

Norton Notice

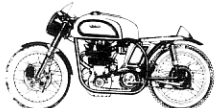
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Published monthly by the
Northern California Branch
Norton Owners Club





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

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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:

	1 issue	3 issues	6 issues
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.

ODD BODKINS (Reprinted with permission)



Membership Information

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:

	PAY:	RECEIVE:
FULL MEMBERS:	\$25	NORTON NOTICE & ROADHOLDER
ASSOC. MEMBERS:	\$5	NORTON NOTICE
SOCIAL MEMBERS:	\$5	NORTON NOTICE

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.

August Meeting

Once again the Branch meeting is not going to be held on the traditional second Thursday of the month. My sincere apologies to any member inconvenienced by this switch. The reason for having our meeting on the third Thursday is a good one this time. Adrian Page, who is serving as Chairman of the NOC, will be visiting us from the 15th to the 18th, and would like very much to attend our monthly meeting. Not only will this give Adrian a chance to meet members of the Northern California Branch and find out what we're up to 'on this side of the pond', but it will also give all of us a good opportunity to air our opinions of the present management of the Club. PLEASE NOTE: I did say OPINIONS. I know that there are those among us who think very highly of the Club and all its officers, and also those whose views are somewhat different. In any event, this is going to be your chance to get the lowdown right from the horse's mouth, and also your chance to be vocal on behalf of the Branch. If something the Club does, or doesn't do, bothers you, do come to the meeting and talk about it.

I know there will be more than enough for all of us to talk with Adrian about, and for that reason there will be no other items on this month's agenda. However, those of us who are riding to the 3rd Annual Norton Rally will be finalizing our plans, and anyone else interested in joining us should definitely come to the meeting. If you can't be there, please be sure to call me as soon as possible for all details.

Here then is the meeting info:

DATE:	THURSDAY, AUGUST 16TH
TIME:	7:30 PM 'TIL WHENEVER
PLACE:	EDINBURGH CASTLE
	950 GEARY, SAN FRANCISCO
PHONE:	(415)885-4074

We'll plan to meet, as usual, in the meeting room upstairs; hopefully enough of you will be there this time to really fill the place.

August Ride

As discussed at our last meeting, the Branch ride this month will be an overnighiter up the Mendocino coast. We'll plan to meet Saturday morning in Sausalito at our traditional Marin venue: the ferry dock parking area behind the Sausalito Hotel. For those of you who've not been there, just ride down the main street in Sausalito (Bridgeway) until you get to the Hotel, and hopefully you'll see a big pack of Nortons parked in the lot. We leave at 10:30!

DATE:	SATURDAY, AUGUST 18TH
TIME:	10:00 AM
PLACE:	SAUSALITO (see above)

Our plan is to ride up the coast highway until we feel like stopping for lunch, probably some place like the Marshall Tavern. If all goes as expected, we should make it up to Mendocino or thereabouts in time to find a good place for a campsite. I think there may also be accommodations of some sort for those so inclined. The following morning Adrian and his wife will be heading north (I think) on their circle tour through the western states, and the rest of us will head back. Should be a great ride!

Next Month

Just to give everyone a little advance notice in case next month's issue is late again, I thought I'd mention the dates and venues for the September meeting and ride. The meeting will be on Thursday, September 13th, and will probably be at the Redwood Inn in the Oakland hills (subject to change of course). The ride that month will meet on Sunday, September 16 up at Alice's Restaurant (Skyllonda Corners, near Woodside). I hope this info will help some of you who rarely come to Branch affairs to plan ahead and make one or two next month.

BMS

Here's a goodie that might interest some of you: THE FIRST KNOCKER NORTON SCENE, which is the latest in Bruce Main-Smith's series of photographs of old English bikes, is now available for only \$4.95 + .60 shipping from:

MOTORSPOUT
6115 GRAVOIS
ST. LOUIS, MO.

It has 64 pages of pictures of the single cylinder SOHC and DOHC Nortons, all in B&W and all taken of fully restored bikes in England in '77 & '78. Henry Manney III says:

"A nice production, mostly photos, but with the sort of chatty commentary that the English do so well. Norton lovers will salivate."

Len Allen, who kindly wrote to me about this book, says they also have another book called NORTON, 1925 to 1955, which costs only \$3.95 +.60 shipping. He's ordered a copy and will let us know if it's any good. Thanks Len!

Rally Plans

This is it folks...your last notice about the upcoming Norton Rally in Colorado. If there is anyone who wants to ride with the Club group, this is the scoop.

We (Carolynn Scott, Jeff Pierce, John Padilla and I) will be leaving on the morning of the 20th and will head east for Yosemite. We've not yet set a definite time or place to meet, but hopefully will the night of the August Branch meeting. Our tentative plan is to go across the valley and up through Yosemite, which should be nice on a Monday, and fetch up somewhere near the east entrance of the park for the night. We'll be camping there, and hope to leave at dawn for the first leg of the ride across Nevada. If all goes well, we will get to Ely before it gets too hot to enjoy riding, and hole up in a nice, cool bar or whatever for the heat of the day. Then we plan to head east again in the evening with the setting sun at our backs, and ride into Utah. After camping somewhere (who knows how far we'll get?), we will ride across Utah on Wednesday and plan to end up in Montrose, CO for the night. Jeff has friends in Montrose who say they'll have some good hot showers ready for us; we'll be ready for them too! On Thursday we plan to ride down the Million Dollar Highway to Durango, where we plan to join up with Art Sirota and his group from L.A., and hopefully John Ebert and his group from Arizona. We'll camp for the night near the Continental Divide, and then ride on up through the Rockies to Woodland Park on the last day. Should be great! Wanna come along?

Dues Increase This Month

The Norton Owners Club dues (i.e. the dues paid to England by all 'full' members) will increase from \$15 to \$20 as of August, 1979. We could get by at the present time with only \$18 per year, but it was decided by a near unanimous vote at the July 16th Branch meeting that the dues should be raised to \$20. The extra \$2 or so will offset recent losses due to the changing exchange rate, and protect us against future fluctuations. With this \$5 increase, the total dues for full N.O.C. membership will be \$25 per year.

