

Norton Notice

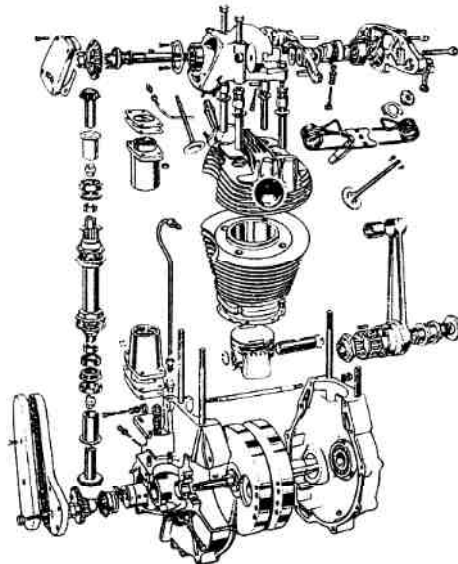


Newsletter of the Northern California Branch



NO. 53

OCT 1982



An extended view of the 650 cc. engine.

"The Unapproachable"
NORTON
LONG STROKE

Norton Notice

is published monthly by the NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB. Its sole purpose is to inform and entertain members regarding all aspects of the Norton Motorcycle including history, technical advice, and preservation of the marque.

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

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

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

FULL MEMBERSHIP gives membership in the NORTON OWNERS CLUB with its benefits and privileges such as bi-monthly issues of ROADHOLDER MAGAZINE sent directly from England keeping members abreast of Norton owners activities from around the World, the SPARES PROGRAM that allows one to buy Norton parts directly from England at an attractive, low cost, and full voting privileges at all NOC and Branch meetings.

ASSOCIATE MEMBERSHIP is established for any Norton owner wishing to be associated with the Northern California Branch and are welcomed at all meetings, rides and other functions. Members are urged to become FULL MEMBERS as they become familiar with NOC advantages and benefits.

SOCIAL MEMBERSHIP is established for Norton enthusiasts who have not yet bought their Norton to become familiar with NOC and Branch functions and to assist them in finding a Norton suited to their needs. Although Social Members do not have Branch voting privileges, they are welcome with their ideas at all Branch functions.

FULL MEMBERSHIP: \$25.00/yr.

ASSOCIATE MEMBERSHIP: \$10.00/yr.

SOCIAL MEMBERSHIP: \$10.00/yr.

ALL MEMBERSHIP DUES ARE PAYABLE TO THE BRANCH TREASURER. RENEWAL DUES ARE PAYABLE AT THE END OF THE INDIVIDUAL'S MEMBERSHIP YEAR, THAT MONTH BEING DESIGNATED BY THE LAST NUMBER OF THE MEMBERSHIP NUMBER LOCATED ON THE MAILING LABEL OF NORTON NOTICE. Example:

999/6

denotes member number 999 with dues expiring in JUNE.

NORTHERN CALIFORNIA BRANCH TOOL LOAN-OUT PROGRAM

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

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

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

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

Upcoming Branch Events

DATE	TIME	PLACE	EVENT
October 14	7:30 P.M.	Rick's Swiss Chalet 4085 El Camino Way Palo Alto	October meeting
October 17	10:00 A.M.	Howard Johnson's No. 1st St., San Jose	ride to Monterey
November 11	7:30 P.M.	Edinburgh Castle 950 Geary St. San Francisco	November meeting
November 14	10:00 A.M.	Bay Bridge toll plaza parking lot	wine country/Napa valley ride

PRESIDENTIAL PROFUNDITIES

October is here already! Now is a good time for some of you to start thinking about running for one of the elected club officers. Ask not what the N.O.C. can do for you, but what you can do for the N.O.C. This organization is nothing more or less than what the members make it. The commitment you might make in time and effort will come back to you many times over in the form of satisfaction in providing a service to a great group of people. So have some fun and run!!

