

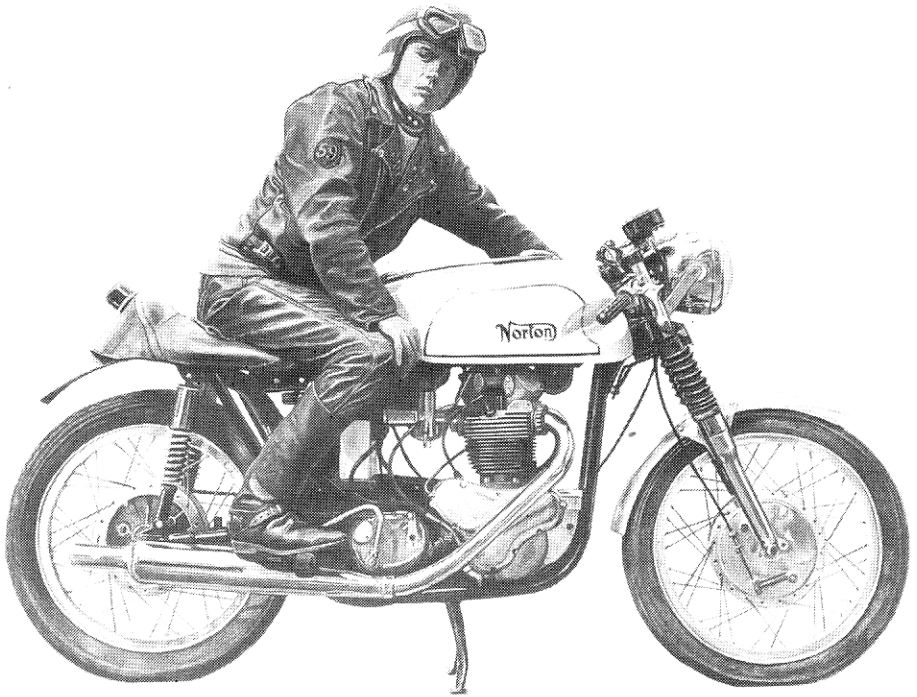


Norton Notice

The Newsletter of The Northern California Branch

NO. 62

JULY 1983



OLD TIMERS RIDE

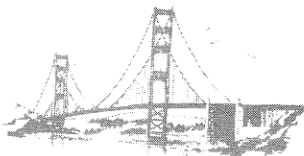
JULY 17TH

AUGUST MEETING

MOVED TO THE 4TH

Norton Notice

The Newsletter of The Northern California Branch



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.

NORTON NOTICE is a reflection of its readership who are encouraged to submit any article, technical tip, 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, The Notice affords an excellent opportunity to share experiences and information with the membership at large, and to bring the Branch members closer together. Deadline for items to be submitted to this publication is the 21st of each month.

PRESIDENT

Tom Dabel
730 Linda Flora St.
San Jose, Ca 95127
(408) 272-0369

MEMBERSHIP SECRETARY TREASURER

Phil Radford
1020 Ellis Ave
San Jose, Ca 95125
(408) 293-4548

VICE PRESIDENT RIDE MARSHALL

Rich Stevenson
(415) 658-9941

EDITORS OF THE NOTICE

Robert Briscoe
Northwind Productions
3232 Balboa
San Francisco, Ca
94121
Brian Halton (415)
982-7242

RECORDINGS SECRETARY

Tim Coburn
(415) 854-4364

MEMBERSHIP IN THE NORTHERN CALIFORNIA BRANCH OF THE NORTON OWNERS CLUB IS AVAILABLE IN THREE CATEGORIES.

FULL MEMBERSHIP \$25.00 per year.

ASSOCIATE MEMBERSHIP \$10.00 per year.

SOCIAL MEMBERSHIP \$10.00 per year.
(OVERSEAS ASSOCIATE OR SOCIAL MEMBERSHIP DUES ARE U.S. \$20.00 per year.)

ALL MEMBERSHIPS DUES ARE PAYABLE TO THE BRANCH TREASURER. RENEWAL DUES ARE PAYABLE AT THE END OF THE INDIVIDUALS MEMBERSHIP YEAR, THAT MONTH BEING DESIGNATED BY THE LAST NUMBER OF THE MEMBERSHIP NUMBER LOCATED ON THE MAILING LABEL OF THE NOTICE. FOR EXAMPLE:

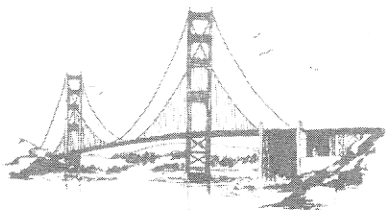
828/2

DENOTES MEMBER NUMBER 828 WITH HIS DUES EXPIRING ON THE 1ST OF FEBRUARY. PLEASE SEND ALL CHANGES OF ADDRESS TO THE MEMBERSHIP SECRETARY/TREASURER ONLY.

FULL MEMBERSHIP give 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 informed of Norton owners activities all around the world. Use of a low-cost Spares Program which allows one to buy Norton Spares directly from England at significant savings, 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 welcome at all meetings, rides and other functions. Members are urged to become Full Members once they become familiar with the NOC benefits.

