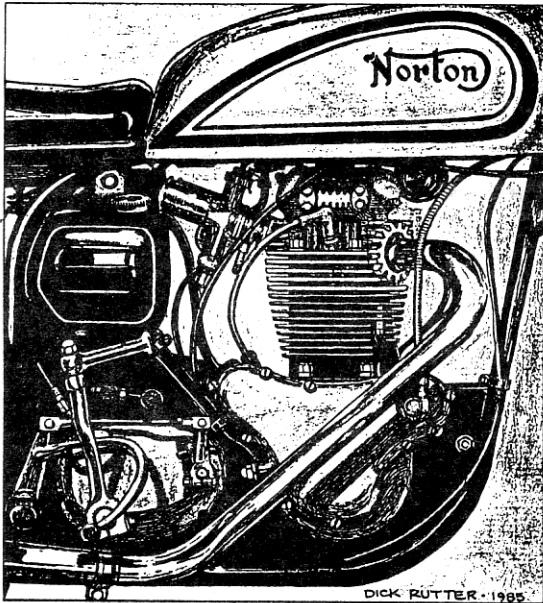


Norton Notice

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

NO. 93

JAN., 1986



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



Norton Notice

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.

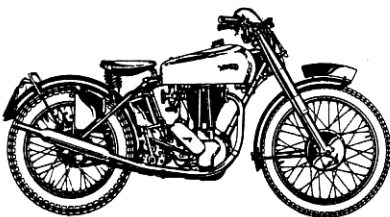
The deadline for items to be submitted for publication is the 15th of each month.

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.

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 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.



Model 500T in 1954 version

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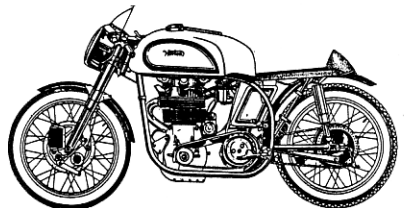
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PARAPHERNALIA

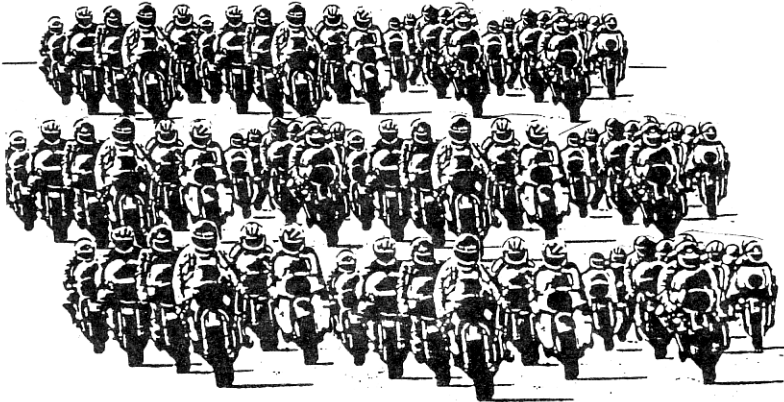
Tom Borman
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Membership in the NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB entitles a member to monthly issues of the NORTON NOTICE bi-monthly issues of ROADHOLDER magazine, which is sent directly from England, keeping members informed of Norton 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.



1963 catalog drawing of Manx 30M and 40M



UPCOMING EVENTS

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 taken care of. In other words . . . FULL TANKS AND EMPTY BLADDERS.

Thursday, Jan. 9: Branch meeting. Hotel Utah, 500 4th St., S.F., 7:00 PM.

Sunday, Jan. 19: Club ride. Skyline to Skyline. Meet at TT Motors at 10:00 AM. Ride south on Skyline Blvd. across San Mateo Bridge on 92 to Skyline Blvd, Hwy 35. Ends at Alice's in Sky Londa. Rain date Jan. 26.

Sunday, Feb. 9: Club ride. Mt. Madonna ride. Meet at Rabers, 10:00 AM. Ride south via Uvas Road to Watsonville/Mt. Madonna Rd. Lunch at Mt. Madonna Inn. Return via secondary roads to Hwy 17, then north to San Jose. Rain date Feb. 23.

Thursday, Feb. 13: Branch meeting. Class Reunion, Palo Alto.

Thursday, Mar. 13: Branch meeting. Class Reunion, Palo Alto.

Sunday, Mar. 16: Club ride. King City ride. Meet at Rabers, 10:00 AM. South via Hwy 101 to 25 via Hollister, rest stop at Pinnacles. Continue to 198 turning west to San Lucas. North for lunch at King City.

Sunday, April 16: Mt. Hamilton ride. Meet at Rabers, 10:00 AM. Grand Canyon ride optional.

FOUND ANY GOOD BARS/RESTAURANTS LATELY DEPT.

We are still looking for an alternate site for meetings, preferably something in the East Bay or Hayward/Fremont area. If any of you have ideas let Scot know.

