



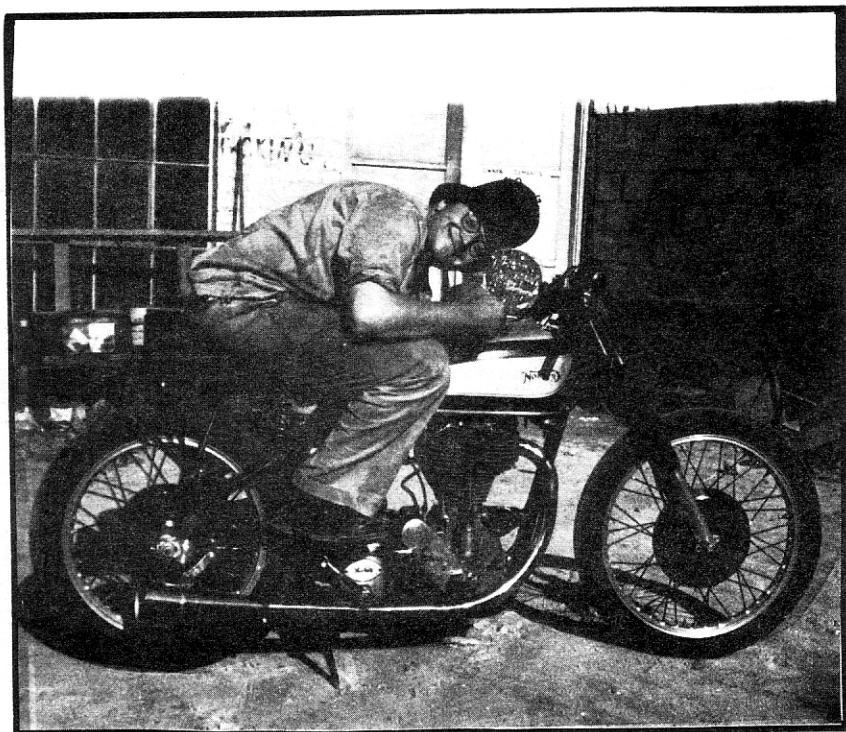
Norton Notice



The Newsletter of The Northern California Branch

VOLUME 3 ISSUE 2

FEBRUARY 1980



TIP TOP TUNER CARL MAZEL STRIKES
A SERIOUS POSE ASTRIDE HIS NORTON.

Published monthly by the
Northern California Branch
Norton Owners Club





Published monthly by the Northern California Branch, Norton Owners Club of England.

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Club business is best handled through the mail--especially material of any sort for the Club Newsletter. Use the above addresses.

BRANCH MEETINGS

Generally held the second Thursday of each month at a location announced in the NOTICE.

BRANCH RIDES

Rides are generally held the following Sunday at 10:00 am at a location announced in the NOTICE. In the event of rain the ride will be postponed 1 week. Occasionally, rides are on a Saturday or over the whole weekend. Check the NOTICE Calendar each month.

ODD BODKINS (Reprinted with permission)



There are three categories of membership in the Northern California Branch of the N.O.C.:

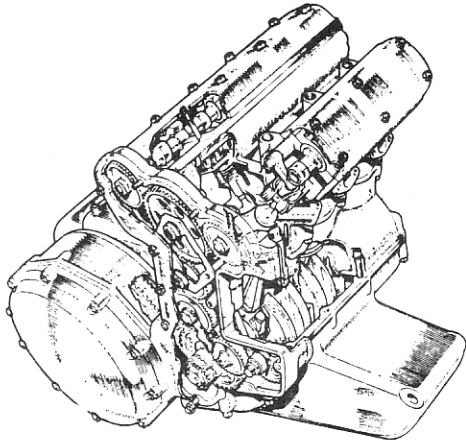
FULL MEMBERS: Full members are dues-paying members of the N.O.C., and therefore have full voting privileges at any general meeting of the N.O.C. and all branch meetings, and also any privileges resulting from affiliation of the Club with any other organization. Full members must pay annual dues to the N.O.C. in England (paid through the Secretary), in return for which they will receive the bi-monthly ROADHOLDER magazine and may use the N.O.C. Spares Scheme at any time.

