

Norton Notice

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

NO. 100

AUGUST, 1986

**STEINMETZ SECOND
AT
LAGUNA!**

**LOUCKS FIRST
IN
SAN JOSE!**

FULL DETAILS INSIDE



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



Norton Notice

is published by the Northern California Branch of the Norton Owners Club. Its 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) as long as it is in good taste, so that other Norton enthusiasts may enjoy it. For Branch members who cannot attend club meetings or club rides, the NORTON NOTICE affords an opportunity to share experiences and information with the membership of the Branch, and to bring the Branch members closer together.

The deadline for items to be submitted for publication is the 15th of each month.

Membership in the Northern California Branch of the Norton Owners Club is available for \$25.00 per year.

Membership dues are payable to the Branch Secretary/Treasurer.

Renewal dues are payable at the end of the individual's membership year, that month being designated by the last number of the individual's membership number as located on the mailing label of the NORTON NOTICE or the membership card. For example, 745/2 denotes member 745 with dues expiring on the 1st of February.

All changes of address should go to the Branch Secretary/Treasurer, not the NOTICE Editor.

Subscription to the NORTON NOTICE only is available for \$15.00 per year. This does not include membership in the Northern California Branch of the Norton Owners Club, nor does it afford any of the rights or privileges of membership in the NOC.

Membership in the Northern California Branch of the Norton Owners Club entitles a member to monthly issues of the NORTON NOTICE and bi-monthly issues of ROADHOLDER magazine, which is sent directly from England, keeping members informed of Norton owners' activities worldwide. Membership provides voting privileges at all NOC and Branch meetings, and allows one to purchase Norton spares directly from England, at significant savings, through the NOC Spares Program.



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PARAPHERNALIA

Volunteer
needed

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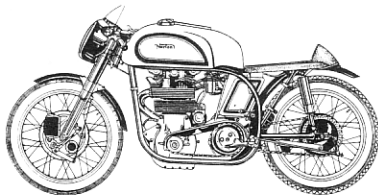
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San Jose, CA 95129
(408)973-0838



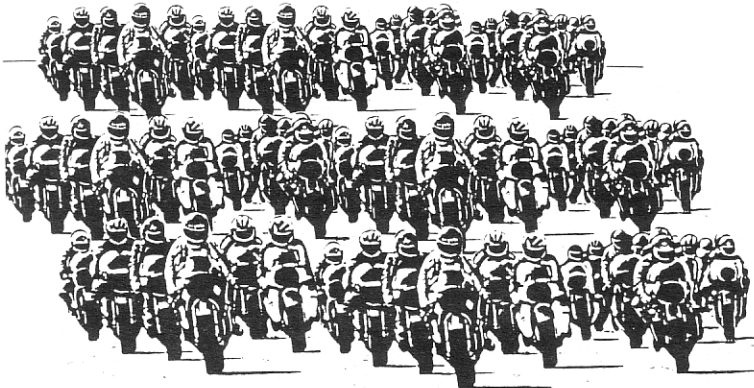
Important!

(Please take note of the following line print.)

The object of the Northern California Branch of the Norton Owners Club is to promote, encourage and develop all motorcycling activities. The Club's members are owners of Norton motorcycles, and they often submit for publication in the Norton Notice technical tips pertaining to motorcycles of the Norton marque. Technical tips so published have been reviewed for technical content and are believed to be both acceptable and workable, but no guarantee is made or implied that they will work correctly, nor is any liability assumed by either the Norton Owners Club or the authors for any problems resulting from use of these technical tips. The Club also assumes no responsibility for the acts or omissions of its members in connection with Club activities. Norton Notice articles or other material express the authors' views only and not necessarily the official policy of the Norton Owners Club or its Northern California Branch. The editor reserves the right to accept, reject or alter all editorial and advertising material submitted for publication. Advertising published does not imply endorsement of products, goods or services. Now you know.



1963 catalog drawing of Manx 30M and 40M



UPCOMING EVENTS

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 OIL AND GASOLINE BY THE SCHEDULED DEPARTURE TIME AND ALL PERSONAL PROBLEMS TAKEN OF. IN OTHER WORDS . . . PULL TANKS AND EMPTY BLADDERS!

Aug. 14 Thursday Branch meeting. Malibu Gran Prix in Redwood City.
7:30P.M.

Aug. 17 Sunday AFM races at Sears. Call track to verify that races
are on. (707)938-8448

Aug. 23-24 Sat., Sun. August club ride. Destination, Sonora and
exploration of the area. Departure from Holiday Inn, Livermore at 10:00A.M.

Aug. 29-31 Fri.-Sun. 5th All British Motor Sports Meet, Overland Park
(suburb of Kansas City), Kansas. Gate fee \$12.50. (913)384-6146.

Sept. 12-14 Fri.-Sun. Annual Norton rally. Near Leggett. Note change of
date. See announcement in this issue.

Sept. 14 Sunday AFM at Sears

Sept. 26-28 Fri.-Sun. SDNC and SCNOG annual "Rally Under the Stars",
Portrero Hill Rec Area, San Diego County, off Hwy 94 near the U.S.-Mexico
border crossing at Tecate. \$25.

CONTINUING:

CMC Night Motocross. Every Wed. & Fri. night, Baylands Raceway, Fremont.
Info: (415)651-2545.

AMA Speedway Racing. Every Thurs. night, Baylands. 8:00 PM.

"Motorcycle World With Larry Hoffman", KTIM radio (100.9 FM), Sunday nights
10-11.

AUGUST

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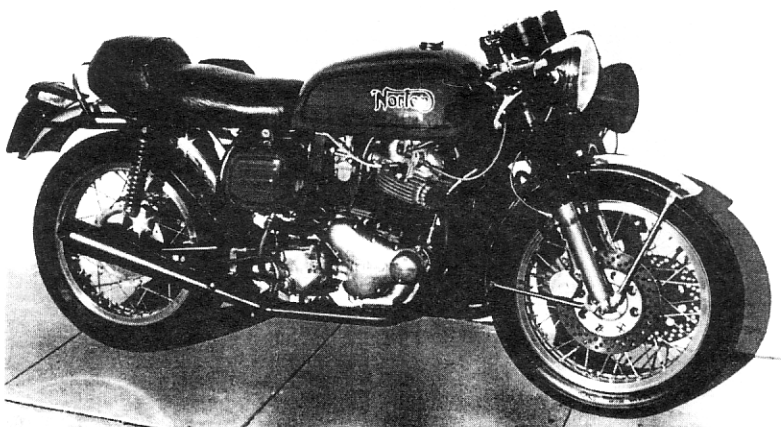
OCTOBER

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The Norton experience



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



WHAT I WANT IS A NORTON THAT'S DIFFERENT! by Gene Austin

About ten years ago I saw a bike in London similar to the one pictured above. It had a Commando 750 engine in a featherbed frame and belonged to Alan Osborn, an individual who has held numerous positions in the NOC in England. Alan told me the advantages of combining a higher performance engine with the famous featherbed frame and even took me to see a couple other bikes set up in much the same manner.

I bought a disassembled 750 Combat engine about four years ago and an Atlas rolling chassis about a year later and decided that I would put the two together and have a bike that's different from any other Norton that I had seen in this part of the world, although I suspect there may be others hidden away. The original idea was to make it a sleeper, a bike that looked run-down but was actually faster and handled better than a good Commando. In the early stages of assembly, I began to realize that I couldn't live with a "rat" bike so the project took a slightly different direction after that realization was met. Since this photo was taken, the clip-ons have been replaced with low handlebars in the interest of riding comfort.

The slimline frame, swing arm, gas tank, battery box, oil tank, seat pan, tail light, and triple clamps are all that remain of the original '67 Atlas rolling chassis. I tried to use as many Commando pieces as possible in the interest of reliability (relative reliability, that is) and availability. The engine, complete primary drive with 850 bronze clutch, gearbox, wheels and brakes, front forks, rear shocks, instruments, handlebar switches, and headlight are Commando parts of various years.

