



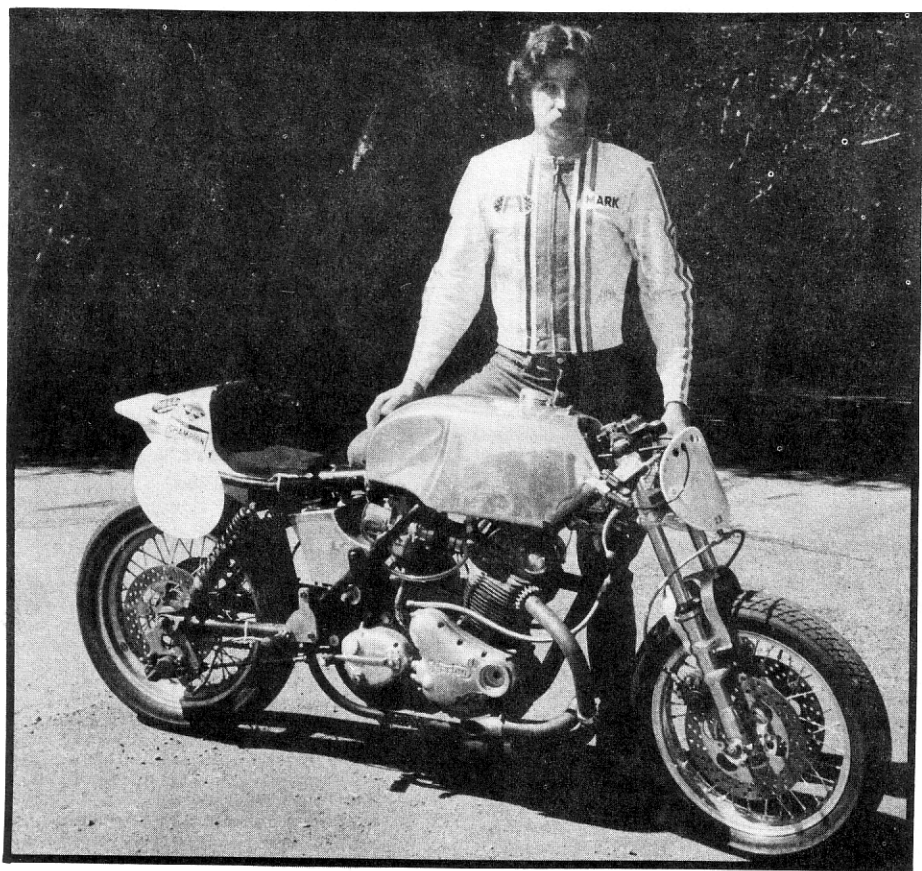
Norton Notice



The Newsletter of The Northern California Branch

VOLUME 3 ISSUE 6

AUGUST 1980



MEAN MOTOR OWNER MARK INGALLS
and his
MEAN MOTOR!!



THE EXHAUST NOTE



Published monthly by the Northern California Branch, Norton Owners Club

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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.

Well --

This is a strange note to be writing as there was so much I was going to talk about last month, and then there wasn't a NOTICE. To try to keep this down to novelette length, I'll just quickly cover what's been going on.

A)The reason there wasn't a NOTICE last month was because the members who showed up at the Edinburgh Castle in June voted to change the publishing schedule of the NOTICE to a bi-monthly one because at that time the Treasury was down to \$40.

B)The Beer Bust came off quite well, and I was more than a little ticked off that the NOTICE didn't arrive until Monday or Tuesday instead of Saturday as I planned -- especially since Sitta Chaddock and I spent 5 hours each furiously licking and stuffing the envelopes after we got the NOTICE back from the printer, only to find Rincon Annex closed when we went to mail the envelopes. Since the last issue was primarily about the Beer Bust, I was really disappointed.

C)Those of you who actually missed the Beer Bust because you forgot can find solace in the knowledge that next year we'll just send a bus around to pick you up. (This is my answer to those who can't make it to our only big event of the year and who can't remember: second Thursday=Meeting; second Sunday=Ride without a NOTICE each month to remind them. It's only been this schedule for 3 years.

