

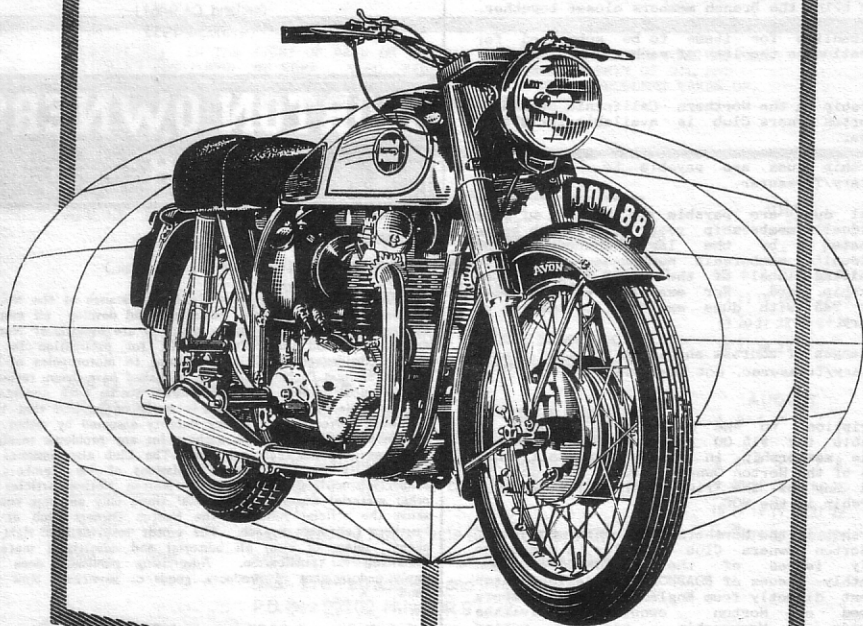
Norton Notice

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH
NORTON OWNERS CLUB

NO. 111

JULY, 1987

WORLD DOMINATING



MODEL 88



**DOMINATOR
DE-LUXE**



NORTON MOTORS LIMITED
BRACEBRIDGE ST - BIRMINGHAM - 6



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.

**THE NORTON NEVER
BREAKS VALVES.**

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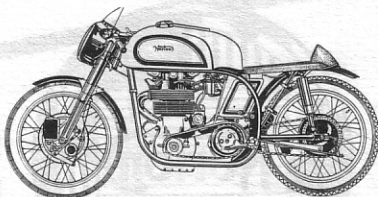
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NORTON OWNERS CLUB

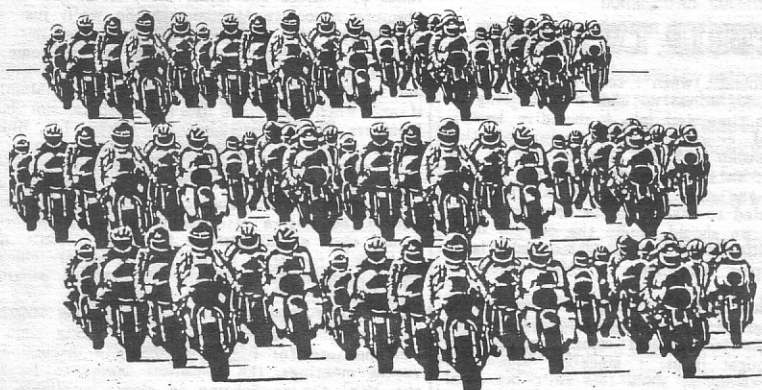
Important!

(Please take note of the following fine 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 . . . FULL TANKS AND EMPTY BLADDERS!

DATE	DAY	EVENT
**July 4,5	Sat./Sun	*Fourth of July Norton Club Barbecue in Santa Cruz. Meet at Alan's anytime on Sat.; directions to where we'll be will be posted there. This is an overnighter so bring sleeping bag and toothbrush. MAKE THIS ONE!!!
**July 9	Thurs.	*No Branch meeting. This normally scheduled date will be part of the July 4th gathering at Alan's.
**July 11,12	Sat./Sun.	*Laguna Seca
**July 21-26		*INOA Rally, Durango, CO. See maps in this issue. event promises to be a blockbuster. Cost: \$30 + \$3/person/night for camping. Hermosa Meadows Campground, 8 mi. north of Durango on U.S. HWY 550.
**July 31- Aug. 2	Fri.- Sun.	*Euro/West-1 Motorcycle Rally, Sisters, OR. Sponsored by Oregon State Motoguzzi Nat'l Owners Club. Pre-reg address and info: OR State MGNOC, P.O. Box 22102, Milw., OR 97222.
**Aug 1,2	Sat., Sun.	*BSA Owner's Club (North and South) First Annual Rally, Morro Bay. Sat. check-in at Gold Coast Motel, 670 Main Street, (805)772-7740. Info: North: (408)-245-5317; South:(805)529-1272. Hotel and campsites available but you must make your own.
**Aug. 13	Thurs.	*Branch meeting at the Class Reunion.
**Aug. 22/23	Sat./Sun.	*Annual Club Rally, Grover Hot Springs (tentative).

