

# Norton Notice

VOLUME 2 ISSUE 3

MARCH 1979



NORTHERN CALIFORNIA BRANCH MEMBERS AND THEIR NORTONS (PLUS A VELOCETTE AND A TRIUMPH FOR GOOD MEASURE) PAUSE FOR THE PHOTOGRAPHER BEFORE THE RIDE DOWN TO THAT VINTAGE MOTORCYCLE AUCTION IN SAN MATEO LAST MONTH

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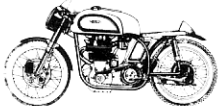
THE NORTON NOTICE IS PUBLISHED BY  
THE NORTHERN CALIFORNIA BRANCH



EXTRA BONUS THIS MONTH:

COMPLETE AND UP-TO-DATE MEMBERSHIP LIST

CAMA 1979 RALLY ANNOUNCEMENT - BACK OF MEMB. LIST



The NORTON NOTICE is published monthly by the Northern California Branch of the NOC.

## Branch Officers

Bob Bausch  
PRESIDENT  
671 18th Avenue  
San Francisco, CA 94121  
(415) 752-6400



Steve Coburn  
SECRETARY-TREASURER  
NORTON NOTICE EDITOR  
P.O.Box 236  
La Honda, CA 94020  
(415) 747-0326 HOME  
(415) 497-6601 WORK

## Advertising

Current and prospective members may place Norton-related ads in the TRADING POST by writing the pertinent information in as concise a form as possible and sending it to the Editor. Ads will normally run for two months, but may be renewed should the advertiser so desire. There will be no fee for any advertisement in the TRADING POST.

Commercial enterprises may advertise their goods and/or services in the NORTON NOTICE for a nominal fee, which will help offset printing costs and thereby support the Northern California Branch of the NOC.

Commercial advertising rates are:

	<u>1 issue</u>	<u>3 issues</u>	<u>6 issues</u>
1/4 page	\$5.00	\$13.50	\$25.00
1/2 page	\$9.00	\$25.00	\$45.00

## Input Wanted

Members and other readers are encouraged to submit to the Editor anything at all of general interest to Norton enthusiasts. The Editor will welcome any articles (original or otherwise), technical information, jokes, cartoons, travelogues, comments, photographs, or whatever else you might have that other readers would enjoy seeing, and will try to get everything in sooner or later. Please try to make handwritten items legible, if at all possible, and include a self-addressed envelope if you want your goodies returned. This is your newsletter, and your input is important. Please send it to the Editor.

I really do appreciate all the input I've gotten so far, and hope you'll keep it up.

STEVE

## Membership Info

There are three categories of membership in the Northern California Branch of the NOC:

FULL MEMBERS: Full members are dues-paying members of the NOC, and therefore have full voting privileges at any general meeting of the NOC and all branch meetings, and also any privileges resulting from affiliation of the Club with any other organization. Full members must pay annual dues to the NOC in England (paid through the Secretary), in return for which they will receive the bi-monthly ROADHOLDER magazine, and may use the NOC Spares Scheme at any time.

ASSOCIATE MEMBERS: This category was set up so that any Norton owner wishing to get the NORTON NOTICE each month and be associated with the Northern California Branch can do so for a very modest fee, without having to join the NOC as a full member. Associate members do not pay NOC dues, and therefore do not have all the privileges of full NOC members. They do, however, have full voting privileges at all Northern California Branch meetings, and are equally welcome at all of the rides, meetings, and other functions sponsored by the branch.

SOCIAL MEMBERS: In order to allow Norton enthusiasts who do not own a Norton to be associated with the club, and thereby help them to find one to buy, the branch provides the category of 'Social Membership'. Social members do not have any voting privileges, but are otherwise welcome to participate in all branch activities. Social members will receive the NORTON NOTICE each month, and are encouraged to follow up on any leads regarding Norton motorcycles for sale. The Editor will try to help all social members in this regard, and would appreciate any help from other members.

### CURRENT DUES PAID AND PUBLICATIONS RECEIVED:

	<u>PAY:</u>	<u>RECEIVE:</u>
FULL MEMBERS:	\$20	<u>NORTON NOTICE</u> & <u>ROADHOLDER</u>
ASSOC. MEMBERS:	\$5	<u>NORTON NOTICE</u>
SOCIAL MEMBERS:	\$5	<u>NORTON NOTICE</u>

## Meetings and Rides

Northern California Branch meetings are held on the second Thursday evening of each month at a location announced in the newsletter.

Branch rides are generally held on the next Sunday, meeting at 10AM at a location also announced in the NORTON NOTICE. In the event of rain, the ride will be postponed a week.

NORTON OWNERS CLUB - NORTHERN CALIFORNIA BRANCH

This is the updated branch membership list, and all members as of February 7, 1979 are listed. Associate members are marked thusly (\*), while social members (i.e. non-Norton owners) are so indicated (\*\*). Any errors should be reported to the branch secretary so that the next revision will be correct. In addition to names, addresses and phone numbers, the list includes the year and model of Norton(s) owned. The intent is that members will be able to use this information when in need of advice and/or parts. If the list is incorrect, please let the secretary know.

I hope the time that went into typing this up will be worth it.

