



Norton Notice

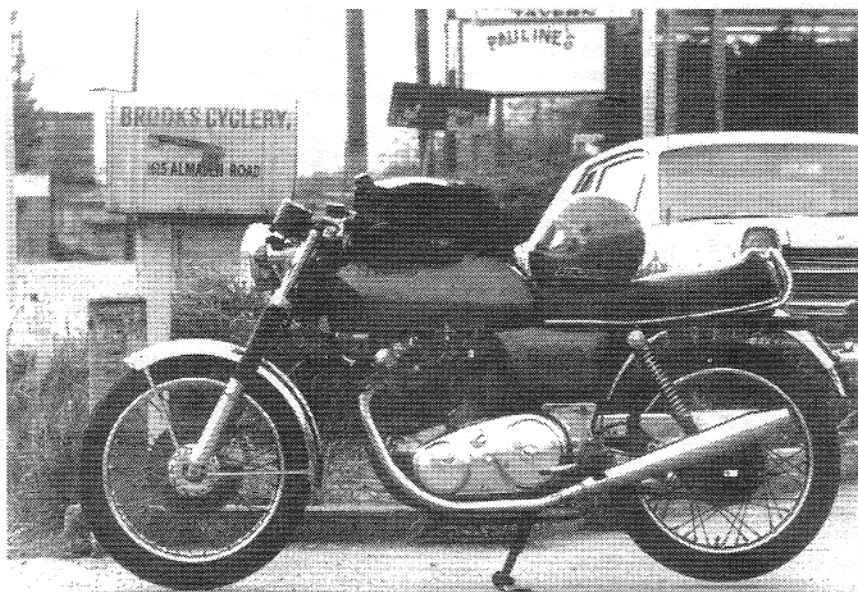


The Newsletter of the
Northern California Norton Owners Club

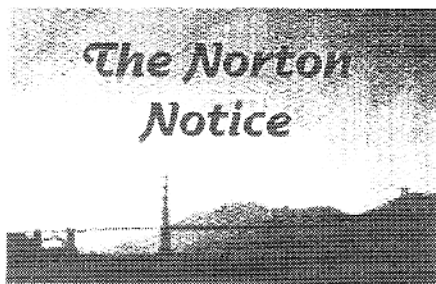
No. 266

November 2000

START OF A CLUB RIDE



'73 750 Commando Interstate
at Brooks Cyclery



is published by the Northern California 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 marquee.

The **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. (Good taste is somewhat optional, but hey-this is a group of bikers we're talking about here....that's why we have an editor.)

The deadline for items to be submitted for publication is the 18th of each month.. The **NORTON NOTICE** welcomes contributions submitted electronically. Please submit articles and photos in a format compatible with IBM PC. You may also send articles directly to the editor via E-mail. Send using INTERNET to dpcrader@thegrid.net.

Membership in the Northern California Norton Owners Club is available for \$20.00 per year. Membership dues are payable to the Branch Treasurer. See application form on inside cover.

Advertising rates are \$60.00/year for a 1/4 page ad!!

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 the Norton Notice and the membership card.

All changes of address or questions about membership or the Notice, call the President.....not the Notice editor!!

The Northern California 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 organisations per the terms described on the Branch membership application form.

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Jodi Nicholas
Bill Knight
Dick Slusher

NORTON NOTICE

IMPORTANT (Please note the following fine print) The object of the Northern California Norton Owners Club is to promote, encourage and develop motorcycle 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 the use of these 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 author's view 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 Schedule

Official NOC events are shown underlined and in **bold print**. You earn NORTON points only by participating in these events, as follows:

Riding a Norton: 6 points
 Riding other bike: 4 points
 Riding on 4 wheels: 2 points

Weekend events are tallied per day. At the end of each year the member with the highest point total is awarded the Norton Cup and gets a free year membership.

Call Ride's Coordinator Gar Jorgenson (925)634-9395 for details

DATE	TIME	EVENT	MEET AT
<u>Nov. 4</u>	9:30AM	All British Ride	Lyons Restaurant, Novato
<u>Nov. 19</u>	11AM	Turkey Ride	Alice's
Dec 10	9AM	City Bike Swap Meet	San Mateo Race Track
<u>Dec. 10</u>	11AM	Xmas Party	Gerry Granger's

Club Hats

Can be ordered through Gar Jorgenson. These are \$10.00 each which includes your name on the back. Contact Gar at (925) 634-9395.

