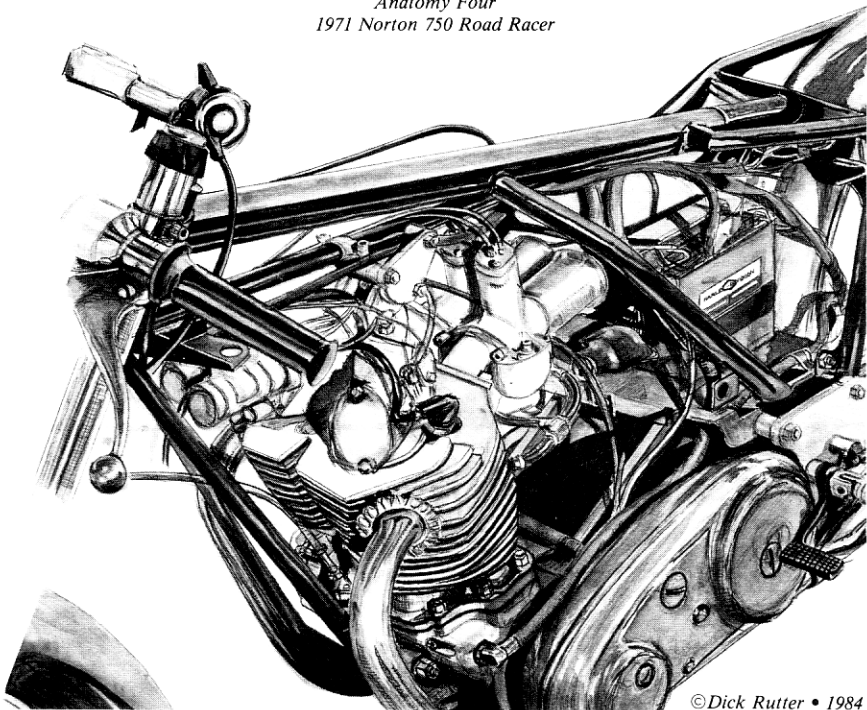


# Norton Notice

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

*"Anatomy Four"*  
1971 Norton 750 Road Racer



©Dick Rutter • 1984

THE ABOVE DRAWING WILL SOON BE AVAILABLE AS A POSTCARD. CONTACT  
THE ARTIST

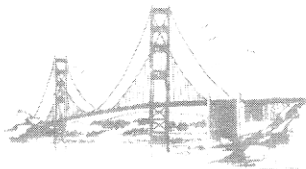


NO.75

JULY 1984

# Norton Notice

The Newsletter of The Northern California Branch



is published monthly by the NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB. Its purpose is to inform and entertain members regarding all aspects of the Norton motorcycle, including history, technical advice, and preservation of the marque.

NORTON NOTICE is a reflection of its readership, who are encouraged to submit any article, technical tip, photograph (original or otherwise), as long as it is in good taste, so that other Norton enthusiasts may enjoy it. For Branch members who cannot attend club meetings or club rides, the NORTON NOTICE affords an opportunity to share experiences and information with the membership of the Branch, and to bring the Branch members closer together.

Deadline for items to be submitted for publication is the 21st of each month.

MEMBERSHIP IN THE NORTHERN CALIFORNIA BRANCH OF THE NORTON OWNERS CLUB IS AVAILABLE FOR \$25.00 PER YEAR.

MEMBERSHIP DUES ARE PAYABLE TO THE BRANCH SECRETARY/TREASURER, WHOSE NAME IS SHOWN ABOVE.

RENEWAL DUES ARE PAYABLE AT THE END OF THE INDIVIDUAL'S MEMBERSHIP YEAR, THAT MONTH BEING DESIGNATED BY THE LAST NUMBER OF THE INDIVIDUAL'S MEMBERSHIP NUMBER AS LOCATED ON THE MAILING LABEL OF THE NORTON NOTICE OR THE MEMBERSHIP CARD. FOR EXAMPLE, 745/2 DENOTES MEMBER NUMBER 745 WITH DUES EXPIRING ON THE 1st OF FEBRUARY.

ALL CHANGES OF ADDRESS SHOULD GO TO THE BRANCH SECRETARY/TREASURER, NOT THE NORTON NOTICE EDITOR.

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(Mail in advertisements;  
do not call them in!)

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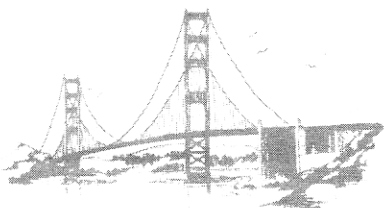
Gene Austin  
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## PARAPHERNALIA

Tom Borman  
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Membership in the NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB entitles a member to monthly issues of the NORTON NOTICE and bi-monthly issues of ROADHOLDER magazine, which is sent directly from England, keeping members informed of Norton owners' activities worldwide. Membership provides voting privileges at all NOC and Branch meetings, and allows one to purchase Norton spares directly from England, at significant savings, through the NOC Spares Program.

