



Norton Notice



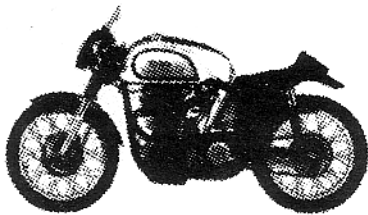
The Newsletter of the
Northern California Norton Owners Club

No. 255

December 1999



Club Memeber Steven Thomas' 750 Commando
with 2:1 exhaust adapted from Hooker CB-350 system



Norton Notice

The *Norton Notice* is published by the Northern California Norton Owners Club. Its purpose is to inform and entertain members regarding all aspects of the Norton motorcycle.

The dead-line for submissions is the 20th of every month. Send articles, pictures etc. to: **Norton Notice Editor- 1318 Eleventh Ave. San Francisco, Ca. 94122** You can also send text or scanned art (any format) via e-mail to: **dana@spazzco.com**

Advertising rates are \$60 per year for a 1/4 page. Membership in the Northern California Norton Owners Club is available for \$20 per year. Membership dues are payable to the branch treasurer (see application form inside cover). Renewal dues are payable at the end of the individual's membership year, which is designated by the last number listed on the mailing label of this mailing and on the membership card. **All changes of address or membership questions, please call the club President...not the Notice editor!!!**

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

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Tech Tip Fine Print

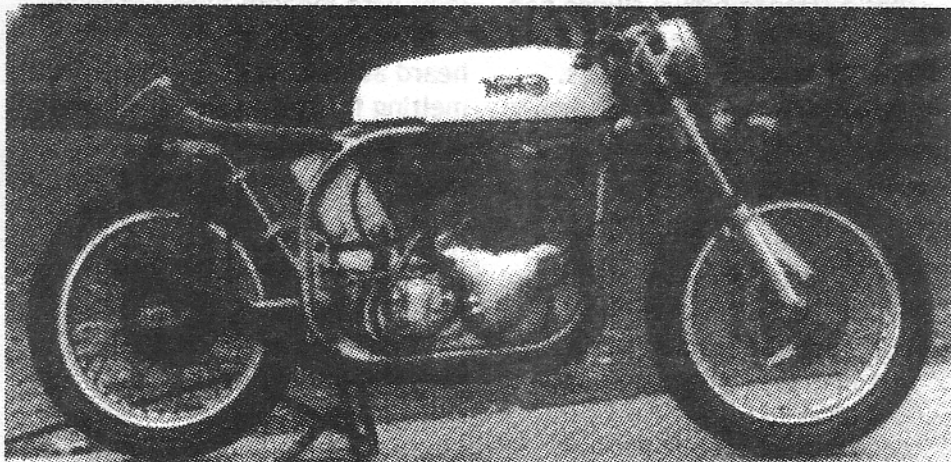
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NCNOC 1999 Christmas Party!

Jerry Grainger's home on Sunday December 12th
1pm @1495 (Pot Luck) Crystal Drive, Hillsborough Ca.

December Club meeting to take place afterwards

Call Jerry for more info: (650) 348-5840



Norton Manx /750 twin Road Racer This was once a GP bike, but when they became totally uncompetitive and didn't yet have dinosaur events to run in, some were put out to pasture as exotic street bikes. It differs from cafe racers of the time in that it is a racer with minimal street equipment rather than a sheep in wolf's clothing. We couldn't have even imagined something like a Suzuki GSXR in those days, nor could we have believed something of the sort could or would ever be sold to the public and street legal! The rolling chassis of this machine was a Manx Norton, thought to be approximately 1956 vintage; it has unknown provenance. When the bike acquired the Norton 750 twin engine, it already had a highly modified pre-unit Triumph 650 twin installed. Original Manx parts which can be seen here include the rear brake pedal, seat and "Elektron" Magnesium alloy hubbed rear wheel and brake, front fork triple clamps, and not much else. The primary chaincase is from a P-11 Norton. Front fork internal damping units from the Manx were retained, however as shown the bike has Norton Commando front fork stanchion tubes (considerably longer than Manx) and Commando internal fork springs; front brake is a 180mm Fontana, with hub, brake plates and shoes of magnesium alloy. It is a 4 leading shoe and a one-off balance beam, to equalize cable pull on both sides, can be seen above the headlamp. Short Ceriani headlamp ears were in place here, aiming the headlamp skyward.