SOCIAL MEMBERSHIP is established for Norton enthusiasts who have not as yet bought a Norton motorcycle but would like to be included in club functions. They do not have Branch voting rights.



MINUTES

MINUTES OF JUNE 10, 1983 MEETING

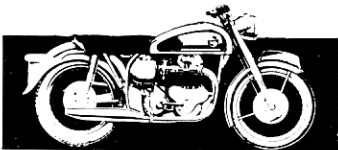
note: recording secretary Tim Coburn was unable to attend the meeting, so Art Sirota took the minutes.

President Tom Dabel called the meeting to order at 8:45 at Rick's Swiss Chalet with about 65 members and guests present. Tickets were put on sale immediately for the evening's club raffle. Gene Austin announced that the club ride would begin at 10 o'clock in Sausalito. Claude Wright reported that everything was ready for the annual Beer Bust. In addition to the regular fare, there will be large Polish sausages to eat. Beer will be free only for Norton riders, and Nortons in the parking area will be kept separate from non-Norton machines. (If Allen shows up with his Norton-Indian, he will have to park it next to all the other Norton-Indians.) Robert Briscoe produced a whole bunch of Beer Bust posters and members were encouraged to grab a handful. (My girlfriend was sitting next to me at the time, so I did!)

The rally at Pinecrest will be from Thursday, August 11 through Sunday, August 14. Members who get their money in to Phil Radford on or before August 1 will be charged only \$22, which will include use of the spacious Chalet and one complete dinner and one complete breakfast. Registrations taken after August 1 will cost \$26. A vote was taken and it was decided that all fees will be transferable to other people interested in attending, but no fees will be refundable. Anyone interested in reserving a cabin is advised that all cabins have been spruced up and made fancy and as a result the fee for one is now \$20 per person per night. Children under 3 will be admitted free.

Phil Radford announced that he has lots of current price lists available for free from Fair Spares. Back issues of the Norton Notice are also available from Phil.

The lovely and talented Paulette Peterson from La Honda was selected to draw the tickets for the raffle and Al Driscoll won a complete exhaust system for a Norton Commando donated by Bub Enterprises. Rich Brand won the \$25 gift certificate donated by Britallia Motors, Frank Creedon won the Norton mug from England donated by Ed Brooks, and Claude Wright won a set of Lucas Points and Condensers for Commando donated by Norm Kelly. The club treasury had \$161 added to it as a result of this raffle, which is probably a record amount.



To top off this exciting meeting, Dennis Manning of Bub Enterprises was on hand to present a slide show chronicling his involvement building and racing stream-lined motorcycles at Bonnaville Salt Flats in Utah. He showed many beautiful color slides of his Harley, Triumph, and Norton powered machines, and spiced up the show with sparkling wit and humor. "I always know how to tell when an Englishman is lying to me," he said. "His mouth is moving." (To which Phil Radford was heard to reply, "I resemble that!") Dennis also brought along a one-fourth balsa wood scale model of the machine he is currently working on in his attempt to break the motorcycle land world speed record. Thank you Dennis for providing us with a fascinating, informative presentation!



AUGUST RALLY INFO

PHIL RADFORD-SECRETARY TREASURER

Rally dues are \$22, that have to be in to me by August 1st. Late fees then increase to \$26. This is a one-rate rally fee for all, irrespective of how many nights you stay at the campground.

We can use the campground from late Thursday afternoon, August 11th, through Sunday morning, August 14th. So that is a possible 3 nights stay with an evening meal Saturday night and breakfast Sunday morning. We should be having door prizes if Tom Dabel gets his finger out, and a film show. Children under 3 years are free.

Camping is allowed but we have the full use of Pinecrest Chalet itself (the lodge) which can sleep or accommodate up to 100 people in 14 dormitories, ranging from 4 to 10 people per dorm. Cabins out in the campground are \$20 per person per night, which would seem to be out because of the high cost.

There will be no refunds to people who have paid but can't make it. This was voted on at the last meeting. If someone turns up on Saturday for the rally, it will cost them \$26. No Exceptions!

In June the club took in \$585.82 in dues, paraphernalia, etc. \$275.12 went to England in full membership dues. The Norton Notice cost \$158.48 and \$200.00 was sent to Stan Smith at Pinecrest Chalet as a deposit for the rally in August. This leaves a balance of \$479.13 in the black. Beer Bust costs have yet to be deducted.

There were 16 renewals of membership and 13 new members in June, and 9 members did not renew. This leaving a total of 225 members in our branch.

CORRECTION:

The cabins at Pinecrest are \$20 per night period NOT \$20 per night/per person.

LET'S SET THE RECORD STRAIGHT

There are a couple misconceptions that I'd like to straighten out. Last month I wrote a little piece in the NN concerning someone who had volunteered to be a "spares officer" several years ago and subsequently ripped a couple people off. This person was not Scot Marburger. I had forgotten that he had mentioned a "spares officer" position about a year ago at a club meeting and again later in the N.N. I apologize to Scot for letting this misunderstanding occur, especially since he has organized several worthwhile group purchases.

