



# Norton Notice



The Newsletter of the Norton Owners Club

No. 152

Dec. 1989

## Norton Owners Club Xmas Party

*(by popular request, plans have once again changed)*

at Alice's

**Sunday, December 15**

**3 - 6:30 pm**

• Election at 4 •

• Dine at 5:30 •

(Cost \$15 for gourmet turkey or roast beef dinner)

*The party moves across the street at 6:30  
to the bar of the Skyline Bar and Grill*



## 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 the 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 25th 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 listed on the mailing label of the NORTON NOTICE and the membership card. For example, 745/2 denoted 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.

The Northern California Branch of the Norton Owners Club is affiliated with both the Norton Owners Club of England and the International Norton Owners Association. Interested persons can join these two organizations per the terms described on the Branch membership application form.

## CLUB OFFICERS

**PRESIDENT:** Alan Goldwater, 1780 Chanticleer Ave., Santa Cruz, CA 95062. (408) 475-7505

**VICE PRESIDENT:** Maya Lai, 1370 McKendrie, San Jose, CA 95126. (408) 241-4615

**SECRETARY/TREASURER:** Harry Bunting, 1165 Crandano Ct. Sunnyvale, CA 94087. (408) 736-6492

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Don Danmeier, PO Box 594, Novato, CA. 94948 (415) 898-0330

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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 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 members 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 materials 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.

# Upcoming Events

## Club Rides

**Dec. 16 (Sun.)** Mt. Hamilton  
Led by Phil Radford. Meet at Howard  
Johnsons, 1st and 101 in SJ, at 10 am.

**Jan. 20 (Sun.)** Brunch at Flying Lady  
11 am, Morgan Hill. Ride the SC wine  
country, Call Mike, 415-346-1224 for info.

## 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.

**Dec. 15 --Christmas Party and Annual  
Election, Alice's, 3-6:30. Election at 4,  
dinner at 5:30**

**January 10--Peninsula  
The Prince of Wales Pub** on 25th Ave in  
San Mateo offers a wide selection of beers  
and a private meeting room with dart  
boards!

**February 14--South Bay  
Harry's Hofbrau**, El Camino near Castro  
Street, Mountain View

**March 14--East Bay  
Spaghetti Factory**, Jack London Square,  
Oakland (tentative)

**April 11 -- San Francisco  
Lake Merced Boathouse**. Off Skyline  
Blvd.

**It's almost  
Christmas time,  
Time for my Tree  
Decorating Party!**

**This year it will be  
December 8th, Saturday, 5 pm**

**All you Norton Owners should  
to bring a tree ornament  
made of genuine Norton parts  
for the tree.**

Prize will be given for  
best ornament.

**You may bring family or  
what not.**

**I will have piping hot Lasagna,  
munchies and drinks  
(beer, eggnog, etc.)**

**So come and enjoy yourself.**

**I suppose Art will have a  
Norton Christmas song, too.**

**Maya Lai**  
1370 McKendrie, SJ  
(408) 241-4615

**If you can let me know in advance  
you're coming, I would  
appreciate it.**

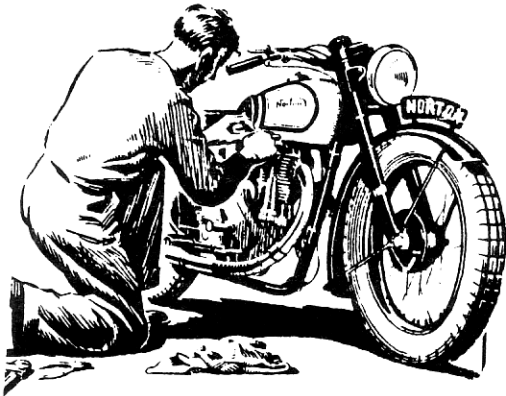
## ADVERTISING RATES

	<u>1/4 Pg.</u>	<u>1/2 Pg.</u>	<u>Full Pg</u>
6 Mos.	\$35	\$70	\$140
1 Yr.	\$60	\$120	\$240

**Send ad copy and check  
to the Publisher**

## Alan's Wrench

### Tech Tips and Gossip from the President



This is my 35th and final column as Editor of the *Norton Notice*. I've enjoyed sharing my riding and wrenching experiences with you over the past three years, and you have well rewarded me by keeping the club active and riding your Nortons a lot. That's what it's all about!

