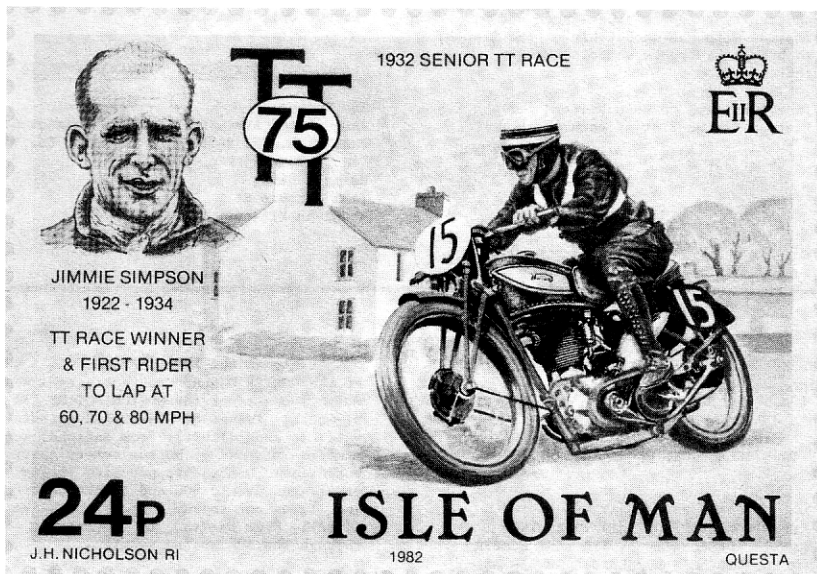


# Norton Notice

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

THE POSTCARD PICTURED BELOW IS AVAILABLE FROM THE ISLE OF MAN POSTOFFICE AS ONE IN A SET DEPICTING VARIOUS FAMOUS ISLE OF MAN RACE WINNERS, THE BIKE ON THIS CARD IS A MANX.



Card courtesy of Phil Radford



NO. 76 AUGUST 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.

## PRESIDENT

Scot Marburger  
639 Kinglet Ave.  
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## SECRETARY/TREASURER

Phil Radford  
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## NORTON NOTICE EDITOR

Michael Heth  
2503 Gough  
San Francisco, Ca. 94123  
(Mail in advertisements;  
do not call them in!)

## V.P./RIDE ORGANIZER

Gene Austin  
985 E. Grant Pl.  
San Mateo, Ca. 94402  
(415) 573-9559

## RECORDING SECRETARIES

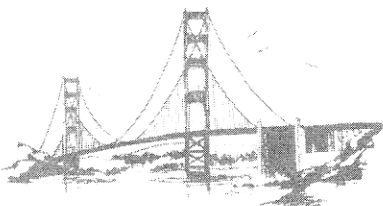
Tom Horton  
250 Curtner Ave. #6  
Palo Alto, Ca. 94306  
and  
Harry Bunting  
1401 Gilmore St.  
Mountain View, Ca. 94040

## PARAPHERNALIA

Tom Borman  
2600 Belmont Canyon Rd.  
Belmont, Ca. 94002

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

AUGUST 9	7:30 P.M.	*****REDWOOD INN***** 6415 REDWOOD ROAD OAKLAND	AUGUST MEETING
AUGUST 12		COW PALACE	MMA SWAP MEET
AUGUST 17-19		VENTANA CAMPGROUND BIG SUR, CALIF.	ANNUAL RALLY
SEPTEMBER 13	7:30 P.M.	RICK'S SWISS CHALET 4085 EL CAMINO WAY PALO ALTO	SEPTEMBER MEETING
SEPTEMBER 16	AFTER NOON	SANTA CLARA FAIRGROUNDS SAN JOSE	AMA MILE RACES
SEPTEMBER 23	9:00 A.M.	BAY BRIDGE TOLL PLAZA PARKING LOT	NEVADA CITY OVERNIGHT RIDE

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: BIG SUR

Big Sur. The name conjurs visions of a majestic coast highway, twisting along sheer cliffs, leaping yawning canyons on shining spans of concrete and steel. This rustic setting provides the backdrop for the fourth annual rally sponsored by the Northern California Branch of the Norton Owners Club. As announced in last month's Notice, the rally will be held at the Ventana Campground, just south of Big Sur State Park on Highway 1. The rally starts Friday, August 17. The whole idea is to have a loosely structured event with plenty of time to explore the Big Sur coastline. There will be a club ride Saturday along a route suggested by Gerry Reynolds:

South along coast highway 1, past Pacific Valley and Gorda, past Hearst Castle for a short stop at Cambria. Inland via twisty roads and rural countryside to lunch at Paso Robles. North from there, via Nacimiento/San Antonio Lakes and over the hill through Fort Hunter Liggett back to the coast. A bit north from there and we're back at Ventana, 150 miles later. We'll be back in time for a campfire wiener roast Saturday night, where the winners will take home door prizes.

That still leaves plenty of time to see the sights of Big Sur. Gerry recommends the trails of Big Sur and Julia Pfeiffer Burns State Parks for hiking. Many of the wooded canyons winding in from the coast are suitable for exploring; quiet and secluded. Several beaches grace the area. Pfeiffer beach, near Ventana, is a sandy cove and excellent for catching some rays. Molera Beach to the north is good for surf fishing and exploring. Big Sur State Park also offers swimming in the gorge area at the end of the campground. With large boulders and deep pools it's a very warm and sunny place to go.