The Norton experience



TWISTIES

I'm writing this column in mid December for this January Notice, and as such it's a little hard to say much about current events without looking into the crystal ball for a futuristic prediction. The Christmas Party is still several days away, but I don't think I'd be goin' too far out on a limb if I said everyone there had a great time. Tom Mullen premiered the Club's new bigger than life size Manx poster (donated by *Walneck's*)

and several members walked away with raffle prizes. And, since this was the Annual General Meeting (AGM), a new batch of officers were approved. I mentioned last month that we had no less than three volunteers for Norton Notice Editor, but that there was no one interested in the Secretary/Treasurer slot. A little behind the scenes shuffling got Art Sirota running for S/T while Lou Caputo hustled into the Editorship a month early to bring you the December Notice. That left Alan Goldwater available to help Art with the preparation of mailing labels and a new membership roster. Dave and Nick gave us a preview of what to expect in '86 with November's and December's rides, keep up the good work, fellas. As for my own part, I don't see any radical changes on the horizon for the Presidency, just continued effort to keep the machinery of the club well oiled (Castrol 20/50 ok?).

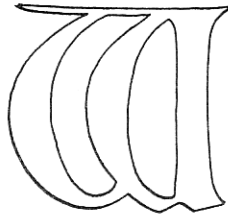
That leaves the long range forecast, most appropriately done in January for the new year. Nineteen eighty-five brought us a wide variety of swap meets, overnights, picnics and rallies, and '86 shouldn't be much different. We'll be pulling off swap meets in both April and October, and a dirt bike weekend might find its way into April as well. We'll get down to Morro Bay in May for the first overniter of the year and the Annual Picnic will be held in June in conjunction with the Old Timer's Ride (I hope six months advance notice is enough to stir some of our more ancient mechanics into action on their ancient mounts). July looks like a good month for a Summer overniter, probably somewhere cool with a swimmin' hole. Early September (Labor Day?) looks good for the annual rally, with the usual mountain or coast venue. We didn't have a Tahoe weekend in '85, but we'll rectify that mistake with an '86 attempt. Fall colors and hot tubs, anyone?



Elsewhere in the Notice, you'll see requests for material for inclusion in the Notice. We not only need articles, tech tips, and photos for the Notice, we need help in organizing overnights, swap meets, picnics and rallies. We need your suggestions for meeting places for Thursday nights. And, most of all, we need your participation. We need to know what kind of events you'd like to have, the places you'd like to ride to, and suggestions for meeting speakers or topics for discussion. To help get the message across, the club officers will be having Executive Committee meetings starting before the regular club meetings this year. All the officers, including the Editor should be there, and we'll all be interested in what you have to say. Just show up a little early and put your two cents worth in.

Happy Trails

Scott



We all know how much fun it is to race up and down through the gearbox, whether it be straight line maneuvers or on-the-curve ones. And while there are those maniacal tinkers out there who would just relish the opportunity to strip and rebuild a mashed gearbox, it's probably

likely that most of us would rather put our time and dollars elsewhere. With this in mind, I've changed by riding/driving habits to try and prolong the life of my gearboxes, clutches, and engines.

First, I make some assumptions: 1- An engine's job is to keep a vehicle in motion or accelerate it, not slow it down; 2- Gearboxes are used to efficiently transmit an engine's power to the rear wheel(s); 3- Clutches wear longer when used less; 4- Brakes are less expensive to replace than clutches. Using these assumptions I have adopted the following riding/driving rules:

- 1- When slowing down or coming to a stop, downshift only to get into the gear which you need for resuming speed or starting up.
- 2- Use the gearbox through corners only to maintain or increase engine speed.
- 3- Use the brakes to scrub off speed, not the engine.

These principles should extend in particular the life of any bike or car used primarily as a commute vehicle. They are, of course, sheer nonsense for anyone using a bike/car for sporting purposes. Here the object is to get from one place to another in the quickest way possible. If the gears chip or the clutch fries, well, it was fun while it lasted.

Lou



WANTED FOR 69 COMMANDO "S";
 CHROME REAR FENDER, (SAME AS ALL
 COMMANDOS I THINK) AND THE FRONT
 PAIR OF HEAT SHEILDS FOR THE
 "S" SIDE PIPES. FENDER NEED NOT BE
 PERFECT, (MINE WAS HACK SAWED OFF)
 ALSO: SMITHS TACHOMETER, NUMBER ATRC 26/52.
 THIS IS A MAGNETIC RACING TYPE AS
 FITTED TO THE LATE MODEL MANX.
 I HAVE AN ATRC 25/54 (10,000 RPM)
 FOR TRADE OR WILL PAY CASH.

TOM KEEBLE
 415-969-0668 WORK
 408-354-2090 HOME
 889 MAUDE AVE.
 MTN. VIEW, CAL. 94043

(2)

P.S. FOR SALE: 1960 BRIDGEPORT
 MILLING MACHINE, J HEAD, POWERFEED,
 9 X 36 TABLE, V.G. CONDITION, W/VISE.
 \$3000.00

GET WITH IT...get a Norton Commando

IF YOUR KICKSTARTER SPLINES HAVE WORN
 TO THE POINT THAT THE SIDES OF THE PINCH
 BOLT SLOT ARE TOUCHING, AS MINE WERE,
 YOU MAY HAVE ALREADY TRIED THE HACKSAW
 METHOD. THIS HAS SEVERAL DRAWBACKS.
 THE CHROME IS HARDER THAN THE BLADE,
 AND THE SLOT IT CUTS IS TOO NARROW
 TO DO THE JOB PROPERLY. WHAT I USED
 WAS ONE OF THE ROUND CARBIDE COATED
 BLADES TO FIT THE HACKSAW FRAME.
 IT'S SLOW BUT IT CUTS THROUGH THE CHROME
 AND MAKES A NICE WIDE SLOT.

