

Norton Notice

VOLUME 1 ISSUE 6

SEPT. 1978



THESE ARE THE NEW BRANCH LOGO
DESIGNS SUBMITTED AT THE LAST
BRANCH MEETING BY BOB BAUSCH.
PLEASE LET ME KNOW WHAT YOU
THINK OF THEM, OR COME TO THE
SEPTEMBER MEETING AND VOTE!!!

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Northern California Branch

A PUBLICATION OF THE
NORTHERN CALIFORNIA BRANCH

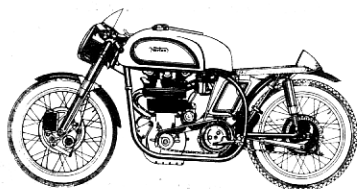




The NORTON NOTICE is published monthly by the Northern California Branch of the NOC.

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All articles and advertisements printed in the NORTON NOTICE are for the sole use of current and prospective members of the Northern California Branch of the NOC. Permission must be obtained from the Branch officers before any material contained in this publication may be reproduced.

ADVERTISING

Any individual may submit Norton-related advertisements to the Branch Secretary, to be printed, free of charge, in the next two installments of the TRADING POST. Ads may be renewed by contacting the Branch Secretary, but will otherwise run for two months. In order to make the job of the Secretary/Editor a little easier, all ads should be in writing, and should be as brief and as legible as possible.

MEMBER INPUT

All members are encouraged to submit any articles, photographs, technical information, jokes, or other materials which may be of interest to the readers of NORTON NOTICE, to the Branch Secretary.

MEMBERSHIP

Any person may join the Northern California Branch of the Norton Owners Club as an Associate Member by completing the Branch application form and paying the annual dues (\$5). Any person owning a Norton at the time of application may also become a full member of the Norton Owners Club (NOC) by paying the additional NOC membership annual dues (7,\$15). All Branch members receive monthly issues of the Branch newsletter, the NORTON NOTICE, and are entitled to participate in all Branch functions. Only full members of the NOC receive the bi-monthly issues of NOC magazine, the ROADHOLDER. Distribution of the ROADHOLDER, as well as payment of all NOC dues to the NOC Membership Secretary is the responsibility of the Branch Secretary-Treasurer. Cheques sent to the Secretary-Treasurer must be made payable to the Norton Owners Club. Every member receives an NOC membership card, which will clearly indicate the membership status in the case of associate members. The card will also indicate date of expiration of membership, and dues should be paid to the Branch Secretary-Treas. prior to the expiration date.

CHANGE OF ADDRESS

All members are requested to notify the Branch Secretary as soon as possible of any change of address or telephone number. Failure to do so will result in non-delivery of all Branch mailings.

MEMBERSHIP LISTS

An updated membership list will be printed periodically by the Branch Secretary and will be sent to all current members. In order to increase interaction among members and ease the difficulty of obtaining spares and mechanical advice, the machines owned by each member will be included in the membership list, as will an up-to-date listing of area dealers, mechanics, parts suppliers, etc.

TRADING POST

WANTED: Exhaust pipes for Commando 750, side stand for 1970 Commando, front fender and Interstate or Roadster seat(any condition).
DAVE CRONIN (415)566-3119

WANTED: 1973 or 1974 Commando 850, good condition.(What's that Gene?)
JEFF POPJOY (415)352-2299

4 SALE: 1973 rear brake drum and wheel assembly with both foot rests.
MICHAEL ALBERTOLI (415)332-8792
40 Ross Road, Sausalito

4 SALE: Touring fairing: copy of early Windjammer design, black, with mounting bracket and hardware for Commando frame. Perfect in condition and price: \$150.
STEVE COBURN (415)747-0326

To place an advertisement in this rag, simply call or write the Editor giving him all pertinent information in brief form. Non-members are welcome to place advertisements providing they concern NORTON-related items. Ads will run for two months without renewal, and can be renewed for an additional two months by contacting the Editor. In general, the NORTON NOTICE is typed up by the 25th of the month, so ads coming in that late will not appear in the next issue. For anyone who doesn't know it yet, the NORTON NOTICE Editor is (for now):

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VISALIA - Part 2

At the end of last month's article about the C.A.M.A. meet in Visalia, I mentioned that this month you'd find out whether or not all those antique motorcycles would fall apart during the Sunday Poker Run up in the hills east of Visalia. Well....the fact of the matter is that I didn't go on the Poker Run, nor have I spoken with any who did. However, Gene Austin and I did make it to the start, and the old beasts looked (and sounded) pretty darn good to us. Presumably everyone made it OK and had a good time to boot. The way it's set up, there're basically two separate runs,

BOB MARSHALL RETIRING - HELP NEEDED

Due to personal reasons and other commitments, I must resign the office of the President of the Northern California Branch of the Norton Owners Club, to be effective September 1, 1978.