There are several nice restaurants in the area: Big Sur Inn, River Inn, and Nepenthe to name a few. The Ventana Inn's restaurant is a bit pricey but the patio is a good bet for a scenic drink. The entertainment scene is somewhat limited: jazz at the River Inn, folk or rock music at Nepenthe. Big Sur is kinda quiet at night, and should be.

Phil Radford is handling the registration duties; be sure to send in your dough in plenty of time to save yourself a spot. I'm running the wiener roast, and have yet to hear from anyone willing to help take the dogs and charcoal down the coast. HELP!! Fun is fun, but my racks just aren't big enough for all those goodies.

Scott

### TWISTIES

This weekend (July 28-29) is the ride to Mono Hot Springs. After Tom D's glowing description of twisty roads and steaming water, not to mention his generous pony keg offer, it would be a great trip. The old timer's ride went off without a hitch, except that Commandos once again outnumbered the good ol' boys. Well, better luck next year. Laguna Seca featured over a dozen Nortons in the Battle of the Twins races. 7 of the top 10 places were taken by hot Commandos. As cooler weather returns in October, we'll be returning to the day trip format for club rides. See you on the road.

Scott

THE EXHAUST NOTE

Well, well, it works after all. I've only been droning on for a few months and already folks are sending in stuff to fill the pages in the hope of shutting me up. Running Amals on a modern motorcycle, really! If you've sent something in and are wondering where it is, don't despair it'll get in, we've just got alot of special rally type stuff to get done right now. By the way if you've ever wanted to be a real live protege, write to me as there will be an opening for a "Go Getter Norton Notice Editor" in January of the next year. Traditionally the passing on of the blue pencil has been left to the last minute, but maybe we can fool everybody and actually have someone ready to go when the appointed hour strikes. Later,

*MM*

MORE WAFFLIES

from the Membership Secretary.

Welcome to the club the following members,

- Adrian Doyle Newfoundland, Canada
- Steven Schutte Lincoln, Calif.
- Rick Spero Hayward, Calif.
- Ryan Watkins La Canada, Calif.
- Clark Roberts Concord, Calif.
- Lou Caputo Albany, Calif.
- Norman Nerdahl Terra Linda, Calif.
- Sean Gilman San Francisco, Calif.
- Andrew Elliot British Columbia, Can.
- John Carlson Mountain View, Calif.
- Brian Larrabure Woodland Hills, Calif.
- Fred Woodruff Campbell, Calif.
- Nik Levy Sunnyvale, Calif.

On July 12th I managed to attend the only branch meeting in the year I can get to as I was on vacation that week and I think a great time was had by all who attended. I counted approx. 40 people there. Much was discussed including the old timer's ride on the 15th, the overnight ride to Mono Hot Springs on the 28th and 29th of July (not 21st-22nd as printed in July's Notice) and also the branch annual rally to be held at Ventana Campground 2.5 miles south of Big Sur on August 17th to the 19th. The rally cost will be \$12.50 including a weenie roast and a raffle. Members attending the rally will be asked to keep their throttles down but a good time is ensured, so please book early. Send money/checks made payable to the Norton Owners Club, to the membership/treasurer as soon as possible to avoid disappointment. We are limited to 65 people attending so when we have filled this quota late payers and people just turning up on the day will have to find other accomodations.

NOW AVAILABLE:

genuine N.O.C. Kitchen Passes. Twenty to a package. These make great gifts to poor pussy-whipped fellow Norton owners whose wife and/or girlfriend refuses to let him attend club rides. Send \$40 right away to Art Sirota. These make great birthday gifts. Beware of imitations! Insist on authentic N.O.C. Kitchen Passes.

Also at the meeting Mike Heth brought along his projector and showed slides of his 16,000 mile trip on his MK3 Interstate through what seemed like all the most beautiful spots in America ending up at the 1981 USNOA Rally in Tennessee. Mike gave a very entertaining commentary to his slide show and it was appreciated by all. I did notice the recording secretaries were dozing though: maybe that accounts for why we never hear from them anymore.

Anyone wishing a NOC T-shirt out there? I have two size larger(40" chest) and six size medium (38") of the black "I owe my success to my Unapproachable Norton", T-shirts left. I ordered 25 from England and 17 were snapped up at the last meeting. Cost is \$8 plus \$2 shipping if you want it mailed.

I also have 14 copies of the Commando Service Notes compiled by the Norton Owners Club in England. It's 45 pages thick and gives all kinds of information, tips and points of interest concerning the Commando range of Norton motorcycles that you probably have not heard before. It's cost is \$5 plus \$1 shipping and is well worth it and very good reading. Please make checks for either the T-shirts or the service notes, payable to the Norton Owners Club, and send them to the membership secretary/treasurer. This is not to be confused with the usual paraphernalia sales conducted by Tom Borman, so please do not contact him for these items.

In the south bay a new Norton shop has opened up and is being run by Bob Raber who used to be Ed Brook's parts man when Brook's Cyclery was in existence. It's called Raber's European Cycle Works and is located at the rear of the old Brook's Cyclery at 1615-C Almaden Road, San Jose, Ca. 95125 tel (408) 998-4495.

*Phil Radford.*

No. 15978

**S** **N.O.C. KITCHEN PASS**

This certifies that (please print) \_\_\_\_\_ (First name),  
 \_\_\_\_\_ (last name) is fully entitled to enjoy one  
 unlimited, unrestricted, unencumbered ride on  
 his Norton for the day of \_\_\_\_\_ (date) without  
 having to make any excuses to \_\_\_\_\_ (name of wife/etc.)  
 He promises to return home at end of day, but  
 while he's riding his Norton, all previous vows  
 and agreements are null and void.

