



# Norton Notice



The Newsletter of The Northern California Branch

VOLUME 3 ISSUE 9

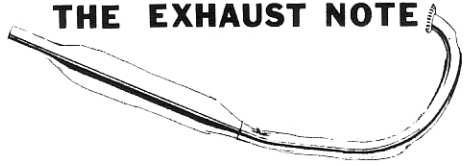
OCTOBER 1980



HERE WE HAVE THE "DOLLY PARTON"  
VERSION OF OUR BELOVED MOTOR!



# THE EXHAUST NOTE



Published monthly by the Northern California Branch, Norton Owners Club

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Club business is best handled through the mail--especially material of any sort for the Club Newsletter. Use the above addresses.

#### BRANCH MEETINGS

Generally held the second Thursday of each month at a location announced in the NOTICE.

#### BRANCH RIDES

Rides are generally held the following Sunday at 10:00 am at a location announced in the NOTICE. In the event of rain the ride will be postponed 1 week. Occasionally, rides are on a Saturday or over the whole weekend. Check the NOTICE Calendar each month.

This looks like the chance you've all been waiting for. There's probably been a lot of you wishing you had been around when branch policy was being set. With the ballot included in this issue you can vote to set club policy to reflect your wishes. Don't put it off and complain later. I have grown quite tired of the dissension in the branch myself and sincerely hope that this special measure will allow us all to get along amicably. Those of you who have been complaining to me about the way things have been will find a deaf ear after this upcoming meeting.

I had planned to run a comparison between the cost of spares in the U.S. and the cost from the spares scheme when some interest had been shown. Unfortunately only one person showed interest when I first mentioned it last February so I put it off. Harvey Loucks thinks that it would spark some interest out there, so here we go. What follows is the current spares scheme price in dollars and the current American price. Read it and weep.

	Spares Scheme	U.S.A. Prices
750 Pistons	53.98	76.00
Layshaft roller replacement	17.52	25.00
Rubber mount for exhaust pipes & head steady	1.20	2.50
Fork gaiters	4.58	10.00
Rear hub cover plate	2.41	6.00
Stock hand grips	2.41	5.95

THESE PRICES COVER ENGINE, TRANSMISSION, AND COSMETIC PARTS AND ARE REPRESENTATIVE OF THE FULL SPARES SCHEME. NOW'S THE TIME TO DECIDE IF YOU WANT YOUR BRANCH TO WORK TOWARD MAKING THIS A REALITY FOR YOU. VOTE!

W.M.





## BRANCH EVENTS

DATE	TIME	PLACE	EVENT
10/9	7:30	London House Palo Alto	Branch Meeting
10/12	10:00	Bay Bridge Toll Plaza	Branch Ride
11/2	10:00	Sears Point Raceway	A.F.M. Endurance Race, with Mark Ingall's Norton.
11-13-80	7:30 PM	London Hse 630 Ramona Palo Alto	Branch St Meeting
11-16-80	10:00 AM	Alice's Rstrnt La Honda	Branch Ride

Special Notice: In response to constructive criticism, the rides will now depart promptly at the specified time - usually 10:00 a.m.. Conscientious members will be fully gassed; no gas stops will be made for about an hour.

Special Notice: Also in response to criticism - every effort will be made to convene the meeting between 7:30 and 8:00 in order to conduct the business at hand. This will allow members who have come a long way to get home at a decent hour.

The October club ride will be held on Sunday, October 12. We will meet at the Bay Bridge toll booth parking lot around 10:00 A.M. and depart at 10:15 sharp. We won't be stopping for gas soon, so make sure you have plenty when you arrive.

The destination is the Ryde Hotel, a refurbished former speak-easy, which is on the Sacramento River about 2 miles west of Walnut Grove on Highway 160. We will try to avoid using freeways to get there. If anyone finds it more convenient to meet us there for lunch, we should be there between noon and one o'clock. After lunch, the plan is to ride around the area in which there are numerous levee roads, islands, and free cable operated ferries. We might also visit the town of Locke.

Gene Austin

November Ride: Meet at Alice's. Depart promptly at 10:00. Ride will be on specially selected roads that have not been ridden by the Club for the last three or four years, travelling through the Peninsula Foot-hills to return to Alice's for a Frosty Mug. Approximately 100 miles total ride.

### CHECKED YOUR BRAKE FLUID LATELY?

The following is culled from an issue of the Philadelphia Inquirer, October 14, 1979, written by Bill Simmons.

"Most motorists have heard about vapor lock. Many have experienced the problem of gasoline boiling in the fuel lines, fuel pump or carburetor, converting to a gas and blocking the flow of fuel, thus preventing the engine from starting."