ASSOCIATE MEMBERS: This category was set up so that any Norton owner wishing to get the NORTON NOTICE each month and be associated with the Northern California Branch can do so for a very modest fee, without having to join the N.O.C. as a full member. Associate members do not pay N.O.C. dues, and therefore do not have all the privileges of full N.O.C. members. They do, however, have full voting privileges at all Northern California Branch meetings and are equally welcome at all of the rides, meetings, and other functions sponsored by the branch.

SOCIAL MEMBERS: In order to allow Norton enthusiasts who do not own a Norton to be associated with the Club and thereby help them to find one to buy, the branch provides the category of 'Social Membership'. Social members do not have any voting privileges but are otherwise welcome to participate in all branch activities. Social members will receive the NORTON NOTICE each month and are encouraged to follow up on any leads regarding Norton motorcycles for sale. The Editor will try to help all social members in this regard and would appreciate any help from other members.

CURRENT DUES PAID AND PUBLICATIONS

	<u>RECEIVED</u>	
	<u>PAY</u>	<u>RECEIVE</u>
FULL MEMBERS	\$25	<u>NORTON NOTICE & ROADHOLDER</u>
ASSOC. MEMBERS	\$10	<u>NORTON NOTICE</u>
SOCIAL MEMBERS	\$10	<u>NORTON NOTICE</u>



Norton

SPOKEN HERE

We stock a complete line of genuine Norton parts. Write for our accessory catalogue. 10% discount to members. VISA/Mastercharge accepted.

Whew! Barely made it. That's right, folks. There almost wasn't a December NORTON NOTICE. If Meda Rago hadn't offered to type the copy, there just wouldn't have been one. Everything just kept getting put off because of the holidays. Well, it's over now . . . and onward.

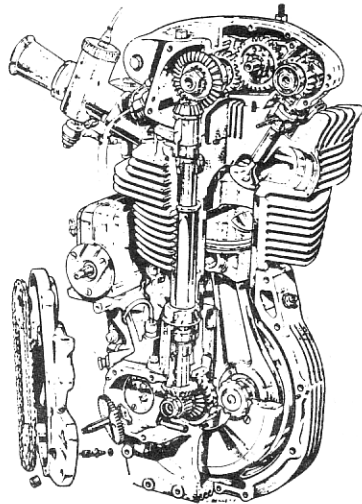
To try to keep this short I'll just touch on the things that are going on in the Club. First, of course, is that Steve Coburn was elected President of the Branch. Congratulations, Steve. Carl Mazel has offered to try to supply us with a technical column each month or as often as he can. This will be supplemented by special articles obtained by Dick Swanson from various sources. Dan Batcheller's article on isolastics was the first of the series. Brian Halton is working on a sort of "NORTON'S PROFILES" ala DEWAR'S PROFILES on the various types of people who love and ride Nortons (and if they drink Scotch, so much the better). The first, on Branch founder Bob Bausch, is hopefully in this issue. If not, next month for sure.

This brings up an important point. I personally feel that any contribution to the NORTON NOTICE is worthy of publication, and I really encourage all of you out there to send something in to the Club. Sometimes things will not jive so that it gets published immediately, but your efforts will not be wasted. Send it in! Tom Skillington sent a letter in, and I misplaced it, but it is printed this month. I'm going to try to work towards a steady diet of information rather than feast or famine, so sometimes a contribution will have to be held back to keep an issue to a reasonable size. Don't despair . . . it's coming.

As a last point--I would like to thank Meda Rago again for typing the entire newsletter in about 3 hours on New Year's Eve. We all owe her a vote of thanks for not letting the NORTON NOTICE die as Steve feared it would way back last summer.

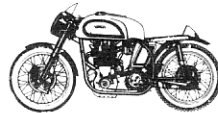
See you at the Redwood Inn.

Michael



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Norton PARTS AND SERVICE

GARY BROEDER: EXPERT MECHANIC
N.O.C. MEMBER

Although not emphasizing British bikes on the salesroom floor, PALO ALTO YAMAHA has one of the bay area's best British motorcycle mechanics back in the shop. Gary Broeder knows as much as anyone in the area when it comes to making NORTONS run right. With his racing experience, Gary can work wonders on your machine when it needs help. I highly recommend PALO ALTO YAMAHA the next time you need a good mechanic for the old NORTON.

THE ELECTION

Steve Coburn was elected President of our Club. I thought maybe all of you would like to know how many people voted. Below is a list of people who voted by mail and a list of people who voted at the January meeting.

