

Norton

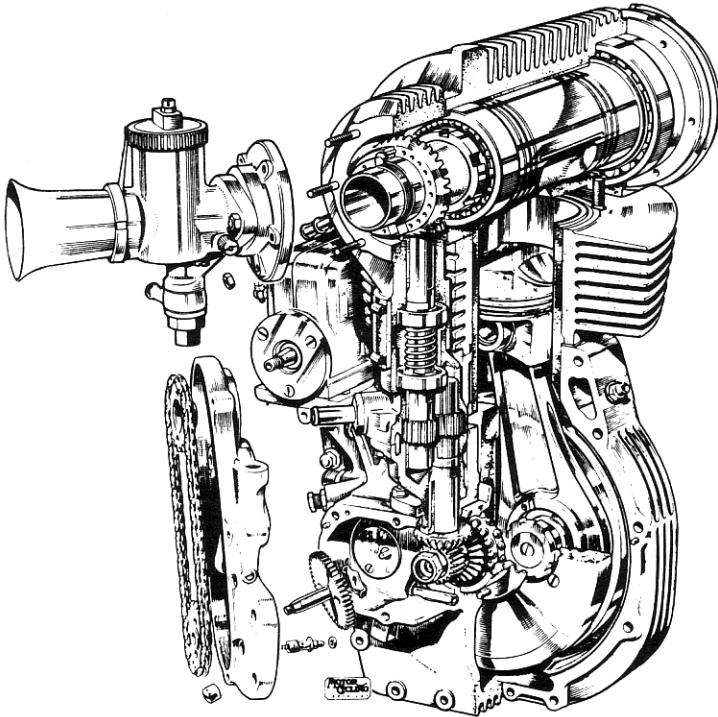
Notice



Newsletter of the Northern California Branch

NO. 48

MAY 1982



This is a drawing of a 500cc Manx engine with a rotary valve head grafted to it that the Norton factory was developing in 1952-54. One of the major problems with this design was sealing of oil and gasses due to uneven expansion of the head. The claimed advantage was in replacing reciprocating motion with rotary motion to reduce wasted inertia of the moving parts. More information and photos of this type head are in the booklet "Built for Speed" by John Griffith, available from Bruce Main-Smith in England or Motorsport in St. Louis, Missouri.

Norton Notice

is 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 of the marque.

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MOTORCYCLE DEALERS wishing to advertise may send ads to the NOTICE with the following 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

NORTON NOTICE IS A REFLECTION OF ITS READERSHIP WHO IS ENCOURAGED TO SUBMIT ANY ARTICLE, TECHNICAL TIP, JOKE, PHOTOGRAPH, ORIGINAL OR OTHERWISE SO OTHER NORTON ENTHUSIASTS CAN ENJOY IT. FOR BRANCH MEMBERS WHO CANNOT OTHERWISE ATTEND MEETINGS AND RIDES, NORTON NOTICE AFFORDS THEM AN EXCELLENT OPPORTUNITY TO SHARE EXPERIENCES WITH THE MEMBERSHIP AT LARGE AND BRING THE BRANCH CLOSER TOGETHER.

DEADLINE FOR ITEMS IS THE 20th OF EACH MONTH.

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.

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 with their ideas at all Branch functions.

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.

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.

Upcoming Branch Events

<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>	<u>EVENT</u>
May 13	7:30 P.M.	Edinburgh Castle 950 Geary St. San Francisco	May meeting
May 15-16	8:00 A.M. May 15	Bay Bridge toll booth parking area	overnight ride to American River (town of Lotus)
June 10	7:30 P.M.	Rick's Swiss Chalet 4085 El Camino Way Palo Alto	June meeting
June 13	high noon!	Huckleberry Flats San Mateo Memorial Park off Pescadero Road	Beer Bust

PRESIDENTIAL PROFUNDITIES

Sunny weather at last! Time to chisel off the mud from your rims and give the Norton some drying out time in the sunshine. Lots of nice Nortons were in evidence at last month's CAMA rally in Hanford, but unfortunately mine wasn't one of them. On the way down, a nut that had been rubbing against the inside of my Model 18's gas tank finally wore a slight hole through the sheet metal and gas began dripping down on my magdyno. I added the final touch to the situation by punching a second hole in the tank while trying to fix the first! At that point I gave up and telephoned Phil Radford in San Jose. Phil was kind enough to come and get me in his pickup truck and wise enough not to make any snide comments! However, I was determined to have a good time with or without my machine, and so drove down the next day with Phil and Steve Thompson. The CAMA rally was a blast, and some of our adventures will be covered elsewhere in this *NN* by Harvey Loucks. The lesson I learned from my little misadventure is this: when mounting a petrol tank, make absolutely certain that all underneath parts of it are clear of any nuts, bolts, cables, or other parts of the bike which might eventually wear a hole in the sheet metal.

This month's ride is an overnightr to the North Fork of the American River where some of us will ride the rapids while others will find other ways to tempt fate. I will provide maps at the meeting in San Francisco. I still need help in organizing this event, so anybody with knowledge of Bike Guarding, Truck Driving, or Food Gathering should contact me immediately.

