

Norton

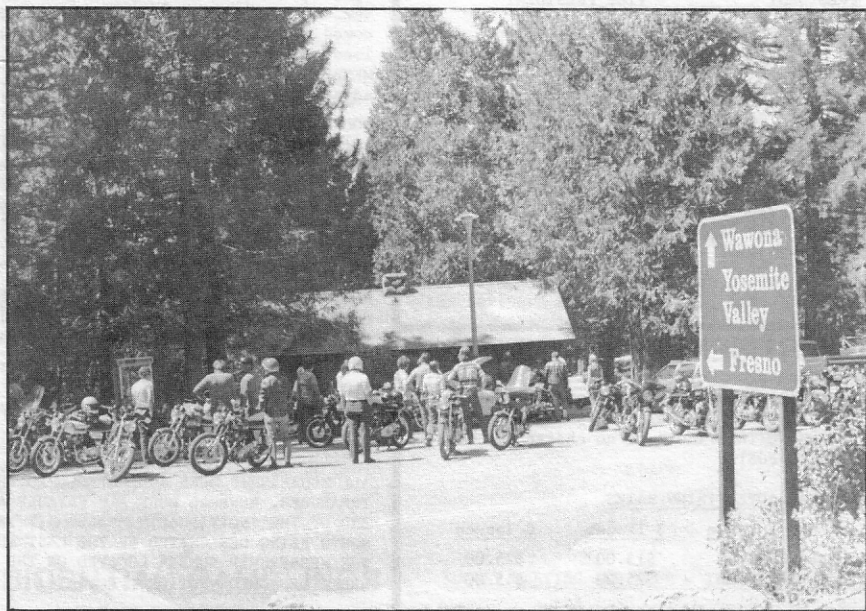
Notice



Newsletter of the Northern California Branch

NO. 39

AUGUST 1981



NORTONS WERE THE ORDER FOR THE WEEKEND AT THIS
BRANCH'S FIRST ANNUAL RALLY MORE PICTURES
AND STORY ON PAGE 4





Norton Notice

1924 Kentucky St.
Redwood City, Ca. 94061.
(415) 369-0597 evens.

published monthly by the NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB, its 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
(BEFORE 9:00 PM)

VICE PRESIDENT

Maya Petersen

RECORDING SECRETARY

Art Sirota
(415) 747-0740

MEMBERSHIP SECRETARY/ TREASURER

Tom Horton
250 Curtner Ave. #26
Palo Alto, Ca. 94306
(415) 493-2157

NORTON NOTICE STAFF

Michael Heth
Harvey Loucks
Phil Verzola
Bob Marshall
Louis Mendelowitz

ADVERTISEMENTS

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	\$13.00	\$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.



MEMBERSHIPS

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 MAG-AZINE 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 with their ideas at all Branch functions.

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

FULL MEMBERSHIP: \$25.00/yr.

ASSOCIATE MEMBERSHIP: \$10.00/yr.

SOCIAL MEMBERSHIP: \$10.00/yr.

ALL MEMBERSHIP DUES ARE PAYABLE TO THE BRANCH TREASURER. RENEWAL DUES ARE PAYABLE AT THE END OF THE 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 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.

OCASIONALLY, MEETINGS AND RIDES ARE SCHEDULED FOR DAYS OTHER THAN THE SECOND THURSDAY AND FOLLOWING SUNDAY. BE SURE TO CHECK THE CALENDAR FOR ANY CHANGES.



JULY MEETING

held at the Edinburgh Castle in San Francisco on July 9th, 1981.

The meeting was called to order at 8:30 PM by NORTON NOTICE Editor Bob Marshall, as no other officers of the Branch were present. Attending the meeting were fourteen members plus one girlfriend and one prospective. It was mentioned that President Harvey Loucks could not attend because he was at Bass Lake preparing for the weekend Norton Rally.

Bob talked about the production of the newsletter, explaining all the nitty gritty of the work he and other members of the NORTON NOTICE staff put in each month. Camera-ready originals were passed around so all could see what must actually be done before the printer can produce the final version you see before you. The work is considerable.

In addition, Bob mentioned that he hopes to have the complete mailing list on a computer where he works, and that hopefully from now on all names and addresses of members will be stored on a disc so that the computer can be used to print out the mailing labels. He also asked that all members feel free to do their part to help improve the newsletter. He welcomes all suggestions, constructive criticism, articles, photographs, technical tips, etc. Your contribution will be greatly appreciated, and will help the Club.

There was no "new business" as such, but a rather enticing offer was mentioned by Phil Lang. He is asking \$2000.00 for his 1950 Vincent Rapide, which he said is incomplete.

With no other business to discuss, the meeting was adjourned at about 9 PM so we could attend to other matters like Nortons & Beer!