AT MEETING

Bob Bausch	Claude Wright
Bob Getts	Steve Murray
Rick Hjertberg	Bruce Burckhard
Gene Austin	Marty Sullivan
Dave Cronin	Bill Sandford
Maya Peterson	Jeff Pierce
Alex Stewart	Rick Kibler
Biff Arthur	Sitta Chaddock
Jon Hjertberg	Michael Heth
Tim Coburn	Tom Horton
Rich Brand	Michael Bruce
Jan Barton	Rick Humphreys
Harvey Loucks	Ian Cuthbertson
Brian Halton	John Padilla
Carollyn Scott	Luke Sayer
Jerry Henry	Bernie Birleffi
Tom Skillington	Kathy Stark
Allan Dow	

*SORRY FOLKS,
THERE'S NO WAY
AROUND IT. THERE'S
A BIG EMPTY SPACE
RIGHT HERE AND NOTHING
WILL FIT.*

WM

BY MAIL

Norman Turner	Jim Wahl
Jim Salmon	Al Collins
Bob McKeehan	Bill Dungan
Steve Millman	Bart Rago (late vote)
	Mark Stockslager (late vote)

TOTAL VOTES - 42

DUES INCREASE

Also at our January meeting, there was a move that the annual dues for associate and social members be increased to \$10.00. The majority of the members voted "yes" for the increase. The increase in dues went into effect that night, so if you're late with your dues, you'll have to pay \$10.00 now.

RAFFLE AT OUR MEETINGS

At our January meeting Bernie Birleffi made a suggestion that we hold a raffle at our meetings to help drum up extra money for the Club and for the enjoyment of it. This idea was put to a vote, and the majority of the members voted "yes" for the raffle.

The raffle will work like this: Members will bring items to the meetings, to be raffled off. The items should cost around \$5.00. The money collected from the tickets will be put in the Club treasury. Bernie is going to supply the raffle tickets, and he has also supplied the first item to be raffled, a Norton T-shirt.

The ticket price is up in the air right now. I was thinking of asking \$1.00 each, but Steve feels this is too high. So, when we all get to the next meeting (2-14), we'll decide the price of the tickets.

- 18) Wet your thumbs (by using the ticklers) and fire up the beast. When warm, pull off one spark plug lead and adjust the idle speed on the other cylinder until it idles very slowly and reliably. Then, replace the plug lead, remove the other lead and set the remaining carb.
- 19) If your engine is in good condition and timing is correct, the idle should be slow and even, gas mileage up in the 50's on a 750, with an 850 being a little lower.

Things to remember:

- 1) A single Concentric will not flow sufficient gas to run a Commando.
- 2) You can plug in an Amal Mk II to a Mikuni adapter.
- 3) Good jetting at sea level is:
 - 750 - 230 main
 - 850 - 260 main
- 4) Amals do have pilot jets--they are hiding behind the mixture screw, a drilled, pressed in, brass plug. It is non-adjustable and non-removable.
- 5) If it won't run wide open, it's too restricted. The proposed 1976 Commando would have had a single, constant velocity carb.
- 6) Finally, one carb, one cable, one idle screw makes a Norton a sharp runner.

Brian

Dear Editors:

This is a little input that you asked for. Also, you might put an address in for the editors, so we can write the NOTICE.

A few of the members may have run into this problem before with the front forks of their Commandos. On mine, dirt and grit got up under the dust boot on the fork legs and acted like sandpaper on the tubes. This causes the tube to wear out and cut the seal. If the seal leaks badly enough, it will, on the right fork leg, run down onto the rotor. Then, you lose your front brakes.

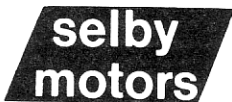
A little preventive maintenance will prevent this from happening and save a great deal of expense.

- 1) Life up the dust boot and wipe the dirt out every 1,000 miles or so.
- 2) Put some cotton under the dust boot to absorb the excess oil and prevent dirt from collecting on the tubes.

Ride safe,

John Ebert
2018 W. Mulberry
Phoenix, AZ 85015

January 24, 1980



- motorcycle sales
- self service
- accessory dept.
- complete service dept.
- machine shop
- insurance
- notary service

See Jack Morris, a branch member and Norton enthusiast for quite a few years, if you're looking for parts or accessories. Jack's got the goodies and will take the time to make sure you get exactly what you need.

Selby's service department is in the able hands of Alan Hook, an experienced Norton mechanic and also a branch member. If the Norton isn't running right and you're unsure about what to do, take it to Alan and he'll see that it gets back into tip-top shape.