"Vapor lock of the brake fluid, which could lead to immediate and total brake failure, remains shrouded in mystery even to otherwise knowledgeable mechanics.

"In Europe, where brakes are smaller and run hotter, especially on mountainous roads, the danger is more widely recognized. In fact, European car makers point out the problem in the owner's manuals, recommending brake fluid service change intervals from one to three years."

"By nature, brake fluids are hydroscopic, i.e. absorb moisture from the air--when a small amount of moisture is present in the brake fluid, adverse conditions of extreme heat may cause some of the moisture to turn to gas. When the brake pedal is pressed, the gas will compress and block the system, providing no pressure to the wheel cylinder." This would be like putting a drop of water in oil and heating the oil until the boiling temperature of water is reached. The water then "pops" into steam.

The strange thing is, this cannot be detected after an accident because the moisture is then re-absorbed into the brake fluid as the system cools. The cause of the accident is then listed as "driver error".

As important as brakes are to Nortons, and of course, all motorcycles, it is well worth the effort to drain the brake fluid at least once a year.

The new silicone brake fluids, DOT 5, do not absorb moisture, but a recent bulletin (April, 1980 from Triumph cautions use of this fluid owing to excessive wear in the master cylinder. If anyone has information on this, please contact the NORTON NOTICE staff.

WANTED:

NORTONS--NORTONS--NORTONS--NORTONS

Pre-Commando singles and twins wanted for a new photo series to begin in January. The finest examples of older Nortons will appear each month of publication together with as many statistics as can be assembled. At the end of the year, a portfolio of photographs of these machines will be available to members at a reasonable price and those who volunteer their Norton for photography will receive a complete portfolio FREE. Success of this venture depends on members interest.

To schedule a photo session contact:

Bob Marshall Redwood City, Ca. 94061  
1924 Kentucky St. (415) 369-0597 eves.. wknds



## The President's Message

Guess what! The "President's Message" is not going to sound like another editorial this month. Instead, it will read more like the report a Secretary might write on the last meeting, that is if we had an interested and somewhat competent member who'd like to be a meeting Secretary for the Northern California Branch and file a monthly report to be printed in the NORTON NOTICE for the benefit of those members unable to attend meetings. If you're at all interested in making a valuable contribution to your Club and think that this is something you'd like to do, please let me know.

To get back to the task at hand, I should say first of all that our September meeting got off to a rather shaky start, to say the least. When I got over to the Redwood Inn that evening it became immediately obvious that something was wrong. To make a long story short, the place had been recently sold, and was in the process of being remodeled. The new owner, who used to own a couple of Nortons, incidentally, said he was very sorry for the mix-up, offered to show us a good time (did that mean free beer?) at a future meeting that we might schedule there, and promised to direct any members who might show up for the meeting to whatever venue we could decide on. It was decided to move over to the Edinburgh Castle in San Francisco, and surprisingly enough quite a good-sized group showed up for what turned out to be a most productive meeting indeed.

To start things off, Harvey Loucks made a long motion in an effort to solve some or all of the ongoing problems that have plagued the Branch during the past year. Harvey moved that we try to deal with the problems that have divided the Branch by selecting a small task force of about six active members representing the opposing viewpoints on the various issues of concern, and that this committee meet as soon as possible to formulate a set of possible plans of action, on which all members of the Branch could vote, and thereby express their views in a constructive way. It was Harvey's intent that the group concern itself solely with the task of putting into words the various different issues and the possible actions that might be taken, and not try to debate the issues or the solutions. He felt, and everyone else agreed, that the members could handle that with their votes, either by mail or at our next meeting. The results of the vote would then serve as a set of guidelines by which current and future officers of the Branch might make their decisions in carrying out the duties of their office, and thus hopefully end all the internal squabbling once and for all.

Harvey's motion was unanimously approved, and the following members, in alphabetical order, were selected to make up task force: Gene Austin, Steve Coburn, Michael Heth, Tom Horton, Harvey Loucks and Bob Marshall. It was decided that the six would meet the following week to compose the desired document, which would then be published in the NORTON NOTICE to provide all members with an opportunity to help determine what directions the Branch would follow in 1981.

In other business, it was decided that a new officer of the Branch, a "paraphernalia officer" is needed, and Gene Austin volunteered and was duly elected. From now on he's the person to contact for pins, T-shirts, stickers, etc.

