

# Norton

# Notice



Newsletter of the Northern California Branch

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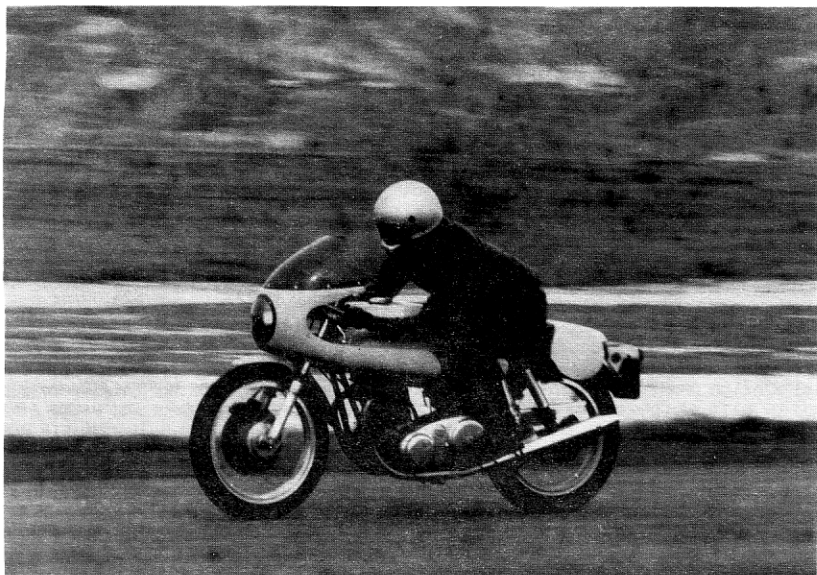
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**NO. 52**

**SEPT 1982**

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(photo courtesy of Michael Heth)

Paul Adams on his Production Racer at Willow Springs.  
See page 6 for more on this subject.

*"The Unapproachable"*  
**NORTON**  
*LONG STROKE*

# 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.

## PRESIDENT

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

## MEMBERSHIP SECRETARY/ TREASURER

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

## VICE PRESIDENT

Tom Dabel  
(408) 272-0369

## NORTON NOTICE STAFF

Gene Austin  
985 E. Grant Pl.  
San Mateo, Ca. 94402  
(415) 573-9559

## RECORDING SECRETARY

Phil Radford  
(408) 293-4548

Michael Heth  
(guest consultant)

## RIE MARSHALL

John Padilla  
(415) 237-7148



Norton Notice is a reflection of its readership who are encouraged to submit any article, technical tip, joke, or photograph (original or otherwise), so long as it is in good taste, so that other Norton enthusiasts can enjoy it. For branch members who cannot attend meetings and rides, Norton Notice affords them an excellent opportunity to share experiences and information with the membership at large and to bring the branch members closer together. The deadline for items to be submitted for the following month's publication is the 20th of each month.

Current or prospective members may place advertisements for Norton-related material in Norton Notice by sending the information to the Norton Notice staff at the address listed. There is no charge for private ads but commercial or business ads will not be accepted due to the extra work involved.

MEMBERSHIP IN THE NORTHERN CALIFORNIA BRANCH OF THE NORTON OWNERS CLUB 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.

## 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.

**Upcoming Branch Events**

<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>	<u>EVENT</u>
September 9	7:30 P.M.	Edinburgh Castle 950 Geary St. San Francisco, Ca.	September meeting
September 11-12	9:00 A.M. Sept. 11	Bay Bridge toll plaza parking lot	Overnight ride to Lake Tahoe
October 14	7:30 P.M.	Rick's Swiss Chalet 4085 El Camino <u>Way</u> Palo Alto	October meeting
October 17	10:00 A.M.	Howard Johnson's 1st St., San Jose	*ride to Monterey

**PRESIDENTIAL PROFUNDITIES**

The rally at Pinecrest symbolized to me what this club is all about: the rumble of beautiful Nortons and the camaraderie shared by good friends. There was lots of good food, beer, stars, campfires, and breath-taking Norton roads. Swimming in the lake, watching "The Wild One", thumping up Sonora Pass, were all made special because of the people who showed up to share it with. In my mind's eye are pictures of Tyrone grilling hamburgers, Carollyn Scott having difficulty finding her tent in the dark because trees kept jumping in front of her, Andy Mulnar strolling in to dinner on Saturday night with a big grin on his face after repairing a broken pushrod on the road, and lots of other great memories. Tom Horton deserves special credit for taking the time to patiently sort out the finances, Steve Coburn did a great job of lining up hundreds of dollars worth of Norton prizes, and Stan Smith of the Pinecrest Chalet proved to be a gracious host who made us feel welcome.

Our next meeting at the Edinburgh Castle should be an exciting event. Steve Coburn has succeeded in obtaining a film which documents the 1973 Isle of Man race in which Peter Williams finished 1st on a John Player Norton, followed by Mick Grant, in 2nd, also on a JPN.

