parts always come back in perfect condition without any scratches or pitting. They do triple chrome plating at reasonable rates. All orders are photographed prior to plating to make sure that nothing gets lost.

Their address is 1840 Old Almaden Road, San Jose, CA 95125, and their phone number is 408-264-3818. The owner's name is Gary. Their shop is just down the road from Raber's European Cycle Works.

If anybody has found any other good leads on painters, platers, machine shops, etc., please write in to the Notice and share your information with the rest of us.

Thanks,
Art Sirota

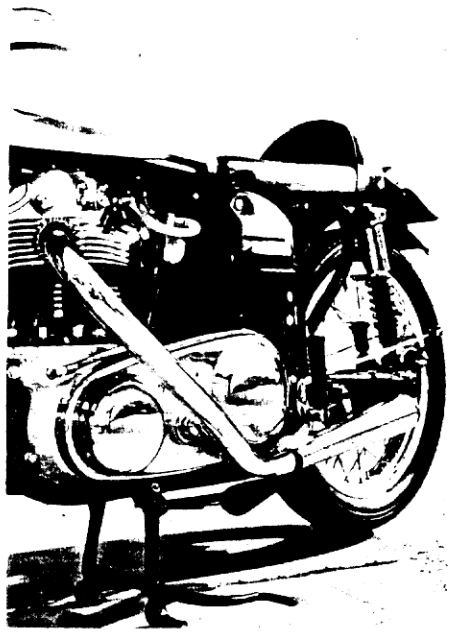
I'm planning a parts and services directory for later this year. Send me the name of your favorite shop or specialist (with complete address and phone please) and I'll make sure the word gets out. -Ed

Dear Alan,

2-8-88

For an East Bay meeting place, check out Brennans in Berkeley. Its at the foot of University Avenue, just off the freeway. Lots of room, long tables, cheap drinks, food until 9 PM, and a good atmosphere. Who knows? maybe I'll finally make it to a meeting and be inspired to reassemble my Commando (my frame-up restoration is in a half-dozen cardboard boxes in the bedroom.)

Thanks-Steve Breacain





CLASSIFIEDS

+++++

FOR SALE - 1975 850 Commando MKIII
27k miles - good running condition
Has Interstate tank, Corbin saddle, oil
cooler, Mikuni + some spares. \$1650
firm. Call Suran Meissner 408-426-
6526 evenings.

WANTED - broken Smiths gauges for
repair parts. I'll pay \$5-15 or I'll
trade you a working one for 3 broken
(repairable) ones. Also wanted,
original fenders and toolbox for my
1950 Model 7 twin. Any plunger-
frame Norton toolbox will work but the
fenders are unique to the Model 7 and
have a ridge down the center. Contact
the Editor at 408-475-7505.

Wanted: for 1957 ES2 in pre-
featherbed swinging arm frame, center
stand, battery/tool box lid (or
complete box), rear fender lifting
handles (grips), license plate/taillamp
bracket, rear gas tank mount,
chainguard, headlamp brackets,
clutch, 376 carb. Also want short
stroke Matchless G80CS cylinders with
good fins, any bore up to +.080".

Neil Peacock, 8845 Elgin Drive,
Lafayette CO 80026 (303) 499-1175

For Sale: Norton Dunstall Head and
barrel 810 cc.,w/piston and ring set
std bore. Terry Belisle (619) 446-
6287

FOR SALE - 1975 Norton Commando
Roadster 19,625 miles. Top end
completely rebuilt last year at 16K mi
New Battery, red paint, excellent
condition. \$2000/offer. Call Michael
Dietz, 408-338-9087.