Christmas time is also just around the next "S" bend, so perhaps we'll spend a little time discussing plans for the Christmas party at this month's meeting. I would like to break with tradition this year, and hold the party on a Saturday or Sunday afternoon, (January 2, to be exact), at a local establishment where we can relax, have a good time, eat, and ride our bikes home before the weather turns too dark and cold. So, if you have any suggestions, show up at this month's meeting and share them with us.

The Norton mugs have been ordered from England and should arrive in time for us to use them in toasting a Christmas cheer.

Many thanks to Steve Coburn for providing the exciting video tape of Peter William's 1973 victory in the Isle of Man F750 race which was shown at the last meeting in San Francisco. Thanks also to Tom Horton for bringing along the equipment to show the tape.



SEPTEMBER MEETING

Held at the Edinburgh Castle, San Francisco, Sept. 9th 1982.

Firstly, I'd like to thank Pat Austin very much for stepping in for me and writing the minutes of the last two meetings whilst I was absent having to work on swing shift.

And now to anyone else who reads this column, I didn't take a head count, but it seemed like 35 to 40 people turned up on a foggy, drizzly night (reminded me of England) in San Francisco for the meeting. The main attraction being (apart from the draught Guinness) the superb film and slide show arranged and put on by Steve Coburn, showing a videotape of a BBC television documentary of the 1973 Isle of Man TT races. This concentrated on the Peter William's win on the John Player Norton, their team effort and to that of Graham Bentman, an amateur, on a privately owned Norton. Excellent stuff! Also seen was a slide show covering this year's CAMA rally at Hanford and the recent California Branch rally at Pinecrest.

Tom Horton gave a treasury report and said that the rally at Pinecrest was a financial success for the club and brought in \$390, making a total of \$658 in the black for our account. It was discussed what to do about the nine people who pre-paid for the rally but didn't show up and the general consensus was for no refunds. Tom also mentioned that the NOC in England was hoping to bring out a NOC calendar for 1983 and asked members if they would be interested in ordering a bulk amount.

Jerry Kaplan, who was one of the three original members who started the Northern California Branch eleven years ago, has rejoined the club and was present tonight and introduced by Gene Austin to the members. Jerry, who still rides his original P-11, bought from new, said that it was great to be back in the club and he looks forward to future meetings and club functions.

Also announced by Gene was the interesting fact that, as compared to a few years ago when it was the complete reverse, there are now twice as many "full" members of the NOC in this branch than "associate" members. This is probably due to the generous discounts available to "full" members for parts through the spares scheme and the

excellent bi-monthly magazine Roadholder produced by the parent NDC in England.

Phil Radford

BACK NORTON NOTICE ISSUES

The following issues of the Norton Notice are now available from your current N.N. editor. Each issue is \$1.00 each, which includes postage and a genuine N.N. mailing envelope. Checks can be made payable to the "Norton Owners Club", and if we are out of a particular issue, we'll refund your money for that issue.

ISSUE	QUANTITY AVAILABLE
January 1980	2
March "	4
April "	34
May "	48
June "	1
August "	8
Sept/Oct "	20
November "	33
December "	49
January 1981	9
March "	7
May "	1
June "	2
August "	3
September "	4
October "	2
May 1982	7
June "	11
July "	29
August "	36
September "	15

SEPTEMBER RIDE TO LAKE TAHOE

Although the "official" ride to Lake Tahoe was organized as a weekend ride, a small group of us (Gene Austin, Tom Borman, Scot Marburber (sic), Dave Peterson, and Carolyn Scott) felt two days was not enough. We had thoughts of spending two more days camping near the Yuba River and doing a lot more riding in that beautiful part of California.

At the rallying point, the Bay Bridge Toll Plaza, we were joined by Mike Hansen of Mountain View and another fellow whose name escapes me. Mike rides a blue Roadster which can be transformed into an Interstate for long trips and the other fellow was not going on the whole Tahoe ride, but he wanted to join us for some fast riding. We waited for a short while for Tom Horton who we thought would be coming, but he was engaged in some other activity, probably paying club bills.