I'd like to take this opportunity to say what a pleasure it has been for all of us fortunate enough to meet Andy Mulnar, our club member who spent some time visiting from England. Andy had his 1961 Norton Dominator 500cc twin flown to Toronto, Canada, and then drove it across Canada to Vancouver, and then down the coast to California. He is only 23 and exhibits a zest for life and adventure which makes him a pleasure to be with. He is on his way home now, and we wish him luck and good speed.

Next month's ride is the overnighter to Lake Tahoe. Final plans will be discussed at the meeting in San Francisco, so be there!

To the many people who donated door prizes for the rally, we offer our sincere thanks. A list of all the donors, prizes and recipients will be printed in this issue of the NN.

I will be ordering the Norton mugs from England in a few weeks. They should arrive sometime around November.

I realize the one oversight connected with the rally was our negligence in not providing a case of thumb splints for members unlucky enough to trip in the dark on their way down to the creek to take care of priorities. Next year, perhaps, we should chip in and provide port-a-potties to avoid future mishaps.

(Editor's note - Due to time limitations, the list of prizes and prize winners will appear in next month's N.N.)

**AUGUST MEETING**

Approximately 45 people attended the August meeting at Rick's Swiss Chalet which got a relatively early start at 8:15 when called to order by Art.

There was no treasury report as Tom Horton was on vacation.

Last minute information was given and a discussion regarding the rally at Pinecrest was next on the agenda. No need to delve into this because by the time this is read, the rally will be history.

Eighteen people have signed up for the ceramic mugs which Art is going to order from England the first week of September.

Next, Englishman Andy Molnar was introduced and briefly told of his travels and experiences since shipping his Dommie 88 from England and riding around Canada and the U.S.

Michael Moore from the Ducati club informed members present of wanting to start a chapter of the Ducati club in this area and anyone interested is to contact him. Mike also encouraged participation at the local A.F.M. races.

Steve Coburn showed the items to be presented as door prizes at the rally. These items were donated by various businesses.

A discussion started on the subject of the club treasury but like Michael Bruce stated, since Tom wasn't present there was no need to speculate on what's happening, just wait until he returns.

The meeting ended after a few more ideas and opinions of the spares scheme, operated in England, were tossed around.

*Pat Austin*

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#### LETTER FROM THE TREASURER

Asking the branch treasurer whether he'd like to see more money in the treasury makes his eyes light up like asking a Honda engineer if he'd like to see more than 24 valves on a CBX. But using the same analogy, we have to decide what we as a club are trying to accomplish and if "more" is necessarily "better". After all, interest and membership level in the branch are near an all time high and we've never been totally broke.

Due to the somewhat seasonal nature of motor-cycling (no letters from Dry Rider owners, please) most of the branch's income from membership renewals comes in a bunch from May to September. We go on reserve about the first of the year and run out of gas around February or March. A cushion of about \$1,000 in our account would help us over these lean times and allow better long-range planning.

The problem is how to organize some money-making activities that don't soak the branch members. Most all the successful functions of the branch have resulted from the hard work of one individual rather than a committee. Whether due to travel distances involved or time conflicts or whatever, groups originally organized to work on the Norton Notice, plan the rally or beer bust, plan technical sessions or a local spares service all disbanded and the work was all left to one person.

The raffles we have held at branch meetings over the past year are drawing fire from some members who say they disliked being "coerced"

into buying tickets and the disruption of the meetings.

There has been some discussion of raising the associate membership dues to \$15 while retaining the \$25 full membership. This would have the joint effect of encouraging more full membership while providing more branch income.

If we can come up with a workable money making scheme, I'm all for it. I'm hoping that if we start carrying a large balance I won't have to keep explaining to the tellers at Security Pacific Bank that I'm not Mr. Norton of the Horton Owners Club!

Tom Horton

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#### REGARDING THE SEPTEMBER TAHOE RIDE

Dear Sirs,

I just received my latest Norton Notice and noticed you have an overnight ride to Lake Tahoe planned in September. I have lived in Tahoe for the past few years and have ridden my 1972 750 on most of the roads up here. I think I might be able to give some helpful advise about roads, conditions and cops.

There are many nice roads up here, but there are a few that are exceptional. One beautiful road is from Truckee to Quincy. This road is in good condition and is mostly very fast sweepers for miles. Another good one is over the top of Mount Rose (tight & twisty), up to Virginia City (tight but fast), down to Carson City, then up Spooner Pass (W.F.O. sweepers), and on around the lake to wherever you plan on staying. On Highway 395 south of Carson City there are many nice cutoffs— Spooner Pass, Kingsberry Grade, up to Kirkwood ski area, or all the way south to Yosemite. The book A Guide to the Back Country Roads of California shows some interesting roads down around Auburn and Placerville, though I can't give any personal recommendations.

The road conditions up here are generally good, but there are a few tips that might help. Watch for sand and gravel on the road. The shoulders tend to be loose and crumbly and there are more than the ordinary amount of potholes and bumps right at the apex of many turns. On blind corners near scenic views, be very careful of the assholes who stop in the middle of the road to take pictures. It's best to take it easy the first time through, unless riding with someone familiar with the roads, and then gas it on the second time around.