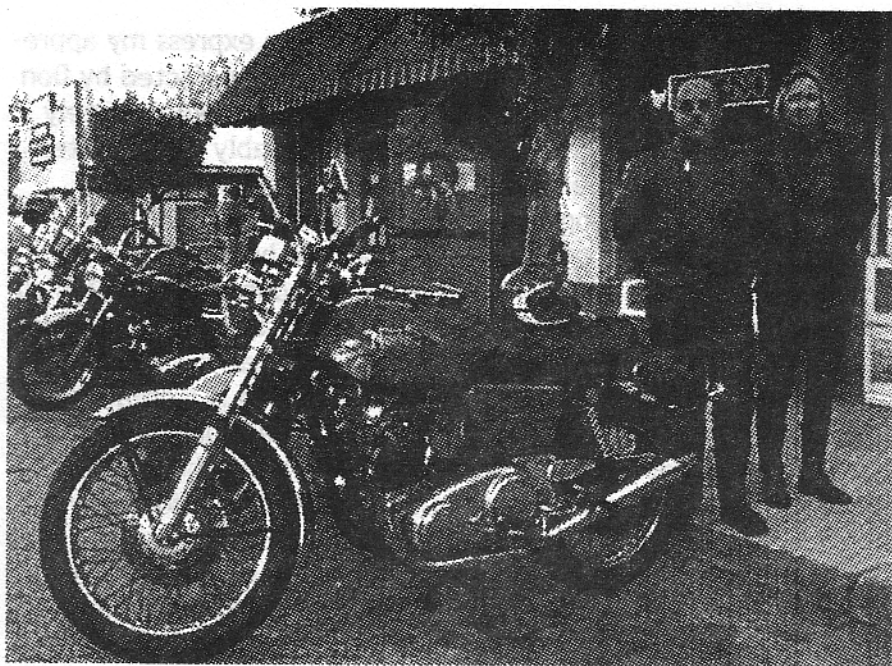
Article and photo by Phantom Oiler: www.vintagenet.com/phantom

Dear Norton Owners Club,
I recently experienced an engine failure in my 1969 Commando Fastback when one of the cam followers lost its hardened bottom portion. Upon disassembly it was discovered that a strange brown sludge had formed all over the top end and inside the Amal carburetors. One theory is that this sludge caused the valves to stick in their guides and then the cam came up suddenly and smacked the follower which caused the hardened end to separate into little destructive pieces. I inspected the inside of the original fiberglass gas tank, and it looked as though there were signs of modern-formula gas attacking some areas which had been coated with paint at the factory. But the fiberglass itself was not gooey or showing signs of coming undone. Still, I decided after the rebuild not to run the machine until after a solution could be found. As you all probably know the Norton factory did not offer Fastback gas tanks for sale to the general public in anything but fiberglass. When England decided to pass legislation prohibiting the sale of new motorcycles with fiberglass tanks in 1973, Norton discontinued the Fastback model. Rather than have a spe-

cial alloy Fastback gas tank fabricated for my machine, I tried to find some sort of sealer that would not attack the fiberglass. By this time I began hearing stories of other Commando owners in the United States having similar problems with modern fuels dissolving their fiberglass gas tanks. I also heard about certain tank sealers melting fiberglass upon contact. Luckily my friend Mike Burnham came to the rescue with a half-used quart can of #912 Alcohol Resistant Sloshing Sealer manufactured by Randolph Products Co. P.O. Box 830, Carlstadt, New Jersey 07072-0830. They do not sell directly to the public so I purchased a new quart can from Aircraft Spruce and Specialty Co. in California. After draining my fuel tank I did not attempt to clean it out or remove any type of gasoline film. The tank did not seem to have any sludge or particle build up in it so I simply let it dry in the great outdoors for a few days.

The sloshing sealer worked. It did not destroy my original fiberglass Norton tank. I have since used it on two other tanks, and it worked on them too. The cost was \$18 per quart, and one quart did about three tanks. The tanks have been back in operation over three months now with no problems.

Art Sirota



Pictured above are Frank and Elizabeth Recoder with their bright red, 1971, Commando Fastback at the lunch stop on the November Boulder Creek Ride. Frank acquired this great bike about two years ago on a trip to Sacramento. Driving through a residential neighborhood, Frank stopped to look at, an odd looking bike parked in front of a house. It turned out to be a Japanese bike with a BSA tank. The owner came out and, finding that Frank liked Brit bikes, offered to show him his project bike. After a bit of talking, the owner's project became Frank's project and Frank went home with a Fastback Norton in several boxes. A partial restoration had been started and, with some help from NCNOC members Kim Willams (paint) and Ken Armand (mechanical), Frank completed the work in about six months. The Fastback is now a regular fixture on NCNOC rides with Frank having clocked about 4,000 miles since it was put back on the road.