BOB MARSHALL

I just want to say that Bob has done an enormous share of the work involved in keeping this operation going and making the NORTON NOTICE into what it is. He'll be sorely missed, believe me. My hope is that I will be able to maintain the high standards he set, but I sure could use a bit of help. In particular, I do not have access to a photographic darkroom, and I will probably have some difficulty doing the job that Bob did with photographs, and cover layouts, etc. If there is anyone out there with the necessary skills and equipment to help out in this area, I hope he/she will volunteer to work on the NORTON NOTICE with me. I need help.

As far as the open Presidency is concerned, nominations for the office will take place at the September meeting, and may also be sent in by mail if you are unable to come to the meeting. Please don't hesitate to nominate yourself (i.e. "volunteer") if you are interested in the position. We could really use someone who's seriously willing to get involved in the workings of the NOC and keeping the local Branch going. I will gladly relinquish any of my current duties as Secretary-Treasurer if there is anyone inclined in that direction. Just let me know what you'd like to do.

The larger a turnout we get at the September Branch meeting, the meaningful the vote for a new President will be, so please come.

one for the people who want to go like the proverbial "bat out of hell" as if there's no tomorrow, and another for the leisurely cycle set who worked slowly and meticulously to make their old machines absolutely perfect, and aren't about to risk hurting them on a high-speed ride. To the best of my knowledge, the traditional Poker Run format is followed, with each rider going to five checkpoints to pick up five cards, and the "winner" is the one with the best poker hand at the end. At least I think that's the way it goes. Perhaps next year we could get an NOC group together for it.

AUGUST BRANCH MEETING

At our last meeting, which was held on the 17th of August at San Francisco's Edinburgh Castle, the final vote concerning the Branch name change and membership alternatives was taken among those members present. It was approved unanimously by the 20 or so at the meeting that we offer "associate membership" at \$5 per year to any individual who wishes to join the local Branch, or any current NOC member who wishes to change membership status. The "associate members" will receive the same NOC membership card as full NOC members, but the words "ASSOCIATE MEMBER" will be written next to the person's name. Associate members will have a local Branch membership number with an asterisk indicating associate status. They will receive the NORTON NOTICE each and every month, but will not receive bimonthly issues of the NOC magazine, ROADHOLDER. As many members already know, £1.50 of the £7 annual membership dues sent to England goes to support the new "spares scheme", and it remains to be seen whether our associate members will be able to take advantage of that service. Since their names will not be sent to the NOC membership secretary, their will be no record of their associate status in our local branch, as far as the officers of the NOC are concerned. Any associate member who wishes to find out whether or not they can use the spares scheme is free to try. I would be very interested to hear from anyone who does, or, for that matter, from anyone who has already taken advantage of the spares scheme. Please let me know. With regard to the proposal to change the name of our Branch from San Francisco Branch to Northern California Branch, I honestly do not remember whether a final vote was taken at the August meeting. However, since there seemed to be general acceptance of the change at recent meetings, I feel safe in going on with it. I hope that's O.K. with everyone.

Those of you who will be renewing your NOC membership in the future now have the option of remaining full-status members of the NOC or becoming associate members at a considerable savings. \$5 will pay for one full year of associate membership, while full members should pay \$20, out of which £7 will be sent to the NOC membership secretary in England. I sincerely hope that members will not find the additional \$5 too objectionable; several have already paid it to support the Branch, and I will greatly appreciate others doing so.

Moving right along to other business, the members present had a chance to peruse a few recently received letters from three NOC officers in England. For those of you who didn't see them and might be interested in hearing what the chaps across the ocean think about what we're doing, here is a brief paraphrase of the three letters.

