



Norton Notice



The Newsletter of the Norton Owners Club

No. 141

Jan. 1990

Annual Membership Roster Inside



Another scene from the INAO Rally: This interesting Norton has been from its home in Arizona to Florida and was ridden to Kimberly, BC, with a trip on up to Alaska planned.



The Newsletter of the Norton Owners Club



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

\$15.00 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 \$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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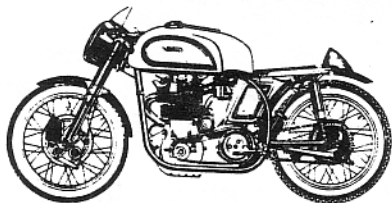
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NORTON OWNERS CLUB

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

Club Rides

January 21 ****Note new date****

Brunch at the Flying Lady in Morgan Hill, then ride through the Santa Clara wine country and back to Alice's. Meet at Bob's Big Boy (formerly Howard Johnson's) on First in SJ at 10 am. Call Marick (415) 321-5083 with questions.

February 11

Breakfast ride to Pt. Reyes Station. Meet at north end of Golden Gate Bridge at 9. Lynn Miller and Don Dannmeier will lead a back road ride through Sonoma County after breakfast, incl. stop at Sonoma French Cheese Factory. Call Lynn, (415) 334-2042 (home), (415) 574-7222 (work).

NOC CLASSIC CALENDAR

15-full color photos

\$9.50 for members of both
local and British NOC

\$10.50 for the rest of us.

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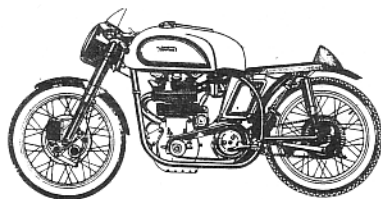
Meeting Schedule

The club meets on the 2nd Thursday of each month, at 7:30 PM. The location rotates between Peninsula, South Bay, East Bay and S.F. locations. (counterclockwise, right?)

January 11 South Bay
Harry's Hoffbrau
El Camino near Castro Street
Mountain View

February 8 East Bay
Gino's Pizza
2629 Ashby (near College Ave)
Berkeley, CA
Upstairs seating, good food, bottled beer only.

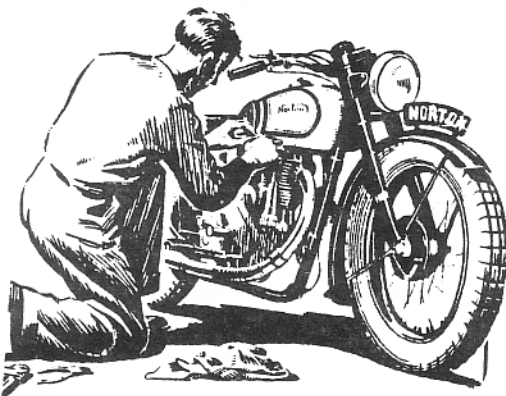
March 9 San Francisco
Lake Merced Boathouse. Great food, nice room with big-screen cycle racing videos and a lingere show!



1963 catalog drawing of Manx 30M and 40M

Alan's Wrench

Tech Tips and Gossip from the Editor



The Christmas party was a wonderful end for the past year. Over thirty members and guests attended, with most staying for the fine food and Norton cake. At the business meeting we finalised the club officers for 1990. Harry Bunting has agreed to continue for one more year as Secretary-Treasurer, and I will also serve one more year. Marick will continue to publish the Notice, and Stan Beneveds takes over from Robert Briscoe as Master of Shirts and Badges. Lynne Miller and Don Dannmeier have formed the Rides Committee and are jointly planning the years rides in advance! This is an approach which I strongly support as it will give ample notice for publicising and help avoid schedule conflicts (with the BSA Club in particular). Finally, Maya Lai has offered to serve as Vice President, which involves

primarily covering for me at meetings if I'm awol. Maya is one of our founding members and once served as Sec-Treas about 12 years ago, so her presence adds more than a bit of continuity to the Club.

Due to the cooperation of our advertisers we were able to award over \$200 worth of door prizes, making Christmas gifts to the following folks:

RMA chain tensioner	John Bria
Rabers \$50 *	Andy Belcher
Fair Spares \$50 *	Jim Meadows
Munroe Motors \$50*	M a r i c k
Payton	
Norton shirts - Rabers	Dave Hedges
	Phil Radford
	Doug Ratliff
Shop manual - Rabers	Hans Mellberg
Norton hat - Rabers	AlanG.(that's me)
	*gift certificate

I'd especially like to thank Bob Raber for his generosity, and to wish all our advertisers a very Happy New Year on behalf of the club.