Subscription to the NORTON NOTICE only is available for \$15.00 per year. This does not include membership in the NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB, nor does it afford any of the rights or privileges of membership in the NOC.



UPCOMING EVENTS

JULY 12	7:30 P.M.	RICK'S SWISS CHALET 4085 EL CAMINO WAY PALO ALTO	JULY MEETING Alledged,interesting and colorful slides to be shown by M. Heth, lotsa nice Nortons.
JULY 15	10:00 A.M.	ALICE'S RESTAURANT SKYLONDA	OLD TIMER'S RIDE (OLD BIKES, THAT IS)
JULY 21-22	9:00 A.M.	CHP TRUCK SCALES HIGHWAY 101 COYOTE, CA (SEVEN MILES SOUTH OF SAN JOSE)	MONO HOT SPRINGS OVERNIGHTER
AUGUST 9	7:30 P.M.	EDINBURGH CASTLE 950 GEARY ST. SAN FRANCISCO	AUGUST MEETING
AUGUST 12		COW PALACE	MMA SWAP MEET
AUGUST 17-19		VENTANA CAMPGROUND BIG SUR, CALIF.	ANNUAL RALLY

NOTICE! In the event of rain on the day of a club ride, the ride is automatically postponed one week. Also, riders should have plenty of oil and gasoline by the scheduled departure time and all personal problems should be taken care of. In other words.... FULL TANKS AND EMPTY BLADDERS!

1984 ANNUAL RALLY

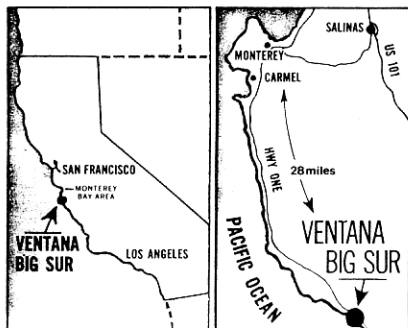
The '84 rally will be held at Ventanna Camp ground in the Big Sur area on the dates August 17-19. I realize it's the same weekend as the AMA roadraaces at Sears Point, but we had trouble finding a campground that would accept a large group of motorcycles on any date.

Ventanna Campground is about 30 miles south of Monterey, or 2 1/2 miles south of Pfeiffer Big Sur State Park on Highway 1. Highway 1 is slightly inland at that point, so it's a bit protected from the fog that is apt to roll in during summer afternoons. The campground is privately owned ( by the Transamerica Corporation) and is located in a small, heavily wooded valley. The campsites are at different elevations going up the valley and a creek runs through the property. I've reserved twenty adjacent spaces that will hold 3 or 4 people and 3 or 4 bikes each. There are three bath houses with hot water available and no R.V.'s or mini-bikes allowed in the campground.

Scot is planning a weenie roast for the Saturday night of the rally, but he needs help. If you'd like to help, especially if you plan to take a four wheeled vehicle to the rally, give him a call at the number shown on page two of this Norton Notice.

The fee for the two nights of camping and the weenie roast has been set at \$12.50 per person if you get the money to Phil Radford before August 15. Phil's address is also on page 2 of this Norton Notice. If you show up at the campground without having pre-registered, you can expect to pay more than \$12.50. We are limited to 70 people, so send your checks ,payable to the Norton Owners Club, to Phil as soon as possible.

On a rather negative note, I had to make some promises to the manager of the campground that I intend to keep, especially if we want to use this site in some future year. He is concerned about noise, both from the bikes and from partying. There is an expensive Inn up the hill from the campground that is also part of the Ventanna organization and there will be other campers



in the area, so here are some of the rules. Motorcycles without mufflers will not be allowed in the campground, and those of you who like to play with your throttles and make excessive noise will be asked to stop. Partying can go on at night, but we'll have to keep the noise down. If you are asked to hold the noise down and don't comply, we (Scot, Phil and myself) will ask you to leave. No money will be refunded if it comes to this. I promised the manager that we would police ourselves, so we must make sure that everyone knows what is expected concerning noise. The manager gave us a good deal on the campsites and has been very accomodating, so we'll have to respect their rules.

There aren't too many roads in the area due to the lay of the land, but those that do exist have some spectacular scenery. I've already chosen a route for a group ride on the Saturday of the rally, so get wrenching on your bikes. Hearst Castle is 63 miles south of the campground if you want to take in a tour, but it would be a good idea to get advance tickets through Ticketron due to the demand for tours during the summer.

More information will be in next month's Norton Notice.

*Gene Austin*

**MORE WAPPLIES**  
from the Membership Secretary.

I would like to recap, just this once, what was announced in last month's 'Norton Notice' concerning membership status in this branch of the Norton Owners Club.

As of June 1st 1984 no new Associate or Social members will be accepted or old Associate or Social memberships renewed. When a current Associate or Social members's membership expires they will be required to release the religious hold on their wallet and pay \$25 to uprate their membership to 'full' status. Or take out a subscription at \$15 to receive the 'Notice' each month. Thus still keeping themselves informed of branch activities, etc. to which they are still very welcome to attend. We are a branch of a world-wide Norton Owners Club and not a club in it's own rite and must abide by their rules which doesn't allow us to have, as a branch, members that have nothing to do with them or no connection whatsoever.