A couple people told me that they would like to throw this unnamed person out of the club for ripping people off but he let his dues expire about a year ago, so it's a moot point.

As a result of the ill-conceived motion made during the January meeting and printed in the February NN concerning not being able to throw someone out of the club, there's a fair amount of confusion regarding the subject. According to the NOC rules, which occupy seven typewritten pages, there are four rules (#23-26) covering the subject. Rule 26 states: "If in the judgement of the

Executive Committee, the infraction or breach was direct and wilful, the Executive Committee may impose such penalty (including expulsion from the Club), upon the member as they think fit."

We've always been a bit less centralized in the decision making in this branch, so in our particular case we don't rely on an "Executive Committee" as much as we do a more democratic procedure wherein all members at a meeting get to vote on a issue. But before you decide you want to throw someone out of our branch, it would be a good idea to read the other three rules (which are considerably more lengthy) on the subject. Phil Radford, whose address appears on page 2 of the NN, has copies of the NOC rules if you want one. Send him a SASE with 37¢ postage on it because of the weight of the seven pages.

Gene Austin

EDITOR'S 2¢

The Beer Bust held Sunday, June 26th at the San Mateo Memorial Park was a smashing success! The club made money and acquired three new members. A good time was had by all!

Many thanks to Claude Wright for all his efforts, and to Bob Vezzolini who stood by the BBQ diligently burning Polish sausages. Much gratitude also to Gene Austin for setting up and policing the Norton only parking area. And last but not least, thanks to Mark Gribble who was in charge of taking donations.

An excellent job was done by Gene Austin again in promoting the new Norton calendar...more on that later.

The Norton Owners Club Old Timers Ride will meet at Alice's in Skylanda at 10am July 17 for a cruise through the Redwoods. As with other rallies, vintage Nortons will lead the pack. Please observe this stipulation.

Quick Pinecrest report: Yours truly editor spent time at Pinecrest over the 4th of July weekend. Happy to report all passes open, the camp in good shape, Stan Smith in good spirits. For those interested, there is a Bluegrass festival being held in Lakewood Meadows the 13th and 14th, featuring Taj Mahal and David Grissman. Tickets available through Bass for the weekend event. Don't know about one day passes.

And for you anglers...the bulletin board at the grocery store says the Pinecrest Lake was recently stocked with 5400 Rainbow Trout and fishing should still be good in August.

As to road conditions, it is dry thru 108 with six feet of snow lining the road to the Sonora Pass level. The backside of 108 had gravel patches, I suggest you beware! Hwy 395 is a high speed run and 89 is a good fast clip road. Our trip broke off toward Grover Hot Springs, a good side trip for the rally. They've got a great mineral bath with changing facilities but you must wear a bathing suit (state park). No report on Hwy 4 as we left Sonora heading west.

One last item...the August meeting has been moved to the first Thursday in August, the 4th, to accomodate the annual rally in Pinecrest the 11th. See you there!

Robert C. Briscoe

IDEA DEPT.

How about a British Iron Rally

Held near the bay area, hosted by the Northern California Branch NOC. All British Marques invited?

ADDRESS CHANGE

San Diego Norton Club
930 Via Mil Cumbres # 206 F
Solana Beach, CA 92075

UPCOMING BRANCH EVENTS

DATE	TIME	PLACE	EVENT
July 14th	7:30 p.m.	Edinburg Castle 950 Geary Street San Francisco	The July Meeting
July 17th	10:00 a.m.	Alice's Restaurant Skylonda Corners	Old Timers Ride
August 4th	7:30 p.m.	Rick's Swiss Chalet 4085 El Camino Way Palo Alto	August Meeting
August 12-14th		Pinecrest	Annual Club Rally

NOTICE: In the event of rain on the day of a club ride, the ride is automatically postponed one week. Also, riders should have plenty of gasoline by the scheduled departure time and all "personal problems" should be taken care of.

Paraphernalia



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

Northern California Branch I-shirts (white shirts with blue and red logo as below) in large and medium sizes only. \$7.50 each, plus a dollar if you want it mailed.



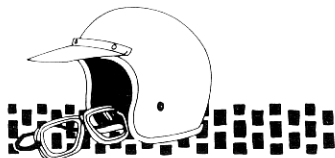
Contact Tom Borman phone(408) 255-5197 at 6170 W. Walbrook, San Jose 95129, to order by mail. Please send extra money to cover postage, and be reasonable. If you want your items thrown in a thin envelope so that the U.S. Postal Service can do a number on them, then send only 20 cents extra. If you want a cushioned envelope like the Post Office uses, you'll have to send about a dollar to cover the cost and postage. Thanks.

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.	



Beefing up the Empire...

by Dennis Howard

BRITISH as roast beef and Yorkshire pudding, the Norton motor cycles of which some 180,000 were built over a 60 year manufacturing dynasty, came of solid down-to-earth design in the principled pursuit of providing an honest, reliable, made-to-last product.

Such qualities are not surprising coming from the machine's creator, benevolent, bearded and bespectacled James Landsdowne Norton, a leading City of Birmingham Salvationist. Known affectionately as 'Pa', Norton was to pass away in 1925 at the comparatively early age of 56, long before his personal engineering potential could be realised.