New NCNOC Website

The new NCNOC website is up and operating due to the efforts of Alan Goldwater. Gar Jorgenson has contributed a few digital pictures of club events. If you have the capability check it out at <http://members.aol.com/NortonClub>

Club Meetings

Club meetings start at 8:00PM

Nov. 9 The Boat House, SF
 December No meeting

At this time, all rides and meetings are not cast in stone. Events and dates may change!!

President's Message.....by Mike Sullivan

Official Business: at The Old Timer's Ride all the current officers offered to hold the same offices again for the upcoming year. There were no other nominations. If there is anyone who would like to contest any office, please let any club officer know.

Other Stuff: Thanks to Gar Jorgenson for leading the Delta Ride on October 15. The weather was nice and warm, the lunch stop in Woodland was great, and the visit to the Tractor Museum was very interesting. It is strange to see how everyone had a different idea on how to make a tractor.

We have been approached by the BSA Club to see if we want to host an Easter Morning ride to the top of Mt. Diablo. The BSA Club cannot do it as they will be busy organizing the Clubman's Show at that time of the year. The Mt. Diablo Park people want \$250.00 up front to open the park gates. We would have to pay this out of our funds and then collect a fee at the park gate ala Mt. Tam. I do not believe that our treasury can stand to pay this amount and not get anything back. This will be discussed at the next meeting.

The All Brit Ride will be on Saturday November 4. See details elsewhere in the Notice.

The Club will have a table at the City Bike Swap Meet at the San Mateo Fairgrounds on Sunday December 10 immediately preceding the Christmas party at Jerry Grainger's house. If you have any goodies that you want to get rid of, put your name and price on them and we will put them out on the table.

The Club is looking for ideas for something to sell to earn some money for the treasury. One idea that was floated at the last meeting at the Prince of Wales was to have reproduced in poster size some of the old Norton Girl ads. Also brought up was the idea of some new shirts, perhaps a polo with the club logo on the breast. If you have any ideas, please let us know.

Next Club ride after the All Brit Ride will be the Turkey Ride at Alice's on November 19. Next Club meeting will be at the Boat House at Lake Merced on November 9.

See you there.

Mike Sullivan

Tech Tip

Reprint from NN #96

Some of you who have seen the oil pressure gauges connected to a couple of my Commando engines have asked me what purpose they serve. My standard reply is that the gauges give me a reading that serves as a reference point for determining the health of the engine, either real or imagined. I recently had an experience that proved the worth of the gauge on my Commando engined featherbed

When I was rebuilding this particular engine, a pumped up 750 Combat, I noticed that the piston in the oil pressure relief valve was scored. I decided to use it anyway because I knew the oil pressure gauge would help me decide whether or not to change the relief valve at a later date. For those of you who are not familiar with the oil pressure relief valve, it is the domed unit fitted to the rear of the engine timing cover above the banjo fitting for the rocker oil line. After getting the bike on the road and putting a few hundred miles on it, I finally decided that I wasn't happy with the existing oil pressure. I was only getting a reading of about 15 psi at 60 mph with the engine and oil fully warmed up. A couple other commando engines that I've had got about double this pressure under the same conditions, so I included a request for a new relief valve in my next order of parts from England.

After the usual two month wait I had a new relief valve in my possession. Although the factory manual says the relief valve is "pre-set at the factory and requires no attention" I took it apart to see if there were any obvious defects or irregularities. What a pessimist, you say? Well, here's what I found. There were four shims between the spring and the piston instead of the one or two shims that I had seen in other relief valves. Because of having the oil pressure gauge I reassembled the valve with all four shims and installed it in the engine. Upon starting the engine I found I had about 100PSI at around 1500 rpm with the engine cold. I say about 100 psi because the gauge only indicates to 80 psi, but the needle can go further until it reaches the peg. The manual says the relief valve is supposed to relieve pressure above 45-55 psi, so obviously I had a problem. I removed two of the shims and restarted the engine and found I still had too much pressure, so I remove one more shim, leaving one shim to hold a proper reading. I have another engine with two shims in the oil pressure relief valve so without a gauge or some other method of measurement you wouldn't know what the pressure was in your oil system.

