

# Norton

# Notice



Newsletter of the Northern California Branch

**NO. 38**

**JULY 1981**

June 14, 1981 at San Mateo Memorial Park, the Northern California Branch  
Norton Owners Club 5th annual Beer Bust



This is only a small portion of the attendance that Sunday afternoon,  
everyone else was in the woods, drinking beer and having a good time.





# Norton Notice

1924 Kentucky St.  
Redwood City, Ca. 94061.  
(415) 369-0597 eves.

published monthly by the NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB, its sole purpose is to inform and entertain members regarding all aspects of the NORTON motorcycle, including history, technical advice, and preservation. NORTON NOTICE is not for sale, but is provided as a benefit to members of this Branch.

## OFFICERS AND STAFF

### PRESIDENT

Harvey Loucks  
7583 Lockford Ct.  
Cupertino, Ca. 95104  
(408) 255-7356  
(BEFORE 9:00 PM)

### VICE PRESIDENT

Maya Petersen

### RECORDING SECRETARY

Art Sirota  
(415) 747-0740

### MEMBERSHIP SECRETARY / TREASURER

Tom Horton  
250 Curtner Ave. #26  
Palo Alto, Ca. 94306  
(415) 493-2157

### NORTON NOTICE STAFF

Michael Heth  
Harvey Loucks  
Phil Verzola  
Bob Marshall  
Louis Mendelowitz

## ADVERTISEMENTS

Current and prospective members may place ads for Norton-related material wanted or for sale in TRADING POST. Send all necessary information to NORTON NOTICE. There is no charge for ads in TRADING POST.

### COMMERCIAL ADVERTISING RATES

	<u>1 Issue</u>	<u>3 Issues</u>	<u>6 Issues</u>
1/4 page	\$5.00	\$13.00	\$25.00
1/2 page	\$9.00	\$25.00	\$45.00

Ads may be designed by the Staff if so desired.

NORTON NOTICE IS A REFLECTION OF ITS READER-SHIP AND EVERYONE IS URGED TO SUBMIT ANY ARTICLE, TECHNICAL TIP JOKE, PHOTOGRAPH, ORIGINAL OR OTHERWISE SO THAT OTHER NORTON ENTHUSIASTS CAN ENJOY IT. FOR BRANCH MEMBERS WHO CANNOT OTHERWISE ATTEND RIDES AND MEETINGS, NORTON NOTICES AFFORDS THEM AN EXCELLENT OPPORTUNITY TO SHARE EXPERIENCES WITH THE ENTIRE MEMBERSHIP AND BRING US ALL CLOSER TOGETHER.

DEADLINE FOR ITEMS IS THE 20TH OF EACH MONTH.



## MEMBERSHIPS

Membership is available in three categories.

FULL MEMBERSHIP gives membership in the NORTON OWNERS CLUB with its benefits and privileges such as bi-monthly issues of ROADHOLDER MAGAZINE sent directly from England keeping members abreast of Norton owners activities from around the World, the SPARES PROGRAM that allows one to buy Norton parts directly from England at an attractive, low cost, and full voting privileges at all NOC and Branch meetings.

ASSOCIATE MEMBERSHIP is established for any Norton owner wishing to be associated with the Northern California Branch and are welcomed at all meetings, rides and other functions. Members are urged to become FULL MEMBERS as they become familiar with NOC advantages and benefits.

SOCIAL MEMBERSHIP is established for Norton enthusiasts who have not yet bought their Norton to become familiar with NOC and Branch functions and to assist them in finding a Norton suited to their needs. Although Social Members do not have Branch voting privileges, they are welcome with their ideas at all Branch functions.

NORTON NOTICE is provided to all three membership categories and the publication is open to all for articles and ads they wish to submit.

FULL MEMBERSHIP: \$25.00/yr.

ASSOCIATE MEMBERSHIP: \$10.00/yr.

SOCIAL MEMBERSHIP: \$10.00/yr.