As you will see, elsewhere in this issue, we did indeed get together on September 18 and succeeded in putting down on paper all the important issues on which there seems to be disagreement, and a broad range of possible solutions to the various problems that seem to be troubling our Branch of the N.O.C. I sincerely hope that each member will take the time now to carefully read this document, consider the issues involved and the solutions listed, and then cast his or her own vote by completing the enclosed ballot form. If you will be at the Branch meeting scheduled for October 9th at the London House pub in Palo Alto, please be sure to bring your ballot with you and cast it at that time. If for any reason you will be unable to attend the meeting, please do your own small bit for the Club by spending 15¢ and mailing your completed ballot in to our current Secretary, Tom Horton.

Since I have, on many occasions, expressed my own personal views on many of the tough issues involved, I will not do so again. I only want to say that throughout my term as Secretary of the Branch, and also as Branch President during the past year, I have done whatever I could to uphold what I believed to be the will of the vast majority of our members, and thereby preserve the democratic nature of the Club. If, as has been suggested, I got my signals crossed and was out of touch with the will of the majority, this vote will clearly indicate that fact. I am quite sure that all of us who have disagreed on many of these issues will readily accept the results of this poll. It is my hope that all members will take the time to vote now, and that the outcome, whatever it may be, will once and for all put an end to the non-productive arguments that have characterized our recent Branch meetings. We can then all shake hands as friends with a common interest, the Norton motorcycle, and get on with what we really should have been doing all along, namely having fun with other Norton Nuts. If you agree, please do your part.

Seeing that I have some space left here, I would like to mention that the September ride, organized by Gerry Reynolds with help from Dan Kyle, and coordinated by Harvey Loucks, turned out to be one of the very best we've ever had. The maps Harvey gave out on Saturday morning made it easy for everyone to proceed at his own pace, without worrying about getting lost. I am sure he'll have them for future rides as well. After a great lunch in San Juan Bautista, where we joined up with Dan, Gerry, and his wife Jay, we all headed down to Carmel Valley via some great back roads.



An enjoyable beer stop and then a quick ride west to Seaside brought us to Dan's fine shop, Monterey Peninsula Motorcycles. Afterwards some headed home and the rest of us had a superb seafood dinner down in Monterey. After a good night's sleep at Gerry's house, we rode down to a fantastic breakfast in Big Sur, and then across the Nacimiento-Ferguson grade, which I recommend, before heading back home. All in all, it was a great weekend ride, and thanks go to Gerry and Jay, Dan and Harvey for all they did.

KEEP ON NORT'N

Steve

## LEFTOVER PARTS

THE PURPOSE of this new feature is to provide a space for short technical tips, products useful for keeping Norton alive and healthy, rumors, or anything else "leftover" too short to make an entire article.

Readers are encouraged to send, or CALL in their tips, ideas, or whatever could be passed on to your fellow Norton owners.

This feature will not necessarily be a monthly feathre--after all, after Norton is put back together, one doesn't always have leftover parts, eh?

For instance: Who can resist a product to keep your machine bright and clean called MOTHERS, but Simonize makes a Polishing Compound many times cheaper and works as well or better than any cleaner on the market--about \$1.30 a can and seems to last forever. At most all automotive stores.

Still running those plastic fuel inlets on the bottom of your Amals? If one happens to break in the middle of nowhere, running the bike is impossible. For about \$1.50 each, you can replace the plastic for metal inlets and not have to chance being stranded. Ask your nearest Norton Dealer.

So, you think drunk-driving laws are strict here? Check these:

Malaya--the drunk driver is jailed, and if he is married, so is his wife.

U.K., Finland, Sweden--automatic jail term of one year.

Turkey--drunk drivers are taken 20 miles from town and forced to walk back under escort of police.

Bulgaria--second conviction results in execution.

San Salvador--first offence, firing squad.

Remember, British humor is not a contradiction in terms, but original Japanese technology is.

An excellent method of attaching items to Norton is Velcro. It is composed of two pieces that are glued to each item to be attached and then stuck together. It is easily removed and can be reattached easily. It has been used successfully for many miles with the Boyer "BLACK BOX" on Nortons.

Bob

Sometime, an article is as informative years after it is first written as it is when it rolls fresh off the press.

The following article was ripped off from an April, 1976 issue of CYCLE magazine, kindly provided by Bob McKeehan.

First written to give a new insight to what might happen with the then-floundering Norton, Peter Watson's excellent article gives us a new look at what the future held and a little from the past.

**A**t 90 MILES an hour the air was as sharp as lager, pouring past my helmet in the hard sunlight one of those rare flashes of spring that makes February, that all-time low on the motorcycling calendar, almost bearable. On the bumpy minor road that unwinds itself across the landscape of Rutland, a long shadow raced with me to the next bend. Topping the rise with the power coming on strong and a mere 4,700 rpm on the rev-counter, the front wheel lifted briefly and flicked the bars left and right. Another 15 miles and I'd be home after a day spent riding twisty back roads as hard as I dared on a machine built with people like you and me in mind. Paradise must be this sort of trip.