Gene Austin

The Eleventh Annual

NORTHERN CALIFORNIA ALL-BRITISH RIDE
SATURDAY, NOVEMBER 4, 2000

BSA

Norton

A.J.S

**ROYAL
ENFIELD**



VINCENT



British bikes only

No exceptions. Don't embarrass your non-British mounted friends, unless you are willing to loan them a bike. Any British make is welcome.

No racing

This isn't the time, or the place; besides, the cops are wise to it.

New conditions

No longer a privately-sponsored event, so the BSAOC will be charging \$10 per person to cover costs.

Douglas

TRIUMPH



Velocette

RIDE DEPARTS 10:00 AM

**Lyons' Restaurant, 940 Seventh Street
 Novato, California**

*Please park your bikes AT THE CURB, not in the parking lot.
 For those trucking in bikes, use neighborhood on-street parking
 or the parking lot at Danmeier's office, 7110 Redwood Boulevard,
 but DO NOT PARK AT THE LAMONT AVENUE HOUSE as before,
 Danmeier's moved from there.*

BARBECUE / BENCHRACING BEGINS 1:00 PM

MOTELS: Travelodge 415-892-7500
 Best Western Novato Oaks 415-883-4400
QUESTIONS / INFORMATION: Stevan Thomas, 510-444-2748

UPCOMING RIDES

By Gar Jorgenson, Rides Coordinator

November Rides

All British Ride (formerly the Danmeier Ride)

November 4th 2000 - 10 AM

This is the big British bike rally in the Bay Area and is sponsored by the BSA Club. Last year around 200 British bikes participated. If you go to only one ride a year; this is the one to go to. The ride winds through the Marin County countryside and concludes with a BBQ. Look for more info in next month's Notice.

Turkey Ride

November 19th, 2000 - 11AM

Meet at Alice's. More info in next Month's Notice.

CRUISE OR LOVES Special Edition

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All-New Norton Commando for Y2K

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Year of the
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NI-JC: America's Next World Champ?

Norton girl for the 21st Century.

Editor's Line by David Crader

An interesting thought came to mind today about how American Norton enthusiasts view themselves and their Norton motorcycles. British bikes hit their peak in the US around the mid sixties. The drive for Americans with regard to motorcycles was speed and style. A stereotypical rider would be wearing a black leather jacket, blue jeans and a ¾ helmet. The bike would have two cylinders, high handlebars and low gearing to make it fast in a sprint.

Contrasting to this the British scene, and if I get this wrong Phil Radford will correct me, had the black leather jacket, but encrusted with marque pins, pointy toed boots and a tendency to the pudding bowl helmet. The machines were café racers with high gearing for top speed and low handlebars. Single cylinder engines were somewhat acceptable as transportation (maybe a decade earlier they were more so).

My own experience started in High School seeing Triumphs ridden by older guys while the rest of us were on 100cc to 305cc Japanese bikes. Harleys and Brit bikes were for the rich. I saw my first Norton in my senior year in High School. One of the "rich guys" had a new red 810 Dunstall Norton Commando. That was to stick with me up to 1973 when I was in the market for a "big bike". One of my friends told me there was a '72 Norton for sale at the local Yamaha shop that had only 300 miles on it.

They also had left over new '72 Yamaha 650s. Being in southern Cal in the Air Force, my income was 100% disposable and I really could get away without a car since "it never rains" there. Both the Yamaha 650s and the Norton were priced at \$1195. The test drive left no doubt that the Norton was the superior performing bike, so my Norton association started.

Later in life and after joining the NCNOC in 1981, I was introduced to other models Norton produced and was surprised to find out Norton at one time made a single cylinder range. Art Sirota's 1947 Model 18 was the first of these I had seen. From that introduction, I wanted to acquire one single and my perception of Norton and British bikes overall started to change. I started to understand ownership as the English do. This is not so much just based on the American philosophy of speed, but also esthetics and history.