If you haven't already decided to drop out of the Club, or wonder why we're doing this, read on... At present, as for the past year, full members pay a total of \$20 per year. \$5 went to our own Northern California Branch treasury, to pay for printing and mailing of the NORTON NOTICE, and to help pay for Branch events such as the recent Beer Bust. The remaining \$15 was enough to pay the £7 N.O.C. overseas dues, with a little bit left over to cover the added postage necessary whenever a ROADHOLDER is included in the monthly mailing. However, the £/\$ exchange rate has been changing recently, with the result that \$15 is no longer worth £7. Shown below are the exchange rates for the months of May and July, and also a predicted rate if present trends continue.

MAY	£7	(English Pounds Sterling)
	x 2.1175	(the exchange rate)
	\$14.82	(the amount each member had to pay to the N.O.C.)

JULY	£7	NOTE THAT IN ONLY TWO MONTHS THE AMOUNT WE HAD TO SEND TO ENGLAND ROSE BY \$1.02, IN SPITE OF THE FACT THAT THE £7 OVERSEAS DUES WAS CONSTANT.
	x 2.2625	
	\$15.84	

PREDICTED CONDITION	£7	THIS IS NOT AN UNLIKELY POSSIBILITY, IN LIGHT OF CURRENT TRENDS. IF THE U.S. DOLLAR CONTINUES TO FALL, WE MAY HAVE TO PAY EVEN MORE THAN THAT!
	x 2.5	
	\$17.50	

Each month I send to England registration forms and money (in Pounds Sterling) for all full N.O.C. members joining or renewing during the previous month. The bank charges us a service charge of \$1.00 to exchange dollars to Pounds Sterling. Then the post office charges us around .95 cents to mail the money order and forms to England. These extra charges are divided evenly amongst the members that join that month. This last month (July) eight members joined or renewed, and the exchange rate (2.2625) brought the N.O.C. dues of £7 up to \$15.84; add to that a 13 cent service charge and 12 cents for postage, and you get \$16.09 that we had to pay for each full membership. The problem is that each of those members paid only \$15 leaving us short \$1.09, which had to be coughed up of the \$5 Branch dues.

I hope that all of you understand that we are only trying to cover costs and keep a modest amount of money in our Branch treasury.

CAROLLYN SCOTT - TREASURER

STEVE COBURN - SECRETARY

Wanna Do Something About It?

Well there you have it folks. That old ROADHOLDER, which was already costing us \$2.50 per issue, is now going to be almost \$3.50 per issue. Seem a bit too steep? Seem unfair somehow? Make you want to do something about it? Well it does all those things to me, and so I do plan to do something about it. I'm going to bring it up as the number one item of business at our August Branch meeting. That might not seem like much of an action, but for the fact that our guest of honor at this meeting will be none other than the Chairman of the Club himself. That's right. Adrian Page will be here in the bay area for a few days to pick up the 1972 Interstate I bought for him, and will be getting ready to head off on his dream vacation through the western states. He and his wife are coming to our meeting Thursday night, the 16th, at Edinburgh Castle, and I'm sure he'll be very interested to hear how we feel about the Norton Owners Club. This is your chance to come and talk with the one person who might just be able to do something about it.

First, I recommend you think about the following. Not all of the £7 we pay to the N.O.C. goes towards the ROADHOLDER. Part is used to help support the N.O.C. Spares Scheme. Have any of us used it? I'd be interested to know if anyone has gotten his money's worth out of it. In addition, some of our dues money goes towards the various events sponsored by the N.O.C. in England? Have any of us, other than Gene Austin, been to any of them? Should we be expected to pay for goods and services not delivered? I for one think not, and I hope that Adrian Page will agree. I know he will at least have an accurate set of figures, which I seem to have lost or misplaced, and will be able to tell us exactly how much of our dues money goes where. If we can convince him that something must be done to avert a mass resignation of overseas members, then perhaps he'll be able to go back to the next Committee meeting and speak on our behalf. At best we might get a dues reduction. At worst we might avert future dues increases. If we accomplish nothing at all, at least we'll have tried. We could then consider more drastic measures. Cession from the N.O.C.? Revolution? An all-Norton invasion of England?

Whatever happens, I'm sure that Adrian will be impressed by a large turnout of Branch members, and I encourage everyone who possibly can to come to this month's meeting. Associate members who could care less about the dues increase should come for the spectacle of it all and to lend their moral support. I'm sure we'll all have a good time eating fish 'n chips and drinking 'alf 'n 'alf at Edinburgh Castle with Adrian, and so if for no other reason, come for the fun of it.

Steve

Technical Tips

Have you ever thought of replacing that plastic tube that feeds hot engine oil to your rockers? Stainless steel braided hose is expensive, but very safe. The problem is in trying to find the banjo fittings to connect the new hose to the head and timing cover. I searched high and low and couldn't find anything that was suitable. Then I realized an easy way to do it with available parts.

First you drill and tap the existing banjo bolt holes for 1/8" taper pipe. To do this carefully it is beneficial to use a short (2 1/2") machinist's square to align the 21/64" or Q drill. The other precaution to take when you drill the head is to push grease into the angled holes which lead from the banjo to either rocker. The easiest way is to push some grease into the banjo, and then screw the bolt home, pushing the grease into the holes. Do this two or three times. The timing cover must be removed, and thereafter the drilling and tapping procedure is straightforward.

I found it advantageous to use STP as a drilling and tapping fluid as the aluminum is granular and tears easily when tapped. I used two 1/8" taper pipe taps: one normal tap to start the threads, being careful to maintain perpendicularity, and then once the hole is tapped down 3/8" or so, switch to a 1/8" pipe tap which has been shortened by about 3/8" (by grinding down). This short tap was rather necessary for the shorter timing cover hole, but may possibly be avoided at your discretion. When screwing in the pipe fittings, the tapped hole should be deep enough to allow no more than two turns of the fitting past hand tight.

