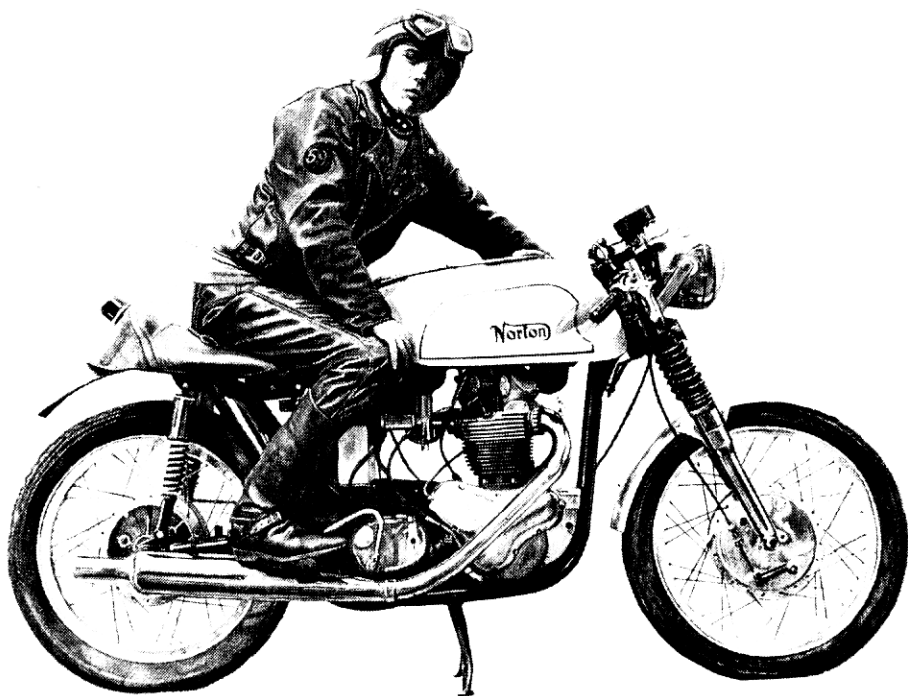


Norton Notice

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH
NORTON OWNERS CLUB

NO. 117

JAN 1988



MEMBERSHIP DIRECTORY



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

£10.50 (pounds sterling) + \$18.00

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 \$18.00 per year. This does not include membership in the Northern California Branch of the Norton Owners Club, nor does it afford any of the rights or privileges of membership in the NOC.

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

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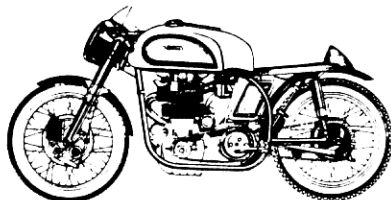
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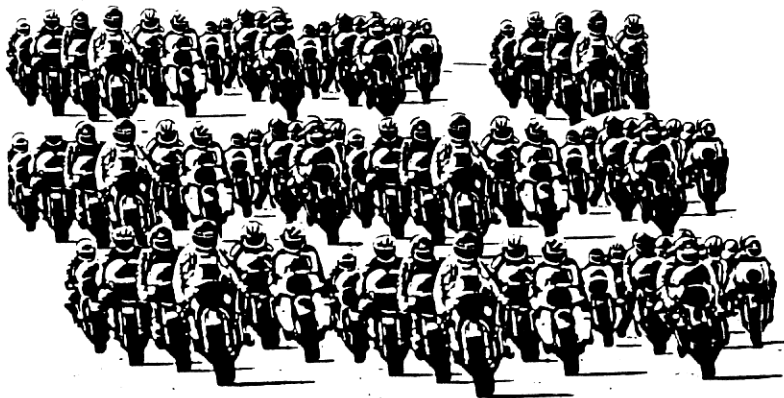
Important!

(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: Riders should have plenty of oil and gasoline by the scheduled departure time and all personal problems taken care of. In other words... **FULL TANKS AND EMPTY BLADDERS.** In the event of inclement weather phone the ride leader to find out about the status of the ride.