346 El Camino Real
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*FINALLY WE OFFER A 10% DISCOUNT ON ALL NORTON PARTS TO MEMBERS OF THE NORTON OWNERS CLUB (Service work is not included)

CLUB EVENTS CALENDAR

MOTORCYCLES UNLIMITED

Sales and Service

DATE	TIME	PLACE	EVENT
2-14-80	7:30 PM	Redwood Inn 6415 Redwd Rd, Oakland	Branch Meeting
2-16-80 <u>SATURDAY</u>	10AM	Sausalito Hotel Parking Lot	Branch Ride
3-13-80	7:30 PM	Edinburgh Castle Geary Blvd. SF	Branch Meeting
3-16-80	10AM	Howard Johnsons Off 101 San Jose	Branch Ride

ALEX S. McLEAN
OWNER

(415) 924-0327
8776 PARADISE DRIVE
CORTE MADERA, CA. 94925

Motorcycles Unlimited is the fine bike shop up in Marin that Branch member Alex McLean has been operating for these many years. If I'm not mistaken, Alex McLean is the very same Alex that Fred (our old hero in the ODD BODKINS strips) always called whenever his Norton blew a piston or whatever. With a reputation like that, you can be sure that it's a good place.

As always, Alex has the largest stock of Dunstall accessories for your Norton in the bay area, as well as good supply of Norton spares. He also has the biggest volume of accessories I've seen in these parts, and a huge showroom full of all kinds of motorcycles. Believe it.

Of interest to classic motorcycle buffs are the two Manx racers on display in the windows upstairs. If you've never had the pleasure of seeing one of these famous machines up close, that alone would be worth the trip to Corte Madera.

"JAWS" INGALLS DEVOURS SEARS AFM

ENDURANCE RACE by Karl Okamoto

Berkeley's Mark Ingalls, riding without a partner, rode smooth and consistent to win the 1979 AFM Sears Point endurance race on, of all things, a five-year-old Norton. "I told you I could do it!" cried Mark, who was runnerup in the 1978 version of the race. "My bike is a '74 850, though it has all kinds of parts in it. I built it myself," said "Jaws" between gulps of apple juice. Ingalls had outlasted his opposition and had the added advantage of taking no pit stops while most of the field raced in teams.

Ingalls (Aero Cycles/Champion Plugs/TT Motors/Berkeley Yamaha) was far from the favorite at the beginning of the cold, blustery day of racing. Dennis Smith, Terry Newby, and Kenny Farmer had brought a GS1000S Suzuki (Del Amo Suzuki/Bel Ray/ND); Newton Hildebrand and Kerry Bryant were on Newton's Suzuki GS1000 (NorCal Motorsports); Chuck Parme and Harry Klinzmann brought their self-sponsored Kaw; Gordy Seim and Jeff Little brought yet another AMA Superbike (S&S Kaw Z-1); and Gennady Liubimsky and Steve Epstein were on Steve's Hunt-prepared Suzuki GS. But they all had their problems. Smith/Newby/Farmer were plagued with a bad coil ("After we got it fixed it ran really well," said Dennis), and Hildebrand/Bryant's Suzuki blew an engine on Saturday and again just before the race Sunday after an all-night flog. Parme/Klinzmann had a list of problems a mile long. Gordy Seim got excited while leading the race and crashed, and Liubimsky/Epstein never got off the ground either. Furthermore, Epstein brought out his Honda CBX as a backup, but it, too, blew up with Craig O'Connor at the controls.

LARRY RANDALL

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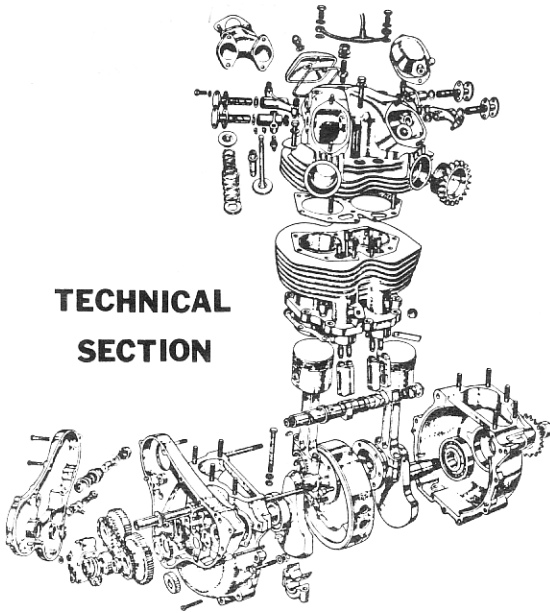
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**10% DISCOUNT TO NOC MEMBERS ON
ALL NEW AND USED PARTS. A DEAL!**

