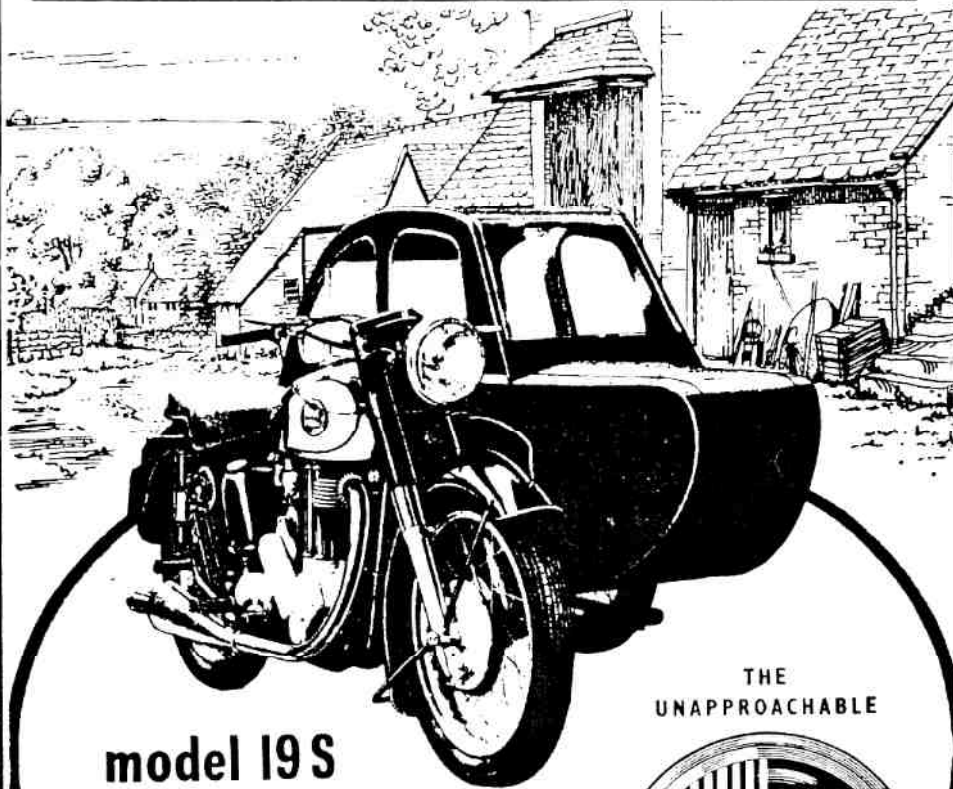


Norton Notice

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH
NORTON OWNERS CLUB

NO. 118

feb. 1988



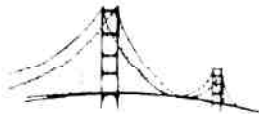
**model 19S
built for the
side car
enthusiast**

THE
UNAPPROACHABLE





THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



Norton Notice

is published 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

£10.50 (pounds sterling) + \$18.00

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 NOTICE Editor.

Subscription to the NORTON NOTICE only is available for \$18.00 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.

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 NOS Spares Program.

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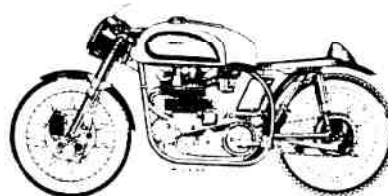
3232 Balboa Street
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94121

NORTON OWNERS CLUB

Important!

(Please take note of the following line print.)

The object of the Northern California Branch of the Norton Owners Club is to promote, encourage and develop all motor-cycling activities. The Club's members are owners of Norton motorcycles, and they often submit for publication in the Norton Notice technical tips pertaining to motorcycles of the Norton marque. Technical tips so published have been reviewed for technical content and are believed to be both acceptable and workable, but no guarantee is made or implied that they will work correctly, nor is any liability assumed by either the Norton Owners Club or the authors for any problems resulting from use of these technical tips. The Club also assumes no responsibility for the acts or omissions of its members in connection with Club activities. Norton Notice articles or other material express the authors' views only and not necessarily the official policy of the Norton Owners Club or its Northern California Branch. The editor reserves the right to accept, reject or alter all editorial and advertising material submitted for publication. Advertising published does not imply endorsement of products, goods or services. Now you know.