STEVE COBURN

Secretary-Treasurer  
Northern California Branch  
P.O.Box 236  
La Honda, CA 94020

Leonard Allen  
(209)835-3790  
491 Kavanaugh Avenue  
Tracy, CA 95376  
1972 Combat Interstate  
1975 MkIII Interstate

Greg Bennett \*  
(408)736-2224  
584 Balsam  
Sunnyvale, CA 94086  
1975 MkIII Roadster

Mark Collette  
(415)668-1965  
3132 Balboa Street  
San Francisco, CA 94121  
1968 Atlas

Karl Allmendinger \*  
(602)888-5755  
3825 North Tyndall  
Tucson, AZ 85719  
1971 Roadster

Yale Braunstein \*  
12 Shawmut Avenue Ext.  
Wayland, MA 01778  
1956 Dominator 88

Al Collins  
(408)264-2686  
604 Banta Court  
San José, CA 95136  
1975 MkIII Roadster

Frank Ambrosi  
(408)426-0891  
294 Ice Cream Grade  
Bonny Doon, CA 95060  
'1949' Manx  
1973 750 Interstate  
1974 John Player Special

Gary Broeder \*  
(408)253-2665  
1137 Derbyshire  
Cupertino, CA 95014  
1957 Model 19  
1958 Nomad  
1970 Fastback  
1974 (JPS) Fastback

Chris Couper \*  
(805)528-0834  
325 Grove Street  
Los Osos, CA 93402  
1975 MkIII Roadster

Ron Anderson \*  
(408)462-4196  
725 Capitola Avenue - B  
Capitola, CA 95010  
1974 Roadster

Harold Brum \*  
(415)584-1243  
187 Brompton Avenue  
San Francisco, CA 94131  
1968 P-11A

Dave Cronin  
(415)566-3119  
2226 20th Avenue  
San Francisco, CA 94116  
1970 Fastback  
1973 850 Interstate  
1975 MkIII Interstate

Biff Arthur  
(415)752-9955  
1916 Clement Street  
San Francisco, CA 94121  
1973 850 Roadster  
1974 John Player Special

Joe Bulash \*  
(408)738-4159  
570 Morse Avenue  
Sunnyvale, CA 94086  
1974 Roadster

Brian Cunningham  
(415)357-7473  
1151 Alberdan Circle  
Pinole, CA 94564  
1974 Roadster

Gene Austin  
(415)573-9559  
985 E. Grant Place  
San Mateo, CA 94402  
1928 CS-1  
1957 Dominator 99  
1973 750 Interstate  
1974 'Interstate'

Bruce Burckhard  
5527 Sierra Avenue  
Richmond, CA 94805  
1969 N-15 CS

Dave DeBella  
(415)348-3746  
129 Anita Road #3  
Burlingame, CA 94010  
1974 John Player Special

John Banks \*  
112 Hilltop Drive  
Redwood City, CA 94062  
1975 MkIII Roadster

Richard Clark  
(415)368-8760  
707 Leahy #108  
Redwood City, CA 94061  
1975 MkIII Roadster

Frank Del Monte \*  
(602)959-1159  
8711 E. Pinnacle Peak Road  
Scottsdale, AZ 85255  
1974 Interstate

Jan Barton \*  
(415)494-8033 (WORK)  
3200 Oriole Drive  
San José, CA 95117  
1938 Brooklands 500  
1948 Gardengate Manx

Steve Coburn - Branch  
(415)747-0326 Secretary &  
(415)497-6601 Treasurer  
P.O.Box 236  
La Honda, CA 94020  
1973 Combat Roadster

Jim Dolmage \*  
c/o 968 Pleasant Hill Road  
Redwood City, CA 94601  
1975 MkIII Roadster

Jerry Batcheller  
(408)247-0758  
444 Saratoga Avenue-Apt.22H  
Santa Clara, CA 95050  
1973 850 Interstate

Tim Coburn  
(415)854-4364  
2060 Camino A Los Cerros  
Menlo Park, CA 94025  
1956 Dominator 88  
1956 Dominator 99  
1958 ES-2  
1973 750 Interstate

Bill Dungan \*  
(415)592-1160  
P.O.Box 622  
Belmont, CA 94002  
1955 Model 19S

Bob Bausch - Branch President  
(415)752-6400  
671 18th Avenue  
San Francisco, CA 94121  
1969 Fastback

Jon Evart \*  
(415)648-9219  
26A Hill Street  
San Francisco, CA 94110  
1975 MkIII Roadster

