

Norton

Notice



The Newsletter of the
Northern California Branch

NO 32 JANUARY 1981



This is such a nice picture we thought we should
give you all another look at it. Again it's.....

PAUL ADAM'S AWARD WINNING NORTON MANX



THE EXHAUST NOTE



Published monthly by the Northern California Branch, Norton Owners Club

BRANCH OFFICERS

PRESIDENT



SECRETARY/TREASURER

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Material of any sort for the Club newsletter is best handled through the mail. Please address correspondence to:

NORTON NOTICE

c/o Michael Heth
87 Ord St., Apt. 3
San Francisco, CA 94114

BRANCH MEETINGS

Generally held the second Thursday of each month at a location announced in the NOTICE. Every effort will be made to convene meetings between 7:30 and 8:00 in order to conduct the business at hand. This will allow members who have come a long way to get home at a decent hour.

BRANCH RIDES

Rides are generally held the Sunday following a meeting at a location announced in the NOTICE. Rides depart promptly (usually 10:00 am). Conscientious members will be fully gassed; no stops made for about an hour. In the event of rain the ride is postponed 1 week. Occasionally, the ride day/days vary. Check the NOTICE Calendar each month to be sure.

First the good news... I had written up this big long harange about how the N.N. was going to be only 8 pages or 3 pages or whatever was contributed by the members, and I really rubbed it in. But I decided not to bother typing it up because-- Heck! who cares anyway?? (Anyone who doesn't know the definition of hint should take this time to go look it up) So no long spiel and no tired typing fingers for me.

Now .. the bad news--see above. Heads up folks there is no free lunch.

Chuff,

M.

ES2

Featured this month is Bob Cooley's 1961 ES2, a beautiful example of its breed.

The ES2 first appeared in 1928 along with the CS1 and came in production versions of the cradle frame (as opposed to the open frame models). Its single cylinder displaced 490 cc's and was probably named after the enclosed spring configuration because for the first time, the return springs at the lower ends of the push rods were encased in steel thimbles. Its cost in 1928 was listed at £79. Lighting equipment was extra. The ES2 survived until 1961 or '62 in production still capable of excellent handling and excess of 100 mph. (From Bob Holliday's NORTON STORY, 1976)

CENTERFOLD, BUT NO SKIN

By now, you have seen the newest addition to the NOTICE--the Centerfold. No, no, the NORTON Centerfold. This is to be a monthly feature this year, but we need more examples of pre-Commando Nortons to photograph. They should be as stock as possible to best represent their model and shine like crazy. Call to set up a photo session-- it only takes about 30 minutes and I'll provide the wax. A portfolio of all 12 Nortons featured this year will be available to all members next January and all who volunteer their machines for photographs will receive a FREE set of photos. An operator is standing by to take your call, so call NOW.

Bob (415) 369-0597

If you notice mistakes in this publication, just remember, we print something for everyone and some people look for mistakes.



HAPPY NEW YEAR

The staff of NORTON NOTICE would like to take this opportunity to welcome all members new and old to a New Year.

There is something new in NORTON NOTICE that staffers have been working on for several months now, taking ideas from members and putting them to good use in hopes the result will be a better looking newsletter, give more information to its readers, and encourage others to drop ideas to us once in a while concerning articles they would like to see in print.

As you see it, NORTON NOTICE has reached a point that was only a jumble of ideas nearly three years ago when it was first brought to print, but much hard work, perseverance, and a desire to see NORTON NOTICE succeed has brought us to 1981.

We have a printer, an artist, who also works a full-time job and does printing in his spare time. He is interested in what we do and certainly gives us an excellent newsletter. Thank you George.

Our mailing system has been changed also, cutting our mailing costs almost in half; but requires some help on the part of the membership--newsletters cannot be forwarded to you if you move so you have to let us know any address change you have to keep the monthly mailings coming to you. You don't have to let your creditors where you move, but you gotta let us know (we won't tell anyone).

