

Norton

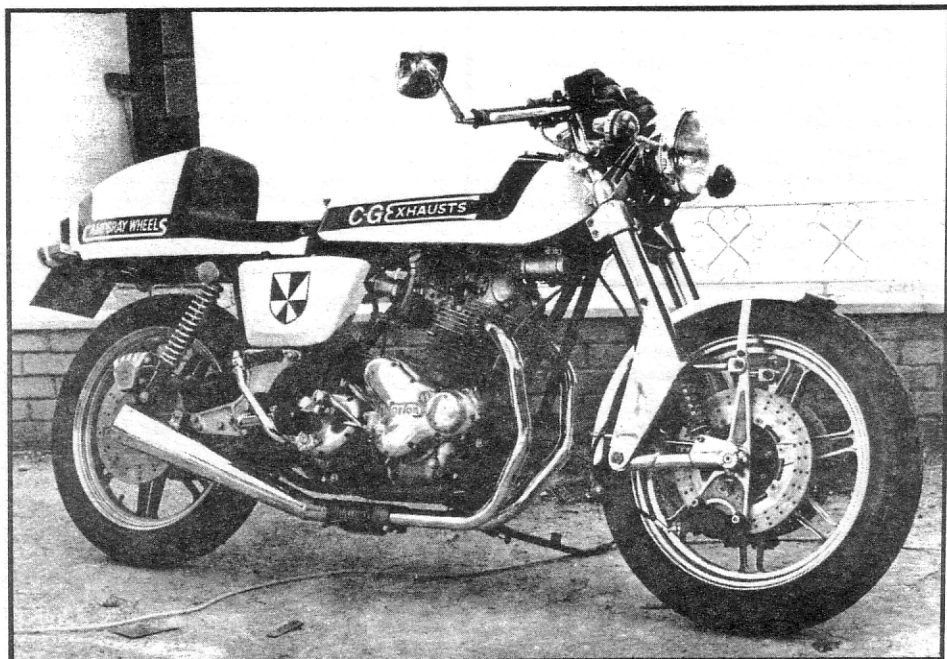
Notice



Newsletter of the Northern California Branch

NO. 34

MARCH 1981



JOHN CAMPBELL'S UNIQUE MK III





Norton Notice

87 Ord St. #3
San Francisco, Ca. 94114-

is published monthly by the Northern California Branch of the Norton Owners Club whose sole purpose is to inform and entertain members regarding all aspects of the Norton motorcycle, including history, technical advice, and preservation. NORTON NOTICE is not for sale, but is provided as a benefit to members of this Branch.

OFFICERS AND STAFF

PRESIDENT

Harvey Loucks
7583 Lockford Ct.
Cupertino, Ca. 95104
(408) 255-7356

VICE PRESIDENT

Maya Peterson

RECORDING SECRETARY

Art Sirota

MEMBERSHIP SECRETARY/ TREASURER

Tom Horton
520 Curtner Ave. #26
Palo Alto, Ca. 94306

NORTON NOTICE STAFF

Michael Heth
Meda Rago
Gene Austin
Phil Verzola
Bob Marshall

ADVERTISING

Current and prospective members may place ads for Norton-related material wanted or for sale in TRADING POST. Send all necessary information to NORTON NOTICE. There is no charge for ads in TRADING POST.

COMMERCIAL ADVERTISING RATES

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

Ads may be designed by the Staff if so desired.

NORTON NOTICE IS A REFLECTION OF ITS READER-SHIP AND EVERYONE IS URGED TO SUBMIT ANY ARTICLE, TECHNICAL TIP, JOKE, PHOTOGRAPH, ORIGINAL OR OTHERWISE SO THAT OTHER NORTON ENTHUSIASTS CAN ENJOY IT. FOR BRANCH MEMBERS WHO CANNOT OTHERWISE ATTEND RIDES AND MEETINGS, **NORTON NOTICES** AFFORDS THEM AN EXCELLENT OPPORTUNITY TO SHARE EXPERIENCES WITH THE ENTIRE MEMBERSHIP AND BRING US ALL CLOSER TOGETHER.

DEADLINE FOR ITEMS IS THE 20TH OF EACH MONTH.



MEMBERSHIP

Membership is available in three categories.

FULL MEMBERSHIP gives membership in the NORTON OWNERS CLUB with its benefits and privileges such as Bi-monthly issues of ROADHOLDER magazine sent directly from England keeping members abreast of Norton owners activities from around the world, the Spares Program that allows one to buy Norton parts directly from England at an attractive low cost, and full voting privileges at all NOC and Branch meetings.

ASSOCIATE MEMBERSHIP is established for any Norton owner wishing to be associated with the Northern California Branch and are welcomed at all meetings, rides and other functions. Members are urged to become full members as they become familiar with NOC advantages and benefits.

SOCIAL MEMBERSHIP is established for Norton enthusiasts who have not yet bought their Norton to become familiar with NOC and Branch functions and to assist them in finding a Norton suited to their needs. Although Social Members do not have Branch voting privileges, they are welcome at all Branch functions.

NORTON NOTICE is provided to all three membership categories and is open to all for articles and ads they wish to submit.