D)The Treasury has fought it's way back up to a reasonable level of solvency, but since the Club voted the NOTICE bi-monthly, it'll have to vote it back to monthly. That is if the membership really thinks that monthly is better for the Club. Keep in mind (here's is where I climb up on my little soap-box) that a large bi-monthly issue of, say, 20 pages instead of two 12 pagers will have a lot more information because all of the stuff you see every month including the advertisements would be only there





once, and the cost to the Club would be reduced quite a bit. This would allow your Club to (now I've gotten out another soapbox and have stacked it on the other):

1) buy the tools that are special to Nortons and rent them for a small fee to the members; 2) buy needed lubricants in bulk and make them available to branch members at minimal cost; and 3) sponsor at least 3 special concourse showings of the bikes which you could enter--allowing you to write your bike off your taxes because you are a collector. Didn't know that, did you. That's right--3 showings of your bike allows you a tax write-off. 4) The end of the list doesn't exist; this Club could do and be many different things if you real Norton people out there would help make it really something. As it is, once a month we meet to drink beer, and not a lot of business gets transacted. Then, we all meet somewhere to ride either too fast or too slow to somewhere most of have already been. The Aquarium Club gets more done, and all they do is watch fish swim around.

E) A last point that everyone should think about was brought up by another member at the June meeting, and that is that we are the Norton Owner's Club in the western United States, and we don't even make you own a Norton motorcycle to join. You can own a Honda Car and be a member of this club. To my mind that policy only adds a lot of overhead and not a lot of enthusiasm for Nortons. I can only think that 50 or so dedicated Norton owners has got to be better than 250 who don't care. Think about this yourself and come to the Club meeting (which has officially been changed to Edinburgh Castle so out-of-town USNOA members can come). Say your piece at the meeting. I'll see you at Leggett.

You may have noticed that this is the first **NOTICE** that comes on like an editorial. I'll try to make it the last as I don't like them either.

As a last note I would like to let the members know that the Beer Bust was on because Bart and Meda Rago drove a truck with the beer down, and Dennis Magri loaned the truck. Real Norton folk if there ever were any. Say "Thanks" next time you see them.

A VIEW FROM THE PILLION POST

What is a club? I don't claim to have the definitive answer; I only hope to clarify some of the issues. After all, this is only a view from the pillion post. My own ideas of a club grow from early images of wooden clubhouses and secret pacts during childhood and after that, all those self-important organizations of high school. Both of those involve a certain amount of peer group pressure that comes from a small society--the neighborhood or the high school. Now, however, all of us NOC members belong according to our own free wills, as individuals. As individuals we all have different ideas of what a club should be in general and what the NOC should be in particular. It seems we have a fair amount of leeway despite our formal ties with Britain. Consequently, we also have a fair amount of confusion.

Lately, I have heard muttering and complaining during gatherings. Although some of this noise can be attributed to personality conflict, some I see as stemming from different ideas of how much organization is good, how much participation should be expected, etc. The one thing we know for sure: everyone who is a member belongs because of the Norton Motorcycle. However, we cannot hide behind the excuse of only caring about mechanics or rides. To a lesser degree, the social aspects, education, communication and contribution appeal to members, too. It is impossible to require everyone to contribute in the same way or the same number of hours, but it is also unfair to allow others to reap the benefits of fellow members' above-average burden-bearing.

I think there are two commodities for exchange: time and money. For some of us, the opportunity to contribute and participate is satisfying in itself. For others it's not much fun to always have to work because no-one else will. Examine your conscience. Get clear on what you want. Give what you can.

Meda Rago

ML



The Newsletter of The Northern California Branch

Hello again Norton fans! I'm sure many of you are wondering what happened to the last Norton Notice, and I just want to say that many of you are at least partially responsible. You see, it isn't right that the NN editor should have to shell out his own cash to cover the cost of printing and mailing it out. Wouldn't you agree? Well, lately that's the way it's been working because so many of you have been slow in paying your dues, and last month it all came to a head. The moral of the story is: IF YOU ARE IN THIS CLUB THE ABSOLUTE MINIMUM YOU MUST DO IS PAY DUES ON TIME! Carollyn Scott worked hard during her term as Secretary/Treasurer to remind those of you forgetful types that your memberships expired. I do not feel that it should be the responsibility of anyone but yourself. Each member has a membership card with the date of expiration clearly written on it. Look at yours from time to time, and when that date gets close, pay your dues. It's that simple. It'll help all of us who work hard for the Club if all members would try to do this.