We headed over to Antioch where Scot was waiting and then proceeded through the delta along routes 160 and 12. While passing through the delta, we encountered strong

headwinds and drawn drawbridges. Waiting at at bridge is no fun, but we were rewarded by the fact that the four-wheeled traffic was conveniently bunched up for easy passing and that the road ahead was clear.

After lunching in Jackson, we proceeded to Tahoe on Highways 88 and 89 and traversed both Carson Pass and Luther Pass. Fortunately, we arrived in South Lake Tahoe at happy hour and felt obligated to stop and have a few beers. Sometime later we continued our journey to Tahoe Vista on the north shore. During these last 40 miles the Roadsters and the Interstate ran out of gas and had to be revived by gas tank-to-gas tank resuscitation. It is interesting to note (and hard to believe) that this is the second year in a row in which an Interstate has run out of gas on the Tahoe trip.

We had reserved a room at the Tahoe Silver Sands Motel, but when six motorcyclists arrived the clerk figured that one room would not be adequate so he gave us a newly remodeled cabin that was superb. The next two hours were happily spent hot-tubbing, twelve-packing and bull-shitting.

As bedtime arrived, we had to figure out how to accommodate five men and one woman into two double beds. Carolyn indicated that she would prefer to sleep, that is, share a bed with Gene. That night she protected her virtue by sleeping in a sleeping bag on the bed and occasionally admonishing Gene to "Stay on your side" whether it was warranted or not. I chaperoned them by sleeping soundly in the corner of the room.

Before the motel would let us check out they sent a cleaning lady over to our cabin to count the silver and appraise the damage. To their surprise, all was in order. After a brief delay due to an underinflated tire, we rode up to Truckee for breakfast.

By two o'clock that afternoon we had ridden to our campsite near Dobbins, set up our tents, and were swimming in the Yuba River. The swimming hole is located about five miles north of Nevada City where the South Fork of the Yuba River crosses Highway 49. We also engaged in the fine sport of yachting in a small (two-man or 330 lbs.) raft. Later in the afternoon Mike returned to Mountain View while we continued to swim and sunbathe.

Monday morning we rode around on some of the secondary roads and ended up near Beale A.F.B. looking for a swimming hole near a waterfall. After traveling down several miles of "unimproved" road we found the swimming hole but it wasn't very impressive. Consequently we left and headed back to our favorite swimming hole. Along the way we stopped for lunch in Grass Valley at the Hardrock Saloon. The Hardrock Saloon lived up to its name. The music was loud and the

atmosphere was tough. How tough was it? It was so tough that there was a boxing ring set up in the back of the saloon. Normally one would expect a boxing ring to be roped off by guy wire similar to the wire used to support telephone poles. Since we were there at noon on Monday we were unable to see many of the regular patrons. But I'm sure that they were tough because that night they were featuring women boxing. The Hardrock Saloon also sold tee-shirts. The tee-shirts came in a PG-rated version, "HARDROCK SALOON", and an X-rated version in which a "C" had replaced one of the "R"s in Hardrock.

That night at the camp, Scot was critically tuning his two-into-one exhaust with a stick and a rock. He finally succeeded in removing the fiberglass packing from the muffler.

Tuesday morning came upon us quickly. Scot decided that four days of camping and riding were not enough for him, so he decided to stay a few more days. Our route on the way back was to take Highway 20 over to Clear Lake and then take Highway 29 through wine country. While going through Yuba City, Carollyn and I were separated from Gene and Tom and consequently two slightly different routes were taken. Gene and Tom followed Highway 29 to Calistoga and then took the Silverado Trail into Napa, while Carollyn and I continued down Highway 29 and then took the Oakville Grade over to Sonoma.