FULL MEMBERSHIP: \$25

ASSOCIATE MEMBERSHIP: \$10

SOCIAL MEMBERSHIP: \$10

ALL MEMBERSHIP DUES ARE PAYABLE TO THE BRANCH TREASURER. RENEWAL DUES ARE PAYABLE AT THE END OF EACH INDIVIDUAL'S MEMBERSHIP YEAR, THAT MONTH BEING DESIGNATED BY THE LAST NUMBER OF THE MEMBERSHIP NUMBER LOCATED ON THE MAILING LABEL OF NORTON NOTICE. EXAMPLE:

999/6

denotes member number 999 with dues expiring in JUNE.

BRANCH MEETINGS are held each second Thursday of the month; locations are announced in the NORTON NOTICE calendar.

BRANCH RIDES are held the Sunday following the meeting, time and location also announced in the NORTON NOTICE calendar. In the event of rain, the ride is postponed until the next Sunday. If it rains that Sunday, the ride is cancelled for that month.

Occasionally, meetings and rides are scheduled for days other than the second Thursday and following Sunday. Be sure to check the calendar for any changes.

PLEASE NOTIFY NORTON NOTICE OF ANY CHANGE OF ADDRESS--NOTICE WILL NOT BE FORWARDED BY THE POST OFFICE.



FEBRUARY MEETING

Minutes Of The Meeting Held On Feb. 12, 1981 At The Edinburgh Castle.

Art Sirota was unable to attend due to illness, so Steve Coburn was duly empowered to take these minutes.

President Harvey Loucks called the meeting to order at 8:15 P.M. About 20 members and a few friends were present.

Noting the lateness of the Feb. Norton Notice, Harvey promised to make every effort to get the March NN mailed out in plenty of time for the March meeting.

The special Norton tools for the Branch's "Tool Loan-Out" plan have been purchased and are now available. Any member wishing to borrow one or more of these tools may do so by leaving a deposit of the full replacement cost of each tool borrowed. Harry Bunting volunteered to take charge of the tools and administer the loan-outs.

Tom Horton delivered the "State of the Treasury" address and announced that the Branch has \$276.40 in its account.

Harvey proposed that this summer's California Norton Rally should be held at the same campground at Bass Lake where the Vincent Owners Club held its rally last summer. The date would be July 10, 11, & 12. Gene Austin volunteered the use of his pick-up truck to carry tents, sleeping bags, etc. to the rally site. Maya Peterson agreed to help put together a rally flyer and/or poster, and Steve Coburn volunteered to contact various dealers and the USNOA'S southern California chapter.

An overnight ride was tentatively set for July to be hosted by Rod Cordon of Fresno. Another overnight in September was thought to be a good idea, and members who would like to volunteer or make suggestions should contact Harvey.

Mike Heth noted that postal rates have apparently doubled recently and that has resulted in making the spares sent over by air from England prohibitively expensive. However, NOC spares prices are still very low, so everyone was encouraged to take advantage of the good deals. Members desiring lists of spares and current prices

should contact Mike. NOC members can save money on large orders when dealing with the Spares Service, but there is a time lag and the risks of ordering goods through the mail. Contact Mike for more information. Jerry Henry has volunteered to co-ordinate Spares Service activities so members interested in ordering parts should contact him.

Finally, Harvey announced that our March and April meetings would be in two new places and encouraged everyone to attend. We'll try to poll members after the meetings at the Cheshire Arms in Cupertino and The Winery in Palo Alto as to which place is the better one to have future meetings on the peninsula.

Art Sirota

HALF A COLUMN'S WORTH

(A Worthless Column?)

The Gods smiled upon Nortons for the February ride and gave us perfect weather for the run up Mt. Hamilton. No crashes or serious mechanical problems for the third month in a row-- maybe we can set a record! Art Sirota got a little more lost than usual, but the jerk leading the ride made a few wrong turns, too. Not a bad turnout for a winter ride either with about eighteen true believers showing up on two. This was in spite of the fact that the Notice got delivered after the ride to most South Bay folks. The Post Office screwed up on delivery (actually taking up to 10 days) even though we did our part by getting the Notice there at the very last minute.

'Hope you appreciate the new membership listing. Gene and Pat Austin and Bob Marshall put a lot of work into getting it out. In fact, the whole Norton Notice Staff - Mike, Bob, Meda, Gene, Pat, and Phil spend a whole bunch of time each month getting it out and they haven't gone on strike or asked for a raise yet! Thanks, guys, for providng a vital service.

Please notice the 1981 Calendar of Events in this issue. This schedule was discussed and developed at the last meeting and, although not cast in concrete, it does represent a pretty solid idea of what we plan to do for the rest of the year. With a little more planning ahead like this, we can be more equitable on the distribution of ride locations and include a few more special events like the pre-Commando ride (Commandos welcome, too) and some overnight rides.

By popular request (both of us) we will have a "Points South" overnight ride in May and a "Points North overnight ride in September. These will be set up so the guys who want to



ride only one day can do so on Saturday, then turn back while the rest of the group goes on for the second day. These over-nighters are fun - we get a little farther from the Bay Area and generally have a good party on Saturday night. Speaking of parties, don't miss the story on the Bass Lake Rally elsewhere in this issue.

By the way Ralph, I'm sorry I introduced you as Phil Lang at the last meeting - I'll get it straight next time.