This is now the outcome of several month's correspondence between here and England clarifying the point. This matter was not treated lightly but we as the branch committee and also the officers of the NOC in England feel this matter should be resolved and this is the way to go. We also hope that any branch members affected by this do not feel offended at all and are encouraged to join the NOC as full members when their membership expires. Now I'd like to welcome to the club the following new members:

Scott Lemon	of Roseville, Calif.
Thomas Roberts	of Decatur, Georgia
Bruce McGregor	of Palo Alto, Calif.
Steve Klucharich	of Berkeley, Calif.
Mark Pollard	of San Jose, Calif.
Andrew Smith	of Oakland, Calif.
Mike Kirk	of El Cerrito, Calif.
Jack Charney	of Topanga Calif.
Craig Ida	of Palo Alto, Calif.
Charles Mitchell	of Walnut Grove, Calif.
John Voss	of Memphis, Tennessee
Ken Daly	of Morro Bay, Calif.
John Foyston	of Portland, Oregon

Recently, I have noticed that we are getting more and more 'dealers' joining our ranks as members in this branch of Norton Owners. People like Ed Brooks of Euromart Corp. in San Jose, John Gallivan of T.T. Motors in Berkeley and Alex McLean of Motorcycles Unlimited in Corte Madera have been members for a number of years. Newer members now include John McCoy of Britallia Motors in San Jose, John Thompson of Thompson Motors in Eugene, Oregon, John Burdette of Hall-Burdette in Sacramento and John Foyston of Eurosport in Portland, Oregon. That's seven dealers that I know of, maybe there are more, but I've noticed that five out of the seven listed above have the first name John. Hmhmhm. Anyway, God bless 'em and long may they prosper.

Several people have asked me recently the whys and wherefores about placing 'Want or For Sale' ads in the Notice. The ads are free to all members and are for the use of all members to advertise stuff they want to sell. There are no restrictions on the amount of things they sell or how often they do it. Obviously some people have more junk ( sorry hard to get Norton parts) than others and their ads appear more often it seems. So what? If you're not advertising anything for sale then it's obvious that you have nothing to sell. But what better way to get hold of that part you need than from a fellow Norton owner who doesn't need it any more. Enough said, so get writing those ads, send them in to the editor and lets keeps those Nortons running. **Rawhide!!** (sorry, I couldn't resist it *WJ*).

Phil Radford.




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BRANCH PROPERTY

If any of this branch's past officers, or anyone else, has any club materials or property, please give them to any of the present branch officers so that we can keep better track of it. This applies to banners, posters, stationery, stamps, or anything else that belongs to the branch as a whole.

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NOC Members,

Well, we've made the big move to rural West Virginia for a reason I can't remember and I miss California, Alice's and the NOC already. Although I will continue to be a remote member and plan to stay in close contact with all my good friends in the NOC, I would like to take this opportunity to thank everyone involved with the club for giving me my best memories of California. It has been a priveledge and a pleasure to associate with the members and attend club events. Such a group of exceptional people probably doesn't exist anywhere else and I am grateful to be involved.

We hope to be coming back to California sooner or later, but in the meantime I will be riding the mountain roads of West Virginia looking for other Nortons and dodging potholes. If there is anything else I can do for any of you over here, just let me know.

Jeff Michael  
RT 4 Box 129  
Fairmont, W. Va  
26554

The 1984 **AMA**  
**DUNLOP**  
TOURING ELITE SERIES



AMA Top Club in the Nation  
1968, 1969, 1971

**ROAD RIDER EVENT**  
A 15 point District 36 AMA  
sanctioned Event  
**AMA TOUR AWARD**

**JULY 28 & 29, 1984 - LAGUNA SECA RACEWAY & RECREATION AREA**  
Highway 68 Between Monterey and Salinas  
Everyone Welcome

Sign-In: Saturday - 9 a.m. to 7 p.m.

**A MULTITUDE OF EVENTS IN THE CLASSIC GYPSY TOUR STYLE,  
FOR YOUR ENJOYMENT TO INCLUDE:**

*Bike Judging, Dress Judging, Field Events & Games, Scenic Tours, Moto Cross Track Open  
Parade Laps around the race track Saturday and Sunday, Historic Motorcycle Displays. Awards and Pins*