CLUB MEETING SCHEDULE

(San Francisco)
Zuka's
1 Gilbert St
SF

Jan 14

DATE DAY EVENT
Jan 22-24 Fri - Great American Motorcycle and ATV Show, Cow
Sun Palace, SF

*Jan 24 Sun *Branch ride Mt. Hamilton Freeze Ride THE
Classic winter event. Lead by Louis Mendelowitz
Meet at Howard Johnson's, First St., S.J. (First St.
off ramp on 101), 10:00 A.M. Louis' phone is
(415)857-1835

(San Mateo)
Prince of Wales Pub
106 E. 25th Ave
San Mateo

Feb 11

DOWN THE ROAD

(East Bay) Mar 10
Currently Margie's house but we
need a restaurant or bar. Any ideas?

April 10 Laguna Seca (FIM)

(San Mateo)
Prince of Wales Pub
106 E. 25th Ave
San Mateo

April 14

April 30-May 1 West Coast Vintage Rally and Swap Meet
Tulare, CA The Sunday Morning Poker Run
is being run by the NorCal BSA Club and
should be a good one. This is the first rally
of the year and might be the club event for
April.

The August meeting is usually at the Annual Rally. If you have a suggestion for a good Rally sight or event please talk to Margie about it or mention it at a meeting.





TWISTORIP TWADDLE

Hello again, and welcome to the new year. We did our best to bring it in with style at the Branch A.G.M. and Holiday Party on December 11th, but the venue was unfortunately working against us a bit and I think we won't be meeting again at the Class Reunion any time before warm weather returns and allows us to do it outdoors (and mercifully far from the discomania). Until then, unless someone can suggest a better South Peninsula place, we'll make more regular use of the Prince of Wales pub in San Mateo; the idea has been floated that we might volunteer a bit of sweat and clean up the meeting room there before our next meeting, if the management are agreeable. If so, volunteers will be warmly received.

Speaking of volunteers, several were found and elected to Branch offices last month. Harry Bunting consented to a promotion from Tool Coordinator to Secretary-Treasurer; he will continue as custodian of the Branch's Norton tools, too, and the current good idea is that the Tools post should be and remain a perk of the post of Secty-Treas, as exchange for the time consumption of that job.

Alan Goldwater takes over as Editor of the **Norton Notice**. Lou Caputo, bless him, thoughtfully has provided a write up of the fine points of the hat. At this writing, the plan is for the January issue to be the long-awaited Roster, to which this column will be an insert because of the need to alert the membership to new developments--see below. Other election news: Maryk Payton is our new Recording Secretary for 1988--I've spoken with him and the man is literate--while the posts of V-P/Rides Coordinator and President remain in the hands and feet, respectively, of Margie Siegal and yours truly, respectively. Better luck next year. Further news regarding other positions as election results are confirmed.

On to a topic of some urgency. Regular readers will recall our gyrations during the summer of '87 concerning our relationship with the U.K. Club; essentially, it was decided by the voting membership to continue our NOC affiliation on a "cost plus" basis, that is, the cost of a full Branch Membership was set at the cost of our primary Branch service (the **Norton Notice** at \$18 per annum) plus the dues required by the mother Club. That came to about \$30 total last summer.

Well, unless you've been napping, you will be aware that foreign exchange rates have gotten crazy since then as the dollar has plunged to all-time lows against the yen, the deutschmark, the pound, and the fish-head. Sadly, the UK NOC has not seen fit to require dues paid in pesos. Per **The Economist** of 26 December, the pound is at \$1.83. Add to that the news that dues for foreign branch members (that's us, folks) has been hiked to 10.50 pounds sterling, and you can see the kettle we're in. In case you're as slow as I am, that makes the cost of a full Branch Membership about \$37.22 and rising as I sit here a few days before New Year. Not good news.