Your Humble & Unworthy Servant,
Harvey Loucks

MARCH MEETING

Rumor has it that there are Norton Folks in the South Bay who would attend meetings if they were held a little closer to home. The March and April meetings will be at the Cheshire Arms in Cupertino and at The Winery in Palo Alto, respectively. If we get good turn-outs, we'll alternate meetings between the South Peninsula and San Francisco locations in the future.

The Cheshire Arms is a British-style pub and restaurant located at 22382 Homestead Rd. in Cupertino near the intersection of I-280 and Foothill Rd.. They have English beer, good food, English decor, and a separate area for our meeting.

The March ride will meet at Sambo's Restaurant located at 10385 DeAnza Blvd. (the main drag) in Cupertino. We will meet beginning around 9:30 and leave at 10:30 riding through Saratoga and Los Gatos to Shannon Rd. and points south including Hicks, Alamitos, McKean, Uvas and Watsonville Roads to Hwy 152. On 152 south, we will head into Freedom, then to Corralitos where we catch Eureka Canyon Rd. up to Summit Rd. which takes us over to Hwy 17 and lunch at the Summit Inn. From the summit, there are a number of nice roads to take on the way home. 'See you there!'

BRANCH EVENTS

<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>	<u>EVENT</u>
3/12	7:30	Cheshire Arms Cupertino	Meeting
3/15	10:30	Sambo's Cupertino	Ride
4/9	7:30	The Winery Palo Alto	Meeting
4/12	10:30	Bay Bridge Toll Plaza	Ride
5/14	7:30	Edinburgh Ca. San Francisco	Meeting
5/16	10:30	Overnight ride Big Sur	Sambo's Cupertino



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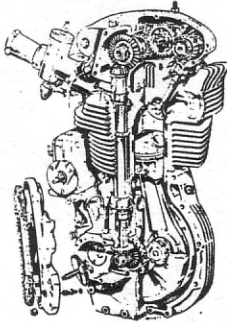
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NEW AND USED PARTS
TELEPHONE 295-4341 (408)
MOTO-GUZZI DUCATI
ED BROOKS OWNER
1615 ALMADEN ROAD SAN JOSE, CA. 95125

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

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

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

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



TRADING POST

FOR SALE

PARTING OUT 1972 COMMANDO

- 1) Dunstall barrel sleeved to fit 750 pistons--\$50
- 2) Dunstall head ported and polished--\$75
- 3) Rear wheel & brake, complete--\$50
- 4) Primary cases--\$25
- 5) Frame with swing arm--\$100
- 6) Oil tank--\$25
- 7) Fiberglass tank--\$30
- 8) Speedo--\$25, Tach--FREE
- 9) Battery case (cover has Dunstall 850 decals)
- 10) Engine cases, rods, flywheels, etc.
- 11) Numerous other bits....

Paul Adams
4028 Via Picaposte
Palos Verde Estates, Ca. 90274

FOR SALE

- 1) Reg. Pridmore-prepared racing twin, never raced; pedigree avail., reasonable offer sought.
- 2) Commando gearbox, 16,000 miles, #318549
- 3) TRIUMPH (ulp') Hurricane; very tight, sound mechanically, no oil leaks (yes there is oil in the bike); a neck-snapper; must be sold soon for best offer. Pictures available.
- 4) 1950 ES2 Roadster; not yet for sale, but will be soon; inquiries welcome. Call Lance (805) 682-5387, keep trying.

FOR SALE OR TRADE

1956 Dominator, \$800. Maya, (408) 266-5905

Member Dave Hoffman is ready to buy 2 Boyer ignitions - three other members are needed to get the best pricing. Contact Jerry Henry at (415) 462-8364 days. The price runs less than \$75 and is the best money you'll ever spend on your Norton.

WANTED

Any Model 7 (500cc) or Model 77 (600cc) parts. Also any parts from Dominators that will also fit the above models. I mainly need sheet metal parts and a dynamo, but any parts or leads to same are most welcome. Steve Thompson (408) 946-7225

SEAT SERVICE

If you have a ratty looking seat and would like a new seat on your old base either harder or softer, different colors to match your bike, etc., give me a call. Steve Thompson (408) 946-7225

FOR SALE

1975 Commando MkIII, White, 10,000 miles, good shape & Lockhart cooler. Dunstall 2-1-2 at \$1000. Brian, (415) 967-7063.

FOR SALE

1971 Norton Fastback, dark green, needs work. \$400 or offer. Ask for Norton. 956-9378 or 482-1464 wknds.

WANTED

Good copy of the Paul Dunstall Norton Tuning Manual, 36 pages, published around 1970. Will pay reasonable price.

FOR SALE

Two Atlas oil tanks, good condition, need paint, \$15 each.

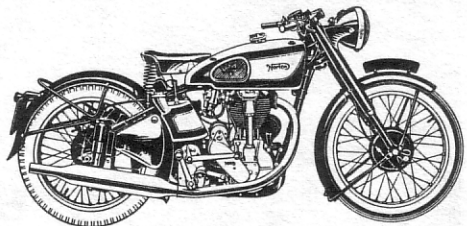
Atlas license plate mount (small dents), \$10.