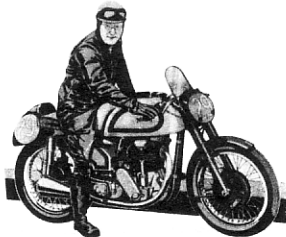
Specifically, the engine still has the 10 to 1 Combat compression ratio and runs without ping on "premium" gas, much to my delight. Dual 34mm Mikuni carbs with K&N air filters feed the re-angled oversize intake valves in the ported and flowed Combat head. The valve springs are Norris sets with titanium retainers and the valves are opened by a Megacycle cam. The standard exhaust valves dump exhaust into the 1 1/2" diameter exhaust system custom made by Tony Williams of Williams Pipes. A Boyer transistorized ignition and high output Accel coil fire the sparkplugs.

The fork tubes are hard chrome plated Commando length items with a GCP fork brace, Commando disc brake, and a stainless steel fender. Both wheels have Buchanan stainless steel spokes, Akront aluminum rims, and Dunlop Sport Elite tires, 4.10 x 19 front and 4.25 x 18 rear. The rear hub has the three bearing Commando cush drive and brake and the rear shocks are Koni items, also in the Commando length. The rear fender is a chromed, modified Triumph or BSA unit given to me by fellow NOC member Dave Cronin. Most of the electrics are Commando items and the bike relies on a standard Commando capacitor as there is no battery. The starting procedure that I've worked out is a little complicated, especially seeing that the Boyer unit doesn't like low voltage conditions, but the bike starts quite readily if I follow the drill correctly.

I don't know how much the bike weighs, but my prime objective is reliability so there isn't as much aluminum on the bike as I could have used. Most of the hardware is stainless steel and all of the nuts are self-locking. The engine was re-balanced to match the change to rigid mounting, but it still vibrates pretty good so I used Loc-tite where necessary.

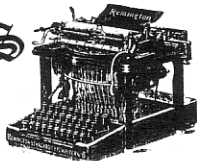
Initial reactions to the complete project are that it runs real good below 5000 rpm, but the vibration above that point detracts from the package. I'm relieved to see that it does run so well at lower rpm because I was afraid the engine modifications would result in less power at low rpm and more at high rpm. I guess the relatively tame cam is the key to this project.

Gene Austin





EDITOR'S NOTES



AUGUST NOTES

Word has it that Harvey "Mercury" Loucks sped to the scene of a once-in-a-lifetime sale and is now the proud owner of a JPN. Letters of congratulation have been pouring in from around the world and more than one NOC'er has been overheard muttering, "How the hell did he do it again?"

A beaming Lee Steinmetz acknowledged that Yes, it felt good, to have captured 2nd place in the BOTT- Light Heavyweight Modified in Saturday's Laguna race. Actually Lee came in third but an upheld protest resulted in the disqualification of the #1 finisher, Eric Ginn, aboard a Ducati. From my vantage point at the base of the corkscrew, it looked like someone was going to go down every time Eric Ginn and the Vision rider (name unknown) came by. Though that section of the track is bumpy, the moves I saw suggested overly aggressive riding and it is to the AMA's credit that they recognized a dangerous situation and did something about it (AFM take note: I see the same problem at Sears Point, though rarely among the top finishers.). Steinmetz nosed out Paul Gallivan (Tri) by inches at the finish and Gallivan was heard to mutter, "How the hell did he do that?"

The BOTT featured a number of Nortons including the one ridden by Mick Oldfield who usually races in So. Cal (Willows) and who came off gently (DNF), Robin Tuliue who overbraked and lost it in turn 9 (DNF), Eric Swortsfigure, hard-charging as usual, and Mark Weisendanger. Mark was still trying out advanced lean angles made possible by the recent fitting of race slicks. Dave Neal (see interview in this issue) had his hopes squashed when he blew his Quafe in Friday's practice. Dave and his mechanic Tim Burke had to remove the primary and engine in order to refit the 4-speed box and it wasn't until he was positioned on the grid for Saturday's race that he noticed that oil seepage from the rocker boxes was becoming serious. After two laps he was forced to retire with a cracked oil feedline. Dan Phillips, easily the best dressed NOC'er at Laguna, in a dazzling set of new gray leathers made by friend Lou of Lou's Leathers, proved that he is a prudent man by taking his time to learn the track in his first time outing at Laguna. He is impressed, by the way, by the indestructibility of his machine (It's a beezee, folks).

I was impressed by the comraderie in the Norton camp. Mick Oldfield came over to check up on Robin Tuliue after Robin's crash (He was OK.). Papa John Gallivan encouraged everyone and even babysat the bikes in tech after the race. Parts were loaned, dinners shared. All in all it's a nice scene, even if they ARE a rowdy bunch.

Speaking of which, I got very little sleep Saturday night-- three hours in between barrel bombs which landed nearby. The boys were whooping it up all right and most of it was good fun but I found the constant stream of obscenities flowing from a group parked next to us offensive. We finally had to move to the

other side of our bike because it appeared that we might be run over during one of the frequent in-and-out trips of our "neighbors". We also worried about being burned alive as they occasionally poured gas on their campfire to encourage it to burn. I remember wishing as I dozed off for the final two hours, that we were sleeping under my DUC so that I could greet our friends early with the tail ends of a pair of rusted out Contis inches from their baby faces.

The racing was superb. I continue to be amazed by the sheer guts it takes to ride a course like Laguna at speed. I find it fascinating that rider reflexes and modern technology make it possible to ride (relatively) safely at these high speeds. And I find it humbling to think that while my limit is well under a ton, these racers are just beginning to warm up once past 100. More power to them-- I hope they can continue to pursue their sport without injury. The tracks are installing hay bales here and there to help with mistakes.

Finally, I am curious as to your impressions of Laguna. Frankly, I am disappointed in the lack of decent spectator viewing, the cost, and the general party nature of the event. It approaches a circus to me-- from the crowd antics to the announcer hype. I see more emphasis on RACING at the club level than I did at Laguna. Does anyone else feel this way, or am I just turning into an old fart?

RANDOM NOTES

* * * NOCcerettes (sorry ladies, couldn't resist) Suran Weissner and Margie Siegal would like your help in welcoming Pat Hayes who is an Essex, England, NOC'er due to arrive in the Bay Area September 4. Pat was most gracious to both Suran and Margie when they took their trips abroad and they hope to show Pat that we can reciprocate in kind. At the moment plans call for a greeting at the airport (S.F., 9/4, 8:05P.M.) and for a club member with a spare Norton to loan to Pat while he is here. If you wish to help give either Suran (408-475-6406) or Margie (415-654-1933) a buzz.

* * * I like to keep a tankbag permanently strapped on to carry raingear, small foam pieces for those two hour rides that turn into five hour journeys, and miscellaneous junk. I recently took off the harness so that I could remove the tank and discovered that the webbed straps had left their pattern in the paint. If you have a tankbag make sure you've got something soft like foam rubber on your straps to prevent this from happening. I'm hoping that the paint will "relax" and return to its original smooth contour. My paint job, by the way, is at least five years old. If you've got a freshly painted tank I would guess that the risk of strap damage is greater.

* * * My Boyer pickup crapped out after 2,000 miles of use. Symptoms of the malfunction were missing and backfiring. With no points to fiddle with your only hope for repair is to carry a spare and substitute. Phil Radford carries Boyer pieces as well as the complete kit. I have sent the defective part to England to test Boyer's five year guarantee.

* * * Those of you with tender buns may be interested in the Allyn Air Seat. I bought one recently and it makes a nice alternative to either refoaming your seat or buying a custom made one. The air seat is made from a heavy duty vinyl, is adjustable depending on how hard you can blow and how quick you are (sealing the air holes; not difficult really) and more-or-less blends in with the bike. Installation is easy and I predict that the seat

(Continued on page 8)



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

PARAPHERNALIA

- | | |
|--|--------|
| 1. "My success is due to my unapproachable Norton" T-shirt, black with gold print.
Large only. | \$8.00 |
| 2. NOC classic "N" T-shirt, dark blue with white print. Large and X-large only. | 8.00 |
| 3. " " " " " " " black with white print. Large only. | 8.00 |
| 4. " " " " " " " white with black print. Medium and large only. | 8.00 |
| 5. Northern California Branch logo T-shirt, white with blue and red print.
Small, medium and large. | 8.00 |
| 6. Northern California Branch logo baseball jersey, white with blue and red print.
X-large only. | 9.50 |

NOTE: All T-shirts are \$1.50 postage.