1963 catalog drawing of Max 30M and 40M



NOTICE: 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.** In the event of inclement weather phone the ride leader to find out about the status of the ride.



UPCOMING EVENTS

CLUB MEETING SCHEDULE

(San Mateo) Feb. 11
Prince of Wales Pub
106 E. 25th Ave
San Mateo

(East Bay) Mar. 10
Currently Margie's house but we need a restaurant or a pub. Any ideas?

(San Mateo) April 14
Prince of Wales Pub
106 E. 25th Ave
San Mateo

The August meeting is usually at the Annual Rally. If you have a suggestion for a good Rally sight or event please talk to Margie about it or mention it at a meeting.

DOWN THE ROAD:

March 27 Clubmans' All-British Show and Swap Meet--Santa Clara Fairgrounds (*see centerfold*).

April 10 Laguna Seca (FIM)

This is the US Grand Prix, the first in many years and a rare opportunity to see true international racing, right in our neighborhood.

April 30-May 1 West Coast Vintage Rally and Swap Meet Tulare, CA.

The Sunday Morning Poker Run is being run by the NorCal DSA Club and should be a good one. This is the first rally of the year and might be the club event for April.



Alan's Wrench

Tech tips and gossip from The Editor

I won't apologise for the lateness of my first issues, since no one else offered to do this. I hope in time to enjoy producing the notice, but right now it's a struggle to find the time to do it justice. Please bear with me, and send letters, tech tips, and other material even if you're not sure it's suitable for printing. I won't be as ambitious as Lou and thus the size of the Notice will depend to a greater extent on you the readers. I've made some changes in the layout to streamline my job and shorten leadtime in production. The most major of these is a change to direct (1:1) paste-up so that blow-ups and reductions are no longer needed. This should also improve the readability of the notice as the typeface will be larger. If you are submitting an article or other material and have access to a Macintosh, the preferred format is Word 9 point New York font, or MacWrite 9 point Geneva font, 2 1/4 inch column width. Of course I'll be happy to get *anything*, so don't worry if you only have a ballpoint - I'll retype it for you.

If you haven't noticed yet (pun intended), the theme of my editorship will be wrenching: both how to do it yourself, and who to ask if you don't. I plan to feature maintenance and repair jobs that the average owner can (and eventually must) do without special tools or skills. I'll reprint some useful tips from past issues and try to keep the membership up-to-date on the ever-changing cost of imported parts. I also hope to improve the quality and quantity of original photographs by spending a bit on half-tone screens. Any photo you submit should fit nicely on a page of the Notice, so check size before sending a print. I won't have time to re-print but I will return all submissions not used if you include a self-addressed envelope.

This month's tech tip isn't about a particular job or part, it's about attitude and survival. Elsewhere in this issue you'll find Lou's ride report on the Mt. Hamilton freeze run. It was as close to ideal winter riding weather I have ever seen and the day was perfect except for a small incident. Just over the top of the mountain, an experienced, mature Norton rider wasn't quite cautious enough and fell down in a slow corner. Damage was slight, just a broken footpeg and dinged silencer. A bit sore the next day but nothing too bad. In fact it could have been MUCH worse for both man and machine.



To get to the point, the foolish rider was me and the lesson I learned (*ouch*, still learning) is simply that pretending the bike is ok doesn't make it so! Here's what happened:

1) As with many Commandos, my rear brake isn't very effective. I have thus gotten in the habit of relying on the front brake, which actually works extremely well on my bike. This is a big mistake in a sandy downhill hairpin.

2) I did check my tire pressures when we left but only with the pressure guesser attached to the service station hose (which was around 30'). When I got home I measured 36 lbs, far too high for a K&I, possibly reducing traction on the sandy road surface.

3) The isolastics on my bike, like many in the club, are pretty loose. On the highway this is manageable but in tight cornering it makes the bike and its rider pretty twitchy. When the time came for quick reflexive footwork, I was too busy trying to outguess the steering for the dab that might have kept me up.