The staff would like to take an opportunity to welcome a new member to the branch. Phil Verzula has been providing us with excellent half-tones since the October ("Dolly Parton") issue allowing us to provide more and better photos at an extremely attractive cost. He has joined as a "social" for the purpose of finding a good Commando for sale, so if anyone has a lead on a stock, low mileage Commando, let Phil know through the NORTON NOTICE.

To all members have taken the time to write to us their ideas and articles, complaints and compliments, the staff and readership thank you. NORTON NOTICE is only a reflection of its readership--what you read and see is what the Branch is and does and from this point of view, we're looking FANTASTIC!

Norton Notice Staff

BRANCH EVENTS

<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>	<u>EVENT</u>
1/8	7:30	Edinburgh Castle	Branch Meeting and Election
1/11	10:00	Smokey Joe's Berkeley	Branch Ride
2/12	7:30	Edinburgh Castle	Branch Meeting
2/15	10:00	Only the Shadow Knows!!	Branch Ride

Many folks have asked me to write up the fantastic ride the club went on last month, but I don't know if it would be right to fill up the pages recounting a ride to people that didn't get out and ride with us. After all we don't want to go through life living adventures vicariously, do we? Of course not! As we all own the most exciting motorcycle that is readily available to the 2 wheel-ed adventurer (that should keep the arguments down from the Vincent owners among us) we should all get out there and ride along. So if you want a ride write-up ride along or write it up yourself. (Who is this clown, anyway?)

Now for the fantastic teaser for the January Ride. We'll meet at Smokey Joe's Cafe in Berkeley at 10:00 and depart for a route as yet unspecified. (Now you don't know where we're going let alone where we've been). The "general" plan is go south east wherever that is. It will be at least as fun as last month's ride if not more so, if only that we're riding NORTON motorcycles and among friends.

WHAT MORE COULD YOU ASK FOR??

C'mon, dust off the seat and pump up the tires and let's go. See ya' there.

Unneeded geographical stuff-- To get to SMOKEY JOE'S CAFE...

go up either University or Cedar Ave. in Berkeley to Shattuck and go North from University to one block before Cedar and it's on the left. In the case of Cedar just turn right onto Shattuck from Cedar and it's on the right. Can't miss it. If you have ever read an R. CRUMB comic book this is just like being in one. A lot of fun-- come early if you are going to have breakfast.

uu





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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.

MINUTES OF THE DECEMBER 12, 1980 MEETING

This was a combination meeting and Christmas Party. Nominations were taken for President. Harvey Loucks, Maya Peterson and Carolyn Scott were nominated, but Carolyn informed me later that she definitely wished to decline the honor of being nominated.

As Tom Horton was the sole nominee for the position of Secretary he was unanimously approved. Congratulations Tom!!

The N.N. team for 1981 will be the fine cast of characters who have served us so faithfully and diligently in the past. All members are requested to participate and anyone who would like to contribute should contact Michael Heth or Bob Marshall. The upcoming Spares Scheme Committee will be headed up by Jeff Pierce and Jerry Henry.

The ride co-ordinator has been Harvey Loucks. All members attending the meeting were encouraged to sign up for organizing a ride by signing the ride sign up sheet. were also solicited

Signatures were also requested for a petition concerning designated motorcycle parking places in San Francisco.

Jan Barton discussed his "Bring and Buy" idea to add funds to the club treasury and make a new service available to the members. It was suggested that we hold quarterly swap meets at our regular meetings. Members could bring in motorcycle related items and an auctioneer would try to bring a fair price for the item. Jan Barton volunteered to be the auctioneer. A certain percentage of the money would go into the club treasury.

Gene Austin reminded members that the next month's meeting will be held once again at the Edinburgh Castle, and suggested that members who live down south might try to find a suitable meeting place closer to their homes. A large separate room to ourselves makes a meeting more enjoyable.

Steve Coburn advocated club rides and encouraged more members to participate. He then gave a short farweel speech and thanked the members who elected him president last year.