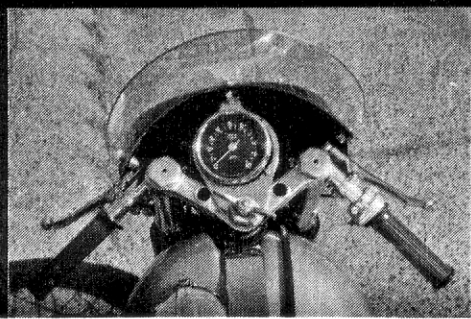
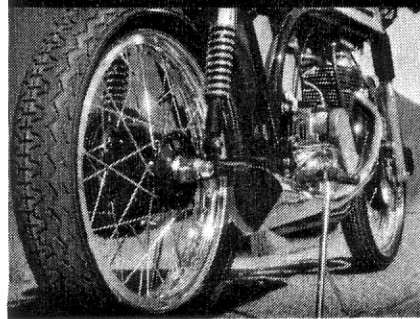
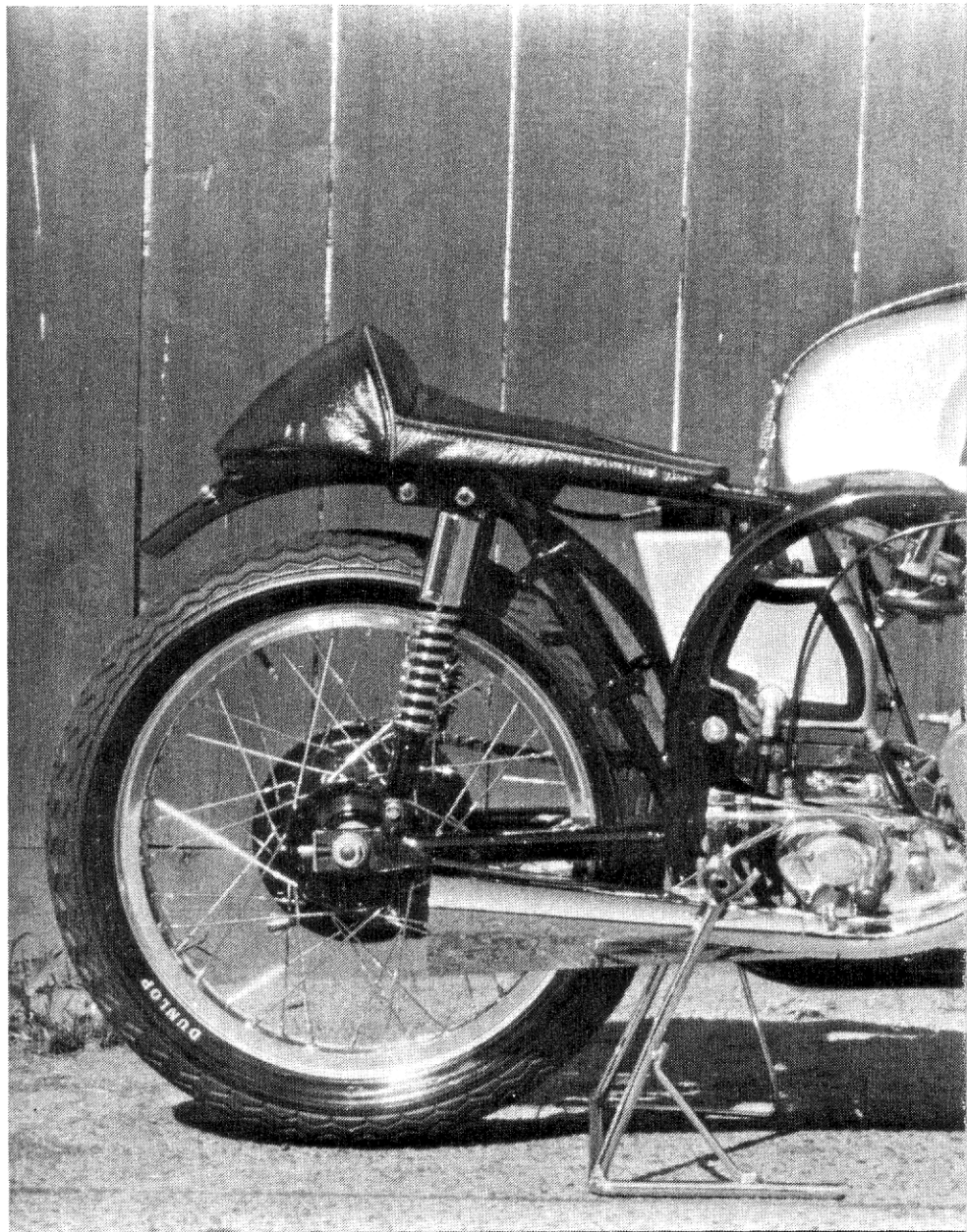
Atlas battery box cover, good condition, needs paint, \$10.