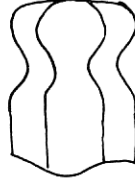
The cop cars on the California side of Tahoe are either black-and-whites or white sheriff cars. The cops on the Nevada side are in large, dark blue sedans, Jeep Wagoneers, or white and green sheriff cars. It's usually safe on the open road but watch it in the

towns. Remember to watch out for radar in Nevada.

If anyone has any major trouble, there is a Norton, Ducati and Moto Guzzi dealer in Reno (Dyna Reno on East 4th St.) who is fairly well stocked. If you need any specific information let me know. I'd be glad to help. My phone number is (702) 885-7535 if you want some info about Tahoe.

Sincerely,  
Dana Sulprizio  
7200 San Antonio Ranch Rd.  
Carson City, Nevada 89701

take you to get at those carb manifold bolts on your Amals, or the ones on the late style head steady? Forever, right? Using one of these Bondhus jobs you can pop 'em out just like using a screwdriver, except the tip never slips off the screw. The secret is the end of the tool, which has the sexiest curves this side of Highway 9:



FACE SHIELD TINTING AND TOOL ENDORSEMENT

Tired of squinting into the sun, yet dark face shields leave you blind in the shadows? Why not have the best of both? Go to your handy car parts store and pick up some spray windshield tint. Figure out how much of the top half of your clear shield you want to tint, spray on a few coats of tint on the inside, and presto, you've got a sun/shade day/night visor.

And here'e one for all you racer types (and not-so-racer types): a little gismo called a Bondhus Balldriver that will let you tighten or loosen socket head bolts at an angle. Think about it; how long does it

To get to the carb manifold bolts, you'll have to cut about 3" off the handle, but you won't believe how easy it will make this job.

One more item. Phantom Rider in Anaheim has windscreens to fit Dunstall 1/2 fairings (you drill) for about \$13.00 in smoke or clear. Call them at (714) 978-7433 and ask for the ones to fit Dick's Cycle West 1/4 and 1/2 fairings.

Scot Marburger  
639 Kinglet  
Livermore, Ca. 94550

T-SHIRTS NOW!

I'll be organizing a group purchase of T-shirts for our branch and the order will be placed September 15, so don't delay. Send your money (checks made out to the Norton Owners Club so Tom Horton has something to do in his spare time) to me at the address below and let me know what quantity, style, type, size, and color you want. All shirts are heavy duty cotton. Here are your choices in sizes S, M, L, and XL:

- Style 1 - NORTHERN CALIFORNIA BRANCH'S own emblem printed in red and blue on the front with NORTON logo on the back of a white shirt.
  - (a) Men's standard T-shirt.....\$7.50
  - (b) Women's flat knit (scoop-neck)..... 9.50
  - (c) Baseball shirts (white body with sleeves in black, red, yellow, royal blue, kelly green or maroon)..... 8.75



- Style 2 - NORTON OWNERS CLUB classic "N" with NORTHERN CALIFORNIA BRANCH printed below it and NORTON logo on the back printed in black only.
  - (a) Men's standard T-shirt in white, beige, light blue yellow, orange, or red.....\$7.50
  - (b) Women's flat knit scoop-neck in white, beige, red, yellow, or light blue..... 9.50
  - (c) Baseball shirts (white body with sleeves in black, red, yellow, royal blue, kelly green or maroon)..... 8.75



If you want your shirts mailed to you, add \$1.00 per shirt, but I WON'T MAIL WITHIN THE BAY AREA. Members within the Bay Area can arrange to pick up their shirts at meetings, rides, etc. And remember -- cash makes things move faster!

Carollyn Scott  
1970 Latham #14  
Mountain View, Ca. 94040  
(415) 968-5117 evenings

## VINTAGE TEST AT WILLOW SPRINGS

This reprise of a Norton/Velocette day at a southern California racetrack was originally written at the request of the chairman of the Velocette Owners Club and has been published in their house organ "Fishfin" or some such sounding name which apparently alludes to some deviant aspect of that particular make of motorcycle. I, of course, profess a much stronger loyalty to the "One True Motorcycle" and thought perhaps this account might be of interest to the rest of you, and with that in mind, have offered this to Art to do with as he sees fit. This, of course, offers up several immediate and perverse ideas, but my abiding trust in our leader's good judgement leaves me with the hope that it will be made available to the readership of the Norton Notice.