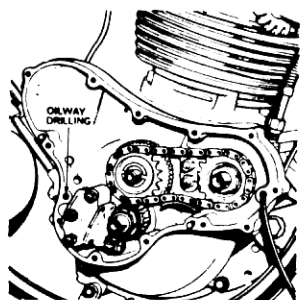
NORTON PUZZLE

by CHRIS ANGEL

S K R O F R E D L O H D A O R
R S P W I N N E R S I R J H O
O G E T S L N T T A R E O C Y
T U G S M G O A C C I T H A D
A L X E I M T T S U D N T E
G P S N R L N S I L E D P S E
I K E I A I U R D R A L M P
V R A S H M T E L H C O A R S
A A T B F N O C R O N R Y Z D
N P L L A T S N U D F L E K O
I S O L A S T I C D D A R N M
S Y K Y R U C R E M U M X A I
S R C D B G S B N M T A N T N
G E A E H E R S G A S X Y S A
N T B R W E E E L C M T P A T
I T T O H L L L A A Q E W G O
R A S T E I F B N F E N D E R
I B A S E B F A D D S K A E C
A E F F L U U C O R E G N A R
F M P R S J M E L T T O R H T

Here's a puzzle to test your scanning power!
SDNC Member Chris Angel created it and was kind enough to submit it
to the Rag for your enjoyment. Yes, all those words are hidden
within; I've tried it out. Thanks, Chris. Looks like a lot of work
to create!

- | | | |
|----------------|---------------------|--------------|
| 1. NORTON | 16. ESTWO | 31. WINNERS |
| 2. ROADSTER | 17. JUBILEE | 32. THROTTLE |
| 3. ATLAS | 18. ENGLAND | 33. ENGINE |
| 4. INTERSTATE | 19. LUCAS | 34. WHEELS |
| 5. MERCURY | 20. RESTORED | 35. TIRES |
| 6. MANX | 21. ROADHOLDERFORKS | 36. SEAT |
| 7. MANXMAN | 22. ISOLASTIC | 37. DISC |
| 8. RANGER | 23. FEATHERBEDFRAME | 38. GEARS |
| 9. FASTBACK | 24. SPARKPLUGS | 39. RIMS |
| 10. JOHNPLAYER | 25. MUFFLERS | 40. CABLES |
| 11. DUNSTALL | 26. GASTANK | 41. FAIRING |
| 12. SS | 27. TACHO | 42. SPEEDY |
| 13. HIRIDER | 28. SPEEDO | 43. CAM |
| 14. DOMINATOR | 29. BATTERY | 44. PEG |
| 15. NAVIGATOR | 30. FENDER | 45. AMAL |



Technical Tips

few light taps with a hammer to rately, its remains, by means of a spanner applied to the flats (Fig. 56).

As a rule it is better to proceed straightaway by cutting flats, rather than to endeavour to remove the stud with a monkey wrench, which may rip a small stud to pieces, particularly if only a short length of it protrudes. If the metal surrounding the stud is aluminium, it is a good plan to warm it over a gas ring, so that the threads are freed by the expansion.

When these methods are impracticable, owing to there being, say, only 1/8" of the stud showing above the surface, a plan that will often succeed is to give the end of the stud a few taps, and, after cutting a slot in it with a hacksaw, to unscrew it with a screwdriver. A somewhat similar ruse can sometimes be adopted with a small stud that has broken off flush, though in this case the slot has to be cut by careful work with a small chisel.

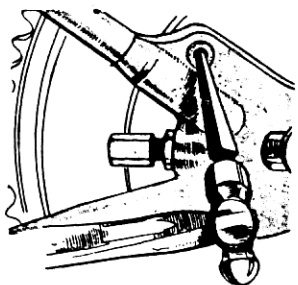


Fig. 57—A stud that has broken off flush can often be removed by drilling a hole in the stud, hammering in a square-section, tapered drift, and unscrewing

of such a diameter that only a screwed tube of of paper thickness is left; this tube is then "picked" out with a small chisel, or even with an old bradawl, and the threads cleaned out with a tap. The other, a drastic method, is to drill out the stud-threads and all-and tap the hole for an oversize (and possibly "stepped") stud.