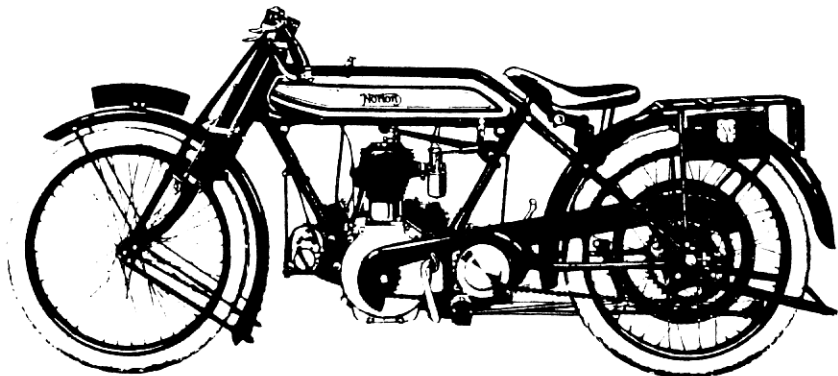
Consequently, we have no alternative but to pass the cost through to renewing Members. This is in accordance with the decision taken by the voting Members last summer--that the price of membership is basically set at the mother Club and it's up to each individual Member to consider whether he or she can wear it--but now, through fault of neither this Branch nor the UK NOC, international events have intervened to make full Membership more dear, like any other overseas import.

Let me stretch the metaphor a bit: full Branch Membership is an Aston-Martin, and the dollar's slide has made it more expensive recently. However, the cost of your basic Chevrolet is unchanged, right? The Chevy in this case is the subscription to the **Norton Notice** alone, which continues at a mere \$18. (Such a deal!) As discussed at greater length in the July '87 **N.N.**, subscribers can do everything Members can do except vote at the A.G.M. and no stigma whatever attaches to status as a subscriber rather than a Member.

The choice is, as always, yours. If you wish to continue as a full Branch Member at renewal time, please remit \$18 + 10.50 pounds sterling to the Secty-Treas (see your local newspaper for the dollar equivalent at the time). If not, send \$18 and you will continue to receive the **Notice** and be welcome at all Club functions (but without voting privileges at the A.G.M.). Simple.

There's more to talk about, but this column is already too long so I'll save it. The January meeting is at Zuka's in San Francisco, 1 Gilbert St. in the South-of-Market district, on the 14th. See you there and, on behalf of all the Branch officers, Best Wishes for a Happy and Prosperous 1988!

John



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DIRECTORY OF MEMBERS AND SUBSCRIBERS

This listing is as of 12/01/87. Please notify Harry Bunting of any corrections.

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NORTON MKIII GEARBOX REMOVAL

Jonathan Goldstein

If you have an electric start MKIII then you will by now have realized that when it comes to maintaining the machine you are pretty much on your own as far as technical expertise goes. Most Norton owners or machine shops are more fluent with the other types of bikes such as the 750 Commando or even the 850 MKIIA. Norton just didn't make that many MKIIIs during the twilight years between 1974 and 1977 so consequently there aren't enough around.

During a recent gearbox rebuild I encountered a few things that may be of interest to anyone attempting to do the same.

One beautiful sunny day not long ago while returning from work I was in downtown San Francisco in Friday rush hour traffic when suddenly the kickstart lever went limp on me and I found myself quite immobile with a seized up gearbox. Having heard from other friends with Nortons who had had similar problems, I immediately suspected a bad layshaft bearing. Back home with the bike ready to be taken down I elected to remove the gearbox completely from the bike rather than working on it in situ. I recommend removing the gearbox to do this because although it is possible to replace the layshaft bearing, and most every other thing in the box, without removing it I find it a much easier and enjoyable task to do on the bench. Apart from the tedium of taking apart the primary, removing the gearbox is an easy affair.

The first thing you should know is that you don't have to remove the rear wheel as it states in the manual. I don't know why they say you do but you don't so save yourself a few hours of extra work.

You disassemble the primary and disconnect the chain from the final drive sprocket. The manual then says to remove the top and bottom gearbox mounts and to remove the three rear engine mounting plate bolts to facilitate moving the box rearwards as far as possible from the engine in order to turn it anticlockwise and then laterally outwards from the frame. I found removing the engine plate bolts largely unnecessary as I was able to gain the extra few inches by disconnecting the oil filter from the frame. This enabled me to move the gearbox further rearwards.