There was alot of food, drink, merry-making, wild goings on, fun, Norton talk, music, noise, dessert, and laughter.

ant Sirota

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MOTO GUZZI
DUCATI

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OWNER

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BROOKS CYCLERY HAS BEEN A NORTON DEALER EVER SINCE 1948 AND IS STILL SERVING THE BAY AREA WITH A COMPLETE STOCK OF NEW NORTON PARTS, TOOLS AND ACCESSORIES FOR YOUR NORTON.

- * ED BROOKS - OWNER - 31 YEARS
- * BOB RABER - PARTS - 20 YEARS
- * BILL MANKINS - SERVICE - 12 YEARS

IN ADDITION TO ALL THE OTHER GOODIES IN STOCK, BROOKS IS NOW OFFERING LOCALLY MADE MUFFLERS, HEADER PIPES AND 2 INTO 1 CONVERSIONS FOR ALL COMMANDO MODELS. THESE MUFFLERS ARE ACTUALLY BETTER THAN THE STOCK 750 TYPE AND LOOK VERY SIMILAR. CURRENT PRICE IS 20% BELOW STOCK.

MR. BROOKS HAS RECENTLY JOINED THE NORTON OWNERS CLUB, AND WELCOMES ALL MEMBERS AT HIS SHOP FOR A CUP OF COFFEE AND SOME GOOD NORTON TALK. STOP BY AND GIVE HIM SOME OF YOUR BUSINESS, OR JUST STOP BY TO TALK AND CHECK OUT THE BEAUTIFUL OLD MOTORCYCLES HE HAS ON THE SHOWROOM FLOOR. IT'S WORTH IT.



A CANDIDATE'S CANDID COMMENTS:

Harvey Loucks

I have been nominated for President of this club and do not take that compliment lightly. This next year is a pivotal one for the club as we move from a period of rapid growth, major policy changes, and excessive political division, into a period of stabilization, policy implementation, and improved environment for Norton Fellowships. I have some fairly firm ideas on how this transition ought to be handled and am writing this position paper so you will know where I stand before voting at the January meeting.

My basic objective will be to help provide people with the information, parts, and encouragement they need to restore, maintain, and ride their Norton motorcycles. We should strive to keep the political B.S. short and the Norton fellowships long at our monthly meetings. I would like to see a few technical demonstrations at our meetings also.

Our basic method of providing information on Nortons is through the Norton Notice. I feel that the Notice should be 8 to 12 pages of reports on activities, cheap spares offerings, technical articles, letters to the editor, want ads, and general operating policies. The president should be able to say whatever he wants to in one column, hopefully; not one page.

I don't consider membership growth as a primary goal. I would rather have a smaller group of enthusiastic members than a larger group of apathetic members, but I would rather have a large group of enthusiastic members than either. My interest in sharing the Norton experience extends to folks outside the Northern California area as well as within and I hope we receive more contributions and comments from our out of state members in this year.

Obviously, I favor a spares program. My hope is that we can convince local dealers to offer members substantial discounts on parts, as well as making better use of the official NOC spares program. Some dealers have already agreed to discount as great as cost plus 10% plus shipping and tax if they have to deal only with one guy and get reasonable sized orders. Hopefully we can put a swap meet together some time this spring, perhaps in combination with a technical discussion.

I would like to see us set up a three day rally in the Sierras this summer, maybe two. It would be a heck of a lot of fun and would provide an alternative to the distant USNOA Rally in Tennessee. Also, after the success of the overnight ride

down south a few months back, I would like to see a few more overnight rides. Several members in the Central Valley have offered their homes as stopover points for a Friday night (right Dave?) and this could work into a swell Sierras ride.

Another thing that I think has finally become necessary is to work up a budget or financial plan for the year as well as a tentative calendar of events. We will avoid the problems of last year's beer bust with a little better financial management. If you'll remember, Mike Heth had to pay for the beer out of his own pocket and wait awhile before the club could reimburse him. Hopefully we can do more activities without raising the dues if we practice good budgeting.