IF ANYONE IS LOOKING FOR LAPEL PINS,
 BRITISH WHITWORTH TOOLS AT, P.O. BOX
 2685, ORCUTT, CA. 93455, HAS
 AN EXCELLENT SELECTION OF ALL MAKES,
 INCLUDING THE EVER POPULAR "NORTON
 OILBATH". I HAVE BOUGHT FROM THEM AND
 CAN RECOMMEND THE QUALITY AND PRICE.
 S.A.S.E FOR LIST. THEY ALSO HAVE
 WHITWORTH NUTS, BOLTS, WRENCHES,
 SOCKETS AND TAPS AND DIES.

Tom Keeble

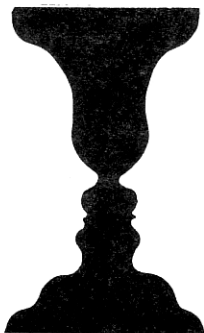
Dear Phil,

I have just acquired a nice Model 30 Manx
 (approx. 1948). It is similar to one I raced
 at Daytona except it has not been Daytona
 equipped, i.e., no kickstarter, alloy rims, pie
 crust soldered tank.

Have my Inter almost finished and ES1 is
 next on restoration list this winter.

Regards,

Bob McKeever
 U.S. Liason Officer
 Box 35, 200 Brighton Dam Road
 Brookeville, MD 20833



Raber's

"Your Source For Parts & Service"

EUROPEAN CYCLE WORKS, INC.

PARTS FOR

BSA

Norton

TRIUMPH

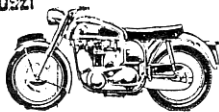


MOTO GUZZI

TUESDAY - FRIDAY 9:00 - 6:00
 SATURDAY 8:00 - 5:00

998-4495

1615C ALMADEN RD., SAN JOSE





THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

PARAPHERNALIA

- | | |
|---|--------|
| 1. "My success is due to my unapproachable Norton" T-shirt, black with gold print. Large only. | \$8.00 |
| 2. NOC classic "N" T-shirt, dark blue with white print. Large and X-large only. | 8.00 |
| 3. " " " " " " , black with white print. Large only. | 8.00 |
| 4. " " " " " " , white with black print. Medium and large only. | 8.00 |
| 5. Northern California Branch logo T-shirt, white with blue and red print. Small, medium and large. | 8.00 |
| 6. Northern California Branch logo baseball jersey, white with blue and red print. X-large only. | 9.50 |

NOTE: All T-shirts are \$1.50 postage.

- | | |
|---|------|
| 7. Commando Service Notes, 45 pages compiled and printed in England by NOC. | 5.00 |
| 8. 3"x 3" NOC machine badge. | 6.00 |
| 9. 4 1/2" red NOC sticker | 1.00 |
| 10. 2" " " " " " " | .50 |
| 11. 2 1/2" x 3 1/2" red, white, and blue NOC sticker | .75 |
| 12. 2" red, silver, and black NOC sticker | .75 |
| 13. 4" red and white embroidered cloth NOC patch | 2.50 |
| 14. 2" " " " " " " | 1.50 |
| 15. red enamel NOC lapel pin | 1.25 |
| 16. " " " " key fob | 1.50 |
| 17. red, white, and blue enamel John Player Norton lapel pin | 1.50 |
| 18. " " " " " " key fob | 1.75 |

Call or write for details concerning availability and postage of items.

Tom Borman
4278 25th St.
San Francisco, CA 94114
(415) 282-9304

TWENTY REASONS TO BUY A NORTON

Being a collection of the profound and whimsical thoughts of club members

1. I can get parts for free!!
2. Low end torque.
3. You get to spend a lot of time working on it.
4. Nobody else has one!
5. I get to ride on the back (It's tough to be isolated!).
6. I LOVE oil!
7. I love the vibration!
8. You can't give them away.
9. It sounds the way a motorcycle ought to sound, and it's a swan among ducklings.
10. No one else wants to steal them
11. Looks alone!
12. It needs me.
13. Because nothing else on two wheels can pass it.
14. The fantastic feel and by all means that special sound unique to Nortons.
15. All the Triumphs, Vincents, and Goldstars have already been purchased.
16. They make you feel like the guy who always got the best girl in high school.

17. Being the youngest NOC member, I remember that they sounded bad and the name Norton induced a feeling of power. I bought a Norton because it was there!
18. You can change your signature - - Tom Dabel.
19. Sleek, powerful, and semi-obedient.
20. You're never bored - - there's always something to work on.

FOR SALE

- | | |
|--|---------|
| Early Commando tach or speedo cannister | \$5. |
| Early Commando central oil tank, complete | \$10. |
| Early Commando lower triple clamp | \$5. |
| Atlas rear fender lift handles | \$5. |
| 1950 Dommi Mod 7 triple clamps (Allen) | \$50. |
| Shei FM-2 Fairing Universal Fit | \$50. |
| 1957 Norton Model 50, 350cc single. Near complete restoration. Registered. | \$800. |
| 1977 Ducati 860GTS Dual Brembo discs, electric start, custom paint. | \$2000. |
- David Crader (1) (408) work 736-7205.
home 973-0838.