JULY

S	M	T	W	T	F	S
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5	6	7	8	9	10	11
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AUGUST

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LEFT TURN



TWISTGRIP TWADDLE

Third time around... when I took up this subject in my May column, I had no idea it was going to require so much time and ink. I should've known. The subject, of course, is the matter of this Branch's relationship with the mother club in the UK. I'll try not to rehash it all, but it's been a lively topic at the past few Branch meetings, at which I have tried to discern some consensus with respect to how we should handle the current difficulty--for details as to which, please see Alan's Treasurer's Report elsewhere in this edition of the Notice.

By the way, my heartfelt thanks to the numerous members who have been interested enough to write during the last several weeks and months that I have sought input. I sincerely appreciate your time and thoughts, since this isn't my club, it's our club.

Here it is, in a nutshell (or reasonable facsimile thereof): The Branch's reserve is shrinking at about \$25 a month because current dues don't cover the costs of running operations (including dues to the mother club, which are fixed by the Executive Committee in apparent conformance with their costs). Some economies have recently been effected in the production of the monthly Norton Notice, but we cannot rely on these to turn the situation around. There is no present emergency; the effort is to prevent one from occurring a few months from now, which will happen if we don't act. Following an exchange of several letters with the Secretary of the mother club, we can rule out any possibility of either (a) reducing the UK dues or (b) making the bimonthly Roadholder optional. The Roadholder is an inescapable incident of NOC Full Branch Membership--even if it doesn't always arrive! So we must work it out here.

It should be noted, as several veteran members have pointed out to me, that this is not a new problem. In fact, the Branch went through a very similar episode about eight years ago, when a whole different crew were at the helm. It would be nice to be able to give an accurate, informative history to you, but that would consume a lot of time and space and, unfortunately, there's a good amount of disagreement over just what some of the facts were. Sadly, some persons are no longer on speaking terms because of it, and no useful purpose would be served by dredging it all up again. The important thing to note is that for a while, there was a category called "Associate Member" which was Branch membership at a reduced dues rate without membership in the UK club. This was contrary to Club Rules and was therefore discontinued; theoretically, the Rules could be amended, but practically we at the Branch level, 6000 miles away, cannot change the Rules. However, we can formulate local rules that are consonant with the Club Rules.

Last month, we published a draft of a proposal to handle the problem. One purpose of the proposal was to remind everyone that those who are uncomfortable with the level of dues necessary to cover costs for Full Branch Membership have the alternative of subscribing to the Norton Notice only, at a somewhat lower cost. I had suggested that such subscribers be termed "Associates," but that label

tends to confuse the issue, as it is similar to the obsolete Associate Membership. So we'll just call subscribers that--Subscribers. And, as per the proposal, they will continue to be welcome to attend Branch meetings, rides, and other events; and we hope they will become Full Branch Members if and when they can. But Subscribers, not being Members of the Branch, cannot run for Branch office or vote in Branch elections. That's the real trade-off; and, to our many remote members, that may be quite acceptable. (They would also not receive the Roadholder.) As far as I am concerned, no stigma attaches to being a Subscriber rather than a Full Branch Member. I don't need to know. I just want to see Norton owners enjoying their involvement with the Branch, at whatever level they choose.

Are there other benefits to Full Branch Membership, besides the Roadholder and being able to run and vote for Branch offices? In discussion at recent meetings, the consensus seems to be that the NOC Spares Scheme is slow, unreliable and practically useless. That could change under the market pressure of healthy competition in the supplying of Norton spares. Then there's the recent Norton-Villiers-Triumph subscription offering, which obviously was mailed to all NOC Members. We weren't expecting it, but it was nice receiving it (and, throwing caution to the winds, I sent them a hundred quid, but that's a subject for another column).

At the heart of the matter is whether we want to remain a Branch of the NOC. As Gene Austin rightly remarked, if we were to disaffiliate, we should rename ourselves. Happily, there is little enthusiasm for taking such a step, at least among the active members of the Branch. There is nonetheless a legitimate concern for what happens with the money we send to the UK, and a desire that the NOC-UK do more for its US members, especially in the way of promoting the Club broadly. I have been asked to communicate this to the NOC-UK, and will do so. It is clear that disaffiliation would only be a last resort in the face of total intransigence at that level, and we're a long way from that point.

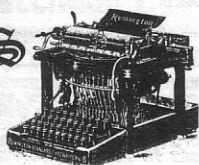
The bottom line--yes, I'll end soon--is that Branch costs must be covered by dues and/or subscriptions. No one's making a profit here. We're at the point where this Branch must decide on a course of action. To date, it has been talked about among the Branch Committee and at several monthly meetings, and I've had a number of letters, but now it is time to have a show of hands. Even with my new glasses you're all too far away, so I'm afraid it will have to be by mail. A postcard, only 14¢, is all it will cost you to tell me which alternative you choose:

- A. Increase dues for Full Branch Membership to \$30 per year, and so cover cost of continued Branch and Club services at current levels, with Subscriber status available at about half that amount for those who can't make full dues; or
- B. Keep dues at \$25 per year and decrease Branch service, mainly by putting the Norton Notice on a less frequent basis, e.g., every 6 or 8 weeks instead of monthly.