Rich Frank (916)895-3205 960 B Virginia Street Chico, CA 95926 1975 MkIII	Mel Jones (415)564-1481 1495 7th Avenue-Apt.21 San Francisco, CA 94122 1973 850 Roadster	Moe Mather * (415)322-7747 126 Elena Avenue Atherton, CA 94025 1975 MkIII Roadster
Chet Gardiner (415)832-2696 365 Hanover #108 Oakland, CA 94606 1975 MkIII Roadster	Jim Keenan * 1135 Curtis Albany, CA 94706 (415)524-9455 1972 Roadster	Cliff McGillivray * (312)579-0710 525 Blackstone La Grange, IL 60525 1971 810 Dunstall
Bob Getts (415)365-0243 1137 Grand Street Redwood City, CA 94061 1970 750 S 1972 Fastback	Norman Kelley (916)441-0898 1148 3rd Avenue Sacramento, CA 95818 1959 600 Nomad 1965 750 Atlas 1969 Fastback	Bob McKeehan (415)359-0627 807 Cape Breton Pacifica, CA 94044 1970 Fastback
Ron Glenn (408)374-4636 1030 Linda Drive Campbell, CA 95008 1973 850 MkII	1971 Production Racer 1972 Combat Roadster 1973 850 MkII Roadster 1974 John Player Special 1975 MkIII Interstate	Alex McLean * (415)924-0327 Motorcycles Unlimited 5776 Paradise Drive Corte Madera, CA 94925
Mark Gribble * (415)573-1699 1217 South Grant San Mateo, CA 94402 1969 Roadster	Dave Kevern (415)791-7175 889 Mowry Avenue-Apt.200 Fremont, CA 94536 1973 850 Roadster	Mike Melville (415)276-7659 15894 Maubert Avenue San Leandro, CA 94578 1972 Combat 750 Roadster
Steve Guest (415)673-1123 955 Pine Street-Apt.45 San Francisco, CA 94108 1973 750 Fastback	Dan King 179 Benbow Avenue San José, CA 95123 1973 850 Interstate	Steve Mickens * (415)456-9514 54 Hillview Avenue San Rafael, CA 94901 1975 MkIII Roadster
Brian Halton (415)982-7242 1126 Kearny Street San Francisco, CA 94133 1975 MkIII	Pete Kogut * (518)563-1807 RFD2 Box343-E Morrisonville, NY 12962 1973 Combat 750 Interstate	Richard Millington * (916)756-6987 1512 L Street Davis, CA 95616 1973 850 Roadster
Lance Hamilton 410 Baden Street-Apt.6 South San Francisco, CA 94080 1972 Roadster	Greg LeVasseur * (415)824-1797 311 Mullen Avenue San Francisco, CA 94110 1975 MkIII Interstate	Steve Millman * 22284 Mission Blvd.-Apt.8 Hayward, CA 94541 1975 MkIII Roadster
Eric Hjertberg (415)324-0510 (WORK) 924 Addison Avenue Palo Alto, CA 94301 1969 Fastback	Corey Levenson 122 Hugo Street San Francisco, CA 94122 1970 Roadster	Jack Morris * (415)369-4112 Selby Motors 346 El Camino Real Redwood City, CA 94062 1972 Combat 750 Roadster 1974 MkII Interstate
Jon Hjertberg (415)329-0188 343 Oxford Avenue Palo Alto, CA 94306 1962 750 Atlas	Harvey Loucks 7583 Lockford Court San José, CA 95129 1973 850 Roadster 1973 850 Dunstall	Bill Mund 24 Gloria Drive San Rafael, CA 94901 1971 Roadster
Alan Hook ** (415)364-3224 1146 Woodrow Redwood City, CA 94061	Dennis Magri * (415)586-7756 150 Ridgewood Street San Francisco, CA 94112 1975 MkIII Interstate	Steve Murray * (209)521-1027 (WORK) 3000 Coffee Road - #C-3 Modesto, CA 95350 1972 850 (!) Roadster
Neil Houge 3500 Jordan Road Oakland, CA 94619 1965 750 Atlas 1974 Interstate	Michael Malekos * (415)583-5218 439 Greenhills Drive Millbrae, CA 94030 1973 850 Interstate	Darrell Nealon (415)276-4223 16358 Foothill Blvd. San Leandro, CA 94578 1973 850 Roadster
Bob Hughes 31 Overlake Court Oakland, CA 94611 1961 500 ES-2 1972 Roadster	Tim Mar * (415)441-0199 1444 Pacific Avenue-Apt.9 San Francisco, CA 94109 1975 MkIII Roadster	Dan O'Neill 567 Vallevista Oakland, CA 94610 Atlas 750

Lloyd Pentecost  
(408)246-9725  
2355 Tulip  
San José, CA 95128  
1962 750 Atlas  
1974 900 Roadster

Maya Peterson  
(415)885-6769  
6 Water Street  
San Francisco, CA 94133  
1956 Dominator 99  
1958 G-80 Matchless  
1964 G-15  
1968 Fastback

Jeff Popjoy  
(415)352-2299  
14779 Acacia Street  
San Leandro, CA 94579  
1975 MkIII Roadster

Den Powell  
2958 107th Avenue  
Oakland, CA 94605  
1975 MkIII Roadster

Jeff Rabb \*  
(415)472-3280  
964 DelGanado  
Terra Linda, CA 94903  
1972 Combat 750 Dunstall

Dave Reck \*  
(415)369-7482  
27 Eagle Hill Terrace  
Redwood City, CA 94062  
1975 MkIII Roadster

Gerry Reynolds \*  
(408)373-8197  
514 Tenth Street  
Pacific Grove, CA 93950  
1972 Combat 750 Interstate

John Robertson \*  
(916)446-1732  
2110 P Street  
Sacramento, CA 95816  
1974 Interstate

Bill Sandford \*\*  
(408)739-7714  
1219 Robbia Drive  
Sunnyvale, CA 94087

Carolyn Scott  
(415)326-1907  
2428 Middlefield Road  
Palo Alto, CA 94301  
1970 Roadster

Lynn Simmons  
2350 E. Water St.-Apt.B216  
Tucson, AZ 85719  
1970 Roadster

Tom Slappendel  
(415)326-3077  
2465 E. Bayshore-Apt.301  
Palo Alto, CA 94303  
1964 500 ES-2

Linda Snow-Kogut \*  
(518)563-1807  
R.D.2 Box343-E  
Morrisonville, NY 12962  
1972 Combat 750 Roadster

Alex Stewart  
(415)493-6091  
3775 El Centro Street  
Palo Alto, CA 94306  
1975 MkIII Roadster

Bob Stiglitz  
(707)552-2833  
106 Molina Street  
Vallejo, CA 94590  
1974 Roadster

Mark Stockslager  
S.R.A.-Box44  
Anchorage, ALASKA 99507  
1969 N-15 CS 750

Martin Sullivan \*  
(415)327-1017  
2471 E. Bayshore-Suite 507  
Palo Alto, CA 94303  
1975 940 Roadster

David Tang  
(415)665-7239  
2443 15th Avenue  
San Francisco, CA 94116  
1975 MkIII Roadster

Charles Taylor \*  
(707)878-2458  
No. 5 Church Street  
P.O. Box 136  
Tomales, CA 94971  
1947, 1949 Internationals

John Valdez  
(415)824-8067  
1160 S. Van Ness-Apt.C  
San Francisco, CA 94110  
1974 Roadster

Rob Van Horn  
(415)967-2601  
1542 Fordham Way  
Mountain View, CA 94040  
1973 850 Roadster

Dave Wadiak \*  
(408)732-2698  
679 Georgia Avenue  
Sunnyvale, CA 94086  
1975 MkIII Roadster

Jim Wahl \*  
(415)657-4455  
39986 Barbara Street  
Fremont, CA 94538  
1970 'Café' Roadster  
1972 Interstate

Gaylorl Ward  
(213)966-5122  
5734 North Traymore  
Azusa, CA 91702  
1975 MkIII Interstate

Tony Wingo  
(415)531-5056  
4138 Whittle Avenue  
Oakland, CA 94602  
1973 850 Interstate

Claude Wright  
(415)593-4967  
1715 El Verano Way  
Belmont, CA 94002  
1969 Fastback