Larry Randall and Jan Barton are good people to know. At WEST BAY they have many used Norton parts at reasonable prices, as well as the expertise to help you solve any tricky problems that come up the next time you try to do some repair job. They are definitely the first people to call if you live on the peninsula and don't have the part you need, or the foggiest idea how to put the old Nort back together again.

TECHNICAL SECTION



One of this month's technical contributions comes to us courtesy of Brian Slark, the Southland's erstwhile Norton parts supplier and provider of advice and technical insights to the inscrutable Norton. Brian said that the lotus land is forming its own Norton club and has an expanding membership. Best wishes to Brian and the club members down there--along with our sympathy for being in Southern California. If you have any requests concerning a technical aspect of your bike, please let me know, and maybe we can get one of our sponsors/dealers to respond the following month.

Dick Swanson

THE CARE AND FEEDING OF YOUR CARBS

The poor old Amal is a better carb than most people think, but only if in tip-top condition. When fitted with the special racing velocity stack (expensive) and the slide wide open, it can flow large amounts of air. Also, it is very simple to maintain and tune for altitude, etc.

Its very serious drawback is that it wears very rapidly in the crucial slide/body area. When the slide and body bore show signs of deep scoring, it is usually better to discard the carb rather than attempt to rebuild it. If a new slide is fitted, it usually hangs up in the bore. Honing the bore will cure the hang-up, but the excessive clearance will give erratic idle due to air leaks. Also, in severe wear conditions the slide will rattle around giving an elusive "clicking" noise akin to a loose valve adjustment.

To rebuild the concentric carb you need the following parts: 2 carb gasket sets (#600/900), 2 viton (rubber) tip brass float needles (#622/197).

Procedure:

- 1) Remove gas tank and seat.
- 2) Remove 2 screws securing tops of carbs
- 3) Pull out slide/needle assembly.
- 4) Examine slides for wear.
- 5) Check that both needle clips are in the correct groove.
- 6) Check needles and clips are located under throttle spring and not wound up between one of the spring coils.
- 7) Replace slides, making sure throttle action is smooth.
- 8) Remove float bowl, main jet, needle jet, gasket, idle adjustment and mixture screws.
- 9) Now you can see the metering needles protruding from the bottom of the carbs. Operate the twist grip and check to see if the needles are synchronised, i.e., both moving together. If not, correct by moving the appropriate cable adjuster up or down on the top of the carb. Be sure to tighten the locknuts to keep the adjustment.
- 10) Install the new viton tip needle, float and hinge pin into the float bowl. Using pliers, bend the edge of the pin groove over the actual pin to prevent the pin from moving. Test security by turning the bowl upside-down; nothing should fall out. The reason for this is that the slide hinge pin is located in its groove by the float bowl gasket. Continual use wears the gasket and allows the pin and needle to move around, giving a varying float level.
- 11) Replace the needle jet and holder and tighten. Replace the main jets taking care not to overtighten. Remember, if you want to change jets through the inspection and drain hole, you don't want the whole jet holder assembly to unscrew, as it won't go through the hole in the float chamber!
- 12) Replace float bowls with new gaskets.
- 13) Let's skip "13)". That's where you dropped the little "O" ring in the dirt.
- 14) Replace the little "O" rings on the idle and mixture screws and re-install.
- 15) Mixture screw should be screwed in lightly until resistance is felt and backed out one and one-half turns. (3 half-turns). This will give a fairly rich idle but will prevent the pipes from matching your blue gas tank.
- 16) Screw the idle speed screws in so they are flush with the body.
- 17) It's a good idea when replacing the gas line to use the latest type that goes directly to the carbs (#06). The earlier versions run a balance pipe across the back of the cylinders.

The President's Message

Hello everyone! This is my first "message" to you as President of the Northern California Branch. I hope to make it a monthly feature in the NORTON NOTICE. I shall try to respond to questions, suggestions, complaints, etc. that may have arisen during the past month, and I shall also keep you up to date as far as the NOC and the USNOA are concerned. Your input on any subject concerning our Club is always most welcome; I hope to hear from all of you from time to time.