I'd like to extend special thanks to Harry Bunting and Marick Payton, who have done most of the real work in running the club. Whoever fills their shoes will have a good example to follow and a high standard to maintain. Being Norton riders, the successors will undoubtedly thrive on the challenge.

I wasn't able to make the November meeting because of a prior family commitment in New York. At that meeting, the club once again strongly chose Alice's Restaurant as the venue for our Christmas party, over Harry's Hoffbrau. Because of the high price for an evening private party at Alices (\$1200 minimum) we had to change the time to 3:00 pm (still on Saturday, Dec. 15th). Dinner will be available for around \$15,

but we must be out by 6:30, so plan on eating early. This schedule may actually work to our advantage, as several people said they could only make an afternoon meeting due to prior evening commitments. Please thank Marick and Harry for taking care of the last-minute organizing.

The **High Sierra Rally** is proceeding smoothly. The final agreement with **Richardson's Resort** is signed and delivered, so we're on our way: South Lake Tahoe, Wed., July 31 to Sun. Aug. 4, 1991, you can put it on your calendar. Featuring:

- Five Passes poker run.
  - Overnighter to Tuolome Meadows-Yosemite.
  - Hot breakfasts onsite daily.
  - Ghost town desert run.
  - Markleeville hot springs.
  - Nortolympics field events.
  - Rockin' Nor-Tones show.
- and a cast of hundreds. Too good to miss. Fun for the whole family.

Now that we're into the winter riding season, I'm undergoing the change in riding gear. My winter stuff is pretty worn out in fact. I'm looking for a durable, well-designed rainsuit. Any suggestions? I'm thinking about the bike too, what it needs for the winter. Think about this for a minute, then write up a short list of all **semi-annual** maintenance jobs **your** bike needs. Go ahead, I'll wait

.....  
Ok, here's my list:

- check and fill battery.
- oil swingarm (that's oil, not grease!)

- flush and bleed front brake (and rear if Mk III)
  - adjust & oil primary chain (except MkIII)
  - torque head bolts & set valves
  - inspect tires and spokes
  - check all bolts for tightness
  - check/repair oil tank mounts.
- optional-winter only:
- change fork oil to 5 wt

This is in addition to my normal maintenance (oil change, tire pressure, lube and adjust chain, etc). How did I do? I suppose that how much you ride the bike will affect this too: A machine that does 3000 miles or less a year will only need these things once a year or so. I have two bikes on the road, and ride each one 2-3000 a year, so I try to do both annually. Let me know if I missed anything important.

Here's an afterword to Andy McKerral's episode with his Mk III gearbox last month. If you own one of these machines and haven't replaced or checked the countershaft bearing, please do so at the earliest opportunity. If the original ball bearing fails the repair might cost you a **thousand bucks**. The gearbox inner case alone is over \$300 new if you can find one. Gears are now costing \$80-120 each, and because two incompatible gear patterns were used at different times, the gears should be replaced in pairs only. (After engine number 306591, the layshaft 2nd gear changed from 18 to 23 teeth. See NVT Service Bulletin #3/75). The bearing is only \$35 or so and isn't hard to replace, although you do have to pull the clutch and primary to remove the gearbox. Also replace the idler bush in the kickstart shaft (about \$10) if it shows any sign of wear. This is a good time to inspect your gearbox sprocket too. Sprockets aren't

cheap these days (\$45 and up), but neither are chains. You can pay now or you can pay later . . .