ALL MEMBERSHIP DUES ARE PAYABLE TO THE BRANCH TREASURER. RENEWAL DUES ARE PAYABLE AT THE END OF THE INDIVIDUAL'S MEMBERSHIP YEAR, THAT MONTH BEING DESIGNATED BY THE LAST NUMBER OF THE MEMBERSHIP NUMBER LOCATED ON THE MAILING LABEL OF NORTON NOTICE. Example:

999/6

denotes member number 999 with dues expiring in JUNE.

BRANCH MEETINGS ARE HELD EACH SECOND THURSDAY OF THE MONTH; LOCATIONS ARE ANNOUNCED IN THE NORTON NOTICE CALENDAR.

BRANCH RIDES ARE HELD THE SUNDAY FOLLOWING THE MEETING, TIME AND LOCATION ALSO ANNOUNCED IN NORTON NOTICE CALENDAR. IN THE EVENT OF RAIN, THE RIDE IS POSTPONED UNTIL THE NEXT SUNDAY. IF IT RAINS THAT SUNDAY, THE RIDE IS CANCELLED FOR THAT MONTH.

OCCASIONALLY, MEETINGS AND RIDES ARE SCHEDULED FOR DAYS OTHER THAN THE SECOND THURSDAY AND FOLLOWING SUNDAY. BE SURE TO CHECK THE CALENDAR FOR ANY CHANGES.

## JUNE MEETING



held at Chez Yvonne in Mountain View on July 11, 1981.

The meeting was called together at 8:30 by Harvey Loucks with about 33 other members in attendance. Tom Horton gave our current state of the treasury report and indicated that we weren't doing quite as badly as had been previously thought; with \$109 in the bank, the upcoming rally already paid for (with a little left over), and the Beer Bust just ahead, the Branch treasury looks fairly solvent at this point. It seems that summer is a big season for renewal memberships, so monies should be coming in at a steady rate.

July meeting will be highlighted by Bob Marshall's talk on what goes into putting out each month's issue of NORTON NOTICE. Anyone wanting to put in their 2¢ worth on what they would like to see more of/less of in the upcoming issues are urged to attend.

Mike Bruce gave a report on the Beer Bust preparations: "We have the beer". He assured everyone that we would have plenty of ice on hand as well as 3 kegs of Bud and 2 kegs of Löwenbrau dark. Harvey reminded everyone again of July's Bass Lake rally and urged those who wanted to attend to be sure to sign up.

Art Sirota announced a new-found, reasonably priced source in England for John Player Norton fiberglass spares (see announcement elsewhere in this issue for more information and price list.).

Gene Austin, recently returned from England, has the new edition of COMMANDO SERVICE NOTES available for just \$4 for Full Members and \$5 for Associate Members. Gene ended the meeting with a technical session on Norton twin top ends.

ART SIROTA

## PRESIDENTIAL RAMBLINGS

Well, our 5th Annual Beer Bust was an unqualified success. We took in about \$200 at the collection box and signed up about fifteen new and used members, but most importantly, we had a really good time drinking beer, eatin' peanuts, and talkin' Norton. Most of the credit for this successful event goes to your friend & mine, Claude Wright, who did everything but order the beer ( Thanks, Mike Bruce ). He arranged for the site, paid the deposit, picked up the beer on Saturday, kept it cold with much ice Saturday night & Sunday morning, went to the park very early to make sure we got our area, changed the kegs, cleaned up the area after everybody left, and returned all the empties to the liquor store. If you had a good time at the Beer Bust, let Claude know about it. If you didn't have a good time, you must have gone to the wrong place!

Remember last month how I was worried that we wouldn't be able to drink up the minimum of \$175 at Chez Yvonne? Well with a modest turnout of 30 we ran the bar tab up over \$200 and they liked us so much they even brought out some free hors' doeuvres. So, I hereby apologize for my lack of faith in you all. Actually it was not a bad place at all to have a meeting. It was a cozy separate room with attached bar and seating for all. Let me know if you want to meet there again, but after you see the dynamite place we have reserved for August (Rick's Swiss Chalet in Palo Alto). We will pick one or the other for our permanent South Peninsula meeting place.