(CONT. P. 10)



EDITOR'S NOTES



EDITORIAL

Elsewhere in the NOTICE you'll find a presentation of what happened at the June 11th meeting in San Mateo. While I generally try to give you "newsy" items in this column, this month I feel compelled to speak out on the issue of our relationship to the NOC in England. The subject of our funds going abroad with little in the way of returns has come up innumerable times within the club. Recently, however, those who favor placing our chapter's interests first seem to be getting their points across.

About a year ago I drafted a proposal which called for an end to our affiliation with the mother club. I circulated this among the (then) club officers and the general consensus was "Why stir up trouble?" My interpretation of their feelings was that the issue was old, had been debated, and usually generated bad feelings at club meetings. Well, okay, I was new to the game and respected their experiences with the club. But recent events have convinced me that our club needs to define itself in terms which are relevant to US, not to folks living halfway around the world. And this means placing OUR needs first and then, only after those needs have been met, supporting the International.

What are our needs? We need financial security. Nobody wants to hassle constant money problems. With an annual subscription dues of \$20 or so we can maintain a reasonable reserve without worrying (in the short run) about the effects of unsteady membership rolls, NOTICE advertisers who leave the fold, or cash needed to restock paraphernalia items. There might even be some money left over to buy more food and drink for annual club functions.

We need to remind ourselves that Mother provides little to guarantee high enthusiasm and commitment at the local level. We do that by our own actions on rides, meetings, or informal get-togethers. In fact, the disclosure that the International is suffering economic troubles does little to inspire confidence in its ability to promote the marque.

We need to remember that it's US who make up the Norton Owners Club. We're in this because we enjoy motorcycling first and foremost (How many of you have a Norton and another bike(s)?), we enjoy Nortons and their history, and we enjoy all the benchracing at meetings. How many of you know anybody in the NOC in England? How often do you ride with them?

Our Prez has attempted to determine exactly what we can expect for our support of the mother club. From the letters I've seen from Pete Thistle it's not much. John asked for NOC advertising materials -- they have none. They do advertize in CLASSIC BIKE and have advertized calendars in the NORTON NEWS (USNOA) but can't afford ads in CYCLE WORLD or, for that matter, most likely any other U.S. magazine. Pete touts the ROADHOLDER as "a basic and essential constituent of membership. Without it members would have very little contact with the club, not know who to contact for various services, and also be deprived of the mutual camaraderie that is many peoples' reason for joining in the first place." Unfortunately I can't get very excited about the ROADHOLDER. Can you? He suggests that we cut back our own publishing to bimonthly issues but with out of date schedules and stale news I don't see this approach as helping to promote our club here. Would we halve our dues to England in the same stroke? Of course not!

So what do we do? John's proposal is a good one. \$30. covers our club costs and allows a member to continue his affiliation with and support of the mother club. \$20. (or \$15) covers our club costs and allows us to weather the uncertainties of the future with a small but (hopefully) growing kitty.

We need to remove the stigma associated with being (just) a "subscriber." In addition, members need to be reminded that their own interests are best served by their active participation in local club functions. Energies and funds for members here should come first.

We welcome YOUR opinion.

Tidbits:

Alan apologizes to Fred Wickman for having spelled his name incorrectly.

Welcome new members Vernon Fueston and David Ackman.



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. | | |
| 2. NOC classic "N" T-shirt, red print on grey long sleeve. Sm, med, Large | | \$8.00 / 10.00 |
| 3. " " " " " " dark blue with white print. Large and X-large only. | | 8.00 |
| 4. " " " " " " black with white print. Large only. | | 8.00 |
| 5. " " " " " " white with black print. Medium and large only. | | 8.00 |
| 6. Northern California Branch Logo T-shirt, white with blue and red print. Small, medium and large. | | 8.00 |
| 7. 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 |

Send orders to:
 Suran Meissner
 5300 Tie Gulch Rd.
 Santa Cruz, CA 95065
 (408)426-6526

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 puller.....	12
timing pinion puller.....	20
gearbox layshaft bearing extractor..	15

Harry Bunting (415) 968-2020
1401 Gilmore St.
Mountain View, CA 94040

NORTONNORTONNORTONNORTONORT

ADVERTISING RATES

	1/4 pg	1/2 pg	Full pg
6 mos	\$35	\$70	\$140
1 yr	\$60	\$120	\$240

Send ad copy and check to the Editor

NORTONNORTONNORTONNORTONORT

JOIN UP

MEAN MARSHALL'S MOTORCYCLES

Exclusively British 1938 On

- 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

Domiracer
DISTRIBUTORS, INC.