Norton Puzzler of the Month:

In the last issue of the INOA Norton News, Lon Hoefler discussed some technical details peculiar to the MKIII. I found the following paragraph particularly interesting:

“ I have noticed that neither the Haynes nor Clymer manuals make any mention of how tight the disk-side rear axle should be. Noticing the 80-lb figure

for '71-74 I tried that only to discover my rear brake went away and the disc got very hot. I loosened it but too late—my freshly packed rear bearings were destroyed. It would be nice to know what the recommended torque figure is.”

Having just rebuilt my MKIII rear wheel, I was naturally curious about this. The axle looked to be identical to that used on the drum-brake rear wheels, so I had just tightened it to 80 lbs and experienced no difficulty (yet), but some research was definitely indicated here.

The first place I checked was the factory MKIII shop manual. The torque specifications in the front of the book said 80 ft-lbs, same as all Commandos. Just to be sure, I checked the part numbers given in the torque section of the book against the numbers in the separate parts manual. Much to my surprise, the factory parts manual shows an axle threaded at both ends, with a separate nut! Moreover, the part numbers were different. Now I have worked on several MKIII bikes over the years and disassembled two of them to make mine, and I have never seen an axle like the one shown in the book. I suppose the Norton factory might have used available stocks of the old pattern axle and then changed to the one shown in the book, but even in that case, why would the torque setting be different, and why would excess torque cause bearing failure? Unless, of course, the center spacer was missing or the bearings were in wrong.

My suspicion is that Lon's bearing failure was due to something other than torque, and that the Norton factory never used a rear axle with a separate nut on the

disc side. If you have a MKIII, go take a look at the axle, and if you see a separate nut, let me know.

Lon made another comment regarding the use of 750 exhaust headers on a MKIII. I also made this substitution but I used an 850 interstate system, the kind with the low silencer position. I found as Lon did, that the headers will fit except for the primary drain plug. My solution was to grind flush the boss where the drain plug is mounted, leaving just enough material for a flat sealing surface. Then I also ground the drain plug so the head was thin enough to clear the header.

The point I'm making is that the 750 and 850 headers have basically the same shape except for the 850 crossover pipe. The MKIII stock headers need a slightly deeper bend than the rest to clear the drain plug. Mind you, this is only speculation as I haven't laid one of each type side-by-side to compare. I also found that the conical steel exhaust gasket doesn't allow enough thread engagement with this combination of pipe and head. Perhaps there were different size cones made for different patterns of header flange, I don't know.

A final item of interest, Lon's letter mentioned the dreaded assimilator again. Last month I passed on to you Denis Bourgelle's comment that a shorted unit can fry the alternator stator coil. The NOC tech digest says that two types were used on the MKIII and that the early one was disastrous but the later ones were ok. How do I tell what I have? The factory shop manual shows only one part number, and a unit with four terminals is pictured The

unit in my bike is a black potted box with five terminals and seems to be working just fine. Should I leave it alone?

How many times have you stood around during oil changing waiting for the oil to drain out of the plastic bottle into your bike or car. Or have you ever balanced the bottle upside-down in the tank opening, only to have it fall over, spilling oil on your shiny bike and thence onto the garage floor?

One day last year I was putting some fuel into a bike from a 2-gal plastic container. I'd forgotten to open the air vent, so the gas was barely trickling, held back by the vacuum in the container. In a flash of inspiration I discovered that by squeezing the sides of the container I could literally pump the gas out of that plastic can. Every time I release the pressure on the sides, the plastic would spring back, sucking air back into the container. I found this easily controllable method much faster even than opening the vent hole and allowing the fuel to drain by gravity.

I do a lot of oil changes, as I have two cars and three bikes on the road which all require servicing. I have found that the average time to empty a quart of oil is about 20 seconds if left to gravity, but only five seconds if I use the "squeeze method". Figuring on an oil change of four quarts every 2000 miles and roughly 40000 miles per year for me and my wife combined, that's a saving of twenty minutes a year, not to mention the cleanup time from accidental spills. Think about it...

This months meeting is at Harry's Hoffbrau in the heart of Silicon Valley, where the food is plentiful and the beer cold. See you there. Oh, and Happy New Year.

Classifieds

For Sale: Norton Combat 750cc. Rare, original, correct. \$3250. Call Bruce 861-4414 (day), 661-2532 (eve).