Steve Coburn (for Art Sirota)

PRESIDENTIAL RAMBLINGS

The Rally at Bass Lake turned out to be one fine long weekend with about sixtyfive Nortons showing up. Read all about it in the Rally Report hopefully found elsewhere. I have to apologize for forgetting to reserve the room at Edinburgh Castle last month. I was at Bass Lake, but I understand that the fifteen or so that did show up had a good time and learned how to put the Notice together from Bob Marshall. This month the meeting is at a dynamite place in Palo Alto, Rick's Swiss Chalet. Most likely, Rick's will become our permanent South Bay meeting place. And, yes; I really have reserved it this time!

Rick's Swiss Chalet is at 4085 El Camino Way which is just behind the Beacon station at 4073 El Camino Real, and both are just north of the intersection of El Camino Real and Charleston Road. You can reach it by taking the San Antonio

exit off 101, then turning right at El Camino. The atmosphere at this place is European in flavor with lots of dark wood and old brick fireplaces. They have a good selection of beers including some English ones.

I hope some of you are as excited about the Old Timer Pre-Commando ride as I am. Louis will be have his ES2, Art Sirota will be there on his beautiful Model 18, I'll probably be on my "new" 1951 500T, Gene Austin, Tom Dabel, and Bob Marshall will be on Atlases, Jan Barton & Frank Ambrosi will probably ride their Manxes, and the list goes on. Please understand that it is a regular club ride where all Nortons, Pre-Commando or Commando are invited, but in order to make it special and show a little respect, we want the Commandos to ride behind the old timers during the actual ride.

Upon reading last month's "Ramblings" I realize that it sounded like we made a profit on the Beer Bust. We didn't. Actually the Beer Bust cost us about \$250 and we took in about \$200 in donations. However, the situation was reversed at the Bass Lake Rally. Due to the large turnout at Bass Lake we actually made more money than we lost on the Beer Bust. Due to this and a good flow of money from renewals and new memberships, our treasure is looking pretty good for now. No increase in dues yet!

Our September ride will be an overnighter into the Northern California area, but we're not exactly sure where yet. So if you have any preferences -- Sierras, Coast, Central Valley, etc., let us know.

Keep 'em Upright!

Harvey

AUGUST MEETING AND RIDE - THE GOLDEN OLDIES RUN

AUGUST MEETING AND RIDE-THE GOLDEN OLDIES RUN

The meeting will be held at Rick's Swiss Chalet in Palo Alto at 4085 El Camino Way (not El Camino Real!). Basically, Rick's is behind the Beacon gas station at 4073 El Camino Real.

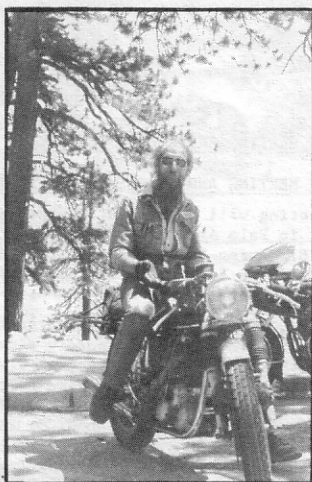
The ride, of course, is the First Annual Old Timers Pre-Commando Honorary Ride of the Northern California Branch of the Norton Owners Club. We'll meet at Alice's Restaurant in Skylonda (the intersection of Hwys 35 & 84 on the Peninsula) about 9:30. The ride will start at around 10:30 and head North on Skyline to Tunitas Creek Road, down to Pescadero, up Pescadero Road to Alpine Road, to 84, then back to the parking lot across from Alice's. Don't miss it!



BASS LAKE RALLY

The Rally at Bass Lake turned out to be everything we had hoped it would be and more. More Nortons, more people, perfect weather, beautiful scenery, excellent swimming, and no broken bones. Gene Austin, Carollyn Scott, and I rode up on Thursday to check everything out and we found three Nortons there already! Al and Jack from San Jose, and new member Bill Douglas from Palo Alto. By the way, Carollyn discovered a new way to get out of tickets on the way up. She ran a stop sign, made an illegal left turn, drove on the left side of the road, and didn't signal for a left turn into a gas station, and all of the above within 15 seconds and in full view of one of the CHP's finest. Well, when Mr. CHP pulled up to Carollyn in the station, she just looked at him, said "Gee, I'm really sorry" and started laughing. Maybe he was surprised to see a foxy lady, but in any case, he just looked confused and drove off!

Thursday night several more folks arrived and after gathering firewood, we spent the rest of the evening in the bar and restaurant at Ducey's. Friday morning, about eight of us took off for 180 miles of fun in the high country south of Bass Lake. When we returned to the campground, there were Nortons everywhere. Probably 30% of the folks there were USNOA types who had seen the announcement for the rally in the Norton News. A lot of these guys were from outside the Bay Area and had to ride quite a ways---like from New Jersey, Colorado, Texas, Oregon, and that really far out place, Los Angeles. A guy named Tim actually rode a Dunstall Dominator Featherbed down from Oregon.