The genesis of the idea which eventually led to a Norton and Velocette "race" day at Willow Springs International Raceway first arose from a conversation between myself and Steve Thompson. Steve is an editor of Cycle Guide magazine, who happens to be a neighbor, and also owns a Norton Production Racer a few serial numbers older than mine. We had finished a rapid blast around the local twisties on the Nortons, and the adrenalin I had accumulated from trying to keep up with Steve (an accomplished racer both here and in England) was slowly dissipating as I babbled on like a tape recorder being played at twice normal speed. After regaining my composure somewhat and making sure I had done nothing nasty in my pants, the talk progressed from "going fast", to "going fast on Nortons", and meandered to "going fast on English race bikes and the days when they reigned supreme on the world's race courses". I was startled to realize just how many years had elapsed when Steve mentioned that most of the staff of his magazine had not even RIDDEN an English motorcycle. They could have no idea of what England had meant to the prior seventy years of motorcycling and what heritage and tradition still remained. He added that it would be advantageous to their writing to at least have some firsthand experience with such an important aspect of biking, and eyeing my oil-covered garage floor, asked if I would be receptive to an idea he was mulling over. "How about," he said, "if the magazine rented a local track for a day, would you be willing to bring some of your Nortons out for a day's riding?"

That got my attention! Someone providing a free racetrack! "Just say when!" Steve opined that the guys at the magazine would be interested and several days later brought editor Larry Works to peer into my garage and toss around the feasibility of the project. Larry seemed interested and to help with his enthusiasm, I sent him around the block on my '46 Model 18. It worked! Larry agreed to the

idea and asked if I knew of anyone else who might be interested in participating.

I knew of just the person and put in a quick call to Ed Arnold, a fellow enthusiast and good friend. "Ed, how would you like to have a whole day at a racetrack, expenses paid, to ride your KITS?" (KIT Velocettes were an attempt to compete with Norton Manxes). Ed's reaction was as immediate as mine had been. "When, where, and who do I have to kiss?" The suggestion arose that we could provide a reasonably good cross-section of the design philosophies of the two famous racing marques, Velocette and Norton. From a list of bikes that were available, Steve and Larry, with Ed and I offering advice, selected the following: Ed's 1932 MK IV KIT, to represent the early 30's state of the art; his 1938 MK VIII, with its then revolutionary swing arm with air shocks (and its sheer beauty); and his 1967 full Avon faired Thruxton, the last of British racing singles. For Nortons, a 1946 long-stroke Manx of a type that dominated international racing for some 15 years; a 1963 short-stroke Manx, the highest development of the racing single; and the 1971 Production Racer, the end of the vertical twin racers offered for sale. With all in agreement, a date was selected and arranged by Cycle Guide at Willow Springs, which lies two hours north of L.A. in the Mojave Desert.

Time seems to drag excruciatingly slow when anticipating an eagerly desired event, and the March date at "Willow" was no exception. It also must be an unwritten law that it will never come off quite as planned, which of course, is what happened. The day before we were to "race" it was raining in L.A. with a forecast of more. Optimistic in the knowledge that the Mojave is a desert precisely because it doesn't rain there, I called the meteorology department at work for an expert opinion. They forecast early morning showers for the high desert, clearing to blue sky in the afternoon. The track date was fixed so we really had no option but to press on and hope for the best. But the rain continued as we headed out the next morning. The weathermen were right - no rain at Willow. It was in fact SNOWING the biggest snowflakes to be seen outside of Iowa. We tried to laugh off our disappointment, but drinking coffee in a local Basque restaurant and watching the snow fall was very definitely anti-climatic. We finally threw in the towel and arranged with track officials to reschedule our ride for a date in April, climbed back in the vans, and went home.

April arrived with a succession of warm sunny days which held right up to our new date, and although it was overcast at the track when we arrived, conditions were near ideal. Temperature in the low 70s, no wind, and the clouds giving the flat lighting necessary for good photography. During the postponement, a shift in emphasis

at the magazine produced a decision to change to objective of the project from "familiarization" to producing a full feature article, so photography would be required. In attendance were editors Larry Works, Steve Thompson, Ron Lawson and photographer Patrick Behar. On our side were Ed and myself, and "starting assistants" (read pushers) Ed Arnold, Jr., Lannie Williams, John Selk, and Mike Heth, the latter two riding up on stunning red Fastback Commandos.

By 9:30 A.M. the bikes were unloaded, rechecked, and gas and oil tanks filled. They made an impressive array of thoroughbreds when lined up side by side, and I made a mental note of the rareness of an occasion when this many outstanding examples of British racing motorcycles could be gathered together to actually be seen AND ridden.

Visual appreciation satisfies only one of the senses, however, and the total experience requires the participation of ALL the senses being called upon to contribute. The aroma of 108 octane race fuel from a flooded float bowl, the hollow thunks from the megaphones as engines are brought over compression, and finally the visceral pounding bellow of old English horses roaring to life completed the majesty of it all.

Conversation, by necessity, ceases as the bikes are warmed up and one just listens to the rising and falling basso profundo emanating from the open pipes. The imagination wanders and visions are conjured up of grainy old photos of Brooklands or 10M IIs and transpose you back to another era. So this is the way they were!