- Garwood Jorgenson

Dear Northern California N.O.C., I'd like to express my appreciation of the 10th and last All British Ride, benefacted by Don Danmeier on November 6th, 1999. There were approximately 200 bikes and the road manners were noticeably more genteel, it seemed to me. In an event that size there are inevitably some flurries of racing, and while that's okay, it's luck that keeps it so. And it's not to wise to lean too heavily on luck while racing with strangers. A maximum group of 10 or 12 is all I can positively calculate with. It was suggested at the birthday lunch (which again was brilliant as always) that the event be continued by the BSAOC and the NCNOC which is a great idea. Economic reality will probably dictate a cover charge, even if the event is not a profit maker. Don and Shirley should, of course, have permanent exemption from such considerations, but no welfare for the rest of the droogs...

and if a reconstructed Danmeier celebration requires a Maggie Neato, I hereby volunteer as a liaison coordinator, or whatever the role demands! Finally, I am reminded again that Marin has the best Bay Area riding and if anyone wants company heading in that direction give me a call in Bizerkeley.

Eric Rhodes

Classified Advertisements

Editors note: We actively encourage non-club members to post ads to sell Norton motorcycles, parts and Norton-specific services. All ads will run for 3 months (unless told otherwise). Please let us know if your item has been sold. Note the expiration date at the end of each ad.

WANTED: Featherbed Twin street bike, Atlas fenders & chain gaurd , seat for '66 Triumph stock or after market. Call Terry (916) 727-2673

FOR SALE: 400 cc Norton Electra. visibly complete and has never been disassembled. (was running before put it into storage in 1984). John M. Smith, Petaluma, \$300
jmsmith@sonic.net or jmsmith@lava.net

WANTED! HELP! Need Mk III 850 engine. Doesn't have to be perfect. Call Ken Armann at (408) 379-4300

FOR SALE: 1972 Norton Commando exceptional original condition. Serious inquiries only. 8500 original miles on it. Starts right up, very oil tight. \$4500 O.B.O. Call John Edwards, Moss Beach, CA (650) 728-2470 home eves and weekends (510) 494-2420 work (1/00)

FOR SALE: Commando. Comp restoration by British USA of Houston, TX in 1995. 190 miles on restoration. Corbin seat and original. Bike is in grandma's garage in Oklahoma. \$5000. Calls only please, Mike Semrad (405)368-7451 or (405)853-6095. (1/00)

FOR SALE
1966 Velocette Venom, Black and Gold. Lucas comp racing magneto, alloy rims, stainless spokes \$5,400 Art Sirota (650)324-0567 (12/99)

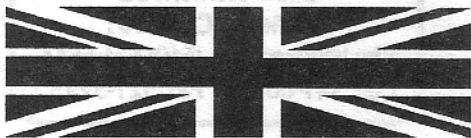
FOR SALE
Mark III Roadster, recently rebuilt. Mechanically impeccable, looks great. Tank and side covers beautifully pointed, frame powder coated. Rita ignition, sleeved Amals, quartz-halogen headlight. includes: optional chrome grab bar rack, sprocket puller, exhaust wrench, shop manual, and parts book, and more. \$4K/best offer. Call Ron at 510-653-7760 or e-mail rfielder@sprynet.com.

FOR SALE
Commando Basket case (mid 70's?) All the parts are there and everything is in good shape and clean. Have all papers. Make an offer. Call Steve Barchi Boulder Creek, CA (831) 338-9150 11/99

FOR SALE
1973 850 Commando Roadster, \$3500, call Jeff before 8 pm at 209-533-3690 for details. 11/99

FOR SALE
1972 Commando 850. One owner, 6500 original miles, never down, no dents in tank, Any offer around 4k considered. Philippe. (310)403-1970 or 310 452-8629 PRLemieux@aol.com 11/99

FOR SALE
73 Norton Interstate Commando, 750 cc, Blue with Silver, with less than 6000 miles. I bought it in England and toured Europe with it before shipping it back to the States. It is in excellent condition. It has the 6 gallon fiberglass tank and saddle bags. I have to sell it because my wife needs a car. I'm asking \$5500. call (505) 292-8676 or contact me by e-mail, John Gowan 11/99)



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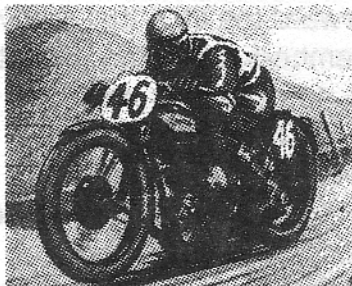
Monroes three mechanics have been familiar with Nortons for a number of years. We can replace exhaust port threads *with the head on the bike* - we don't know of anyone else who can. The job looks like original factory. Call for shop prices. We also have a good supply of Norton parts.