It was a great trip in the sense that the weather was clear, the roads were clean and curvy, no serious mechanical problems occurred, all arrived home safe and sober, no one interacted with any Highway Patrolmen, and no thumb splints were required.

David W Peterson

NORTON SINGLES PHOTOS AND INFO WANTED

Fellow N.O.C. members,

I have been in contact with Roy Bacon, the author of the Osprey book "Norton Twins", which you and other branch members may have read and enjoyed. Well, he is now embarked on a book of Norton Singles, which should be as comprehensive and enjoyable as his book on Twins.

He has asked me to write to my fellow members of the Northern California Branch of the N.O.C. for help with photographs of printable quality and original brochures or catalogues of all model Norton Singles, especially old period photographs and any history of the American scene. All photographs and literature would be returned and acknowledgements given of all published photographs and source material. Photographs can be sent to me at the address below and should be labelled with your name

and address. Any brochures or literary information can also be sent to me, but if you are worried about loss of original material or require further information on whether it would be suitable for publishing, please write to me and we can discuss it and allay any doubts you may have.

This is a good chance to help other Norton buffs and get a mention for yourself and the Northern California Branch of the N.O.C., so please do so if you can. After reading the N.N. for the last couple of years and enjoying the really fantastic centerfold photos, I am sure the chance of showing a wider audience of what California NNCers are doing to uphold the virtues of a great motorcycle will be eagerly taken.

I would like to take this chance to thank all those members who made my vacation last year one to remember. I won't mention names, you all know who you are. If I were to mention you all it would spread this letter over several editions of the N.N. and make our Gene'ial (sic) editor wear out his red pencil erasing all those whose subscriptions that are not up to date, or who ride faster than he does.

Chris Richardson
106 Taff Embankment
Cardiff, CF1 7BH
S. Wales, U.K.

Editor's note - I wrote to Chris requesting more information and his reply follows:

Thanks for your speedy reply. I think initially a black and white print about 5" x 8" would be excellent, with name and address and possibly phone number on back.

Final decisions about which photos to use will be made towards the end of this year, and if negatives or colour shots are required, then arrangements can be made with the individual concerned by Roy Bacon.

I am acting as a go-between at the moment so that photos and information coming in can reach Roy all at once and not one at a time, hopefully reducing any chances of things being mislaid. What is required are photos of original machines (singles only) of the type in the centrefold of the N.N. and where possible, perhaps old period photos of interest.

But really, information on what is available before sending it by post would be best, and I can put people in direct contact with Roy Bacon for more information. So to re-cap, a letter with a B&W print of the bike, giving brief details.

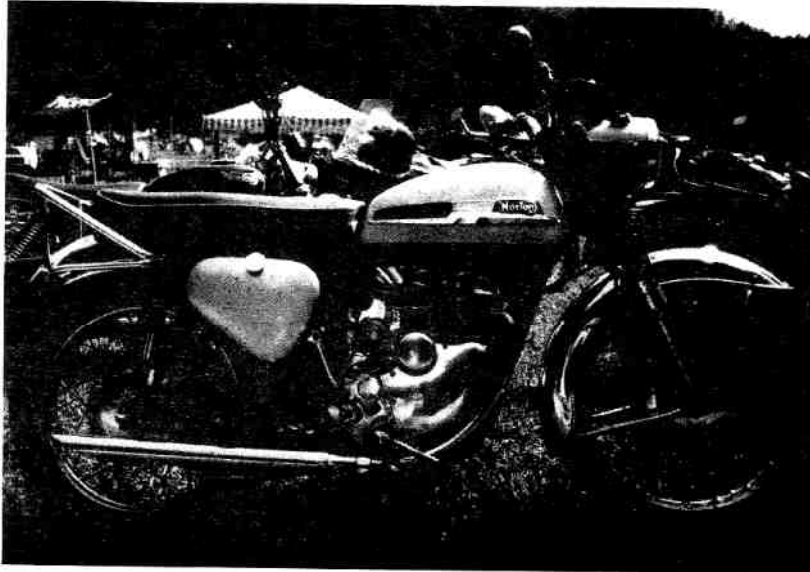
Hope this is clear.