Fliers for the Rally in August are included in this month's *NN*. Steve Coburn has done an excellent job at getting them printed up for the club. (Editor's note - Art told me that the arrow on the lower map of the flier

points to the wrong road for the location of the Pinecrest Chalet. The actual site is closer to the red 'X' that has been added, but Art said that he would signpost the area to minimize confusion.) Steve has also volunteered to organize the door prizes for the Rally. He did such a good job two years ago at Leggett, where complete exhaust systems, tires, and gift certificates were given away on Sunday morning after breakfast that I'm sure his experience will ensure another cornucopia of Norton parts. While I'm glad Steve has volunteered his time and energy, I am saddened that no one else wanted to get involved. I would like to encourage members who usually let someone else do it to lend a hand and help their club. A little time and energy can go a long way.

Ray Dentith, who owns a little mail order business in England, has donated a mug to be raffled off at a club meeting to help raise money for our club treasury. I received the mug last week, and it is the most beautiful mug I have ever seen. A 1936 Norton International is drawn on one side in fine detail. It holds a pint. I plan to take it to this month's meeting in S.F., and then to next month's meeting in Palo Alto, where it will be raffled off. These mugs would normally sell for \$14 each if airmailed from England, but if we organize a club purchase, we can get them for only \$7 each, surface mail. If enough interest is raised at the meetings, I'll organize the club purchase. Anyway, nice of the guy to donate it to our club.

Speaking of club raffles, if any of you have something of value to raffle off and would like to help out your club, feel free to bring your item to the meetings. Scot Marburger donated a copy of a Dunstall Tuning Manual at the last meeting, and it was one of the first items to be snatched off the table by a lucky winner. If we have enough items to hold a raffle, we'll hold

one. If not, we'll postpone the raffle until we have enough items to make it interesting.

I'd like to end this little note by saying I'm enjoying my tenure as president so far and hope I'm doing a good job. Anybody with complaints or suggestions should feel free to talk to me at one of the meetings or call me at home. We have a great club and I'm proud to be part of it.

art

APRIL MEETING

Held at Rick's Swiss Chalet, April 15th 1982. Approximately 60 members were present.

The long awaited John Player Horton fibreglass parts manufactured by Sprint Manufacturing were on show at the meeting tonight.

The up and coming annual Northern California Branch rally to be held at Pinecrest Chalet was discussed by the members present. The deadline for paying is August 1st. There will be a \$7 penalty for late comers. Also the river rafting trip deadline is May 1st for reserving your place for this one.

A state of the treasury report, given by Tom Horton, showed that the branch had \$391 but owed \$247 thereby leaving \$121 actually on account.

The following items were raffled off in this months raffle: 1. \$25 gift certificate donated by Brooks Cyclery. 2. Motorcycle inner-tube from Kawasaki Redwood City. 3. Iron-on patches and Haynes Norton Twins Workshop manual given by Northern California Motor Sports. 4. Paul Dunstall Norton Tuning Manual presented by Scot Marburger who also had some Norton items for sale at the meeting.

Phil Radford

HANFORD RALLY REPORT

The April weekend ride down to the Classic and Antique Motorcycle Association Rally in Hanford was one of the most fun in recent memory. Club members left the Bay Area at all different times from Friday morning through

Saturday morning but all managed to end up at the Rally on Saturday. It was great timing weatherwise with clear skies and warm temperatures the whole three days. Most folks stayed off the freeways and were rewarded with a better look at the wild flowers and pastoral backroad scenes as well as having the opportunity to exercise the rubber on the sides of their tires.

A number of us spent Friday night as guests of club member Rod Gordon in his Fresno home and yard. Rod was a good host and escorted us to fine restaurants for dinner and breakfast. Saturday morning we rode to Hanford, just 35 miles south of Fresno for a full day of enjoying the biggest CAMA Rally yet. The location was on the lawn under big oak trees around the courthouse. Over two hundred classics were on display including a number of beautiful Nortons. One beautiful Norton not on display was Art's 1947 Model 18. Unfortunately he developed a gas tank leak near Hollister while riding to the Rally on Friday. Fortunately, Phil Radford rescued him with his pickup and all went to the Rally on four wheels. Nice try anyhow, Art.

Michael Heth, our vagabond Norton Notice editor from 1980 joined us after riding up from Costa Mesa and continued on to spend a week visiting friends in the Bay Area. The Monterey gang including Dan Kyle, Gerry Reynolds, and friends made the scene as well as several members from L.A.

We all decided to camp out at the dam of Pine Flat Reservoir, and a group of three (Gene Austin, Carolyn Scott and Dave Peterson) left the Rally early to get the best campsite and start a big fire. A dozen of us left later and somehow missed making connections with the first three. I don't think it was all the beer we drank, or the fact that we had never been there before, or that it was dark that got us lost. I think we got lost because of following some fool on a BMW who didn't know where he was going or how to read a map! He never did find the dam campground.

Ah well, it was fun anyway; we did find a nice campground around 10 P.M., had a big fire, a few more brews, and all slept soundly - many sounds actually. Gene, Carolyn, and Dave did find us the next morning and we all headed back together through the Sierra foothills on some of the finest motorcycling roads in California. We even rode up and down Mount Hamilton on the way back just to throw in a few more curves. Good friends, reliable bikes, perfect weather, endless twisty roads, camping out, a great show, and no accidents: What else could you want for the ideal Norton weekend?

Keep em upright!

Harvey

LETTER FROM PHIL COX, CHAIRMAN OF THE N.O.C.