Now that I've mentioned Carollyn, I'd like to publicly extend a special thanks to her for all the excellent work she has done for the Branch, and encourage all of you to do the same next time you see her. I know she didn't particularly want to give up her job as Secretary/Treasurer, but was forced to because of time constraints, etc. Thanks to you, Carollyn, for all the hard work you've done for us all. I hope you'll continue to be active in the Club as a member at large.

While I'm at it I would like to introduce our new Secretary/Treasurer to those of you who may not know him. Tom Horton has been a very active member of the Branch for over a year now, and although he's become known by some for his infamous blue Fastback, which seems to have a habit of misbehaving at the most inopportune moments, he will soon be known by all of us for his attention to the smallest detail. Tom volunteered to take on the position vacated by Carollyn, and was duly elected, unanimously, at our meeting in Palo Alto on July 10th. I have already seen a sample of the kind of job Tom plans to do for the Branch, and I was impressed. I am confident that everything will roll as smoothly as possible while the job is in Tom's hands, but I would like to encourage all members to give him some help from time to time. A simple "Thanks" is one way that makes a bigger difference than you might be inclined to think. Paying dues before that reminder comes is another, and if you'd like to do more just ask Tom. Here are his address and telephone numbers if you want to get in touch with him:

Secretary and	TOM HORTON
Treasurer of	250 CURTNER AVENUE
the Northern	APT. 26
California	PALO ALTO, CA 94306
Branch :	(415) 493-2157 HOME
	(415) 857-2989 WORK

As many of you already know, I was over in the U.K. during the last week of May and the first two weeks of June, and I had the good fortune of being able to spend a full fortnight on the Isle of Man and seeing all the TT races and the extravaganza surrounding them. If you're like me and didn't pay much attention to those who call the Island the "Mecca of Motorcycling", then you'll be in for a big surprise should you ever go there for the TT. It's truly incredible, and I can honestly say that there's nothing else in the world quite like it. If you like the world of motorcycling, the Isle of Man is something you really should experience in this lifetime. I would be happy to pass along any information about getting there and places to stay, etc. In my case, I was fortunate enough to borrow a Commando (1972 Interpol) from a member of the Club who lives in Nottingham. Riding across the midlands with Phil Radford, him on his Dommie and me on his Interplod, was one of the real treats of my whole trip. The two weeks we spent on the Island was pure "magic", as Phil would say, and all the pubs he took me to will long remain in my memory. I am very pleased to say that Phil decided to take me up on my return invite and is now here in the Northern California area travelling around on my Interstate. He will be attending the Rally in the Redwoods in Leggett, and hopefully our Branch meeting on August 11th in San Francisco. I know that he would enjoy meeting members of the Northern California Branch while in the area, and I'm pretty sure he'll offer to show you around his part of the world should you ever get over there. So, when you're at the Rally, or if you come to the Branch meeting on MONDAY night, August 11 at the Edinburgh Castle (950 Geary), talk to Phil when you get the chance.

We had a little slide show at the meeting in Palo Alto in July, and those who hung around for it seemed to enjoy seeing all the sights on the Isle of Man. I'll plan to bring along the slides and projector, and if there is any interest at the next Branch meeting, maybe we'll do it again up at the Edinburgh Castle. Please try to come to the meeting if you're interested in seeing what the TT is like and some of the beautiful machines (not all Nortons!) that were over there. You'll enjoy it.

In the small space left here I'd like to thank everyone who worked hard to make the recent beer bust the success that it was, and also all of you who showed up for it this year. I hope everyone had a good time. If you think you might like to help out with next year's, please let one of us know when you get the chance.

That's about it I guess. Looking forward to seeing many of you out on the road in the near future. KEEP ON NORTON!