WANTED
BSA B50 front end, complete with front wheel.
Seen at TT Motors.

(1) Dan Phillips
(408) 578-1260 (Home)
(408) 973-8930 (Work)

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



TAKING ENGLAND BY STORM - FINAL INSTALLMENT

Friday was my last day on wheels in England, and I intended to make the most of it. There was a list of parts about a yard long that I wished to bring back, so I headed north once more to Staffordshire and Fair Spares. There I picked up several pairs of fork tubes and mufflers, along with a half dozen chains and hundreds of feet of Lucas wire. Thus encumbered, I waddled off to J.H. Motorcycles to pick up more spares. John Hatch's shop, like most Norton shops in the UK, is small but packed to the rafters with spares. John is an Amal distributor and runs a seat fabrication business as well. Along with genuine Norton spares, John stocks a fairly complete line of Lucas parts. John had just been down to ride the newly announced Triumph Bonniville the day before, and indicated that the bike went like clappers when he was given his chance. John accepts Visa and will do mail orders.

By the time I finished at J.H., it was approaching rush hour in London. I was on the north side of the city, and Gatwick airport, where I was to drop the bike off that night, was south of town. I knew that once I started, I would never get the bike back onto the center stand again, and therefore decided to make the trip in one jump. Unfortunately, there is no outerbelt around London, and there are no motorways that go through it either. There are bits and pieces of what will someday be an outerbelt, but the sections that are done aren't marked on any map. I decided to take the motorway as far south as I could, then head south on country A roads until I could cut east to Gatwick. That would keep me out of traffic, and hopefully get me there on time. Fortunately I had a dry trip, and my navigation wasn't too bad for once, because I was right on time for my meeting with the Banner Travel rep. In fact, I was not only on time, but out of gas as well, which would save me draining the tank at the airport. Unfortunately, there was no time to give the Norton a good wash, and I had heard that Canadian Customs could be sticky about what sort of bugs and dirt they let into their country. A quick swab down with a dirty rag was the best I could manage, and the bike was strapped, along with the day's accumulated treasures, to the shipping pallet. Back to the Grange Hotel, the same one from which I'd started more than a month before, I had a chance to reflect on the miles of the past several weeks. It seemed that I was just getting the hang of this English countryside - the people, and the driving. I wished I had another month, rain and all, to further perfect my technique. Instead, it was one last Indian dinner, a pint or two in the pub across the street, and to bed.

I took the train to the airport the next day, boarded the plane and booked for Vancouver. I arrived there somewhat dazed by the time change and anxious over what Customs might have to say about that dirty motorcycle with all the boxes strapped around it. Clearing Customs on foot was easy, but it took more than an hour before the bike was unloaded and ready for its turn. During that time I watched as Customs agents confiscated stuffed turtles and taxed German air rifles. Sometimes the agents waved people through, other times every nook and cranny was searched. One poor fella even got hauled off to God only knows where. At last the Ward Air rep came to collect me, gathering up the Customs man and the Agriculture guy at the same time. I asked the man from Ag. what he would be looking for on my scooter, and he replied, "Oh, nothing much. Just bugs and dirt." Bugs? Dirt? After a month in the rain I must have had at least one of every variety of both splattered over my fairing, fenders, and wheels. But the chap seemed real interested in bikes, and especially in Nortons, and by the time

THE NORTON NEVER BREAKS VALVES.



we had walked out to the cargo dock we were old friends. Barely glancing at the bike, and not even noticing the boxes, both agents signed off on the necessary papers and we continued kicking tires for another few minutes. Finally the Ward Air agent said we had to go, and I headed back through the Customs halls and out to find Gene.

Gene, I hear you ask? I thought he left for home two weeks before. True, but he had flown back up to Seattle the day before and picked up the truck that we used to haul the bikes to begin with. He had also picked up his scooter from his Seattle brother-in-law, where it had been since his return from the UK. Boy, was I glad to see Gene. After all the hassles and anxieties of the flight, Customs, and the freight handlers, a familiar face was almost as good as being home. But home it wasn't, at least not for another 1800 miles, so we loaded up and headed off into the sunset, bound for the boarder, and eventually, home.

Scott

A MEMBER WRITES

Yeah, I know - - I never come to meetings/ rides - - but Im always going to go to the next one.

I was up to Alice's the first Sunday of this month (Nov.), parked my Norton among a whole bunch of its kinfolk, and excepting one young fella whose name I forgot, nobody even noticed me - - which, of course, is because I never make a meeting or ride. Soon, tho .

There's a check enclosed for a calendar I'm gaining momentum to restyle/repaint my MKIIA. I intend to paint everything on it that's not chrome (or aluminum) black - - even have a black Wixom (remember them?) full fairing as part of the deal. However, I hate to violate my original (white with red/blue stripes) side covers, and I can't find another one for the left side. It's different; has the little plastic DZUS type fastener on the bottom. Wish one of you folks could come up with one - - I'd gladly trade a pair of Amals for that cover. Thanks muchly.

Fred Woodruff
Campbell

Please welcome the following new members to the club:

| | |
|-----------------|----------------------|
| Kenneth Walker | Seattle, Washington |
| Penney Michels | San Diego, CA |
| Stephen Burbank | Milford, Connecticut |
| Edward Knight | Fair Oaks, CA |

Welcome back Gregg Kuljian of Palo Alto.