Rich Brand \*  
(415)325-7521  
754 Colorado Avenue  
Palo Alto, CA 94303  
1972 Production Racer

Ed Brooks  
(408)264-9390  
1965 Electra, Atlas  
1974 Commando

#### NORTON 'DEALERS'

Brooks Cyclery  
1615 Almaden Road  
San José, CA 95125  
(408)295-4341

Cycle Sports  
2355 El Camino Real  
Santa Clara, CA 95050  
(415)247-1313

Hall-Burdette  
2010 Del Paso Boulevard  
Sacramento, CA 95815  
(916)925-1797

Motorcycles Unlimited  
5776 Paradise Drive  
Corte Madera, CA 94925  
(415)924-0327

Selby Motors  
346 El Camino Real  
Redwood City, CA 94062  
(415)369-4112

Palo Alto Yamaha  
NORTON SERVICE  
3960 El Camino Real  
Palo Alto, CA 94306  
(415)493-3414

TT Motors  
2800 Adeline  
Berkeley, CA 94703  
(415)845-8235

West Bay Cycle Dismantlers  
NORTON PARTS and SERVICE  
750 San Antonio Road  
Palo Alto, CA 94303

PLEASE NOTE: Those 'dealers' listed above are basically the people in the area who seem to be serious about the maintenance of 'real' motorcycles. They make an effort to provide parts and service to Norton owners, and deserve our patronage. My apologies to any 'dealers' omitted from this list accidentally. Please let me know of any which should be included the next time the membership list is revised.

As you can see from the announcement below, the CAMA (Classic and Antique Motorcycle Association) is going to hold its 12th Annual Rally this year, and from the looks of things it may well be the best one yet. Frank Conley has sent me a bunch of entry forms which are available to members upon request, as well some extra copies of this blurb. I'll bring them to the March and April meetings.

Frank has also requested that our club sponsor a "BEST NORTON" trophy, and I assured him that we would. Other marque clubs (e.g. Ariel Owners Club, Vincent Owners Club, etc.) will be sponsoring best of marque trophies for their own respective machines, and I felt it only proper that we do our part for NORTON.

## 12th Annual CAMA Rally

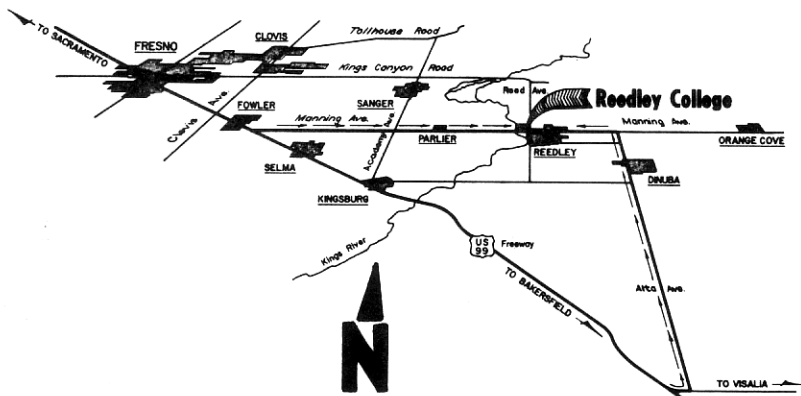
### April 28-29, 1979

April 28-29 will be the 12th Annual CAMA Meet. The location has moved to Reedley, Calif., 25 miles north of Visalia. The parking lot rally and concourse will start Saturday the 28th at 8 a.m. and end at 4:30 p.m. We will have a dinner (roast beef) that will be held at 7 p.m. Saturday night at the Reedley College. Dinner will be paid in advance: \$8.00 singles or \$15.00 for 2. After dinner we will have the trophy presentation and show movies and slides like we use to. Sunday we will have our Poker Run and it will be in the same area as before.

Motel space is limited in the area. Try Reedley — Selma — Kingsburg — Dinuba, or you can stay in Fresno 25 miles west or Visalia, 25 miles south. Camping areas abound close by and are on the Kings River. Some are free. Call if you need more information. Area code (408) 659-4958.

Also, we will have a swap meet, space will be near the concourse area but not among the bikes on display. If you wish space you must enter the rally \$15.00 and must have entry in by April 10th.

This should be the biggest and best rally yet. We will have a lot more room for everybody. We will be staying in Reedley at the Hotel Burgess and can be reached there Friday, April 27. (209) 638-6315.



For all members interested, I am planning to get a club ride organized for Friday, April 27th. We will probably leave from San José in the early afternoon, and take one of the more interesting routes to Fresno, with a planned arrival time in Reedley of about 5PM. Hope to get some company. We could plan to camp there as a group, or we might want to reserve a block of rooms in one of the nearby motels. Please let me know your wishes.

A Friday night Norton party, possibly for dinner, is also in the planning stages. If you're interested in helping let me know. We will definitely have a good representative group at the rally on Saturday, and I hope we'll have quite a few for the Poker Run on Sunday morning. More information on all these plans will be in the April NOTICE. Call me at (415) 747-0326 if you want info.

## March Branch Meeting

The meeting this month will be at an English Tudor-style restaurant and tavern located in downtown Palo Alto. It's called Bess and The Beefeater, which may not mean much to all the non-Britishers among us, but I've been there a few times myself and feel quite sure that everyone will like it. The owner/bartender has reserved an area for our meeting, and is going to serve us hors d'oeuvres with drinks. The food is also very good, and some may want to come a little early and join me for dinner at 6:30 or so. As usual the meeting will be from 7:30 to 10:00 or whenever it ends.

Agenda: Discussion of plans for CAMA rally  
Beer bust organizing committee report  
Vote on what to do about the NOC and the non-delivery of ROADHOLDER.

The easiest way to get to the meeting venue is to take University Avenue from Hwy. 101 or from El Camino Real, and turn north onto Emerson Street. Bess and the Beefeater is at 414 Emerson between University and Lytton.