After the head has been drilled and then tapped, use a bicycle pump with rubber gasket over the rocker to blow the grease and metal shavings from the rockers towards the newly tapped fitting hole and carefully remove all debris with solvent and pipe cleaners - MAKE IT CLEAN!!

The stainless steel braided hose is VERY difficult to cut with a regular hacksaw, even a 32-tooth blade. I used a moto-tool with cut-off wheel which works great and is fast. If you don't have a moto-tool you might do well to hacksaw the hose off and then use a bench grinder or some sort of sanding disk in an electric drill to face off the rough cut. If you have the patience, you could cut the stainless steel braid with a knife file, but that would definitely take some time.

To the right is a list of the materials necessary for the job. It is not necessary to use Aeroquip parts, but I have the part numbers for them, which makes it easier.

RICH FRANK
960 B VIRGINIA STREET
CHICO, CA 95926

Carl Mazel's Helpful Hints

Do you know that the major cause of spark plug failure is because they are not tightened or torqued properly? I have read this many times in Lodge, Champion, and K.L.G. literature. The result of too little torque is an uncrushed washer that doesn't transmit heat properly and the plug runs hot and preignition results. A torque wrench is necessary.

Another item I would mention is tire pressure. Check them about once a week, and restore any lost air. This means when they are cold, not when they have reached working temperature. From the 'Dunlop Book, 1955': Regularly remove flints, nails, etc., from the tread, or they will work through, puncture the tube and destroy the casing. Keep tires and spokes free from oil, grease and parafin. Remove oil and grease with a cloth and a little petrol. These are simple things we all can do, but look around and see what you see. Standard answer: "Aw what the hell, oil and grease are preservatives."

Speaking of grease, how about the nipples on the front and rear wheel? Ever see a machine that has been done by an over-zealous friend that worked in a gas station? The first anti-friction brake, but it was free! What wasn't free was the new brake lining and all the labour in cleaning up the mess. A true story follows:

"In my younger days I owned an Ariel Square Four. It was a 1939 cast iron model that had a light grease gearbox. The standard thing to do was to go to the local gas station that you bought gas from and get the use of the chassis lube gun. There was a fitting on top of the main case, and in nothing flat you had chassis lube coming out of every joint. At the outside most it cost a quarter, twenty-five cents! I used to help out on weekends, cleaning up just before shutdown. Never took any money, because he was a nice guy. Well one night it was warm and I had the adventurous spirit, so after filling up with gas and grease I went to see the Millray boys out in the desert. It got cold, the oil got stiff, and the grease was a rock. It took over an hour to limber up the machine so I could ride home. We finally mixed some kerosene with the grease and let it puke out as desired 'til I got home.

NEXT MONTH: Carl's hints on chains, cables, electrics, and much more!

TOOLS AND MATERIALS

Electric drill
Q or 21/64" drill
2 1/2" long square
1/8" taper pipe tap (2)
Tap wrench and tapered pin
or punch to fit into hose
STP

Aeroquip:			
2807 teflon hose	30"	#2807-4	
ext. pipe/37° flare	3 ea.	#2024 2-4S	
Straight ext. pipe/			
37° flare	1 ea.	#2021 2-4S	
SAE 37° fittings(str)	3 ea.	(63-1)90600-4	
SAE 37° fittings(45°)	3 ea.	#190773-4S	
"T" fitting (37°)	1 ea.	#2033 4-4S	
SAE fitting (90°)	1 ea.	#190772 4-4S	

Total cost for the hose equipment should be around \$25.

Letters to the Editor

Well folks, this month's mail bag brought in another fine batch of 'fan mail' and in fact the sheer volume will prevent me from sharing it all with you. I'll try to give you the good stuff, however, and omit details wherever it seems appropriate. And so, without further ado:

Steve: I'm sorry to read you are removing your Editor's hat at year's end, but I can understand. Thanks for all the wonderful 'NOTICES'. I know the distance is probably excessive, but if there is some way the NOTICE could be done up here, I'd love to give something back to the Club for what it gives me....Some column filler for you upon the 'On Accidents' story in the July NOTICE. The NHTSA seems to lay the whole ball of wax in the motorcycle operator's lap...Wear your helmet and turn on your lights. Perhaps it might do some good, though it hasn't yet! By the NHTSA's own statistics, fully one half of the accidents resulted from right-of-way violations--i.e. the other driver's fault. This is evidently ignored by the NHTSA. "I didn't see him" seems to be the trick defense for unconscious drivers. Not to ignore the other 41%...much could be accomplished with the heightening of operator skills however many wheels touch the pavement. I've taken driving tests in three states: California, Virginia and Alaska. All seemed designed to test my ability to memorize legislation and read abstract questions. None tested my ability to fully control my vehicle...2, 4, or 18 wheels. Sisters and brothers, legislation holds no answers. We who have survived the first year of our riding are statistically some of the best defensive riders on the road (a form of genetic selection?). It would seem a touch of paranoia is beneficial for two-wheeling. Safe Nortin' to you all! To close, I'd like to welcome Carl Mazel, who has reproduced the International/Manx 30/40 Manual at his own expense just to give us outhouse readers a treat. See issue # 84 of ROADHOLDER. Whew! The ol' lady's beans do make wind, don't they? See ya in September.