2705 San Pablo Avenue • Berkeley, CA 94702

BUSINESS HOURS:

10 AM III 6 PM

Tuesday—Saturday

(415) 548-2532

"BEST BIKE SHOP" — San Francisco Bay Guardian
10% NOC DISCOUNT WITH MEMBERS CARD



\$ WANT ADS



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

FOR SALE:

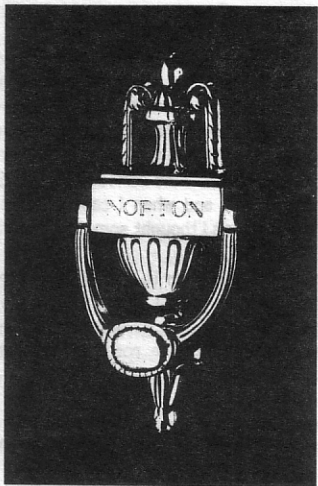
Low mileage Norton special consisting of slim-line featherbed chassis with Commando power-train, suspension, and brakes as seen on page 4 of the August '86 Norton Notice. Has pumped up Combat engine with flowed head, big inlet valves, dual 34mm Mikunis, Megacycle cam, Williams exhaust system, Boyer ignition, etc. Bike has Akront aluminum rims, drilled front disc with drum in rear, rearsets, Dunlop K391 Sport Elites, solo seat, full lighting, and much stainless steel hardware. Very clean and not a scratch in the Imron paint. \$1600 firm. Write for more information or send \$1.00 for picture (refundable)


Gene Austin
985 E. Grant Pl.
San Mateo, CA 94402

FOR SALE:

Dunstall finned points cover for Commando. \$10

Art Sirota
(415)327-3167



 A. A shining gift for a housewarming or spring spruce-up, the urn door knocker may be engraved with 12 letters at \$.75 each. This is the same knocker—a classic eighteenth-century shape made by the traditional sandcasting method—that is used on many historic houses in Colonial Williamsburg. 7 3/4" x 4 1/4". 22667 Urn Door Knocker \$45.50

**Send Renewals to Alan
NORTON OWNERS CLUB**

**WE NEED
YOUR
BIKES**



Early Norton prototype recently discovered. Sold at auction for undisclosed sum.





LETTERS

NOTE FROM THE RIDE COORDINATOR

Hi, boys and girls!

We need someone to lead rides in September, October, November, and December. If you have a favorite run, let your club know. Call Margie NOW with details.

Also, we still need volunteers for the August overnighter. Someone who wants to drive a van up would be more than appreciated. We also need someone to make salad and buy enough corn on the cob for a crowd.

Margie

15 June 1987

Dear Lou,

As a Norton owner for 11 years, and a member of the Northern Calif. Branch of the NOC for most of that time, I am always interested in Norton trivia... especially the kind that lets us know that people around the world still revere the traditions of British bikes.

As a professional librarian, I have selected books for our County Library that cover the Norton marque, superbikes, etc. Imagine my surprise when I was reviewing the new books the other day and I ran across this juvenile title, Princess Smartypants. I am not expert enough to know which model Norton the drawing is based on, but I got a large kick out of it anyway. . . . I apologize for the photocopy. . . . and heartily recommend that this book become a permanent part of the library of our Branch... if only to properly indoctrinate the younger set.

Knowing that you will enjoy this, I am

Sincerely yours,

Brian Reynolds
Yreka

P.S. The book is a new one... Babette Cole. Princess Smartypants. Putnam, 1986.


JUNE RIDE REPORT

The Morro Bay ride was great. You suckers what didn't show missed something, I tell ya. Why, the wind was so strong at our backs that when I ran out of gas I didn't notice it for 10 miles. Then when I left the gas station the wind carried the sound of my motor ahead of me, and when I caught up with the sound at about 80mph I thought something had broke.

Good thing the other NOCCERS let me convince 'em to go south by the coast 'cause when we hit Moss Landing on the way back I turned a corner and the wind blew me right off the road into a restaurant parking lot. I was hungry anyway though.

Thanks to Bill Bernard for helping out at our destination. We hope you will get to the Rally this year.