More good news---- Louis Mendelowitz has "volunteered" with minimal arm twisting to work on the Notice staff (the newsletter, not the people) Louis is a pleasant, philosophical fellow with some unusual characteristics: single, art degree from Stanford, owns an ES2 and 650SS, is financially independent (not rich, just independent), lives in Palo Alto near where Bob and I work, is part owner (small part) of the WheelSmith bicycle shop, and is a knowledgeable motorcycle

mechanic who occasionally helps out at West Bay Cycle. He is going to be redoing the dealer ads first, as well as helping out with the regular production jobs. Welcome Louis!

By the way, all you guys who used to buy your Norton parts at Selby's in Redwood City will now have to go to West Bay Cycle in Palo Alto because that's where all of Selby's Norton parts went. They are getting completely out of Nortons, and by some reports, have actually gone bankrupt and are closing the shop. This makes West Bay the largest dealer of used parts in the Bay Area, and the second largest dealer in new parts (Brooks in San Jose is larger). So take your wife, your checkbook, your pink slip, and your used Honda parts down to Larry at West Bay for that hot deal on Norton goodies.

Another rumor ---- hope it's true: Maya Peterson and Bob Marshall may actually have their Nortons back on the road in time for the Rally. Maya was a little ahead with Scot's help at last report.

Money situation --- it's true, we're not quite as broke this month as last, primarily due to the generous contributions you all made at the Beer Bust. However, we're not out of the woods yet, so, please, if you received a dues renewal notice this month or last, sit down right now or sooner and mail Tom a check. Where else can you buy into a legend, have all the fun activities, meet all the neat people, and get this nifty little newsletter for only \$10 or \$25 a year? We do need the bucks, especially with first class postage going up to 20¢ shortly.

I know a lot of you guys are getting those old singles and twins ready for the Pre-Commando Honorary Ride at Alice's on August 16. The ride itself will be shorter than usual to give more

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## The Newsletter of The Northern California Branch

"ON THE ROAD WITH NORTON"

or

VIEW THROUGH THE WINDSCREEN

time to look the old Nort's over. In order to honor the old Nort's, none of the Commandos will be allowed to ride in front of any that are still running. Basically we'll head out from Alice's around 10:30, then north to Tunitas Creek Rd. down to the Coast Hwy, South to Stage Rd., to Pescadero, up Pescadero Rd. to Alpine, to 84, then back to the parking lot at Skylonda across from Alice's.

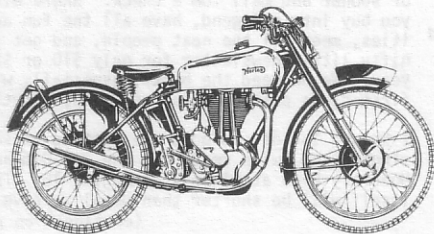
Now for a word on the really important stuff: The First Annual Northern California Branch of the Norton Owner's Club International Summer Rally at Bass Lake, California, U.S.A. (yes it is late and I am getting a little punchy). This is it, folks ---- July 10, 11, and 12: be there. At this time we expect about 50 Nort's and 75 people; if there are many more it will start to get very cozy in those 13 campsites. We would like to keep the actual campground area mainly for bikes and tents and people, so if you plan on bringing a four-wheeler we would appreciate it if you would park it at Ducey's Lodge adjacent to the campground.

It will be hot, so don't forget your swimsuit and suntan lotion. Although there are no officially planned activities, we will probably ride over to Yosemite on Saturday morning around 10, up to Glacier Point, then down into the Vally floor for lunch. After lunch and a ride around the Vally floor, we'll head back to Bass Lake via Sonora and Hwy 49. The basic idea of the Rally is to have a nice long weekend away from home in a scenic environment with Norton bikes and people all over the place. Sort of like a combination Beer Bust, overnighter, and camping trip. Very mellow. However, I understand a couple of fools have \$50 bet on the outcome of race around the lake between a garden gate Manx and a Commando. Hope they don't fall off. Maybe they'll call it off and drink beer instead.

I'll miss the regular Thursday night meeting this month on the 9th as some of us are riding up that morning to make sure everything is ready for the weekend. So you guys have a good time at the meeting and we'll see you all at the Lake later.

Keep 'em Upright!  
(what the Hell does that mean,  
anyhow?)