The moral of this story is: **Don't wait until it's too late for maintenance.** If something isn't right, don't learn to live with it or you might die with it. If it's something expensive, ask a clubmember for help or serviceable used parts. Don't put it off if you plan to ride this summer. This is prime time for wrenching.

LET'S RIDE !

from Margie Siegal

The weather is warming up, you can hear the birdies tweet, awful noise. Let's drown out those birdies and go RIDING.

Ride schedule thus far for the rest of this year:

February 14, 10 AM. Meet Tom Terry and the pirates (a.k.a. the Norton racing crew) at Alice's Restaurant. Sedate cruise along the better class of Peninsula road.

March 20, 10 AM Margie's birthday ride around the North Bay, Oakville grade, US 1 and other fun stuff. Birthday cake. It's also the editor's birthday so be prepared to sing twice.

April or May ?? I'm talking to the AFM about a NORTON DAY AT THE RACES. We would all ride up to Sears Point together, possibly get a group rate on seats. Put up the Norton banner, cheer on the Norton racers and give a prize for the winningist Nort. (I would kiss the winner, but don't want to scare anybody off.) We might even get to do a parade lap.





TWISTGRIP TWADDLE

from The President

Hello again. Were you at the January meeting in San Francisco? If so, you will recall that the first half of the meeting was spent on an impromptu all-hands collation of the January Notice, which was essentially a Roster of Members and Subscribers of the Branch. We'll try to make it an annual feature of the Notice henceforth. If you have spotted any inaccuracies, please let Harry Bunting know.

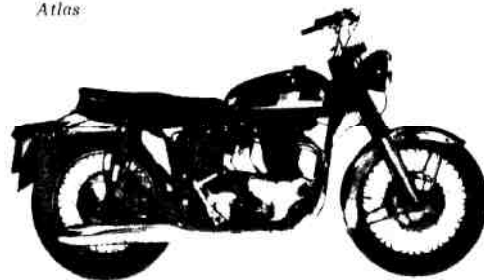
Another thing you will have found in the January N.N. if you had your magnifying glass handy, was a copy of a letter received from the BSA Owners Club concerning their Clubmans' all-British MC Show and Swap Meet scheduled for March 27th at the Santa Clara County Fairgrounds in San Jose. A vote was taken at the meeting and the unanimous opinion was that our Branch should participate as a Co-sponsor of the event, at a cost of \$100, which will be returned from the profits once hall rental and liability insurance have been paid (with any excess funds being donated to MADD, Mothers Against Drunk Driving). I spoke to Jeff Sunzeri of the BSAOC a few days ago, and so far seven or eight British bike clubs are participating as sponsors--so it looks to be a good show, and I want to encourage you all to make it if you can. Further details elsewhere in this issue. (see centerfold).

As co-sponsors, we will have a booth at the show. We'll need volunteers to man (and woman) the booth during the show; if we have enough, we can keep it down to 60-90 minute stints. I have inquired whether booth volunteers are to be granted free admission to the show, but if not it's still only \$3.00 to attend, so no excuses for staying away (yes, AFM is that weekend--so go on Saturday and come to San Jose on Sunday). There should be plenty worth seeing.

February's meeting will be at the Prince of Wales in San Mateo on the 11th. It's a good venue, but you may have noticed in the past that their club meeting room has been somewhat unkempt. I am planning to arrive a bit early to sweep and tidy it up a bit before our meeting, and I'll welcome anyone who wants to join me there. I am sure the management won't object.

March meeting will be in the East Bay, and I thank those members who have offered possible places, which I will be checking out. Watch This space.

*The
Mighty
750cc
Atlas*





NORTON In the Valleys (and On the Mount)

The morning of Jan. 24 dawned clear as a bell as a host of sleepy-eyed Noccers tumbled out of bed and began preparations for that day's "Freeze Ride" to Mt. Hamilton. From Santa Cruz to Novato thermal clad club members wheeled their beasts out to the street and began tickling, pumping, and, perhaps, begging. With a quick snap shut of the visors, riders rolled their Nortons (and a few Beemers; don't forget the Beemers) to action. At a gas stop I checked for oil leaks and recoiled with horror when I saw none. My mind raced to Burton Kranzel's words, "No leaks must mean no oil in the oil tank." But then a closer look revealed a slight weep here and a slight weep there and I was assured that all was well.