Norton spoke in 1913 of overhead valve racing engines fitted with desmodromic valve gear and speeds from his machines nearing the 150mph mark, with ease!

Although never quite at home in the lightweight field, Norton did produce some spindly-framed prototype models in the very early part of this century fitted with clip on type proprietary engines. They also had a brief dabble in 1924 with a potentially rapid works one-off racing overhead valve 250 and again in the 1950s with quarter litre road going twins, the Norton could best be described as of generous proportion both in cubic capacity and frame construction.

A Peugeot-engined model won the twin cylinder class of the 1907 TT after which it is suggested that the famous 'Unapproachable' tag was born. However, greater weight is given in this respect to the real Nortons circa 1908, when the power units were entirely J. L. Norton designed and Birmingham fashioned, only then the slogan being first correctly employed.

If a fine turn of speed was the criterion, then the road going Norton was indeed difficult to approach in a nose-to-tail direction. The long, low, single gear, of the belt-driven 490cc side valve 'Ferret' sired before the Great War and continuing its sporting way until the early 1920s could give a maximum

speed of 70 to 75mph according to the required state of tune as classified BRS (Brooklands Road Social) and BS (Brooklands Special) respectively.

Prepared for TT use, a Ferret ridden by Norman Black finished in a very creditable 11th position in the 1920 Senior event after he had experienced numerous punctures and belt breakages, no doubt suffered as a result of a hectic need to stay with the all-too-potent Sunbeams and latest side valve Norton racers fitted with three speed gearboxes and chain final drive.

In 1922, an experimental pushrod operated overhead valve unit retaining the traditional bore and stroke dimensions of 79mm×100mm (490cc) was constructed. When fitted into a suitable frame by Brooklands-based Norton Wizard, D. R. O'Donovan, the machine attained a speed of 98mph on its first outing at the track with Rex Judd in the saddle.

Later in the year, when entered for the Senior TT, the new Norton showed little superiority over the older side valve racing models, eventually retiring on its sixth lap. Any faults were of a minor nature, however, and serious production went ahead bringing into being the famous Model 18.

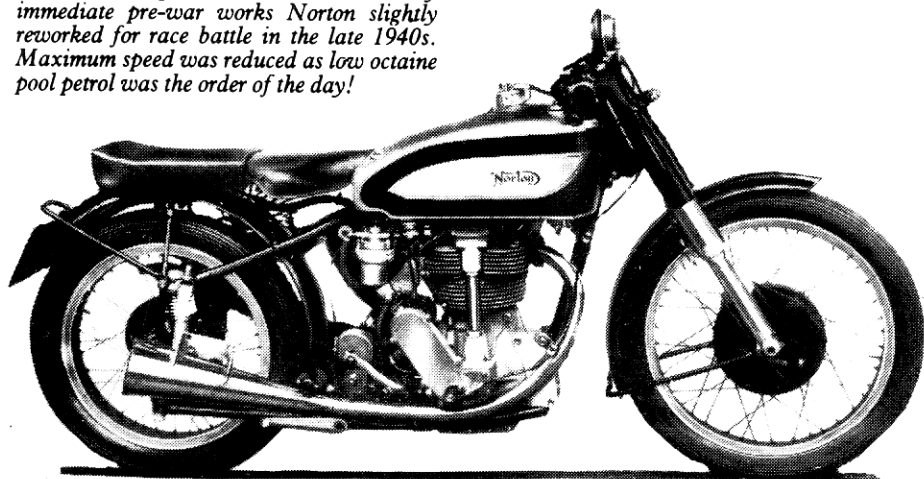
With progressive development over the years, it remained a catalogued model until 1955. Important off-shoots of the original '18' were the 588cc Model 19 intended primarily for 600cc class sidecar racing (George Tucker and passenger won the 1924 TT event on a Model 19) and the ES2 being a sophisticated Model 18 with certain sporting refinements.

The ES2 enjoyed a special unique position in its 'almost a gentleman role' to the overhead camshaft models yet to come. There is little doubt that the ES2 was the most popular model ever produced by the Norton factory.

Small beer by modern standards, but sensational in 1923 when Norton Motors Limited produced 4,500 machines in the year with models to suit most tastes and conditions.

Not forgotten was the steady type of rider who required a motor cycle with or without sidecar for strictly utilitarian use and here the two side valve models in the range – the Big Four (a single of 633cc) always Pa Norton's favourite, and the 16H (490cc) fulfilled an essential role, being in concept far removed from the former and now discontinued sporting side valve machines used in previous TT races.

A period classic the basically immediate pre-war works Norton slightly reworked for race battle in the late 1940s. Maximum speed was reduced as low octaine pool petrol was the order of the day!



It is perhaps a little ironic that in 1925 with Pa Norton's death, the company that he founded should commence its highly successful run of sporting victories with wins in the major European Grands Prix, third place in the Senior TT (Alec Bennett, who had also won the 1924 Senior on his Norton) plus numerous other events including the famous Maudes Trophy attempts in putting to the severest of tests men and machines in a road going situation.