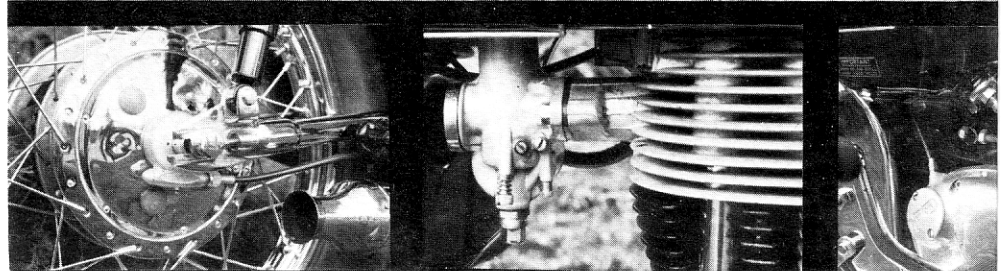
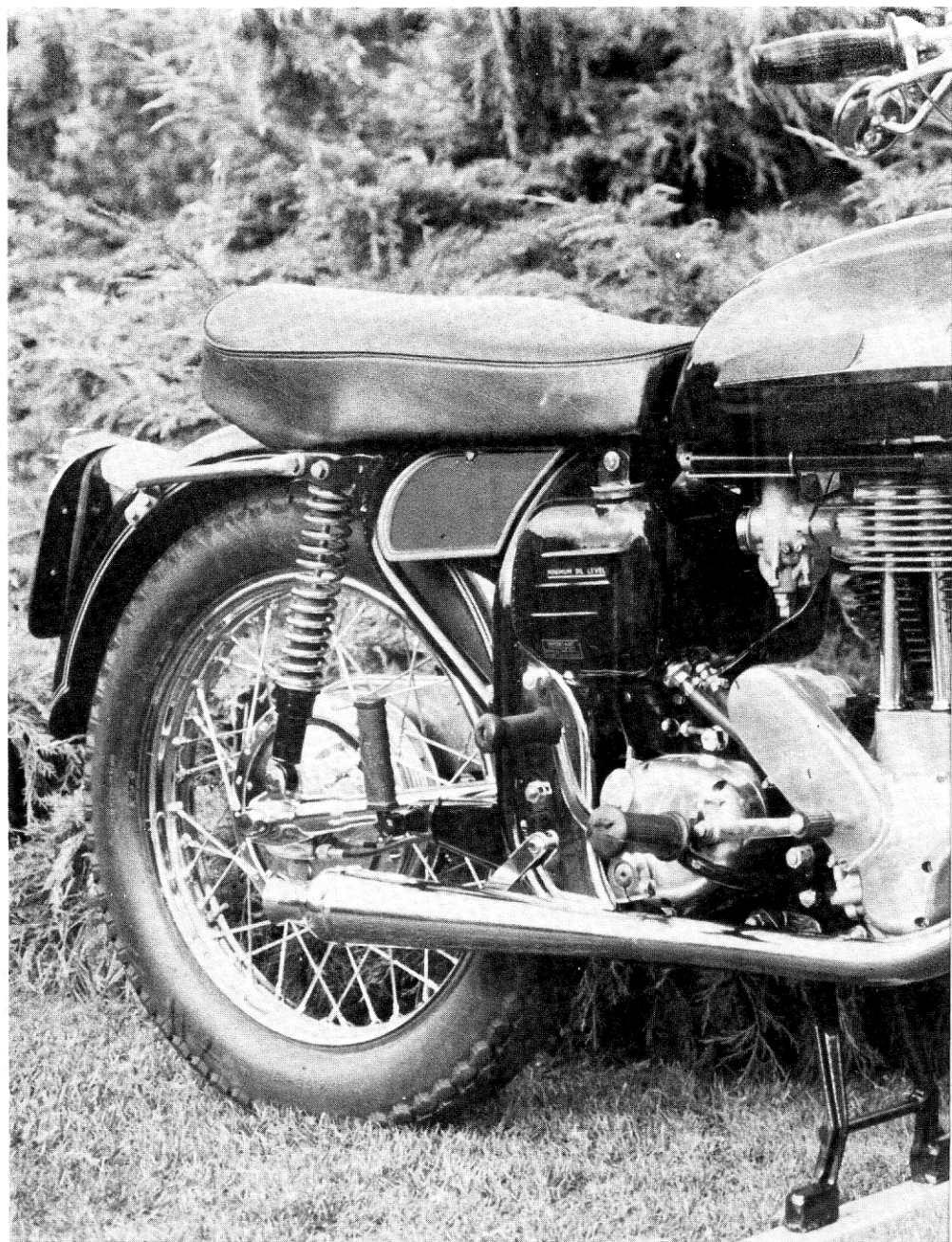
In summary I think we can have a lot of fun this year by focusing on the preservation of The Machine, by having less structured meetings, and by promoting Norton fellowship through group activities.