Les Emery of Fair Spares has bought up and had manufactured quite a lot of Norvil parts, such as disc set-ups, fairings, seats, and exhaust pipes. He also purchased quite a good selection of International and Manx bits from the continent. Most of the Manx and Inter bits have been passed over to Roger Deadman, the singles officer, in Farnham, Surrey. Upon production of current N.O.C. membership form, machine registration and/or engine number, the Manx and Inter bits will be sold to members. But I make the point of N.O.C. current membership, registration number and/or engine number being given before spares will be sold for these machines.

Whilst on the topic of Les Emery and spares, he is currently supporting eight Norton twins in racing form. One is in sidecar trim whilst seven are solo and do they go! Some are bored to 920cc and with frame and camshaft mods to some, are able to pee all over JAP RAP! He obviously has to choose his circuits but at places like Snetterton, Donington Park, and Cadwell Park circuits it is unusual for one of his machines not to be 1st or 2nd. I was invited to a meeting at Donington Park by Les as he had four machines entered in the races. It was good to see results like Norton 1,2,4,6 and 1,2,5,6. One of his best campaigners, Pete Lovell, was beaten into second place in a third race by an 1100 Honda, but only because his Norvil disc had cracked from the centre vanes and he didn't want to risk a lockup by heavy braking! As a matter of fact, Pete broke four discs that day. The batch of discs supplied had been incorrectly machined in the centres! This year promises to be good in racing terms with eight machines vying to get the opposition beaten as soon as possible.

On the club front itself, the events which we now attend on a national basis have grown from four per year to at least one a month. A lot of area and national classic bike shows have been put on and we are flying the flag wherever possible. In January we had our best show stand ever, at the Road Show in London. We borrowed the 1974 ex-Peter Williams JPN for our display and below it we had a JPN road bike from one of our members in Essex. Besides this we had various other twins and singles. All in all our display stood out a lot and if not THE BEST there, it was certainly of a much higher standard than many others.

Talking of JPN's reminds me that a friend living twenty miles away (Sprint Manufacturing) has now got all moulds for JPN and Norvil as well as Commando glass fibre

part moulds. So if it's made in fibreglass and was fitted to Nortons, try him for details.

Well that's about all, oh, except for members' reactions wanted for a large calendar with Nortons in colour which we may well put into print for next year. Probable G.B. price, £4.00. Let me know your reaction.

Safe riding,
Phil Cox
Canal Cottage
Caen Hill
Devizes
Wiltshire, G.B.

GREAT NEVADA BROTHEL RUN

Have you ever received an advertising or promotional brochure that was sent to you because you use a particular product or have an interest in a particular area? Well, Tom Horton recently received some material from KIVA Motorcycle Institute, Inc. of Henderson, Nevada, concerning its First Annual Great Nevada Brothel Run. Tom's tie-in with this might be because it is a motorcycle oriented activity, however, there are other areas of interest as well.

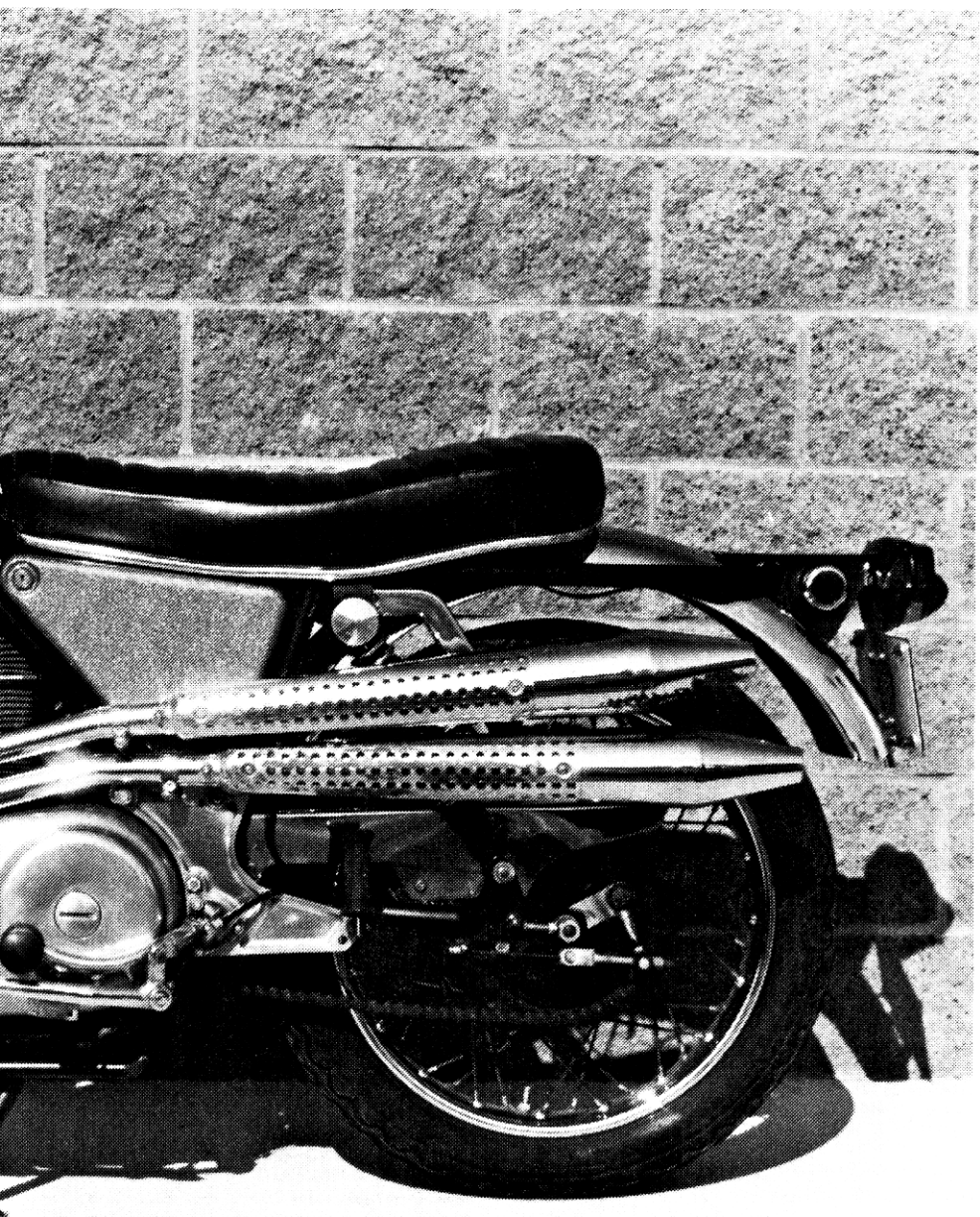
Anyway, to get back to the Brothel Run without trying to figure out motives, this organization sent a copy of rules for the event (which started January 1st and ends December 31st 1982) and a registration form. Some of the rules are: 1. You must make The Great Nevada Brothel Run on a motorcycle, trike, or (as a passenger) in a sidecar. 2. You must visit at least ten brothel checkpoints before December 31, 1982. 3. For each checkpoint you wish to claim, you must submit a photo of your bike parked by the building or identifying sign with your license plate showing clearly. There are seven more rules but the best information is taken from the registration form which says, "While prostitution and brothels are legal in certain parts of Nevada, nothing in the rules of this run is meant to encourage you to visit a brothel for the purpose of partaking of any goods or services sold inside. The Great Nevada Brothel Run is intended for motorcycle riding pleasure only; brothels are used as checkpoints in much the same manner as other landmarks, historic places, or scenic locations. Proof of stopping at a checkpoint consists of a photo of your motorcycle taken outside of the brothel."