The format for the day was for the Cycle Guide staff to sample the six racers by lapping the course as long as the mind and body were willing, trading off bikes between half hour track sessions. Ron and Larry were getting an issue off to the printers that morning and were delayed in arriving, so the first session saw Ed out on the MK IV, Steve on the '63 Manx, and me on the '46 Garden Gate. The engine of the '46 was still fresh and not run-in, so revs were kept below four thou initially, and Ed kindly matched the leisurely pace. The Norton handled very well at the subdued speed and the exhaust notes of the two bikes would fall in and out of synch, not unlike two jack-hammers tearing up a downtown intersection. Everything continued to function well as the laps ticked off, and I warily raised the rev limit to five thousand. I was being over-cautious because I had set up the engine with .0035" clearance on the piston rather than the .010" that Joe Craig's tuning sheets specified. The high figure was intended for immediate full throttle race use but produced the rattling noise that seems inherent to OHC Nortons. Three and a half with the piston skirt oiler cranked liberally

open produced a nice quiet "solid" engine but I was still wary of "too much, too soon". More laps produced no hint of a problem, however, so I relaxed and started enjoying the corners. My prior experience with plunger frames, usually well worn, had resulted in unnerving wallows while cornering hard, due to the worn sliders allowing the rear wheel to tilt out of alignment. The rebuilt units worked well, however, and allowed speeds through the corners to increase to the point where a "tink" from the megaphone's edge grounding said "fast enough". Everything was working well, so I pulled in to watch Ed and Steve from the pit wall. Steve's race experience was readily apparent and the Featherbed had never gone faster (at least since I have owned it). The MK IV Velo was the epitome of restorations and with Ed's tuning ability, I'm sure Hall Green had not had them running any better. Near the end of the session, Larry and Ron arrived, and the bikes were turned over to them, with Ed and I riding whatever was not in use by the others. I wound up on the Production Racer and tried to do my best imitation of Peter Williams.

Some quick observations—best sound was put out by the '46 Manx and the MK VIII, best looking had to be the same two, the fastest was the '71 Commando, of course, despite its street gearing (I hadn't felt compelled to go through the hassle of putting it back to stock), and the most fun, by unanimous consent, was the MK IV Velo.

What did the new initiates to British bikes have as their impressions at the end of the day? Larry verbalized it best and the others agreed. "Those old things are SERIOUS race bikes." Expecting the worst, they were quite taken with their ability to actually feel the road, giving a sense of "oneness" with the machine that they didn't seem to get from the latest "technoflash" marvels they roadtested in the course of normal magazine tests. The comment was also offered that modern horsepower might enable one to get between corners much more rapidly but were not at all that much better than the old "bangers". Indeed, with modern tires, the British bikes were not that much slower at all. But overriding all impressions was the unassailable fact that the old bikes were simply pure fun. Larry, Steve, and Ron all made reference to a new-found desire to go vintage racing; it had to be the logical use for the bikes. Perhaps in their various comments, they were nibbling around the edge of defining the elusive "character" of English bikes that has baffled writers for so long. Most of us have been around long enough (at least I have) to have started out on English bikes, so it will be most interesting to read the comments of three who have made the reverse transition.

All the day's activities came to some cost, unfortunately. The track had been recently resurfaced with slurry seal, and I managed to grab a bit too much front brake on the one Norton that is unforgiving of such an act and dropped the '63 Manx. Luckily little was damaged that had not already exhibited similar treatment in the past, so the major damage was to my ego. I was not so sure when the rear tire of the MK VIII let go on a slow corner and spit Steve off on his ear. What seemed very bad for the Velo again turned out to be superficial scrapes, but the Velo took revenge by giving Steve a broken wrist. Ed took the incident in stride. "Don't worry about the bike. It's a race bike, meant to go fast on, and sooner or later they'll fall over!"

He's absolutely right. The real tragedies are the classic old racing machinery which are looked upon as part of some "investment portfolio" and "much too valuable" to risk taking a ride on, much less doing what they were meant to do—go fast. At best they are wheeled out to "noise contests" in concours parking lots where their owners can be heard "eight-stroking" around in little circles. Their owners can never know the sheer ecstasy of heeling over a Manx Norton to follow a MK VIII KTT Velocette into a fast, sweeping turn. Harold and Stanley knew. Ed and I know. And now Larry, Steve, and Ron know.

What an absolutely marvelous day it was!

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

#### HOW TO USE THE SPARES PROGRAM AND SAVE A LOT OF MONEY ON TOP QUALITY NORTON PARTS

How would you like an original reverse cone muffler for less than \$30, including shipping, or a pair of head pipes for \$34, or even a Boyer electronic ignition for \$55? These are examples of the savings that can be achieved by buying parts directly from England through the club spares scheme. The only drawback is that you have to wait a couple weeks (airmail) for the parts to arrive, perhaps longer if they get held up in U.S. customs.

The discount prices are available only to full (\$25) club members as a small part of their membership fee goes to England to help support the spares program. Associate (\$10) members may use the program also, but have to pay 20% extra for the parts. Therefore, on any order over \$75, it pays to become a full member.