**\*\*\*\*ALSO FOR YOUR ENJOYMENT\*\*\*\***

- \* A famous Salinas Ramblers Top Sirlain BBQ to include: mushrooms, corn on the cob, beans, salsa, garlic bread and a salad bar.
- \* Live Band and Dancing - Under the Stars
- \* Lumber Jack Breakfast Sunday Morning
- \* Free coffee and donuts Saturday morning
- \* AMA Long Distance Rider award MAIL-IN ONLY. Distance determined by straight line method
- \* Saturday Night camping on the grass included in entry fee
- \* Motels available in Monterey or Salinas
- \*50\* Hot Dogs, Chili, Nachos available Saturday afternoon
- \* Moto Cross Track open Saturday and Sunday for Dirt Riders' Play Day
- \* AMA Tour Pin, for current AMA card holders
- \* Special SRMC 50th Anniversary Pin
- \* Special Prize for club or chapter with most pre-entries, due by July 15, 1984
- \* Friday night camping available for extra fee payable to the park
- \* Club cards and current AMA cards required for Club Participation Award
- \* British School GT cars, on the track Saturday and Sunday for your viewing pleasure
- \* Auto Cross Sunday, put on by the Monterey Peninsula Sports Car Club, in the paddock area

\* 50\* Beer, Wine, Sodas

\* Special drawing for mail-in entries

\* 50/50 Drawing

**ENTRY FEE: Two Day Package-Includes camping, all events, dinner & breakfast-Save 50\***  
**Sat. & Sun. - \$15.00 Entry Fee AMA card holders**  
\$16.00 Entry Fee Non AMA  
**Saturday Only \$13.00 Entry Fee AMA card holders**  
\$14.00 Entry Fee Non AMA  
**Sunday's Lumber Jack Breakfast - \$2.50**

MAIL-IN DEADLINE IS JULY 15, 1984 - NO REFUNDS AFTER THAT DATE - SPECIAL DOOR PRIZE DRAWING FOR THOSE PRE-ENTERED

# Hall-Burdette

MOTORCYCLES

## Norton

  
MOTO GUZZI

## DUCAATI

We have been selling and servicing Nortons since 1948 and have a good supply of parts and accessories, both new and used. Our mechanic, Bob Bennett, has been repairing Nortons for over 20 years and is a recognized expert. Thor Berke, our parts manager, has a thorough familiarity with all Norton parts and accessories.

2010 DEL PABO BLVD.

SACRAMENTO, CALIFORNIA 95815

PHONE (916) 925-1797

# Norton

I would like to thank the dealers who have advertising on this page for their support of our club. To the members I would like to say, drop in and check them out; and, if you buy, mention that you saw their ad. Your patronage is appreciated!

Also, there is more space available for anyone out there who might like to advertise. The rates are \$35 for 6 months and \$60 for 1 year. Who could ask for a better deal.

Call or write: Dave Kerst, 371 Hickory Ave., Tracy CA. 95376 (209) 835-7468 until 2PM or (415) 443-6300 between 4PM and 10PM.

## Norton

## TRIUMPH

## LAMARCA

## DUCAATI

## MOTO MORINI

# T.T. MOTORS

Norton Owners - T.T. specializes in European motorcycles and offers complete parts, service, and machine shop for all the wonderful bikes we sell.

Stop by and visit and check us out!

- \* Complete line of British tools
- \* Manuals and spares for your Norton
- \* Speed Equipment:

Megacycle and webcam camshafts  
Single Mikuni kits  
Exhaust port repair \$45 each  
Valve jobs and port work  
Cylinder boring and surfacing

- \* 10% discount on all parts (except Lucas) to N.O.C. members

2800 Adeline Street

Berkeley, CA 94703

9 a.m. - 6 p.m. Tues. - Sat.

845-8235

RIDE REPORT

The Overnighter to Morro bay was a smashing success. (O.K. next time you can write the ride report and choose a better descriptive word). The ones who showed up early at Brooks Cyclery in San Jose were lucky enough to get a tour of the premises by Bob Raber. Everything has been sorted through, inventoried, and carefully arranged in warehouse after warehouse of rare vintage motorcycle parts and work areas. This new facility will be open shortly to the public under the name Raber's European Cycle Works Inc. By about 9:30 we were ready to leave with a total of 15 bikes or 16 headlights. (Yes, I rode my JPN) Only one machine was not a Norton, and it was ridden by a member named Jim and was a GS1000 Suzuki. It might be noted here that during the entire trip none of the Nortons experienced any major difficulties, but the Suzuki rider was forced to head back for home at mid-day due to his bike misfiring. Our route took us through many beautiful winding roads including Carmel Valley Road. We lunched at Burger Pit in greenfields. (The food was more appetizing than the name of the place). By the way, Gene Austin had provided everyone with maps of the route we were taking. Passing through Fort Hunter Liggett, we joined up with a member named Dan O'Neill who had ridden down from the Sacramento area on his Norton, arrived in San Jose after we left and had been chasing us in an effort to catch up! The last leg of the trip had us riding down Highway 1, and we reached Morro bay around 4 p.m. The weather had been perfect all day I couldn't help feeling sorry for those members who had chosen to golf, garden, or gossip instead of joining our exciting adventure and camaraderie. A slight misunderstanding between the Park Rangers and our esteemed ride marshall ensued, whereby we were told that even though we had reserved four campsites, and even though there was plenty of room for all of our members and their bikes plus all the Norton riders from Southern California, we would only be allowed 3 bikes per campsite, or a total of 12. (Bureaucracy and mental mediocrity in government strike again). So the lads and lasses from the So. Calif. contingent headed up the road 4 miles to Atascadero State Beach where they were allowed to set up camp. After much consumption of various potables, we weaved our bikes down the road in the general direction of Morro Bay to meet the So. Calif. people for dinner. However the restaurant chosen must have been run by the Park Ranger's brother, because he claimed that reservations hadn't been made properly and that we would have to wait 1 to 2 hours to be seated. Not to worry, because a local lad named Ken, who joined our club on the spot, ( he has 3 Nortons) directed us to another establishment down the road where we were seated fairly promptly and soon everyone was drinking and making merry. After a sumptuous meal where, at my table, Phil Radford cleared up once and forever the origins of the word "Blimey", we headed back to camp, started a roaring campfire, drank and roasted girl scouts. The night was not chilly or foggy. After a good night's snore we joined the So. Calif. group for breakfast and then headed off to chat with them at their campsite. Soon we were on our way home via Highway 1. I broke off from the club at this point and took Highway 46 to 101 because I suddenly remembered some gardening and golfing I had to catch up on. Shame on all of you who missed this rare opportunity to enjoy California and Nortons at their finest! Thanks to all those who helped plan this excursion and make it such a success.