If you want a Xerox copy of the rules and registration form, send a self-addressed stamped envelope to me, or better yet, call Tom and ask him where he spends his weekends.

Gene



This month's centerfold bike is a 1969 Commando "S", the second relocated tachometer drive, ignition points located at the end of the ring, no fork gaiters or shrouds, and the high pipes with heat shields reputed to offer slightly increased horsepower, although oft times the model, which was produced in 1969 and 1970 only, led to the styling.



Commando model. Differences from the Fastback model include the camshaft for accessibility, chrome headlight protecting shields on the left side of the machine. The high pipes were there were problems with the muffler attach points. This is a change of the Roadster model.

CLUB RIDE RAVES AND RUMBLES

To the membership:

Club rides have always been a favorite part of membership for me, and I think we all owe a debt of gratitude to those who organize them. These people put in a lot of time choosing Norton worthy roads and rider worthy rest and eating spots. With this expert preplanning, why do rides turn into hurry-up and wait exercises? The overnight ride to Tahoe last year was a prime example; we dallied so long at the start (getting gas, parts, etc.) that we left late. It was past 2 P.M. before we were even half way there. Although I wouldn't trade the memory of that twilight ride through the Sierra for anything (well, maybe a Manx), there were some people who got lost, in the dark, in the rain. The Tahoe run wasn't an exception, but rather the rule of usual ride procedure. Also, no matter where the ride starts or stops, someone always has at least an hour ride to get home, an hour often spent unexpectedly after dark. Again, I don't mind night riding (3 A.M. is a favorite time), but I'm sure there are many who do.

So what's all this bitchin' gitin' to? Simply this: when you show up for a ride, make sure you have a full tank of gas. This will eliminate refueling stops in every little burg we come to, and we won't be looking for clean empty beer cans along the side of the road, either (right Peter G.?). Even a High-rider tank should carry you 90 miles between stops. We may take a little longer when everyone gets gas at the same time, but that will give stragglers a little better chance to catch up.

Which brings up the second point. Maps are issued to every rider at the start of the ride, and there should be no reason (other than just plain friendliness) to wait for someone at other than lunch or gas stops. This should eliminate clumps of bikes blocking traffic in town or on roadways, something that's unsafe, illegal, and slows us down. The maps also enable people to ride at their own pace, and hopefully prevent those inclined to "ride over their heads" from doing so, just to stay with the group.

One last note on road courtesy and I'll get off my soapbox. If you want to pass another rider, do so on his or her LEFT, when there's plenty of room to do so. If you must pass on the right (I can't see any reason for this, but some a s h__s like to anyway) at least honk your horn so the unsuspecting victim knows whats about to happen and won't unexpectedly swerve into your path.

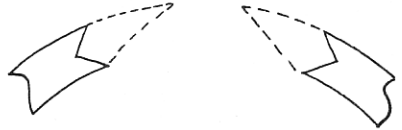
Well, thats enough for now. I don't mean to upset anyone, but only wish to help make

rides more enjoyable and safe for everyone. If we all do our parts to help John, or any other ride leader, we're sure to have a dynamite Norton season.