This month's Tech Tip comes from a book that was published sometime during the late 1940's or the early 1950's. It is entitled *The Motor Cyclist's Workshop*, written by "Torrens" of the now-defunct *British Motor Cycle* magazine. The illustrations are obviously dated but the information contained therein is still quite applicable. Chapter 11 is entitled "Removal of Broken Studs" and is reproduced below:

REMOVAL OF BROKEN STUDS

Of all the little problems that confront the amateur mechanic, the removal of a broken stud is probably the most exasperating. The general habit of studs is, of course, to break off flush with the metal into which they are screwed, but occasionally-as, for example, with a cylinder holding-down stud-there is a quarter of an inch or more protruding. In this case removal is usually simple. We file a couple of flats on the protruding portion, give the end of the stud a loosening of the threads, and then unscrew the stud, or, more accurately, by means of a spanner applied to the flats (Fig. 56).

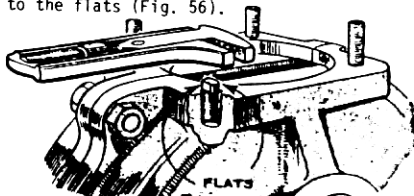


Fig. 56—If the stud has not broken off flush, two flats can sometimes be filed on it to provide grip for a spanner

The real trouble comes when these methods either fail or prove impossible. Even so there are several other simple yet effective dodges. The first, and perhaps the most usual of these, is to drill a hole in the stud, taking great care to keep it concentric, that is, in the centre of the stud and dead true; drive a tapered, square-section rod into the hole, and unscrew the stud by turning the rod (Fig 57). As a rule, this scheme works well, but the hole one drills must be considerably smaller than the diameter of the stud, or only a thin, flimsy sheath of the stud will be left in place of the fairly sturdy tube that is necessary.

A rather sounder method is to make use of the special form of left-handed drills which are sold for the very purpose of removing broken studs.

However, should the stud defy all attempts at removal, there are at least two final methods of attack. One-which requires little skill and not a little care-is to use a drill

Never Trust Drivers Wearing Hats!



A public service message from the Norton Rag.



Map of TT Course



Practising for the T. T. Races takes place over a full week, with the Snafell Mountain Course utilised to the full by works and private riders alike.

With many competitors running four different machines, it takes the maximum effort to make sure they are ideally set up for the races themselves.

On such a demanding course, it is fascinating to keep a check on the different suspension and gearing settings experimented with throughout the training periods.

Competitors new to the course have the added task of learning their way round the 37 1/4 miles, while even those who have not been on the Island for 12 months take a few outings to wind back up to 110-plus speeds.

The roads are, of course, closed to traffic during the practices (and races!), and one of the unique features of the T. T. are the early morning practices, which start at 5 a.m. They have an atmosphere all of their own, and the sight and sound of a ~~four two~~ cylinder four-stroke racer streaking down the Mountain in the dawn stillness has to be experienced to be believed.

The following dates are a provisional timetable for the 1988 Races:

Friday, 3rd June	Production Classes C & D	4 laps
Saturday, 4th June	Production Class B	4 laps
	Sidecar	3 laps
Monday, 6th June	World Formula I	6 laps
	Sidecar	3 laps
Wednesday, 8th June	Junior (350 cc and Formula II with special awards for FII machines)	4 laps
Friday, 10th June	Senior (401-1300 cc)	6 laps

The production Classes are:

A	751 cc - 1301 cc	4 stroke
B	601 cc - 750 cc	4 stroke
	401 cc - 500 cc	2 stroke
C	401 cc - 600 cc	4 stroke
	251 cc - 400 cc	2 stroke
D	Up to 250 cc	2 stroke
	Up to 400 cc	4 stroke

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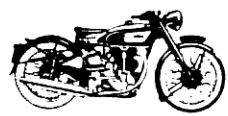


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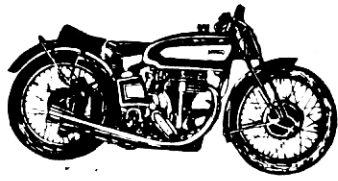
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