Tim Paul from Eugene Oregon astride his Dominator at a rest stop at Glacier Point



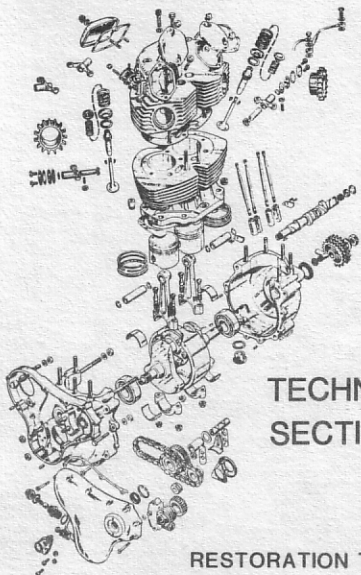
Norton, a truly multi-faceted vehicle, here acts as a fire wood truck



Art Sirota congratulating Ed (Mr. Norton) Brooks for riding a Norton rather than a MotoNortuzzi

After much campfire talk Friday night we all hit the hay early (2 AM) to get rested up for the group ride to Yosemite on Saturday morning. I counted 43 Nortons as we left Ducey's and 10 more joined us at the first rest stop. We headed en masse up to Glacier Point high on the rim of Yosemite Valley and stopped for an hour to enjoy one of the most spectacular views in the Sierras. Afterwards most folks went down into the Valley floor to enjoy the sights and catch a bit of lunch, while others went back to Bass Lake to spend the afternoon swimming, drinking, and otherwise goofing off.

Actually, this chronological recitation of the facts really doesn't catch the spirit of the fun and camaraderie we all enjoyed at Bass Lake. There was plenty of time to talk Nortons, joke around the campfire, and soak up the scenery. I guess the thing that impressed me most was simply the number of people who showed up. I thought we would have about thirty or forty at most, but when sixty five Nortons (and a few fizz machines) showed up, I was amazed. People really like to have a good excuse for getting away for the weekend and our rally gave them one.



TECHNICAL SECTION

RESTORATION TIPS

ART SIROTA

I have recently completed restoring a vintage Norton and would like to pass along some of the things I have learned about doing the job correctly and with the least amount of hassle.

First, take a lot of pictures of the machine before you begin disassembly. These photos will help you when you begin to put it all back together again.

Resist buying a machine which has been completely disassembled and stored in boxes unless you have a thorough familiarity with that particular model. Otherwise, you might ultimately discover many pieces missing or incorrect. Also, valuable information gained while taking the machine apart will be lost. If you find a bike that is assembled, do not wait until after work or dinner to go see it. Seize the moment and act! Tomorrow is not good enough, for by then, it may be gone.

International reply coupons are sold at most post offices. When you include one in a letter of inquiry to England, the receiver will not have to pay for postage when he sends your reply. Invest in a lot of them and include one in each letter of inquiry you send - a quick reply is thereby more likely.

Buy a notebook and use it solely for this one project. Have a section set aside for parts needed, reassembly notes, wiring, parts ordered, etc. Don't rely on your memory to remind you that a particular bolt must go on the gearbox before putting it back in the frame, or that the gearbox must go back in before the engine. Write this information down and review it before beginning reassembly. Keep a ledger of money shelled out; keep track of all correspondence carried on with all the various companies and include the date of your letter sent out.

Be aware of back orders! If a particular supplier informs you that he is out of stock on that small-end bush, let him know whether or not he should send you one when he finally gets them in. Many suppliers in England deal with the same manufacturers, so when one gets in those bushings, they will all get them and you will be flooded with enough small-end bushings to start your own supply company.

Keep the sub-assemblies in separate containers or boxes.

Be careful when you take parts in to be chromed. Do not trust anyone to be well-organized or efficient. Make a list of all the parts being taken in and make sure that the parts returned to you are exactly the parts you originally took in.

I can't over-emphasize the importance of being careful at this point. Say you take in a bunch of parts to chrome, among them a rare brake lever. When you go back to retrieve your shiny new lever, you don't want just any brake lever, you want the brake lever to your machine! You could otherwise spend months digging through piles of old, greasy, banged-up, twisted levers which are all slightly different from yours and quite useless. Also, make sure your parts get triple chromed. That doesn't mean they get three layers of chrome, but that they get a copper plate, a nickel plate and then a chrome plate. Some chrome shops leave out the copper plating, resulting in chrome that will not stick as well or have a very deep finish.

Keep large quantities of nuts, bolts, washers, etc. handy. Invest in a set of taps and dies.