DATE: Thursday, March 8th  
TIME: 7:30PM  
PLACE: Bess and The Beefeater  
414 Emerson Street  
Palo Alto  
(415)325-4052

## March Ride

How 'bout another ride up into Marin? All of you San Francisco and north bay members will probably welcome that idea. We'll meet in the parking area behind the Sausalito Hotel. For those of you who may not have been there, it is right down in the middle of Sausalito by the ferry dock and the little park area. We will plan to meet at 10:00AM and leave around 10:30 for a ride up the coast road (Hwy. 1) to Inverness. We'll probably not try to make that run in the same time as the Sunday Ride does it, but we will follow the same route and end up at the same place in Inverness. The Ride usually heads up from Tam Junction at 8:00 or so, and will be long gone when we get together in Sausalito. Some of the more daring riders in the club may want to get up early and make the ride twice that day.

After lunch in Inverness, we will probably ride east to Tomales and then come back via the Nicasio Road. If the weather is decent it should be a fine ride all the way.

DATE: Sunday, March 11th  
TIME: 10:00AM  
PLACE: SAUSALITO

Since the last ride, on which a non-member who was riding with us crashed his Commando on Skyline, I've been doing some thinking about riding fast on club rides. It's just a bad idea, in my opinion, and I strongly discourage it. If you feel like racing, I suggest you do it another time on a road you know well or better yet on a track.

STEVE

## PAID ADVERTISEMENTS

### T. T. Motors

2800 Adeline • Berkeley, CA 94703  
(415) 845-8235

NORTON ENTHUSIASTS: We specialize in Early and Late Commando Parts, and we offer a complete Service and Machine shop for your Norton work.

STOP BY AND VISIT - CHECK THESE ITEMS OUT!

- \* COMPLETE LINE OF BRITISH TOOLS
- \* GENUINE NEW BLACK INTERSTATE TANKS & SEATS
- \* FACTORY WORKSHOP MANUALS: MKII & MKIII
- \* COMPLETE GEARBOXES, CASES AND GEARS
- \* SPEED EQUIPMENT:
  - MEGACYCLE AND NORRIS CAMSHAFTS
  - PM RACING VALVE SPRINGS AND GUIDES
  - BRANCH RACING VALVES
  - SINGLE MIKUNI KITS
  - DELLORTO PUMPER CARBS (in stock soon)
- \* SERVICE DEPARTMENT--BUILDING AND MODIFICATION OF STREET AND RACING MACHINES:
  - EXHAUST PORT REPAIR
  - VALVE JOBS
  - CYLINDER BORING
  - HEAD MILLING AND SURFACING
  - MAGNAFLUX
  - AND MUCH, MUCH MORE!!!

\* FINALLY WE OFFER A 10% DISCOUNT ON ALL NORTON PARTS TO MEMBERS OF THE NORTON OWNERS CLUB (Service work is not included)

### Brooks Cyclery

TRIUMPH NORTON BSA	NEW AND USED PARTS TELEPHONE 295-4341 (408)	MOTO-GUZZI DUCATI
ED BROOKS OWNER		1615 ALMADEN ROAD SAN JOSE, CA. 95125

BROOKS CYCLERY HAS BEEN A NORTON DEALER EVER SINCE 1948 AND IS STILL SERVING THE BAY AREA WITH A COMPLETE STOCK OF NEW NORTON PARTS, TOOLS AND ACCESSORIES FOR YOUR NORTON.

- \* ED BROOKS - OWNER - 31 YEARS
- \* BOB RABER - PARTS - 20 YEARS
- \* BILL MANKINS - SERVICE - 12 YEARS

IN ADDITION TO ALL THE OTHER GOODIES IN STOCK, BROOKS IS NOW OFFERING LOCALLY MADE MUFFLERS, HEADER PIPES AND 2 INTO 1 CONVERSIONS FOR ALL COMMANDO MODELS. THESE MUFFLERS ARE ACTUALLY BETTER THAN THE STOCK 750 TYPE AND LOOK VERY SIMILAR. CURRENT PRICE IS 20% BELOW STOCK.

MR. BROOKS HAS RECENTLY JOINED THE NORTON OWNERS CLUB, AND WELCOMES ALL MEMBERS AT HIS SHOP FOR A CUP OF COFFEE AND SOME GOOD NORTON TALK. STOP BY AND GIVE HIM SOME OF YOUR BUSINESS, OR JUST STOP BY TO TALK AND CHECK OUT THE BEAUTIFUL OLD MOTORCYCLES HE HAS ON THE SHOWROOM FLOOR. IT'S WORTH IT.

## TECHNICAL TIPS

### POINTS AND CONDENSERS

I recently bought a points and condenser kit put out by Beck-Arnley. The condensers had only 1/10th of the capacity they should have for the Norton, and so I did not try them. They probably would not have produced a spark anyway, but if they had, the points would have pitted in a very short time.

The condenser is in the ignition system to allow the coil to discharge when the points open. The electrical size (capacitance) is selected to have the voltage low enough as the points open so that they will not arc, which would cause pitting. The size of the Lucas condenser used in the Commando ignition system is .22uf. Most cars use .25uf. Those of you using car coils with points and still using the Lucas condensers might want to regularly check out your points. If you notice pitting, use condensers for the same car as the coils.

In any point-type ignition system, if your points wear out without pitting, you needn't replace the condenser. No pitting indicates the correct size condensers, and they don't wear out any more than the ones in your TV set.

### WHEN NOT TO ADD OIL

A co-worker of mine who had not ridden his bike in six months, checked the oil level before starting it. The oil was a quart low, so he added that much to the reservoir, and then started it up. It smoked heavily and didn't clear up so he shut the engine off. He found about a quart of oil on the floor, which he noticed was coming out of the air cleaner. He thought he had a major problem. He didn't know that a dry sump engine should be started and run for a few minutes to empty the oil that seeped into the crankcase while it was sitting. He had simply overfilled it with the quart of oil he added. The Commando oil tank is vented to the air cleaner so that when the tank overflowed, that's where all the excess oil went. The best time to check the oil is when you have ridden the bike.