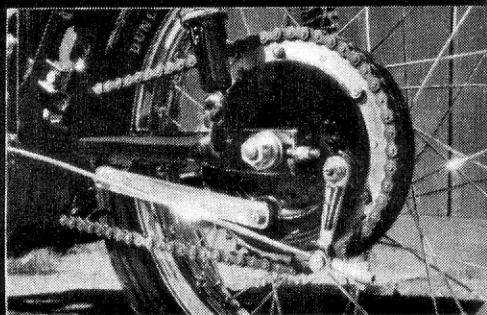
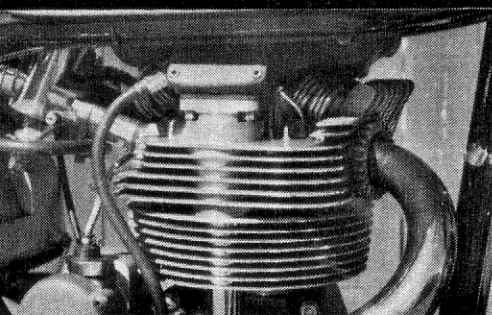
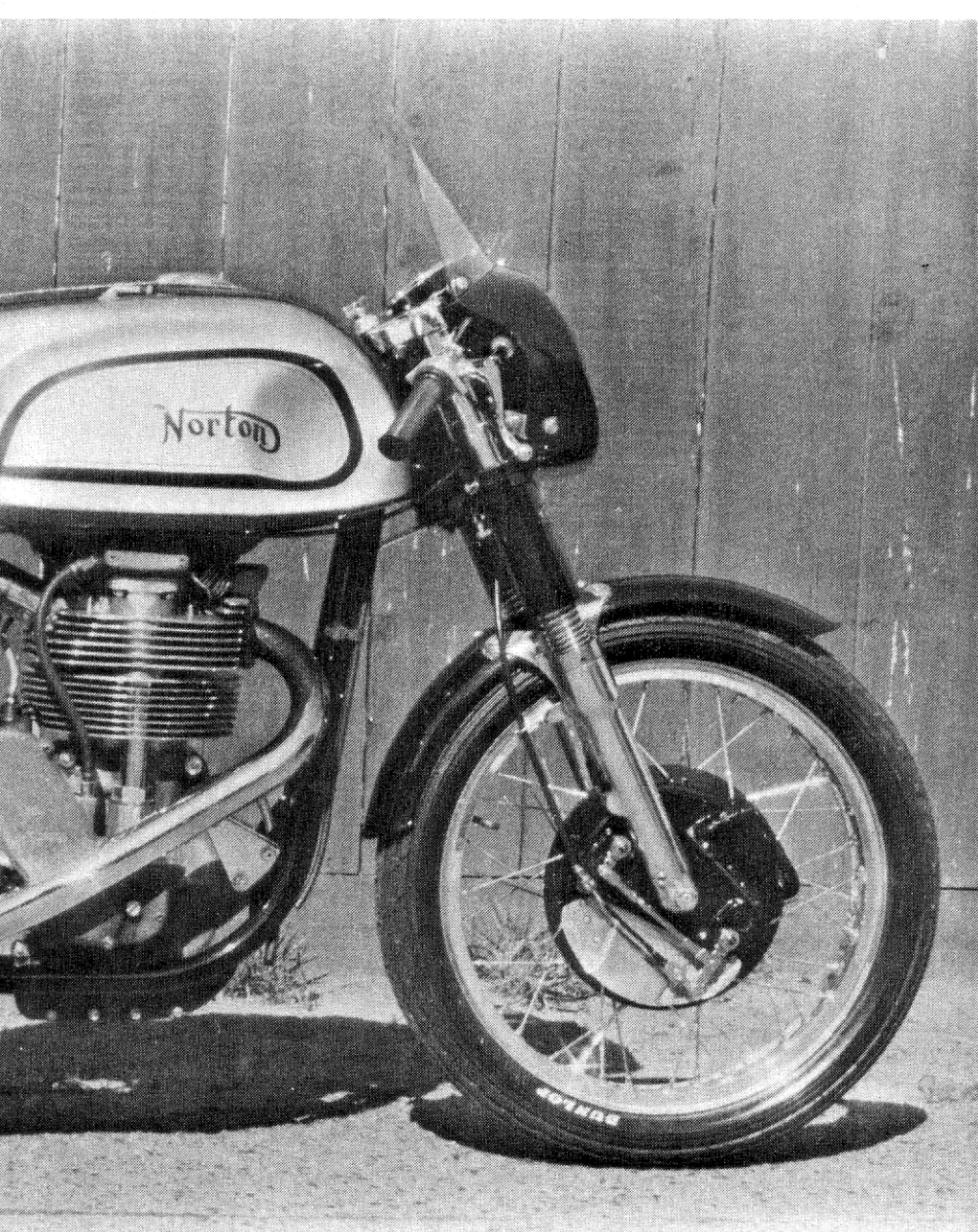
Phil Hendricks
1840 High St.
Hamilton, Illinois 62341
(217) 847-2501

DZUS fasteners are still available for Commando side covers (excluding Fastback and Mark III). Everyone said "You'll have no problem selling those; they're not easy to find and expensive". Well, after 6 months of locating the correct parts and \$100 invested in fasteners, I've sold 10. Cheaper than your local dealer at \$3.50 ppd.

Bob Marshall
1924 Kentucky St.
Redwood City, Ca. 94061









ANNOUNCING THE FIRST ANNUAL NORTHERN CALIFORNIA BRANCH NORTON OWNERS CLUB SUMMER RALLY!