As an example, I just sent off an order to England for an exhaust system, a couple Boyers, and half a dozen smaller things. My total cost was \$190.16. After checking around a bit, I found out that I saved any-

where from \$220 to \$270 on that order, depending on where I bought the parts. For that sort of savings, I don't mind waiting a few weeks! OK, so you're convinced it's a good deal and you want to know how it works. Just follow these steps:

1. Get hold of a copy of the parts list from someone in the club (myself, Scot Marburger, Gene Austin, Art Sirota, Phil Radford, etc.) or better yet, directly from Les Emery in England at:

Les Emery, Fair Spares  
37 Albion St.  
Rugeley,  
Staffordshire  
England  
WS15 2BY

State the year and model of your bike when writing Les for a price list as there are different ones covering singles, early twins, Commandos, and stainless steel parts. By getting the list from England you'll be assured of having a current price list, as they are changed occasionally. It would also be a good idea to send a couple international Postal Reply Coupons (available at the Post Office) so that the Club wouldn't have to pay postage on your price list.

2. Figure out what you want and total the listed cost in pounds (£).

3. Subtract 13% of that total to eliminate the V.A.T. (Value Added Tax) that only the British have to pay.

4. Add about 30% to cover postage. Excess postage will be refunded.

5. Go to a bank to get a check (foreign draft) in pounds to send to Les. This is like getting a cashier's check in a foreign currency and you will have to pay the bank about a \$6.50 fee for this service as well as paying the amount shown on the check at the current exchange rate. If you don't go to your own bank, be prepared to pay cash. The bank people will ask you what bank in England they should draw the check on; it really doesn't matter so I always say, "Barclay's in London". The current exchange rate for British pounds is about 1.72 dollars per pound, which is cheap. A pound cost over two dollars this time last year. You can get the up-to-date exchange rate from the financial section of any newspaper, but the bank will tell you what the exchange rate is that day.

6. Put your order, check in pounds, and letter, if any, into an envelope and mail it to Les. Airmail postage to England is twice what it is in the U.S., so don't forget to double up on stamps. Oh yeah, you have to include your NOC membership number also, or they'll add the 20% non-member charge to the total.

Most everyone who has used the program has



been happy with it. Occasionally an order will be held up in customs for as much as six weeks, and on large orders a few items will be on back order. One thing that seems to be important to those who order parts often is to deal with England directly. You should send your money directly to England and have the parts sent directly to you for the fastest service. Adding a third party in between England and yourself only serves to confuse the issue and delay your parts, no matter how good the intentions are of the third party.

So the moral of the story is, join up as a full member, buy two more Nortons so you'll have something to work on, then start saving money by using the spares program.

Keep 'em upright!  
Harvey Loucks  
7583 Lockford Ct.  
Cupertino, Ca. 95014

AMALS VS E.I. CARBS

The postman brought Norton a present about 13,000 miles ago. It came indirectly from the good folks at Stewart-Warner and took form as fuel/air mixing devices - brand named "E.I." Ever since uncrating, Norton had been experiencing shoddy performance from the stock Amal carburetors (that was 63,000 miles ago, in 1969). Two more sets of concentrics came and went during that first 50,000 miles. Each set was as bad as the last. Even though the Amals would get Norton down the road, there were just too many bad habits exhibited to retain them on an otherwise superb motorcycle. Naturally, the Stone Age Amals would slobber petrol all over themselves and poor Norton (otherwise spotless), while inducing rot to the index finger of several pairs of gloves. That was just for starters. To make matters worse, the Amals also leaked petrol through the units while under way. Petrol consumption never exceeded 50 mpg, but their worst trait was sticking their little potmetal slides way up in their little potmetal towers and refusing to drop on command. OH?! OH! OHOOOOOOOO!

Thanks to the new E.I. carburetor, I have been able to lay the Amals to rest before they did the same to me. I also have warm, dry index fingers and a budding beer belly due to the dry (even spotless) E.I.s and their greater fuel economy. And beyond comfort, neatness, and economy, the E.I. carbs offer increased performance, too. All in all the E.I.s out-perform Amal concentrics and monoblocs across the board and at a competitive price.

I have begun experiments at the drag strip with these carbs and another N15CS sporting concentric carburetors. I'll forward the

data for all N.O.C.ers to eyeball as it accumulates, which will be next season as it is very late in the summer up here and the migrating caribou still retain right-of-way, making 1/4 mile runs in a straight line impossible.

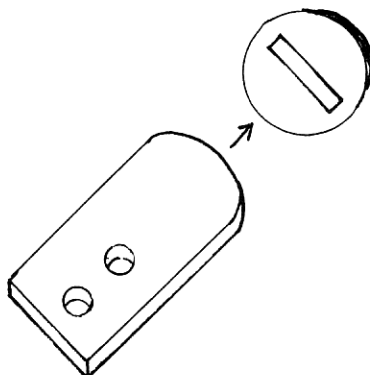
Safe Nortoning to you all.

Mark Stockslager  
(The Northern Norton Nut)  
S.R.A. Box 2044  
Anchorage, Alaska 99507



PRIMARY CASE TOOL

I don't know how original this is but I thought I'd just send it anyway.