Now here's the switch again. After the few rides I had on the '61 ES2, it sounds and runs like a Commando with one plug wire pulled, about the same power. It leaves a lot to support the American persona for fast motorcycles. However the rarity of ownership and the artwork of a more hand build machine are pleasing if not exciting to ride. In reflection, I can get into either mode, American speed or English historian. There are merits to both and the sum of both enhances the experience. I throw this dichotomy out for discussion. How do you perceive your Norton experience?

Restorer's Column

This section is for people working on that Norton project and is an open forum. Send in your comments about your project or share some wisdom about your experiences.

The NOC in England has some VHS recorded videos for sale:

Twin Engine Strip and Rebuild

120 mins by John Hudson. Shows dismantle and rebuild of large capacity twin engines and is relevant to Model 7 to Mk3 Commando. **18 Pounds Sterling**

Gearbox Strip

John Hudson again shows how to strip and rebuild the AMC and laydown Norton gearbox. He demonstrates the different types of clutches encountered and how best to set them up. 75 mins **18 Pounds Sterling**

If interested contact Mike Sullivan. His phone and address is on page 2.

I just received a 1974 Norton Worldwide Dealers List. This is one of those e-bay buys. Anyone wanting name and address of any dealer send me an e-mail or phone. Phone and e-address is on page 2 of this Notice. - Editor -

57 - '59 Dominator and '59 - '60 Norton Singles **Chrome gas tank panels** complete with plastic edging can be obtained from Fred Williams at Millstream Motors, Kempston, Bedford MK42 7BD, UK. **(44) 1234 854138**. These are not the same as used on '57 -'58 Norton Singles and Model 77 twins.

Chrome Platers

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Wire Wheel Building

Kelly Moss Wheels
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If you have any malfunctioning electrical components on your British bike, Dave Lindley can repair them.. Over the past twenty years he has fixed rare Volocette horns, magdynos and voltage regulators for Art Sirota. He also offers some modern upgrades such as solid state voltage regulators. His address is:

Dave Lindsley
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Heywood, Lancs. OL10 3DY,
England

tel 011 44 1706 365838
fax 011 44 1706 627500



Old Timers Ride

Above: Art Sirota and his 1948 International Model 30. Phil Radford on the right in the background. Both long time members of the NCNOC.

Right top: Brian Chinn's modified Commando with a lot of alloy parts.

Right below: Tom Dabel inspecting a very nice '75 Mk3 Interstate.

THE UNAPPROACHABLE
Norton



Ride Report**The Delta Ride 10/15/2000****by Gar Jorgenson**

The 15th proved to be a great day for a ride through the Delta country. The weather was nearly perfect and we had a great turnout with 15 bikes meeting up in Oakley. We got the only mishap out of the way early. On the ride up from Livermore, Margie Seigal and Mike Sullivan got left behind at one of the turns and had to find their own way to Carl's Jr. at the foot of the Antioch Bridge. After that it was smooth sailing.

The first leg of the ride took us through Rio Vista and then north on Hwy 113. We took a short rest stop in Dixon then rode on E-7 to Woodland. We took a few side streets and then turned onto Dead Cat Alley. Two short blocks on Dead Cat Alley and we were parked behind Ludy's BBQ on Main Street. We sneaked in so quietly that Jerry Kaplan, who was waiting out in front, nearly waited through lunch. If someone hadn't noticed his bike parked at the curb, he might still be there wondering when we were going to arrive.

After a great lunch (which is the important part of the ride) we rode about one mile to the Heidrick/Hays Ag and Truck museum. We spent an hour and a half looking at the old tractors and trucks (check the NCNOC web page for Alan G's favorite truck), then headed out for the river roads. Several riders left us at this point and took more convenient routes back to their respective domiciles. Ten bikes took the river road.

At Locke, Jerry and Keith left us to pay a visit to Al the Wop's restaurant. Eight of us continued on to Walnut Grove where we took a short rest at the City Park, right across from the sheriff's station. Rest room facilities were provided by Deputy Randy Yen, who had granted us permission to use the facilities at his office.