*Harvey*



HAVING THREATENED MYSELF over the years to actually get out and see the world, I've finally made good my threat and, as you are reading this, I am buzzing down the highway on NORTON.

Sitta Chaddock and I have both quit our jobs and moved out of our apartment and now we're "On the Road" for three or four months.

I originally started planning this trip in 1973-74 on a (ugh!) Kawasaki Z-1. I can't remember what came up to save from going through with that, but in 1978 or so, I got real serious again and bought my '71 Fastback. When I took it on a 2 week shakedown cruise to southern California, I decided the Fastback wouldn't be a good tourer and started thinking about buying a Mk III to get the job done. Now, after postponing the trip again last year, I've finally done it and it feels great!

Quite a few Norton folks asked me to write in as I go along - this is the first in a series or 3 or 4 columns from the Northern California NOC's own "Foreign Correspondent" (I am going through Canada, so it counts).

Seven or eight thousand miles is a lot on a Norton in one summer and I hope I can experience something interesting to write back about. If things work out, I am come back with a bunch of slides to bore everyone with.

So here's the first message back:

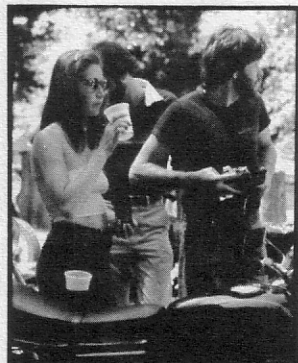
I'm 2 weeks late leaving and I've got to go.

Bye, MICHAEL HETH

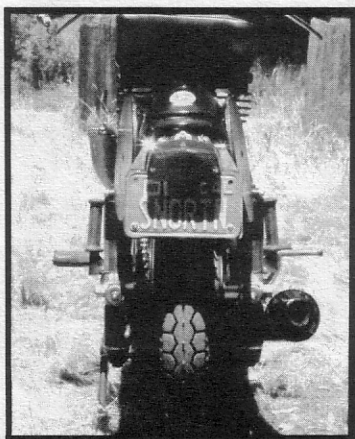


BEFORE

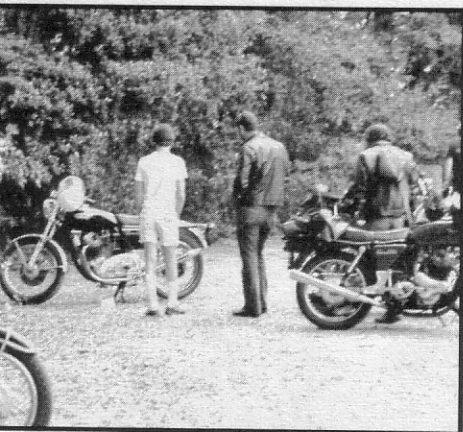




Michael and Sitta prepare for the "Road" adventure - only 7 thousand more miles to go!



This is the view most people get of Jan Barton's Manx on the road - that says it all!



There was a lot of this all day long. "Oh, that's how he did that - looks pretty good!

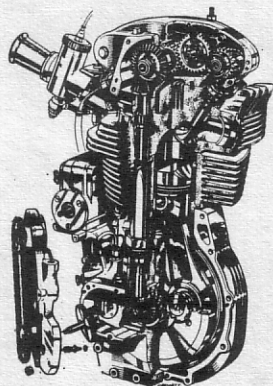


There are many reasons to get together at Branch events .....









## TRADING POST

### FOR SALE:

N.O.C. paraphernalia as follows..

3 inch square machine badge.....	\$6.00
lapel pin.....	1.25
4 inch square embroidered patch...	1.50
4 1/2 inch sticker.....	1.00
3 inch three color sticker.....	.75
2 inch sticker.....	.50
key fob with badge.....	1.50

See Gene Austin at club meetings or call 573-9559 from 3:00 to 8:00 P.M. to arrange pick-up.

### FOR SALE:

Almost complete Dominator 650 engine in three large pieces (head, barrels, & bottom end) plus extra head. All or part, very reasonable - not like some of the ads in this rag!

'71-'74 Commando rear wheel, complete. \$40.

Double leading shoe front brake and wheel. \$30.