- | | |
|---|------|
| 7. Commando Service Notes, 45 pages compiled and printed in England by NOC. | 5.00 |
| 8. 3"x 3" NOC machine badge. | 6.00 |
| 9. 4 1/2" red NOC sticker. | 1.00 |
| 10. 2" " " " " " " " " " " | .50 |
| 11. 2 1/2" x 3 1/2" red, white, and blue NOC sticker | .75 |
| 12. 2" red, silver, and black NOC sticker | .75 |
| 13. 4" red and white embroidered cloth NOC patch | 2.50 |
| 14. 2" " " " " " " " " " " " | 1.50 |
| 15. red enamel NOC lapel pin | 1.25 |
| 16. " " " " " key fob | 1.50 |
| 17. red, white, and blue enamel John Player Norton lapel pin | 1.50 |
| 18. " " " " " " " " " " " " " key fob | 1.75 |

Scot Marburger
8422 Cypress Ct.
Dublin, CA 94568
(415)833-0268

Call or write for details concerning availability and postage of items.

NORTHERN CALIFORNIA BRANCH TOOL LOAN-OUT PROGRAM

Get in touch with Harry Bunting if you need one or more of the following tools for working on your Commando. A refundable deposit equal to the replacement cost of the tool is required at the time you pick it up.

TOOL	DEPOSIT
exhaust lock ring tool.....	\$10
timing cover oil seal guide.....	5
clutch spring compressor.....	12
clutch locking tool.....	18
valve spring compressor.....	22
rocker spindle puller.....	25
crankshaft sprocket pulier.....	12
timing pinion puller.....	20
gearbox layshaft bearing extractor..	15

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Mountain View, CA 94040

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- The shop for classic and antique British bikes: AJS, Ariel, BSA, Norton, Matchless, Royal Enfield, Triumph, Velocette & Vincent.
- We stock all currently available Commando parts, plus a lot that aren't.
- We also have a good selection, and source of pre-Commando parts, both new and used; at reasonable prices.
- Full repair and machine shop services available.

THE WEST COAST JOBBER FOR

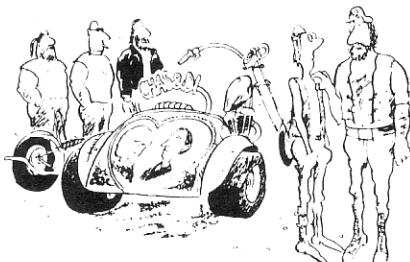
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"Nice brushwork Kevin, but me and the rest of the Road Rats feel it doesn't quite fit the club's image."



\$ WANT ADS £



ALL ADS WILL RUN FOR TWO MONTHS UNLESS YOU RESUBMIT THEM IN WRITING TO THE EDITOR.

FOR SALE

1974 Norton 850 Roadster. Red, clean. \$1,400.
(707)763-4615

FOR SALE OR TRADE

1965 BSA A50 500 Royal Star twin. 80% complete, all orig. Needs engine rebuild but will still run. Ratty but original. \$800 obo or trade for 50's A10 in similar cond. or ?. Have truck, can travel.

Stefan Morosky
35819 Vinewood St.
Newark, CA 94560
(415)796-5861

FOR SALE

1967 Norton P11--rare Norton-Matchless hybrid. Full engine, chassis, and gearbox restoration. Lightweight, torquey beast. \$2500.

Corey Levenson
(415)420-3231
(415)836-3973

FOR SALE:

Koni 7610 shocks \$100.00
• adjustable damping
• low mileage

Call Tom Borman at: (415) 282-9304 (hm)
(415) 961-3600x240 (wk)

WANTED

- 850 cylinders. Must have good pushrod tunnel bores and fins. Std. bore preferred.
- Smiths speedo- 150mph. Must work.
- Smiths speedo gearbox in good cond.

Chris Nichols
(415)965-4611

FOR SALE

1972 850 Commando. Needs a lot of TLC. Stored over 8 years. \$500.

Richard Lee
730 Emerson
Palo Alto, CA
(415)321-9510

FOR SALE:

24. 850 stainless rear fender. Good con., \$15.
25. 850 center stand. \$25.
26. Oil filter mounting head. \$6.50. (With attached cradle \$5.)
27. N15? oil tank. \$25.
28. P11 transmission case. \$20.

Phil Radford
(408)293-4548
Call morns or wknds

DEALS FROM ABROAD

BMW R100CS, smoke red, 4,000 dry miles, one mature owner in totally immaculate and unmarked condition. Tel 061-9805229.

NORTON COMMANDO INTERSTATE. This bike was one of the last to leave the factory. It was stored away in its delivery crate for years and finally saw the light of day in 1983 when it was built up and registered. It was then sold to one of our customers who sold it back to us last week with less than 3000 on the clock. We now offer it for sale in as new condition for only £2289.

NORTON 850 COMMANDO ROADSTER. Another oil-leaking, vibrating, bone-shaking English bike which is all original and in fantastic condition. If you can live with it, it's well worth £1489.

BSA A65 CLUBMANS LIGHTNING. A pathetic attempt by BSA to make a better bike than the Rocket Gold Star. I'm afraid they failed miserably, but we only want £1489 for this 650cc twin. If it was a RGS it would be twice the price.

KAWASAKI Z650B. A very clean 650 four that's been sat here in our showroom since last year. We can't understand it. It's absolutely as new and a bargain at £1489.



WE NEED YOUR BIKES



WE NEED YOUR BIKES



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

will last as long as the bike. It gives a comfortable ride with no "floating" sensation. At \$30 it's a deal. I sent a check and took delivery in about 2 1/2 weeks.

*** Thanks to John Covell for setting up the S.F. restaurant for our July branch meeting. We had a room to ourselves and the food was good.

Though the S.F. meetings continue to draw fewer members than the Palo Alto ones, they are a welcome change for those of us living in S.F. or the East Bay.

*** The August 14 meeting will be held at the Malibu Gran Prix in Redwood City (visible to the east from 101). We're combining forces with the S.F. based motorcycle club The Northstars. The management at Malibu has promised us our own track. Cost is \$1.50/lap. A portion of the money collected will be going to the Danny "Magoo" Chandler fund, and a portion to the fastest lap winner. Flyweight Norton owners may be asked to ride one-handed in the interests of fairness.

Those of you who lose the key to your Kryptonite lock (and probably other similar locks) needn't fret. Simply take the spare which says "DO NOT DUPLICATE" to your local locksmith and he'll oblige without batting an eye. At least mine did. Those of you who cannot find your spare simply carry your bike to your local locksmith and he'll probably be able to make a key for you. But the REAL test of your locksmith is for him to make a duplicate of a Duc ignition key. If you own a Duc start the search now or you may need to replace the ignition switch, and that could take years.

*** We mentioned in the last issue that we need a Paraphernalia volunteer for the club. Don't be shy. Also, a reminder to send in those annual renewal forms. Those of us who assemble this rag would be very unhappy to learn that our extra efforts at including the application form are being ignored. Our Sec/Treas smiles a lot when you are on time with papers in good order. Keep him happy.

Hi, Mom.

Lou



425MPH ON A NORTON

Plans have been drawn up for a new streamlined record breaker powered by a pair of turbocharged Norton rotary engines.

Target for the two-wheeled projectile is a staggering 425mph!

The world motorcycle speed record is held at 319mph by Californian Don Vesco but the new British challengers are looking to completely rewrite the record books.

Their goal is to claim the outright title for wheel-driven vehicles which means topping the 409.3mph notched up by the "Goldenrod" car powered by four Chrysler V8 engines.

The new streamliner is the idea of David Cox, a consultant engineer working with March Engineering, the leading race car makers.

Preliminary design lay-outs for the machine have already been drawn up following talks with Norton and former sprinter Geoff Gardside, the man in the hot seat.

Gardside is looking at several alternative ways of going for his 425mph target but the Cox design looks favorite.