MARK STOCKSLAGER
ANCHORAGE, ALASKA

Mark: THANKS for the kind words and the generous offer of help. If nobody down here volunteers to do the Editor's job, I just might get in touch. As for the rest of your letter, I agree with all you say, EXCEPT for one thing. I too have taken driving tests in California and Virginia (have yet to get up to Alaska), and each time I had to take a road test to prove some minimal riding ability. Didn't you? However, after passing the tests in each state, I wondered just how bad a rider I'd have to be to fail. And sometimes I do see a rider on the road who definitely should have failed his. And yes, I agree that a touch of paranoia is a valuable attribute if you're a road rider. I'm glad I've got it. *Steve*

Steve: I think the 'Member of the Month' feature will be really great. Sounds almost pornographic. I have a few ideas about that monthly special you might be able to use. When they are more concrete I'll send them down. If there's any justice in this world, my boss will let me take off a week at the end of August and go to Colorado for the Norton rally. My Norton probably won't be ready but I will, and being there is what counts. Keep up the good work.

DAVE HOFFMAN
CITRUS HEIGHTS, CALIFORNIA

Dear Norton owners: My name is John Ebert, USNOA #237. I would like to know if you are planning to go to the Norton Owners National Rally. If you are, would you consider riding in a group? I would like to get as many people from Arizona as possible to go. I am also trying to get a van or truck as a backup. I plan on leaving Wednesday August 22, and going north through Flagstaff, across to four corners, and then on to Durango. Once in Colorado I do not plan on rushing straight to Woodland Park, but take my time on Thursday and Friday and get there in good shape, not burned out. If you are interested in going, please contact me.

JOHN EBERT
PHOENIX, ARIZONA
934-2367(HOME)
257-0205(WORK)

John: I hope you find some Norton riders to go with you to the Rally. Our group is planning to ride down to Durango via the 'Million Dollar Highway' on the 23rd if all goes well, and spend that night somewhere near Pagosa Springs (just a few miles south of the Divide). I spent a summer in Pagosa Springs a few years back and know that area pretty well. If you'd like to meet us in Durango, and ride the final 350 miles or so with us, please let me know. *Steve*

Steve: Thanks for the NORTON NOTICE, and the invitation to join you on your Club ride to Mendocino. I'll probably take my '49 International (the one I rode down to Reedley), although my natural perversity inclines me to take a Vincent, since it's a Norton ride...As for lunch around Marshall, I'd advise you to stay away from Nick's; the Marshall Tavern or Tom's (further south) are better bets. The cafe in Tamales is pretty terrible too. In any case, please let me know when the ride will take place, and keep on sending me the NORTON NOTICE.

CHARLIE TAYLOR
TAMALES, CALIFORNIA

Charlie: Glad you're coming on a Club ride (at last!), and I look forward to seeing that International. Alex McLean says he's going to bring his Inter too, so we really should have a thumping good ride up the coast. We'll let you pick a suitable lunch stop, OK? You seem to be the expert on cuisine in the area, and so we'll trust your good judgement. How 'bout that place up in Inverness where the 'Ride' always ends up? In any event, I look forward to seeing you then. *Steve*

Dave: Pornographic eh? Think we ought to include a fold-out photograph of member and machine? I'll have to think on that. As for the USNOA rally, if you really do plan to go without Norton, how'd you like to go as our 'chuckwagon' driver? It'd sure be nice to have someone along in a van or truck, just in case of a breakdown or accident en route. And it would also mean we wouldn't have to load down the bikes with tools, clothing, etc. If you're interested, please call me. *Steve*

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See Jack Morris, a branch member and Norton enthusiast for quite a few years, if you're looking for parts or accessories. Jack's got the goodies and will take the time to make sure you get exactly what you need.

Selby's service department is in the able hands of Alan Hook, an experienced Norton mechanic and also a branch member. If the Nort isn't running right and you're unsure about what to do, take it to Alan and he'll see that it gets back into tip-top shape.

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CORTE MADERA, CA
(415) 924-0327

Motorcycles Unlimited is the fine bike shop up in Marin that Branch member Alex McLean has been operating for these many years. If I'm not mistaken, Alex McLean is the very same Alex that Fred (our old hero in the ODD BODKINS strips) always called whenever his Norton blew a piston or whatever. With a reputation like that, you can be sure that it's a good place.

As always, Alex has the largest stock of Dunstall accessories for your Norton in the bay area, as well as good supply of Norton spares. He also has the biggest volume of accessories I've seen in these parts, and a huge showroom full of all kinds of motorcycles. Believe it.

Of interest to classic motorcycle buffs are the two Manx racers on display in the windows upstairs. If you've never had the pleasure of seeing one of these famous machines up close, that alone would be worth the trip to Corte Madera.

Steve: I would have driven up for the Beer Bust but my wife and I had bought tickets for Survival II at the Hollywood Bowl.... It was very hot, and the traffic jam was enormous. Fortunately, Judi and I were on my Norton, so we simply threaded our way between the overheating cars and parked for free right next to the entrance. It took us ten minutes to get there instead of two hours. (Anyone need any more good reasons to ride a bike these days? Or, for that matter, to live other than in L.A.? - Ed.)

For the record, I think you're doing an excellent job, and the arrival of the **NORTON NOTICE** is an event that is looked forward to by myself and several friends who are too cheap to join the club. The only small criticisms I would make are that the Editor rambles on too much about how he's going to retire, there's too much advertising, the pictures are hazy, the cartoons aren't funny, and there's not enough sex or violence. Other than that, I find the magazine very good.