Chris

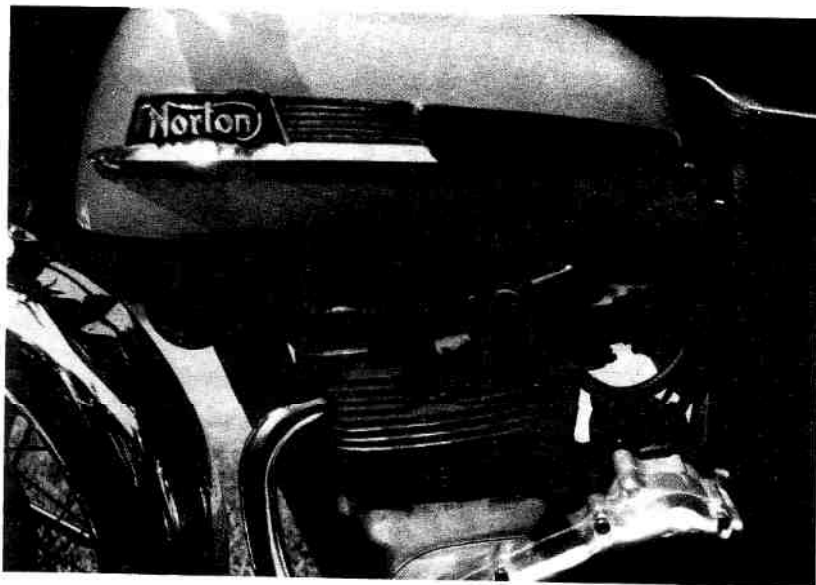
ANNUAL RALLY DOOR PRIZES

The following is a list of donors, prizes, and winners of the door prizes that were disbursed at a drawing on the Saturday evening of our rally at Pinecrest. For those of you who won things that you can't use, don't forget that the Trading Post in the back of the Norton Notice is free.

DONOR	DONATION	WINNER
California BMW 2490 Old Middlefield Way Mountain View, Ca. 94043	set of Albert Sport Mirrors	Gerry Reynolds
Bavarian Cycle Works 385 8th St. San Francisco, Ca. 94103	gift certificate for one pair of Ray motorcycle boots or a Rukka II rainsuit	Ellis Edenfield
Britalia Motors 385 Tully Rd. San Jose, Ca. 95111	gift certificate for \$25 in merchandise or services	Michael Heth
Rennrick's Sport & Tour Accy. 1092 Lucot Way, Suite B Campbell, Ca. 95008	gift certificate for \$25 in merchandise	Len Iosty
Bub Enterprises 785 East Brokaw Rd. San Jose, Ca. 95112	gift certificate for one Commando exhaust system	Tom Dabel
Classics Unlimited 2121 Arlington Ave. Caldwell, Idaho 83605	Motorcycle Milestones (book)	David Kerst
Motorsport 6115 Gravois Ave. St. Louis, Missouri 63116	Manx sweatshirt	Al Jesse
T.I. Motors 2800 Adeline St. Berkeley, Ca. 94703	1. soft saddlebags 2. replacement tool bag	Carollyn Scott Desiree Kerst
Eclipse, Inc. P.O. Box 7370 Ann Arbor, Michigan 48107	tank bag	Dave Cronin
West Bay Cycle Dismantlers 750 San Antonio Rd. Palo Alto, Ca.	1. Diamond drive chain 2. one set of foot pegs and foot peg rubbers	Bill Douglas Mark Wilcoxon
Bernie Birleffi P.O. Box 186 Calistoga, Ca. 94515	"Norton Racing" T-shirt	Jack Young
Ed Brooks 1615A Almaden Rd. San Jose, Ca. 95125	1. set of exhaust pipes 2. factory service manual 3. factory service manual 4. clutch cable & rear brake cable 5. "motor cylinder" rebuild kit (?) 6. set of posters 7. set of posters 8. 750cc overhaul gasket set 9. 950cc overhaul gasket set 10. sprocket puller 11. sprocket puller	Harry Cartee Mark Wilcoxon Bob Stiglitz Al Driskell Tom Horton David Crader Dave Marschal Rich Laughlin Richard Stevenson Karen Hanby Barbra Isqantis
Accessory Mart P.O. Box 26116 Cincinnati, Ohio 45226	1. ten belt buckles with A.M. logo 2. ten baseball type hats with A.M. logo 3. miscellaneous pen knives and roach clips	many people " " " "