"It would make the quickest possible motorcycle at reasonable cost," said the 47-year-old rider.

The machines breaks new ground with the Norton engines being used to drive both wheels via belts. The front wheel drive would be through a constant velocity unit in the hub center steering.

The design calls for the rider to lie prone in the nose of the projectile which juts ahead of the front wheel.

Mr. Cox believes the record will be in sight with the use of turbocharging and methanol fuel.

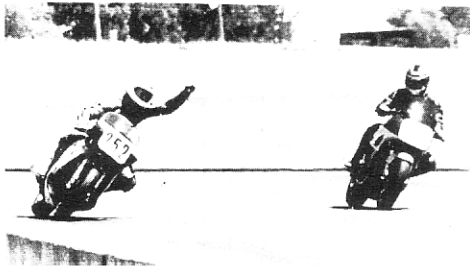
Mr. Cox is also involved with Comtech, a subsidiary of March Engineering, who are building a wind tunnel with rolling road facility which could be used to check out the aerodynamics of the design.

"It would be very much like a cruise missile," he said.

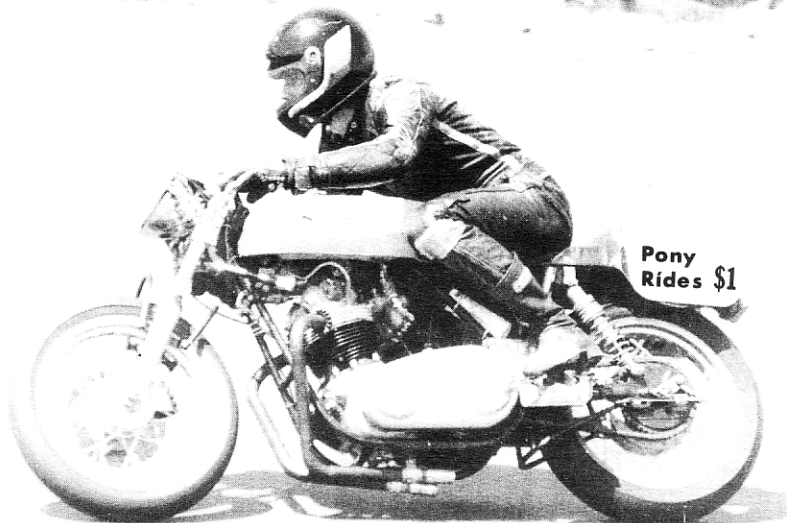
(From Motorcycle News, May 14, 1986)

FLY YOUR NORT TO ITALY

We have received word from BIKE TOURS UNLIMITED that openings remain for tours of Italy on board your favorite steed. Their 15-day tours depart L.A. aboard Alitalia nonstop 747s on 8/20, 9/10, and 10/1. No prices are mentioned but if you are interested you can contact them at (213)833-2671 or write to P.O. Box 1965, San Pedro, CA 90733. And if you go, write it up for us so that we'll know whether or not to go NEXT year.



Teacher, I have to go to the bathroom.



Mark Wiesendanger begins new occupation by warming up his steed.

FLO

DYNAMICS

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New Product Release

After much time and testing of intake systems, we have developed the ultimate in dependability and performance for your British motorcycle. This Dellorto pumper carburetor gives amazing response in all throttle ranges. Kit comes ready to bolt on with simple frame modification.

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- Barnett throttle cable

Sold retail \$249.00.

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Technical information available upon request.

Thanks for your interest in our products.

25% DISCOUNT ON 3 KITS
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Sincerely,