Let me begin this month's "message" by thanking all of you who took the time to vote in the recent election. Although the total vote count was rather small (less than one third of the membership), it was nevertheless most gratifying to see some of you show up for the January meeting, your first! I realize that a few came from a considerable distance just to be at the meeting and vote, and I thank you not only for your interest and support, but especially for the example you've set for the other less active members. Thank you all!

For the benefit of everyone who was not able to attend the January meeting, I should make some mention of a letter Bob Bausch received from Adrian Page, Chairman of the NOC, about a week before the meeting. In his letter, a few copies of which Bob passed around at the meeting, Adrian raised several issues which are important to the future of our Branch. Firstly, he stated that "any affiliation of the Norton Owners Club to any other organization would require agreement, certainly at Committee level (Executive Committee) and, preferably, at an A.G.M." He went on to give his opinion that an affiliation of our Branch with the USNOA would lead to a loss of identity and inevitably lead to conflict.

The other important point Adrian raised was written in a postscript which reads:

P.S. Bob: I have just been reminded of a point that may very well affect the future of the Branch, in so much as the election of a Branch President is concerned. Ballot papers for the election of the President have been sent with the Norton Notice, but it should be clarified that voting for the election of a Norton Owners Club officer can be made only by FULL members of the Norton Owners Club. I do not have, to hand, a copy of the Club rules but I believe that what the North California Branch term as "Associate" and "Social" members are not eligible to vote a Club officer into office. The point can be clarified by Peter Thistle, the Club Secretary, who holds copies of the Club rules and constitution. It is obviously important that this point is clarified before the election takes place otherwise an Extra-ordinary General Meeting would be required to rectify any error made!

Well, it has been five weeks since Adrian wrote that letter to Bob, and I have yet to hear from Peter Thistle on the matter. Nor have I received any word from Adrian. I can only assume that he was wrong. My interpretation of the NOC rules is that "Social" and therefore "Associate" members are entitled to vote for officers. Bob Getts, Gene Austin and Bob Bausch all agreed after reading them.

In any event, it was decided at the meeting that Carolyn Scott would make two separate counts of the ballots received. If the vote of the "Full" members only was the same as the total vote, then we could relax and not worry about a possible NOC rules infraction. As it turned out, the outcome was the same in both counts, and Adrian can therefore be satisfied (I hope!) that no "Extra-ordinary General Meeting" need be called. For future reference, however, it would be nice to know exactly who is allowed to vote and who isn't so that we can avoid any hassles with those good folks in England who watch over us. My personal opinion, which I know is shared by almost all of the Branch members I've talked to, is that we are the ones who should have the right to decide who elects the officers of our Branch. I feel that any internal business of the Northern California Branch, and that includes election of Branch officers, is our business, not the NOC's. If the rules and constitution of the NOC prevent "social" and "associate" members of its Branches from fully participating in Branch business, then it's time we work for a change in the rules. What's that you say? You thought you could smell tea and salt water? Maybe so....

To change the subject somewhat, I wanted to mention the upcoming USNOA Rally. Although it won't take place 'til August, plans have been coming together during the past month, and perhaps some of you might want to make your own plans now. This is undoubtedly going to be the biggest Norton Rally ever, and I know that none of you will want to miss it. The dates (Thursday Aug.7-Sunday Aug.10) are now set, and the campground (Bell Glen Campground Resort in Leggett, California) has been reserved. I was up there a few weeks ago myself, and checked out the area and the facilities thoroughly. It's a beautiful spot for a Rally, and anyone who's been through the area knows what I mean. There are great Norton roads through the redwoods (Avenue of the Giants) and to the ocean. Plans are for most Rally activities (field events, awards barbecue, technical sessions, etc.) to take place right at the Bell Glen. There is also a beautiful stretch of the Eel River flowing through the campground, and the swimming and fishing are said to be outstanding. There's even a pancake breakfast planned for the last morning! A complete Rally announcement will be printed in the next NORTON NOTICE, and it will include all pertinent information. In the meantime though, put down those dates on your calendar, and start looking forward to what I predict will be the biggest and best Norton Rally in the history of the marque!

ODDS AND ENDS:

This month's ride should be a goodie. We'll probably go up to the Sebastiani winery just east of downtown Sonoma, have some lunch and do a little wine-tasting, and then ride over the hills to the Napa Valley. Some of you may want to bring along a sleeping bag in case we find a nice spot (Calistoga perhaps?) to spend the night. Call me if you're interested.