Finally, let me say that although I'm retiring as President and Editor, you haven't heard the last from me. In addition to periodic national Rally reports and exhortations to participate, I'll revive Alan's Wrench from time to time, as events and the Muse lead me. And although it's a bit early, have a great Holiday season and a safe and happy New Year - Shiny Side Up.

## Side Trips cont.

*(Continued from page 12))*

Norton Baby, known as Frame Number 220875 was, on the 19th day of November, 1990, combined with Engine Number 20M3S153451. My brother and I gave birth to a steel and aluminium GIRL. Why we know the gender of this motorcycle is because there is a distinct absence of any phallic protrusion anywhere on the bike; therefore, it must be female.

It looks good- it went together perfectly- and now, with the new wire harness and the dregs of winter in front of us, I have the opportunity to create a new monster- a creature with a geometrically correct frame, a freshly rebuilt Power Unit, and enough time to beautify the Alloy so that, come Spring, all the riceburners up at Alices' will wonder who created this new, insidious asphalt burner... the bike living on the San Francisco Peninsula which strikes fear and terror in the hearts of all that dare to better it in the quarter mile; the only 490 pound chunk of minerals which dares to call itself: FRANKENBIKE!

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## Minutes of November Meeting

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Pres. Alan Goldwater being absent on family business, Harry Bunting called the meeting to order at 8:10 pm at the Boathouse in San Francisco. The first order of business was a status report on the '91 Rally 9INOA). See last month's *Notice* for details. Things are shaping up well.

The recent confusion on the Xmas party was hashed over. It seems there was some miscommunication and Alice's Restaurant would **not** be as expensive as originally understood. The members present voted to have the party at Alice's, as originally proposed, contingent only on confirmation of price and date. Marick Payton following up on it.

Harry's proposals re perks for club officers (presented in October *NN*) were then voted on. Most passed, with the major change being that *Norton Notice* Editor would get a \$100 gift certificate but would not get advertising revenue, which is to be collected by the Secretary/Treasurer, and no term limit on club officers was set. So, the following policies were adopted:

- Elections to be at November meeting. Officers serve from January through December.
- December meeting will continue to be a party with free dinner for club officers.
- Club will pay memberships in NOC, USNOA and UKNOC for President, Sec./Treas. and *Notice* Editor/Publisher.
- One free Club T-shirt and club pin for all club officers on a yearly basis.
- *Norton Notice* Editor to get a \$100 gift certificate to bike shop of choice.

- Secretary/Treasurer will collect for *NN* advertising.

Then ensued a broad discussion of the general and perennial problem of finding club officers. (In the midst of all this, the members agreed that, henceforth, those wishing to maintain UK membership would handle the administrative details themselves. Harry will inform the UK Club secretary.)

Mrs. Stan Beneveds announced that we'll have new T-shirts in a week. Harry announced that he has 1991 NOC (UK) calendars for sale.

The Dec. 16 Mt. Hamilton ride was confirmed. Phil Radford will lead. Departure will be from Howard Johnson's, Hwy 101 and 1st, SJ, at 10 am.

The motorcycle swap meet in San Mateo on December 9 was mentioned. It was decided not to buy a club booth.

Harry has donated a wiring harness for the club raffle bike and the point was made that more participation by club members (beyond Andy McKerral) is needed. We should have an event oriented around installing the frame donated by Tom Dabble. [Ed's note: As this month's "Side Trips" column by Andy indicates, the deed is done.]

Covell announced that he has a copy of Norton Group's latest annual report for study, and that the first (tiny) dividend since 1966 has been paid.

Meeting adjourned at 8:45 pm. Attendance about 25.

—John Covell, Recording Sec.

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Letters

TO: Marick Payton, Editor  
 FROM: Andy McKerral  
 SUBJECT: Carpel Tunnel Syndrome induced in the Upper Arm Pit as a result of having my arm gently twisted clean off

God only knows why I'm writing this; perhaps it's true that God actually IS a woman biker on an ES2 that needs a head job . . .