## ODDS &amp; ENDS

Sorry about the confusion regarding the date of the Mono Hot Springs camping weekend in last month's N.N. The June issue showed the correct date; I hope no one showed up at the CHP truck scales on July 21. We'll blame it on computer (operator) error.

You'll notice in this N.N. that the venue for the next meeting is changed to the Redwood Inn in the Oakland hills. We haven't had a meeting there since about four years ago when we showed up only to find the place had gone out of business. For those of you who haven't been there before ( or for those of us with failing memories), the best way to get to the Redwood Inn is to take the Redwood Road exit off Highway 13, the Warren Freeway, in Oakland and head east until you get into Redwood Regional Park. You can't miss the flashing yellow and red sign to your left about a half mile east of Skyline Boulevard. We'll meet out on the patio by the creek (stand back Harvey!) so take a jacket if it's not a hot evening. Of course you'll all have your motorcycle jackets, right?

Regarding the expenses from the June rider's picnic at the Horseshoe Arena, we lost about \$40 on the event. The sale of sausage sandwiches netted about a \$40 profit, but we didn't get enough donations for the beer and sodas to cover the site rental (\$60), beer (\$115), ice(\$25), and sundries. There were about four or five gallons of beer left in the third keg at the end of the day, by the way, and some of it got thrown out a few days later.

Hopefully you've noticed the requests for the return of club property in the last three Norton Notices. We managed to get a rubber ink stamp, two large Norton banners, and some printed material returned to Phil Radford by past branch officers. If any of you still have possession of branch property, give Phil a call to arrange a prompt return.

Due to the interest shown in the recent overnight rides, we'll have another one next month. The destination will be a swimming hole in the Yuba River about nine miles north of Nevada City. If I can get some good information, we'll go to another swimming hole close by that is rumored to be even better than the first. We'll swim in the area Saturday afternoon, camp nearby that evening, and hit the swimming hole again on Sunday before returning home. This overnight ride is in lieu of the Lake Tahoe trip that has been done in the late summer for about the last four years. There won't be a Sunday ride in September due to busy weekends that month, such as Labor Day weekend, the San Jose mile races, and the Nevada City overnighiter. That leaves two weekends to recuperate in September.

If any of you have any suggestions for Sunday rides or overnighiters, jot them down and send them to me. We especially need to have more destinations and routes for our Sunday rides. And if you would like to lead a ride, that would be even better.

*Gene Austin*

## COMMANDO SERVICE RELEASES

Starting with this issue of the Norton Notice, Michael will be running a series of service releases that were sent by the factory to Norton dealers during the years that the Commando was being produced. Some of the service releases refer to problem areas and others mention upgraded parts and modifications. I managed to Xerox the set that a former Norton dealer has, but I'm not sure that all of the service releases issued are included. I presently have about 130 pages, but if someone else has a complete or partial collection of them I'd like to compare them and get as complete a set as possible. My address and phone number are on page two of this N.N. if you'd like to get in touch with me.

*Gene Austin*

## HELP NEEDED

Dear Sirs,  
Recently I joined the Norton Owners Club and am writing to you for some assistance. I own a 1947 ES2 and am finding it difficult to locate the parts required to complete the bike's restoration. The machine has plungers both front and rear.

The parts I require some assistance in locating are as follows:

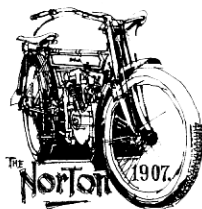
- 1) Both front and rear mudguards plus supports.
- 2) Centre stand.
- 3) Tool box.
- 4) Front light(7"). I have the shell but the rest of the parts require replacing.
- 5) Gear box sprocket.
- 6) Inner chain case.
- 7) Footrests and kickstarter.
- 8) Handle bars.

I am hoping (praying) that you know of a member who would be willing to sell these parts at his price. Alternatively, if you know of an unrestored machine I would be interested in buying it. To further help me in this restoration, I would appreciate it if you had any literature (photocopy) that you could send me.

Thanking you for your time.

Yours faithfully,

Stephen Kittel  
Flat M2,  
Portescue Avenue,  
Newman 6753  
Western Australia



## FIX YOUR NORTON NOW

I'm writing this in late July and I've been involved in the "Great English Rebuild" for about six months. My MKIII Roadster is essentially stock down to the dumpy black cap mufflers, points and Amals. Original, but ratty. Nine years and several owners had put few miles but lots of wear and tear and makeshift repairs, chipped paint, and crumbling rubber on my poor steed. Oh yeah, and I got hit by a car a couple of years ago and hadn't repaired the cosmetic damage ( to the bike, not me). So when my girlfriend joined the NOC for me last Christmas (eat your heart out, guys) and I saw the Fair Spares catalog, I decided to shoot for perfection or frustration, whichever comes first.

The jury is still out on that last comment, but I have some advice for those of you considering getting into extinct motorcycle repair in a big way for the first time. First of all, do it. Don't wait. You can watch the prices climb on very simple bits as you think about it. Second, the dollar/pound conversion is spectacular: Amal parts, for example, are currently running at about 20% of the local prices. Third, and this is important; don't take anything for granted when dealing with Fair Spares. Get an official parts list for your machine and compare all of your parts numbers against theirs. If in doubt, order by your part number. There are a lot of subtle differences between models even on simple things like choke cables. If you get a part that doesn't seem to fit, give up trying for a few days and then try again. Previous owners of your machine (or you) may have done some strange things to get mismatched replacement parts to fit, reassembled the right parts incorrectly, or jerry-rigged to make do in a pinch. Fair Spares rarely makes mistakes so exhaust your possibilities before boxing it up and shipping it back.