It really did feel good. After all, it isn't every Monday that I roll up at the office and kind Mr. Nicks tells me to go away and put a couple of hundred miles on a test bike. But the Norton 76 I'd traveled over to the West Midlands to collect on the previous Saturday was different. The much-modified and restyled Commando built for the Wolverhampton factory's Action Committee last February had barely 40 miles on its bores when I picked it up, and with our deadline just a week away, everything else had to go hang on for a few days.

Delayed waiting for the visit of the police to check that none of the parts had been nicked before it could be registered, and then by the registration authority, we'd been beginning to wonder if there weren't going to be some red faces in the BIKE offices when our April issue hit the streets bearing a cover taster for a treat that wasn't inside. But we made it in the end, and I can't help thinking that six inches of fingernail didn't die in vain.

Of all the cruel ironies which litter the British motorcycle industry, the story of Norton's Commando contains enough material to produce a tragedy of the truly Greek proportions. The fickle finger of fate has zapped the machine time and time again. And unless the Wolverhampton Action Committee of the Norton Villiers liquidator can find someone interested in continuing to produce the Norton 76, when the remaining 200 workers have completed the 1400 Commando MkIIIs they are currently building at the rate of 50 a week for sale through the NVT outlets later this year, it will be the end of the most advanced British twin still in production.

cont. pg. 9



## The Newsletter of The Northern California Branch



### PALO ALTO YAMAHA

YAMAHA • TRIUMPH • NORTON

SALES • SERVICE • PARTS

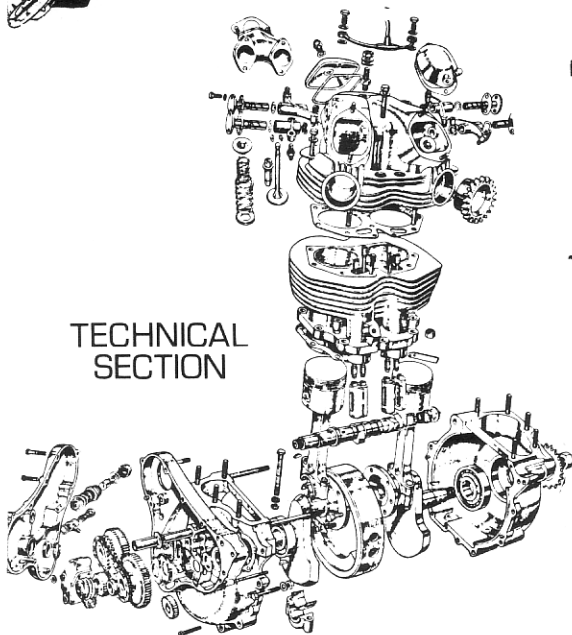
3960 EL CAMINO  
PALO ALTO, CA. 94306

415 493-3414

**Norton** PARTS AND SERVICE

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

### TECHNICAL SECTION



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.

### COMMENTS ON THE 940 NORTON BIG BORE KIT

by Harvey Loucks

George Gianovich likes to go fast, likes to help others go fast, and most of all likes to do it on a Norton. Happily, his vocation coincides with his avocation as he is owner/manager of HPI in Garden Grove, CA, a shop that specializes in motorcycle speed parts. For Nortons he offers a 940 cc big bore kit, racing cams, Mikuni carb setups, special exhaust systems, and much more. Recently, I built up a 940 engine and thought other club members might enjoy reading about it.

The basic kit includes new sleeves, all machine work, Forgertrue piston set, and copper head gasket - all for \$250.00. NOC member Al Driskell has a '75 with this kit and no other modification except a Pipeline 2 into 1 exhaust system. He really likes the performance increase in the mid-range and bottom end (about 15%) but notices less improvement in the top end. This may be due to the inability of the 32 mm Amals and exhaust system to provide enough flow through those big jugs. George usually recommends dual 34 mm Mikunis ("best improvement for the money") and a more open exhaust system like the early 750 set-up.

### Brooks Cyclery

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(408)

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DUCATI

ED BROOKS  
OWNER

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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.