Little by little our numbers dwindled as riders left the group to go home. Leo Christianson had some excitement in Antioch just after he left the group. His bike developed a nasty vibration, which he traced to the rear brake rotor on his new Mark 3. It seems that about 50 % of the rotor decided to detach go it's own way. It's hard to get them balanced in that condition so Leo is in the market for a good used rotor. If you have one, give him a call.

Tom Dable, Len Iosty and Greg Fuller were the only ones who started and finished in Livermore. They got back around 5:45. They had nearly two hundred miles on the clock. Next year the ride will be a little shorter. There is this great trolley museum just west of Rio Vista.....

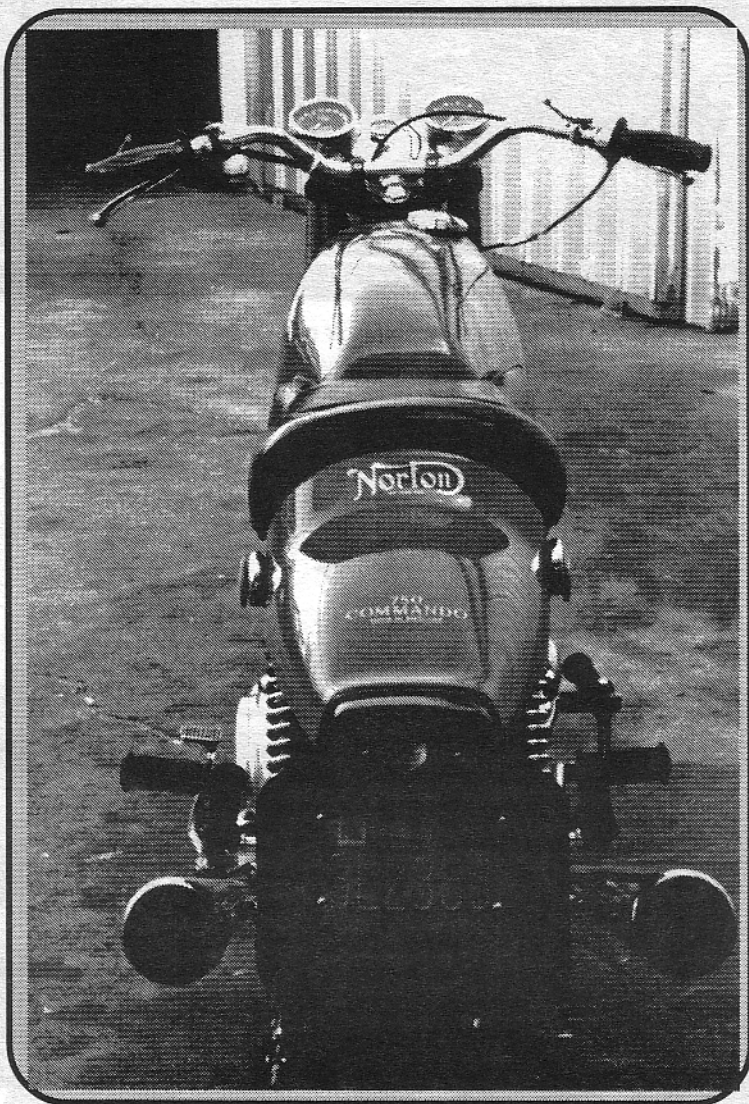
CALENDARS

2001 NOC Classic Calendars

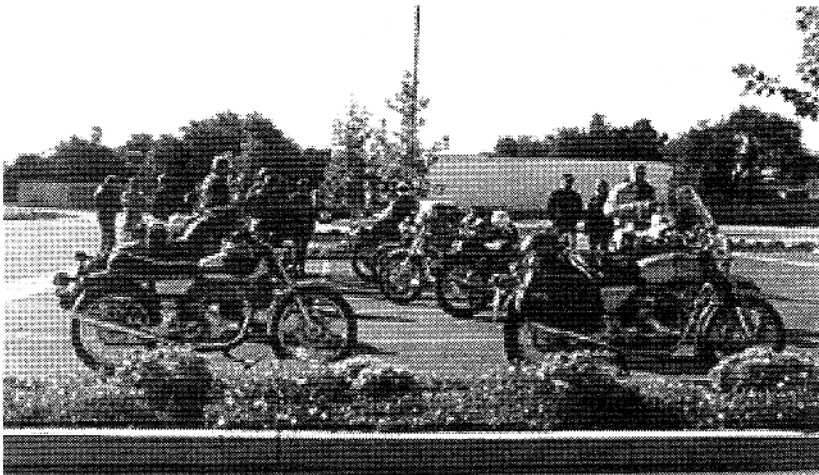
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I've only ordered 60 Calendars so please call and reserve
"yours" soon!!