Peter Thistle, the NOC Secretary, agreed that the £7 annual dues is "far too much for Rest of the World members to pay," and added that when he proposed eight months ago that it be lowered to £5.50 or £6, he was opposed by the majority of the officers on the Committee. He also did a little cost calculation so that we would know exactly how much it costs the NOC to send us the ROADHOLDER six times a year:

Cost of printing six issues:	£1.80
Cost of airmail postage:	£2.40
	£4.20
Spares scheme fee:	£1.50
Total cost per member:	£5.70

This simple sum, he said, should make it clear why Alex Stewart's proposal of £3 as the annual dues is totally out of the realm of possibility. Finally, he mentioned that the next "A.G.M." (annual general meeting, I think) will be on September 17th, and he invited any club member to submit a written proposal for a change in club finances. If anyone is interested, proposals should be sent to: Peter D. Thistle Better send
30 Rosehill Ave. 'em AIRMAIL
Sutton, Surrey since there's
ENGLAND only 2 weeks.

The next letter was from Paul Johnstone, the NOC Chairman, who said that our move seemed like "a fairly logical and predictable course to take." With regard to the spares levy in the annual dues, he claimed that it was "the only way to ensure a continuing supply of spares in the future," and added that a large amount is already being sent to America. I, for one, would be interested in hearing from anyone who has used the NOC Spares Program, and will definitely give it some coverage in the NORTON NOTICE as soon as I know something. Please let me know if you have any info. Paul also mentioned that if we want to get a supply of ROADHOLDERS for our non-dues-paying "social members", it would be only £4.50 per year. I guess that gives us one more option if anyone's interested.

AUGUST BRANCH MEETING AND RELATED BUSINESS (CONTINUED FROM PREVIOUS PAGE)

I realize that this^{is} starting to become more than just a brief paraphrase of the letters from the three NOC officers, but I feel that the information is important, and I hope that someone else out there thinks so too. I'd be very grateful for any feedback on the whole subject of the NORTON NOTICE, since I can't know what you like and what you don't like unless you tell me. Right?

Getting back to the subject at hand, the third letter came from Adrian Page, the NOC Membership Secretary, who said that he feels like the "piggy-in-the-middle" of the whole argument about international subscriptions. He went on to explain all the various reasons for the high dues, and emphasized the great importance of the spares scheme, saying that without it "the Club as a whole would almost certainly collapse, or at least its activities would be negligible." Well indeed! Be that true or not, he also stressed the very understandable impracticality of having "a graduated or variable scale of subscription rates," and said that "any rise in subscription has to be across the board." Adrian is also extending a welcome to any of us who should happen to be in England to "write, phone or drop in" if possible, and added that he lives in "one of the most beautiful and popular tourist areas in the U.K., so it's worth a visit if anyone cares to make it over any time. Don't forget to pack some good waterproofs." Adrian sounds to me like a pretty nice guy, and I know his home is in a beautiful part of England. In the off chance that anyone reading this might want to visit him, here's the address:

Adrian Page
Blossom Hill Cottage
Tedburn St. Mary
Near Exeter EX6 6AZ
Devon, ENGLAND

Well, before going on to other business, I would just like to give my personal opinion that it really doesn't matter any more if the NOC dues are reasonable or not. The NOC governing Committee has decided how much we "Rest of the World" members must pay, and that's that. They have been very decent as far as explaining everything is concerned (try getting a magazine publisher to do the same when the subscription doubles in a few years). Fortunately, we now have a perfectly acceptable alternative: associate membership.

The final relevant business concerned new logo designs submitted by Bob Bausch, our fearless founder, and by Jim Dolmage. The designs were passed around at the meeting and although no formal vote was taken, the group present seemed to agree that Bob's designs (see cover) might be reasonable possibilities for new Northern California Branch t-shirts, machine and jacket badges, letterheads, or whatever. Although the two designs that Jim brought were greatly admired for their elegance and classiness, most of us seemed to feel that they might be a little too complex. However, Jim has checked into getting some high-quality t-shirts silk-screened for us, and said that he could get them in four colors(!) for about \$6 if a reasonable number of us order them. I know I will, and I would encourage anyone interested to get in touch with Jim and check out the artwork. I'm sure he'll bring the designs to the next meeting so they can be seen again. Jim's phone number is (415) 364-8659.

As far as Bob's designs are concerned, I think the one with the Union Jack and the Stars and Stripes surrounding the NOC logo and bordered by the words "NORTHERN CALIFORNIA" would be very suitable as an official Branch logo. I also think that a t-shirt with that design on the front and the other one depicting a leaning Commando with rider as seen from ground level, plus the NOC logo and the Branch name, on the back of the shirt, would be very sharp. I'm in the process of going around to various silkscreen artists to get the best price, and will report my findings at the September meeting. The initial impression I've gotten is that they will be about \$4.50 for 1 design, and a couple dollars more if we want another on the back. Presumably the cost per shirt will be more or less depending on the quantity we order.