LEN ALLEN  
TRACY, CALIFORNIA

## PALO ALTO YAMAHA

YAMAHA • TRIUMPH • NORTON

SALES • SERVICE • PARTS

3960 EL CAMINO  
PALO ALTO, CA. 94306  
415 493-3414

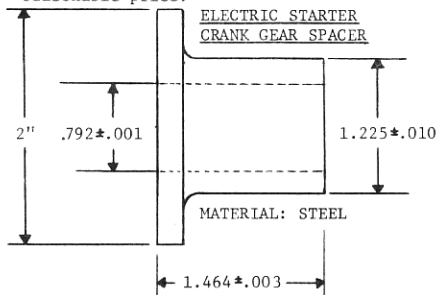
### Norton PARTS AND SERVICE

GARY BROEDER: EXPERT MECHANIC  
N.O.C. MEMBER

Although not emphasizing British bikes on the salesroom floor, PALO ALTO YAMAHA has one of the bay area's best British motorcycle mechanics back in the shop. Gary Broeder knows as much as anyone in the area when it comes to making NORTONS run right. With his racing experience, Gary can work wonders on your machine when it needs help. I highly recommend PALO ALTO YAMAHA the next time you need a good mechanic for the old NORTON.

### MAKING YOUR MKIII LIGHTER

The Norton motorcycle is a great bike and one of its best qualities is its relative light weight. To make the MkIII 15lb. lighter, the electric starter can be removed along with all its associated gears and clutches in the primary chaincase. It is straightforward and easy to remove with the help of the workshop manual, but once it's all gone you're left with two problems: namely, the hole in the chaincase and some air between the triplex engine sprocket and the rotor. A spacer to hold the sprocket and a cover that will bolt up to the chaincase are depicted in the diagrams. An engine lathe will be required to make these items, but shucks, you can't do every job with a crescent wrench and a screw driver. If you can't do it yourself, try Knarf Instrument Co. at 14105 Washington Blvd. in San Leandro (415)351-8870. They will usually do small jobs like this for a reasonable price.



Another good way to lighten up the Norton is to trash the 15lb. battery. Electricity has always confused me, and whereas the wiring diagram in the manual is fairly straightforward, it is written in a dialect foreign to me. With the help of our esteemed fellow NOC member Bob Stiglitz, I was able to disrobe this Prince of Darkness (does that mean 'sucker'?), and I have drawn up a simplified wiring diagram. Both of us felt that the best way to clean up the electricals, which are exceptionally messy on the MkIII, was to rewire the bike and scrap the harness.

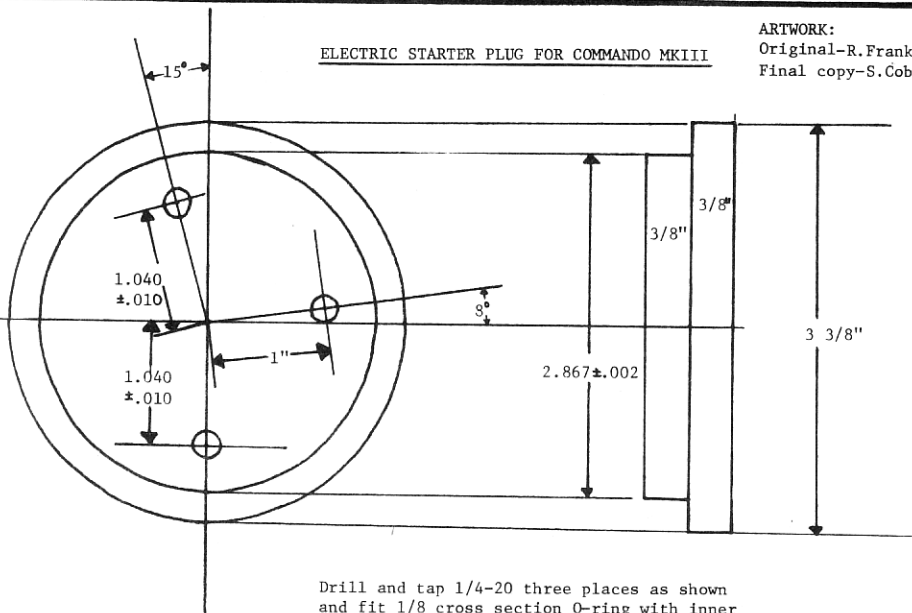
After rewiring the bike, I found that the alternator would not provide enough power to start the engine. The addition of a one ounce 12Volt electronic equipment battery (Eveready#228 or the 12.6 Volt smoke alarm battery Duracell puts out) corrected the problem. A switch between the rectifier and the battery on the (-) current can be turned on to start the bike, and off once it's going so as to prevent battery damage from the charging current.

RICH FRANK  
CHICO, CALIFORNIA



## ELECTRIC STARTER PLUG FOR COMMANDO MKIII

ARTWORK:  
Original-R.Frank  
Final copy-S.Coburn

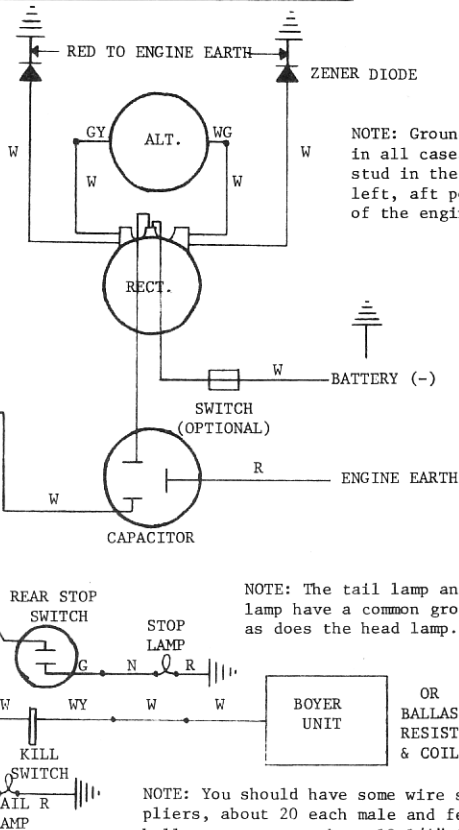


Drill and tap 1/4-20 three places as shown and fit 1/8 cross section O-ring with inner diameter 2 7/8" ARP 233. MATERIAL: ALUMINUM

NOTE: Zener diodes are fed "THE RICH FRANK CUSTOM MKIII WIRING DIAGRAM"

by a single wire (W), and bolted to the footrest support plates, which are in turn connected ZENER DIODE to their grounding wires with a 5/16" + 1/4" round washer type connector.