Once the gearbox is on the bench rebuilding it is relatively simple. The only special tools you will need are an extractor for the gear pinion bushings and a hone to ream them to fit the shafts upon reassembly. Replacing the bearings is something else and this best illustrates why it is desirable to do this on the bench. In order to remove and refit new bearings you have to heat the gearbox shell sufficiently to expand the housings. I tried this with a common propane torch and found that it didn't generate enough heat. The better approach is to remove all the oil seals and the neutral switch and heat the case in the oven at 350 for approximately 10 minutes.

Have everything ready to go immediately as you remove the shell from the oven, the bearings, a wooden drift made to fit the outer race of the bearing, a hammer, and a suitable work surface. You have to work fast as the shell cools and contracts rapidly. Remove the shell, offer up the bearings to their housings making sure they are dead on center, and deliver a few sharp blows until they are fully home. If they get stuck halfway or at an odd angle reheat the case and start again. If you try to force them in you may damage the bearings, the walls of the housing, or worse, crack the case. Let the case cool down 10 or 15 minutes and proceed with the reassembly of the rest of the box.

When you replace the cam plate it pays to really take your time and make sure it is indexed properly or you may find it impossible to shift into either first or fourth gear, depending on which way it is out of adjustment.

It probably goes without saying at this point that one replaces every accessible seal and gasket. But a word about oil leaks-- I used to think that if a Norton didn't leak oil there was no oil in Norton. One can achieve oil tightness by making sure all the mating surfaces are clean and flat. Get a large sheet of glass to true the surfaces on and, after replacing the gaskets without sealant, it should be oil tight.

Being a relative newcomer to Nortons, I have had a lot of help and advice from some people who were more than willing to listen to problems they'd all heard before. I want to thank Mike (at Mean Marshall's), Mean Marshall, Phil Radford, and Burton Kranzel.



RIDE REPORT

OCTOBER 25 CLUB RIDE

Almost a dozen Noccers assembled at TT Motors for Dave DeBella's Oct. 25th ride through the East Bay. The weather was ideal as we hopped over to fuel up (Full tanks before, guys). I had my first unusual experience at the gas station. A fellow came over admiring my Dunstall, saying that he used to have one like it. Because I've never seen a bike similar to mine in the Bay Area I asked if his had been set up with an oil cooler, rearsets, etc. and he said yes, that his Norton had been modified like mine. The decal on the tank clinched it-- he had waited for it from England for six months! The original owner! I assured him that the bike was still being loved, we shook hands, and our group left.

A short way down the road someone noticed that Chris Quinn was missing. I volunteered to track him down and then meet the group at the top of Grizzly Peak. Chris wasn't at the gas station, nor at TT, so I started up past the Claremont for the rendezvous. I saw a motorcyclist ahead of me and charged after him. I had almost caught him when he turned toward the freeway. By this time I knew it wasn't Chris but it WAS a Norton rider! I gave up the chase, not wishing to delay the group, turned around, and headed back to Grizzly. The Norton rider decided not to get on the freeway, turned around, and headed back to Grizzly.

The group had disappeared. While I was looking for them the Norton rider approached and I invited him along. We cruised through Tilden Park and started on Bear Creek Road.

Eric Rhodes came zipping by going the other way. HE turned around, joined Scott and me, and we ambled towards Port Costa, the day's lunch stop.

Unfortunately both Scott and Eric had to return to Berkeley. I continued on and when I arrived at Port Costa Chris' bike was there. He had found the group in Berkeley.

The restaurant at Port Costa was funky. We ate outdoors even though it was the indoors that had loads of character. I was hoping to wander around by the river but people started to move and we were on the road again. The ride broke up a short while later, allowing me time to get home where I learned, unfortunately, that the Seahawks were creaming the Raiders. A quick plug check to confirm that changing the needle position had indeed improved matters and I wheeled my Nort into the garage.

Advice to future ride leaders: a map with rest stops indicated would have made it possible for me to have rejoined the group. I was aware that we were going to Port Costa but others may not have had this information. For them a wrong turn would have meant the end of the ride.