Steve



Norton Rally In The Redwoods 80

STEPHEN COBURN
P.O. BOX 236
LA HONDA, CA. 94020

(415) 497-6601 - Work

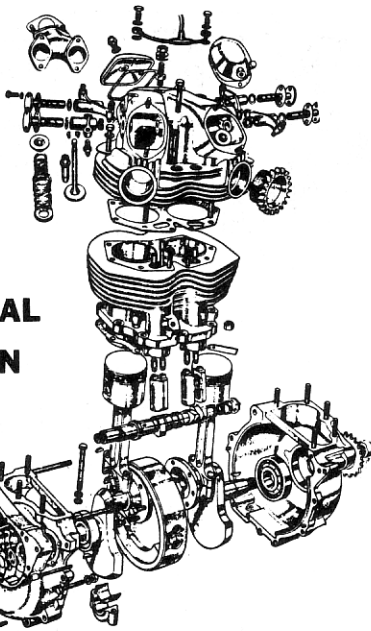
It's Rally time again Norton fans, and for all of you who live in Northern California this is a special event. For the first time in four years the USNOA is having its annual Rally out here, and it'll probably be another four before we'll see another one in the area. The site of the Rally in the Redwoods is a beautiful campground up in Leggett, at the intersection of Hwy.1 and Hwy.101 north of Fort Bragg and Willits. I was up there myself in January to make the preliminary arrangements for the Rally, and I was very impressed with the area around Leggett and with the Bell Glen Campground Resort itself. There are great Norton roads through the redwoods in the area, which will be well used on the Friday of the Rally weekend (August 8). On Saturday we will have a Brian Slark tech. session, exciting field events all afternoon, followed by a big barbecue banquet that evening. There will be many beautiful awards given away that evening, and also a huge collection of "door prizes" donated by the many dealers, publishers, etc. that have connections with the USNOA and the local group of Norton nuts. They have been most generous, as you'll see if you come to the Rally, and many of the freebies we'll be giving away are very valuable indeed! Sunday morning will begin with a special pancake breakfast to send every hungry Norton fan home with a full stomach, and a second technical session with Brian Slark. It's going to be a busy weekend, and I'm convinced it'll be one of the most enjoyable any Norton nut could ever ask for. I hope many members of the Northern California Branch who haven't yet pre-registered are planning to come. Those of you who don't are going to hear all about this Rally in the fall, and no doubt read about it right here, and I'm sure you'll be kicking yourself for not going. Don't let that happen! Make plans right now to get away for the long weekend and take the ride up to Leggett. If you're not in a hurry, the coast route (Hwy.1) is probably the most enjoyable way to go. Otherwise, Hwy.101 is a pretty good route. In any case, try to get up to Leggett by Thursday evening if you can, and register at the Bell Glen when you get there. We'll have an area set up near the entrance especially for the Rally registration, so it should be very simple. \$16 covers everything, including camping.

I have also made arrangements for a special gathering of Norton nuts at the Laguna Seca Raceway near Monterey, and many USNOA members and others are planning to be there for the weekend or just the Sunday. So, if you enjoy big time road racing (Kenny Roberts et al.), and/or if you'd like to get together with a big group of Norton fans, please try to come to Laguna Seca on August 2nd or 3rd. The people at the gate will be informed as to where the Norton group can be found, so just ask them on your way in to the track. Should be an exciting day of race-watching and general Nortonizing with many friends, old and new. Even if you aren't going to the Rally in the Redwoods for some reason, try to come to Laguna Seca if you can. Hope to see you there.

A final reminder to one and all: EVERYONE working on these Rallies, etc. is doing it VOLUNTARILY for the benefit of all. PLEASE try to be as courteous as possible, don't complain if things aren't exactly as you might like them to be, and whenever possible offer to help out. There will be lots of jobs to do in Leggett, and the more people who help the easier it'll be for everyone.

KEEP ON NORT'N!

Steve



TECHNICAL SECTION



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Norton PARTS AND SERVICE

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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.

Aha --

You though I was kidding last issue about isolastically mounting your handlebar levers.