W = WHITE (Ignition circuit)  
R = RED (Ground)  
G = GREEN (Power to switches)  
B = BLUE (Tail lamp)  
Y = YELLOW  
U = ALSO BLUE (Headlamp)  
N = BROWN (Tail and stop lamps)



NOTE: You should have some wire stripper pliers, about 20 each male and female bullet connectors, about 10 1/4" female spade connectors, 5 5/16(3/8) female spades,

# TRADING POST

FOR SALE

## "Broeder's Bone Yard":

1974 Commando 850 - runs, or will disassemble for any spares you might require. Not in the best of shape, with tank and side covers a bit dented. Good project bike: offers around \$800? New parts:

ES-2 rings std. .010, .020, .040; cams in & ex. rocker arms, rocker box, and alpha big end (?). Britax crash bars for Commando. Early Commando headlamp support ring, battery and oil tank support tray. Fastback oil tank and battery side case (fiberglas).

### Used Commando parts:

Rods, cranks, timing covers, primary covers, gearbox main, inner and outer covers. Seely 6 gal. gas tank, 4 qt. racing alloy oil tank.

What do you need? Parts? Advice on mechanical or electrical problems? Give me a ring.

GARY BROEDER: (408)253-2665

Commando 750 Roadster headers and mufflers.

Commando 850 MkIII Roadster mufflers.

COREY LEVENSON: (415)681-2619 (evenings)

1974 Commando 850 Roadster with fiberglas tank, drilled disc, alloy wheels with stainless spokes, "S" high pipes, Quaife racing 5-speed trans.

Spare Interstate tank and side covers and seat. Dunstall half fairing with smoked screen. Helmet. Must sell it all: first offer of \$1750 takes it.

JOHN STAUSS: (408)354-5164

1972 Commando 750 Interstate(?) in clean, stock condition. 24,000 freeway miles. \$1150

JIM WAHL: (415)657-4455

1975 Commando 850 MkIII in exc. condition: \$1500

MOE MATHER: (415)322-7747

1975 Commando 850 MkIII engine - parting out.

1973 frame, front end and all electrics. All prices very reasonable/negotiable. Will trade. GERRY REYNOLDS: (408)625-2085

1975 Commando 850 MkIII engine - just rebuilt recently: asking \$500. Also assorted parts.

BILL SANDFORD: (408)739-7714

### WANTED

P-11 upswept pipes in restorable condition.

MARK STOCKSLAGER: SRA Box 44

Anchorage, ALASKA 99507

Dunstall Norton - must have Dunstall-prepared engine, front end, etc. Not just fairing, etc.

COREY LEVENSON: (415)681-2619 (evenings)

1972 or 1973 Commando 750 with front disc brake. Must be in good, stock condition.

DAVE CARUSO: (707)255-6004

3696 Montana Drive, Napa 94558

Well, that's quite a collection this month. It looks like everybody is spring-cleaning, and selling all kinds of parts. Could they possibly be making room for a Norton Wankel in the shed? As usual, I ask that all ads be written legibly and sent in rather than given to me by phone. And please remember to let me know if your ad should be stopped after one month. Thanks.

LARRY RANDALL

English Specialist

## West Bay Cycle Dismantlers, Inc.

ENGINE REBUILDING & MACHINING FACILITIES  
USED PARTS & ACCESSORIES  
USED MOTORCYCLES

750 San Antonio Road  
Palo Alto, California 94303

(415) 494-8033

I continue to be amazed by Larry Randall and his shop. Early in Feb. I needed some disc brake work and new pucks for my Combat. I got to Larry's shop early one morning to see what he could do for me, and not only did he have what I needed on the shelf, but he also stopped what he was doing and spent half an hour or so working with me on the disc and replacing the old pucks. As I've said before, he knows his stuff, has a good stock of used and new Norton parts, and is willing to help you in any way he can. A good person to know, in my opinion, and a good establishment to patronize.

### PAID ADVERTISEMENTS

MOTORCYCLES UNLIMITED  
5776 Paradise Drive  
Corte Madera, CA  
(415)924-0327

For a good stock of Norton parts and Dunstall accessories, Alex McLean's MOTORCYCLES UNLIMITED is the place to go up in the north bay area. Alex is a member of the branch, and has some beautiful old Nortons on display on the second floor of his shop. The Manx alone is worth the trip.

So go on up to Corte Madera and stop in to see Alex. Tell him you're from the Norton Owners Club and he'll probably want to take the time to talk Norton with you for a while. Alex was one of the biggest Norton dealers in California, and in the U.S. as well I assume, and sold a lot of Commando models when they were being produced. He still deserves all the business we can give him.

### NORTHERN CALIFORNIA BRANCH T-SHIRTS

For any new members who may not know, the hot new Northern California Branch T-shirts are still available for \$5. There also some tank-tops and ladies' French cut shirts for the same price. I'll continue to bring them to the monthly branch meetings. Some more sweatshirts with the same logo will be made up soon for those of you who have been asking. Sorry I didn't get enough in the first batch back there in December. Unfortunately, they will cost a little more since I will have to order a smaller batch. STEVE

## HISTORY OF NORTON

Once again I thank Dennis Howard and Ballantine Books for the material below, which is drawn for the most part from the book NORTON, published in 1972. This installment comes from the second of eleven chapters, entitled the 'Road to Success', and traces the development of the Norton racing motorcycles during the early twenties. Enjoy!