Alan



**NORTON
LOVERS**

COME ON DOWN!!!
to
SANTA CRUZ

JULY 4,5

**THE ANNUAL
NORTON
PICNIC**

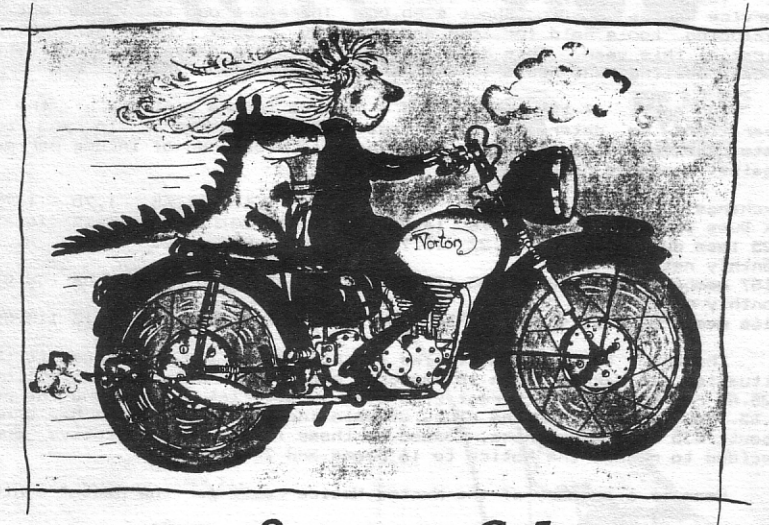
Strap on that boogie board, crank up that beast or, if it won't crank, PUSH IT! but get yourselves to this gala event! Fresh air, sunshine, gorgeous bodies on the warm sands and

NORTONS.

WHAT MORE COULD LIFE OFFER?



Princess Smartypants



By Babette Cole

RIDE REPORT

MARIN 6/21/87

Recipe for a great ride: The main course

Ingredients:

A small but congenial band of Norton owners
 Several outstanding Marin County roads
 Sunshine
 Warm weather

Mix ingredients. Allow to sit for one hour while you eat breakfast. Cook. Allow to stand for 15 minutes. Cook again. Sprinkle with good cheer from two wandering Norton riders. Consume heartily and then file the experience as yet another magnificent day's repast.

Thanks, Don.

Lou

SCREWY BOLT INDEX

FIELD REQUESTED HARDWARE



For Mismatched Holes



For Holes Too Near The Edge



For Holes counter-Sunk too deep



Binocular Bolt-For Double Drilled Holes



For Holes Not Drilled Straight



For Out-Of-Round Holes



For Tapered Holes



Pre-stripped For Easy Overtorquing



Hammer Head Bolt-For Hard To Start Holes



Serrated Head For Vicegrip Torquing



For Redrilled Holes That Still Don't Match



For Thread-Less Bolt Holes



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

Treasurers Report 6/15/87

Here is a summary of the NOC NorCal Branch's financial state:

Current bank balance after May renewal deposits and dues to UK stands at \$828.50. Petty cash on hand is \$90.00. We have in stock shirts and service notes costing about \$200.00. Therefore our total current assets excluding tools held for loan are \$1118.50, down from about \$1400 at the first of this year. This drop in club assets has caused much discussion at recent meetings and needs further explanation.

In April of this year I did a cost vs income analysis of the branch operations to determine the effect of declining membership and exchange rate. The following table shows the monthly breakdown of income per member against exchange rate.

Exchange	1.40	1.45	1.50	1.55	1.60	1.65	1.70	1.75
UK Dues @L9.50	13.30	13.78	14.25	14.73	15.20	15.68	16.15	16.63
\$25 less dues	11.70	11.22	10.75	10.27	9.80	9.32	8.85	8.37
Monthly net								
187 members	190.02	182.53	175.20	167.71	160.38	152.89	145.56	138.07
Monthly net								
166 members	161.46	154.84	148.35	141.73	135.24	125.82	122.13	115.50

There are two numbers circled in this chart. 160.38 represents the club situation in March, with 187 members and the pound trading at 1.60. The 125.82 represents the current club status, with 166 members and the pound at 1.65. You can see that the clubs useable income after UK dues has dropped by about \$35 in three months. Based on these figures the executive committee decided to reduce the Notice to 16 pages and 200 copies.

Here is a summary of the Norton Notice costs for the past 4 months:

March	(20 pages	300 copies)	233.00
April	(20 pages	300 copies)	192.00
May	(16 pages	300 copies)	200.00
June	(16 pages	200 copies)	145.00

The drop between March and April represents postage held over from March. Note that based on about \$200 monthly cost in March, the club was loosing \$40 per Notice issue. Our cost reduction has succeeded in saving the club about \$55 monthly. However, since our net income has continued to drop during this time, the club is still loosing about \$20 per month just on printing and postage. None of us is claiming telephone or misc. expenses either.

The executive committee of the branch feels that we should not further decrease the size of the Norton Notice, since it represents a main benefit to the members. It is therefore inevitable that we increase dues to cover our monthly costs, the only issue being how much. Our president will be offering some thoughts on this subject in this and future issues of the Notice.

Clear skies & open roads,
Alan G.

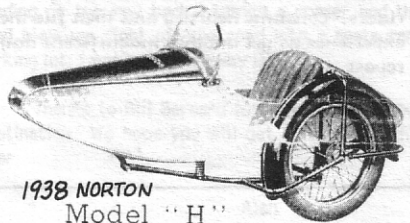
(TWADDLE--CONT.)

Please let me hear from you all by July 15th. That is a reasonable deadline and will permit the results of the poll to be published in the August Notice. Let's put this behind us!