The following year, Stanley Woods joined the Norton team and promptly won the Senior TT on the latest overhead valve model fitted with what appeared to be the first saddle tank but on closer inspection revealed two tank halves attached by through bolts where the frame tubes were sandwiched in between.

As the Hawker Fury biplane just had to become the Hurricane, so Woods's Norton appeared all set for the transformation into

at first something of an ugly duckling in the Walter Moore designed single overhead camshaft unit of 1927.

Again it looked as though Stanley was about to score his second victory for Norton, now on the *cammy* model in the Senior TT, when clutch trouble put him out of the race on his fifth lap, thus leaving the way open for team-mate Alec Bennett on a sister machine, to win.

Some consolation for SW on the latest Norton was that he made fastest lap at over 70mph and then went on to win the Belgium, Dutch and Swiss Grands Prix and was placed second and third respectively in the Grand Prix d'Europe (now defunct) and the Ulster Grand Prix.

Later and in line with Norton sales policy of 'Built in the light of racing experience' and 'Racing improves the Breed', the camshaft model with its pleasantly slab-sided true saddle tank, rather ungainly vertical camshaft drive tunnel assembly and huge bevel blister on the crankcase end, plus the exhaust pipe fitted on the near side of the machine, was made available to the public as the CS1, priced at £90.

Whether pure coincidence or indeed a contributory factor, with the introduction of the CS1 for general consumption in 1929,

Nortons were to enjoy their best production year ever with 5,500 various models passing out of the factory gates in one way or another.

Although strangely out of TT success after 1927, until the Arthur Carroll redesign of the camshaft Nortons in 1930 led to a works first, second and third in both Senior and Junior TTs of 1931, the Company pressed on with a 350cc version of the original camshaft racers which became in private hands the Model CJ. A pushrod operated overhead valve edition of the 350 was also introduced.

The previously mentioned 'Carroll' Nortons were not only aesthetically pleasing, cobby might be a better word, but more importantly the race engines were radically re-worked both internally and to a degree externally to an extent that even with the natural development work undertaken between 1930 and 1937, the basic Carroll concept remained much the same.

Sadly Carroll was killed in a motor accident in 1935 but with the controversial, yet brilliant, Joe Craig as chief development engineer totally in time with Carroll's thinking, the racing Nortons were to hold a virtually unapproachable monopoly on top placings in the TT races and Continental grands prix.

Riders such as Stanley Woods, Tim Hunt, Jimmy Simpson, Jimmie Guthrie and Walter Rusk excelled on the Norton racers, while at a slightly later date, Freddie Frith, Harold Daniell and John 'Crasher' White were enlisted to carry on providing the remarkable string of road racing successes.

Frith, winner of the 1937 Senior TT, became the first man to lap the Isle of Man course at over 90mph on a Norton, whose only aid to personal rider comfort and improved rear wheel adhesion to the road was a plunger spring heel system giving about two inches of semi-reluctant movement.

In the following year, when the double overhead camshaft models made their first appearance, and not 1937 as is widely supposed, Harold Daniell scored his never-to-be-forgotten Senior TT victory with a record 91mph lap on a petrol/benzole fuelled machine fitted with prototype telescopic front forks. Undamped and not at this time so remarkably superior to the girder pattern, it is known that only because Joe Craig had ordered Daniell to use the new forks that they appeared on the race winning machine.

A limited number of beefed-up versions of the works single overhead camshaft engines were made available in 79mm×113mm (596cc) form for the top sidecar men in both the trials and road racing classes. Of the latter category, Arthur Horton is well remembered, not only for his strictly professional approach to sidecar race-winning form at Donington and Crystal Palace, but also for his brilliant Swiss Grand Prix win at Berne in 1938.

With regular passenger Les Seals, the pair pioneered the first platform racing sidecar outfit where left handers were taken in a manner only generally adopted by sidecar crews in post war years.

On the home front where the Norton was a household word in the best sense, the 1930s had seen the introduction of cellulose paints, chromium plating on all models while engine changes consisted of double gear oil pumps, dry sump lubrication, light alloy pistons, detachable cylinder heads extended to the side valve range, four-speed gearboxes and positive foot change.

Frames were shortened and a general tidying up of machines in a slightly varying ten model programme was undertaken. Old favourites as the 16H and Big Four were retained as were the ES2 and Model 18, while the 588cc Model 19 and the two twin-port ohv 490cc models 20 and 22 were subsequently dropped.

Sporting overhead camshaft models CS1 and CJ (490 and 350cc respectively) were continued until 1939, while the private owner racing models available with spring heel suspension at the latter end of 1937 were now given the 'International' title. No pre war racing Norton was ever referred to as a 'Manx' model, the production racers being known as 'International 30 (490cc) or 40 (350cc) to racing specification'.

Overtaken by the continental multi-cylin-

der and sometimes supercharged racers in the closing months of the decade, the 50bhp Norton 500 was at last outclassed in big time racing while the potent and beautiful works KTT Velocette more than occasionally beat the 350 models over the line in major events.

However, some eight years hence, the splendid black, silver and red Bracebridge Street racers were to enjoy a further period of success not dissimilar to those previous Golden Years of the Norton marque.