*Art*

THE EXHAUST NOTE

Well, O.K. I'm not very good at this but here goes. Last meeting I took some slides to the Edinburgh Castle meeting and showed them to the 10 or 12 people who were there. The fact that I had them all backwards is another story. After all there might have been a bike called a ASB anyway. It has now been pointed out to me that I didn't make a very big deal about the slides and that some folks might not have noticed that we were showing slides of some really nice stuff and that I should do it again next month in Palo Alto or wherever. O.K. I will and I will now bang the drum about the content of the slides. They include shots of Crater Lake National Park, Mount Lassen National Park, Redwoods National Park, that rain forest National Park in Washington, Victoria B.C., Jasper National Park, Banff National Park, the Icefields Parkway that runs between Jasper and Banff, Glacier National Park, Waterton National Peace Park, Yellowstone National Park, Grand Tetons National Park, Mt. Rushmore, Badlands National Park, the Isle of Mann T.T. Winner, a bunch of Vincents, Ron Fratturelli's Bikes, and the Tennessee U.S.N.O.A. Rally. No pictures of me and no pictures of my dog. If you would like to see pretty good photos of the above come to the next meeting. I'm pretty sure I can get them right side up by then. ( I may include a slide that offers visual proof that a Norton can get up 11,250 feet above sea level without being dragged)

*MM*

TWISTIES

Sitting here at the annual rider's picnic (formerly the NOC Beerbust) I'm inundated with Norton music, cool breezes, and good conversation. It only happens a few times a year, for those of you who missed it you really missed some fine times.

This year's rally will be at the Ventanna Campground at Big Sur. The folks have been very co-operative so do take to heart Gene Austin's warning concerning unneeded noise.

A last note: if you see events being planned that you have feelings as to how they should be done, please get in touch with those running the event. Don't wait for the last minute and then pitch your bitch. It ruins the feeling of accomplishment for those who worked to put the event on and it's too late to change any thing anyway.

Happy Trails,

*Scott*

PARAPHERNALIA

4 1/2" STICKER N.O.C.	\$1.00
2" STICKER N.O.C.	\$ .50
2 1/2" X 3 1/2" N.O.C. STICKER	\$ .75
( RED, WHITE, AND BLUE )	
N.O.C. KEYFOB	\$1.50
4 1/2" EMBROIDERED PATCH	\$2.50
LAPEL PIN - BRANCH LOGO	\$1.25
T-SHIRTS - N.O.C. AND BRANCH	
VARIOUS SIZES AND COLORS CALL OR WRITE	
FOR DETAILS TOM BORMAN	
2600 BELMONT CANYON ROAD	
BELMONT, CALIFORNIA 94002	
(415) 595-1954	

If you ordered a t-shirt through Tom contact him to pick it up. They're in.

THE CASE FOR AMALS

As I stated in the last issue it is my opinion that a properly tuned set of Amal carburetors will perform as well as, if not better than, a Mikuni carburetor. The operative word is properly. If the bike will run at all then the carb is somewhat tuned, but there is a great deal of difference between a "right on the money" Amal and one that hasn't seen any attention since the bike was new. As alluded to in the Commando Service Notes, there are some parts of Amal carburetors that are going to wear (and affect performance) whether you want them to or not. If you look at the wear on the carbs in the same light as you do tire or chain wear things aren't so bad. We know these items wear, plan to have to replace them when they are shot and take it in stride. Mention to someone that their carb has worn somewhat and they usually say "junk Amals! I need to change to a Mikuni!". Well, changing to a Mikuni will get you away from the poor performance from a shot set of Amals but an afternoon spent tuning them each 7-10 thousand miles will get you there too.