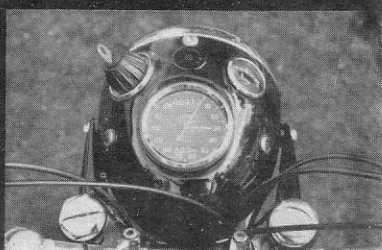
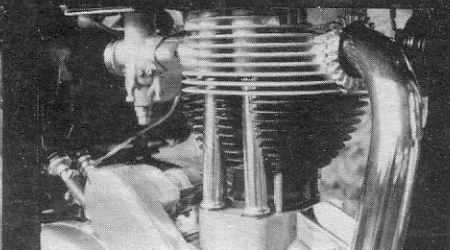
Keep em upright!

Harvey

Maya Peterson and Carollyn Scott were nominated for President along with Harvey Loucks. Carollyn has declined the nomination and Maya did not send in a statement. Hopefully she will state her views at the meeting.

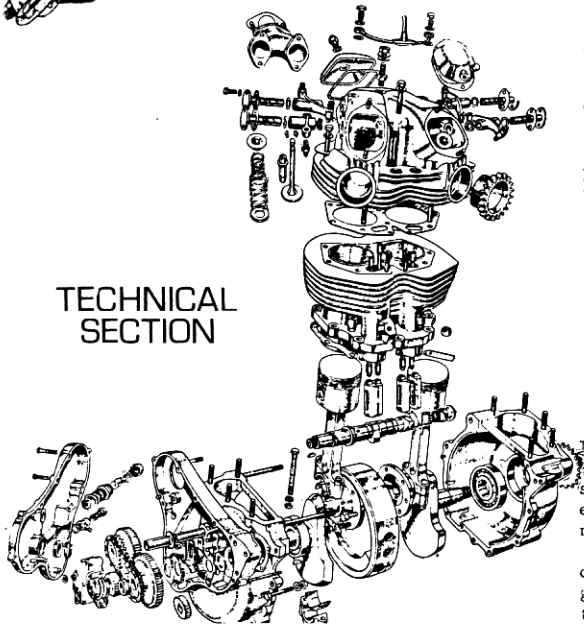
Norton
owners club







TECHNICAL SECTION



TECHNUCKLE TIPS: CLUTCH AND PRIMARY PROBLEMS

A lot of nasty things can happen between the primary covers of your Norton including rotor explosion, leaks, inner cover cracking, chain disintegration, clutch hub notching, leaks, clutch slip, and more leaks.

Many Norton owners cuss their primary case for leaking oil when it is often oil thrown off the rear chain or the engine that is leaking. Oil deposited on the inner case will run to the lowest point on the case before dripping. This point happens to be at the gasket line, so the primary gasket gets the blame. Actually, a new primary gasket on a clean scratch-free cover will rarely leak. A good way to check on whether or not the primary case is leaking is to put automatic transmission fluid in the primary. ATF is red and easy to distinguish from engine oil. In addition, ATF is thinner and increases clutch life without slippage. If leaks persist, you can always coat the gasket with silicone seal (RTV).