HERE ARE SOME PHOTOS OF A MODEL THAT YOU'VE ALL BEEN DYING TO HEAR ABOUT. THIS IS THE ES400, OTHERWISE KNOWN AS THE ELECTRA. PRODUCED DURING THE YEARS OF 1963 THROUGH 1965, THIS MODEL IS THE BIG BROTHER OF THE OTHER LIGHTWEIGHT TWINS, THE 250cc JUBILEE AND THE 350cc NAVIGATOR. NOTABLE FEATURES ON THIS MACHINE ARE THE UNIT CONSTRUCTION ENGINE AND GEARBOX, AN ELECTRIC STARTER (MANUFACTURED BY LUCAS, NO LESS!), AND TURN SIGNALS AT THE ENDS OF THE HANDLEBARS AS SEEN IN THE UPPER PHOTO. (photos courtesy of Michael Heth)



ATTENTION DUCATI OWNERS!

Ducati International Owners Club - Northern California Chapter is now being organized. Interested parties please contact:

Michael Moore
2311 40th Ave.
San Francisco, Ca. 94116
(415) 664-1353 (4:00-8:00P.M.)

TRADING POST

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

FOR SALE:

1970 Commando "S". 750 miles on total rebuild (new isolastics, top & bottom ends, and paint), excellent condition. \$1150.

(408) 866-6082, ask for Ty

FOR SALE OR TRADE:

1. perfect '75 Roadster seat.
2. 750 engine/transmission cradle.
3. Sebring electronic ignition
4. Dick's Cycle West 2-into-1 exhaust system.
5. 750 Roadster upper fork yoke (late style).

Ken Ward (408) 733-5749 nights
(408) 742-8245

FOR SALE:

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

Paul Ambrosio (415) 340-1347

FOR SALE:

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

Paul Adams (213) 375-2436

WANTED:

850 upper fork yoke in unbent condition.

Ken Ward (408) 733-5749 nights
(408) 742-8245 days

FOR SALE:

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

Tony Kershaw (415) 848-0250

WANTED:

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

Fred Wickman (415) 676-9551 eves.

FOR SALE:

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

Ray McDonnell (415) 752-9955

FOR SALE:

1972 Commando. 19,000 miles, but rebuilt at 15,000 miles with Megacycle cam and S&W valve springs. Has S&W Street Stroker shocks, alloy rims, stainless spokes, new M48 Michelin tires, new chain & rear sprocket, braided stainless brake line, and new Bub headers & reverse cone mufflers. Also included (but not installed on the bike) are a Lockhart oil cooler, 34mm Dell'Orto pumper carbs, and a steering damper. \$1,400.

Dana Sulprizio (702) 885-7535

FOR SALE:

Red Dunstall low-line (Manx style) gas tank for a Commando, \$60 or best offer.

Michael Moore (415) 664-1353

FOR SALE:

'55 (?) Dommie 88 in running condition. Needs valve job and clutch work. Has dual Keihin carbs and good tires. \$275

Mike Griffith (415) 366-9781

FOR SALE:

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

James Jacobs (707) 869-3848