The part of my whole discourse is this: start now. Sure the rains haven't even started and the leak in your master cylinder isn't that bad, but you can expect a two month turnaround from Fair Spares, much more if the parts are backordered. As I got more involved, I kept finding more bits that I wanted perfect, so I kept ordering more parts and tackling bigger jobs. Now it's late July and I'm not on the road yet. ( I expect to make the NOC rally in August) I haven't had one glorious ride this year because I started too late. Let this be a lesson to you.

By the way, does anybody know a good stripe painter? Call me days at (415) 557-2037, nights at (415) 763-1788.

Jeff Jones  
3620 Grand Ave.  
Oakland, Ca.  
94610

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 "C" spanner.....	\$10.00
timing pinion extractor.....	\$20.00

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

## STOLEN NORTON

\*\*\*\*\*  
This happened on Saturday, July 14, 1984 from my home at 9325 Orangevale Ave., Orangevale, California. My Norton is a 1973 850 Commando Interstate with 750 Roadster pipes. The turnsignals have been removed and the bike is black (naturally) with gold Norton logo and pinstripes. The license number is 7F7682 and the serial number is 300691. Any information will be appreciated and rewarded.

John Skow (916) 988-0819  
393-3663

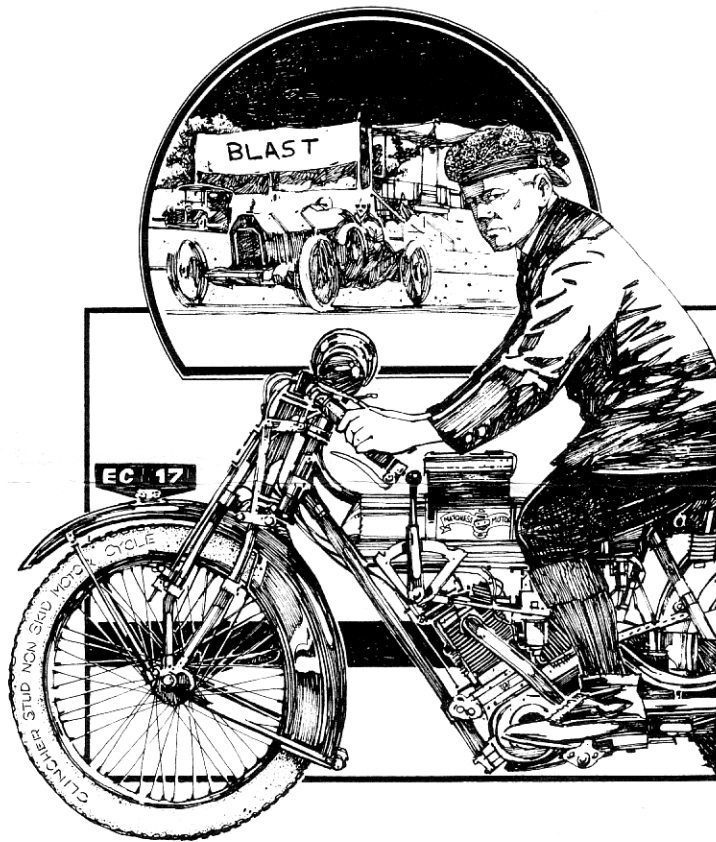
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## PARAPHERNALIA

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 ( RED, WHITE, AND BLUE )	\$ .75
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.