Following the 1939-45 escapade in which the Norton factory had ceased production of all civilian models to concentrate on supplying the various services with ample quantities of Models 16H and Big Four, the latter model being ideally suited for sidecar use with the mobile option of sidecar wheel drive, the works were released from their war-time contract at the end of August 1945.

By September of the same year, the 16H and Model 18 were back in production priced at £124.8s.2d (including purchase tax) and £131.19s.0d respectively.

These first post war production machines retained their pre-war features of solid frame and girder forks, although surprisingly in these austerity years, both models had chromium plated wheel rims and suitable sections of their fuel tanks so finished.

Talk of Nortons being produced in Spain under special licence appeared to contain little substance and by 1947 a true ten model programme was announced. Among those machines featured were the ever popular ES2, now blessed with telescopic forks and plunger rear suspension, and the former CS1 and CJ camshaft models were to be known as the International and were similarly shod.

For the first time, the production racing models, some of which had already been given a try out in the 1946 Manx Grand Prix, were catalogued as the Manx Norton.

The factory TT bikes were basically slightly reworked 1938 models cruelly subjected to running on low octane Pool petrol, but in with a chance because an international ruling now prevented the use of superchargers.

Veteran Harold Daniell won the 1947 Senior TT and repeated this success in 1949. Meanwhile new names, at least in the Norton works line up, appeared as Artie Bell, Ernie Lyons, Johnny Lockett, Bill Doran and Jock Weddell all performed wonders on the dated Norton raceware not only in the Senior TT category (Velocettes at this time had the edge in Junior events) but in European classic races of no little importance.





J. L. NORTON

MARCH 13, 1913

LOOKING AHEAD 10 YEARS

J. L. Norton (Designer and Maker of the Norton Motor Cycles)

Realizing the very small proportion of the energy given in the form of fuel our best prime movers and transmissions permit us to utilise for useful work, we at once see how very crude and wasteful our usual present methods are, and for this, if for no other reason, they will not and cannot survive.

Who knows that the principle of the Humphrey pump (an internal combustion engine with a piston and transmission of water) may not be employed?

The Bonecourt method of flameless heat may give us a steam turbine-driven cycle, and, to go further, the inexhaustible energy of radium may supply us with our needed power. Its present value is no argument against it; some of our commoner metals were once almost priceless.

Our knowledge and understanding of the forces of nature with ability to utilise them, are so rapidly increasing that we can look forward with almost confident expectancy to a light, perhaps electrically driven cycle, with a range of power and speed to meet every requirement. But even if in ten years time we have not got thus far, it is fairly certain the crude and heavy 500 c.c. engine will be improved almost out of recognition. If of the reciprocating type, the touring engine will undoubtedly be of the smaller capacity, greater power, possibly opposed cylinders, and two-stroke.

Forced lubrication will be general and direct drives and single-g geared machines, except, perhaps, for track work, practically unknown.

Reprinted from ACCESSORY MART catalogue No. 2, 1981



Whenever you are working on your bike and you are around the battery, check to see if you still have your vent tube hooked up. Mine came off and blew drops of acid all over my NEW mufflers! If this has already happened to you, you can trade mufflers left to right, and put the stained part down. I'm not sure if all mufflers will interchange, but stock 750's from Fair Spares will.

What does "Dural" mean in the Fair Spares catalogue??

And here's a plug for a Tour Lion Tank Bag. I have owned a Tour Lion Bag for 6 months and have found it works well. I like how it looks and it doesn't protrude over the sides as it doesn't have side pouches. It has a central compartment measuring 11" wide x 15" long x 5" high, with velcro strips and zipper closure. If you need more capacity, it unfolds and expands to about 10" high. It has the usual map pouch on top a carrying strap, a foam pad on the bottom and a wallet pouch in the front where you can keep keys, change etc. I got it at Hall Burdette's in Sacramento for about \$70 and so far it works great.

Dave Kerst

I recently had some work done on some Smiths speedos and tachometers off Norton Commandos. The company that did the work did a very good job at reasonable prices. Here's the name and address:

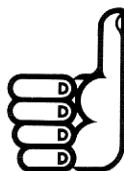
Nisonger Corp.
P.O. Box 748
35 Bartels Pl.
New Rochelle, New York
10801

Art Sirota

TACH DRIVE FIX

Will machine drive housing of tachometer and replace "O" Ring with a new seal, all for only \$7.50. Phone

Mark Gribble (415) 573-1699



MARBURGER TECH TIP CONTINUED

from Last Month
If you've got a fiberglass tank you have two choices: Replace it with a metal tank or, if its a Fastback tank, repair it. I say Fastback here because Roadster tanks don't hold much gas and English fiberglass being what it is (or isn't) a Fastback tank is really the only one worth the trouble. You might consider fixing an Interstate fiberglass tank, but here again the metal ones hold more gas and are available new (with good paint!) for about \$100 through the Spares Scheme.