Basically, the parts of the carb that wear are the slide, body, needle, and needle jet. The gaskets will eventually go too, but then the carb just leaks. The o-rings will flatten out and not seal up so it's best to count them in. I've found that if you replace the slides, needles, and needle jets you can come right back up to tip top performance. If you want to replace the body you may as well replace the whole carburetor. Although using the worn body will keep the unit from reaching "new" performance levels the wear on the body affects the performance the least and entails the highest replacement cost. The needle and needle jet wear because the system to align the needle in the needle jet is the most rudimentary possible. If you think about how they would rub together if the needle was canted just a little off, you'll realize that as the needle rises and falls with the throttle opening, the rubbing would be centered at one point on the jet and spread out over the length of the needle. That points to the fact that changing your needle jets will have the biggest effect on your performance. In other words the poor man's tune up. Based on my experiences I think all the needles rub against the needle jets.

So we have a few parts to buy; new slides, needles, needle jets, o-rings, gaskets and if they have a discernable mark on them new viton tipped float needles. (If you have the old plastic float needles drop a point or two off concourse and upgrade to the later version quick, they have to be leaking fuel, raising your fuel level and making the bike run rich, and you poor). If the bike has less than 10 or 15,000 miles on it I wouldn't replace the slides. At 15,000 up though I think the wear will be affecting performance.

Now just get out your favorite shop manual (if needed) and rebuild the carbs. Check for any wear (rotting) of the balance tube between the manifolds and replace if necessary.

I should point out at this point that it is pointless (3 in one sentence ,wow) to rebuild your carburetors and attempt to tune them if you don't already have your timing exactly right and your valves set properly. Timing set right does mean a properly tensioned timing chain ( remember

that little one on the wrong side of the bike all hidden away there?). If you set up your carbs with these things off you've compensated for whatever they were doing to degrade performance and when you do eventually get them adjusted right the carbs will then be off. So start at square 1 and make it a day long project ( a six pack and a half- probably four sixers if your neighbor helps). You can obviously make the other adjustments while the carbs soak in the carb cleaner. By the way, carb cleaner does do a better job than soaking them in anything else, ask around, someone you know's got to have some.

Now we've got the carbs rebuilt, the timing set right and the valves at 8 and 10 thou, so now what. Well, that's why I'm writing this, I've come across one aspect of tuning that does affect the end result and I've experimented with another that really affects it and was suggested about 3 to 4 years ago back when I first edited the NN. First off, because the Amal is constructed of let's say "low cost" materials, it is very temperature sensitive. We're dealing with changes in jetting that are probably based on dimensions measured in the thousandths of an inch and I think the old Amal expands and contracts more than that from cold to hot. So the effect I've found is that if you tune the carbs with the bike and carbs physically cold then it will run best (idle etc. ) when cold. If you get the bike good and hot like it would be after 50 miles or so and then tune it, it will run better overall. This may seem like an overly elementary point but as I've stated before the Norton head is a very efficient head as heat dissipation goes and you do need to ride the bike for a while to get the carb bodies themselves hot the way they would be after you've been riding. The point is we'll want to set the carbs up for the conditions the bike will be running under most of the time it's being ridden. It won't idle that well when cold but will all day long after that. The other aspect of tuning that affects performance to a great degree is "the adjusting of the cables via the adjusters on the top of the carbs". Every manual I've read says to adjust the cables so that both slides lift off their adjustment screws at the same time. Makes sense. Now what have we done? We've adjusted for different cable lengths and cable wear etc. We haven't adjusted for any differences between the carbs themselves. I've found that this little item above is the crux of the biscuit if you know what I mean. You can do everything else right, but if you follow the advice in the manuals you'll still have so-so performance. I believe the guy's name was Leo and I do remember that he was from either West Virginia or Virginia but in any case, about 4 years ago a tech tip appeared that suggested adjusting the carbs at a high R.P.M say 4,000 by cutting out the cylinders with wires grounding the spark to the head. Well, this really works, here's how to do it.

Make up another set of plug wires from the male and female plug wire ends available at most auto parts shops or if you have an old set just pull off any insulating rubber from the metal ends. Now pull the plug cap off the plug and put the male end into the plug connector and the female end over the plug. Now you've got access to the high tension spark. Have ready a set of grounding leads ( a 3- 4 inch wire with an alligator clip at each end, clip them



to the fins next to each plug. Now with the single cable adjuster just below the throttle twistgrip housing run the r.p.m. up to about 4 grand. Reach down and take one end of the alligator clip off the fin and connect it to the exposed spark plug, shorting out that cylinder. ( It won't shock you, gloves aren't needed, as the wire is a little better path to ground than you). The revs will drop to maybe 1800 or so - note the r.p.m., now remove the alligator clip from that plug so that we get back to normal and do the same thing on the other side. Adjust the little adjusters on the top of the carbs up or down so that each cylinder pulls the same r.p.m. when you short it out. Now what have we done? That's right, we've adjusted for any difference in the proper air/fuel ratio delivered by the individual carburetors. We've also adjusted for any difference in the individual cable lengths because when they're both pulled by the twistgrip each carb cable assembly causes it's cylinder to operate at the same r.p.m. as the other. After you get them the same, adjust them per the manual for best idle mixture and finally idle speed. I adjust idle speed by shorting out the plugs and using the slide screws. Once I get the idle right I go back and check the adjustment at 4 grand again and readjust if necessary, and finally the idle again. This whole procedure takes about 5-10 minutes. If you are worried about overheating the bike I can tell you that each time you bring it down to idle the head starts to cool down below what it would be at if you were riding so it's not really a problem. It is a bit disconcerting to be astride the bike running at 4000 at a standstill but you'll get used to it.