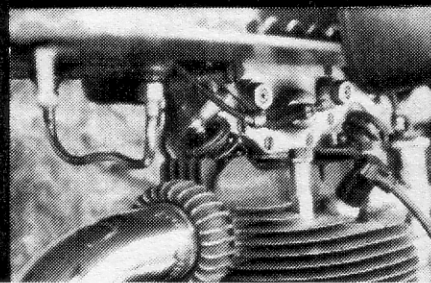
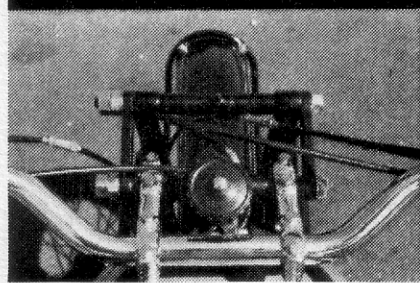
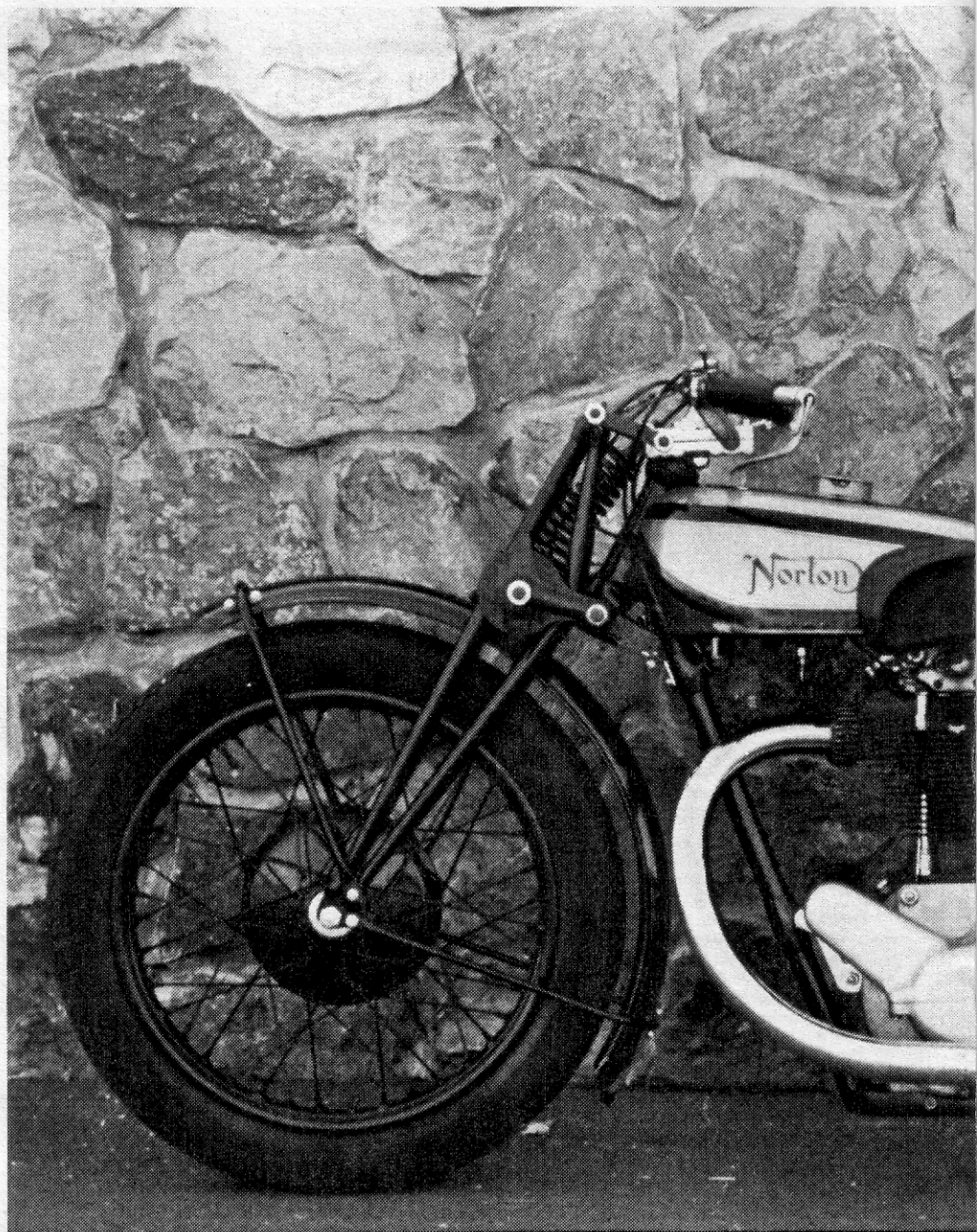
Keep in mind that in order to make your bike legal to run on today's streets, you may have to make some concessions to keeping the bike stock. All bikes now require speedometers, stop lamp switches, and high and low beams if they are to be ridden on the highways.