# INCREASE YOUR IMPRESSION RATIO

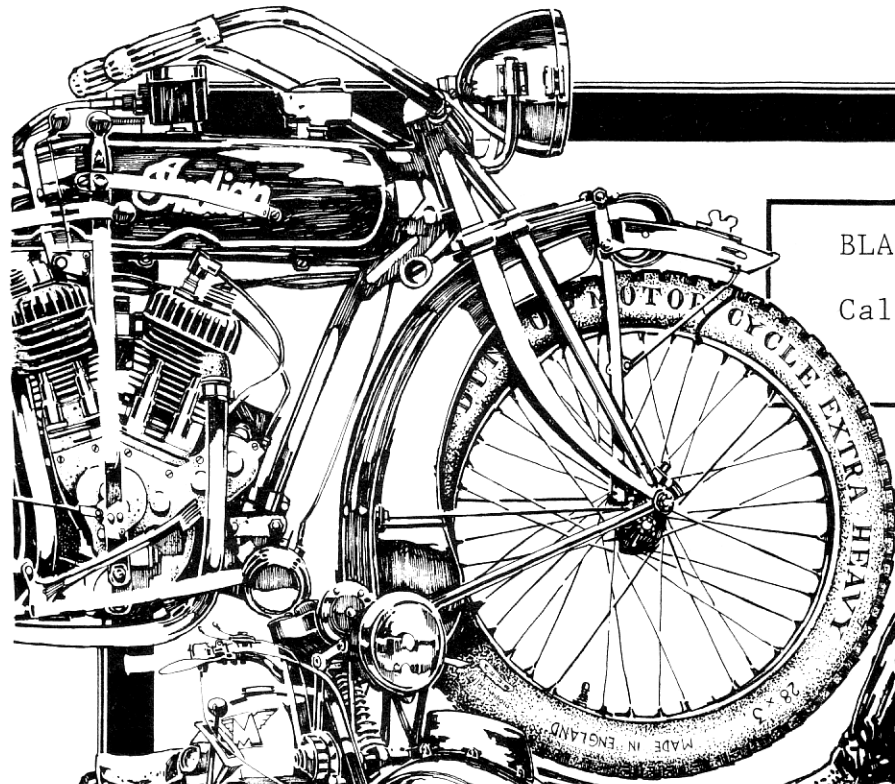


## TOM : ABRASIVE BLASTING

Call: Tom Skillington

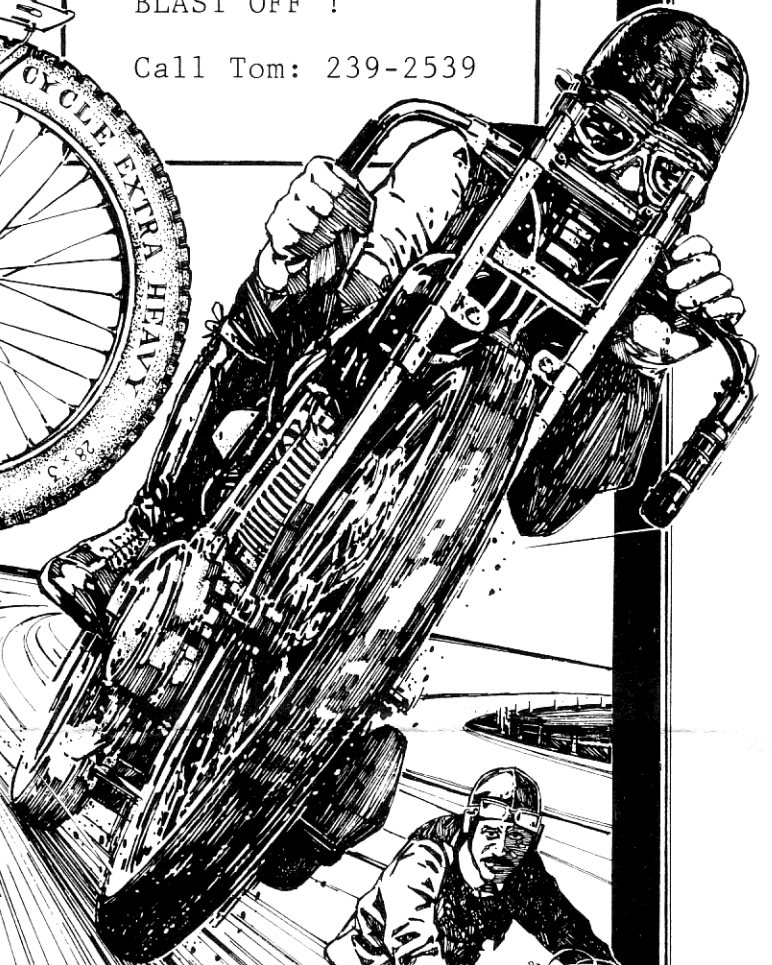
415-239-2539

Member: Norton Owner's Club  
Vincent HRD Owner's Club  
Velocette Owner's Club



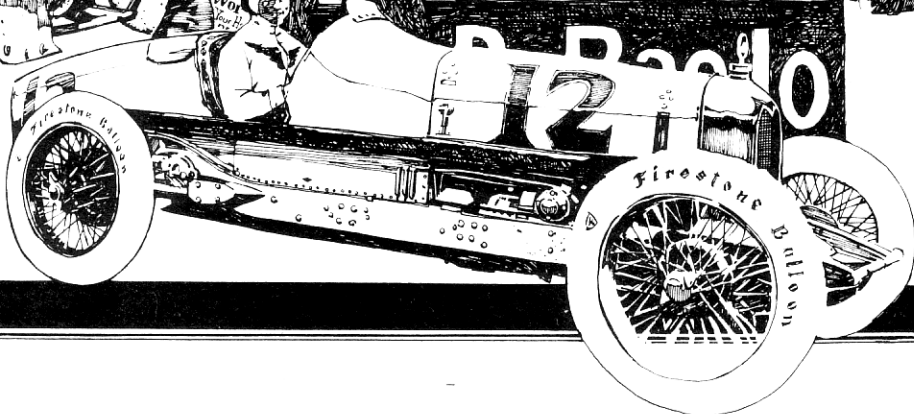
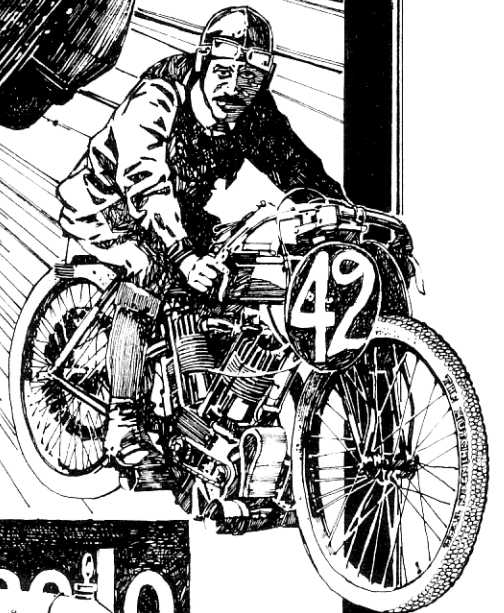
BLAST OFF !