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



RIDE REPORT

On Saturday morning, September 21, eleven adventurous Noccers met at the Bay Bridge Toll Plaza under beautiful skies to begin the last overnighiter of the season. Nick Wiltz and Dave Crader rode BMW's, while the rest of us charged off on Nortons. Gene Austin led the way up Hwy 80 through some beautiful backroads on the Sacramento River Delta and over a couple of scenic ferry crossings. The river was very smooth and if you closed your eyes you could easily imagine that you were crossing the English Channel on a Hovercraft!

No trip through the Sacramento area would be complete without a stop at Hall-Burdette Motorcycles, so we took the opportunity to visit with John Burdette, scrounge around through the Norton parts that have been amassed over the past 37 years, and had Thor Berke put a new inner tube in Tom Borman's rear wheel. In addition to having a large collection of vintage Norton parts, Hall-Burdette have some nice Nortons for sale on the showroom floor as well as a complete Commando parts inventory, repair shop, machine shop, and old Coke machine! We had lunch at Joe's, a restaurant down the street where prices were low (New York steak complete dinner only \$2.99), quality high, and service great.

Leaving the Sacramento area, we headed up Hwy 49 toward Nevada City. Jim Meadows, a new member to our club from the Reno area, had joined us at Hall-Burdette's and was riding a very clean 850 Commando. He took us to a swimming hole about 30 miles past Nevada City. We parked our machines, hiked off road for a short ways, and jumped into the cool, clear waters of the Yuba River. This secluded swimming hole came complete with waterfalls, long swinging rope for those of yearning to play Tarzan, and a jacuzzi. After about an hour of swimming, diving, and clown-around, we headed off for our campsite which was adjacent to the river about three miles down from the swimming hole. After setting up camp, we blasted off into Nevada City for dinner at the National Hotel where we were made to feel very welcome and served a truly sumptuous dinner. Afterward some of us loaded up on beer and rode straight back to camp, while others took advantage of the music and nightlife of Nevada City. Once back at camp, however, a roaring fire and a million stars provided a backdrop to a

memorable BS session lasting way into the night.

In the morning, Nick Wiltz fired up his portable stove and cooked himself a banquet for breakfast consisting of Spam, Spam, Spam, and eggs, and Spam, and Spam, and Spam. After watching Nick consume this delicacy, the rest of us wisely decided to have breakfast at a local bar and grill. After breakfast, some decided to head straight for home, while others rode off to meet with Nick at Swimming Hole #2.

Swimming Hole #2 was under a big bridge. After climbing down, we found clear waters, big boulders, and four nubile nude water nymphs displaying their own rather large boulders. Everybody had a wonderful time frolicing in the current, and then we decided to head for home in the afternoon.

It might be noted that during the whole weekend nobody ran out of gas, got a tickle, got in an accident, or had their machine break down. But everybody did have fun, enjoy the beautiful weather and twisty Norton roads, and share in a special feeling of comradeship. Those of you who missed this event should promptly give yourselves a good swift kick and resolve to make it on some overnighiters next year.

Art Sirota

THE NORTON

In the last issue I revealed that I had uncovered the unique qualities which when put together make the Norton. The first of these has got to be the sound. There are subtle variations depending on the mufflers fitted but somehow a hearty twin just has it - - that unmistakably powerful and compelling sound. A Duc with Contis has it, a Trumpet with no mufflers has it, early Harleys had it. And the Norton has it - - both going up and coming down through the gears.

Then there is handling and torque. The Norton oozes confidence - - it wants to go fast and dip through the bends. That great low end grunt and smooth pickup combine to make acceleration out of turns soul-stirring experiences. Braking is sure, bobbles non-existent. This is one sure-footed beast.

Finally, Norton owners recognize their machines as basic motorcycles. Several aspects combine to make this perhaps the most significant facet of Norton ownership. It is possible to work on Nortons because they have none of the high tech of the Japanese bikes. Parts comes in twos, not fours or more. Ignition problems are understandable, malfunctions in the fuel system can be traced. And, most importantly, efforts at repairs are supported by a network of bike shops whose owners are enthusiasts first and businessmen second.

And so when Norton owners gather there is good reason to celebrate. Though the Norton's performance record has been eclipsed many times over by Japanese rocketships, the Norton owner knows that no amount of hyperwarf can obscure the brilliance of a truly remarkable machine - - the Unapproachable Norton.

Love



editor's notes

Well, folks, it's official - - the mighty blue pencil has fallen into my hands. Congratulations go to Tom Mullen who has steered the NN through this past year. It's a thankless job requiring grit and determination but the last time I saw Tom he had a smile like a recently deceased uncle had left him a Manx. Buy him a brew the next time you see him.

As we head into '86 I'll be adding some graphics to the newsletter which I hope will improve the visual aesthetics. If any of you out there can draw take a few minutes and put your idea(s) on paper. Black ink on white paper works best. Size is relatively immaterial except that it's easier to shrink drawings than it is to enlarge them (and retain quality). A Norton related theme gets you a guaranteed A but because I have a devious mind I'll probably be able to use anything well done.