Your alternator can be a lot of fun when the rotor explodes, usually taking the inner cover, stator, and outer cover along for the ride. This is caused by the rotor rubbing against the stator, or by the magnets in the rotor separating from the center piece. If the rotor clearance is not at least .010" all around, the stator must be moved appropriately. This can be done by lightly bending the stator mounting studs or prying the stator over to one side. Sometimes the stator is offset due to the inner primary cover being improperly shimmed. The inner cover should be lightly bolted to the crankcase with no washers on the center fixing bolt; then the clearance between the

inner cover and the hex part of the bolt should be measured to determine the thickness of spacer washers to be used. With a tight center bolt and correct thickness of washers, there will be no stress on the inner cover and it will be properly aligned.

Now take your rotor off and check it. If you have been getting an erratic reading with your timing light, or if the rotor has dark grey streaks radiating from its center, or if there appears to be a crack between the magnets and the pot metal, or if you clamp the center and can move the outer part you probably need a new rotor before the one you have explodes. The "Prince of Darkness" (Joe Lucas) solved this problem in mid-1974 by welding the magnets to the center piece of the rotor. This part is bullet-proof (part #54202275) and has a "W" (for "welded") stamped on its face.


If you need extra electrical power, you can buy the more expensive, high output Mk III style stator (RM21) at the same time or the even more expensive 3-phase 180 watt alternator kit (RM24).

Another common primary malady is improper chain adjustment. Usually it's allowed to get so loose it bangs against the bottom of the case, then it is over tightened which may lead to chain disintegration (the rollers break off), main bearing failure, gearbox sleeve gear bush destruction, or gearbox mainshaft bearing failure. The freeplay should be 3/8" at the upper inspection cover with medium pressure on the chain; if not, adjust the transmission case accordingly.

The primary chain lasts longer and the clutch works better if the chain and sprockets are in line. Check this by measuring the depth below the gasket surface of the inner cover. If the depth to the front of the engine sprocket and to the rear of the clutch sprocket is not within .020" of the same reading, add or remove shims from behind the clutch hub to compensate. Also, don't use a primary chain with a master link - they can and do occasionally come undone at inappropriate times. This also makes a bit of a mess.

The last item in the primary case is the clutch. Norton used three different clutch designs in the Commando series including the "Early Style" ('68, '69), the "Middle Style" ('70, '71, '72), and the "Late Great Style" ('73 and on). The Early Style had little rectangular friction pads glued onto a steel plate and the hub was not hardened. They worked until the pads fell off or the soft hub became notched by the steel friction plates, usually around 8K miles. The Middle Style used the same soft hub but changed the friction plates to a solid composition material. This scheme worked until the friction material became oil soaked and glazed at which point clutch slip ensued. The problem can be helped by cutting radial notches in the plates (a hack saw works well) and assembling them clean and dry, but this is still good only for about 4K miles. The best set up is the "Late Great Style" with





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its bronze friction plates and hardened steel hub. The bronze doesn't soak up oil and the hardened steel hub (part #063979) doesn't become notched. This clutch style when run in ATF and properly adjusted will go 15K to 20K miles before it starts to slip. The cure then is to disassemble the clutch, beadblast, or hand sand the plates, and reassemble them dry and clean.

Note that the hardened hub and bronze plates are interchangeable with the earlier types. While we're on clutch friction plates, please don't use the Barnett style plates. These engage too suddenly and put an extra load on the drive train which often breaks the transmission layshaft and case. Norton clutches are meant to slip a little under a shock load.

Whenever you remove your clutch, carefully notice the condition of the snap ring on the gearbox mainshaft. This little ring positions the clutch and takes all the tightening force from the clutch hub fitting nut. If its condition looks at all questionable, replace it. When it fails, the mainshaft may get pulled out a bit causing transmission damage, and the clutch becomes malaligned. Also, the best way to secure the clutch hub nut is with the late style lock tab washer, part #063459.

Gee whillickers (a Midwest term expressing subtle, haunting, but mild frustration), as I read back over this rambling expose' I keep thinking of more points to add, but it's gotta stop somewhere!