**cycle sports**

NORTHERN CALIFORNIA'S

**Leading Norton Dealer**

IN & ON NORTONS SINCE 1970

SALES \* PARTS \* EXPERT SERVICE

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POWER

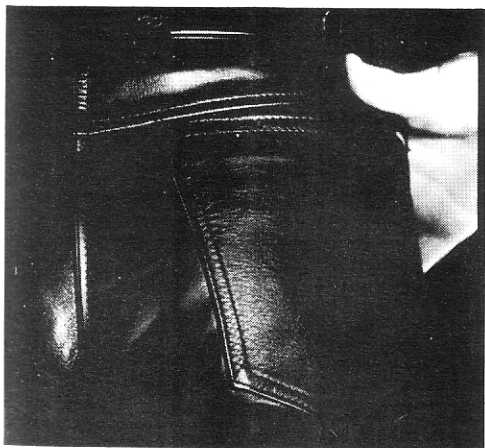
NOW CLOSING OUT  
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126 SUTTER

392-1462

Al was plagued by oil leaks from spots where the new sleeve broke through the cylinder casting at first but has since repaired that with some filler material. You may have seen Al's bike at the Beer Bust; it was the one with the beautifully filed and polished head. "Over a hundred hours on the head alone," says Al.

Marty Sullivan also has one of the 940 kits in his '75 Roadster but with many other goodies as well. Along with the extra cc's he has a pair of 34 mm Mikunis, a ported head with the big valve conversion, Dunlavy #3 cam, S & W springs, 9.5 to 1 compression, and 750 exhaust pipes with Dunstall mufflers. According to Marty, "The bike has more than adequate acceleration." Marty also has a slight oil leak from the points where the new sleeves break through - but not enough of a problem to repair. You may notice his bike at Alice's Restaurant with Morris Mag wheels and usually his small son as a passenger.

Marty's combination is similar to a Norton that George built with 101 verifiable, dyno-tested, rear-wheel horsepower! Think about that one for a minute, race fans. This bike is ridden routinely on the street and was even ridden to Texas and back without unpleasant mechanical incident. George recommends Nortons with this degree of modification for racing only, however, as these bikes require a good bit of skill to maintain and ride effectively. The widest application of the full race engines is in hillclimbing and side hack motocrossing in Europe and Australia.

The 940 I built up was based on a '73 850 with stock 32 mm Amals, 8.6 to 1 compression, Dunlavy #3 cam, S & W springs, and an original 750 style reverse cone exhaust system. The assembly went as smoothly as any Norton rebuilt except that about .030 inch of metal had to be removed from the back of the crankcases to clear the big sleeves. This must be done before the bottom end is assembled in order to keep metal particles out of the crankcase. After assembly the bike fired on the first kick and ran strong with no apparent oil leaks after about 50 miles.

Most of the power increase was noted in the bottom end and mid-range. Turning up the wick in high gear from 35 mph produced acceleration that was truly startling. The addi-



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### NEW HOSS CYCLE PARTS AND SERVICE

Steve Murray, co-owner of New Hoss Cycle, is an associate member of the Northern California Branch. If you're looking for "the long deal" on TIRES, TUBES, BATTERY, etc. for your Norton or Japanese bike he is the man to call. He really wants your business, and will give you a good deal.

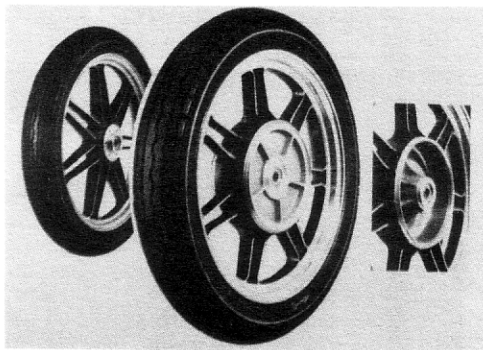
Unfortunately, New Hoss does not service English bikes. (Yet?) However Steve hopes all you Norton fans with a Japanese bike will stop by and chat sometime. If he can do anything for you let him know.

### NEW HOSS CYCLE PARTS AND SERVICE

1001 MAIN ST.  
CORNER OF MIDDLEFIELD  
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366-1336

MIKE DORKEY  
STEVE MURRAY

FOR SALE:



CAMBRAY WHEELS for Mark III and pre-Mark III Commando. Will order in 5 pairs or more of each type. Available in 18" or 19" front and rear; cast from LM25 aluminum, heat treated for strength and rigidity; straight replacement wheel. pre-Mark III @ L 120.00  
Mark III @ L 175.00  
Shipping is L 8.00 per wheel and duty of 4.8%.

A FANTASTIC wheel at an even more fantastic price-priced Morris Mags lately? To order, contact Bob Marshall 1924 Kentucky St., Redwood City, Ca. 94061. (415) 369-0597 evs., weekends.

tion of larger carbs would probably add quite a bit more to the top end power. With some regret I have since traded this machine for a 1948 OHC500 Norton International.