Well...to first recap the electric start issue, I bought a new battery since mine wouldn't hold a charge. A 14 amp battery will burst that oil' starter around cold if it's fully charged, which seems to be the crux of the bisquit. Our Commandos seem to run the battery down as we drive around in town, especially if we've fitted on quartz lights or any accesories. Even driving in the City with a stock bike will discharge your battery daily, so electric starting is a lost cause for the majority of MKIII owners. Attention to the foregoing will give you more pleasure with your machine and its capability. CHARGE THAT BATTERY UP!

Now, then...(ahem). We all know that Commandos are fitted with aluminum levers and housing for the front brakes and clutch, except MKIIIs which have hydraulic brakes. We also know that these wear against each other until an optimum sloppy fit is obtained where the lever flaps around at idle to annoy us to no end. Buying a new lever is expensive since the other

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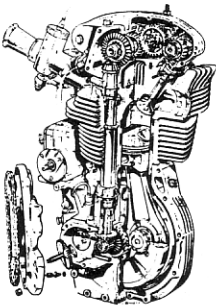
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works well, but it doesn't cure the problem anyway as the housing is worn, too. Silicon seal was invented for Norton motorcycles. I originally used the red, but I'm told it's available in black and silver, now, to isolastically mount my '71 Fastback levers so they actually worked better and didn't vibrate or shake around. THIS IS A QUICK OVER-NIGHT LITTLE PROJECT, AND THIS IS HOW TO DO IT:

1) Just take the lever off. 2) Clean the bearing area thoroughly on the lever and as best you can on the housing. 3) Then spread a very thin coating of your chosen color silicon rubber sealant on each side of the bearing area of your lever and leave it overnight to set. A thin, very thin, even coating is all that's needed to fill the wear on the lever. Lubricate, refit, and voila! No jumping around below 2000 RPM. Obviously, silver silicon is the hot set-up as it's invisible.

This totally foolish technical tip is exactly the kind needed by this Club to promote Norton ownership. We've all bought the books telling us how to take the bike apart and put it back together again. Now, we need that dumb but usable idea to help us keep our bikes at optimum running condition. (This is your Club. Get those pencils out and write in about that little trick you know that no-one else knows.)

W.M. Hest

IT WON'T FIT ANYWHERE ELSE DEPT.

A) THE NEXT MEETING IS A SPECIAL MONDAY! MEETING AT EDINBURGH CASTLE ON AUG. 11, 1980.

B)

FOR SALE: 1975 Norton Interstate 9000 mi., New Battery, runs great. Dunstall Exhaust, Very Clean. \$1250. Call Ron at 366-0146.

FOR SALE: 1972 Norton 750cc Combat Engine completely rebuilt -- only 400 miles on rebuilt. Over \$3200 invested. Asking best offer. Call Jim Gaskill at (916)635-7579.



Nortinos,

Having recently purchased a 1970 Fastback (Thanks, Joe!) and being in possession of a reasonably strong sense of curiosity (read, "Take it apart and find out how it works"), I have found after much vexation and contemplation, an error in the Clymer shop manual for this wonderful machine. Said misdirection (i.e., Bum Steer) concerns the correct placement of the spacer between wheel bearings of the 1970 model rear hub. It seems the shorter shoulder goes into the wider double row bearing, not the narrow single row bearing as mis-constructed by the Clymer manual. A replacement spacer and many frustrating hours later (I'm losing my hair fast enough without this kind of entertainment!), I flipped the spacer and assembled the rear bearings "wrong" and, to my delight, the wheel spun freely once more. Having presented my dilemma to two members esteemed for their technical wizardry (Thanks, Gene and Harvey), the answer came back to proceed as I had ... and to follow the Norton Service manual rather than the Clymer. The moral: Check at least two sources when doing most jobs...one source preferably someone who's already done it. After all, what else is the Club for?

Perhaps not as useful as accurate technical information, but certainly much more enjoyable, was this year's Beer Bust. The weather, the beer, and the bikes combined to produce an afternoon that was surely enjoyed by all.

I'm a new member, so my perspective may be rather limited, but it seems the Club is suffering from an illness common to many volunteer organizations: there are a few people with enough enthusiasm to contribute while the majority coast along on the efforts of those few. The few have done a lot more than their fair share and are reluctant to continue to pull the dead weight. This will go on until there is no one willing to pull the dead weight or until the dead weight pulls itself.