The rains have hit northern California, at times with a vengeance. Wet leaves on park roads make me itch uncontrollably and apparently many other riders suffer from similar afflictions. Even the UJM's have disappeared. Alas, there are two great sounding rides coming up and our influential club President is making arrangements at this very moment for sunny skies

WE NEED PHOTOS

Hey, all you bike and camera nuts out there! I mentioned in the last issue that photo costs for the NN looked like they would be out of sight. Anything of decent size is expensive and I feel we need at least one large and two medium sized photos to liven things up. I suggested that we ask friends to help. My source works exclusively in B&W and therein lies the problem which most of you will probably face-- going from your color negatives to B&W prints (cheaply). Few amateurs either can or do do this regularly. And then I thought again. We are 250 strong. One (or more) of us must have photography as a hobby. Anyone clever enough to keep a Norton on the road must also be a decent amateur photographer, willing to experiment with new techniques. Look upon it as trying to make a belt conversion work properly. A challenge! Who are you? We need you!

To get things started I'll do the following:

- 1- Continue to try and find a lab which can serve us with high quality and reasonable cost;
- 2- Act as a clearinghouse for photos from you.

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 Commando. A refundable deposit equal to the replacement cost of the tool is required at the time you pick it up.

| TOOL | DEPOSIT |
|--------------------------------------|---------|
| exhaust lock ring tool..... | \$10 |
| timing cover oil seal guide..... | 5 |
| clutch spring compressor..... | 12 |
| clutch locking tool..... | 18 |
| valve spring compressor..... | 22 |
| rocker spindle puller..... | 25 |
| crankshaft sprocket puller..... | 12 |
| timing pinion puller..... | 20 |
| gearbox layshaft bearing extractor.. | 15 |

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

Send me anything and I will save it for club uses or return it to you. **IMPORTANT:** Put your name, date, and all relevant details on the back of EACH photograph. If you wish the photo to be returned to you write RETURN on the back.

If we have an offer from a club member to assist with this project I will send him whatever I've gathered that he needs. I will collect all materials from this member and either store or return materials as desired by the contributors involved.

START THEM PHOTOS ROLLIN'!

Finally, forget the Instamatics, sports fans. It's crapola in, crapola out. Send decent stuff, 35mm or larger. If Aunt Harriet posed waving on board your production racer that's fine, but let's have the bike in focus, not Aunt Harriet's cigar.

Lou



"It's a bit like gravity son - we know it exists but we'll never be able to get hold of it."



Hall-Burdette

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Norton

MOTO GUZZA

DUCATI

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.

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Munroe has three mechanics that are familiar with Nortons and have been for a number of years. We can replace exhaust ports with the head on the bike and don't know of anyone else who can. The job looks like original factory! Call for a quote on shop prices. We also have a good Norton parts supply.

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INC.

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\$ WANT ADS £

ALL ADS WILL BE RUN FOR TWO MONTHS. IF YOU WANT THEM TO RUN LONGER RESUBMIT THEM IN WRITING. THE NUMBER IN PARENTHESES NEXT TO THE ADDRESS IS THE NUMBER OF ISSUES THE AD HAS BEEN IN THE NEWSLETTER.

FOR SALE

One brand new matched set: British racing green Fastback gas tank, tail section, and new seat -- genuine Norton, all perfect. \$340.00
Two sets brand new Fastback gas tanks, tail sections and seats. Genuine Norton seats are perfect. Gas tanks and tail sections have cosmetic blemishes in paint and gel coat and will probably need repainting. \$215 per set

Brand new genuine Norton Fastback British racing green and Fireflake Golden Bronze (Gold) gas tanks, perfect. \$150 each

1974 850 frame. \$60.00

1971 T.L.S. drum brake front wheel, axle and brakes with Dunlop F-6 ribbed tire. G.C. \$40.00

Genuine Dunlop WM-3x19 chrome rear rim. G.C. \$40.00

1975 MK-3 front and rear wheels. G.C. Front \$50.00, rear \$60.00

1975 MK-3 engine cradle and swing arm with caliper bracket. G.C. \$80.00

One pair new old stock fiberglass Interstate side covers. V.G.C. \$30.00

1970 style Roadster seat with steel pan. G.C. \$50.00

Steel Roadster gas tank with new petcocks. \$65.00

Fiberglass Roadster gas tank with petcocks. G.C. \$45.00

One pair 1970 Commando lower fork legs with dampers and springs. G.C. \$40.00

1973-77 style tail-lite complete with fiberglass cover. G.C. \$25.00

One pair 30mm Mikuni carbs for Norton complete with throttle and cables. E.C. \$125.00

Two brand new MK-3 Roadster seats, genuine Norton. \$100.00 each

Brand new MK-3 kickstarter arm assembly. \$38.00

1971-77 style oil tank. G.C. \$10.00

1970s style oil tank. G.C. \$10.00

1970 Halo style headlite shell with ammeter, halo and brackets. G.C. \$40.00

1970s style shocks with chrome top covers, one cover has small chip in chrome, otherwise G.C. \$30.00

1975 MK-3 shocks and springs. Low Mileage. E.C. \$45.00

1972 Combat cylinder head with manifolds, carbs, cables, and throttle. G.C. \$135.00

1973 set of transmission gears and shafts. G.C. \$80.00

MK-3 rear master cylinder, caliper lines and hoses. \$75.00

Brand new Boyer-Brandsen electronic ignition. \$80.00

One set 750 crankcases with good main bearings. V.G.C. \$40.00

Four Norton Commando auto advance units. \$10.00 to \$15.00 depending on condition