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NCNOC Meeting Minutes for November 1999

The November meeting was held at Harry's Hoffbrau in San Leandro on Thursday night 11/11/99. There were 11 members present with two Nortons, one Triumph being cursed by George Lucas with blinking headlights, and one Honda Goldwing ridden by Gar Jorgenson. The meeting was called to order and some nice

discussions were held about the following items:

1. About next year's National, there was mentioned the fact that there is only one small town nearby; Torrey, Utah. It was put forward the idea that if any members are considering to go and stay in a motel, it would be a good idea to book your motel early.
2. Jerry Grainger discussed next month's Christmas party. It will be held at his house at 1495 Crystal drive, Hillsborough on Sunday 12/12/99. Maps to Jerry's house were in last

month's Notice. Bring your favorite pot luck dish. The Club will provide a Turkey and a ham as well as some soft drinks. Don't forget the gift exchange.

3. There was some discussion about the listing of other Brit bike club's rides in our bulletin as well as providing our ride listing for the other clubs. This seemed like an all around good idea as it will make more rides available so that if you miss one, you can get another. The club will communicate this idea to the other clubs to see if we can get them to sign on.

4. The Danmeir Ride was talked about. The consensus was that we would all like to see it continue in some form. The Club has made a commitment in general to back up the BSA club in their efforts. Look for more details in the Notice in the coming months.

Good riding, **Mike Sullivan,**
Vice President.

THE NORTHERN CALIFORNIA NORTON OWNERS CLUB
Membership Application

The Northern California Norton Owners Club (NCNOC) was started in San Francisco in the early 1970's and grew geographically larger to become the Northern California Club.

Club membership is typically limited to Norton Owners, but we look the other way all the time, at least as long as you would like to own a Norton, own other British bikes, or are just a great person to be around. So if you like to ride, repair, eat, drink and be merry and admire Norton motorcycles, it will cost you \$20 to join. The club has monthly rides (some times more frequent), monthly meetings on the second Thursday of each month (at rotating venues) and award winning Newsletter and a website. If you would like to learn more about your Norton and how to take care of it, would like to buy a Norton or just want to have a good time with other club members, join now!

The NCNOC maintains a relationship with the U.S. Norton Owners Association (USNOA, also known as the International Norton Owners Association or the INOA) as well as the original club in England. Our club secretary will tell you how to join the U.K. organization if you have an interest.

The USNOA hosts a North American Rally each year and publishes a fine quarterly magazine called the *Norton News*. This gives you access to national want-ads and to merchants all over the country who advertise in the News as well as a national membership list. It is well worth joining and will cost another \$20. Send that to: Dian Slark, 12603 BelAire Circle, McCalla, AL. 35111 Phone: (205) 477-4340. We look forward to seeing you and your Norton on the high road.

Name _____ Address _____
 City _____ State _____ ZIP _____ Phone _____
 Motorcycles Owned
 Make Year Model Engine/Frame/Plate Numbers

Attach additional sheet to list more.

I hereby apply for membership in the Northern California Norton Owners Club (NCNOC). Check One: New Membership Renewal application.

The undersigned application certifies that he or she is a legal resident of the U.S. over the age of 18, has a valid motorcycle drivers license, and will use legally required safety equipment in connection with club activities. Participant does hereby execute this release waiver, and indemnification for himself or herself and his or hers successors, representatives, and assigns, and hereby agrees and represents as follows: To release the Northern California Norton Owners Club ("The Club") and it's officers, agents and members from any and all liabilities, loss, damage, cost, claims and/or cause of action, including but not limited to all bodily injury and property damage arising out of participation in the Club's activities, it being specifically understood that such activities include the use by applicant and others of motorcycles. The applicant further agrees to indemnify the Club and it's officers, agents and members and hold them harmless for the results of the undersigned's participation in those activities. This indemnification also includes attorney's fees in defending any claim or judgment in the negotiation of any settlement. It is understood and agreed that the undersigned will have the opportunity to consent to any settlement; provided however, that such consent shall not be unreasonably withheld.

I have read and agreed to the additional terms and conditions set forth on all parts of this application. Other affiliated clubs or organizations are also represented and protected by this release.

Applicant's Signature _____ Date _____

Send all applications or inquiries to: Alan Mueller, 128 Windsor Ct. San Carlos, CA. 94070
 (415) 591-5444