We gathered at Howard Johnson's and already I was beginning to suspect that something was amiss. I hadn't turned on my electric vest. I hadn't needed it. We looked at each other, clad in sweaters, scarves, and more electric vests, and assured each other that the cold would hit "up there", on the Big Mountain. We were ready. I finished my coffee as Eric Mills explained to me that, by God, that Norton engine really was going to fit in that Yankee frame. We've ALL got to see it when it's done. Eric.

Louis led the way. We maneuvered our way to the edge of town and were about to attack the twisties when Phil's bike started to clang and make other assorted death sounds (Talking about it later, several of us thought it terminal but assumed that Phil could miraculously resurrect it.). We left him to work his magic and began The Ascent.



I gunned it to the first turn and my right rearset rotated out of sight. Definitely not raceworthy. A quick stop to adjust matters and we resumed the assault. Alas, it was over in a flash; all of the riders negotiated all of the turns successfully. We were rewarded with a magnificent view of the area and balmy weather that rivaled Spring's best. Our eager ride leader had us moving again quickly, so quickly that we lost Harvey in the shuffle (If your return was forced by anything less than dire emergency kick yourself twice in the pants, Harv-- the best was yet to come.). We started our descent, carefully now as the road was still covered with sand laid down during the prior weekend when the mountaintop had been covered with snow.

(continued on page 10)



BSA OWNERS' CLUB

P.O. BOX 594, NOVATO, CA 94948

13 January 1988

Good Day:

We've been working very hard to make the Clubmans' All British Show and Swap Meet reality. With the support from a lot of people in all the clubs and shops to whom I sent letters asking for help, we are sure it's going to happen. City Bike is donating ad space for 2 months, and Mothers Against Drunk Driving (MADD) has joined us in helping to promote the event, as we are donating all profits to them.

We have settled on the show categories and prices for entries. As mentioned before, show entries will be judged by club representatives, 1 vote per club. General admission will be \$3.00 at the door. Swap spaces will be \$15.00 for a wall space and \$10.00 for an aisle space. Each swap space will be about 10' x 10'. Each show entry will be \$10.00 per bike, and \$25.00 for 3 or more. There are 16 show trophy categories. They are broken down as follows:

- I. Street
 - A. Prewar (Category 1)
 - B. 1945-1962
 - 1. Lightweight (less than 450cc) (Category 2)
 - 2. Heavyweight (450cc and up) (Category 3)
 - C. 1963-1973
 - 1. Light (Category 4)
 - 2. Heavy (Category 5)

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



- ii. Competition
 - A. Road race.
 - 1. to 1962
 - a. Light (Category 6)
 - b. Heavy (Category 7)
 - 2. 1963-1973
 - a. Light (Category 8)
 - b. Heavy (Category 9)
 - B. Scrambles/Trials
 - 1. to 1962
 - a. Light (Category 10)
 - b. Heavy (Category 11)
 - 2. 1963-1973
 - a. Light (Category 12)
 - b. Heavy (Category 13)
 - C. Speedway/Flattrack/TT
 - 1. to 1962 (Category 14)
 - 2. 1963-1973
 - a. Light (Category 15)
 - b. Heavy (Category 16)

We do not want to have to spend great deals of money on trophies, so if you know of someone who might be willing to donate plaques or engraving, please let me know. We want to encourage each club to present it's own "Best" trophy.

Cheers,

Jeff Sunzeri,
BSAOC Rides Committee



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

(continued from page 7)

It was on one of those sandy turns that Alan lost it. He said, "It all seemed like it was happening in slow motion. I wasn't going fast and I had time to say to myself, "Well, it's probably better to get away from the bike so I'll just -- thheerrre, we're down." He wasn't hurt and a snapped off footpeg was quickly replaced with a passenger peg, which was certainly a more stylish touch than Tom Dabel's vise grips (though they were PROVEN fix, having served Tom well for a similar problem). We threw some dirt on a small oil spill and placed some branches and a Bud can on top to warn others, an old Shoshone warrior trick. We restarted and, once out of the sand, gunned our way to Marie's cafe for a burger and beer.