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.

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catalog.



There really shouldn't be much to a bike club, and a small effort on the part of each member would lighten the load for everyone. Something as simple as paying dues on time would keep the Club in the black and greatly ease treasury and membership hassles. I know that this is a bike club, and the less B.S. the better, but the membership can't sit on its collective ass and expect spontaneous miracles such as was pulled off by those beer-toting angels last weekend.

I'd like to challenge all members, especially new members, or old members who'd like to see some change, to put forth some effort before it's too late, and the Northern California NOC goes the way of the bike it was created for.

Regards,

Scot J. Mar burger

STATISTICS OF SURVIVAL
(From Car and Driver, March 1980)

Statistics are only, well, statistics. But a study completed last summer in California might be different--and for those of you who ride motorcycles, it may offer nothing less than the calculus of survival. Titled Motorcycle Accident Cause Factors and Identification of Countermeasures, the analysis was prepared under the auspices of the National Highway Traffic Safety Administration.

The study found that the most frequent cause of crashes was the violation of the rider's right of way by another vehicle. At least 45% of all the accidents were a result of a car turning left into the path of the motorcycle. Even though a well-executed swerve would often have been the best maneuver, most riders had a tendency simply to jam on the brakes. And the study revealed that far too many motorcyclists "overbraked" and skidded the rear wheel while "underbraking" the front (about 70% of a cycle's braking potential is in the front). Rider error accounted for 41% of the motorcycle accidents, with the most frequent cause being running wide in a turn. Perhaps related to this, about 12% of the crashes involved alcohol or drug use by the rider--but they played a part in 45% of all fatal accidents. Equipment failure was involved in only 3% of the crashes studied.

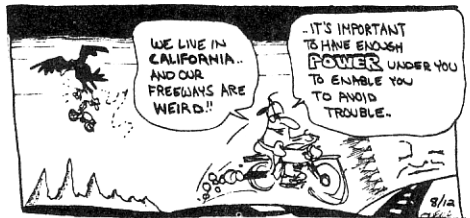
What are the best defenses? The most obvious precaution, of course, is to wear a helmet, a piece of equipment for which there is rock-solid, beyond-a-shadow statistical evidence of benefit. Roughly 50% of all California bikers don't wear helmets. In the analysis, 60% of the motorcyclists were not helmeted, and more than 75% of the fatally injured riders were not. Moreover, the restricted peripheral vision imposed by wearing a helmet didn't seem to be a factor in most crashes: more than three-fourths of all accident

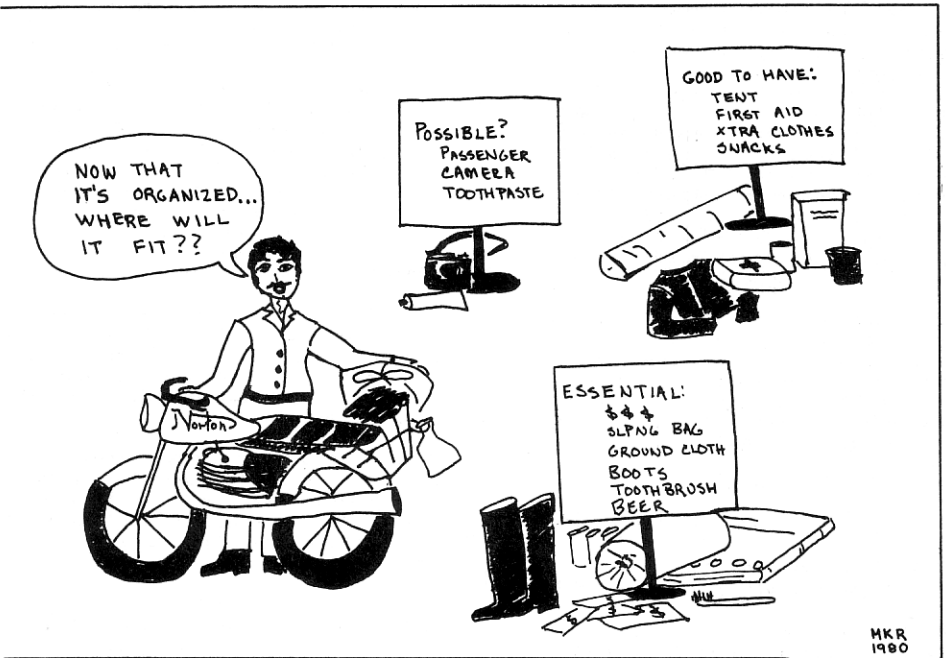
hazards were found to be within 45% of the motorcyclists' straight-ahead lines of sight. Nor was there any evidence that helmets contribute to accidents by blocking out critical traffic sounds.