Use a piece of steel to remove the large screw plugs in the side cases without chewing them to pieces. Insert a screwdriver into a hole and use it as a lever or use a Crescent wrench to grip it. It can easily be made from scrap steel of the correct thickness by using a hacksaw, file, and drill.

Dana Sulprizio  
7200 San Antonio Ranch Rd.  
Carson City, Nevada 89701

## MOVING TO PITTSBURGH

Dear Friends,

The two things Bart and I will miss most in California are our friends and the great Norton roads—in that order. I know we all agree on the superb quality of the motor-cycling opportunities here, and Bart and I want you to know how much your friendship and our Club membership have meant to us.

We will be leaving for Pittsburgh, Pa. about the middle of August and unfortunately won't be able to personally say good-bye to everyone. Know that we will miss you all greatly and think of you often. We intend to maintain our NDC membership and hope to see some of you out our way.

Fondly,  
Meda & Bart Rago  
1214 W. North Ave.  
Pittsburgh, Pa. 15233

REMAINING  
NORTHERN CALIFORNIA RACES IN 1982

Sept 19	San Jose	AMA mile
Sept 19	Sears Point	AFM road race
Oct 10	Sears Point	AFM road race
Oct 31	Sears Point	AFM road race (4 hour)

There are two types of dirt: the dark kind, attracted to light objects; and the light kind, attracted to dark objects.

The shortest distance between two points is under construction.

FOR SALE

N.O.C. paraphernalia as follows:

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

3-color Northern California Branch  
lapel pin..... 1.50

Contact Carolyn Scott (phone (415) 968-5117) at 1970 Latham #14, Mountain View, Ca. 94040 to order by mail. Please send extra money to cover postage, and be reasonable. If you want your items thrown in a thin envelope so that the U.S. Postal Service can do a number on them, send only 20¢ extra. If you want a cushioned envelope like the Post Office sells, you'll have to send about a dollar to cover the cost of it and the postage.

## TRADING POST

NORTON-RELATED ADS RUN FOR TWO MONTHS,  
UNLESS RESUBMITTED.

WANTED:

32mm right hand AMAL carburetor body or complete carb for a '74 850. Also need one reverse cone muffler; i.e. American made with the machine screw slot on the side.

Harry Bunting (415) 968-2020

WANTED:

1. Parts or complete working alternator for '73 850.
2. Speedometer drive gear (or a fix for mine)

Fred Wickman (415) 676-9551 eves.

TACH DRIVE FIX

Will machine tach drive housing and replace "0" 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:

'74 850 Roadster with only 2,000 miles, very clean. Has Megacycle cam and Dunstall mufflers. \$1,900 or best offer.

Ray McDonnell (415) 752-9955

FOR SALE:

1. Fiberglass Roadster petrol tank and side-cover setup with quarter fairing. Newly painted in black with red pinstripes and lettering. Offers around \$175.
2. Metal Roadster petrol tank and sidecover setup. Newly painted in white with blue pinstripes and lettering. Offers around \$150.
3. Set of rebuildable type Mulholland shocks (used less than 1000 miles) with 85-125# progressive rate springs, \$47.50
4. TLS front wheels, some better than others. Make offer.
5. Lucas horn (may even work), \$37.50.
6. 750 & 850 grab rails complete with mounting clips, \$17.50 each.
7. Chrome Girling shock spring, \$10 a pair.
8. Magura BMW type handlebar, \$20.

Scot Marburger (415) 455-8776 evenings

FOR SALE:

1975 Norton Commando 850 Roadster in showroom condition. Black with gold striping, electric start (works), 5,400 miles (honest), original except for Mikuni, no leaks, no known problems. \$1950

Bill Farrell (415) 858-0734 eves.

OIL FILTER BRACKET MODIFICATION

Will machine your oil filter bracket to accept Fram type oil filter, available everywhere for two to three dollars. Price of modification is \$30 each with your bracket, but may be cheaper if we can get a group order together. Call me for more details.

Scot Marburger (415) 455-8776 evenings

FOR SALE:

'70 Roadster with 7,000 miles, completely stock except for Vetter Quick Silver fairing & luggage rack, new K-81's, newly rebuilt engine, many new spare parts, asking \$1,600.

James Jacobs (707) 869-3848

FOR SALE:

1975 850 MKIII, 9,000 original miles, stored four years. Mechanically perfect, needs minor cosmetics. \$1,300 or best offer. Will consider trade for car or pickup.

Lori (408) 426-8430 9 a.m. to 5 p.m.

FOR SALE:

1. Rare 1969 Commando "S", as seen in the May N.N. centerfold. Original owner, original condition, metallic blue, excellent, \$2000.
2. 1971 Dunstall 750, 600 miles on completely new engine. Very good condition, call for details. \$1500 or best offer.

Mark Gribble (415) 573-1699 evenings

FOR SALE:

1. 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.
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. One used Norton reverse cone muffler with very slight dent. This was original on my 1970 750 and was used for about two years. It is the "no-weld" type. \$15.