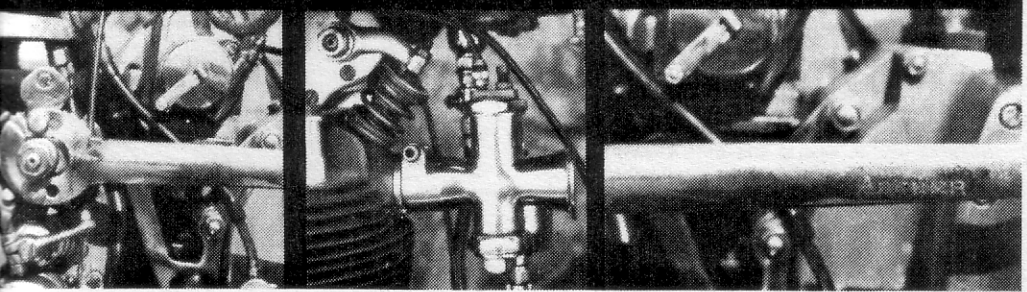
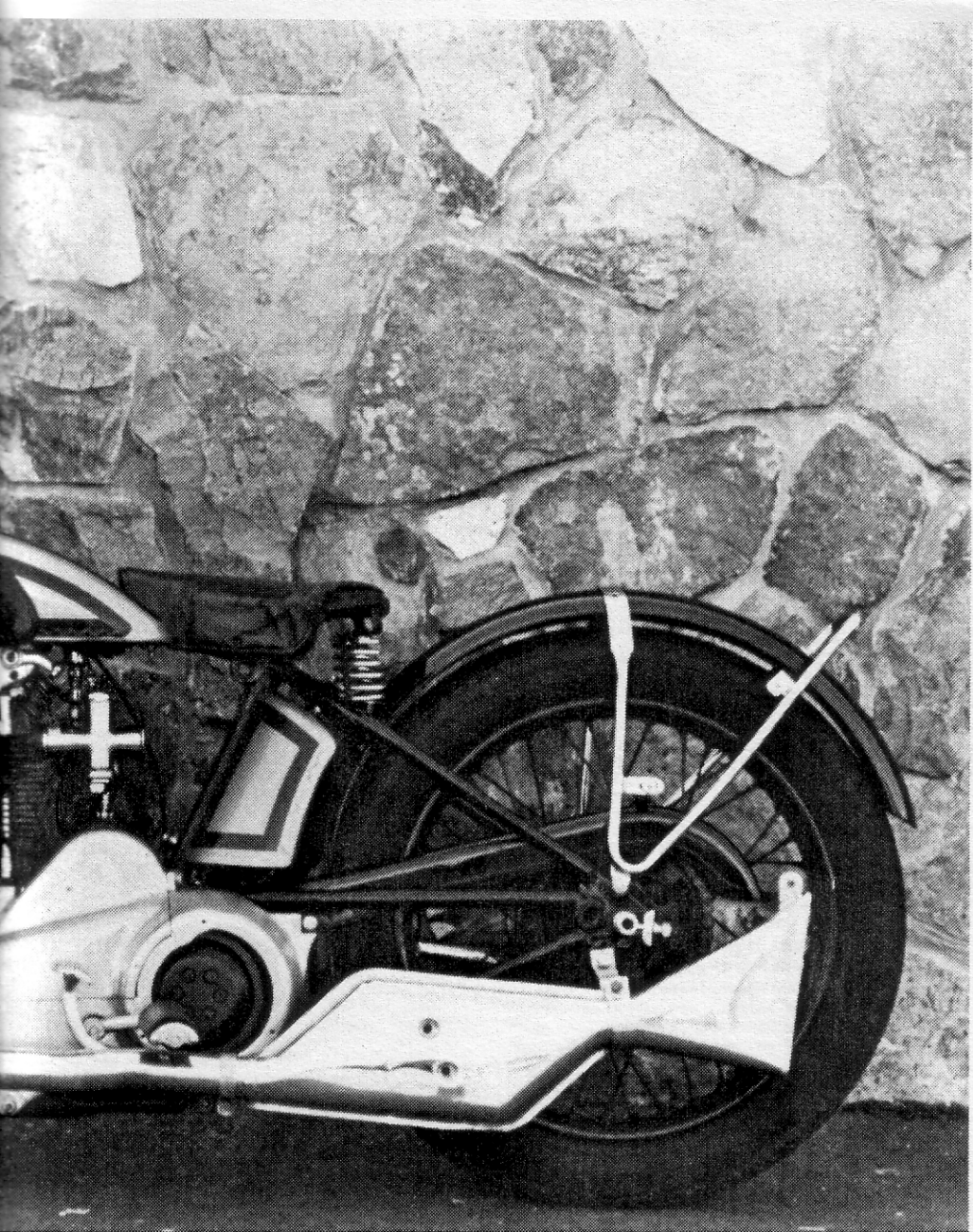
E.M. Franks has written two books, that are of great use: Norton Motor Cycles - A Practical Guide Covering All Models From 1932, and Norton Motor Cycles - A Practical Guide Covering All Models From 1948. Both are out of print now, but try to get a copy to photocopy.

The Norton Owners Club spares program in England was set up for members to use. Use it. Prices are more than reasonable and service is very good. Roger Deadman is one of the officers and is a wealth of information. He also supplies hard-to-get items like brass Roadholder plaques, obsolete transfers, etc.

Brian Slark recommended Dick Klatt to pound out the dents on my gas tank and he turned out to be a sheet metal wizard. He cares about the quality of his work and I urge anyone needing such service to give him a call. His number is (714)630-2554 and lives at 5234 Shoshone, Orange, Ca., 92670.