Bikers should also make themselves as "invisible" as possible. Brightly colored clothing, especially yellow and orange can help. Daytime use of the cycle's headlight is also a good idea.

As a final note, almost three-quarters of the riders who got into accidents were not using eye protection (goggles, helmet visor, etc.) at the time. It's possible that wind-impaired vision may have delayed their detection of the approaching hazard.

ODD BODKINS (Reprinted with permission)





This is your Norton training lesson for today:

The Norton is a very dangerous beast.

He is notorious for leaking oil. The Norton can and will leak oil over your rear tire at the most inopportune moments.

Give the command, "Don't leak."

Repeat, "Don't leak."

If your Norton fails to respond, STOP THE LESSON.

Pick yourself up off the road and pour yourself a frosty mug of old English beer. Beer is the drink for Norton owners and former Norton owners who enjoy the cool, refreshing taste of warm English ale.

Steve & Linda Murray
Redwood City

Here's a little song for all the Nortonophiles to sing after an engine re-build. It's sung to the tune of that old Gene Autry favorite, "Back in the Saddle Again."

MY NORTON IS RUNNING AGAIN

My Norton is running again
I put in new pistons and then
I polished the ports
she purrs as she snorts
my Norton is running again

she never leaks oil or gasoline
the pavement beneath her is clean
I crank that twist grip
but the clutch just won't slip
my Norton is running again

each piston got new rings and
wrist pin
now watch that tach cable spin
down the highway I race
with a smile on my face
because my Norton is running
again

Art Sirota



TRADING POST

FOR SALE:

- 1) 1969 Fastback. 6000 mi on engine rebuild. New black lacquer. Oil filter and cooler. Beautiful. \$1850.
- 2) 1972 Combat. 1 mile on new engine, forged pistons. Yellow and black. \$1350.
- 3) 1974 Roadster 850. Mint. Red. Right hand shift, pre-electric start. Stored five years. Brand new Boyer, single Mikuni (plus Amals), oil cooler, tool kit, shop manual, spares plus new smoke Lexan fairing. Possibly the finest example around for \$2400.

Paul Garson
3300 Palm Drive #409
Fullerton, CA 92631
(714)996-2466

FOR SALE: One pair new John Player Norton black chrome mufflers. \$160.

Art Sirota
(213)843-0651

FOR SALE: 1964 Atlas. Engine, trans, frame all good. Runs well but not complete. No documents - long, sad story. B/O or trade for dirt bike.

Ed Gustin
4553 Lincoln Road
Yuba City, CA 95991

WANTED:

- 1) One 17"x24" promotion poster for 1975 John Player Norton-- Name your price.
- 2) Four or more persons interested in purchasing Campbray mag-type wheels for their Mark III Commando. Straight replacement front and rear wheels at a great price! Well, a good price.

FOR SALE:

NEW Dzus fasteners for Commando side covers; \$3.50 each includes shipping.

Bob Marshall
1924 Kentucky St.
Redwood City, CA 94061
(415)369-0597 Evenings

FOR SALE: 1972 Norton 750 Combat Commando. Black, stock. \$795. Call Fred at (408)289-8528.

FOR SALE: 1975 Norton front hub, caliper, master cylinder, outer slider tubes for front forks, springs, and internal part for front forks. \$100. Call Wayne Seeberg (415)229-0414.

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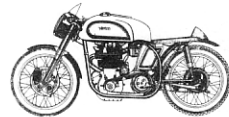
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