Art Sirota (415) 747-0740

WANTED:

1. Metal Interstate seat pan.
2. Bub 2-into-1 head pipes.
3. Information about Japanese front hubs, discs, calipers, master cylinders, etc. that may be converted to fit a Norton Commando. (A sacrilege!--Editor)

Scot Marburger (415) 455-8776 evenings

FOR SALE:

'69 Atlas N15 (?) in excellent condition, \$1,500.

Paul Ambrosio (415) 340-1347

FOR SALE:

'73 750 Interstate with 850 engine installed. Has dual 34mm Mikunis, "racing" valves and springs, head milled .050", balanced engine, head ported and relieved, 45 cam, Boyer ignition, Barnett clutch, etc. 6,000 miles on engine. Original 750 engine (with 11,000 miles) included. \$2,500 or best offer.

Tony Kershaw (415) 848-0250

FOR SALE:

Dunstall tank and seat base. No pad. \$75.

Steve Black (415) 848-1365

FOR SALE:

'74 John Player Norton. Black with gold striping, new tires, front and rear discs, Morris mags, and oil cooler. 86 dyno-tested horsepower (with a stock engine!). \$2500 delivered. Call for more information (but wear your hip boots!).

Tom Beck (702) 642-6608

FOR SALE:

1. '63 ES2 in concours condition with Craven panniers, \$2,750 o.n.o.
2. '49 500T, complete and in excellent (not concours) condition, \$2,500 o.n.o.
3. '69 Velocette Thruxton in original, well cared for condition with 8,000 miles. Includes both stock reverse cone megaphone and fishtail silencer. \$4,000.
4. '77 Honda X75 (My kid has outgrown it and it has had limited use.) \$275.

Paul Adams (213) 375-2436

FOR SALE:

1963 Royal Enfield Wasp, 250cc 5-speed scrambler with chrome-moly frame. Same motor as Continental GT, complete and original, runs well. \$400.

Mike Rettie (415) 658-6181

FOR SALE:

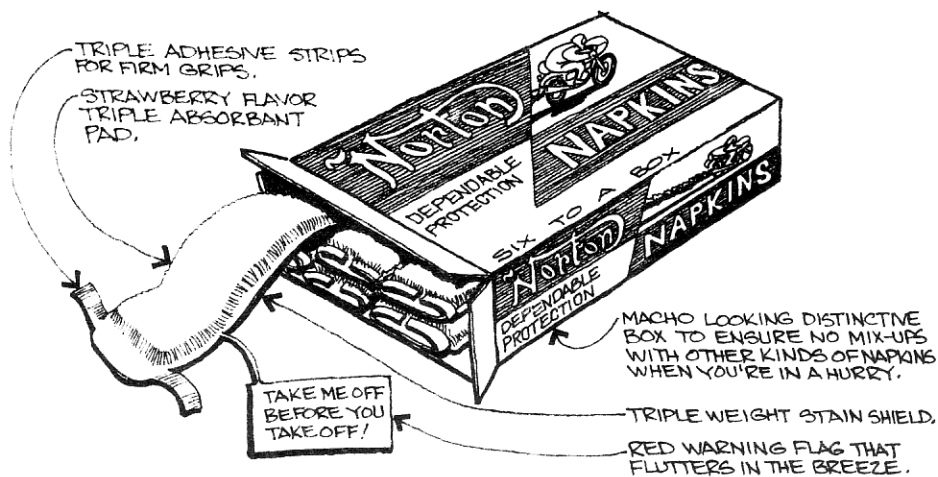
'74 Commando 850 Roadster seat, \$30.

Harry Bunting (415) 968-2020

# FEATHERBED "SLIPS ON" A NEW PRODUCT

With Norton Napkins,<sup>®</sup> I feel like I can park anywhere.

NOW YOUR LEAKY CRANK CASE AND YOUR OILY CLUTCH DON'T HAVE TO MAKE YOU MISERABLE. NO MORE SIDE-WALK "ACCIDENTS"...



YOU SEE, NORTON IS SERIOUS ABOUT UGLY SIDEWALK DRIPS! THAT'S WHY NORTON NAPKINS<sup>®</sup> ARE THICK, WITH A DEEP NATURAL FIBER FILLING THAT REALLY ABSORBS.

THERE'S A STRONG STAIN SHIELD FORMULATED TO STOP THE ESCAPE OF FLUID RIGHT BELOW ITS SOURCE, AND TRIPLE ADHESIVE STRIPS FOR EXTRA FRAME TUBE GRIP.

A RED WARNING FLAG ON EVERY PAD LETS YOU KNOW WHEN OIL IS ON THE RAG, BEFORE YOU TAKE OFF AND WRAP IT AROUND YOUR SPROCKET.

IT IS GENTLE PROTECTION YOU DON'T HAVE TO THINK TWICE ABOUT. SEE FOR YOURSELF HOW NORTON NAPKINS<sup>®</sup> HELP YOU AVOID UNSIGHTLY "ACCIDENTS".