Anyhow, after having more than casually contemplated the potential time drain and deadline disadvantages, I have nonetheless concluded that it might be in the best interests of the Club if I were to volunteer my services in carrying on in your position as *Notice* Publisher. As you know, I've almost come to enjoy pain ANYHOW, so perhaps it'll be fun.

I have only one stipulation: in order to continue the outstanding, high quality of copy you have produced for so long, I will NOT accept the position without your providing me with the appropriate tutoring in your formatting techniques, your printing sources, and all else that is required to keep the *Notice* up to your standards.

Finally, I regret having to submit this in writing instead of revealing it at the Club Meeting. I was at work this morning (last club meeting) at 5:30 and I don't honestly feel that I could safely attend the meeting, get appropriately tipsy, drool over the babes in lace [they didn't show, Andy. Ed.] and get safely home afterwards, especially when I have to be at work at 5:30 again tomorrow.

I will be in attendance at the Christmas Party, however, and I wish you all a fun, safe time tonight.

—Andy McKerral

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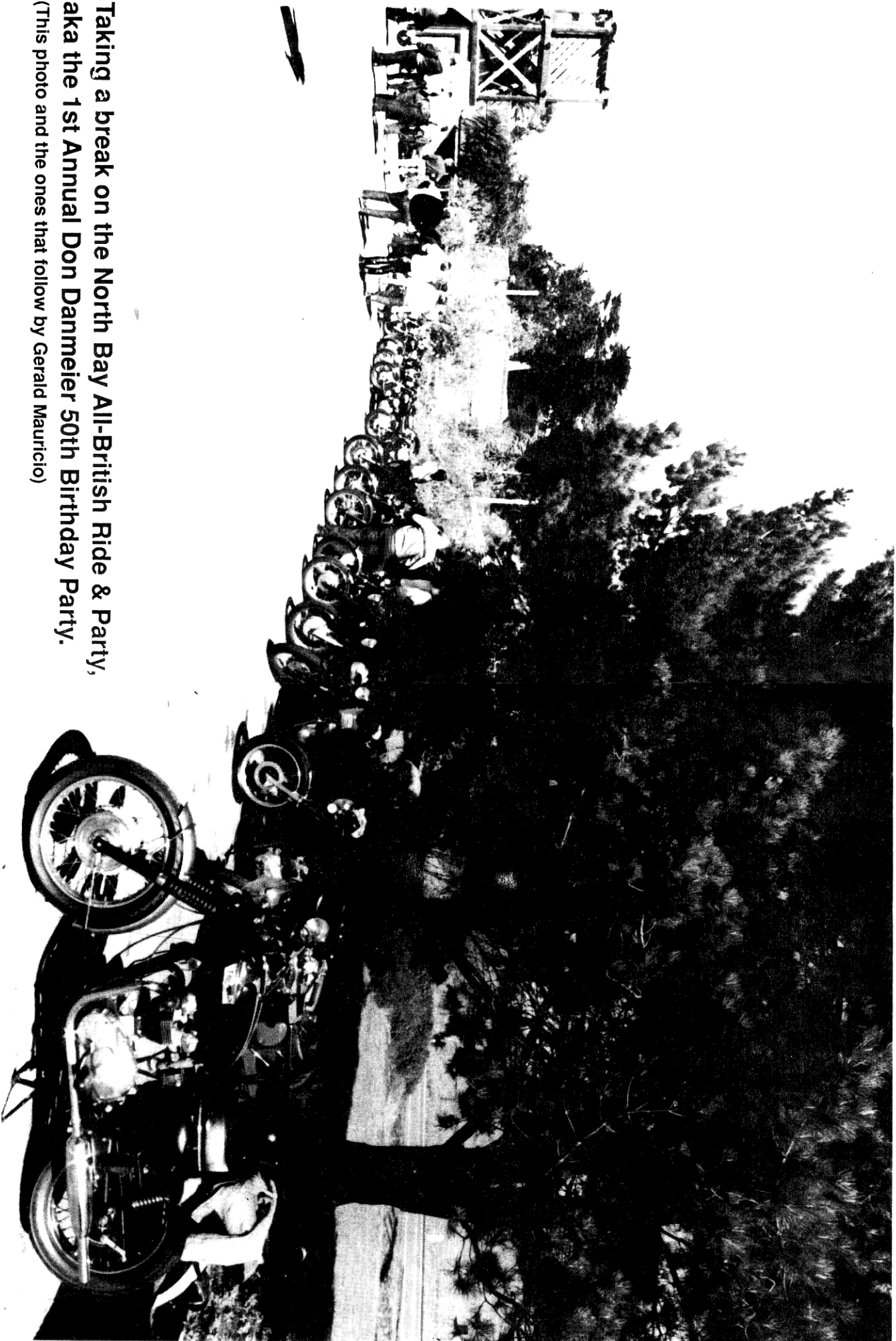
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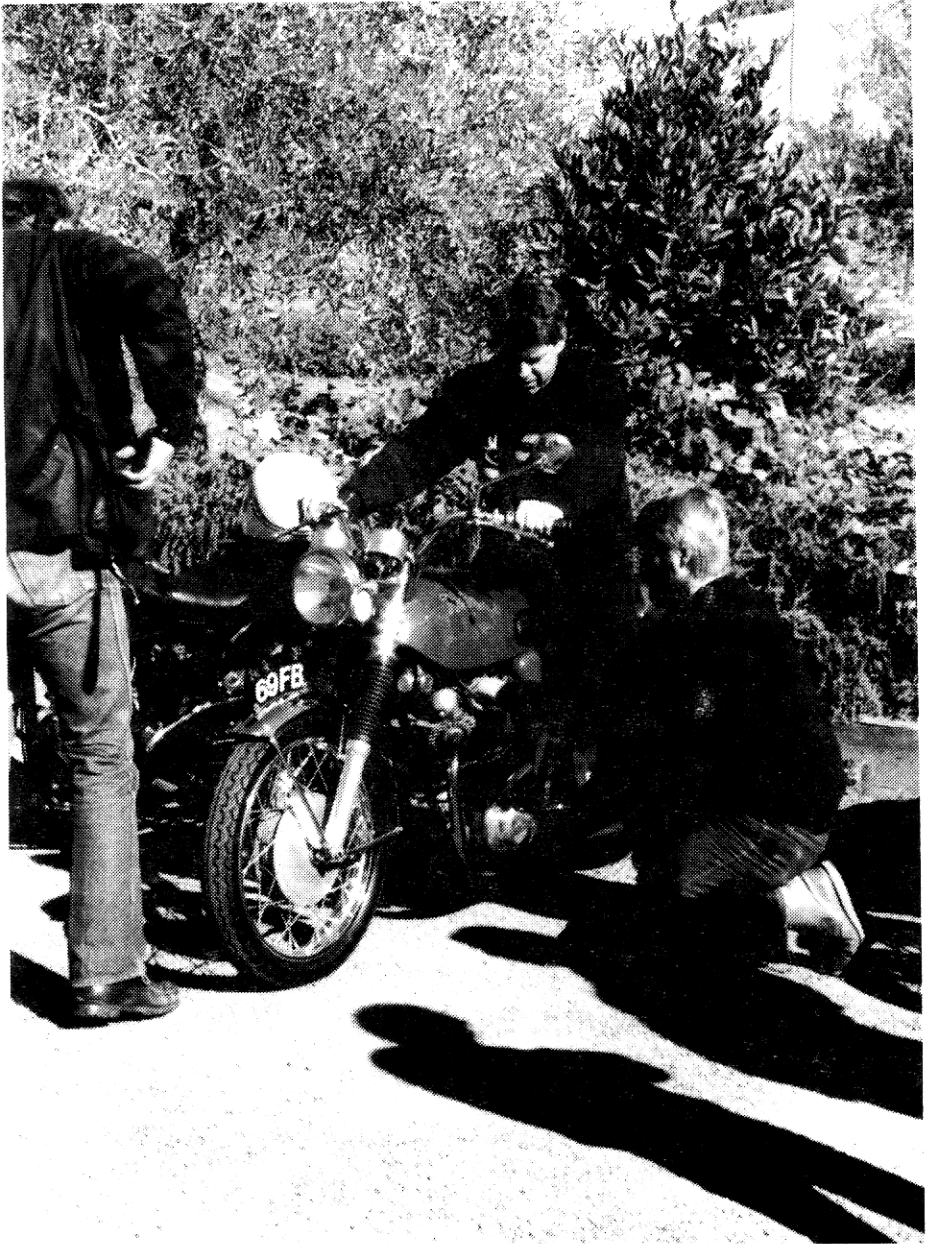
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 1281 Laurel St., Menlo Park, CA 94025