In closing, some final suggestions from George:

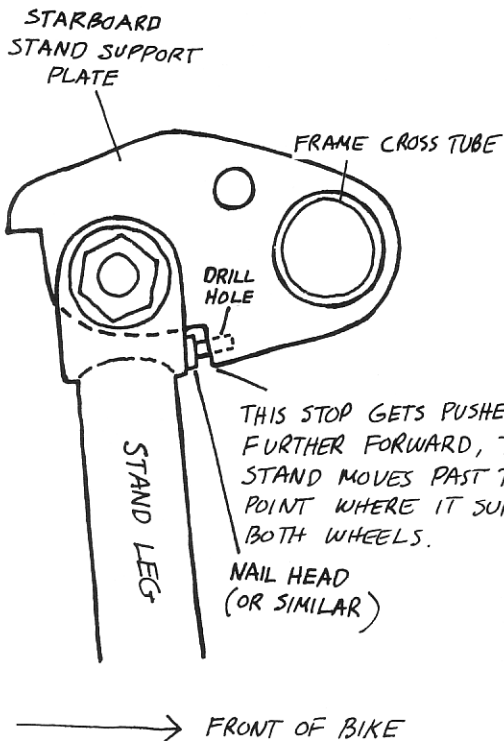
1. Don't idle in place very long as the additional heat could cause seizure. An oil cooler will help.
2. The 940 kit is actually a 930 kit now to allow for overboring.
3. The Norton head, especially the RH-4 with 30 mm parts needs a little porting to breathe well.
4. The Alphabet 2 into 1 header was developed by George for Alphabet and works as well as the stock 750 system.
5. Norton flat-top pistons are good up to 10 to 1 compression with 92 octane premium. .060 inch off the head does it.
6. A good time to put a 940 kit together is when you have had a catastrophe or run out of overbores with a stock 850 barrel.
7. 940 engines have been run with as high as 12 to 1 compression and 90% nitro without failure (at least for the duration of a hill-climb!)

Michael,

This may or may not be worthy of inclusion in the next Norton Notice

I have been bothered for several years by the fact that the center stand on my 1969 Fastback would no longer raise both wheels free of the ground. I never really looked, but assumed the bolt holes had become elongated and tried to forget it. At the Beer Bust this year Gary Broeder and I were talking about this and he informed me, correctly as I found, that it was the stop on the stand support plate that had been compressed to the point that allowed the stand's base to be too far forward to do the job. Not wishing to go to the bother of getting some welding done, I searched for a simpler solution. Here is a drawing which I hope is self explanatory. The mod was done to both support plates, of course, and the nail heads are an interference fit. Something harder than a nail may be preferable, as they may also compress in time. I don't know if later center stands are different in this area, but assume they are similar.





THIS STOP GETS PUSHED FURTHER FORWARD, TILL STAND MOVES PAST THE POINT WHERE IT SUPPORTS BOTH WHEELS.

NAIL HEAD (OR SIMILAR)

*Bob Paul*

ON THE CONTRARY BOB, THIS IS EXACTLY THE TYPE OF TECHNICAL TIP WE NEED. I'VE BEEN WONDERING ABOUT THE SAME PROBLEM MYSELF FOR ABOUT 4 MONTHS.

THOSE OF YOU WHO HAVE NEVER CONTRIBUTED TO YOUR NEWSLETTER CAN SEE HOW EASY IT IS. C'MON SENI, THAT DEEP DARK SECRET CURE IN. BECOME AN ACTIVE MEMBER OF THE BEST MOTORCYCLE CLUB IN THE KNOWN UNIVERSE.

MM.

Conceived as a transitional, stop-gap model in 1967 with a life of two years, the Commando was rushed into production and consistently denied development because it was always going to give way to new models, but never did. For example, the current Vernier adjustment for its Isolastic rubbers was contained in the original patent, yet didn't get into production models for seven years, while owners and dealers bitched about the highly unsatisfactory shimming arrangement.