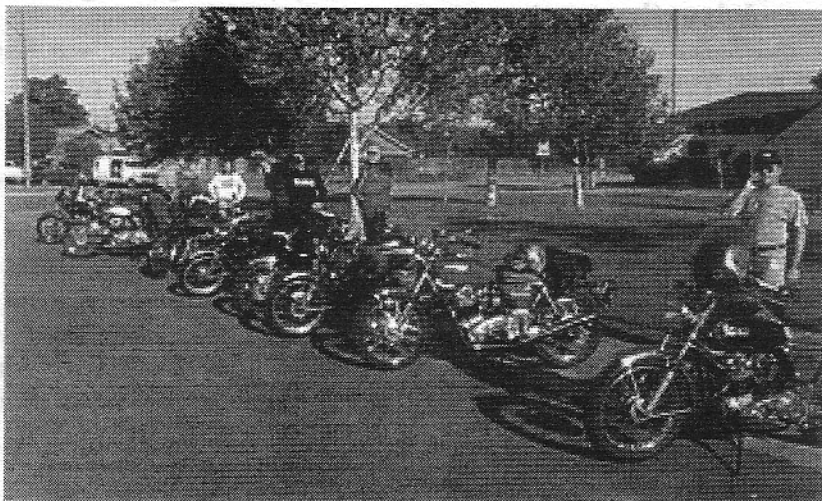
Above: Antioch starting point at Carl's Jr on Hwy 4 at Hwy 160.

October 15 Delta Ride



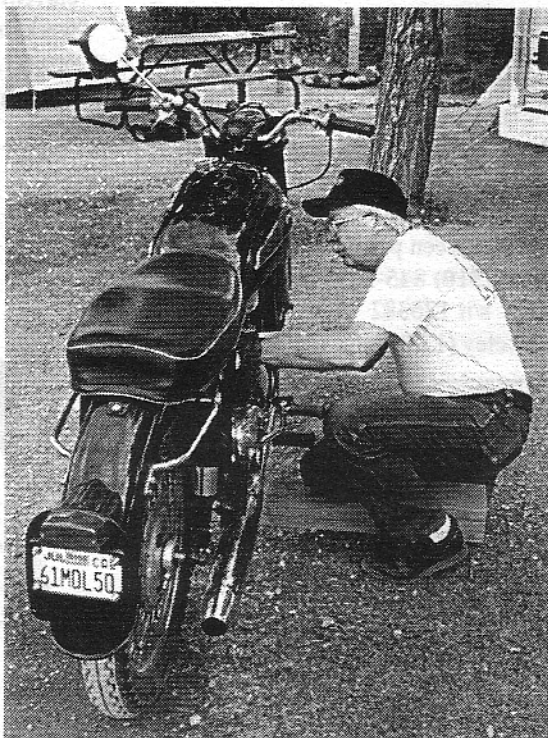
Below: Lunch stop at Ludy's in Woodland.





Above: Rest stop along the delta levee roads. Editor calling home to say what a great ride it's been.

Right: I like this photo of Mike Sullivan our club president, so here it is again. From the Red Rock Rally in Utah.



Classified Advertisements

Editors note: We actively encourage non-Club members to post ads to sell Norton motorcycles, Norton parts and Norton-specific services. All ads will run for 3 months. Please notify the editor if your item has been sold. Your ad will automatically be removed after 3 months if I haven't heard differently. Note the expiration date at the end of each ad.