Call Tom: 239-2539



**76<sup>3</sup>/<sub>10</sub> MILES AN HOUR  
FOR 300 MILES**

Harley-Davidson  
Dodge City, Kansas  
Dodge City, Kansas  
Erie, Pa.  
1915





## MY TRIP TO THE "GREAT WHITE NORTH"

My vacation began Saturday June 9th and my friend Mark and I set out from Tracy, Calif., destination- Canada! This was to be a "warm up" for my trip to the USNOA rally in Missouri. We headed up highway 101 up to the redwoods and spent the first night in the Avenue of the Giants. Great camping, but it hit 35 that night and I forgot my longjohns! The next day we set out up the coast. We planned to make Canada in four days. The Norton was running great. I think when you go on a long trip on a British bike, it really is an adventure! I have to admit that the thought of a breakdown was in the back of my mind, but my 850 MKIII only had two incidents on the trip. Once in Washington on the way back, it just quit! Dead! First I checked for gas, ok, then spark, no spark! I had lights and horn. I began to suspect my Boyer but after fiddling with my left hand switch cluster, the bike fired up! It happened again the next day in Oregon, but after about 5 minutes I was back on the road. I guess it was some of that "Green Irish Moss" that collects on all the brass contacts inside Lucas parts, Oh, well. Anyway, we spent the second night in a campground fifteen miles north of Coos Bay, Oregon. On Monday we had to go back to Coos Bay to get a new tire, as my friend Mark had worn out the rear one (can I swear?) Suzuki GS-550. After some kid about sixteen years old put on the tire (we later had to buy a new tube as he pinched the old one), we were off again. We made it all the way to Astoria and across the bridge into Washington! That really is a beautiful state. We camped at the point just across from Astoria and had a raccoon come out of the bush to welcome us. That night was less cool, but it could have been better. The Norton loved it though and the next day ran smooth as glass! By the way, I averaged about 48 MPG on the trip and used about 1 1/2 quarts of oil in 2400 miles. I believe the mileage is good, but I'm not so sure the oil consumption was.

The next day we headed north and then east through Aberdeen and up the west side of the bay across from Seattle, took the ferry across from Port Townsend to Wilber Island and back over to I-5 then north to the border. A nice girl there asked if I had any guns or drugs. I don't know why she would ask me that! We turned east on Maple Leaf #1 and spent the night near Chilliwack, B.C. at Lake Cultas- a nice place! Then the next day we headed for home. I took \$200 spending money and walked in the door with six bucks. That's what I call cutting it close. The only regret was the last two days in the saddle were rough on the buns, but my new Interstate seat has arrived and with a little sheepskin over it I should fare better when I take on the USNOA rally in August.

Dave Kerst

## P-11 INFORMATION WANTED

Dear N.O.C.,  
I purchased an old Norton and I am having trouble restoring the motorcycle. It is a Norton 750 P11, engine # P11 121138, frame same. The trouble that I am having is in the clutch. I need a spacer, seal, and shims that go behind the clutch so I can align the clutch with the front sprocket. It has a Matchless case with a single roll primary chain. Any information that you have that you can help me with, manual, history, what year that is, pictures, etc. I want to restore it original.

Alfred Tuttle  
Box 138  
Anson, Me  
04911

Dear Norton Notice,  
This is the first letter I have ever written to any publication, and after reading your pleas for the other 235 members to write, I thought I'd give it a try. I also figured that being a fairly new member, it might get some of you others to write.

I am the proud owner of a 1967 P-11. I traded a Harley-Davidson 45 c.i. three wheeler for it. I rode one Norton, a Commando, about two years ago and fell in love with it. I had to have one. Now I do, but it's a long way from being ridden. It was in about 30 cardboard boxes, plus a couple of frames, lots of wheels and forks, and one and a half motors but no seat. Can anyone out there help with any info, pictures, etc for the P-11? I can find everything else except the P11. Any help would be very much appreciated.

Thanks,  
John Voss  
778 Waring rd.  
Memphis, TN 38122

Dear N.O.C.

I very seldom write letters to publications but I want to convey a few things to the Norton Notice and our readers at large.

I am a full member of the Norton Owners Club and as such receive both the Notice and the Roadholder. I'm also a member of the USNOA and receive their publication. I enjoy all of these. They keep me in touch with Nortons and events that feature Nortons, but I must confess that I don't come to monthly meetings or rides, mostly because I live better than two hours from the Bay Area. I do try to make it down to the Beer Bust (a man's got to have priorities) and I always enjoy the bikes, the people, the talk, and the beer. I don't get to do this much as my circle of friends all drive Yamahas and don't really understand my infatuation with my Norton (an accepting lot, tho' they don't make me park away from them when we ride). To finish up, I'd like to say that I enjoy the Notice very much and thanks to everyone for their work in the club's behalf. As I said, I feel it keeps me in touch with other Norton goings on. Hope to make it down to more functions in the coming year. Thanks to you too, Phil.

John Skow  
9325 Orangevale Ave.  
Orangevale, Ca.



## SERVICE RELEASE

motorcycles

NO: N4.

MAY, 1970.

NATURE OF RELEASE: Gearbox Location.MODELS AFFECTED: Commando (All conditions)DISTRIBUTION: Worldwide.PARTS INVOLVED: 14367 Top Fixing Bolt.

EXPLANATION: We find that operation of a machine with the top mounting bolt insufficiently tight can result in the gearbox moving under heavy load conditions, causing the primary chain to become excessively tight. This puts the gearbox mainshaft under a severe bending moment which ultimately could lead to a gearbox failure.

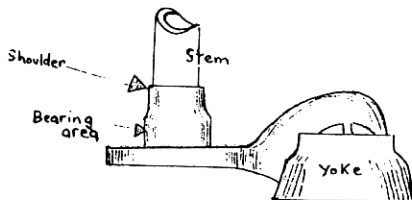
ACTION: Re-adjust the primary chain by turning the adjusters beyond the correct chain tension point and slackening back to achieve the recommended  $3/8$ " up and down movement of the chain. Having done so, the bottom mounting bolt should be re-tightened and the top bolt re-tightened to a torque of 70 lb. ft.