Now for the last part. Unless you have a Roadster tank( and even then it's pretty tight) you'll have to lift the tank up at the back and prop it up a bit to access the adjustment screws on the carbs. After you have all of your adjusting done and have laid the tank back down where it's supposed to be, check the adjustment at 4,000 again. I've found that it can go off when you tighten the tank back down because part of the underside of the tank can pull on one of the carb wires. This effect is insidious, the tank can pull on part of the wiring harness which pulls on the carb cable etc. Whenever this happens I just lift the back of the tank up again and jiggle the wires to try and get some slack, check the r.p.m. and when I finally get them right slowly tighten down the tank. By the way I don't think you'll have to take off the front tank nuts to lift up the back, maybe loosen them somewhat but that would be all. Finally, I check one last time that both cylinders pull the same, I adjust a small amount of free play into the cable at the single cable adjuster just below the twistgrip and then, as it was so aptly put, "waalaa". Smooth even running for about another 10,000 miles or so, a nice idle after warm up and somewhere between 38 and 55 miles per gallon based on my experiences ( 750 or 850, hot dogging it or granna). You could plan to replace needle jets every 5,000, needles every 10,000 and slides at 15 or 20.

So, there you have it, all you need to know to spend a day drinking beer and dropping little o-rings in the dirt, what more could a Norton enthusiast ask for?

**My one disclaimer:** If your bike is in such bad shape that running it at 4,000 r.p.m. for 20 or 30 seconds at a time causes it to toss a rod or something then it was ordained to happen or you've got bad karma or you should be glad it didn't happen at 75 m.p.h. in a curve. Either way I've conducted the

above tuning sequence on both my 71 Fastback ( stock, the old "likely to blow up" lower end) and my MKIII with no ill effects. I can't say that if you leave it running at 4 grand and go answer the phone that it will be O.K. when you get back, so use some common sense. I have and my carbs came with the bike and have been cheap to maintain, so go for it.

*W.M. H. H.*

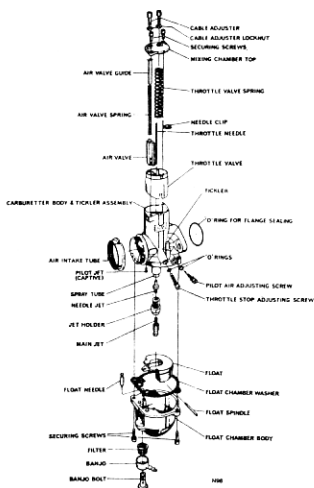


Fig. E1 Amal concentric float carburetor

## DESCRIPTION

The Amal concentric float carburetor proportions and atomises the correct amount of fuel, mixing it with the air drawn in through the air intake. The jet sizes, choke bore, throttle needle, and throttle slide cut away ensure that the correct fuel/air mixture is maintained at all throttle openings. Initial opening of the throttle brings into operation the mixture supply from the pilot jet system which controls the idling speed. As the throttle is progressively opened the mixture supply is augmented from the main jet which discharges through the

needle jet into the primary air chamber and goes from there as a rich fuel/air mixture through the primary air choke into the main choke. The earlier stages of the throttle opening are controlled by the throttle cut away and the taper needle which passes through the needle jet, the taper allowing more fuel to pass through the needle jet as the throttle is opened.

Type 930 Amal concentric carburetors are fitted to early 750's. Type 932 Amal concentrics of 32 mm bore size are fitted to Combat engine 750's, other late 750's, and 850's. An exploded layout (illustrating both types) with part descriptions is shown in Fig. E1. A common airbox serves both carburetors, this being covered in detail in Section E9.

# Norton Notice

## FOR SALE

1) 1973 Norton 850 Commando, new top end, new exhaust port threads, good strong runner, needs a little cosmetic work but a good value at \$1150 441-2655

## FOR SALE

1) 1961 Norton Manxman 650: good original condition. Correct tank and badges, poorly recovered seat, fresh hone and rings, valves, guides, and springs, primary and drive chains, tapered roller s/h bearings, good tires, excellent runner \$1200 or best

2) 1977 Moto Morini 3 1/2 sport. Do Barry Sheene impressions while commuting! Excellent handling, braking, surprisingly strong motor, 10 1/2k original miles good shape \$1000 or best

3) 1966 Velocette Venom Clubman, extremely original and all there. Mechanically excellent with new Omega .020 piston, new valves and guides (stock Ni 80 ex. valve) and overhauled mag. Strong runner and good looker. Photos available. I gotta pay for the Inter so I gotta sell this one. Asking \$2750