Garage clearout: P-11 oil tank, has original paint, several dents \$40; NOSP-11 chrome rear fender \$45; N-15 swing arm \$10; N-15 rear brake pedal \$25; N-15 oil tank, without heat shield \$20; N-15 battery/toolbox cover, needs some straightening \$25; 650 SS crankcases, has holes \$10; early 750 cylinder (spigoted type), broken fins, needs to be \$10; early 750 head, broken fins \$15; 500cc twin cylinder, good fins but needs to be resleeved \$20; 500cc twin crankcase, needs holes repaired \$15; New 19" Radelli rims for Norton drum hubs \$50. Add shipping. Neil Peacock, 8845 Elgin Dr., Lafayette, CO 80026. (303) 499-1175 /12

Wanted: commando suitable for building into vintage racer. \$1000 to \$1500. Please write Stefan Fielding-Isaacs, PO Box 50791, Palo alto, CA 94303. /12

For Sale: "S" exhaust system, complete, good cond, \$200. Lots of other stuff. Jim La Russa, (415) 886-0229. Call mornings. /12

Wanted: Featherbed frame for Triton project. Paul Netto. (408) 475-6526 /12

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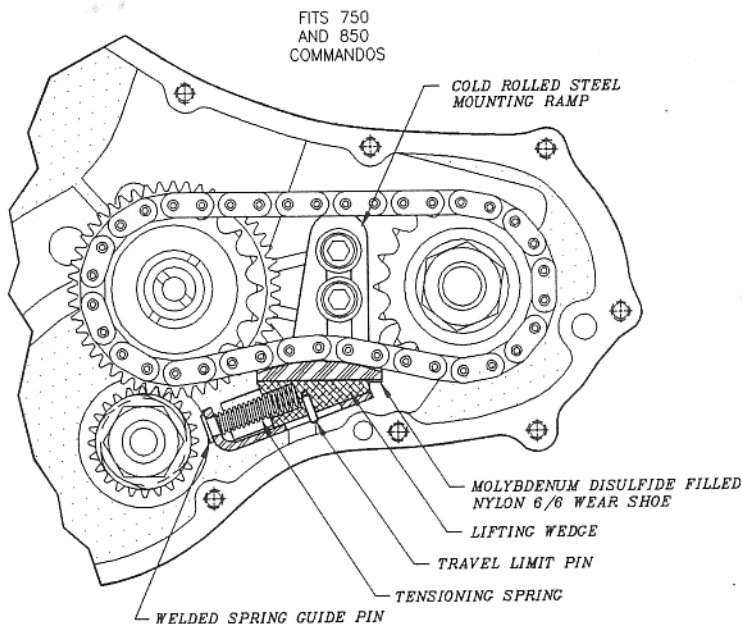
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Velocette Owners Club
6630 Gilley Avenue
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paid advertisement

Norton**AUTOMATIC CAM CHAIN TENSIONER**

HOW IT WORKS: THE CONSTANT SPRING FORCE INSTANTLY MOVES THE WEDGE UP THE RAMP TO MAINTAIN CAM CHAIN TENSION AND PROPER ADJUSTMENT. REFLECTIVE FORCES OF THE CHAIN AGAINST THE SHOE (WHICH OCCUR EVERY REVOLUTION OF THE CAM SHAFT) CAN NOT FORCE THE WEDGE BACK DOWN THE RAMP.

MAINTENANCE FREE: ELIMINATES THOSE 6,000 MILE TEAR-DOWNS OF THE TIMING CHEST. ADJUSTS ITSELF WITHOUT INTERVENTION FROM OWNER.

BETTER PERFORMANCE THAN STOCK TENSIONER!

ENGINEERING PROPERTIES OF MDS NYLON ARE SUPERIOR TO THE HARD RUBBER THAT IS BONDED TO THE STOCK UNIT. THE CONSTANT SPRING FORCE THROUGH THE WEDGE, COMBINED WITH THE EXCELLENT SHOCK ABSORBING CHARACTERISTICS OF MDS NYLON, DAMPEN OUT CAM CHAIN VIBRATION. HOLDS VALVE AND IGNITION TIMING MORE PRECISELY, TO DELIVER SMOOTHER POWER THROUGHOUT THE ENTIRE RPM RANGE.

PRICE: \$65.00 U.S. \$70.00 CANADA, \$75.00 ENGLAND
(INCLUDES SHIPPING AND HANDLING, CALIFORNIA RESIDENTS ADD 7% SALES TAX)

SATISFACTION GUARANTEED!

IF YOU DON'T LIKE IT FOR ANY REASON, SEND IT BACK AND WE WILL REFUND YOUR MONEY.

WANT MORE INFORMATION? SEND \$2.00 FOR COMMONLY ASKED QUESTION AND ANSWER SHEET + COMPLETE SET OF ILLUSTRATED ASSEMBLY INSTRUCTIONS.

REFUNDABLE WITH PURCHASE OF AUTOMATIC CAM CHAIN TENSIONER.

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The Newsletter of the Norton Owners Club



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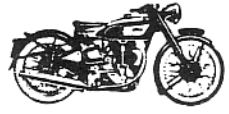
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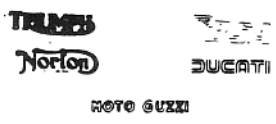
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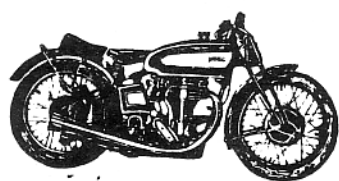
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1 yr	\$60	\$120	\$240

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