Picture yourself sitting around a fire in the late evening on the shores of a beautiful Sierra lake with your 6th beer since dinner in your right hand, tall pine trees all around, cool evening breezes (welcome after a hot day) bringing smells from Mother Nature's best, and discussing the merits of THE MACHINE and the days ride to Yosemite with your buddies. Where is this Norton Lover's dream? Why it's Ducey's private campground on the shores of Bass Lake just a few miles south of Yosemite National Park.

The Rally will be held on July 10, 11, and 12 this summer and we expect a large turnout as the Los Angeles Norton people and the USNOA folks are invited also. We have thirteen campsites reserved now which will accommodate about 50 to 60 people and bikes. Each campsite has electricity, water, firepit, picnic table, and enough room for four to six people to sleep.

Ducey's Lodge is adjacent to the campgrounds and has a fine bar and restaurant as well as live entertainment on Friday and Saturday nights. Yosemite Valley is only 40 miles north and we will probably have a group ride there on Saturday for a bit of scenic feasting.

Travel time from the San Francisco area is about four hours or, from the Los Angeles area, about five hours.

Although more details and sign-up sheets will come in the following Notices, you can reserve a campsite now by sending \$10⁰⁰ to Tom Horton now before the word goes out to the whole Norton World. If we can't get more campsites, we'll have to cut the list off at about 60 people.

P.S. We will probably have enough money to do up a free beer kegger party on Saturday night.

P.S.S. The "guys" who are working to put this thing together are

- Gene Austin - transportation
- Steve Coburn
- Maya Peterson - publicity
- Art Sirota
- Peter Georghiu - chairman
- Tom Horton - bagman
- Harvey Loucks - strawboss

Norton
owners club



PALO ALTO YAMAHA

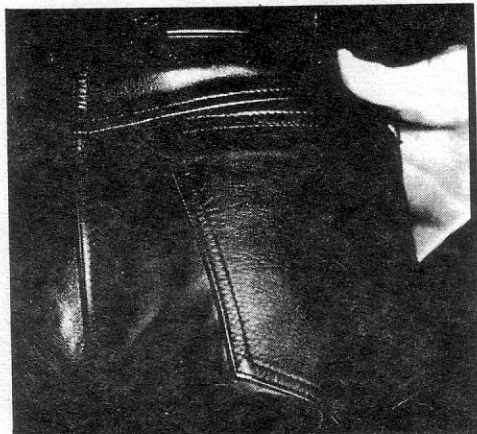
YAMAHA • TRIUMPH • NORTON
SALES • SERVICE • PARTS

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

Norton PARTS AND SERVICE

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

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



TAUBER'S LEATHERS

CUSTOM RIDING APPAREL
FOR THE MOTORCYCLIST

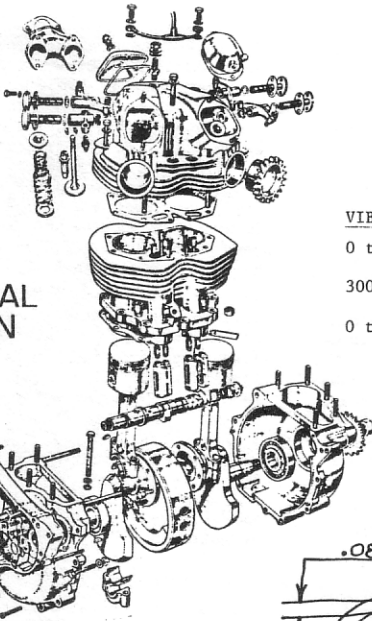
126 SUTTER

392-1462

SAN FRANCISCO



TECHNICAL SECTION



VIBRATION RANGE	PROBABLE CAUSE
0 to 3000 rpm	Front Mounting OK, Rear Tight
3000 to 5000 rpm	Rear Mounting OK, Front Tight
0 to 5000 rpm	Front and Rear Mounting Tight

FIG. 1

Dear Michael,

I am the U.S. Liaison Officer for the NOC of England and I have a tech tip which I have found to be a sure cure for Nortons that stumble and die when you shut off the throttle as when coming to a stop light or sign. I work on British bikes out of my garage and every Amal carb I have checked is plagued with a high float level.

The procedure is as follows:

Remove the float assembly from the carburetor. Drain gas from the float bowl. Using a small screwdriver or other suitable tool, depress the float tab which operates the float needle until the needle contacts the seat. While holding the float in this position, measure the distance from the top of the float bowl to the top of the float. The proper measurement is 0.080 in. If the measurement is less than 0.080, the float level will need to be lowered. SEE FIGURE 1.

Remove all fittings from the float bowl.

Using a propane torch, heat the bowl slightly. This will free the brass seat so it can easily be removed.

Using a 1/8 in. diameter rod, gently tap the brass seat until the proper setting is attained. SEE FIGURE 2.

CAUTION: DO NOT ATTEMPT TO MOVE SEAT WITHOUT HEATING BOWL.

Sincerely,
 Ron Glenn
 1030 Linda Dr.
 Campbell, Ca. 95008

Also enclosed is a helpful table for adjusting Isolastics.