If you are a ride leader please try to get a map to the NN Editor a month prior to the ride. Include the name and address of the restaurant. At the Sept ride (around Santa Cruz) several Norton riders who did not make the start of the ride joined in at the lunch stop. And, in my experience, many prefer to head for home after the ride. Take this into account when planning the afternoon.



The Northern California Branch of the Norton Owners Club enters the new year with a full compliment of officers, but it appeared for some time during the December Christmas Party/Election Meeting--Dec. 11 at the Closs Reunion in Palo Alto--that this might not be so. In a marked contrast to last year's election, in which several offices were hotly contested, there was no necessity for counting votes this year as only a single candidate stood for each office. In fact, it was only after a prolonged struggle that anyone willing to assume the editorship of the Norton Notice was found.

President John Cowell had hoped to build interest in and competition for club offices by soliciting nominations at several meetings prior to the election but none were made. Still, early in the election night proceedings it appeared that quick and satisfactory results would be obtained. John offered to serve again as President and the offer was quickly accepted. Margie Siegel and Alan Goldwater were similarly re-elected by acclamation to the positions of Vice President/Ride and Rally Coordinator and Secretary/Treasurer, respectively.

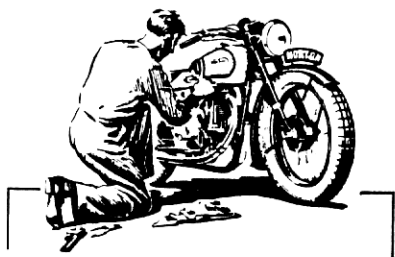
Robert Briscoe offered to fill the position of Paraphernalia Coordinator, an offer quickly accepted, and Harick Peyton was drafted as Recording Secretary, having made the mistake of attending three meetings in a row.

This fast progress came to a screeching halt, however, when the call was issued for candidates to replace retiring Notice editor Lou Caputo. The job is probably the most demanding in the club and Lou has set a very high standard. Repeated attempts to draft various members failed when the prospective honorees adamantly refused to accept this recognition of their fellows' high regard. Two proposals to add monetary incentives for this position were made, one to pay the editor (and, perhaps, all officers) and a second to allow the editor to keep all advertising revenue. These were dropped when the Secretary/Treasurer reported that funds for the Notice had already declined sufficiently to force a reduction in the number of pages, this due to a decrease in dues income, on the one hand, and an increase in the dues charged by the parent NCC, on the other.

When it began to appear that an impasse had been reached and that there was a serious prospect that no editor for the club's publication would be found, Alan Goldwater made a last, impassioned plea for a volunteer, noting that the Notice had been published continuously for almost 10 years (116 consecutive numbers) and that it would truly be a dark day for the club if it were discontinued. Still, no volunteers stepped forward, so Alan tried yet one more gambit, offering to serve as editor himself if someone else would assume the responsibilities of Secretary/Treasurer. This proposal proved successful when Harry Bunting agreed to serve in that capacity and was quickly elected to do so.

1. Roadster fiberglass gas tank and side covers - needs paint \$70.00
2. 750 Engine - Split crankcase, seized engine - \$80.00
3. Transmission - Excellent condition. Four speed - \$125.00
4. 750 Frame - Fair condition with kickstand, swing arm and transmission cradle - \$75.00
5. Primary covers - Inner/outer excellent condition - \$60.00
6. Front wheel '70 style' complete with brakes and tire. Good condition - \$40.00.
7. 2 back wheels complete with brakes. Fair condition - \$20.00 each. With speedo drive unit - \$40.00
8. Front fender fair condition - \$15.00
9. Front forks with levers. Needs new oil seals. Straight and in fair condition - \$50.00
10. Early model headlamp with mounting ring excellent condition - \$40.00
11. Speedometer and tach excellent condition - \$70.00 pair
12. Dunstall exhaust - 2 into 1 into 2 - Needs paint good condition - \$80.00.
13. Roadster exhaust - good condition good chrome - \$80.00
14. 750 oil tank excellent condition - \$10.00
15. Early model tail light good condition - \$20.00
16. Early model fork yokes - upper and lower good condition - \$30.00
17. Two 750 wiring harness good condition - \$20.00 *each*
18. Swing arm with transmission cradle good condition - \$49.00
19. Mark III headlamp wiring harness good condition - \$15.00
20. Early model handle bars with light & horn switches good condition - \$50.00
21. Chain guard poor condition - \$10.00
22. Primary chain with clutch and engine sprockets good condition - \$45.00
23. Two foot pegs & brake levers - 1 good condition 1 has scratches - \$10.00 & \$20.00
24. Stator good condition - \$30.00 plus rotor - \$70.00
25. Two clutch diaphragms good condition - \$10.00
26. 750's peg good condition - \$10.00
27. Pair of back shocks needs chrome - \$15.00
28. Carbs 1930's complete with choke & throttle levers & they work - \$40.00.
29. Lower fork leg excellent condition - \$15.00
30. Primary chain - \$20.00