Four matched sets of Commando cam gears, idler gears and cam chain. All V.G.C. \$10.00 per set

Charlie Kuss
1671 Electric Ave.
Lackawanna, NY 14218
(716) 824-7887

(2)

FOR SALE

1971 Commando, total restoration. Dunstall dual disc conversion, complete engine rebuild, 34 mm Mikunis, Megacycle cam, ported, polished, 10.5:1 pistons, Ford coils, Boriani alloys, English racing accessories tank (Roadster tank and seat also included). Runs much better and faster than stock. Temporary insanity forces sale. \$2450

Bill Sarnoff
(408) 496-8177 (wk)
(415) 261-2677 (hm)

(2)

FOR SALE

1957 ES2 frame with swinging arm. \$30.
Complete set of engine plates for ES2 frame. \$25.

Phil Radford (1)
(408) 293-4548

WANTED

Bolt-up wideline Featherline frame, any condition, to purchase or trade for similar items.

Mike Rettie

(1)

(415) 523-3940 (eves.)

FOR SALE

'72 Combat 750. 3917 miles, all English; extra parts; must be seen to appreciate. Best offer over \$2,000.

(1)

Dave or Jim (335-7020 or 335-3701) Leave message.



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

TOM KEEBLE WRITES

I have been a member for several years now and I have read and enjoyed letters from other members so now I put my fingers to the keyboard to tell you about the Nortons I have owned.

My first contact with Norton was a 1955 ES-2 that my brother-in-law brought up from Mexico City where he raced it in local events. I rode it to high school from 1960 to 1963 and with it I learned about magnetos, ("here Tom, hold this while I kick it over") top dead center, ("ease it past TCD then kick HARD") and worn out trials tires on wet pavement (yahooo...crash). Then I got my first car and the Norton disappeared into the nether regions of the garage. Around 1964 I decided to go scrambling so the Norton was sold for \$150.00 to finance a new 250 Ducati Scrambler.

In 1971 after half a dozen other dirt bikes and a nondescript racing career I decided to try the street. My roommate had a 1969 Commando "S" which I had borrowed many times (sometimes even WITH his permission) so for \$800.00 I became its fourth owner in two years. It had eleven thousand miles on it and was all stock except for a black and silver lace stencil paint job. Lace paint job on a Norton??? Yea, and the girls loved it. I put alot of miles on it, both solo and two up and it never let me down. It got harder and harder to start and I checked and rechecked the timing but it was always right on. What I didn't realize was that using a timing light overlooked the fact that the slot in the point plate was elongated so that at rest it was way retarded and when I tried to kick start it it kicked back hard enough to bring tears to my eyes. So it sat for a while until a friend down the street decided he had to have it, and so for the same price I paid for it, it changed hands again. He took it to a shop, they put in a new point plate and then even his wife could kick start it.

After that I went Jap crazy for a while, an RD-350, XL-350, XT-500 and now a Yamaha Vision. But in the middle of this craziness, I found my third Norton. A 1960 Manx. I saw it in an ad in Cycle News and called the guy and he had three of them for sale. Well, I bought the newest one sight unseen. When I picked it up it was in fairly good condition but not assembled, just a rolling chassis and engine and gearbox. The worst part was that he was in the process of moving to Pennsylvania and some of the major parts were already there, gas tank, carb and float bowl, and that beautiful Lucas magneto. It took many months to get all the parts together but now it's all together and was well worth it. It doesn't get out much but I did ride it to one of the N.O.C. beer busts at Memorial Park a few years ago. What a rush, up on skyline, going through the gears, although I never got it into fourth because it had a 24 tooth Engine sprocket on it at the time and the gearing

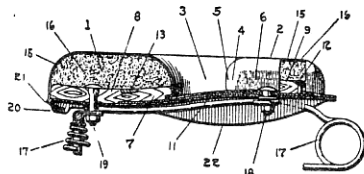
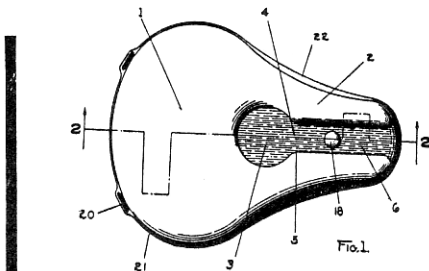
(Continued page 3)

COMFORT RIDE

Our thanks to member Peter Dickson of Fargo, ND, who submits this novel plan for improving our Norton seating. Peter writes:

It is a primary object of my invention to provide a bicycle or motorcycle saddle having a suitable cavity properly located to allow comfortable clearance for the private organs of the male rider, said saddle having also a channel adapted to allow clearance for the female rider's private organs, to prevent pressure at the opening of said organs due to the weight of the rider, and tending also to keep said organs in a naturally closed state, the sides of said channel being substantially parallel and bell-mouthed.

Well done, Peter!



SORTIN' NORTONS

Lash Fricasse, Mercurial Stagnord, Biff Beaumont, and Milo Stallfenster work for the Zelmgard Boot Works. Their Nortons are different colors - red, black, yellow, green, and white. No bike sports standard factory colors. Each man drives a different model - either a 1970 Commando Fastback, a 1974 JPN, a 1975 MK III, a 1968 750 Commando, and a 1958 Nomad. From the clues given try to determine the owner, color, and type of each Norton.