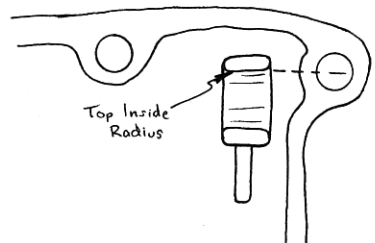
Happy Trails,
Scot Marburger
639 Kinglet
Livermore, Ca. 94550

GEARBOX TECH TIPS

1. Mainshaft Circlip Mod - The next time you have your circlip "prized" off your gearbox main shaft, make this simple modification to the NEW circlip before you install it (you do always use new circlips, don't you?). First, file off those fiendishly pointed ends from the circlip. Then, to allow installation and removal with circlip pliers, file two notches into the flattened ends like so:



2. When you've got your gearbox all apart putting in your new layshaft roller bearing, be careful not to move your quadrant too far or you will lose its alignment. This means you'll have only two or three gears when everything goes back together. To check for proper alignment, the top inside radius of the lever arm should line up with the center of the top right gearbox stud as shown below.



When the lever arm is in this position, the fourth gear detent in the quadrant should be engaged by the detent plunger. If you're off one tooth either way on your alignment, it won't work. The picture in the Clymer manual is wrong on this point. The transmission pictured wouldn't select first gear when they put it back together (neither did mine).

Scot Marburger
639 Kinglet
Livermore, CA 94550

SINGLE 38mm MIKUNI ON MY NORTON

I just read my March Norton Notice and was saddened to read that the April overnigher to Volcano was cancelled. Please don't give up on this idea; maybe we could see the collection at some later date! Also, I have a suggestion for the bulletin announcing the 2nd Annual NOC Rally. How about a couple lions like those on a Lowenbrau bottle on each side of a Union Jack with the words across the flag and with the Norton logo in the center?

I have a question about my Norton. If anyone can help me, it would be great. I have a 1972 Combat with a single Mikuni on it. In a past Notice there was a tech tip on Mikunis but it only covered single Mikunis up to 34mm and mine is 38mm. Is this carb too large, or will it work with the right jets and needle settings? What are the best settings for it for general all around performance?

Also, if there is any way that I can help with the Norton Notice, please let me know.

DAVID KERST
371 hickory Ave.
Tracy, Calif. 95376

Editor's Reply: One of our members, Pete Bredemeir, used to sell 38mm Mikuni kits for 750 and 850 Nortons. He may still sell them, and he would be the one to talk to about the correct jetting for your bike. I wrote to him about two years ago and he admitted that a carb that large didn't work very well at low rpm, but maybe you could put up with that if the increase in power at high rpm was great enough. Pete's address is 741 Pitkin Ave., Grand Junction, Colorado, 81501 and his phone number is (303) 243-3414.

Regarding the Norton Notice, you could help by continuing to write in occasionally.

I, for one, would be interested in knowing how your Mikuni works after you dial it in and what parts and settings you used.

Gene

FOR SALE

N.O.C. paraphernalia as follows:

3" square machine badge.....	\$6.00
lapel pin.....	1.25
4" square embroidered patch...	1.50
4 1/2" sticker.....	1.00
2" sticker.....	.50
key fob with club badge.....	1.50
3-color Branch lapel pin.....	1.50
(if mailed.....)	1.75)

See CAROLLYN SCOTT at Branch meetings or rides for all above paraphernalia.

ON THE ROAD WITH MICHAEL HETH, PART IV

Well, it's March now and I feel bad about not finishing up this write-up on my trip as I'd promised some folks. Seems you people didn't believe us about the Norton Notice shrinking due to lack of input, so now I'm trying to fill it up again with a homemade travelogue. The joke's on you though; I'll probably end up sending something to the Roadholder and you poor suckers will have to wade through this drivel twice.

As you may remember, the last episode had your heroes enjoying Alberta steaks with Keith and Ann Hart (I finally found the piece of paper with their last name on it). Nice folks altogether, but then my experience was that almost all the people in Canada are nice. On down to the customs booth where I'm worrying that we're going to have to unload everything so they can see that I'm not a smuggler, but no, two stupid questions later and we're Back in the U.S.A. (you can hear Steve Miller playing in the background right now). Now we're headed down towards Glacier National Park in Montana. I'd always dreamed of moving to Montana (any Zappa fans out there?). The park was quite nice and when we were halfway through we came up to the pass and were about to descend one of the more famous roads in North America, the "Going to the Sun Highway", when I noticed that it was sheer cliff up on the right and sheer cliff down on the left. This wouldn't normally faze me, but there were all these motorhomes about 1 1/2 times as wide as each of the two skinny little lanes and everyone in the damn things were gaping out the window including the drivers. I went up and down that road four or five times while we were there and I have yet to see the view. I was so involved in keeping us alive I never took my eyes off the road. People said it was spectacular.

When we got down to the other side of the park we started looking for a campground. The first one we came to had a big red sign out front that forbid camping on the ground in sleeping bags, in tents, or in anything except a hard sided camper because bears would eat you. Well, that woke us right up! We rode down to the next one and it too had a red sign warning about bears, although it said we could still camp if we were careful, but it was full. On down to the last campground at the other side of the lake.