NO. N6.

REASON FOR RELEASE: Incorrect assembly of front forks to frame.MODELS AFFECTED: All Commando.DISTRIBUTION: Worldwide.PARTS INVOLVED: Front Fork Assembly.

EXPLANATION: During assembly of the fork lower lug and stem to the steering head tube of the frame, it is possible for the shoulder of the stem to become lodged against the lower headrace. If this is not realised and the fork should turn on to full lock, the thick cross section of the yoke will lodge against the lock stop on the frame. As the stem is drawn home into the bearings by tightening of the large stem nut, the yoke cannot follow and will either be distorted beyond further use or fractured in the area where the stem joins the yoke.

ACTION: To prevent damage, ensure that the correct lower portion of the stem is central in relation to the lower bearing inner race before the stem nut is tightened.



NO: N10.

NATURE OF RELEASE: How to use camshaft oil seal guide.

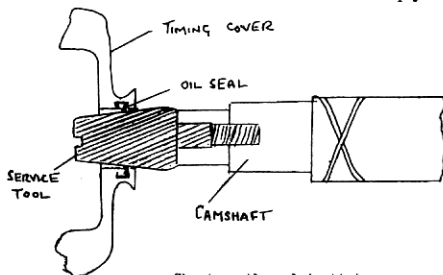
MODELS AFFECTED: All Commando with timing cover C.B. assembly.

DISTRIBUTION: Worldwide.

PARTS INVOLVED: O6-1359 Camshaft oil seal guide.

EXPLANATION: When the timing cover is offered over the end of the camshaft, the oil seal at the contact breaker housing must pass over the large diameter of the camshaft. This invariably causes damage to the pressure lip of the seal. A special tool is provided in the tool kit to screw into the end of the camshaft and guide the seal home without damage.

ACTION: Screw the service tool into the end of the camshaft, finger tight, before the timing cover is offered up. Smear the tool taper with clean oil and push the cover gently into place so that the seal slides easily over the tool and onto the camshaft. The tool has a screwdriver slot and can be removed simply at this stage.



Showing oil seal in timing cover  
being slid over guide onto camshaft.

NO: N.12

NATURE OF RELEASE: Stiff Clutch Action. JUNE, 1970.

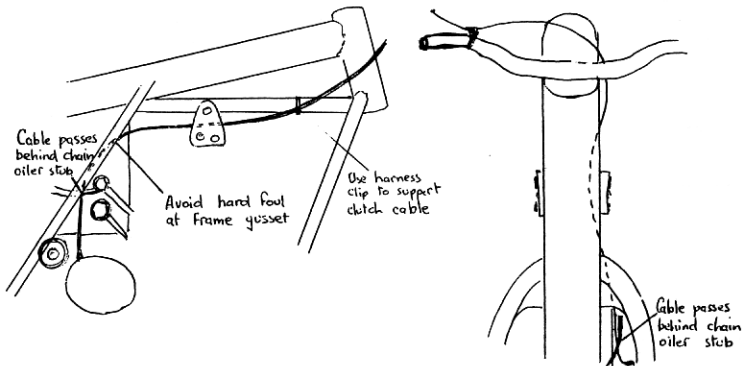
MODELS AFFECTED: Commando - All editions.

DISTRIBUTION: Worldwide.

PARTS INVOLVED: O60930 and O60919 Clutch Cables.

EXPLANATION: Due to incorrect routing of the clutch cable there have been certain complaints of a stiff clutch action. This is not due to any shortcoming in either the clutch or clutch thrust mechanism but is purely attributable to the run of the cable.

ACTION: Note the diagram below and re-route the clutch cable in accordance with this to eliminate any tight bends. On completion, run a little thin oil down the inner cable to ensure freedom of movement and the problem will be eliminated.



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1975 Norton 850 Interstate 14,000 miles excellent condition, runs well \$1,500.  
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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

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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

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WANTED

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

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'70 blue Roadster. Lots of improvements done to a very reliable bike. Have original parts in addition to Boyer ignition, front disk brake, single Mikuni, oil filter, etc.  
\$1250 / b.o. Rick Pearson (916) 722-7677

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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  
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Sacto, Cal. 95820

FOR SALE

1969 Commando. Stock early roadster in good mechanical condition with 19,000 miles. Asking \$900, including a few extras.  
Bill Lear (415) 493-3962 eves & weekends

FOR SALE

1975 MKIII Commando. Low miles, super paint by Pres. Marburger and it runs great. Stock except for paint, new Dunstall pipes, air filters and S&W shocks. Original parts are included plus tools and manuals. A good deal for \$1200. Call Ken Reid (415) 332-1378

FOR SALE

1974 Norton Roadster, Black, 2000 original miles, original owner- looks and runs as if still in dealers showroom. Has tank cover, H-4 light and europa bars. Many spares, literature and tools go with the bike.  
\$2000. Joel Hansen (408) 353-1824

WANTED

Norton 500c.c. single to buy, must be 99% there and a runner! Call Dave Kerst 10a.m. to 12p.m. any day at (209) 835-7468