1. Neither Zeke nor Mercurial owns the red bike, but one of them owns the MK III.
2. Mercurial, Biff, and the owner of the 1970 Fastback sometimes go on overnighters with the owner of the yellow JPN.
3. The 1968 Commando and the white bike are owned by the men with "i" as the second letter of their first name.
4. Lash used to own the 1958 Nomad but then he changed its original white color and sold it to one of the other men who did not paint it green.
5. Zeke owns a green bike.

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



RUMOR DEPT.

In the continuing saga of whether Norton will rise from the ashes we have this tidbit sent in by Phil:

Norton could take on a new lease on life if secret talks result in a takeover of the company.

The Birmingham-based Norton Villiers Triumph company, whose Norton Motors factory currently produces rotary engine machines for police use, is the subject of an approach by unknown outsiders, interested in acquiring their technology.

The approach was confirmed by company chairman Dennis Poore who said: This could lead to an offer for the whole of the company. So far a "scheme or arrangement rather than a bid" is under discussion by the parent company Manganese Bronze.

This article appears to come from a British newsweekly. Cycle Guide, in its Jan. issue reports that its spies have learned that the Norton factory has accepted new orders for the increased production of the Rotary. They don't speculate on what this means for civilian use.

AND THEN

Phil sends us this dated Nov. 28 from an English newspaper:

NORTON FIRM CUTS WORK FORCE

Norton Motors, the Shenstone based motorcycle manufacturers, has been forced to cut its workforce by a third.

The firm's management claim the job losses are necessary to correct the factory's financial situation.

The redundancies were announced last week when it was revealed fifteen of the firm's 45 workers have been given their notice.

Mr. Dennis Austin, the managing director of Norton Motors, said the cutbacks were required in view of production forecasts.

"We need to get our spending near what we are earning," said Mr. Austin.

However, he added that the firm was hopeful about reemploying those made redundant in the not too distant future.

The cutbacks have come as a major shock to Norton enthusiasts who had felt the fortunes of the firm were improving.

But it is thought the firm may have encountered financial difficulties through the development costs of a new type of motorcycle engine.

During the past ten years the firm has been working on a powerful rotary engine for its motorcycles - - which have drawn high praise from experts.

At present almost half the police authorities in the country use Norton motorcycles - including the West Midlands - - and the military use many more.

The firm has been developing a new motorcycle for the civilian market which would have a top speed of around 103 mph. (Yup, 103. - Ed.)

THE SPARE PARTS PRINCIPLE:

The accessibility, during recovery of small parts which fall from the workbench, varies directly with the size of the part - - and inversely with its importance to the completion of the work underway.

LAST VIBRATIONS (NEED NEW BATTERY)

I finally made it to one of the meetings, and also got a chance to check out the service at the Class Reunion. The Christmas party was a gas. I never seem to have enough time to talk to everyone - - more's the pity.

Congratulations to our new Editor, Lou Caputo, who did such a fine job in producing December's NORTON NOTICE (and at such short notice too). The result was an interesting and varied newsletter. But it will stay that way only with YOUR contributions. Also, the new format of the NOTICE will now save us approx. \$150. per year in envelopes. Thanks to Tom Mullen for the fine job he did as Editor this past year. Unfortunately, his recent T-boning of a car practicing U-turns in front of him meant an early retirement from being Editor. Hence the last minute switch. Also thanks to Robert Briscoe, owner of Northwind Productions. He has been our printer for the past few years, and as a club member always gave us more than we actually paid for.

So we have not only a new Editor and printer, but also a new Membership Secretary/Treasurer as well. The vote at the Christmas party was a close one between Art Sirota and Burton Kranet, with Art just taking it with three votes (I did announce at the time that it was two votes but a late voter made it three.). So from now on send your renewal dues, complaints, etc. to Art. His address is in the masthead on page 2 of the NOTICE.

Many thanks to the dealers who contributed prizes to the Christmas party raffle:

Bob Raber of Raber's Cycle Works in San Jose gave a \$50. gift certificate.

John Gallivan of TT Motors in Berkeley gave two pairs of Belstaff mittens and a bottle of Motorrad bike cleanser.

John Burdette of Hall-Burdette Motorcycles in Sacramento gave a pair of leather riding gloves.

Ed Brooks of Euromart in San Jose gave a workshop manual.

Louis Mendelowitz, club member, gave a socket ratchet drive.

Lou Caputo, club member, gave a copy of Superbike.

\$50. was taken in raffle tickets. Many thanks to those who bought them.

The club finances have been holding steady of late. Income more or less equals outgoings and we seem to hover around a \$1,000. balance in our account each month. This is, however, no need for complacency. A drop in membership renewals one month drastically affects the following month's figures. Recent increases in NOC dues from England have been absorbed by the branch's treasury, as I feel the \$25. you pay each year is about as high as it should go. But we have to pay for the NOTICE each month, regardless. Hence the cost-cutting now in eliminating the newsletter envelope. Membership in this branch presently stands at 240, plus there are 11 subscribers to our newsletter the NOTICE.

I am sold out of the 1986 NOC calendars, so please no more requests for them.

Safe riding,

Phil Radford