Indeed the old 1,600 strong Wolverhampton workforce had some very real grievances to air when they occupied their factory in the summer of '75 following NV's announcement that it was going to voluntary liquidation. Apart from the fact that 450 of that number were engaged in producing profitable Villiers industrial engines, their factory had the best record of productivity and labour relations in the whole of the British industry. Moreover, until Norton Villiers became involved with the ailing BSA-Triumph empire, their company was in the black, making a small but significant profit. Yet at the end of the day, when NVT had retreated to Shenstone, it was Meriden, the factory that had the worst labour relations record, the highest rates of pay and the lowest productivity, producing a far more outdated twin, that everyone rallied around to help. When Eric Varley, Harold Lever, Lord Stokes, Geoffrey Robinson and Uncle Arnold Weinstock and all came to the rescue of Meriden and the Triumph Bonneville recently, the remaining Wolverhampton workers must have choked over their cornflakes on the news. Inevitably the support for the Co-op which had always come from Wolverhampton—but not Small Heath, you may recall—withered. Jack Everett, Chairman of the Action Committee, was recently reported as saying that, "We believe the Government is backing the wrong horse and has been doing so for years". On an objective assessment of the two big twins offered by the different factories, it's difficult to disagree.

The idea of a modified and restyled Commando, using ideas already developed under NVT but never put into production, came from ex-Norton Villiers engineers John Favill and Bernard Hooper, who you may recall were responsible for originating a revolutionary stepped-piston two stroke engine. This, it was claimed, could be developed towards production in a 500cc Wolf bike at Wolverhampton while the manufacture of a revised Commando provided the bread and butter to keep a reduced workforce employed. All of which depended on two things: first, the British Norton Partnership (Australian oilman Ronald Titcombe, Lord Hesketh\* and chums) finding enough money to buy the factory, and, secondly, the reaction of North American dealers to the new Commando.

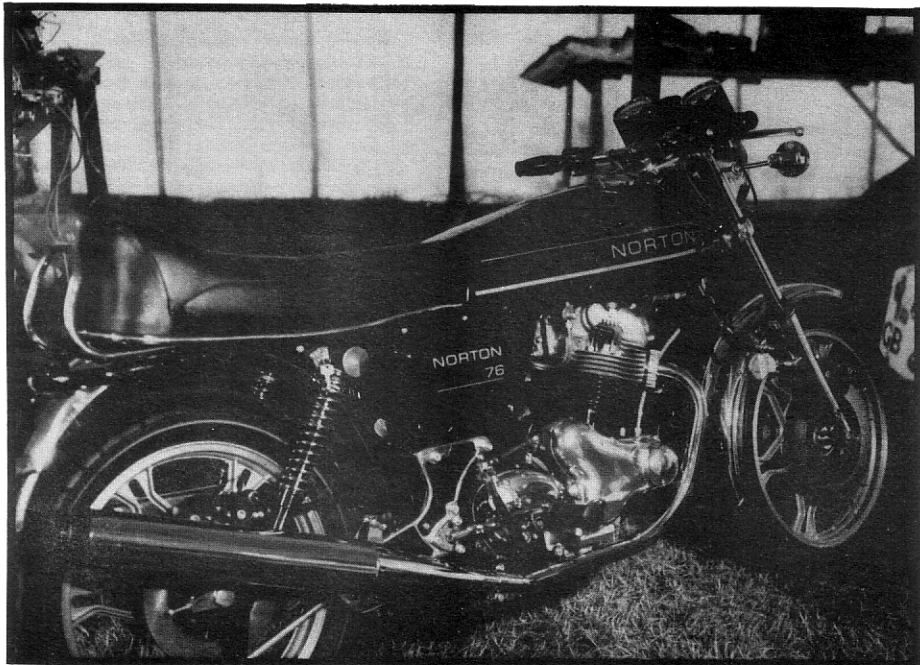


Photo Courtesy of Gene Austin

At the time that the Action Committee made its decision to build the Norton 76 in January last year, the Titcombe/Hesketh consortium were front runners to buy the plant. It took just a month to actually produce the machine, which was shown to the British press and then airfreighted to the States on February 17 where Joe Berliner, of the giant US motorcycle importers, the Berliner Corp.-former Norton importers-was reported to have provisionally ordered 7,000. With the bike on display at the Daytona show in Florida, Berliner would obviously be able to gauge dealer reaction and plan accordingly. Things seemed to be going swimmingly.

\*For the latest ventures Lord Hesketh is up to, check out September, 1980 issue of Cycle World.

But already there were sour notes being sounded. Berliner cancelled plans to fly to Britain, objecting to claims that he was about to place an order for 7,000 Commandos a year. This move was clearly not unconnected with NVT Chairman Dennis Poore's observation that "the authorised channels for distribution of Nortons and Triumphs are the distributors and dealers we have appointed throughout the world.

Bob

Continued next month . . .

## TRADING POST

For sale: '71 750 Roadster, new top end, 12k mi., excellent condition. \$1275 or B/O. Call Dave (415)223-2015.