I would like very much to bring this issue to a vote at the September meet, and would be grateful if those of you who can't come would phone or write to let me know your wishes. This is still a democratic club, believe it or not, but you do have to participate if you want it to work that way. Please call me now while it's on your mind.

747-
0326

AUGUST RIDE SUMMARY

Even though it was as fine a day for motorcycling as one could ask for, with perfect visibility all around the bay area, only five members showed up on Sunday the 20th at the Howard Johnson's in San José. Could it be that everyone is away for their summer vacation? Perhaps the nasty crash which I reported in the last NORTON NOTICE discouraged a few Sunday ride regulars. If anyone knows how we can make the rides more popular I would be very interested in hearing. Please clue me in.

In any event, those of us who were there had a most enjoyable ride down through the foothills of the Santa Cruz mountains south of San José, highlighted by a rest stop at Mt. Madonna State Park and a lunch at a nice little Mexican restaurant in San Juan Bautista, which was recommended by Gerry Reynolds. After lunch, the others in the group (Gene Austin, Al Collins, and Dave Kevern) headed home, while the Reynolds and I rode up through the hills as far as the Hwy.17 and Summit Road intersection. Those of you who haven't yet tried those mountain roads down that way might want to check the area out next time you want a new place to ride. But beware! There are some pretty hairy corners on those roads, particularly on the portion of Summit Rd. which runs from the end of Skyline Blvd. down to Hwy. 17. I know; I almost lost it a couple times on my way back to La Honda. Be careful!

SEPTEMBER MEETING

Our next Northern California Branch meeting is scheduled for THURSDAY, SEPTEMBER 14th, 7:30PM. The meeting place this time will be up in the Oakland hills, a place which was very popular several months ago when we met there, and which brought many East Bay members out of their garages or wherever it is they hide. The name of the place is the REDWOOD INN, and the address is 6415 REDWOOD ROAD, OAKLAND. The best way to get there from the west is to take the Redwood Road exit off Hwy.13, and travel east on Redwood just a short distance past Skyline Blvd. In case you get lost, the phone number there is 531-9935. I hope we'll get another good turnout this time, and would particularly like to meet some of you who haven't been to any meetings for a while.

SEPTEMBER RIDE

I know someone will accuse me of favoritism, but the next ride will meet at Alice's Restaurant at the intersection of Hwy.84 (WOODSIDE ROAD) and Hwy.35 (SKYLINE BLVD.) on SUNDAY, SEPT. 17th at the regular meeting time of 10:00AM. Most of you already know that Alice's is a great place for a Sunday breakfast and I invite all comers to join me there at 9:00 before the ride.

RACES AND RELATED INFORMATION

The following info. came to me from Lloyd Pentecost, who seems to keep up on the local motorcycle racing action, and would probably be a good person to contact if you ever want to know what's happening. Anyway, this is what Lloyd has to say:

- Sept. 3 AFM Club Racing Sears Point
- Sept. 8 Champion Spark- Laguna
- 9 plug 200Km.World Seca
- 10 Championship Races
- Sept.24 "San José Mile" Santa Clara Fairgrounds
- Oct. 8 AFM Club Racing Sears Point

The Laguna Seca Champion Sparkplug 200Km. will be Kenny Roberts' only west coast appearance in his current quest for the F750, F500 and F250 world championships. This meet is billed as the most prestigious road-racing meeting in the U.S., and all of the top riders from around the world will be there. The four events scheduled are: SIDECAR, F250, F750 and SUPERBIKE, and Lloyd says there is a 900cc NORTON from L.A. which is going to be in the SUPERBIKE CLASS.

We discussed the possibility of a group from the Northern California Branch going down to cheer on the NORTON, and Gerry Reynolds has said that anyone in the vicinity of his home would be more than welcome to stop by for a beer, pit stop, etc. Gerry's address is: 514 Tenth St. Pacific Grove and his phone # is: (408) 373-8197

If anyone is interested in going to the races, either for Sunday only, or for both Saturday and Sunday, and would like to go with the NOC group, please give me a call as soon as you can and we'll set something up.

For those who want further info. on the races at Laguna Seca, the number to call is: (408) 372-1516.