FOR SALE

Roadster seat: used but in good shape, fits MKIII ( it has the hinge) \$25  
also front fender, dent from oil cooler and rivets broken, but only \$5  
and 2 Amal (used) 932's ( bodies only) w/3 1/2 slides \$10  
and 1 rear master cylinder (pitted) but only \$10  
and Dunlop Racing tire! ( good tread) 4.25/85V18 Kr91 \$20  
Also Lucas horn ( works) for MKIII or ? \$10  
also Shoei fairing ( no windshield) square light hole (black) \$10  
Dave Kerst (209) 835-7468

FOR SALE

1) 1972 Norton Commando 750c.c. combat engine, front disc brake, new 850 swing arm conversion, rebuilt transmission. 850 oil filter fitted, new bearings in rear wheel, 850 seat. goes well and was my regular hike until my new 850 came along, have adoption papers ready for good home \$1200 or B.O.  
2) 1970 Commando 'S' type cylinder head, complete plus bottom end, crank needs regrind \$55  
3) Commando 'S' type central mount oil tank complete plus mounting bracket \$25  
4) Good selection of Dominator 88 and 99 aluminum heads, cylinders, bottom ends, cases, etc.  
5) Pair Armstrong rear shocks for mid-50's featherbed, rusty but sound \$15  
6) 1-pair Dominator 88 pistons +.060, used but in good condition \$20  
7) 1-pair Domminator 88 std. Hepolite pistons with pins, brand new still in box \$40  
Tel Phil Radford (408) 293-4548

FOR SALE

'75 850 in very good condition with 13,000 miles on it. I've had it since new and have kept it up. \$1500 Jim Halliday

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897-2067 mom's

## FOR SALE OR TRADE FOR ????:

New and used

Atlas mufflers, \$65 for the new ones, offers for the used ones. 850 style headlamp shell, serviceable condition, \$10. Footrest mounting plates, \$5 each. Battery box complete with air filter, \$15. WM 2 x 19 Akront alloy rim, \$30. Drum brake fork sliders, offer. Misc. brake and clutch levers and posts, offers. New pattern kickstart lever, \$15. 2 fork top nuts, offers. K & N single carb filters for Amal concentrics, \$2 ea. New rear hub spinner, \$3. Old style 750 head steady \$5. Misc. rear fenders, offers. Roadster oil tank, \$15. Honda? master cylinder, \$15. Drilled rotor, master cylinder, caliper, slider for Norton disk brake setup, \$125 the set. Pair Girling shocks, \$15. Rare notched clutch center, complete with antique grease and burned on oil, offers. Misc. handlebars, stock and superbike bends, offers. Roadster style grab rail, \$15. 2 pair car coils, \$5/pr. Used primary chain, good condition, \$5. Clutch diaphragm spring, \$3. Single phase rectifier, guaranteed, \$10. Primary case plugs, \$.50 each. 3 swing arm/subframe combos, \$37 each. 2 frames, one 850, one 750, \$100 each. 2 WM2 x 19 chrome rims, \$25 each. One pair new Interstate side covers, \$25 the set. Call Scot at 415-455-8776 and leave a message (preferably concise and polite as to what you need).

## FOR SALE OR TRADE FOR:

1973 Norton Fastback style Commando, 750 motor, Boyer ignition, new 30mm Amal concentric carbs, new valve job (guides, valves, seats), 850 style head steady, oil filter kit, WM3 x 18 rear wheel with Dunlop K291 tires (excellent tread), disk brake front end, many more refinements too numerous to mention. Too many Commandos forces sale. \$1275 or trade for 1981 or later Honda XR or XL 200 or 250 trail bike or interesting Norton single. Call Scot at (415) 455-8776 and leave a nice message.

## FOR SALE

Pre-AMC Norton gearboxes. Early type with external linkage, and one later type. \$200 each

Norton ES-2 engine, frame, oil tank, and broken gearbox \$200

Norton Atlas (?) engine lower end. Rough, but crank turns \$30

Brand new fiberglass 7 gallon tank and seat in Rickman blue to fit Commandos \$500

Used fiberglass Commando tanks. \$50 each

1970 Commando "S" in original yellow. Needs work and parts. \$695

John McCoy  
385 Tully Road  
San Jose, Ca. 95111  
(408) 295-4341  
NOC member

QUOTE FROM JUNE CYCLE WORLD IN AN ARTICLE ON  
THE FIRST DAYTONA BEACH RACES

Ben Campanale:" The last race I rode was Daytona Beach in 1950. That's when I decided to quit. What discouraged me more than anything at the time- they had the Nortons going. Our American machines didn't have a chance with them. I was so disappointed that we didn't have a machine that would keep up with them. So that's when I decided there was no sense fooling around anymore. They had the Isle of Man Norton, you know. They would pull the engines out of the special frames they had for the Isle of Man. And they would put these special engines in the regular frames, so they could get away with it. Oh, those things used to go! On the straightaway you had no chance with those things. The only way you could ever beat them was in the corner, 'cause they never handled as good as the Harley did in the sandy corners. But once they got on that straight away, they were gone!"

ADDENDUM TO THE MORRO BAY OVERNIGHTER RIDE REPORT, Cub Reporter Art Sirota filed this short note;

P.S. It's a little known fact that ex-president Gerry Ford once wrote a book called, " The Proper Method for Exiting a Tent". Perhaps we should all chip-in money and purchase a copy for our newer members to use before they venture off into the cold. On this overnight trip a former British Intelligence (a contradiction in terms?) agent spent the night in Scot Marburger's tent and Scot says he discovered the agent at the window end of the tent on his hands and knees in the middle of the night desperately trying to get out so that he could relieve himself. Scot's comment after showing the novice camper out that the door was located at the other end was, " No wonder you Limeys were losing the war until we helped out".

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