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TECH TIPS

In reply to Mike Rose's letter in November's NOTICE

Whilst I don't set myself up as an expert, I would like to make some comments about his oiling concerns

With the 3-start oil pump fitted to earlier Norton twins, the rocker spindles had oil grooves around their circumference. When the oil pump was double speeded by fitting the 6-start gears, then plain spindles were employed. So, when updating a Norton's oiling system, rocker spindles must also be changed or oil pressure will be affected and over oiling of the cylinder head will probably result.

On earlier Nortons the rocker oil feed was taken from the return line to the oil tank. The Norton oil pump has a greater capacity on the return side than the feed side but it's hardly under pressure as nothing much restricts its flow into the tank. So, I would say, like electricity it mostly takes the easiest path into the tank rather than up a narrow pipe to the rockers. But when the rocker supply is taken from the feed side of the pump the supply is under pressure and fairly constant (depending on oil viscosity)

It is also important to remember that oil pressure can be altered by adding shims (Part no. 06-7646) to the pressure control valve situated in the timing cover. When doing this it is wise to ascertain resultant pressure by connecting a gauge into the pressure side of the oiling system. This is most conveniently done by hooking into the rocker feed supply or from a point such as the RH exhaust rocker spindle cover plate (usually via an adaptor)

I find that with my 850, with straight 50w oil, pressure runs around 40-45 lb/sq in at 4000rpm when oil is hot. This pressure varies according to ambient air temperature, nature of riding, etc. but it does not fall below zero at idle or higher revs (NB: I never redline my Nort)

Phil Radford

Norton

SERVICE RELEASE

No. N/11

Feb 1973

Achieving legal noise levels

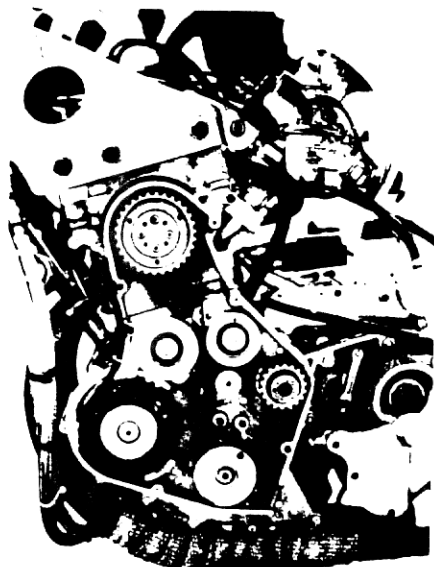
1973 750 Commar o

U.S.A./Canada only

All 1973 750 models excepting hi-finder have the muffler tail cone mutes supplied separately in the crate in the plastic bag containing the front tender hardware. To meet legal noise requirements for noise limitations in some States it is most essential for the mutes to be fitted before the motorcycle is offered for sale, for otherwise both the selling dealer and new owner may be in violation. The fitting of the mutes necessitates changes to carburetor settings including the fitting of the main jets supplied.

Insert the mutes in the muffler tail cones, lipped end rearwards, align the holes in the mutes and mufflers and fit the self-tapping securing screws securely.

Fit the new main jets by turning off the fuel, removing the carburetor float bowls and holding the main jet holders to prevent turning as the original main jet is removed from the carburetor. Fit the size 220 main jet supplied and refit the float bowls. Remove the carburetor tops, lift out the throttle slides attached to the cables, and re-locate the needle clips in the top groove of each needle. Refit the slides and tops.