Jan Barton has agreed to do a tech.session of sorts with his newly acquired Manx longstroke at our March meeting (Thursday, March 13th at the Edinburgh Castle in San Francisco). That "Good Idea" that Rick Hjertberg sent in (see Dec. NN) is coming to life. *Keep on North!*

Steve

CARL MAZEL

10606 Jordon Avenue • Chatsworth, CA 91311

(213) 882-0895

January 1, 1980

Dear Editors,

To all the members of our branch of the N.O.C. Northern California, a healthy, happy, and prosperous New Year. To all riders of motorcycles, may your rides be free of trouble and as enjoyable as can be.

My first comments will be on the machinery that has been put away for the winter, what might be expected when you first start up, and what you can do to alleviate any hardship or damage to your motorcycle at that time. I assume that you drained the fuel when you put it away, so first put in fresh gasoline. Then, take the spark plugs out and kick the engine over gently. If, when you put it away, you squirted a little oil in each cylinder, then the possibility of the rings sticking are nil. You will also be able to see little spots of rust on the exposed end of the spark plug that shows some moisture has been present or that the engine has sweat. Before reinserting the spark plugs, dab anti-seize on the threads so they will not bind. Then, torque to the proper value. Turn on the fuel and tickle the carburetor (noting that the fuel stops flowing when you stop tickling). A smart kick should bring it to life.

Now, if the bike doesn't start, the following should be done (in this order). If you have verified the fuel flow, then check to see that there is spark to the spark plugs. If you lack spark, the first thing is to see that the contact points are clean. Also, check the battery for charge. If the machine has a magneto, look at the points to see if any oil has seeped onto them and caused the points not to make or break contact. Then, verify at the plug that it is sparking. If you have a grounding wire and button, then these are a good place to look because of the possibility of shorting out and then grounding the magneto. This last can occur even if the motorcycle is not laid up for winter.

Most motorcycle magnetoes work by cutting of the magnetic lines of force. The more lines of force cut in a given time, the higher the voltage. There are low tension magnetoes and high tension magnetoes. Low tension magnetoes develop 250-500 volts and then feed the primary of a coil at the right time. This system is appropriately called an energy transfer device. The high tension magnetoes are self contained, and if they are well made will last a long time without trouble.

All magnetoes should be kept as clean and dry as possible. They must not be completely sealed because they will sweat as they heat and cool while running. The moisture leads to rust and corrosion with the electrical areas developing arc paths that can lead to total breakdown. A good remedy or preventive device is to paint the coils with a preparation called "Glyptal". It is made by General Electric and, though an old product, is excellent even today. It dries hard and does not chip or come undone at high revs. There may be newer products that contain silicones, but at the present time I don't know of any. I will try to find out.

Since this is a general startup maintenance tour, look at the wires and make sure that none are frayed or show signs of getting that way. The next step is to check all soldered connections to see if there are any fractures or cracks developing. Prop up the motorcycle so the front wheel is clear of the ground and, by carefully grabbing the fork legs, see if you can get the feel of play in the head race bearings. Also, spin the front wheel easily to see if it is straight and true, checking to see if there are any loose spokes. If there are, don't just tighten them indiscriminately. This can warp the wheel, and the incoming spoke can put a hole in the inner tube.

While general spoke tightening is not difficult to learn and apply, it requires a great deal of finesse. A poorly laced and trued wheel can be the cause of vibrations. Not only are these dangerous, but they can lead to hideous configurations on a slight bump. This is due to the uneven loading of the spokes.

The next thing to check is the air in the tires and, while you are at it, a good check of what might have gotten stuck in the tires on the last ride. Also, inspect the condition of the tires--any cracking or bruise marks evident should be looked at carefully. Although motorcycles are single track vehicles, they do take lumps in very strange ways and places.

Another thing to look for is what shape the cables are in, with some attention being given to how loose the clevis pins are. Also, inspect all cotter pins that have been in place for any length of time with a close look at any flat washers next to the split pins. If a washer is scored deeply, you can turn it around for awhile till a replacement can be gotten. The next step is to oil the cables and levers so they operate smoothly. Wipe off excess.