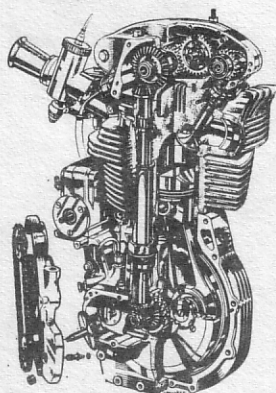
(continued on Page 11)







The Newsletter of The Northern California Branch



TRADING POST

FOR SALE:

N.O.C. PARAPHENALIA AS FOLLOWS...

3 inch square machine badge.....	\$6.00
lapel pin.....	1.25
4 inch square embroidered patch..	1.50
4 1/2 inch sticker.....	1.00
2 inch sticker.....	.50
key fob with badge.....	1.50

*****NEWLY ARRIVED****

Northern California Branch lapel pins
(3 colors)
\$1.50 at branch meetings or monthly rides.
\$1.75 by mail.

See Gene Austin at club meetings or call
(415) 573-9559 from 1 P.M. to 6 P.M. to
arrange pick-up.

FOR SALE:

Vincent 1950 Rapide Basket Kase - missing
fenders, seat, & speedo, all the rest there
plus extras, asking \$2K - (415) 643-6837 after
5 pm -NO STROKERS- may also talk shit on '54
Matchless & various bullshit.

WANTED:

Roadster seat to fit '71 Norton. Upholstery
unimportant, but frame must be O.K.
Bill Sarnoff (415) 428-4079
(415) 834-3760

FOR SALE:

1975 Norton Mk III, Black Roadster with Inter-
state Tank/Sidecovers, 7800 miles, Immaculate.
BEST OFFER

Ray Cabler
(415) 274-0513 (home)
(415) 969-4222 (work)

Parting out wrecked 73 750; call Rich Brand
after 6:00 415-325-7521

For sale: Rearsets for Atlas and one set of
Tomaselli control levers. Best offer. Must
sell by June 11. Call Dan Nord 415-648-7876

FOR SALE:

Rare 1969 Commando "S", original owner,
original condition, metallic blue, 37,000
miles (less than 5,000 from the case up).
Make offer.

1971 Commando Roadster, Dunstall cafe tank,
clip-ons, etc. much new, \$1500 or best
offer.

Many other miscellaneous parts.

Call Mark Gribble (415) 573-1699

WANTED: Seat and Front Fender for '64 Atlas
Charles McHose
5312 W. 138th Pl.
Hawthorne, Ca. 90250

WANTED:

Classic Bike magazine issues Summer '78 (#2)
and Winter '78 (#4).

Gene Austin (415) 573-9559 3:00 to 8:00 P.M.

Mk III Rdstr for sale: \$600 Runs good, but
needs exhaust system, instruments, paint and
a bunch of little things. About 12k miles.
Call Steve in San Jose at 408-243-7809

FOR SALE (or trade):

Featherbed frame only (slimline)	\$125
Complete '62 Atlas, top end apart, needs pistons, all there but pipes	\$400
Two 500 twin motors, Model 7 and Model 88	Offers
P-11 motor, complete & good	\$200
Two Electra baskets, incomplete and cheap!	

WANTED:

Wideline Featherbed seat and tank in
good condition.

Anyone have Featherbed International engine
plates that I could borrow to use as a
pattern?

Call Mike Rettie (415) 658-6181 eves.

WANTED:

JOHN PLAYER NORTON - Will pay reasonable price.
Dave Clifford (408) 269-6368



TRADING POST (continued)

FOR SALE:

Almost complete Dominator 650 engine in three large pieces (head, barrels, & bottom end) plus extra head. All or part--very reasonable.

Classic Bike magazine issues Spring '79 (#5), Summer '79 (#6), and April/May '80. \$3.00 each.

Commando Service Notes, MKIII Addendum only as mentioned in Roadholder magazine. Completes original Commando Service Notes. \$1.00 each.

Tubular chrome luggage rack to fit pre-'75 Interstate or Roadster. \$20.00.

Gene Austin (415) 573-9559
1 P.M. to 6P.M.

'Time to sell one of my loved Nortons - '71 750 Commando (battery & oil tank crosswise), new red paint, Dunlops, ringed and valved and ready to enjoy! \$1500 FIRM
Bernie Birleffi
1856 Lincoln Ave.
Calistoga, Ca. 94515
942-5122 or 942-6555

FOR SALE:

oil tank, early '50s style with clutch cable through center of tank

oil tank toolbox for single down tube-type frame

slimline gas tank; only one badge

primary assembly, complete

featherbed engine plates

single down tube frame engine plates

single down tube frame with pink slip

featherbed swing arm

500cc pistons, used +.040, new +.060

magento

brake lever

footrest assembly

forks, early style short Roadholders

500cc motor, all or part

wheels, non-full width hubs

Amal Carb

gearbox, complete

gearbox, blown gear

Atlas motor, complete with primaries, alternator, etc., but no head

For any or all of the above, call
Steve Thompson (408) 946-7225

WANTED:

Desperately needed for restoration of 1964 Atlas - Front and Rear Fenders and stays. Will pay a good price for excellent pieces as these are the only parts I need for a 100% restoration. Any help deeply appreciated!