For Sale

1975 850 Commando MkIII, red roadster, rebuilt with many upgrades, some modifications, 17K miles. **\$3800**
Richard (707) 725-5283 Fortuna, Ca
Humbolt Co. (12/00)

'68 Norton Commando Fastback, 10 year old restoration, original frame replaced, Norvil rearsets, reverse gearbox camplate, Dunstall fairing, Borrani alloy rims, MkIII isolastics, Boyer ignition, sleeved Amals, new wiring, JPN front fender, Norvil pipes with reverse cone mufflers, new British Racing Green paint. **\$5,000**
Chris (510) 845-1000 or (510) 845-1088 s/n 126382
Berkeley (12/00)

Complete Mikuni setup from '74
Commando. \$150/offer.
925/625-4772. Leonard (01/01)

WANTED: '75 Commando, Roadster or Interstate. Complete. 925/625-4772.
Leonard (01/01)

N15CS parts bike- good engine, trans, primary, magneto, matching # frame, oil tank, tool box, seat. Forks and wheels rusty, missing gas tank.
\$600 Paul Zell 415 897-2101
pwzell@aol.com (01/01)

Traderonline

1974 NORTON, COMMANDO
INTERSTATE - 850cc, runs great, 3 helmets and a cover, many new parts, registered through Sept 2001, moving, **\$3300**, call (619)226-8274 call after 6 PM San Diego (11/00)

1975 NORTON 850, \$4,950, MK3
INTERSTATE, (712)-781-2351.

1975 Norton commando, reliable, current plates, runs strong, driven every weekend, new seat, needs paint. boat project forces sale! (520) 297-0768
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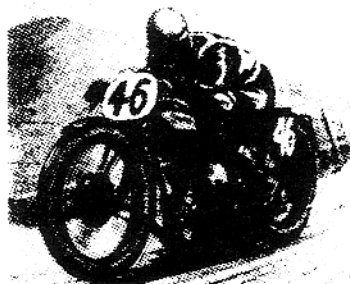
Monroe's three mechanics have been familiar with Nortons for a number of years. We can replace exhaust port threads *with the head on the bike* - we don't know of anyone else who can. The job looks like original factory. Call for shop prices. We also have a good supply of Norton parts.



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VISA • MASTERCARD

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 technically limited to Norton owners, but we look the other way all the time, at least as long as you would like to have a Norton, own other British bikes, or are just a great person to have around. So if you like to ride, repair, eat, drink, be merry, and admire Norton motorcycles, it will cost you \$20 to join.

The club has monthly rides (sometimes more often), monthly meetings on the second Thursday of the month (at rotating venues), an award winning monthly 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 INOA) as well as the original Club in England. Our club secretary will tell you how to join the UK organization, if you have an interest.

The USNOA puts on 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 Norton merchants all over the country who advertise in the News. You also get the national membership list. It is well worth joining and will cost you another \$20. Send that to: **Dian Stark, 12603 BelAire Circle, McCalla, AL., 35111...Phone (205)477-4340.**

We look forward to seeing you and your Norton out on the high road.

NAME _____

ADDRESS _____

CITY STATE and ZIP _____

TELEPHONE _____

MOTORCYCLES OWNED

Make	Year	Model	Engine/Frame/Plate Numbers
------	------	-------	----------------------------

Attach another sheet if you want to list more.

I hereby apply for membership in the Northern California Norton Owners Club (NCNOC). This is a _____ new _____ renewal application.

The undersigned applicant certifies that he or she is a legal resident of the US over the age of 18, has a valid motorcycle driver's 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 its officers, agents and members from any and all liability, loss, damage, costs, claims, and/or cause of action, including but not limited to all bodily injuries and property damage arising out of participation in the club's activities, it being specifically understood that such activities include the operation and use by applicant and others of motorcycles. The undersigned further agrees to indemnify the club and its officers, agents, and members and hold them harmless for the results of the undersigned's participation in those activities. This indemnification shall include attorney's fees incurred in defending any claim or judgement and incurred in the negotiation of any settlement. It is understood and agreed that the undersigned shall have the opportunity to consent to any settlement; provided, however, that such consent shall not be unreasonably withheld.

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

Dated _____ Applicants Signature _____

Send all applications or inquiries to:
Alan Mueller, 128 Windsor Ct., San Carlos, CA. 94070
(650)591-5444