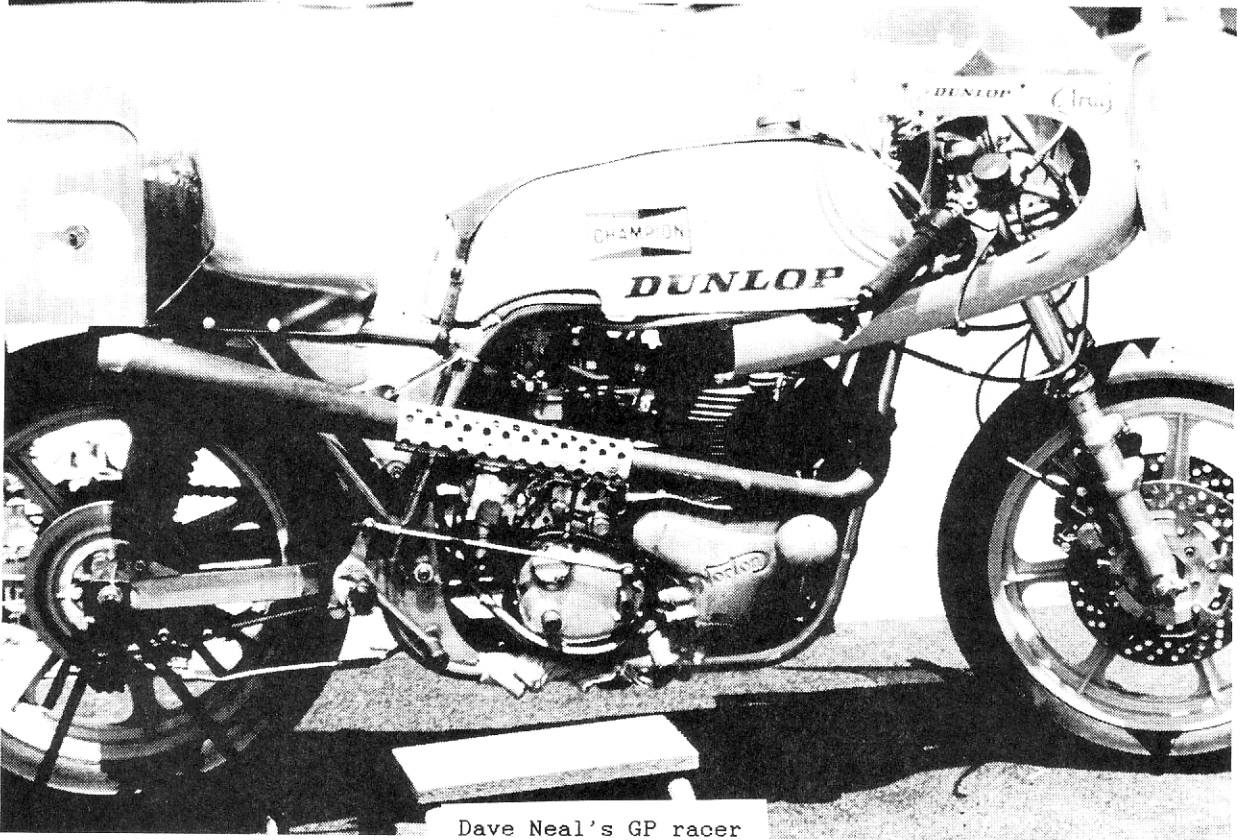
Perry Kime
FLO Dynamics

Triumph Belt Drive

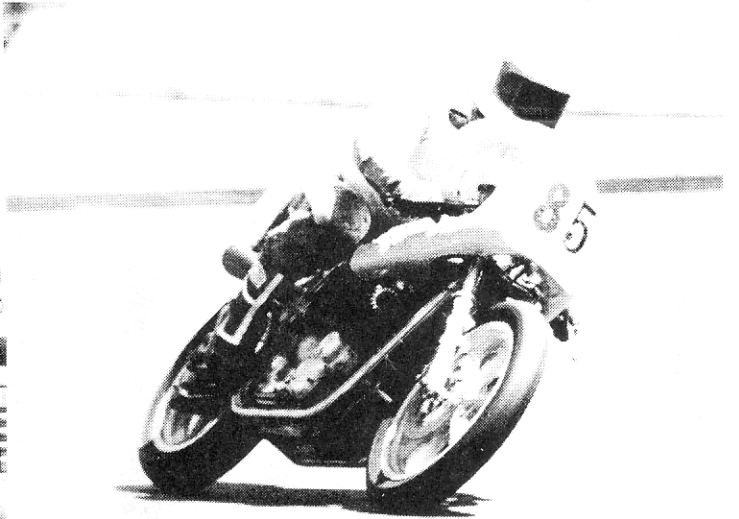
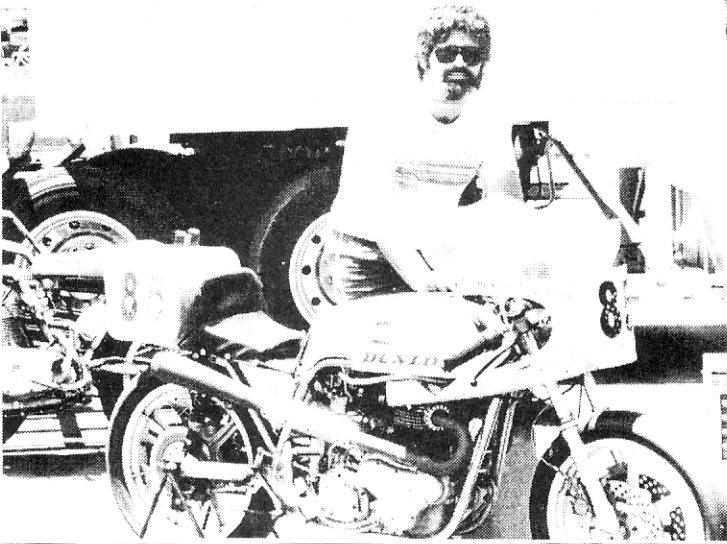
For 1964 and later 650 and 750 twin. Developed by the world's leading belt drive manufacturer. Guaranteed to fit and work perfectly. Now only \$249 plus shipping. We also accept Mastercard and Visa by telephone. Dealer inquiries invited.

No Lead Gasoline Conversion

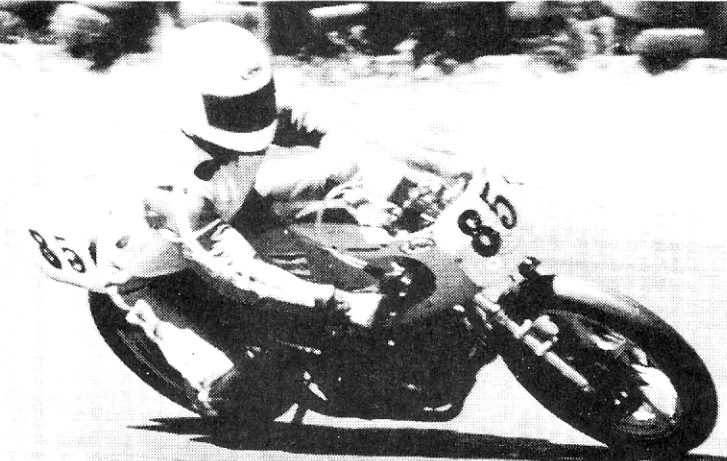
For Norton Commando and Triumph Twin. These USA Import model British motorcycles were designed to use premium gasoline with 98 octane with 4 grams of lead per gallon included. As of January 1, 1986, the EPA has limited our gasoline to 92 with 0.1 grams of lead and caused big problems for the Norton-Triumph owner. Top end overhauls don't come cheap but our Auto Advance Conversion does. We can overhaul your auto advance and modify the spark curve to use no lead gasoline and return it to you the following day for only \$85 plus shipping. Send 838 and avoid COD charge.



Dave Neal's GP racer



Lean to the left

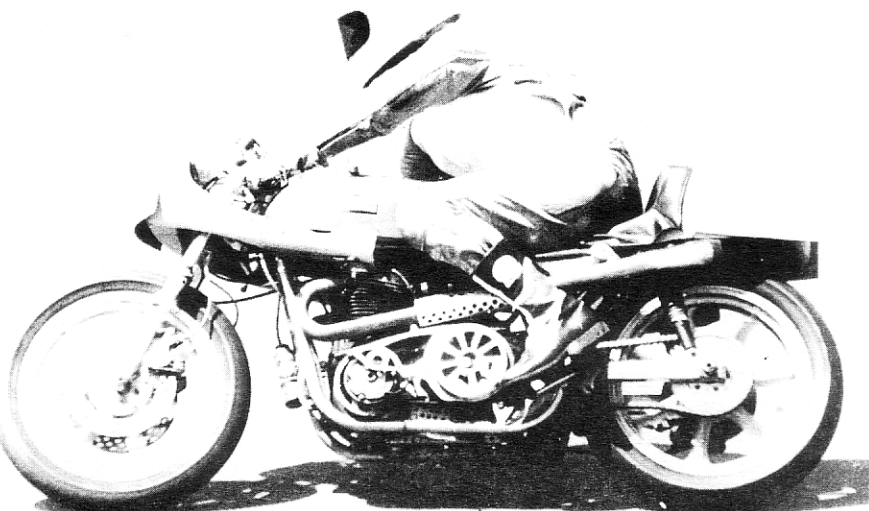


Lean to the right



(1 to r) Bruce Graf (SCNOC), Scot Marburger, Gene Austin, Phil Radford.





LET'S GO

This month's interview features Dave Neal, a jack-of-all-trades who has been racing for the last sixteen years. Most of his track time has been at Sears Point where he flashes his dazzling yellow GP Norton around the track, but he has run at Laguna, Ontario, and Riverside. I visited Dave at his home in Mill Valley where he was building a 10' high skateboard ramp with his son Greg. Dave's carpentry and landscaping skills are evident. In addition to time spent as a tax lawyer and partner in a fertilizer company, Dave has managed to transform his backyard and home into a most tasteful living environment.

He has owned more P-11s than I could keep track of. He'll take one to Laguna to show along with his production racer (if he gets a new bubble for the fairing in time). When you read this he will have run in the BOTT.

Dave bought three new N-15s while he was living in Nebraska. He had trouble keeping rear tires on them-- the knobies they came with got eaten up on the street in no time and replacement Pirellis lasted only a little longer. K70s seemed to work well, however. He was very fond of the machines and says now that he never rides a motorcycle that he can't pick up.

Dave has one street bike currently-- a Guzzi LeMans which he set up to shift like a Norton. The license plate says "Nortoni". The bike was involved in a spill (integrated braking doesn't work so well when you're trying to scruff off speed in a gravelly turn) and Dave plans on repainting the gas tank Norton racing yellow with the name "Nortoni" on it.

Dave has had a long history of involvement with Nortons and we talked about some of his experiences.

RACING !!

LC: How did you get started in racing?

DN: The first time was about 15 years ago at Sears Point. I've lived in the Bay Area since '67; I had been doing the Sunday morning ride for years and one Sunday I went to Sears with friends. One of them suggested that I race and offered me some leather pants. So I tied some number plates on, wired everything up and went out and raced. I had a Norton P-11 with Cerianis and Kosman discs and a stock engine and ran in Open Superstreet and Open GP. It was competitive. I've got a Norton downstairs which was winning all the time then which was owned and ridden by Rick Humphrey. I was getting seconds, thirds and fourths although I never won a race then. But I managed to tie for second in the point standings for Open GP in 1975.

LC: Tell us about the bike you currently race.

DN: It's tuned by Tim Burke who used to be a flattracker. He's a far better mechanic than I am and I found that I just didn't have the time to do all of my own wrenching. It's too distracting to have to be tweaking on a bike when you really need to concentrate on racing it. I'd be working until two or three in the morning the night before a race and it got old after awhile. I actually dropped out of racing for about two years because of that. I wouldn't be racing today without Tim's help. Tim stopped racing when, at a TT, he fell down, someone rode over his head, and when he saw the tire marks on his helmet decided that it was time to hang up the leathers. My lucky break. I got the frame for my current bike around '73, and I bought the short stroke engine new, still in the crate. I sent the thing down to Axtell.

(Continued on page 13)

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



In the early seventies they did a lot of work extracting the maximum horsepower from Nortons, using 34mm Dell'Ortos, Axtell cams, heads, exhaust systems. I guess they were getting 76 horses on the dyno. I'm running that same basic engine. But I had some problems with it that I think resulted from some of their work. Tim Burke handles most of it now although Hall-Burdette rebuilt the short-stroke engine for my Production Racer.

LC: How does the Production Racer compare with the GP racer?