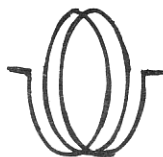
Your humble servant,

Harvey Loucks

Mike,

Here's a tip or two to keep your scooter snortin' in style:

1/ Exhaust flange keepers:



As you can see, its just a piece of coat hanger wire wrapped around your exhaust flange nut threads and bent to go in between cooling

fins on the head and the exhaust flange nut. Bend one end to fit into the head, wrap counter clock-wise around the exhaust flange nut threads and bend the other end over an appropriate fin in the flange nut. Taking up the slack as you wrap will put enough spring tension in the wire to hold the ex. flange nut tight. It also helps to tighten the flange nuts when the head is hot.



The Newsletter of The Northern California Branch

2/ Hand grip installation and removal:

To get new hand grips on so they'll stay on, clean the bars with a good solvent, then moisten the grip interior with gasoline. Slide it on the bar and let set for a couple of hours. To get the grips off, take a large phillips screwdriver, dip the tip in liquid dish soap, and work under the edge of the hand grip. Gradually, roll the screwdriver around the grip, working back and forth as you go. Once around and presto, off comes the grip!

3/ Fiamme horn hook-up:

Fiamme horns are great to keep four wheelers where they belong. Here's how to wire them for Nortons. First pull the wires off your present horn. These will go to the solenoid provided by Fiamme. Pry the lid off the solenoid to find the terminals indicated below.

The instructions that come with the horns say that polarity does make a difference. I find that this is true for the wires from the horn button, but not for the horns themselves.

That's all for now.

Scot Macbarger

T-shirt sales these past few months have been reasonably successful with a total of 32 shirts being ordered for a total cost of about \$230. Those who requested shirts be mailed have received them by now and the remaining shirts can be picked up at meetings or rides.

The Branch logo and Norton Owners Club "N" each received 16 orders and of the available styles, baseball shirt orders totaled about 15.

We would like to thank Abcraft, 2851 Spring St. in Redwood City for their excellent service and quality on their shirts and printing. They were extremely friendly and helpful in all T-shirt orders and will certainly have our business in the future.

Due to the dwindling Branch treasury, no extra shirts were ordered, a situation we hope to correct in the future, but the mail order system allows shirts to be ordered and sent with the lowest possible cost to the buyer and this system may be retained in the future.

Bob



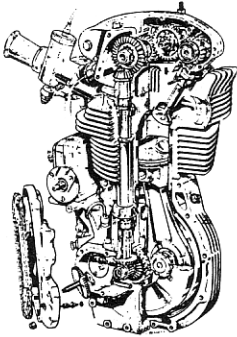
THE GREAT TOOL SALE: GET IN ON A GOOD THING!

As a part of our increasing efforts to make parts and tools available to members at a discount, we have made arrangements with a supplier to offer Norton tools at near dealer cost. All you have to do is give me (Harvey Loucks) cash, check, or money order by our Feb. 12th meeting and I'll have the tools by the time of our March meeting. The price shown includes tax and shipping to me.

<u>Tool Description</u>	<u>Total Member Cost</u>	<u>Retail (inc. tax)</u>
Exhaust nut wrench	\$14.72	\$21.15
Inspection plug wrench	6.60	9.49
Rear head nut wrench	12.51	17.98
Timing cover oil seal guide	2.91	4.19
Rocker spindle puller	17.71	25.44
Engine sprocket puller	8.08	11.60
Superblend race puller	44.24	63.54
Auto advance puller	6.60	9.49
Auto advance timing washer	1.12	1.59
Crank pinion puller	18.45	26.50
Clutch diaphragm tool	8.08	11.61
Clutch locking tool	12.50	17.98
Valve spring compressor	14.72	21.15
Gearbox locking tool	6.60	9.49
Valve guide installation tool	13.98	20.09
Atlas clutch hub puller	6.27	9.01
Atlas engine sprocket puller	11.77	16.90
Genuine Shop Manual	17.71	25.44

P.S: I don't intend to mail the tools to members so you will have to pick them up at my place or come to one of the meetings. You can mail me your check though.