In the meantime, I will work with the UK club to improve services to Branch members. It's not yet time to throw the tea overboard.

Nort'nly yours,

Prez., No. Cal. NOC



1938 NORTON
Model "H"



Consumer Watchdog I

Keith Code's California Superbike School

This month the NOTICE evaluates the California Superbike School, held recently (Memorial Day) at Sears Point. Your editor, disguised in frayed tennis togs as an average citizen, arrived on time at the track with visions of lifted front wheels dancing in his head. After signing away several times all rights to sue and after depositing my \$100.00 damage fee (refundable), I settled in for a talk on how to get around a racetrack quickly and safely.

Keith Code is a mild mannered and pleasant sort of guy (read "laid back") but as I knew a bit of his racing history I decided that here was a classic case of misleading appearances and that he probably chewed on steel bolts prior to and during races, or at least used to. He walks in a light, slightly bouncy stride and when he descends stairs you have the feeling that he might just float from the last step to the ground. If speed on a track is in any way dependent upon silky body movements I was in trouble.

He solicited and got some questions that people in the room thought should be answered and quickly planned a sequence of topics that would form the basis of a "lecture." It was a good teaching strategy as we were immediately involved in our concerns. And so began a chat which lasted about one and a half hours.

I had met Eric and Anne Mills, a cheerful pair, when I first arrived at the track. I learned why Eric in particular was in a good mood when I discovered that he had signed up for the "Bring your own" version of the course which basically eliminates the classroom lecture and places you and your bike immediately on the track, guaranteeing anywhere from two to three times the amount of track time that the rest of us had. No teacher, even Keith with his frequent witticisms and creative responses to student questions, can compete with the flat out sound of a passing Norton. And so I tuned into the talk for 2 1/2 minutes and then listened for Eric. He was circling the track with a small group of riders who just kept going, stopping now and then to rest. The bastards were having so much fun they were getting tired! Damn!

Keith has the ability to translate the complex elements of road racing into understandable bits and what we heard was just a small sample of what he has



to offer. His books, Twist of the Wrist and The Soft Science of Road Racing Motorcycles, make good reading for anyone who wants to improve riding skills, both on the road and the track. What the classroom provides which the book does not is a relaxed sense of humor. Since the participants seemed to be in the class primarily for the fun of going fast safely the humor provided a nice dovetailing of interests. Only a few in the room indicated any interest in racing. Score one for good sense.

Some samples of his ideas: On the rear brake-- don't rely on it for stopping. While it's OK for street riding and general pattering around it becomes a hazard in an emergency stop or if used to scrub off speed on a racetrack. The Ninja 600s used by the School do have rear brakes but he recommends keeping your right toe on the footpeg. It's just too easy to lock up the rear wheel. On Drive-- when exiting a turn, Drive is defined as the highest possible speed with the least possible acceleration. Drive is one of those elusive but intuitive notions which describes how it feels to exit a turn. For me it's like hitting a "heavy" tennis ball as in, "Man, he hits a heavy ball!" The hitter's stroking appears to be ordinary but when the receiver strikes the ball it feels like he's hit a watermelon (It's all in the wrist.). All movements through a turn should be smooth; any inputs which tend to destabilize the bike reduce the amount of drive that the rider can generate.

Code is at his best talking about life on the track. On passing on the track: "You can pass on the inside or the outside. There's no other choice, except in motocross." On the competitive spirit: "In racing when one guy catches another there's a sort of glow."

Once on the track, riders warmed up to the task quickly. Now and again an instructor would shoot by anywhere from 20-30mph faster than I was traveling. He'd casually look back as if to ask if everything was OK but I didn't feel that that was the time to flash a thumbs up. In fact, I was sort of hoping

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(SUPERBIKE--CONT.)

he wouldn't look back for so long like that. I mean this was a racetrack after all.

The Superbike School computer showed that we had all decreased out lap times by significant margins with mine showing a plateau effect caused, I think, by the engine getting plain tired. With helmet, leathers, boots, backpad, and checkbook I figured I weighed in at the vehicle's GVWR. The rev limiter works to keep things orderly below 11,000 but when mine cut in I felt it was begging for mercy rather than just doing its electronic dance number. I spoke to my bike between sessions but received no response.

A few guys came off at various points and for me it's important to remember that my lap times would have been outstanding for a first-time rider had it not been for all those waving yellow flags (and one waving white sweatshirt held by one of the less well equipped turnworkers). Nobody got hurt though, and I'm sure those who wound up walking back to Race Central will try their luck again. Perhaps a different line. . . .

The Superbike School won't be around northern California until next year (I'm guessing, but the class was full and this makes for good business.). If you'd like to rattle your brains a bit, see double through some turns, go faster than you've ever gone (safely), and feel moved to whoop it up after riding for only 15 minutes (2 sessions, each about 15 min.) give the school a try. You'll leave with a certain glow. . . .