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

FOR SALE:

'71 Roadster, single Mikuni, Dunstalls, otherwise stock. Needs clean up and tune up. \$750 or best offer.

Call Tom at (415) 326-0504 after 5:00

REWARD

\$25 for information leading to the purchase of an ES2 or P11. Also wanted, old style Dunstall Decibel Silencers and P11 seat. Call Harvey between 6 & 9 at (408) 255-7356

WANTED:

Plexiglas* windscreen (preferably smoked rather than clear) for Dunstall Norton cafe fairing - must be in excellent condition. Steve Coburn: (415) 497-6601 (work)
(415) 747-0687 (home)

*Registered Trade Mark

WANTED:

One or two Norton Enthusiasts to drive to USNOA RALLY in Tennessee (Great Smoky Mountains National Park) week after Labor Day. I can provide 1980 Datsun King Cab truck with camper shell, if you can provide trailer for two or three Nortons. Plan to leave California Labor Day Weekend if possible, and return immediately following the Rally. It's a 50-60 hour drive from the Bay area to the Smokies, and with one driver sleeping in the camper, while other(s) drive, it should be an easy trip. If interested in talking about it, please call: Steve Coburn (415) 497-6601 (work)
(415) 747-0687 (home)

BRANCH EVENTS

DATE	TIME	PLACE	EVENT
8/13	7:30	Rick's Swiss Chalet, Palo Alto	Meeting
8/16	10:30	Alice's Restnt. Hwys. 84 & 35 Skylonda	Pre-Commando ride
9/10	7:30	Edinburgh Cast.	Meeting
9/12, 13	10:00	Ferry Bldg. Sausalito	Northern area O'niter



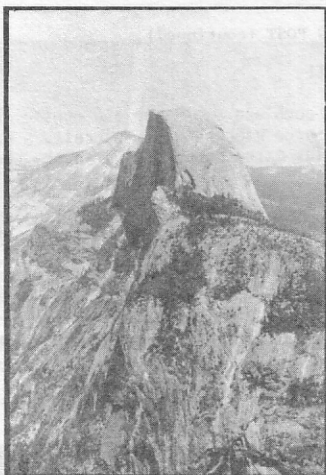
The Newsletter of The Northern California Branch

We should have done a few things differently in retrospect. Hell, Ed Brooks brought up over \$400 worth of Norton goodies to give away and I didn't even get everybody together to give him a chance to do it! Sorry Ed; we'll make it up to you next year. Actually, Ed has really become a strong supporter of our club and goes to a great deal of trouble to stock all of the parts needed to keep our Nortons running good. So we should have had a group weenie roast/Beer Bust/Tech Session/door prize giveaway. Also, it would be good to have some rally pins made up and maybe some special prizes for the oldest bike, longest distance, etcetera. Everybody wants these rallies to become a yearly event, so we'll have a chance next year to do it up in a little more style.

There were a few little crashes. Jan Barton was looking at the map on his tank bag when the road hiccupped and he ended up sliding down the pavement underneath his beautiful Vincent Black Shadow. Fortunately, most of the road rash ended up on Jan rather than the Vincent so most of the precious parts were not damaged (yes, Jan's back was towards the road). A pick up truck jumped out in front of Bill Douglas as he was coming back from dinner on Saturday night and put a few new wrinkles in his bod and bike but not so much that he couldn't ride home on Sunday.

Actually the accompanying photos (compliments of Gene Austin and Steve Coburn) tell the story better than I can, so I'll stop writing and start planning for next year's rally. How about Alviso ?

Harvey



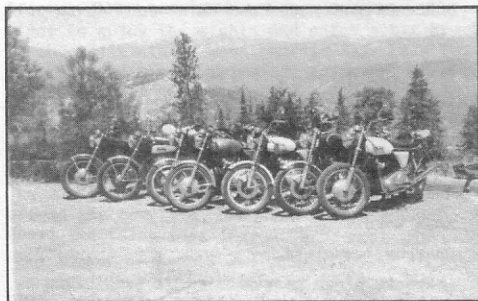
THIS (with apologies to Ansel Adams) is Half Dome



Ask Tom Horton how hot it was during the Saturday Ride to Yosemite - here doing his "water-cooled" impression



Nortons and more Nortons basking in the Yosemite sun



For the whole weekend, there was never a lack of scenery - mountains and Nortons





TECHNICAL SECTION continued -

NOTES FROM THE FIELD

RESTORATION TIPS

If you've gotten the type of clutch plates that take little inserts in them, do not try to rebuild them yourself. The plates are subject to easy warping and the process involves special tools not available to most of us. Either switch to new style plates with the clutch material bonded on, or send your plates to Ernie Hall Engineering, Old Shelke Manor, Lenham, Kent, England.

For Frame Straightening and stainless steel spoke manufacture, Buchanan Frameshop at 629 E. Garvey, Monterey Park, Ca., (213) 280-4003 is the place to go, even if you have to ship your parts to them.