Harvey Loucks, 7583 Lockford Ct. Cupertino, Calif. 95024



TRADING POST

For Sale: NORTON Tube Tops for Ladies, one size fits all. Black NORTON logo on; white, red, yellow, red w/blue cuff. Specify first and second choice. \$5.00 plus \$1.00 for postage and packing. Checks OK

Adrienne Skillington
150 Borica Way
San Francisco, Ca.
94127

FOR SALE: 1975 Commando 850 Roadster. Excellent condition. Black. \$1895. Dennis Powell. (415)636-1798 in the evening.

FOR SALE: 1975 850 Commando. Electric start, Black w/ Gold Pin-stripes, Interstate Tank. Very clean. Matching fairing and side bags. \$1300. Call Dave at 322-1666 in the evenings.

For Sale:

1975 Mk III roadster, black, 9,000 miles, \$1600 o.b.o.
1968 Atlas, engine just rebuilt, frame just painted, all original except fenders, \$800 o.b.o.
Norton flat track, \$1500 o.b.o. (I've seen this bike and it's very sharp.)
Ralph (213) 363-9130 home
(213) 785-6093 work

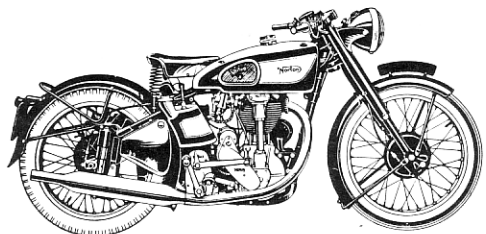
Wanted:

Lucas turn signals, particularly the plastic ends, in good condition.
Slimline featherbed rolling chassis or basket case in good condition.
Gene Austin (415) 573-9559 afternoons and evenings.

ES-2 Fundraiser Sale:

850 Chainguard.....	\$ 20
750 Crankcases.....	\$100
Clutch diaphragm tool.....	\$ 10
Oil cooler.....	\$ 15
5 Gal. Dunstall tank.....	\$ 85
750 Commando frame.....	\$ 85
Transmission.....	\$100
750SS Atlas engine, guaranteed.....	\$185
Dommie 99 seat, original.....	\$ 35
Atlas tank with badges.....	\$ 60
Atlas oil tank.....	\$ 20
Atlas tool box.....	\$ 20
Atlas front fender.....	\$ 45
N-15, P-11 oil tank w/cover.....	\$ 30
2 into 1 exhaust system, Commando...\$	20
Dommie 99 cylinder .020" over.....	\$ 60
Dommie 99 head, good.....	\$ 75
Harvey Loucks (408) 255-7356	
between 6 and 9 P.M.	

As it appears that there is a small number of ads this month I thought I would advertise some stuff that I'm selling to raise money to buy an old Norton. This is a regulation "Norton related ad" as that's where the money's going. I have 4 A.D.S. car speakers
1 Sansui AU-919 amp with matching Sansui Tu-919 tuner
1 Sony TCK-65 tape deck and a Bang&Olufsen 4004 turntable modified to accept a Grado Signature cartridge. Prices are reasonable especially to a fellow Norton Owner. Help me reach Norton Nirvana...
If interested call 863-7843



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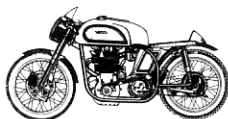
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Silencers	2-1-2 Center Stnd
Gas Tanks	Clip-ons
Cylinder Heads	Oil Feed Line
Front Fenders	G.T. Fairing
	Replacement
	Windshields

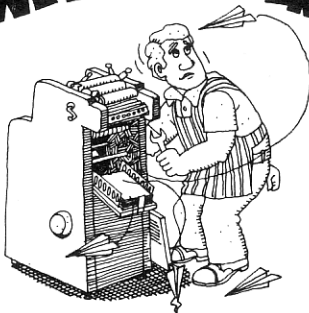
Plus a full supply of stock Norton bits.



Classic Nortons on display.

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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 Nort 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.

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