After we set up camp we were talking to a guy who used to work at Yosemite. He told us stories about bears coming right into the tent and not even hurting him because he didn't move. Licking his face and stuff like that. It seems the scare at Glacier was because three women had camped in the wrong area the year before and sure nuf ol' Smokey tore 'em up bad. Killed all three and dragged one around for a long

time. At all the other parks we had to take precautions against bears getting our food. In Canada they have special areas for motorcyclists, bicyclists, and hikers with special bear poles to hang your food from. We thought we'd been the route but this bear mania got us going. Round about 11:00 that night three noisy women came in and camped next to us. They hadn't eaten all day and were so hungry they decided to cook everything they had with them. After eating for awhile they decided they couldn't eat everything so they'd save it for tomorrow. Sitta doesn't like bears and was a bit worried about them. She stayed up all night waiting for them to come eat us, but luckily they were on a different route. The next morning we got up and noticed that although the women hadn't hung their food from a tree or stored it in their trunk, these three noise girls from the Midwest had indeed moved their food away from their tent. They'd set the bag down two feet from the back of our tent. We were very pleased.

The next day we rode back up the highway to the park entrance and had lunch. Afterwards we noticed a really big rain storm coming straight at us through the park. We didn't have rain gear with us as it began as one of the most beautiful days I'd ever seen. Our options were a short list - get soaked going back or wait it out hoping that it didn't stay all day and night. We decided it might stay all night so we'd better try getting back. We began to ride into it and I decided this just wasn't going to work. When it rains in Montana, it RAINS! They coined the term cloudburst for stuff like this, dogs and cats bouncing on the ground everywhere. After we made our run for it to the park entrance we looked back at the approaching storm and we noticed that it was only over the mountains in the park. It was clear to the south. Looking at the map we saw that there was a road around the south perimeter of the park and now our options list had a new line - maybe we could ride around the storm and come in behind it at the west entrance close to our camp and not get too wet. Well, that's what we did and it was one of the strangest experiences on a bike I've ever had. When we got around to the other side of the park, forty miles later, the storm had left and it was even beginning to dry up. We spent a few more days tooling around and then it was time to head further south towards Yellowstone.

Now came a truly sad time for all three of us. Herbert had already been to that part of the U.S. and didn't want to do it all over again and we didn't want to miss it. We'd been together for about eight or nine days and it had been so much fun for all of us, but there was no way around it. I really came to respect Herbert in the short

time I knew him. I couldn't ship my bike to a country where I didn't even speak the language and then ride for twenty some thousand miles. It must have been very lonely for him on a lot of the trip but he kept at it. He didn't know the first thing about fixing his bike and he was out tralling in the Andes in Peru. We said all our goodbyes and I'll never forget the road where we had to go our separate ways. It slowly forked off in another direction so we curved away slowly. We waved a long time and I think Sitta cried. For the next few days we were kind of down as we both wondered what Herbert was doing right then.

Next we had a few really spectacular days with the big sky in Montana. It's hard to understand what they mean but basically there's nothing but clouds and sky all the way to the horizon. No trees, houses, hills or anything. There are more clouds than you can imagine. At sunset you really get your money's worth. Just stupendous.

I'd always wondered why some of the most innovative backpacking companies were in Bozeman, Montana, so while we were up there I thought we'd better check it out. It's where the University of Montana is located and that's the whole story. It's a small (pop. 50,000) college town in Montana, 35-50 miles from Yellowstone National Park. You couldn't ask for more. The feel and atmosphere of Berkeley or Palo Alto mixed with extremely clean air and lush outdoors. The town itself is old-timey small town with most of the buildings from 1920-1930. We went to the hot springs and had some excellent meals around town while we cleaned up our camping gear and made ready for Yellowstone! (To be continued)

Michael Heth

399 W. Bay St.
Costa Mesa, Ca. 92627

IT SEZ HERE IN THE MANUAL.....

Michael Heth sent in this introduction from the Maintenance Manual and Instruction Book for the Unapproachable Horton Motorcycle.

"In preparing these instructions the elementary details and preliminary information that may be necessary to the absolute novice have been omitted, on the assumption that the majority of Norton owners are already acquainted with the elementary details of starting, driving, and maintenance. In connection with the latter we would stress the advisability of cultivating the habit of routine cleaning, lubrication, examination, and adjustment of your machine. By this means many minor annoyances will be avoided and major breakdowns averted, and you will acquire the pride of ownership that marks the true enthusiast."

"The Unapproachable"
NORTON
LONG STROKE

TRADING POST

NORTON-RELATED ADS RUN FOR TWO MONTHS,
 UNLESS RESUBMITTED

FOR SALE:

1. Black '62 Atlas. Mechanically excellent with good paint, chrome, tires, instruments and electrical system. \$1200 firm.
2. Late Commando oil tank. \$10
3. Highly polished Commando timing cover. \$25
4. Set of new pre-Commando heavy weight twin rocker arms. \$50
5. '69-'70 Commando Roadster oil tank, (square). \$10.
6. Early '70s Commando battery tray, make offer.
7. Set of used pre-Commando heavy weight twin rocker arms, make offer.
8. Set of new standard size rod bearings for 500cc & 600cc twins. \$10
9. 2-position ignition switch (early '70s) with key. \$10
10. '70 BSA 250. Mechanically sound, finish fair, 7000 miles. \$350
11. Set of new clutch friction plates to fit post-1959 Norton single, Dominator or Atlas. \$25.
12. New auto advance unit to fit '68-'69 Commando (mounts at back of engine). Also fits 500cc and 650cc Triumph twins. \$20.
13. Hard chrome plated Commando fork tubes. Plated and ground to tolerance of .0002" (yes, two ten-thousandths!). Two sets available, \$125 per set, which barely covers the cost of plating, centerless grinding, and polishing.
14. Various used Roadholder fork parts including springs, dampers, sliders, bushings, etc. Call for more information or prices.