ART SIROTA
BURBANK, CALIFORNIA

Art: I always knew that L.A. smog does some pretty weird things to people's heads; are you sure you haven't been breathing it for too long? Are you serious, or could you be pulling my leg? Assuming you're serious, I would like to answer your "criticisms": Firstly, I don't mean to ramble on so about my upcoming "retirement". It's just that I really don't want to see this thing die at the end of the year when I hang it up. The advertising in this rag is what's keeping the Branch dues down at \$5 per year. Besides a lot of members use those ads, believe it or not. The pictures are hazy because they are done on a budget. As it is, getting a half-tone made of a print costs about \$5, and I've been paying for the film, developing and prints out of my pocket. If you want high class glossies, read **CYCLE, RIDER**, or one of those fancy mags. And then check out the amount of ads they print! If you don't find **ODD BODKINS** funny, please don't even look at the back page. I assure you most of us up here think it's great. Maybe we northerners have a different sense of humor or something. By the way, how do you like the cartoon in this issue? As for not enough sex and violence, I can only assume you're definitely pulling my leg! What on earth do sex and violence have to do with Nortons? Harleys, perhaps. Just look at any issue of **CHOPPER**. Anyway, I hope you'll get your fix on sex from this month's cartoon. Now that I've made a complete fool of myself for taking you seriously.... *Steve*

Art wants all John Player owners to know that he still has five color copies of the JPN Parts List Supplement, and he'll send one out to anyone interested for a mere \$2. He also mentions that he's just purchased a JPN, something he's wanted ever since the machine came out in 1974, for only \$1250! Seems he used to dream about JPNs while most guys dreamed about Raquel Welch or Farrah Fawcett. Farrah who? Now I'm beginning to understand this craving for sex and violence he has. Anyway, Art picked up this JPN for a song, and is now removing the Kerker 2 into 1 exhaust (sacrilege!) and Mikuni carb that the former owner installed. Good show, Art!

British Mail: NOC Secs

Steve: Thanks for your letter and the NN. It's nice to know that your Branch is doing fine, and I'm looking forward to seeing some pic's in **ROADHOLDER**. As for you giving non-N.O.C. members (i.e. 'Associate' members) membership cards, it's not right, and the Committee would like to see this practice stopped rightaway on the grounds that why should someone who doesn't want to join the Club as a full member get a full discount using the Club's card at a lower cost than a full member? Hope you can see this point. I would be the first to moan if it happened over here. Sorry about the state of the small stickers. I think they are crap, but they take so long printing them over here, if we sent the lot back it would be another 3 months before we get them back. Please note: only one sticker free to each new member, and also increased price 10 pence each (about 22 cents).

RON MOORE
(N.O.C. MEMB. SEC.)
ESSEX, ENGLAND

I have written to Ron explaining that the dealers over here who offer club discounts on parts, etc. could care less whether a member pays dues to the N.O.C. in England. Since nobody seems to need the N.O.C. Spares Scheme, they have little to worry about as far as our 'Associate' members are concerned. I offered to pay for a supply of membership cards, at their cost, for us to use for all of our \$5 members. I shall also be talking with Adrian Page (the N.O.C. Chairman) when he is here for our August meeting. I hope that all Branch members interested in airing their own opinions on this or other related subjects will come to the August 16th meeting up at Edinburgh Castle. Adrian is the person in a position to help us out, and seems to be most sympathetic to our gripes. If Adrian, Ron, and the others on the N.O.C. Committee do not see the wisdom in letting us use the N.O.C. membership cards for all our members, then we'll have to have something different printed up locally, probably at considerably greater expense to the Branch. To those of you who've been without a card this past year or so, I apologize. I have some now, and will give one to any full (\$20) member who asks for one. How's that for a sneaky way to get you people to write and/or come to meetings?

Steve

Steve: Thank you for your recent Branch report. I have included it in this set of minutes as space permitted (minutes of the N.O.C. Meeting held at Adrian Page's house in Devon, June 10). I passed it on to Al Oz on Tuesday for inclusion in **ROADHOLDER**. Talking of magazines, I enjoyed yours very much. It had a good varied content, and I especially liked the story of the trip to the vintage bike rally (CAMA). The serialization of Dennis Howard's book is a good idea and I am sure many readers enjoy it too. I have also passed it on to Al; it might give him an idea or two. You seem very busy and lively out there, so I hope we will be hearing from you on a more regular basis.

PETER THISTLE
(N.O.C. SECRETARY)
SURREY, ENGLAND

Peter: Thanks for everything! *Steve*

History of Norton: A New Era'

This installment is the third and final episode of 'A New Era', the third chapter of Dennis Howard's excellent book, NORTON. I again wish to thank Mr. Howard and his publishers, Ballantine Books, for the use of their material in the NORTON NOTICE. I hope you'll enjoy reading about the ups and downs of Norton in the late 20's. In the September issue we'll start the next chapter of this saga, 'The Golden Thirties'.

Bert Denly, as busy as ever, made history by becoming the first rider of a 500cc machine (pushrod Norton) to cover 100 miles in the hour in 1927. Interesting also is the fact that other manufacturers reluctant to accept the superiority of the overhead camshaft design decided to stage a heavy attack in big time racing, and famous marques such as Rudge, Whitworth and Sunbeam with their pushrod motors, reaping to some extent the development work pioneered by Nortons, carried all before them in the Isle of Man, at least until 1931, when the old form returned to Bracebridge Street racing machines.

Regardless of the fact that Norton fortunes were to decline in the roading world after 1927, due mostly to the intense concentration on development of the new overhead camshaft engines, the machines were still entered in the TT and other races, but alas with very disappointing results. To date a Norton had won four TT's (excluding the pre-war twin-cylinder victory) with an overhead-valve motor of one kind or another, and eleven other classic road races. Such success was bound to advance a more ambitious programme and in 1928 Nortons extended their activities to include a team of Junior (350cc) models in the TT. A report appeared in The Motor Cycle in May where 'Ubique' writes: 'After much delay the long expected 350cc Norton has materialised, and its performance will be watched with the greatest interest. It is a typical "pushrod" Norton in every respect, and can hardly be distinguished from its larger brother except for its size and a modification to the rocker supports; the pivot bearings are lubricated from aluminium grease wells. The new Norton has received gruelling road tests in the hands of the men who will ride it in the great event, and has shown just those qualities which go to make a TT winner.' 'Ubique' refers to the new racing model as a typical 'pushrod' Norton, for at the time he wrote his report, at least a month before the TT, two versions of this Junior machine had been produced, one in pushrod form and the other with the latest overhead camshaft design. It would appear that the journalist had only viewed the former model, for in the TT only the 'cammy' was raced. The power obtained from the 350 was naturally less than that of the 500s; the frames were therefore lightened by the modification of removing the middle pair of chain stays.