Consumer Watchdog II

Kawasaki Ninja 600

These bloody things are fast, handle great, and stop like you've never stopped. Unfortunately they have no soul.

Loe

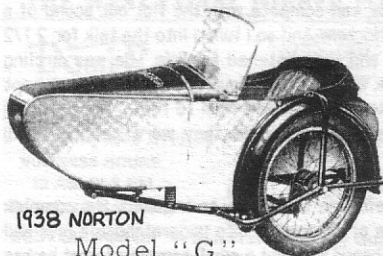
TT Motors has sold their inventory of British parts to GP Cycle. John now has a storeful of Ducatis and Huskies and at last may be able to install carpeting. Somehow I can't see him in those pointy Italian shoes smoking crooked black cigars. In any event, we wish him well and, considering the support he's given the Norton Club over the years, ought to keep in touch with sundry purchases. Whatever you do, don't scratch da paint on da Pasos!

Loe

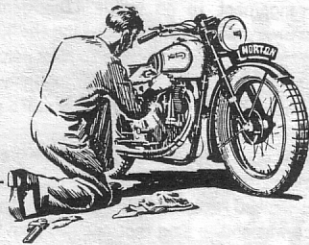
HOW TO TAKE ALL DAY TO CHANGE YOUR OIL

by
Margie Siegal

- 9 A.M. Get up some Saturday, stumble out to the garage, and decide your bike's oil needs changing. Discover that you are out of oil and need a filter. Decide to take your bike to the shop to warm the engine up.
- 9:15 Back down to the garage after finding your helmet, jacket, backpack, and wallet.
- 9:20 Off to shop (bike slightly recalcitrant).
- 10:20 Back from shop with oil, filter, and three parts that you might need sometime. Time allows for being waylaid by a seductive Velocette and a short but meaningful tech discussion with someone at the parts counter.
- 10:30 All necessary items gathered, including oil pan, newspapers, wrenches, and spout. Start to take everything apart.
- 11:00 Major oil spill. Consider notifying the EPA.
- NOON Finish cleaning up oil. Decide you are hungry and need a beer. Go into house and look for same.
- 1 P.M. Return to task at hand. Find that the filter doesn't fit your bike. Get into car and return to shop.
- 2:30 Return from shop. Britbike shops are hard to get away from, no?
- 3:00 Everything back together. Decide you need another beer before putting oil in bike. Find that co-inhabitant of dwelling (spouse, housemate, kid) has drunk all remaining beer. Get into car again and drive to liquor store.
- 3:30 Return from liquor store.
- 4:00 Bike's full of oil, all's right with the world.



1938 NORTON
Model "G"



TECH TIPS

TECH TALK

The second session of TECH TALK began as soon as everyone had settled into the living room chairs. Alan and Lee were not with us this time but Mike Rettie had joined us (and tried to eat both Alan and Lee's shares at dinner). Mike is back at Marshall's after a stint as a bookseller in nearby Alameda.

Major portions of the tape have been edited out as a result of the group's oftentimes hilarious excursions into the nontechnical aspects of motorcycling. One of the benefits of transcribing these tapes has been to relisten to the humor at the meeting, and more than once I found myself laughing out loud at the quips.

Joining us in the proofreading are Gene Austin and Scot Marburger. As before, comments are included in brackets along with the reviewer's initials.

The text which appears in this issue of the NOTICE (and there will be some left over for the next issue) concludes the tech discussion. As I mentioned at the outset of this project, please feel free to make comments or ask questions about anything that was said. Frankly, with little response to this kind of an undertaking, nobody is going to feel encouraged to attempt similar projects in the future. And if that happens it's the membership at large which suffers, not the individuals involved in sharing ideas about Nortons.

INTRODUCING: MIKE RETTIE

This high roller is known to fish the Bay while bellowing, "Sailing, sailing, over the bounding main." He holds the club record for most time spent waiting for parts to be machined by Carl Mazel. Observed threatening passing Yamaha riders with giant



homegrown cucumbers. Gusto for life developed in the wilds of New Zealand where he was captured by natives who thought his Norton button was a sign of the devil. Escaped certain death by laughing heartily until all had run away. Has been laughing ever since, frequently without reason.

TECH TALK--SECOND SESSION

Mike: You know, talking about the transmission, in Classic Mechanics last month [Feb./Mar. '87] there was an interesting article about Norton transmissions and they were talking about layshaft bearings. They recommended going with super heavy duty ball bearings. The more I think about it and the more I talk to people about it, the more sense it makes.

Harvey: The roller doesn't get enough oil sometimes. [I don't buy that. It should be submerged in oil if the level is correct.--PR]

Mike: Well, I think it's more like the problem with the main bearings in the engine-- it doesn't tolerate flex and it ends up loading up the layshaft and you end up seeing snapped off layshafts. [The snapped layshaft is nearly always a result of layshaft ball race bearing failure or kickstart bushing wear/failure. The rollers on the roller bearing are less than 1/4" in length whereas the kickstart bushing is over one inch! So it's the bushing that keeps the layshaft more rigid if anything.--PR]

Phil: You need a Superblend roller on the layshaft. [Joke!--PR] The roller is intended for the radial load.