The San José Mile is one of the most important of the AMA-Camel Pro Series oval track races, and Lloyd says one NORTON will be out there running with the Harleys, Yamahas, Triumphs and BSAs. He asks that anyone interested in going give him a call and he'll see about getting tickets. (408)

246-9725

12 miles free
 Mucy Triumph Base
 973

TECHNICAL TIPS - CAM CHAIN, AUTO-ADVANCE

This month's contribution comes to us from Leonard Allen again. Len's second technical column is all about the maintenance of the cam chain and auto-advance unit, two rather important motorcycle components which tend to be forgotten until problems develop. This information should be of interest to most of the members, and hopefully will elicit some responses to go in the next NORTON NOTICE. Here's what Len has to say:

One area that a little time spent will save you a fair amount of money and reward you with a much better running engine is the cam chain and auto-advance maintenance. The purpose of the auto-advance unit is to allow the timing to be retarded for easier starting. It advances the timing as engine RPM increases until the timing is 28° before top dead center at about 3000 RPM for full power delivery. The cam chain also drives the auto-advance unit in the ignition system since it is attached to the end of the cam. If the cam chain is too loose, it whips, and the advance unit takes quite a beating, wearing it out too soon. I know of one bike delivered with the cam chain too loose, and the advance unit failed after only 2000 miles. It can be checked for condition by removing the points plate to unload the tension from the points, or with some help, by holding both points off the rubbing blocks and checking for side-to-side play of the points cam. There should be none or very little lateral movement. If it is OK, it should be lubed with a good high temperature, high pressure grease. This can be done by removing the outer ends of the two little springs, and then pulling the cam out; be sure to remember the points cam orientation for re-insallation. Clean and lube the post left in the bike, and re-install the cam, hooking the springs up again. There are slots in the weights into which the pins on the cam must go. These should also be lubed.

To tighten the cam chain the cover must be removed. This is easy to do, but there are a few things to know. First, the oil line at the lower rear of the cover must be removed. This nut is a Whitworth. Be sure to save the fibre washers. The points plate and the auto-advance must be removed, but before removing them, be sure to mark the points plate and engine case to assure proper alignment when they are

re-installed. The auto-advance unit cannot be marked, so I turn the engine over until the two round pins are in alignment with the two points-plate holding screws, and note the position (i.e. forward or back) of the timing mark on the points cam. The auto-advance unit can be removed by removing the bolt through its center, and using a 5/16-24, approx. 3" long bolt, screw it in as far as it goes with only finger pressure. It will only go in about 1/2". This leaves most of the bolt protruding. Use a small hammer and tap the bolt on alternate sides and the advance unit will fall out. It has a tapered end and is pressed into the end of the cam by the center bolt removed earlier. In the tool kit there should be a bolt with a large round tapered end. This should be screwed into the hole vacated by the advance unit. It will guide the oil seal inside the cover when re-installing it. Next remove the 1/4" screws around the edge of the cover. Note the three different lengths. Lay them out so that you can put them back in the same locations. When you pull the cover, oil will continue to pour from a lower rear screw hole. Plug this hole by re-installing the screw a few turns until the flow stops.

You are now ready to adjust the cam chain. At its top run you will see a small slipper plate with two nuts holding it in place. It is only necessary to loosen these Whitworth nuts a few turns and slide the slipper plate against the chain and tighten the nuts. The oil seal inside the cover is there to keep oil out of the points. (I've had some firsthand, personal experience with oil getting through and gumming up the points while I was on a club ride last year. It's really a pain to have to deal with it when you're on the road, and quite embarrassing if you are riding with a group. S.C.C.) Feel the inner lip of the seal, and if it is not pliable, it will leak and should be replaced. There is no trick to re-installing the cover if you're using the tapered seal guide. Just be sure the two fibre washers are on either side of the oil line banjo. The bike comes with slotted head screws around the cover. It is easier to do this job if they are replaced with 1/4-20 (American) Allen head stainless steel screws. Remove the seal guide and install the auto-advance unit in the exact position it was in when removed. Install it loosely with the center bolt through it but not tightened. Set the position and tighten the bolt, drawing it into its seat. Replace the points plate, and time the engine.

LEONARD ALLEN

Some of you may recall seeing some ODD BODKINS strips in the Branch newsletter in the past, and a few older members may even remember when they appeared in the San Francisco Chronicle in the late 60's. Well here they are again for your amusement and personal edification. If I hear no objections, I will make them a regular feature in future issues of NORTON NOTICE (Reprinted with the permission of Dan O'Neill)