First, sand off all old paint down to the colored gell coat of the fiberglass. Don't use paint stripper because it will attack the fiberglass and ruin the tank. If the tank is cracked or cut, you can repair it, but be very careful here: If the damage is of such a large extent that the structural soundness of the tank is endangered, make a planter out of it. You don't need a 100 mph molotov cocktail between your knees! Cuts and cracks through the wall of the tank can be repaired by grinding the damaged section back to sound material. Mix up some fiberglass resin and hardner and add shredded bits of glass to make a stiff mixture with lots of fibers. Plaster up the cracks and smaller holes with this; use swatches of cloth and liquid resin for larger sections (handlebar dents, etc). Build up the thickness to match the original thickness of the tank's wall, taking care to keep to the contours of the tank. Once all the leaks are plugged with fiberglass, the contours can be restored with bondo.

OK. You've got all the dents out, and you've got a 400 (by hand) or 180 DA sanded finish. Time for primer. There are three basic types of primer: Sealers, surfacers, and surfacer/sealers. The difference lies in the build, or coating thickness, and the porosity of the primer coating. Sealers go on thin and serve only to separate the new paint from previous layers or the unprimed base. This is advantageous when painting light colors over dark and when using certain paints over certain others. Surfacers give lots of build and can be used to fill pinholes and sanding scratches. It won't fill like Featherfill, but it will help hide small imperfections. Surfacers should be sealed before top coats are applied. Sealer/surfacers offer advantages of both: They build, but not as much as surfacers, and they seal. Two part primers are available for use under epoxy paint. In any case, follow the paint manufacturer's recommendations when selecting a primer to make sure that the paint and primer are chemically compatible.

Its now time to make the big trip to your paint dealer. You should know exactly what paint system you'll be using, what color you want, and what in the way of primer types you'll need.

If you're only doing one tank-side covertail section-fairing set, you'll only need one quart of each primer and paint you want to use. Get a gallon of lacquer thinner for cleaning up with, and a gallon of reducer if you're using enamel, otherwise a quart will do for between coat washing. The paint dealer should give you some paper-cheesecloth strainers and a few stirring sticks for free. If you're shooting clear coats you might consider one of the very fine mesh filters available to keep all the grit out of that last clear coat.

At last you're ready to start the fun part. From here on out its all down hill. To apply the primer, thin it to the recommended consistency, wash the tank with reducer (allowing adequate drying time) and shoot the primer in full, wet coats. Allow to dry between coats, and sand lightly (400 grit) to remove any dust or imperfections. Wash with reducer between each coat and tack off the surface before you paint, especially on the last (usually the second) coat of primer. Tack rags available from your paint dealer are the best for getting all the last little bits of dust from the surface to be painted. They're usually made of cheese cloth and impregnated with a sort of waxy-sticky stuff that dust loves, yet they glide over paint like an eagle on air.

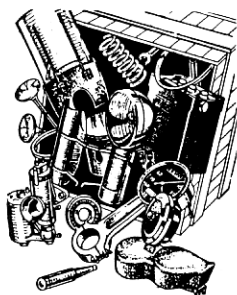
If you've used a surfacing primer to help level out some fine sanding scratches be careful to let it dry very thoroughly between coats. This will let all the solvents evaporate from it and avoid trapping them under the top coats. Trapped solvents can cause the top coat to blister later. Seal your last coat of surfacer with a recommended sealing primer. Sand the last primer coat with great care, wash with reducer, and tack it off. You're ready for your top coats.

This is where all your preparation work really pays off. Small slips in cleaning, sanding, or feathering out repairs really show up when the color coats go on. If you've got any misgivings about that "little shadow" or the "tiny scratches" in your primed surface, best to stop right now, sand 'em out, and possibly reprime.

Again, mix your top coat paint to the manufacturer's recommended consistency. Lacquers are usually thinned 2:1 thinner to paint, enamels 1:2 thinner to paint, and Imron 1:3 activator to paint. Strain the paint when you pour it into the spray gun cup; use at least two of the paper/cheesecloth strainers the paint store gives you.

Where you paint is just as important as how you paint. Dust is the biggest problem here; it gets into the wet finish and leaves rough spots that spoil the gloss. Bugs are another problem: They seem to go for paint like Norton riders for beer. Continued Next Month

WANT ADS



NOTICE: The Norton Owners club expects you to bargain in good faith and honesty, but assumes no responsibility for the goods or services offered in these want ads. ED.

FOR SALE:

1947 Norton "International" engine. Perfect fins on iron barrel and head. Some rust on valve gear, some minor and major pitting on portions of cases and rocker box (all hidden once engine is back in frame). Engine won't turn, but comes with magneto in place (rough) but no generator.

BEST OFFER (crated free, shipping extra) or interesting BMW, Vincent, or "Steib" sidecar parts in trade. Two photos \$1.

Roland M. Slabon
Box 132
Andover, Mass. 01810

PS-What can you tell me about a '26 Norton, Model 21? There's one for sale locally.

FOR SALE:

'47 NORTON Inter. engine. Cast iron barrel & head. Needs rebuild. Complete with magneto. \$650/offer.

Joel Hansen
Box 809
Los Gatos, CA
95031-0809

FOR SALE:

'73 Roadster, 750cc, disc brake, rebuilt. New fresh engine, trans., new paint. Perfect condition. Too many extras to list.