Wanted: Slimline 650 or Atlas with a blown engine. Condition of bike not important if frame and forks are straight. Call Gene Austin, 573-9559 between 1:00 and 7:00 pm.

Wanted: Black panniers (saddle bags) for Commando. Preferably fiberglass and in excellent condition but interested in all possibilities. Steve Coburn, P.O.B. 236, La Honda, CA 94020. (415)497-6601 at work or (415)747-0687 at home.

1968 Norton N-15. Excellent condition. Alloy rims and extras. \$1000. Call 355-8385 or 355-5065.

The Newsletter of The Northern California Branch



73 NORTON Commando Roadster with 5700 original miles, immaculate condition, never bumped or dropped. Dunstall mufflers, w/non crossover '72 headers. Included, complete workshop manual, extra air cleaners and Bell Star full face helmet. \$1700

Jim Smith 415-941-8628  
790 Woodstock Ln.  
Los Altos, Ca. 94022

For Sale: NORTON Tube Tops for Ladies, one size fits all. Black NORTON logo on; white, red, yellow, red w/blue cuff. Specify first and second choice. \$5.00 plus \$1.00 for postage and packing. Checks OK

Adrienne Skillington  
150 Borica Way  
San Francisco, Ca.  
94127

1970 Commando 750  
Exc. Condition. Very clean. Rebuilt motor.  
New k-81's, Spare parts.  
\$1000. 592-3195

75 NORTON roadster, white, blue, red, good condition, rearsets, mufflers and rear wheel only nonstock items, have most original parts. \$1200

New SHOEL quarter fairing, \$50  
New Lockhart oil cooler, \$40  
Dunstall 2-1-2 pipe, \$30

Brian Evans  
1669 Tulane Dr.

Also, I have detail drawings of parts required for rearsets on a '75 and can provide some assistance to make it slightly easier for someone else than it was for me.

WANTED:

- 1) One 17"x24" promotion poster for 1975 John Player Norton-- Name your price.
- 2) Four or more persons interested in purchasing Campbray mag-type wheels for their Mark III Commando. Straight replacement front and rear wheels at a great price! Well, a good price.

FOR SALE:

NEW Dzus fasteners for Commando side covers; \$3.50 each includes shipping.

Bob Marshall  
1924 Kentucky St.  
Redwood City, CA 94061  
(415)369-0597 Evenings

FOR SALE

Oil Cooler \$20  
2 into 1 exhaust \$40  
Atlas Oil Tank  
and Battery Cover \$25  
Commando rear wheel  
Assembly \$35  
Fork Tubes \$30 ea.  
Cherry 750 frame \$150  
Transmission \$150  
Points w/ cover \$15  
Shocks \$5 ea.  
850 20 thou. over pistons  
\$50  
Roadster Tank \$40  
Parting out '73 Combat

Misc. engine parts  
Harvey Loucks

(408)255-7356

1968 650 S.S., rebuilt, some rust, missing some parts, needs tires, \$700. (408)253-0429 or 2673643.

'73 Original Norton Production Work R.R. (Black), show condition. 10 mi on new engine, original owner, lots of spares \$3500 or best offer.  
Max Gordon (408)374-8799 late eves.

NORTON-P11

Front and rear wheels (pair only), clean - \$100

Oil tank, replacement-type, new, candy apple red - \$50  
Fork tubes and sliders, used but good - \$50

1 pair coils, used - \$20  
Exhaust pipes, used but clean \$40

NORTON Scrambler

Frame, clean - \$100  
Exhaust pipes, good - \$30  
Oil Tank, good - \$30

MODEL 99

Engine cases, generator type - \$50  
Crank shaft, gen. type, fresh grind .10 under with inserts - \$100  
Distributor - \$50  
Seat, original cover, very clean-\$50  
Seat, frame and foam - \$30  
Oil tanks, (2) - \$15 each  
Tool and battery box - \$15  
Headlight w/ speedometer - \$50  
License plate bracket - \$25  
Footpegs with shaft and spacers-\$20  
Primary covers, gen. type - \$35

NORTON ELECTRA

Too many parts to list, 2 complete motors, many parts - all very cheap

Main bearing extractor, Norton Part No. 063970, new - \$100

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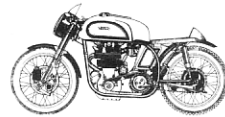
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Larry Randall and Jan Barton are good people to know. At WEST BAY they have many used Norton parts at reasonable prices, as well as the expertise to help you solve any tricky problems that come up the next time you try to do some repair job. They are definitely the first people to call if you live on the peninsula and don't have the part you need, or the foggiest idea how to put the old Nort back together again.

## selby motors

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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.

346 El Camino Real  
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