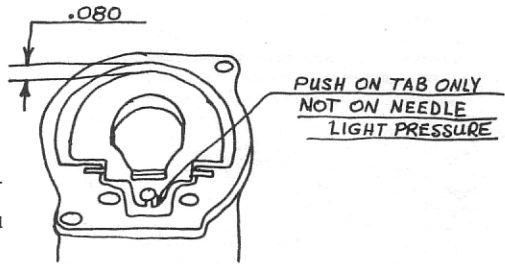
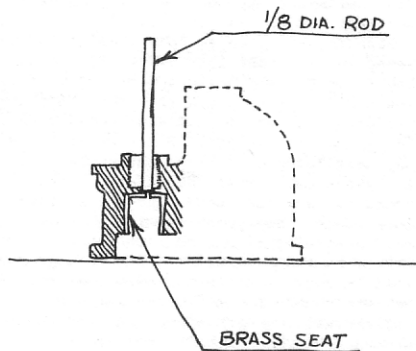


FIG. 2



(Thanks Ron, this is exactly the kind of technical information we need to have available to NORTON NOTICE readers. The "stumble and die" symptom is probably familiar to most of all of us; it usually happens just as the light changes to green, you're stopped in the front of a long line of cars, in the center lane and with a beautiful female passenger. 'Hope this solves the problem for all. -Ed.)



THE EXHAUST NOTE



M.H.

Michael Heth

This may qualify as our first product evaluation.

At the last meeting, a fellow Norton Owner asked me if Tauber's Leathers were really that good. I was totally surprised at the question, not that it wasn't a reasonable question, but because it had never dawned on me there were people who weren't aware of the quality of his product. I had heard about Ray Tauber through chance and and it was because of that I made it a point of encouraging him to advertise in Norton Notice. I have met many people who own Tauber leathers and all feel they own the best.

Tauber's Leathers perfectly complement the British motorcycle and motorcyclist. They are made to be the best and are made by skilled craftsmen who do the work because they want to. This type of dedication to a particular craft seems all but lost either in America or any of the Asian countries.

Now, about the leathers---

Ray Tauber makes what are quite simply the BEST leather motorcycle clothing I have ever seen having spent over a year saving for a set and checking out every leather clothing manufacturer I could find. If you were to go into his shop and check out the jackets and pants, you probably wouldn't be that impressed. You would find what you would be expecting - very good quality.

"So what's the big deal?," you ask. Well, the best way to evaluate his line is to shop elsewhere first. Go to some local motorcycle shops and see what they offer. Plan a day in San Francisco and visit two or three of the specialty leather shops that advertise quality products. You would find what would seem to be OK leather clothing. Pants would be in the neighborhood of \$175, but would most likely have seams across the legs in front where remnants have been sewn together to make one long piece. They probably will be unlined or only partially lined. the leather will most likely be thin and stiff (such a deal) and will be made to a general size that may fit you everywhere but a few crucial places. Jackets will be made about the same and cost around \$200, but in both, the leather won't be smooth and will have a texture to it.

Usually when the average person goes to a few places and finds essentially the same thing at each one, they rightly begin to accept this to be the standard of quality, settle on a pair of pants and a jacket that fit in most areas and buy them.

Now that they have made their purchase and are proud owners of a set of leathers, the average customer should saunter down to Ray's Place to see what it's all about! Now, Tauber's stuff seems almost too good to be true. The leather is extremely smooth, soft, supple, and thick. Pants are full lengths of leather in front and, if there are any seams, they are in the back where it is appropriate. The belt loops are wide and sewn with nylon thread as are all the seams. Pants are fully lined with satin.

Jackets come in a variety of styles and measurements are made to your specs - all his motorcycle clothing is custom made. That's right, it doesn't fit some "half-assed perfect" size 42, it fits you. Ray takes all the important measurements and in two to three weeks you get a final fitting to make detailed adjustments to make the clothing fit you to a "T". All the extra service, quality, and style comes to you at, you guessed it, no extra charge. Ray's price for a custom tailored set of leathers in black (any color or combination of colors is available at a slight extra charge) is only \$450.

You can, of course, buy his leathers off the rack just as in any store and prices are about the same, but really, now that you know that custom tailored leathers are available in exactly the style you want and in exactly the color you want, don't you think that you'd rather have a set made just for you? When Sitta and I bought ours, we had the jackets made without zippers on the pockets, but with zippers on the inside of the pant legs so we can cool off when it gets hot. Her jacket was made to her particular taste and is very happy with it.

Now for the hard part - after spending a large sum of money on leathers, what do I think of them? Well, in the last issue of Norton Notice I said \$75 for a Boyer ignition was the best money you could spend on your Norton. The money it takes to get a set of Tauber's Leathers is the best money you could spend on yourself to increase your enjoyment of motorcycleing. You can truthfully figure an extra 10 mph on your cruising speed because of the confidence you get from these leathers. I've had mine about 9 months now and they just keep getting better. I've been caught in quite a few drizzles on the way home from work and the water just runs off. Either Fiebings Care 4 or Lexol used as a conditioner (use your leather gloves to work it in) makes the leather look better with time.

To sum it up, next to the place I work is a western leather shop. The guy who runs it has said to me that the leather in my jacket is the most expensive you could possibly buy to make clothing. I think Ray Tauber's clothing is the best value for the money (in case you couldn't tell).



LETTERS

Bob:

I saw your letter in the January/February [1980] Roadholder and noticed that you have gone to the 4-brush starter modification for Mark III Nortons. I would like to do the same, but have been unable to track down any solid information. Evidently, the Norton News ran one or more articles on the subject, but back issues are unobtainable. As you have already been through it, I was wondering if you could send me the details.