The Junior TT results were not very encouraging with all five official entries retiring, newcomer to the Team Jimmie Guthrie's machine catching fire, the ignition timing slipping on Stanley Woods' model, and of the remaining three, one being eliminated by a crash following some valve-spring trouble, another went with a bent rocker, and the third suffering a broken valve.

In the Senior race Nortons fared a little better with fifth and sixth being the highest placings. Despite the frustrating Isle of Man results however, later in the year Stanley Woods secured many firsts in continental races including a win in the 350cc class of the Dutch TT and a 500cc victory in the French Grand Prix.

In strict accordance with sales policy both the pushrod and camshaft machines were made available to the motorcycling public and were listed as Model 50 and Norton Junior, the Junior part being dropped early in 1929, and later all to be entirely superseded by the classifications CJ and JE respectively, the two models being in fact smaller editions of the already well proven CS1 and ES2 500cc mounts. Of the remaining motorcycles in the Norton range, the frames were very slightly redesigned in order to allow longer saddle tanks (now standard) to be fitted; the magnetos were however still positioned in front of the engine but now had shapely aluminium cases to protect them from the wet. Prices varied naturally according to each model with the CS1 500cc overhead camshaft machine being the most expensive at £90, while a model intended for sidecar work would sell at some £20 less, but invariably both sidecar and motorcycle were sold as a complete unit making the total price about £95.10.0. In the hands of the sporting private owner the pushrod-operated overhead-valve Norton was still much a force to be reckoned with (don't you just love the way this guy writes?!), but for prestige value the company would have to rely upon their works machines to forward the marquee if sales were to continue successfully. Thus for the 1929 season the pushrod engine was put aside and only the camshaft models were raced officially. In outward appearance the works models were not unlike those used in 1928, although the exhaust pipe had now been fitted on the off-side of the machine. Stanley Woods, Jimmie Simpson, and Jimmy Guthrie were numbers one, two and three in the team and were joined by the wealthy, fun-loving Percy 'Tim' Hunt, a graduate from the Amateur TT ranks whose victories in 1927 and 1928 on Norton racers had impressed Walter Moore sufficiently to drag Tim from his bath a very short time following his second win.

It can be imagined just how exciting these years of the 20's were, where any young man capable of proving himself in the racing game could be spotted by a works talent scout and thus begin his professional road-racing career. Perhaps in all fairness a similar situation may exist today, but motorcycling was still a comparatively new sport, sales were booming, and far less rigid controls tied the hands of anyone with initiative.

The TT Nortons, despite the very short trip into nostalgic thought, were still short of the necessary speed and reliability to win again the 'Blue Riband' of motorcycle racing. Of the four machines entered in the Junior race, all retired, three with valve-spring trouble and another with a faulty big-end bearing. The Senior event gave 'new boy' Hunt the opportunity to bring his machine home in fourth place behind a brace of Sunbeams and a Rudge, the other Nortons all having once again retired. (Continued on next page)

It is worth mentioning details of Tim Hunt's Senior ride, for it must have been far from enjoyable. During the course of the race Hunt had fallen off twice, once at Quarter Bridge where one footrest was badly bent, and then on the mountain climb from Ramsey when the other footrest broke off completely. The situation demanded that virtually all the rider's weight be transferred to the diminutive leather pad positioned on the rear mud guard, for the remainder of the race. Such enforced seating arrangements brought the suffering mud guard perilously near to the rear tyre in turn and a bolt head on its underside ploughed a deep furrow around the tyre's tread. At this period Joe Craig had taken over as Norton's development engineer and it is known that he did not take kindly to anyone who dropped one of his precious models. However Tim must have surely vindicated himself by his spirited riding and it is hoped that in consequence he did not receive the usual 'blast'.

On production models new features for 1929 were cast aluminium primary chain cases on all push-rod and camshaft machines plus Webb forks of the central spring type. The side-valve range, however, retained the earlier pattern forks of the Druid patent, not unlike the Webbs, but still possessing side-mounted springs.

If the TT results were a disappointment, the trials' world was doing very nicely with Norton machines gaining premier awards in the Colmore, Victory, Cotswold, Kickham, Travers, Alan, Southern, Scott, Bemrose, and West of England.

The shaky but interesting last years of the 20's were passing away for Nortons. The 'Guvnor' had been dead for five years, but his tough, honest, and undoubtedly masculine machines were well established on the markets of the world. The vintage years were gone, but there were signs that greater things were yet to come.

La Mirada Antique M/C Show

NATIONAL MEET

The Southern California Chapter of the Antique Motorcycle Club will be presenting on Oct. 6-7:

THE FIFTH ANNUAL LA MIRADA
MOTORCYCLE SHOW AND FIELD MEET

LA MIRADA MALL

ROSECRANS AT LA MIRADA BLVD.

There will be a swap and sell area, and also a banquet on Saturday night. (Sounds a lot like the format of the annual CAMA Rally, and I am fairly sure a lot of the same people and bikes will be there.)

For further information, send a stamped and self-addressed envelope to:

GEORGE GUNTHER
2824 TULANE AVENUE
LONG BEACH, CA 90815

I for one would like to ride down to the L.A. area for all or part of this show. The coast is usually very nice at that time of year, and it would make for a great club outing. Anyone else interested in joining me? We could perhaps take off on Friday afternoon and ride down to Big Sur or one of the other nice coastal camp areas, spend the night there, and then do the rest of the run early Saturday morning. *Steve*

Trading Post

STEVE COBURN

All ads should be mailed to: P.O. BOX 236
LA HONDA, CA
94020

FOR SALE

1974 John Player Special with low mileage and original factory 3/4 racing fairing and controls: Best offer.

JAY

(415)574-8844

New auto-advance unit for early Commando (with points mounted on the aft end of the engine). Also fits Triumph 500 and 650 twins: \$25

New chrome-plated Girling springs for rear Commando shocks (126 lb. rating): \$15

Used set of slash tip mufflers (in good condition), with clamps, 1 3/8" inlet: \$15

New set of Wassel megaphone-type mufflers, 1 3/8" inlet: \$50

GENE AUSTIN

(415)573-9559 (afternoons)

Atlas tank, seat, front fender and rear fender with tail light assembly. No dents; all in good condition: Best offer. Will consider trade for Fastback tail section and other body pieces.