Single leading shoe front brake and hub. \$15.

Classic Bike magazine issues Spring '79 (#5), Summer '79 (#6), and April/May '80. \$3.00 each.

Commando Service Notes, MKIII Addendum only as mentioned in Roadholder magazine. Completes original Commando Service Notes. \$1.00 each.

Gene Austin (415) 573-9559 3:00 to 8:00 P.M.

FOR SALE: 1974 Commando Roadster, "cherry" with only 7000 original miles. Call Brian Coyne at (415) 365-4530

Parting out wrecked 73 750; call Rich Brand after 6:00 415-325-7521

For sale: Rearsets for Atlas and one set of Tomaselli control levers. Best offer. Must sell by June 11. Call Dan Nord 415-648-7876

FOR SALE: RARE 1969 Commando "S", original owner, original condition, metallic blue, 37,000 miles (less than 5,000 from the case up). Make offer.

FOR SALE: 1971 Commando Roadster, Dunstall cafe tank, clip-ons, etc. much new, \$1500 or best offer.

FOR SALE: '75 Interstate tank (silver), excellent condition with seat to fit any model Commando, \$225.

FOR SALE: Luggage Racks; one Interstate, one Roadster, \$20 ea

Many other miscellaneous parts.

Call Mark Gribble (415) 573-1699

### FREE:

One new valve adjusting screw and jam nut for a BSA 650. Gene Austin (415) 573-9559 between 3:00 and 8:00 P.M.

### WANTED:

Classic Bike magazine issues Summer '78 (#2) and Winter '78 (#4).

Gene Austin (415) 573-9559 3:00 to 8:00 P.M.

Mk III Rdstr for sale: \$600 Runs good, but needs exhaust system, instruments, paint and a bunch of little things. About 12k miles. Call Steve in San Jose at 408-243-7809

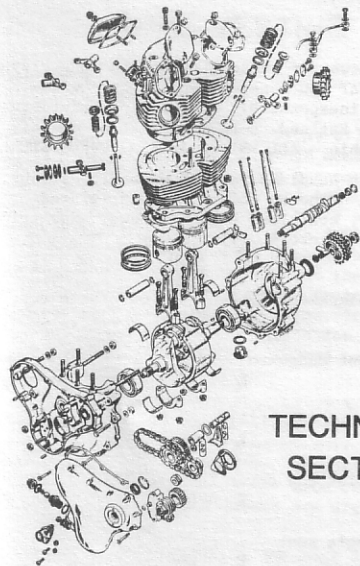
WANTED: Seat and Front Fender for '64 Atlas Charles McHose 5312 W. 138th Pl. Hawthorne, Ca. 90250

If anyone is in need of a GREAT Norton mechanic, Allen Hook, former Shop Manager of Selby Motors, is available to any of your necessary wrenching. He does good work, and works, fairly cheaply (he can always be bribed with a six-pack),

If anyone is in need of a Great Norton Mechanic, Allen Hook, formerly the Shop Manager at Selby Motors, is available to do any of your necessary wrenching. He does good work, cheaply (he can always be bribed with a six-pack), and loves to work on Nortons.

Give him a call at (415) 365-3711 and work things out.





## TECHNICAL SECTION

NOTE: Last month's tech tip from Mark Gribble concerning removing the head and barrels of the Commando applies only to the 750 models. The 850's, of course, have the four barrel through-bolts whose source lies beneath the head. For any of you who tried to remove their 850 barrel/head as a single unit, we hope the pain has subsided by now.

Here's a cheap and easy way to restore the retaining feature of the knurled aluminum nuts that hold the seat on your favorite Commando. As you probably know, after a good bit of use the threads in the aluminum nut get a little worn and then some ham-fisted friend fully unscrews the nut while trying to help you check your engine oil. If the retaining roll pin wasn't bent before your friend decided to help you, it is after. By punching out the original 3/32" diameter roll pin you can drill the hole to 1/8" and insert a 1/8" roll pin about 3/4" long. Don't forget to screw the aluminum nut on far enough so that the knob on the end of the bolt passes the roll pin hole before you drive the new roll pin in. The easiest way to do this little job is to remove one aluminum nut and shock absorber mount bolt assembly at a time and do the work on a bench.