**Taking a break on the North Bay All-British Ride & Party,  
aka the 1st Annual Don Danmeier 50th Birthday Party.**

(This photo and the ones that follow by Gerald Mauricio)





**Art Sirota and Phil Radford strike their customary club ride pose.**

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A couple of club members admire the seldom-seen Norton Square 4.

## ... Side Trips

*... an occasional article dedicated to sarcastic, incisive, hopefully humorous insights into the joys and foibles of NORTON ownership*

by Andy McKerral-Belcher

Abraham Lincoln was born on a dreary day in the early spring of over a hundred and forty years ago; I remember the evening when the Beatles performed for the first time on the Ed Sullivan show, because my dad chewed me out for riding my bicycle on the icy grass on our lawn in Virginia, and it wasn't safe to do the things I was doing... so maybe I'd be better off watching television in the safe, warm confines of our cheap little tract home.

It's interesting how things of greatness happen when the weather is lousy, and everyone you know seems to be completely uninspired. Such was the case today, as my brother and I put the old Club Bike's power unit into the new Frame.

Chuck and I have worked together on a number of mechanical projects over the years. The one which alienated us very early on was when I was attempting to put a fuel pump into my '63 Impala 'SS' 327" bastard, with that damn irritating push rod that refused to stay put... in 1969. He was handing me the tools, and I was dealing with the task of wrenching my body into an unnatural anatomical position, when the friggin' pushrod slipped out of it's hole and dinged me in the eyebrow. Out of sheer anger, I grabbed the fuel pump and flung it in a general direction away from my Karma; little did I know that I had, in the process, come uncomfortably close to

decapitating my unsuspecting brother, who was an innocent bystander of the rage of mechanical frustration. This incident became the brunt of all future family humor for the rest of my life... and a pain in the ass when I needed technical assistance while the rest of the club slept in their cozy little beds.

So I was very surprised when Chuck agreed to assist me in my efforts on the Club Bike after a very lengthy phone conversation, together with a Lloyds-of-London Secured Insurance Contract which required that in the likely event that I became upset with the progress of the work, and I inadvertently castrated him with a flying clutch disc, his wife would be entitled to claim damages against everyone in the Entire Universe.

The late morning's activities started in a cordial, tense, but resigned atmosphere of reconstructive male bonding.

By 1:55 that afternoon, the birth had been complete. The placenta of a bent, unserviceable frame lay useless in the back of the garage; the umbilical cord of delicate stricture in Norton terms, otherwise referred to as the "Swing Arm Bushing End Cap" was in place; and, more importantly, BOTH Chuck and myself threw nothing at each other for the entire duration of the delivery. The new

*(Continued on Page 5)*

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## Staying Alive . . .

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by Marick Payton

Riding the streets of the city, headlight on, my finger on the trigger of a mega-decibel horn—as described last month—I feel mechanically equipped to survive. (To be sure, I would welcome better brakes but this is an 18-year-old motorcycle, after all, and, if you squeeze real hard, it will stop quickly.) Staying alive still depends on how well I ride for survival. Here are the three things I have focused on in trying to up the odds in my favor.