Burton: The roller is designed for the load that the shaft applies, the ball is but the roller isn't. [I don't buy this either. The main load on the layshaft is radial and a roller bearing supports this best. I don't think flex in the layshaft is a problem either. It's too short. If anything the mainshaft is the one that will flex as it's longer and coupled directly to the engine. I've seen too many collapsed ball races on the layshaft to know the roller is a good alternative and still much cheaper than the 'super race' mentioned in CLASSIC BIKE.--PR] So Marshall claims the roller really isn't a good fix.

Mike: Well, it's not supported properly on the end.

Burton: Yes, that too. What it really needs is a bearing at each end of that shaft. [There is. A plain bearing supports the kickstart end.--SJM]

Mike: The Triumph uses needle bearings on the layshaft.

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Phil: You've got to think when that thing was designed. It was back in the thirties-- the original design for the Burman box. I took the box apart on my '37 Norton and it's got a lot of similarities. The countershaft even has a roller in it.

Burton: Mike, you did one of those 5-speed Quaife conversions didn't you? How was it? Did you ride the bike?

Mike: Yeah, it was a little notchy at first.

Harvey: The sweetest tranny I ever rode in a Norton was a Quaife 5-speed MKII that Eric Swortsfigure is racing now. That thing was just incredibly smooth. [The cam plate on the Quaife (and PR) has lobes that are lower than the stock 4-speed. This means that the detent plunger travels less as it moves from detent to detent on the cam plate, ie. less effort on the shift lever.--SJM]

Mike: I couldn't figure out why it was stiff initially, but after a while it was quite nice. The only thing I had to do when I installed it was the window where the shifter quadrant goes through--there wasn't enough travel there and I initially thought I was misindexing something. So I just took a file and it was fine.

Harvey: You know sometimes when I'm doing up a tranny I'll get an outer cover and there's a pressed steel piece which stops the end of that travel, you don't quite go into the gears, and I've found you have to file it. I had one tranny where I had to put four outside covers on it and it still didn't work. It was that little piece, the detent stop or lever stop or whatever it's called, and I had to file it. [File what? This sounds more like an improperly indexed cam plate and quadrant. This could be fixed by filing, but correct assembly is preferred.--SJM]

Harvey: How much is that Quaife 5-speed conversion these days, Mike?

Mike: It's about £500.

Burton: Are the gears as nicely made as the Norton gears?

Phil: Yes, they're about the same.

Burton: I must say I've never taken a Norton gearbox apart where the gears themselves were worn. [Jesus! I have.--PR] [You must be joking! I've got a shoebox full of worn and pitted gears.--GA] [He's never taken apart a Norton gearbox!--SJM] [I have. It's just 'cause Burt takes his apart every 800 miles to check it.--MR]

Phil: An interesting surprise is that for the first gear layshaft where you've got teeth for the kickstart ratchet, for the race bike they don't have it. It's just a blank gear. You don't have a kickstart and you don't need a kickstart shaft.

Mike: I remember from somewhere that on the early racing boxes they were just geared too high for the

whole arrangement to go inside. [The gears were made narrower, making less room for the kickstart pawl. The factory judged that the thinner gears would put too much stress on the gear teeth and pawl. Since it was a racing tranny, the kickstart was left off.--SJM]

Phil: I got a request for some gears and asked Les to supply me with some first gears and he asked whether I wanted race or standard. I asked what the difference was and he said that one had provision for kickstart and the other didn't. They retail for about \$100 apiece; they're expensive gears.

Burton: What does Norton actually make themselves? Phil: Nothing. They make paperwork. And headaches. The actual Norton parts concern doesn't make anything. It's just a warehouse next to the Norton Wankel people, separated by a divider.

Harvey: Well does Les buy anything from them?

Phil: Oh yes, he's their biggest customer. The last time I talked to him he told me, "I buy more parts from Norton than everybody else combined." And he said they confirm it. He lives about 15 miles down the road from the warehouse; he's right on their doorstep.

Lou: What's your understanding of what's going to happen to the 200 new Commandos? Are they going to be made up from existing spares?

Phil: Yes and no. They say they are going to be casting 750 cylinders again as well, strengthened, and new also crankcases. They're going to make MKII cases as well as MKIIIs. But nothing's happened yet that I know of.

TO BE CONTINUED NEXT ISSUE

Pettijohn's Breakfast Food
THE WHOLE OF THE WHEAT

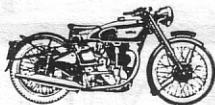
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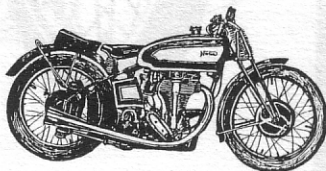
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