DAVE HOFFMAN

(916)725-8727 (after 7PM)

Commando Aluminum instrument nacelles (2). Roadster seat and engine timing cover.

RICH BRAND

(415)325-7521

1965 Norton Electra 400. Runs good. Shown at the CAMA Rally this year. Spares. \$650
JOHN EBERT 4209 W.LA MAR#1
(602)934-2367 PHOENIX, AZ 85019

WANTED

Norton 850 in good condition.

BRUCE CHAPMAN

1912 REDWOOD HIGHWAY

CORTE MADERA, CA 94925

Front wheel for Dunstall forks (twin disc)

KEVIN FLANNERY

c/o 5051 LICHAN ROAD

PENNGROVE, CA

Craven rack to fit a Commando.

Side stand to fit featherbed frame.

Early Commando (and featherbed models) exhaust lockings.

GENE AUSTIN

(415)573-9559 (afternoons)

Fastback tail section (with Norton name plate), side covers, and plexiglas screen for Dunstall 1/2 fairing (clear or smoke).

DAVE HOFFMAN

(916)725-8727

Left side cover (battery side) for 1971 to 1973 Roadster. Must be fiberglass, and preferably black.

RICH BRAND

(415)325-7521

Gearbox cover plate, gearshift assembly, kickstart lever, front and rear fenders for lightweight Norton twin (Navigator 350)

RAYMOND WILTSHIRE

1530 NORTH DOUTY, HANFORD, CA

(209)584-6054, 584-3113

On Helmets

This is the second part of a three-part series on MOTORCYCLE ACCIDENT CAUSE FACTORS AND IDENTIFICATION OF COUNTERMEASURES. It is excerpted from the Summary Status Report prepared in January, 1979 by the National Highway Traffic Safety Administration - National Center for Statistics and Analysis. I wish to thank them for the use of this material, and also Marty Sullivan, a Branch member, who sent it in.

HELMET EFFECTIVENESS

Early survey results indicate that approximately one-half of the motorcyclists in the study area (Los Angeles area) wear helmets. However, a full 60 percent of the accident-involved cyclists were not wearing helmets. These unhelmeted cyclists accounted for 67 percent of the total injuries and 81 percent of the head and neck injuries. While the helmeted riders are slightly underrepresented in the accident cases, they are considerably underrepresented in the resulting injuries.

Table 1 shows the injury severity distribution for the accident-involved cyclists wearing or not wearing a helmet. Assuming that the characteristics of the accidents for the helmeted and unhelmeted rider were similar, there is almost twice the chance of incurring a fatal or critical injury for the unhelmeted rider than if a helmet were worn. Similarly, there is nearly a 30 percent increase in the risk of a serious, critical, or fatal injury for the unhelmeted motorcyclist.

Table 2 shows the head-and-neck injury severity distribution. The unhelmeted cyclist is almost three times as likely to incur a head or neck injury than his helmeted counterpart. Further, given that a head or neck injury occurs, the motorcyclist not wearing a helmet is more than twice as likely to have a severe or greater injury than if he had worn a helmet.

81 percent of the helmeted riders derived benefits from their helmet in the form of prevented or attenuated impact injuries. Only 4 injuries were attributed to safety helmets, and all were minor injuries.

TABLE 1 INJURY SEVERITY FOR HELMETED AND UNHELMETED RIDERS

	ACCIDENTS (# RIDERS)	TOTAL INJURIES							
		UNKNOWN	FATAL	'CRITICAL'	'SERIOUS'	'SEVERE'	'MODERATE'	'MINOR'	TOTAL
HELMET	355	0	8	14	63	121	270	1,258	1,734
WITHOUT HELMET	536	15	19	44	97	255	454	2,652	3,536
TOTAL	891	15	27	58	160	376	724	3,910	5,270

TABLE 2 HEAD AND NECK INJURY SEVERITY FOR HELMETED AND UNHELMETED RIDERS

	ACCIDENTS (# RIDERS)	HEAD AND NECK INJURIES							
		UNKNOWN	FATAL	'CRITICAL'	'SERIOUS'	'SEVERE'	'MODERATE'	'MINOR'	TOTAL
HELMET	355	0	1	0	5	7	30	135	178
WITHOUT HELMET	536	1	15	22	17	67	90	538	750
TOTAL	891	1	16	22	22	74	120	673	928

Well there you have it fellow riders. In spite of the obvious arguments that these data were prepared for the NHTSA, etc. etc., I think it is fairly clear that a helmet softens the blow to one's noggin! Personally, I wear a helmet as much for the protection of my eyes and face as for the protection of my cranium. I always have to chuckle when I see some macho rider on his 'whatever' (I almost said Harley there but caught myself just in time!), drying off his tear-soaked eyes and cleaning the bugs out of his teeth. No, I'll keep a shield of some sort in front of my face, thank you very much! And if I ever do have occasion to make contact with the road, a tree, a car, or whatever, and should happen to do it with my head, I hope to have a helmet on to soften the blow.

NEXT MONTH: The third and final part of this series will include DRIVER CHARACTERISTICS (WHO has all these motorcycle accidents, and what sort of training have they had?) and also VEHICLE FACTORS (how many motorcycle accidents are caused by failure of the machine?). I'll also reprint the complete, up-to-date (as of January, 1979) table of STATE MOTORCYCLE EQUIPMENT REQUIREMENTS, as provided by the Motorcycle Industry Council. You'll really be amazed by some of the laws motorcyclists in other states have to live with. All that in the September NORTON NOTICE! Betcha can't hardly wait?