## WANTED

Any of the following wide-line featherbed bits; tool tray, rear frame loop for bolt up featherbed, oil tank batt platform, those old Norton footpegs that look like bicycle pedals

Call John Foyston (503) 245-1378, 245-4323  
C/O Eurosport Inc.  
11576 Barbur BV  
Tigard, Oregon 97223

## FOR SALE

Slightly used black Eclipse tank bag (7" high, 9" wide, 14" long) with carrying straps, map pocket, two side pouches and a removable aft pouch \$25 or B/O  
Bob Boelter (408) 227-4791 10a.m.-1p.m. anyway

## FOR SALE

1973 Norton Commando 850. Excellent condition, recent top end overhaul, new clutch and battery. 17,000 original miles. Some spare parts \$1250 or B/O (916) 451-3207  
Arthur Green  
5331-6th Ave.  
Sacto, Cal. 95820

## FOR SALE

1973 Commando, Combat motor rebuilt by TT Motors, very clean, needs swingarm bushings. \$1300 or B/O Tim, (916) 272-7509 or 273-4450

**SPECIAL NOTE: PLEASE WRITE ANY PERTINENT INFORMATION SUCH AS TELEPHONE NUMBER OR ADDRESS ON THE SAME PIECE OF PAPER AS YOUR AD COPY, EVEN IF YOU SEND OTHER STUFF IN WITH IT. THEY SOMETIMES GET SEPARATED AND THEN I HAVE TO SCRUB AROUND LOOKING YOU UP, THIS MEANS YOU TOO ART.THANKS.**

## FOR SALE

- 1) Miti-max battery eliminator, used, free to good home
  - 2) Avon tire, new 300x19 Speedmaster MKII \$30
  - 3) Norton handlebar part#061046, new \$20
  - 4) Lockable fiberglass totebox \$20
  - 5) Roadster sidepanels, used, \$25 pair
  - 6) Good condition 2 wire stator for Commando \$25
  - 7) Used Fastback rear fender, \$5
- ART SIROTA  
(415) 327-3167

## WANTED

To fit a MKIII. Muffler, Black Cap, right side, original equipment. Right hand handle bar switch cluster (also used on E-start Triumphs). Flip up gas tank cap. Chrome headlight brackets (pair).

## FOR SALE

No.3 cutaway throttle slides (Amal) new, \$15 pair Call Jeff Jones (415) 763-1788

## FOR SALE

1972 Norton Commando, Combat engine, front disc brake, many 850 engine modifications, new swing arm, rebuilt tranny, oil filter, plus lots of TLC over the years. \$1350. or B/O call Phil Radford (408) 293-4548, mornings or weekends.

## FOR SALE

1975 MKIII Interstate. Less than 25,000 miles. Rebuilt engine. Needs light work. Asking \$1750. Kenneth Z.Miller, 1378 42nd Ave. S.P. 94122 (415) 664-4914

## NORTHERN CALIFORNIA BRANCH TOOL LOAN-OUT PROGRAM

Get in touch with Harry Bunting if you need one or more of the following tools for working on your bike. A refundable deposit equal to the replacement value of the tool is required at the time you pick it up.

TOOL	DEPOSIT
timing cover oil seal guide.....	\$ 5.00
rocker spindle puller.....	\$25.00
crankshaft sprocket puller.....	\$12.00
clutch spring tool.....	\$12.00
clutch locking tool.....	\$18.00
valve spring compressor.....	\$22.00
exhaust nut "M" spanner.....	\$10.00
timing pinion extractor.....	\$20.00

Harry Bunting (415) 968-2020  
1401 Gilmore St.  
Mountain View, Ca. 94040

# ADS

## FOR SALE

1971 Norton Commando 750, new transmission, tires, paint, seat, shocks, bearings, isolastics, fork seals, 2 into 1 intake with Mikuni. \$2300 invested, sell for \$1000 or best reasonable offer. Runs Strong, Must sell (415) 449-5520 aks for Kevin- after 5 p.m.

**FOR SALE OR TRADE FOR ?** Lockheed single disk set up, complete less wheel, \$125. 750 and 850 frames, \$125 ea. Commando engine cradles and swing arms, offers. Servicable 850 style head light shell, \$10. 750 engine, excellent condition, \$225. 30mm Amal Concentric carbs, used but very good, \$45 the pair. Clutch diaphragm spring, \$5. Handlebars, Suberbike style and stock, offers. 12 V car coils, \$2 ea. Primary chain, used but servicable, \$8. WM2 x 19 Akront alloy rim, \$25. Call Scot, 415-455-8776 and leave message.

**FOR SALE:** 1973 Fastback style Commando, 750 engine, new valve job, new carbs, 18" rear wheel, Dunlop 291 tires, front disk, oil filter (accepts Fram filters), new paint (gold on maroon metallic), Boyer electronic ignition. Excellent mechanical and cosmetic shape. Offered at the reasonable price of \$1275. Call Scot at 415-455-8776 and leave message.