The classic TT races were resumed in 1920 with Nortons entered in the Senior event (500cc), and following some spirited riding by Duggie Brown on the new three-speed chain-driven model, still with the old side-valve engine however, he secured second place behind the Sunbeam of Tommy de la Hay. Perhaps the most outstanding performance was to the credit of amateur rider Norman Black, who had pluckily entered on a standard belt-driven Norton. His chief troubles were punctures and belt stops, the latter being due to oil leakages. On taking out his back wheel to change a tube on the last lap, he found the bearings were completely chewed up and rode thirty miles with no balls whatsoever in the rear hub. Even so he finished in a very creditable eleventh position and in so doing became the rider of the last belt-driven machine to finish a TT race. Out of thirteen Nortons entered for this first post-war TT, five were to retire and the remainder finish in second (Brown), fourth, seventh, eighth, tenth, eleventh (Black), thirteenth and fourteenth positions.

The new racing Norton as described not only boasted a three-speed gearbox and final drive by chain, but also a hand-cum-stick gear-change, for from a small plate mounted above the gearbox a long lever (which was usually positioned at about two o'clock) was attached. Selection of a gear was made by raising or lowering this lever according to whether the rider wished to change up or down. Many diehards on very principle still operated the lever by hand, but at racing speeds it now took a fairly brave man to remove his hand from the handlebars to execute a change, and a nicely judged kick seemed to work well.

For 1921 the racing machines were very little changed but certain minor improvements were made; the wheelbase was shortened to 56 1/2 inches, the oil pump was foot-operated and the saddle height was lowered. An experiment using aluminium pistons was tried, but at this stage they did not prove entirely satisfactory, and a reversion to the old cast iron ones was made until the difficulties could be attended to. The TT models were certainly fast enough to win, but did not shine at all, with the highest placed machine in the sixth position. A more encouraging state of affairs existed at Brooklands however when 'Wizard' O'Donovan in company with Victor Horsman and the late Rex Judd went out to attempt the double twelve hour record. What exactly was the double twelve? Unlike the rather free license afforded record seekers on the Continent who could bat on all through the night if they were so disposed, the near residents of Weybridge managed to obtain an order restricting any form of night-riding at Brooklands. What would normally have been referred to as a twenty-four hour attempt therefore was divided into two stages of twelve hours duration each. It would appear that Rex Judd was by far the most robust rider, for where Horsman and O'Donovan were truly fagged after the first twelve hours, Judd rode for nearly the whole of the second twelve-hour period and in so doing took the record at 60.7mph, the Norton running smoothly at the scheduled speed of just over 60mph. Rex Judd's brilliance on Douglas machines at a slightly later period was the talk of the Brooklands 'regulars'.

Only a few days before Rex Judd died he was in good voice reminiscing about the great times at Brooklands, and by chance C.E.Allen was fortunate to be at his bedside. He asked Judd what was the secret behind the preparation of the fast Nortons. The answer was a surprisingly simple one. Apparently there were no highly scientific tuning methods, just a lot of elbow grease in polishing the internals and setting accurately the transmission line, getting the timing and carburetion spot-on and running the engines until they were really free. There are some very fine photographs of the 1921 record-breaking Norton at Brooklands with what appears to be a very adequate binding of brown paper around the hand-cum-foot operated gear change lever. It was not uncommon for machines raced at Brooklands to be padded where any aid to comfort was readily accepted in preference to being pounded to near pulp following a 200-mile race, but in this case it was to satisfy a slight fussiness in James Norton's character. A very close friend of Rex Judd, and a man who participated in these attempts at Brooklands in one way or another is Bill Fruin of Benson in Oxfordshire, possibly the greatest restorer of early Nortons. Questioned about the brown paper Fruin replied "You know Pa Norton was a fussy old bastard, although I do hasten to add we all loved and respected him dearly, but he did carry on about protecting all plated parts, and as much attention had to be paid in ensuring that that ruddy brown paper was kept in position on the gear lever as getting down to the more serious work of testing and record-breaking." (Now that's trivia)

Some idea of the far-sightedness of James Norton may be gained from the fact that as early as 1913 he had talked not only of overhead-valve engines but even of desmodromic valve gear (mechanical return of the valves to their closed position), and speeds of his racing machines that would be between 120 and 150mph as being possible at a not too great distance in the future. By 1922 an experimental push-rod operated overhead-valve engine was sent down to Brooklands for development, and although O'Donovan was as usual to be involved deeply in the experimental work, it appears he was not particularly impressed by the new unit at first and procrastinated over getting it into a suitable frame. This was the period of the individual, and no doubt Pa Norton, who respected O'Donovan's attitude while not necessarily agreeing with him, allowed him to take his time. At last a complete machine was built for testing however, and on its first outing promptly attained a speed of 98 mph, some 4mph faster than was possible with the very best side-valve models. The new design retained the bore and stroke dimensions of the side-valve unit (79 by 100mm - 490cc), and the cycle parts followed normal practice although the stirrup front brake had been replaced by an internal expanding type, giving a little more efficiency.

# ODD BODKINS (printed with the permission of Dan O'Neill)

As promised last month, our heroes are embarking on the famous American counter-invasion expeditionary task force journey to Mars. And how are they going to get to Mars you ask? How else? BIG NORTON naturally. Anyway, read on. This saga will be an ongoing series for the next few months, and so I hope you can cope with the suspense 'til the next issue.



**NEXT MONTH:** What perils await Fred, Hugh, 5\$Bill O'Brady and BIG NORTON en route to Mars? Do you have any idea what it's like to motorcycle through the Milky Way? And how can three guys on a flying motorcycle (even if it is a Norton) deal with The Giant Space Bunny? I guess you'll just have to wait and find out!!!