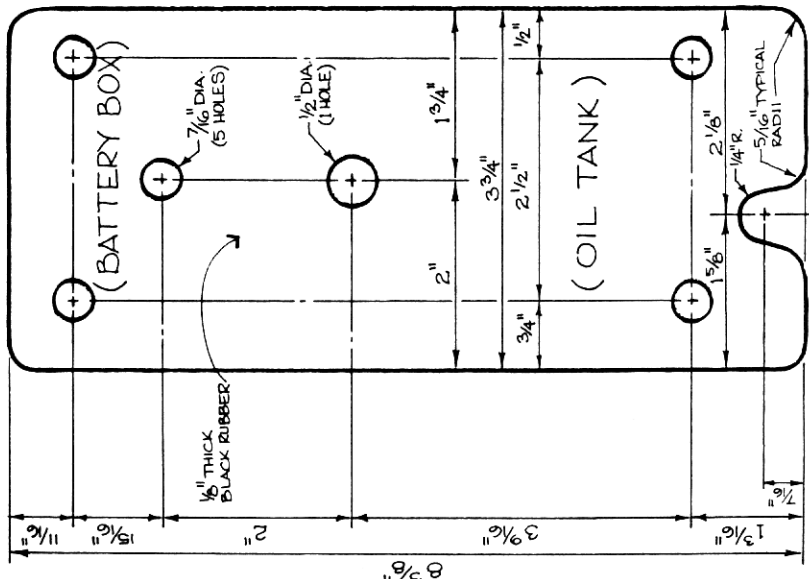




THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

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FULL SIZE
13 OCT 1986

BSA Owners Club of Northern California
Rides Committee
P.O. Box 594 Novato, Ca. 94948

18 December 1987

Dear John:
On 27 March 1989 the BSA Owners Club is organizing the first Clubmans' All British Motorcycle Show and Swap Meet. The show will be held at the Santa Clara County Fairgrounds in the Pavilion Hall, at San Jose, California.
This show will be unique because it will be the Clubmans' event, put on by the British Motorcycle clubs and local British bike shops. This letter is to solicit your support.

We are asking the Ariel Owners Club, Norton Owners Club, AJS-Matchless Owners Club, Vincent Owners Club, Royal Enfield Owners Club, California Vintage Racing Group, Vintage English Trials Organisation, Greeves Owners & Breeders, Velocette Owners Club, and the BSA Owners Club of Southern California to become co-sponsors of this event. In addition to the owners clubs, we will be seeking support from local British bike shops.
Each co-sponsor will receive space for a club booth, voting privileges for the show entrants, advertising on the flyers, and we will return the club-sponsors contribution from profits, if any. There will be awards for Best Club Display.

Total fees for the rental of the hall and liability insurance will be about \$1,200.00, with a \$450.00 deposit due on 27 January 1988. Any amount collected over the hall rental costs will go to publicity. We are currently arranging for any profits from the event, after the co-sponsors are paid back, to be donated to a non-profit charity.

We would like your organization to become co-sponsors of this show by sending \$100.00 to the BSA Owners Club of Northern California, P.O. Box 594, Novato California, 94948 prior to 27 January 1988. If this show is to be a success, as we all feel it can be, we need all the clubs' support to make this an annual event of the highest calibre. In addition to your check for \$100.00 we would also like a typeset copy of your Club's letterhead or advertising copy to be included in advertising flyers.

We at the BSA Owners club are committed to making this the premier British bike event on the west coast. With your support, please feel free to contact me at 415 852-3722, days or 415 621-1130 after 5:00 pm for any questions.

Cheers,
John Suter,
BSA O.C. Rides Committee



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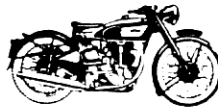


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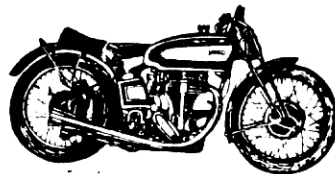
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