Gene Austin (415) 573-9559

FOR SALE:

Britain's most exclusive superbike, Rickman 750 Interceptor. The ultimate in handbuilt motorcycles. Very rare, one of 75 made. Original, like new, only 1500 miles, many extras. \$4500 o.b.o. For more info write or call:

Joe Spisak
 101 Helen Dr.
 Fullerton, Ca. 92635
 (714) 879-5129

WANTED:

1. Petrol tank securing strap from '55-'59 Domi.
2. Petrol tank knee grips for '57 Domi 99.
3. Banjo fittings from Comm. head oil feed line.

Gene Austin (415) 573-9559

FOR SALE:

1975 MKIII Roadster in excellent condition, \$2195.

Dennis Powell
 (415) 636-1798 after 7 P.M.

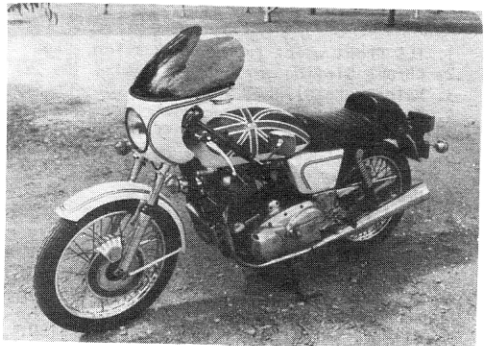
FOR SALE:

1. Rare 1969 Commando "S", as seen in this month's centerfold. Original owner, original condition. Metallic blue, excellent, make offer.
2. 1972 Roadster with Boyer ignition \$1100.
3. 1971 Dunstall 750, call for details. \$1300.
4. 1963 Ducati 250. \$300.
5. Used leather jacket, size 46. \$75.

Mark Gribble (415) 573-1699 evenings.

FOR SALE:

1. 1975 MKIII, 16,000 total miles, less than 1,000 miles on new top end. Has oil cooler and thermostat, custom seat, custom Imron paint, rear sets, Dunstall silencers, Mikuni carbs, very good tires, and no problems. \$2000, but willing to talk money. See photo below.



2. Honda 400F (4 cyl.) with low bars, rear sets, and custom seat and Imron paint, \$900.

Ed Gustin
 4553 Lincoln Rd.
 Yuba City, Ca. 95991
 (916) 673-4915

NORTHERN CALIFORNIA BRANCH
TOOL LOAN-OUT PROGRAM

If you need one or more of the following tools, for working on your bike, get in touch with Harry Bunting and arrange to pick them up.

A refundable deposit equal to the replacement value of the tool is required at the time you pick them up.

<u>TOOL</u>	<u>DEPOSIT</u>
Timing cover oil seal guide	\$ 5.00
Rocker spindle puller	\$25.00
Crankshaft sprocket puller	\$12.00
Clutch spring tool	\$12.00
Clutch locking tool	\$18.00
Valve spring compressor	\$22.00

Harry Bunting (415) 968-2020 (home)
1401 Gilmore St. (418) 735-1550 x2394
Mountain View, Ca.

FOR SALE:

Boyer electronic ignition, price about \$65. Those interested in obtaining electronic ignitions at a very reasonable price are urged to bring \$70.00 to the next club meeting to place their order. I'm planning to order ignitions from England again. Last year we did this, and eleven ignitions were ordered at less than \$65 ea. If you can't make the meeting, mail your bucks to Scot Marburger at 639 Kinglet Rd., Livermore, CA 94550. Cash or postal money orders only, please. Deadline for ordering is May 20.

FOR SALE:

1. TLS front wheel in good condition, \$40.
2. Chrome Girling spring, \$10/pair.
3. Halogen headlight, \$20.
4. Roadster tank and side cover set with new paint and seat, \$175 or offer.
5. Engine sprocket pullers: new factory type, \$10, or homemade type (works great) \$5.
6. New Interstate seat, \$100.
7. Used leather pants, Levi cut, size 30x30, \$37.50 or offer.
8. '72-'73 Commando wiring harness, complete and very good, \$47.50 or offer.
9. Complete 34mm Mikuni carb conversion for Commando. Single manifold, carb, K&N filter, throttle and choke cables, \$100.

Will trade any of the above items for Dunstall fairing (any condition), pre-MKIII rearsets, WM2-19 or WM3-18 alloy rims, disk type front hub, or new or used brake disk.

Scot Marburger
(415) 455-8776 after 6 P.M.

FOR SALE:

1. Two new roadster mufflers. Purchased from Norton when they were still in business. Never used and in perfect condition, \$75 the pair.
2. 6" sealed beam headlight with newly chromed rim and black Imron shell. Has three position switch, but no hole for ammeter. Like new, \$25.
3. 1956 Domi 99 (wideline featherbed, 600cc twin) with matching engine and frame numbers, new battery, regulator and seat. Parts list and riders handbook included. \$550 firm.

Art Sirota
P.O. Box 8
La Honda, Ca. 94020
(415) 747-0740

FOR SALE:

1. Black '74 850 Roadster with 6000 miles, \$2000.
2. '74 John Player Norton in mint condition with only 611 miles, \$4500.
3. Misc. spares including snop manual, six oil filters and size 7 1/4 Bell helmet.