If you are still plagued by an oil leaking tach drive unit, you can modify the housing to accept a chevron type oil seal. All you have to do is bore a recess (preferably with a lathe, but you could probably use a drill press if you're careful) into the bottom of the housing to accept a Honda (oh, no!) oil seal, part number 91207-222-000. Before you put the housing in a chuck however, it would be a good idea to take the retaining nut off an old tach drive cable and screw it into the housing so that it protects the threads in the

aluminum. (Thanks go to Gary Broeder for that suggestion.) The dimensions of the oil seal are approximately 9/16" O.D. and 3/16" deep and the retail price was 50¢ each as of last month. When assembling your newly modified masterpiece, don't forget to lubricate the inner diameter of the housing. If you don't feel like attempting this job yourself, you can find some bike shops that do the modification for five to ten dollars.

*Gene Austin*

## THE EVER-LOVING GOSPEL TRUTH ABOUT MIKUNI CARBURETOR CONVERSIONS FOR YOUR NORTON

Mikuni carbs last longer than Amals, make starting easier, give more power, provide better gas mileage, and smooth out the response at all engine speeds. And if you file off the "Japan" on the side, they don't look half bad either. By the way, I'll continue the Performance Improvement series next month. I got so aggravated recently trying to get good dependable information on the correct settings for Mikunis that I went straight to the horse's mouth and decided to pass on the info to you before I lost it.

Basically, the main info is in the table. I've listed the standard Mikuni combinations along with the recommended settings for a stock Nort. This info was given to me by Jim Wall, a sales engineer with Sudco International Corp. in LA who has personally raced Norton flat trackers and tested carb combinations on a dyno. Sudco has commissioned speed shops like George Janovich at HPI to determine the best combination of carb settings by dyno tuning and exhaust gas analysis. Basically, these are numbers you can depend on. Sudco is an old company that imports and sells 80% of the Mikuni carbs in America, so they can't afford to give out incorrect info.

Jim said that adjusting the float level on Mikunis is an easy job. Just turn the carb upside down with the float bowl and floats removed, and allow the float lever to rest on the float needle by its own weight. The float lever arms should be parallel to the gasket surface on the carb body. If not, bend the little adjustment tang on the float lever until you've gotten it right.

He also recommended some changes in the prescribed settings if hot cams, high compression, or different exhausts are used. With higher compression go up one size on the pilot jet (to 30 with dual 34s for instance) and up one size on the main jet. With a hotter cam, you should go up one on the main and up one size on the needle jet. Also, a free breathing exhaust system requires one or two sizes richer (up) on the main jet, and usually a notch richer on the jet needle position. Basically anything that increases the flow or power requires richer settings,

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and anything that reduces air flow or power needs to be set leaner. Lower compression or more restrictive mufflers will reduce flow. When these changes are made in combination, of course, the correct carb settings will change radically. A really hopped up (or dogged down) motor should have the carbs dialed in by an expert.

The standard kits from Sudco are a straight-forward bolt-on situation, but there are a couple of things to be aware of. On the singles you need to tilt the carb toward the left so the throttle cable won't be in a bind. The big problem with duals is the **right** side air filter. There's not much space between the carb inlet and the oil tank. I've found that a short foam sock works best unless you replace your oil tank with one of those little aluminum jobs, then you can use anything. You should really remove the backing plate from the original air cleaner whenever converting to Mikunis to get room for K&N type air filter. They make the best ones.

Well, there you have it. I readjusted the single 34 on my "Old Reliable" 850 per the instructions, and both response and top speed improved. If you really want to get into carb tuning, most good shop manuals have a section on it and the procedures are the same for almost all carbs.

Happy Tuning,

*Harvey*

Good news for those of you with John Player Nortons! you can get replacement 'glass parts inexpensively from Sprint Manufacturing in England. Here is a list of what is available - ALL PRICES ARE IN POUNDS STERLING.

1. Twin-headlamp fairing with Cibies, aux. wiring harness, relays, screen (tinted or clear), stainless screen screws, edge trim, side reflectors.....