DN: First of all, it's a stock short-stroke motor with an SS cam. It's strong and quick for an eighteen year old motor but it weighs close to 400 pounds and the GP bike weighs 320. Plus the GP has probably 15 more horsepower.

LC: Where is the weight difference?

DN: The GP bike has a Dunstall lowboy frame with a new swingarm which I had to have made for it; a rectangular tube box section with a broached rear axle. Unfortunately because of the narrowness of the frame there is a real limit to the size of tire I can put on. Even with the sprocket spaced out and the engine over 3/8" to one side I still have to cut about 3/8" off of one side of the tire to clear the chain. They just didn't have tires in the mid sixties like the ones we use today.

LC: What else is different?

DN: I'm running a belt drive. I don't have cush drives in the rear because it's a solid sprocket (Morris mags). I did have a cush drive engine sprocket which I got from Brian Slark. He handmade this and I wish I'd picked up another when he had one left. We've been running the belt for about a year and a half now-- it's not the wide one, but it's been holding up fine.

LC: What about the front end?

DN: In addition to the Kosman rotors on the Morris mags I've got a Brembo master cylinder and calipers which make for super brakes. I've got one of Harry Hunt's plasma sprayed aluminum rotors on the rear which was custom made for the bike. I built this bike in '74 and ran it for the first time in '75. I took it to Riverside. The guy who made the oil tank left a little V at the bottom of it and when I ran I had a little slack in the chain. The chain sawed a hole in the V of the oil tank. I wound up sliding both wheels, flattacking it, when the oil got all over the rear tire. I managed to keep something up only because I went off the track into the dirt. Actually last year was the first time I dropped the bike-- eleven years after I started racing it. That was at Sears. Ray Strooka had an RZ350 with a lot more ground clearance and I was trying to keep up with him. We probably had a similar power to weight ratio and I had beaten him in the first race of the season but this time, in the carousel, I was pushing it to keep up with him and ran out of clearance. I dragged the primary chaincase at about eighty, the rear wheel unweighted and spun when I gassed it coming out of the corner. I low-sided. I laid out on my back and just slid 250-300 yards down the track with the leathers smoking. I got up from it without any bruises, scratches, or anything broken. The bike unfortunately didn't fare as well; the primary was broken, the tank was smashed up, the fairing was scraped, the front end was tweaked.

LC: What is your impression of racing at Sears nowadays?

DN: There are just too many people running there now. The AFM is going to have to restructure, like other clubs have done (SCCA, for example) and have novice races. They could run novice races on Saturdays so that the track is not so crowded and so that you don't have such a disparate variety of skills on the track at one time. The average rider should have to run a year on a probationary license where he can only ride novice races. Then, if he demonstrates some skills, he could be given a full competition license. It's not fair to the new riders, and it's not fair to the experienced riders. It creates a potentially dangerous situation to have both groups on the track at the same time. When I first started I'd be in an Open GP with six to ten entries. The guys that were really fast would be ahead of you and as long as you could keep them in sight you could learn a little about their lines and their braking. But there's a big difference being on a track with ten motorcycles and being on that same track with seventy motorcycles with differences in lap times of twenty to thirty seconds.

I've only been knocked off once by a new rider but I've come close to being hit a few other times. I've been racing long enough that I've become pretty conservative and being able to ride off the track at the end is far more important than winning. I just don't bounce as well as I used to and I don't like the idea of dribbling my body up and down the track. One time, maybe eight or nine years ago, on a warmup lap I had a run-in with a guy on a Z-1. I came around turn 11 at the end of the lap, rolled off the throttle, sat up, and this guy ran right into the back of me, full throttle. He hit my right heel with his front wheel and really hammered my heel with that heavy motorcycle. He went over the bars. His bike went end over end down the track past me. He was lucky to have packed up his shit and left the track by the time I got off the track or he might have suffered additional injuries! So for a long time at the rider's meetings they reminded people what a warmup lap is. But that's just one of the risks of new riders. The New Riders School helps but you still have the problem of differences in speed during the races.

LC: Has the new pavement made a difference at Sears?

DN: Initially it was pretty slippery. It's had a couple of years to weather now. I hate the chicane that the AMA puts in. That track had been raced on for many, many years without that chicane and they had one accident that changed the whole thing. That doesn't make sense to me. I'm glad that the AFM doesn't run it.

LC: What specifically bothers you about it?

DN: I have to get down to first gear for it and the Norton doesn't really like first gear.

It's been interesting to see the AFM grow over the years; 700 riders at the last race! It's still a safer place than the street for my throttle therapy sessions.





THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

NOTES FROM MOTOR CYCLE NEWS (June 4, 1986)

Jim Reynolds, MCN staffer, had a chance to ride a military version of the Rotary during a Norton club visit to the works. Some of his observations:

The bike is bulky to sit on, but even at walking pace the balance felt right. The rotary engine is so compact there is no significant weight carried above the line between the wheel spindles-- it's down low, where it should be for best stability.

The exhaust note is like nothing else, a flattish two-stroke sound coming from the stainless steel pipes as the engine pulled from low revs up the scale with no sign of a power band in the progress towards the 9250rpm ceiling.

There is no date for its civilian launch. At the present level of police and military business the factory is quietly busy.

But when it does come onto the market, don't expect to see pictures of hundreds of Nortons pouring off production lines, because the factory has a production capacity of about 3,000 bikes a year working three shifts and it doesn't want to start churning out more bikes than it can sell and find itself joining the discount battle.

* * * * *

In the same issue Jim Reynolds tested a new Harris Triumph Bonneville and offered the following:

[It's a 750] that comes with a kickstart and no option and doesn't do much more than an honest 'ton' [and] is no competition for the latest offerings from Japan, or the rest of Europe.

It's a backroads special that will hold its line over most going, but the firm Italian suspension lets you know when you don't pick a line around the worst bumps.

It's smoother than the old 750 was, because the components are now made on modern machine tools of the CNC (Computer Numerically Controlled) tape machines to a very high standard of accuracy. The result is obvious at the end of any run, even speed testing at MIRA: No oil leaks to be seen. The vibration is a lot less too. There is a period of mild shakes between 3500 and 4000rpm, but then the engine smooths out to an acceptable level and the only problem with cruising at 75 or more is the draft. The trouble with the vibration period now is that it happens around the 50 to 60 mph area that you use a lot on the backroads where the Bonnie is in its element.

The quality of engine castings varied a lot, from clean crankcases to downright rough cylinder head. Chris Buckle of Roebuck explained that 'Our' bike was Number 13 of the new generation and details are still being sorted out as the company gets new suppliers to make to their standards.

But a choke control that was remote from the grips wasn't a matter of design-- the same cable is used for high and low bars and it's too darned short for the high version. Result: awkward to use. And the paintwork was not good where badly fitting seat was rubbing on the rear subframe. In fact, the paint had gone and it was down to bare steel in parts. The front brake lever didn't return fully, because the tightening of the mirror stem clamped it in the pivot mount and made it sluggish. (Roebuck says they normally dress the lever down with a file to free it as part of their Pre Delivery Inspection.)

**THE NORTON NEVER
BREAKS VALVES.**

But that kind of niggly fault shouldn't be coming out of the factory in the first place, especially when the building method used at the Newton Abbot factory is for a team of five to build the bike entirely and then one of them road tests it.

Teacher's final comment at half-term: Improving but has to do better.

LAWS MURPHY FORGOT

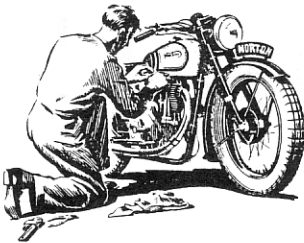
1. If a bug can somehow get into your helmet, under your glasses, and into your eye, it will.
2. On a club ride, the closer a rider is to the front of the pack, the less likely he is going to have any idea where the hell we are going.
3. The spot where you run out of gas will usually be located exactly equidistant between two remote gas stations.
4. The diminishing number of days between now and the next club ride is inversely proportional to the number of indispensable household chores you will be called upon to perform.
5. You are most likely to have an accident two weeks after your insurance policy has lapsed.
6. No matter how great a deal you think you just got on a used Norton, Harvey just got a better one.
7. Your ear won't start itching until five minutes after you put on your helmet.
8. No matter how calm and still the weather appears, the wind will kick up just as you begin to spray paint your gas tank in the driveway.
9. The toilet paper in the restroom at the restaurant is more likely to have run out if you check for it after having sat down.
10. You are more likely to be pulled over by a police officer when you leave home without your wallet.
11. Your garage will always have enough space to hold exactly one less motorcycle than you wish to own.