I'd greatly appreciate any more information of this sort anyone would like to send in.

Steve



"Really? It's mandatory?"

Good Idea

This month's good idea comes from John Olbison, who is the Secretary of the Yorkshire Branch of the NOC. John, a fellow newsletter Editor, has recently sent me two copies of the Yorkshire Branch newsletter. I will have them at our meeting this month if anyone is interested in what Yorkshire blokes have been up to during the past few months. Anyway, I think it's a great idea for the various Branches to share their newsletters with one another. I have already gotten a lot of good ideas from the two John sent me, and will be using them in future issues of this rag. So to you, John, goes this month's GOOD IDEA AWARD!

Events List

Beginning next month I shall be including a complete EVENTS list for the three or four months to come (an idea I got from the newsletters John sent). This can include any events of interest to members of the NOC and their riding friends. I will of course include our branch meetings, rides, and special outings, but could use some help from you people out there with race schedules, rallies, auctions, etc. If you hear about something coming up that might be of interest to others in the Club, please write down all the pertinent info (or better yet, get a flyer if you can) and send it to me. That'll make the job much easier for this poor Editor, and also make the EVENTS list more complete for everyone. Your help with this will be greatly appreciated. And thanks to those of you who have already been sending me such information.

Helmets: Another Use

Just a hint to those who might not know: A helmet placed on the side of the road is a signal to all passing cyclists (and motorists in general) that help is needed. If you are out of gas, or need a wrench, ride, push, or whatever, stick your helmet out there on the side of the road where it can be easily seen. And if you see one, stop and help.

Oct. Ride

Norm Kelley, who has just returned to Sacramento from a whirlwind motorcycle tour to Nova Scotia and back through Canada, has made us a very kind offer. He suggested that we ride up to his place in Sacramento on Saturday, stop there for a beer or lunch or whatever and then head up into the Sierras for the night. Five of us rode to Norm's back in July of '78, and had a great time drinking beer at his house and admiring all Norm's Nortons (I think he has 8 now!). We also spent an hour or two down at the Hall-Burdette shop in Sacramento, and were royally hosted there by Mr. and Mrs. Burdette. I was truly amazed by the spread they had there for us that afternoon.

Anyway, I think it would make for a great overnighter, and October would probably be the ideal time to do it. The trees up in the mountains will be turning then, and the ride across the valley won't be as hot as it is now. Whether or not the Burdettes feast us again as they did last summer, I know they'll be happy to have a group from the Club come by the shop to do some Norton B-Sing.

Anyone who has to be home Saturday night could ride back in plenty of time, and the rest of us could ride up into the Sierras that afternoon. Norm says he knows some pretty fine Norton roads up there, and so I know we'll have some good riding. It ought to be a great time for camping there if you've been thinking about doing that. Not too many tourists on the roads, and just the right weather.

So be sure to reserve the weekend of October 20-21 (subject to change, but probably won't). It'll be a good ride to look forward to in the fall. If a different weekend would be preferable for some reason, please let me know as soon as possible.

Help!

Once again I want to make a plea to all you guilty types out there. This Branch newsletter NEEDS a new Editor! I have put in about as much time on it as I can, and by December will be totally burned out. It's been fun for me, and although challenging at times, very rewarding as well. If there is anyone interested in putting out some effort for the Club, this would be an excellent way to get involved.

Needless to say, the NORTON NOTICE as you see it did not begin this way. It had fairly humble beginnings in the winter of '78 and has evolved since. The new Editor would be wise to get into it slowly, and not try to do too much all at once. I will gladly make myself available to help out, but I think the responsibility should rest on someone else's shoulders next year.

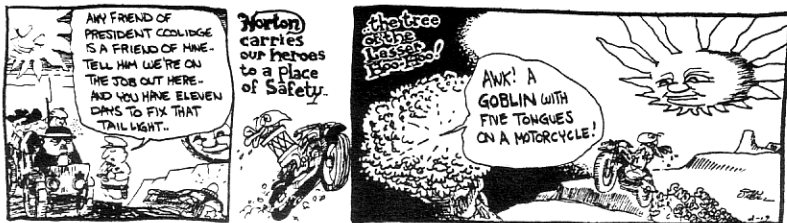
Please get in touch with me if you'd like to take it on. I don't want to see this thing die this December.

Odd Bodkins

(Reprinted with the permission of Dan O'Neill)

I'd like to thank Dan and Glide Publications for letting me use **ODD BODKINS** here in the **NORTON NOTICE**. I trust that Art Sirota (see Art's letter in this month's Letters to the Editor section) is in the minority when he says that this strip isn't funny. Most seem to think it's great, and so I'll continue to reprint it here on the back page until the end of my term as Editor. After the December issue, the new Editor can do whatever he or she would like to do. Meantime, this is it.

As you know, our heroes got into a bit of a sticky wicket (as the English would say) in the last episode; they are now trying to get away from Mr. Spanky and his gang (get it?), by taking refuge at the tree of the Lesser Hoo-Hoo, whose magic they hope will remove the 'gift of tongues' with which Hugh has been unfortunately blessed. If none of this stuff makes any sense, don't worry about it. But if you're enjoying it anyway, and want to see the rest, come to this month's meet.



NEXT MONTH: Will the Hoo-Hoo recognize Hugh in time to save our heroes from Mr. Spanky? Will Big Norton have to come to the rescue once again? Check this page in next month's **NOTICE** and find out all about Tasmanian Toe Disease (something I know you always wanted to hear about). More importantly, find out what's going to happen to Fred and Hugh.

For anyone who might be interested, Glide Publications put out two very fine books a few years back with all of the **ODD BODKINS** strips. I'll bring my copies to the meeting this month for anyone to look at. The first book contains the strips with Big Norton. The name of it is The Collective Unconscious of ODD BODKINS, and I'm it's still in print.