£ 125.00

2. Replacement screen, tinted or clear....

£ 13.00

3. Front Mudguard.....

£ 12.00

4. Tank Cover, filler cover.....

£ 40.00

5. Filler cap cover (bare)....

£ 4.00

6. Single seat....

£ 43.00

7. Dual seat.....

£ 48.00

These prices rose on June 1, but Sprint will hold them for us until August 1.

They have offered us a 30% discount if quantities are ordered in lots of five or more. Also, the dollar/pound exchange rate has recently shifted in our favor from \$2.35 to about \$1.95 per pound.

Front fairing is available without Cibies, wiring harness, and screen for a lower price.

For further information, contact Art Sirota at (415) 747-0740. Several members have already committed themselves to purchases, but more are needed to take advantage of the 30% discount. DON'T PROCRASTINATE - Art wants to send in the order before July 24.

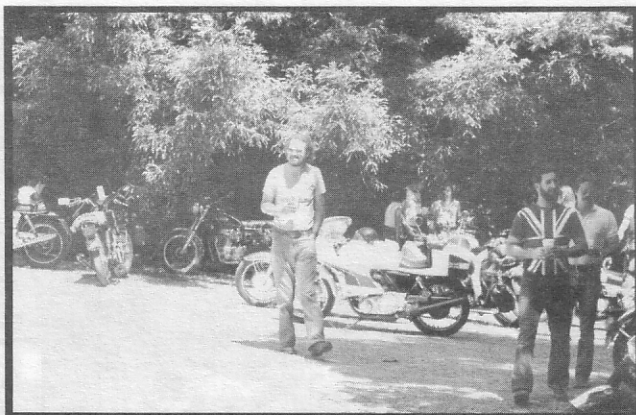
### MIKUNI CARBURETOR SETTINGS FOR NORTONS

Combinations	750 Dual 32s	750 Single 34	750 Dual 34s	850 Dual 32s	850 Single 34	850 Dual 34s	850 Single 36
Main Jet	240	260	250	260	270	270	280
Needle Jet	159 P8	159 P0	159 P4	159 P8	159 P0	159 P4	159 P2
Needle	6DH3	6DH3	6DH3	6DH3	6DH3	6DH3	6DH3
Needle Position	Mid	Mid	Mid	Mid	Mid	Mid	4th from top
Slide	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Pilot Jet	25	45	25	27.5	45	25	45
Price w/manifold	195.95	105.95	212.95	195.95	105.95	212.95	(forgot to ask!)



There was a good representation of Fastbacks - four here and two or three others rolling in and out all day.

It's amazing how everyone gets with a few beers behind them, a nice warm day and knee-deep in Nortons - everyone seemed to have a smile on their face!



Northern California Branch Vice-President explains how she made it through the last turn.

Louis Mendelowitz, his ES2, Gary Broeder and a hidden third party discuss appropriate mechanics of singles.



This pretty well says it all-- it was a NORTON day. The roads were dry, the sun was hot, and the beer (all 75 gallons of it) was perfectly chilled.

#### CENTERFOLD NORTONS

A slight diversion from the usual format -- a fine pair of Manxs backed by the northern California redwoods. The Manx on the right is owned by Jan Barton; a 1950 500, the last of the Garden Gate frames and Jan has an uncanny ability to make it go fast most of the time. The bike on the left -- more on that next month.

NOTE: A minor correction on last month's 650 SS Centerfold -- it is Louis Mendelowitz's bike, but it was rebuilt from the basket by Gary Broeder, mechanic virtuoso at Palo Alto Yamaha (Norton).

### BRANCH EVENTS

DATE	TIME	PLACE	EVENT
7/9	7:30	Edinburgh Cast. 950 Geary San Francisco	Meeting
7/10, 11, 12	yes	Bass Lake, Ca.	Rally
8/13	7:30	Rick's Swiss Chalet, Palo Alto	Meeting
8/16	10:30	Alice's Restnt. Hwys. 84 & 35 Skylonda	Pre-Com- mando ride
9/10	7:30	Edinburgh Cast.	Meeting
9/12, 13	10:00	Ferry Bldg. Sauselito	Northern area 0'niter