Art Sirota

WELCOME NEW MEMBERS

Attila the Hun	Ginch, NV
Frank Sinatra	Trenton, NJ
Joe "Fingers" Ziti	Brooklyn, NY





TECH TIPS

TECH TIP

There are some tasteful modifications that are available for your Norton that I'd like to talk about. First, if your original chromed steel rims are bent or rusty, new balanced alloy rims are available for only \$30 from Fair Spares. They will come pre-drilled to fit your spoke pattern if you specify exactly what year, model and type of brake.

Now that you have beautiful rims, you can take advantage of the talents of master wheel-smith Kelly Moss. Kelly is a member of our branch of the N.O.C. and runs San Jose Motorcycle Wheels, (408-259-4058). He can lace up stainless steel spokes on your wheels for very reasonable rates.

Now that you've sunk your summer vacation money into two gleaming wheels, you might wish to have them balanced on a high speed computerized motorcycle wheel balancer. Five Point Tires in Redwood City has such a machine made by Snap-on. They charge \$10 per tire. Their number is 415-365-0280. Ask to speak to Kevin. They supply the wheel weights for free. Do not take them a wheel that has liquid tire sealer & wheel balancing goop inside the inner tube, because that stuff prevents their wheel balancer from working properly. Also, if you plan to bring them a rear wheel, they need you to leave it attached to the sprocket.

-cut

SERVICE RELEASE

Oct. 1971

No. N69

Summary of oil consumption causes.

All Commando

Worldwide (Trade Only)

From previous experience it is apparent that excessive oil consumption has been caused not by any one deficiency but by the cumulative effect of a number of problems - some extremely basic but some of a minor nature. These problems fall into two categories - common problems and less likely ones, but nevertheless, problems which are known to have occurred and which should be investigated in any obstinate case.

FACTORY PRODUCTION CHANGES

We have already introduced onto production those modifications necessary to combat excessive oil consumption figures. The factory improvements with introduction engine numbers are listed below but described in detail in the main text.

- | | |
|---|-------------------|
| Taper Piston Rings (Compression) | Engine No. 138973 |
| 'S.E.' Oil Control Piston Rings
(also on engines 146584 to 147176) | Engine No. 147259 |
| Breaking in oils | Engine No. 149624 |
| Inlet Valve Guide & Stem Sealing | Engine No. 149670 |

COMMON PROBLEMS

The rectification for any Commando showing continual evidence of excessive oil consumption should be dealt with as follows, but at all stages ensure absolute cleanliness of all parts receiving attention:-

1) Taper Piston Rings

On any motorcycle returning an oil consumption figure heavier than 200 miles per pint, replace the middle ring on both pistons with the special ring 06-2262. It is essential to fit these rings correctly with the word 'Top' facing upwards so that proper oil control is gained. This special type of ring is identified by a chamfer on the inner diameter.

2) Scrapper Piston Rings

Spring expander type oil control rings have been introduced. The piston bodies are revised to accommodate the spring expander type of ring and for this reason it is not possible to use the later rings on an earlier piston or vice versa. For spares purposes the revised pistons with rings as a pair can be used to advantage on previous Commando models. It is not considered good practice to assemble an engine using one old type and one new type piston. The part numbers of the old and new components are detailed below:

<u>Item</u>	<u>Old</u>	<u>New</u>
Piston Complete L.H.	061185	062459
Piston Complete R.H.	061186	062462
Oil Control Ring	061180	062461

3) Inlet Valve Guide Seals

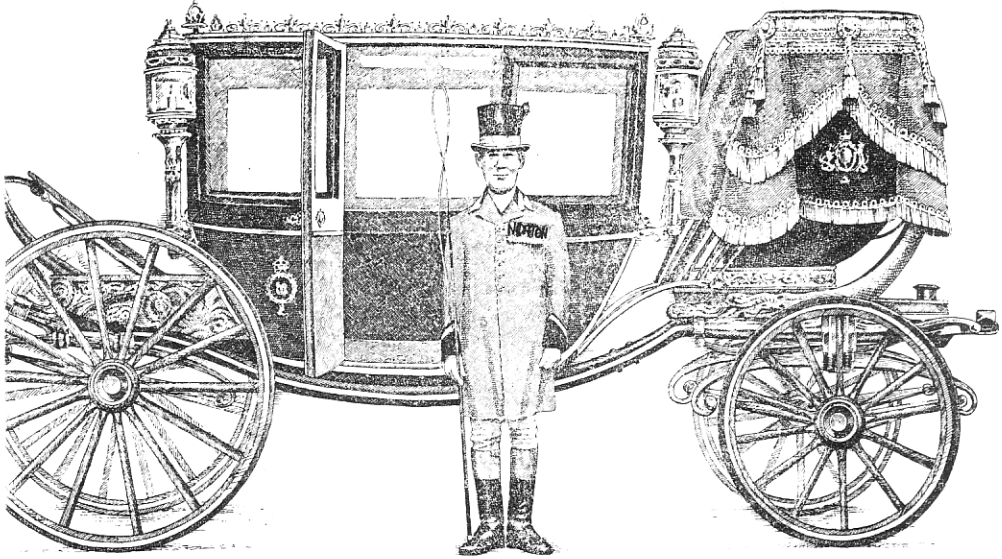
New valve guides 062725 fitted with plastic guide to stem seals 062726 have been introduced for the inlet valves only. The new valve guides are similar to the previous guides except for the provision of a groove above the valve guide collar. The groove is to locate the new oil seal. The latest inlet guides, with seals service previous guides for inlet applications only. Under no circumstances must the seals be fitted to the exhaust valve guides. Where there is obvious wetness in the area of the inlet valve head adjacent to the valve guide, replace the previous inlet valve guides with the latest sealed variety. This necessitates removing the inlet valve, spring, etc. Heat the cylinder head to 90°F. whilst driving out of the old guides with a suitable shouldered drift and fit the new guides in a similar manner securing with Loctite AV grade sealant on the outside diameter. If the valve stems are scored, the valves must also be replaced as scoring will render the seals ineffective. After fitting, the valve seats must be re-cut with 45° cutter and the valves will need to be re-ground to the seats. It is most important for the lip of the seal to locate all round in the groove of the inlet valve guide.

(Continued on page 17)



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

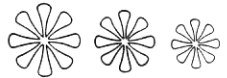
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Norton

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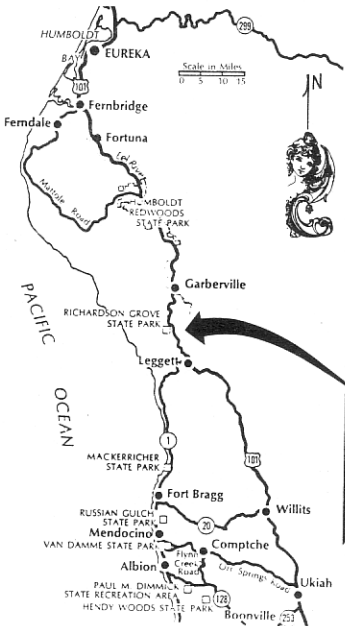


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Pre-Reg: \$20/rider and \$10/pillion. Mail check to Nick Wiltz, 4950 Cherry Ave., Apt. 77, San Jose, CA 95115. Nick will not send you a ticket but will be at the camp to check you in.

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Send your money in now as it helps in planning Saturday's dinner.



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* Free Rides!! *
* BS!!! *
* More BS!!! *
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* * *



(Cont. from page 15)

If the lip is not located, the seal will ride up and down with the valve stem rather than providing a wiping action to prevent oil passing between the valve and guide.