Another thing to do is to take the wheels off and verify that no grease has worked its way onto the lining. Also, at the same time the wheel bearings can be checked and regreased while looking at the condition of the grease seals. These should not be rock hard as then they don't have any retention qualities. Also, check the oil tank. When you first fire up, there will be oil that has seeped into the crankcase returning to the tank, so run the motor before topping up. Another quick check: the gearbox for the correct amount of oil.

Well, that is about all for now. I remain . . .

Sincerely yours,
Carl Mazel

Some of you may remember that at the November meeting at Barrington's, I offered to start up the Spares Scheme for the Branch. I went home and wrote up a big explanation of what the Scheme was all about and on and on. Then, Adrian Page's letter in the December NOTICE made it all superfluous. Now, I'm finally ready to take a stab at it again, so we'll start from scratch.

First, re-read Adrian Page's letter in the December issue to get the story on the Scheme. Here's what I'll do: I'll accept your order for spares and collate the various member orders into one Branch order, get a bank draft, send it off, take the spares through customs, and distribute the spares at a meeting. I'll do this twice to get the ball rolling. Hopefully, by then, someone will step forward to be the Branch Spares Officer. I envision it as a quarterly project. Remember that you must be a full member to participate. If you don't have access to a listing of spares, contact me, and I'll get one to you.

If you are now an Associate Member, I'm sure something can be worked out to enable you to become a full member and take advantage of the Spares Scheme.

I've written a letter to Les Emery in England concerning the quality of parts available (stellite tipped valves, forged aluminum pistons, etc.) so we'll know exactly what we're buying. This will make membership in the NOC a real bargain--10% off on parts locally and up to 50% off if you wait awhile. More next month, but start thinking about this now as we should all try to make it a success.

Michael



cycle sports

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NEW HOSS CYCLE PARTS AND SERVICE

Steve Murray, co-owner of New Hoss Cycle, is an associate member of the Northern California Branch. If you're looking for "the long deal" on TIRES, TUBES, BATTERY, etc. for your Norton or Japanese bike he is the man to call. He really wants your business, and will give you a good deal.

Unfortunately, New Hoss does not service English bikes. (Yet?) However Steve hopes all you Norton fans with a Japanese bike will stop by and chat sometime. If he can do anything for you let him know.

NEW HOSS CYCLE PARTS AND SERVICE

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366-1336

The following letter was actually received in December but was misplaced. Sorry, Tom.

Dear Editors, | December 19, 1979

In light of Bob's letter published in December's NOTICE and Steve's editorial response, I'd like to express these thoughts to the membership: It seems to me that the "kernel" of what the Northern California Branch of the Norton Owners' Club is was the "happening" that was the Christmas Party and two days later, the ride to Marshall. It is the camaraderie of kindred spirits who enjoy each other's company and are into the adventure that is NORTON. In essence we are the Club. Whether we are a branch of a British club or an affiliate of a U.S. association is really irrelevant. Monthly meetings are our meetings, to discuss our activities. Those of us who choose to belong to the parent Norton Owners' Club and the USNOA do so for our own reasons. I personally belong to both as well as the AMA. I feel that all help to serve my interest in one way or another, but that is a personal choice.

I think that our primary concern should be to foster the growth of our Branch because in doing that we can improve the quality of our local activities.

I believe that both Bob and Steve have valid points, but we should all remember that taking this subject too seriously is just as unhealthy as not taking it seriously enough.

Let's try to keep the December momentum up, interest more members in attending meetings, and make the Northern California Branch of the Norton Owners' Club an organization to be proud of.

Safe riding,

.Tom Skillington

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1971 Norton Commando Fastback. Yellow. Very low mileage. Excellent condition. Luggage rack, new tires.

\$1400 Firm. JOE TUBB
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1971 Norton 750 Fastback. Good running shape but needs paint and some TLC. \$900. 26,000 miles.

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1956 Model "99". 600cc Norton complete. Totally stock.

850 cc "74 parts reasonable. Call after 8:00 pm, ask for Mike or Greg.

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1950 Velocette 350 MAC
Semi-complete. \$425/B.O.

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Late 72 Dunstall Norton 810, fresh barrels, pistons, rings. Balanced, all threads helicoiled and chamfered.

Quaife 5 speed with webbed case, Borranis, TT100's, Twin disc (Dunstall) front end, Dunstall Mark II Head (PM Custom guides, PC Seals, Sifton (S&W) Springs, retainers... Ported, etc.) All parts new. Fresh valve job. Mercury outboard coils.

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