Send away to Accessory Mart (P.O. Box 26116, Cincinnati, Oh, 45226) to get their Vintage Catalogue and current price list (about \$12 for the pair). The information on carbs, cables, transfers, etc, makes it worth the price.

For quality mufflers, pipes, hard rubber batteries, and a host of other hard-to-get items, Armour Motor Products is unbeatable. Their address is 145 Malvern Road, Moordown, Bournemouth, Dorset, BH9 3BS, England, and their catalogue costs about \$2. They send you a notice when your parts leave their premises.

Carl Mazel is a member of our Branch living in southern California. He has gotten permission from Andover Norton to reprint rare parts lists and his printers have done an excellent job. His prices are very reasonable and he has lots of enthusiastic information about overhead cam Nortons.

Send to Bruce Main-Smith Ltd. for photocopies of parts lists and rider's handbooks or manuals. Their address is 312 High St., Dorking, Surrey, England.

The only supplier or source of Norton footrest rubbers that were fitted to the old machines (part # A2/507) is Ormond Gurr at "Brae View" 4 Upper Way, Great Brick Hill, Milton Keynes, Buckinghamshire, England. At present, he charges 4.30 Pounds Sterling for one pair of footrest rubbers plus 69 pence postage.

You may also need the bolts and holder which secure the rubber footrest. These can be obtained from Vintage Rebuilds, Arkensden, Saffron Walden, Essex, England [don't you just love England's addresses? - ed.]. Refer to item #723, metal work support. Cost is \$5 plus postage for each.

Resist the temptation to start up the machine until after it is completely re-assembled and ready to go. With a little luck, perseverance, money, and skill, even the most amateurish beginner can turn out a restoration worthy of the name Norton!

Dear Norton owners,

Orrin Hall, a long-time Sacramento Norton dealer, died suddenly on June 23, 1981 at the age of 70.

Whereas an obituary might seem out of place in a club bulletin, I think many of our older members will fondly remember Orrin Hall. He, along with John Burdette, started their Norton dealership in a back yard shop building soon after World War II. From the beginning to the present, they always have had a fine reputation, especially for good service, good parts supplies, and fine tuning British and Italian motorcycles.

Hall sponsored various competition motorcycles through the years and had a fair share of success. An International engine running in a Model 18 frame did reasonably well on California dirt tracks in the late '40s - early '50s era, including the old Belmont Speedway. (There was virtually no road racing here at that time.)

When road racing became popular here, Hall prepared two 250cc Pirilla singles which dominated that class for a lengthy time period, often finishing 1st and 2nd.

Hall had retired several years ago, selling his interest in the business to his partner, Burdette, who is assisted by former Club member Bob Bennett. Orrin Hall will be remembered forever by many of us.

Very sincerely,

Allen Dow
2-1520 E. Cliff Dr.
Santa Cruz, Ca. 95060

P.S. Hall-Burdette Norton-Guzzi is located at 2010 Del Paso Blvd., Sacramento, Ca. 95815

Just a reminder for new members and old: The TOOL LOANOUT PROGRAM, sponsored by the branch is still in effect and is in need of use. Call Harry Bunting at (415) 968-2020 or (415) 842-3473

THIS MONTH'S CENTERFOLD NORTON is a 1928 CS1 (Camshaft one), 490cc single. Beautifully restored and in excellent running condition, it's a reminder of what Norton is all about - simplicity and power. It is hoped that a color poster will be available of this machine in the future. Stay Tuned!

DRINKER'S FAULT FINDING CHART

<u>ACTION</u>	<u>FAULT</u>	<u>SYMPTOM</u>
Drinking fails to give satisfaction and taste; shirt front wet.	Mouth not open while drinking or glass being applied to wrong part of fact.	Buy another pint and practice in front of a mirror. Drink as many as necessary until technique is perfected.
Drinking fails to give satisfaction and taste; beer usually pale and clear.	Glass empty	Find someone who will buy you another pint.
Feet cold and wet.	Glass being held at incorrect angle.	Turn glass the other way up so that the open end is pointing towards the ceiling.
Feet warm and wet.	Incorrect bladder control.	Go and stand next to the nearest dog; complain to the owner about the beast's lack of house training and demand a pint as compensation!
Bar blurred	You are looking through the bottom of the glass	Find someone to buy you another pint once again.
Bar swaying	Air turbulence is unusually high, possibly due to a darts match in progress.	Insert broom handle down back of jacket.
Bar moving.	You are being carried out.	Find out if you are being taken to another pub. If not, complain loudly that you are being hijacked.
You notice that the wall opposite is covered with ceiling tiles.	You have fallen over backwards.	If your glass is still full and no one is standing on your drinking arm, stay put. If not, lash yourself to the bar.
Everything has gone dim, you have a mouth full of dog ends and broken teeth.	You have fallen over forwards.	See Above.
Everything has gone dark.	Pub has closed.	Panic!
You have woken up to find your bed hard, cold and wet, you cannot see your bedroom walls or ceiling.	You have spent the night in the gutter.	Check your watch to see if it is opening time. If not, treat yourself to a lie in.

JACK BARKER