The valve guide to valve stem diametral clearance should be 0.002 in. to 0.004 in. (0.508mm to 0.1016mm) when new. Excessive clearance is evidenced by wet oil on the back of the valve heads and can only be rectified by replacing worn valves and guides. Guides are available in -0.002 in., +0.005 in., +0.010 in. and +0.015 in. oversize on the outside diameter.

Inlet Valve Guides

Standard Part No. 062725 +.010in. Part No.062768
 +.005in. " " 062767 +.015in. " " 062769

4) Oil Level

Ensure that the oil tank is not over-filled. Any passage of oil into the crankcase whilst the motorcycle is parked will reduce the oil tank level.

The tendency is then to add oil to restore the correct level. As the motor is run, excess oil will be returned to the tank resulting in an excess level, and oil transfer through the air filter to the engine results. When checking the oil level, first run the engine for 3 minutes to clear excess oil remaining in the crankcase, stop the engine and allow the oil in the tank to settle for 2 minutes. Now check the level which should not exceed the 'H' mark or fall below the 'L' mark on the dipstick.

5) Breaking in Oils

As a result of development experience it has been found beneficial to speed up the initial breaking-in process for the engine. The recommended oils provide such a degree of protection that the rubbing surfaces require an extended period to bed satisfactorily. A different grade of oil is used for initial bench testing of new engines. At the 500 mile service it is most essential for the oil tank and crankcase filters to be cleaned out thoroughly during oil changing. Use Castrolite for the initial fill.

6) Lack of Oil Return by Pump

Oil Pump

Examine the oil return to the tank to ensure that the scavange side of the pump is working correctly. Possible faults are air leakage between the pump and crankcase due to distortion or wear on the gears. The pump itself can only be inspected and corrected after removal and stripping as described in the Workshop Manual.

7) Crankcase Breather Pipe

Check that there is no obstruction of the crankcase breather pipe by disconnecting the crankcase end and blowing through.

8) Rocker Box Draining

Check for oil return from the rocker boxes to the crankcase. This can be done by pouring a small quantity of oil into the rocker boxes. If drainage takes place very slowly, suspect blockage of the drain hole in the cylinder head and/or cylinder or a misaligned cylinder head gasket masking the drain hole. Check that the drain hole in the head is not masked by the valve spring seat washer.

The cam followers should have a $\frac{1}{16}$ in. (3.1750mm) x 45° chamfer on the leading edges to allow oil from the exhaust rocker boxes to drain back to the crankcase between the cam followers. Check that the followers are chamfered and fitted correctly.

9) Crankcase to Chaincase Oil Seal

If it is suspected that oil is passing from the crankcase to the chaincase, renew the crankcase oil seal, lip inboards.

10) Rear Chain Oiler

Excessive oil loss from the rear chain oiler pipe is caused by oil by-passing the felt in the chain oil pipe restrictor. Renew the felt or fit a clip around the plastic pipe to clamp this onto the felt insert.

11) Piston to Cylinder Tolerances

Examine the bores and pistons to establish that the clearances are not excessive. The new Factory produced components allow for a maximum piston clearance of 0.085mm to 0.110mm (0.0033in. to 0.0043in.) measured at the bottom of each piston skirt. Piston ring gaps should also be checked. The closed ring gaps in new condition measure 0.254mm to 0.483mm (0.010in. to 0.019in.) on the compression rings but 0.254mm to 1.016mm (0.010in. to 0.040in.) is permissible on the special scraper rings.

SERVICE RELEASE

No. N64

Sept 1971

Heat damage to rear wheel cush drive.

1971 and later Commando

062074/062075 Cush drive buffers

Worldwide (for General Distribution)

If the rear brake is adjusted incorrectly so that it binds, considerable heat will be generated. It is important to note that the polyurethane cush drive buffers will suffer permanent damage if subjected to excessive heat.

A secondary cause of excess heat in this area is a lack of lubrication at the brake drum bearing.

Take particular care in brake adjustment and bearing lubrication. Whenever the rear wheel is removed, check the condition of the cush drive buffers and renew if necessary.

SERVICE RELEASE

May 1972

No. N3/6

Retention of shock absorber segments.

1971/1972 Commando - all models.

Worldwide (for general distribution).

It is frequently found difficult to hold the cush drive buffers 062074 and 062075 in place in the rear wheel hub whilst the wheel is being fitted to the brake drum in situ.

Use an impact adhesive to retain the buffers in the hub and thus facilitate "blind" reassembly of the wheel to the brake drum. Note that the flat side of each cush drive buffer abuts to the brake drum paddle and the thick buffers bear the weight of the drive.

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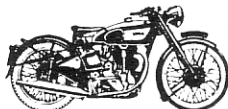
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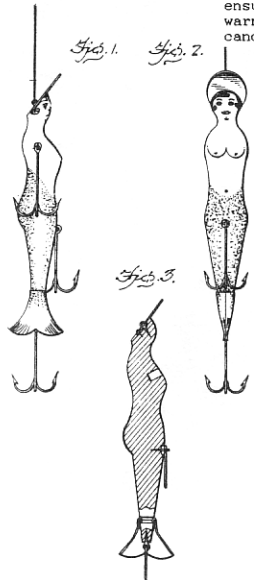
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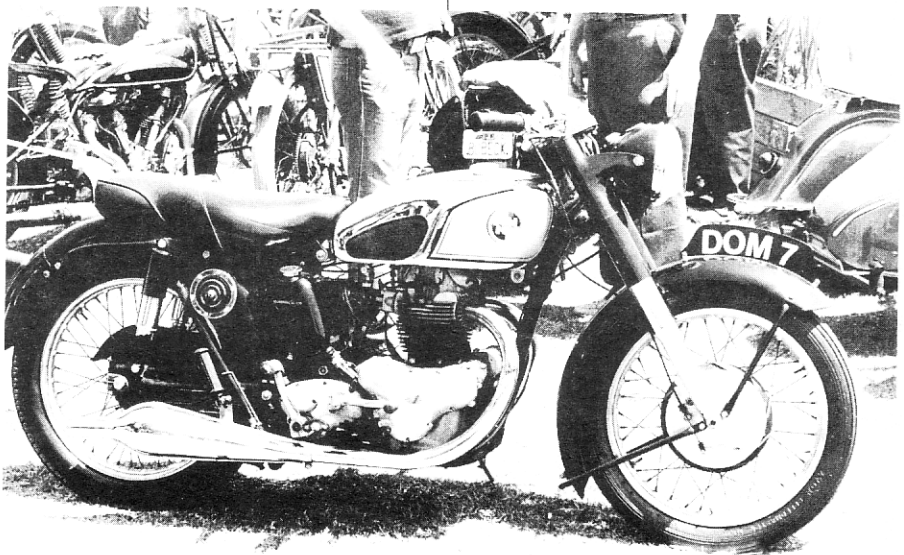
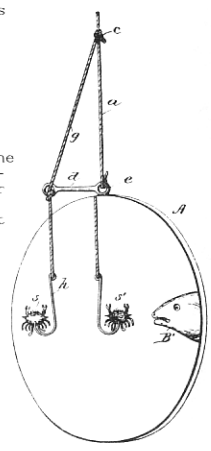
As promised last issue, I am revealing some secret weapons to ensure success fishing on those overnights. Why settle for warmed-over chili when you can enjoy fresh brook trout! Bring a candle, fine wine, and tablecloth to round out the experience!

MIRACULOUS LURES

Dale Ungaro of Phoenix sends us plans for two new fish lures which he claims work "unbelievably". He writes, "After reading about those great-sounding overnights I thought of a way I could be there in spirit if not in the flesh (Arthritis in the right hand prevents me from making long runs.). I designed these lures in 1967 and they have never failed to bring in tons of fish anywhere I've used them. Good fishin' and fry one for me!"



As shown in the drawing, the fish B when approaching the bait s, will see the reflection B', of himself in the mirror, also coming for the reflection of the bait s', and will be made bolder by the supposed companionship, and more eager to take the bait before his competitor seizes it. He will lose his caution, and take the bait with a recklessness that greatly increases the chances of his being caught on the hook.



Art Sirota's 1955 Model 7 Dominator 500cc Twin