First, and foremost, I think, is staying alert, constantly scanning the flow of traffic, cross streets and driveways, cars that might be pulling out of parking spaces, potential left turners, people tending to personal vanities while driving, etc. Commuting through Palo Alto and the Stanford campus as I do, the single biggest threat to my concentration are attractive women. (Unfortunately, I have very eclectic tastes, broadening my risk.) The other is daydreaming, thinking about work, family or even my next **real** ride. The best trick I have found for keeping my attention on my riding is to ride aggressively, but not foolishly so, I hope. Trying to beat the flow of the car traffic does a wonderful job of keeping my mind focused on my riding and makes the humdrum of city riding more fun.

Second, I practice making hard stops at stop signs when there are no vehicles behind me. Attending a Motorcycle Safety Foundation course a few years ago really

impressed me with how much skill is involved in stopping short. There are two “tricks,” one, to avoid locking up the rear wheel and, two, to be able to confidently nearly lock up the front. Both require a lot of practice, particularly if you expect to perform them well in a panic situation. Some “pros” suggest never using the rear brake on the theory that its marginal value in a really quick stop is not worth the concentration it requires to use it well. I’m thinking about adopting this strategy.

The third thing I work on is one I also became really sensitive to in the MSF course, counter-steering. It was suggested in the course that most riders learn to turn without consciously understanding that to do so the front wheel must really be turned opposite the direction of the turn, “tripping” the bike to lean the other way, which then causes it to turn. Such riders, we were told, will forget this unconscious knowledge in a panic and turn the wheel in the direction they want to go, steering right into what they are trying to avoid. I try to very deliberately initiate all my turns with a counter-steer in hopes that it will become so second-nature that I will also do it in a panic. Also, I take advantage of a little travelled two-lane, one-way stretch of road to play zig-zag between the line stripping, again practicing deliberate counter-steering.

I’m sure you have a lot of staying-alive tricks of your own. Why don’t you share them with your Norton buddies? Write ‘em up and send them to the *Notice*.

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## NORTON OWNERS CLUB

### 1991 CLASSIC CALENDAR

Published in England by the NOC, this very high quality production is now in its eighth edition. Measuring 16x12 inches, it contains 13 full colour photographs of Nortons 11x7 inches, complete with full and informative captions.

Bikes included this time are: Commander, 16H, JPN, Commando 'S', Model 99, ES2, Atlas, Inter, Model 19, Fastback and the very latest in the long Norton line, the F1. A unique extra to the NOC Calendar is the information page, this time featuring a specially written article on the history of the Dommi engine from its debut on the Model 7 through to its final Commando version.

Printed on fine quality art paper and hung on a wire spiral, each page is just flipped over as required, no rip offs here! Truly the best quality and value in motorcycle calendars and it is 100% Norton. A must for every discerning Norton owner and enthusiast, at the very reasonable price of \$11 per copy, post paid. Don't go into 1991 without a copy upon your wall. Order now for prompt dispatch. Ideal Xmas/New Year present for all your motorcycling friends.

The Norton Owners Club  
1165 Crandano Court,  
Sunnyvale, CA 94087

## Classifieds

FOR SALE: Pair of 34mm Mikuni carbs w/ manifolds, jetted for my stock '73 850 Commando. Your Norton will start easy, idle nicely, and won't leak gas all over. LET'S TRADE: My '75 Mk3 Commando Roadster seat in really good condition for a '73-74 Commando Roadster seat in similar condition. My new Mk3 stainless front fender (one fender stay) for a similar condition '73-74 front fender (2 stays). WANTED: Dunlop Gold Seal K70 tyre, 3.50 X 19. Metal external rocker feed oil line for Triumph TR6SC. Lucas sealed beam headlight for 850 Commando. Norton exhaust nut wrench. Call Ken (408) 974-0083, days. /11

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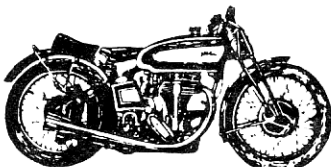
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