Bill Hood (415) 359-0919 home or
(415) 355-3433 work

FOR SALE:

1963 ES2, 100% restored. \$2750 or nearest offer.

Paul Adams
(213) 375-2436

TACH DRIVE FIX

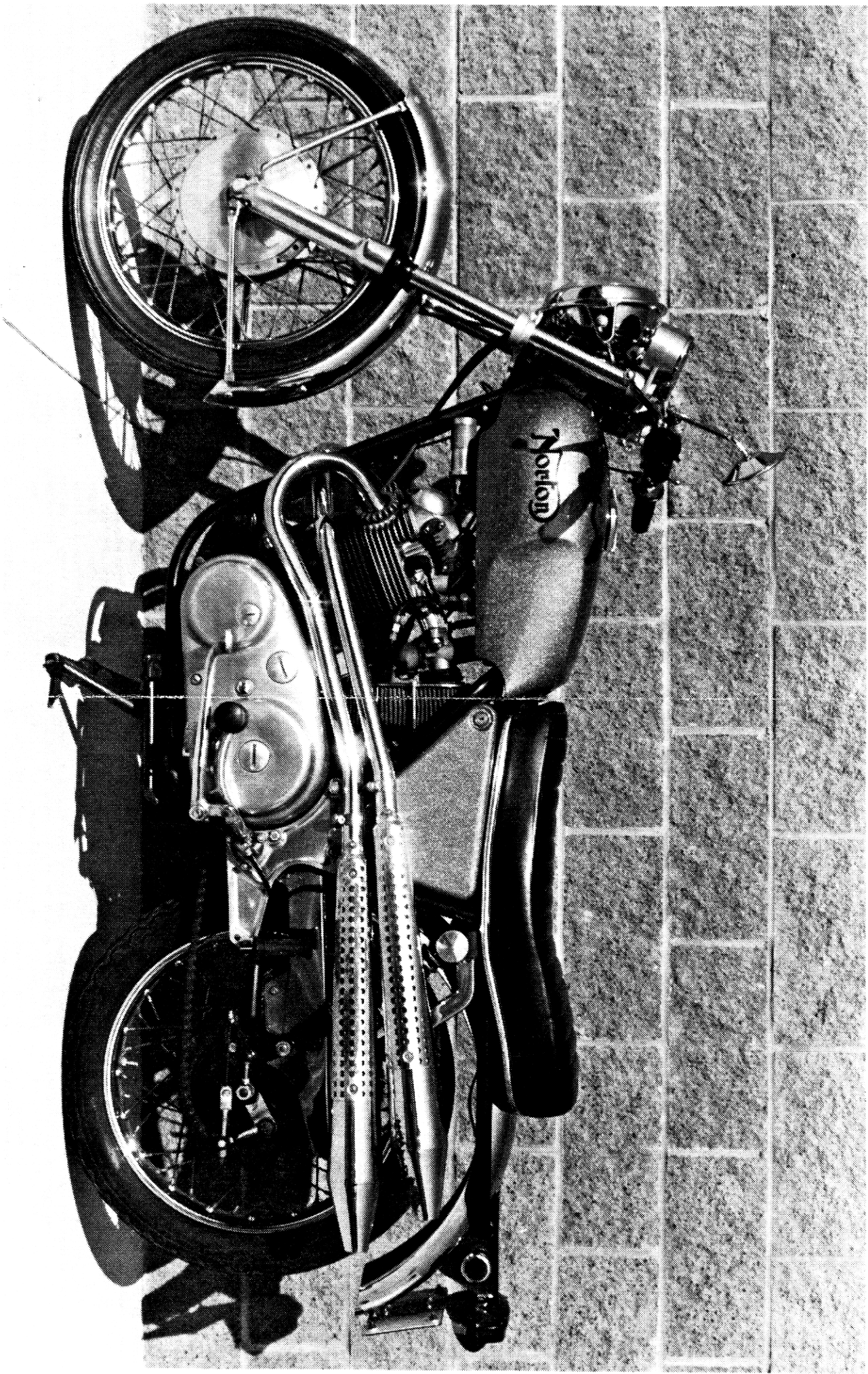
Will machine tach drive housing and replace "10" ring with new seal for \$7.50. I have a spare housing already modified, so I can swap with you at club meetings.

Mark Gribble (415) 573-1699 evenings

FOR SALE:

1. New Commando front brake master cylinder, \$75.
2. New Commando brake caliper, \$75.
3. '75 MKIII gearbox case with inner and outer covers (case will fit earlier models) make offer.
4. 850 gear set, 90% complete, make offer.
5. new black 850 instrument holder, make offer
6. Magura dual cable throttle assembly, \$20.
7. Magura lever assemblies, \$15.

Bill Sanford (408) 739-7714



This month's centerfold bike is a 1969 Commando "S", the second Commando model. Differences from the Fastback model include relocated tachometer drive, ignition points located at the end of the camshaft for accessibility, chrome headlight protecting ring, no fork gaiters or shrouds, and the high pipes with heat shields on the left side of the machine. The high pipes were reputed to offer slightly increased horsepower, although oft times there were problems with the muffler attach points. This model, which was produced in 1969 and 1970 only, led to the styling of the Roadster model.