Also, are you running the stock compression ratio? My head has been milled 0.060 for about a 9.5:1 compression ratio. I do not expect any starter to spin 828 cc's of cold Twin to life instantly, but any improvement would be nice.

Also, I believe it may be possible to fit a Sears Die Hard battery for a Sportster into a Mark III by fitting something other than the stock airbox. This battery is more powerful (22 amps compared to 17) and is bigger (7" x 4" x 6 1/4"). I think it will fit if installed lengthwise.

Thank you,

Harold Wilson
2505 Harrison Ave.
Eureka, Ca. 95501

Harold,
The parts you need for a 4-brush mod. for your Mark III are as follows:

Frame Field (MGL 2101A) - 58-241

Brush Plate (MGL 1033B) - 36-863

Spring Set (MGD 1855) - 50-335

This is for a straight replacement and cost me \$75 about two years ago from Cycle Sports in Sunnyvale. If you go to your local automotive dealer who handles Prestolite parts, you can probably lay the above numbers on him and get your parts for a little less. Essentially, you'll be delivering twice the available power to the armature.

You can turn the stock battery around in the box, but I'm not sure if the box is long enough to accept your 7" battery. In any case, you have to fabricate two small brackets to keep the battery from sliding around. I made this modification last year to my Mark III and made two right angle brackets from stainless steel and pop-riveted them into the box. The side bracket was shaped to accept the battery tie-down strap in a manner similar to the stock set-up.

I'm not sure if the 22 amps from the larger battery will spin your "cold Twin", but try it without the 4-brush modification first. Michael Heth has had excellent results from a stock battery and 2-brush system, but he insists you have to keep the battery topped up with a trickle charger to make it work well. I don't know of

anyone running a higher compression Mark III and successfully using their electric starter. Besides, out of three quarters century of British tradition and respect for those who came before, I kick my Mark III to start it and use the magic button only in emergency situations such as heavy traffic stalls.

Please keep in touch and let us know how your 4-brush and/or battery modifications work out.

Bob Marshall

SUMMARY OF 1981 EVENTS

Details or changes will be made as needed - check the NOTICE for specifics.

DATE	ACTIVITY	MEET FOR RIDE
3/12 meet	Cheshire Arms, Cupertino	Sambo's, Cupertino
3/15 ride	Mt. Madonna, Santa Cruz area	
4/9 meet	The Winery Palo Alto	
4/12 ride	Wine Country, Napa, Lake Berryessa	Bay Bridge Toll Plaza
5/14 meet	Edinburgh Cast. San Francisco	
5/16 ride	Overnight ride Big Sur Coast	Sambo's, Cupertino
6/11 meet	South Peninsula	
6/13	Beer Bust and swap meet	
6/14 ride	Morgan Territory Mt. Diablo area	Berkeley
7/8 meet	Edinburgh Cast. San Francisco	
7/10,11.12	Rally at Bass Lake	Bass Lake
8/13 meet	South Peninsula	
8/11 ride	Pre-Commando ride - Peninsula	Alice's
9/10 meet	Edinburgh Cast. San Francisco	
9/12 ride	Overnight ride North Coast area	Sausalito
10/8 meet	South Peninsula	
10/11 ride	Santa Cruz area	Summit Inn Hwy 17
11/12 meet	Edinburgh Cast. Marin County	
11/15 ride		Sausalito
12/10 meet	South Peninsula Christmas Party	
12/13 ride	East Bay Fthills	Berkeley
1/14 meet	Edinburgh Cast. elections	
1/17 ride	Mt. Hamilton	Sutter's Pl.

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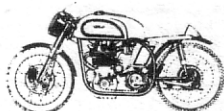
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Classic Nortons on display.

COVER PHOTO was sent to us by John Campbell, owner of Campbray Wheels, LTD, Kent, England. In 1959, John was one of the founder members and Social Secretary of the Norton Owners Club. At Campbray Wheels, he offers some fine motorcycle products including two-into-one exhaust systems, and, particularly of note, Campbray Wheels. The cover photo is John's personal bike that he uses for developing and evaluating new ideas for his product line.

This month's Pre-Commando Centerfold is owned by Marshall Van Tassel of Fresno. Any one who has attended recent CAMA Rallies will remember this beautiful 1956 Norton Manx 500. An award winner in every respect, has been raced, and will be at this year's CAMA Rally to win again, no doubt.

Speaking of CENTERFOLDS, a lot of positive response has come from many members concerning the pre-Commando series, but we need more bikes to photograph in order to continue. If any Bay Area members have stock, clean machines, let me know. It takes about half an hour for the photography and it gives the owner an opportunity to polish up the 'ol bike and get rid of the winter's grime.

Bob Marshall - (415) 369-0597 eves./weekends

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JACK MORRIS, Branch member and Norton enthusiast is the man to see at SELBY'S. Jack's been riding and working on Nortons for years and knows the ins and outs of keeping the beast healthy.

SELBY MOTORS has a complete line of motorcycling accessories and is a BMW, Triumph, Suzuki dealer whose service department will take the time to get your machine running and keep it that way.

They have LUCAS RITA in stock and their British stock changes weekly, it seems, so check with Jack to see what has just come in.

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