Jim
415- 534-8030

FOR SALE:

'71 Norton with '73 disc front end. Unique single carb set-up. Dunstall fairing, seat and 5 gallon tank. Spare parts and extras. \$800 firm.

Don Woodall
415-383-2519
evenings

FOR SALE OR?

The question is: Should I put a Norton engine in it or sell the bike?

The bike is: Rickman made for Triumph engine with dead Yamaha TX 750 in it. Chrome moly frame, Ceriani forks, Borani rims. Hurst-Airheart disc brakes (triple) original fiberglass seat and tank. New Dunlops, wiring, etc. \$1000.

Please advise:

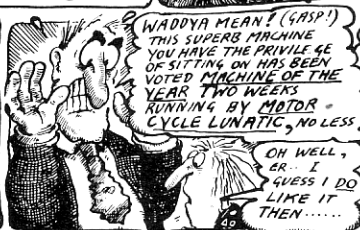
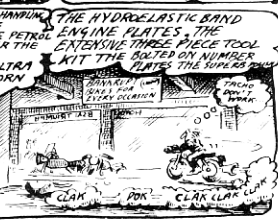
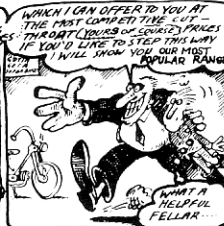
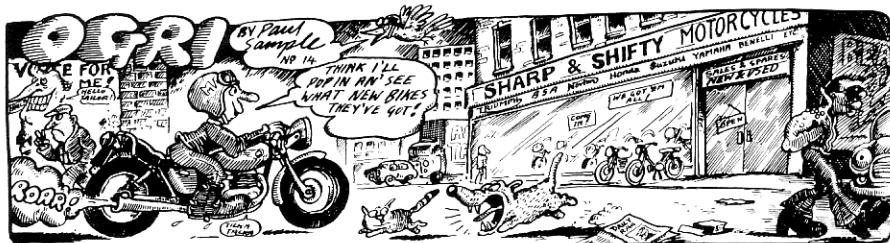
S.R. Kelley
Box 682
Mendocino, CA
95460
415- 937-5278

FOR SALE:

'73-750 Rebuilt from scratch 2 yrs. ago New Imron paint job on frame, tank and fairing. Roller bearing, tranny, oil filter, 2-1 exhaust, the works! 18" rear rim, Dunlop tires, Konis, many extras. Needs good home, sell only to true enthusiast. \$1275/offer

Scott
415-455-8776





WE HAVE IT NOW!
Call or write:

Norton **Britalia Motors** **75A**
DUCATI **385 Tully Rd.**
385 Tully Rd.
San Jose, CA 95111
 "Comprehensive stock of parts shipped UPS daily"
MOTO GUZZI (408) 295-4341 **MATCHLESS**

Husqvarna
TRIUMPH

HUGE CATALOG - \$6.00 POSTPAID

Hall-Burdette

MOTORCYCLES

Norton


MOTO GUZZI

DUCATI

We have been selling and servicing Nortons since 1948 and have a good supply of parts and accessories, both new and used. Our mechanic, Bob Bennett, has been repairing Nortons for over 20 years and is a recognized expert. Thor Berke, our parts manager, has a thorough familiarity with all Norton parts and accessories.

2010 DEL PABO BLVD.

SACRAMENTO, CALIFORNIA 95815

PHONE (916) 925-1797

Norton

I would like to thank the dealers who have advertising on this page for their support of our club. To the members I would like to say, drop in and check them out; and, if you buy, mention that you saw their ad. Your patronage is appreciated!

Also, there is more space available for anyone out there who might like to advertise. The rates are \$35 for 6 months and \$60 for 1 year. Who could ask for a better deal.

Call or write: Dave Kerst, 371 Hickory Ave., Tracy CA. 95376 (209) 835-7468 until 2PM or (415) 443-6300 between 4PM and 10PM.





MOTO MORINI

T.T. MOTORS

Norton Owners - T.T. specializes in European motorcycles and offers complete parts, service, and machine shop for all the wonderful bikes we sell.

Stop by and visit and check us out!

- * Complete line of British tools
- * Manuals and spares for your Norton
- * Speed Equipment:

Megacycle and webcam camshafts
Single Mikuni kits
Exhaust port repair \$45 each
Valve jobs and port work
Cylinder boring and surfacing

- * 10% discount on all parts (except Lucas) to N.O.C. members

2800 Adeline Street
Berkeley, CA 94703

9 a.m. - 6 p.m. Tues. - Sat.

845-8235



MOTO GUZZI 
MUNROE MOTORS, INC.

MOTORCYCLES
SALES - SERVICE - PARTS

Munroe has three mechanics that are familiar with Nortons and have been for a number of years. We can replace exhaust ports with the head on the bike and don't know of anyone else who can. The job looks like original factory! Call for a quote on shop prices. We also have a good Norton parts supply.

MUNROE MOTORS


INC.

412 VALENCIA ST.
SAN FRANCISCO 94103
PHONE 626-3496