Phil stumbled in about 20 minutes later, carrying an exhaust nut wrench, NOS, and we knew that he was still game. We asked him if he had seen our warning sign and he replied, "Yes, I saw it. What was it for?" Art bought him a beer which he had to consume quickly because Louis was on the prowl again, exhorting riders to mount up for the next section. It was to be, he said, a newly paved strip to Patterson at Rt. 5, just as nice as nice could be. And he was right. AMAZING! Put it on your 'Roads to Ride' list-- a must! Louis has been making good use of his riding time. Shirley asked, "300 miles? We're not going 300 miles today, are we?" Don smiled.

Along the way we lost Phil. I turned around to find him and motored back but he had disappeared. Several who were behind me said that he had stopped with someone else and apparently they had headed back. It was just as well; I had told him at Marie's that it was my turn to be last but, once on the road, couldn't get him to pass me. Some guys want it all. Next time, Phil.

For the record, by the way, I can testify that Art Sirota did indeed ride at least 200 miles hunched over his JPN like a frog. I followed Art to assist him in dismounting and b- make sure that he wouldn't turn back. I almost crawled up and over his back on several occasions as he slowed for gravel strewn sections of the twisties. Can't be too careful with those rare models. Also for the record, a former President accompanied us and neither lost nor broke any parts. Scot Marburger is alive and well.

Once we got to Rt. 5 the ride turned north to Corral Hollow Rd. We buzzed by the dirt riders at Carnagle, lots of them on this fine day, and continued into lovely Livermore. Shortly after we all made it to the freeway and took off in various directions home.

(continued on next page)



(continued from previous page)

As I neared Oakland I spied a Norton cum chair! Great way to end the day! I pulled over to let the guy pass me and then chased him at 70mph for 10 miles. I tailed him off the freeway and asked him to stop for a photo. Neat rig! I explained that he seemed to be wobbling a bit at 70 and he said, "You should have seen it before I put the stabilizer bar on." Then he said with a grin, "I suppose my isolastics need adjusting. But then I kind of like all of the shaking!" Egads!

I rolled into the driveway, parked, and made for the coffee. When it was time to wheel my Interstate away for a rest I felt a bit sad. I stopped for a moment, gave it a pat, and then stood back to admire the lines. This bike has been like an old friend--to the Sierras and back on many occasions, up north, down south, commuting, but I have others to ride--the young upstart Dunstall, the snarling tiger Duc, the hardy workhorse Beemer, and it'll probably be awhile before my Interstate and I ride another

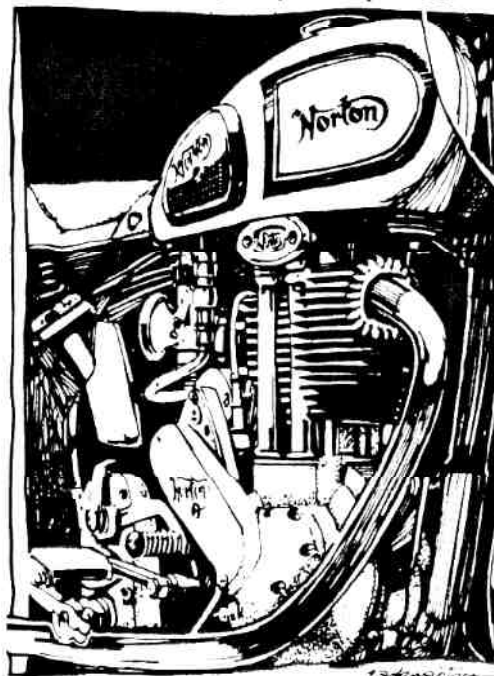
220 miles again on such a beautiful day. Then again, maybe next month . . . Oh, yes; no leaks. AMAZING!

Lou

PARAPHERNALIA REPORT from Robert Briscoe

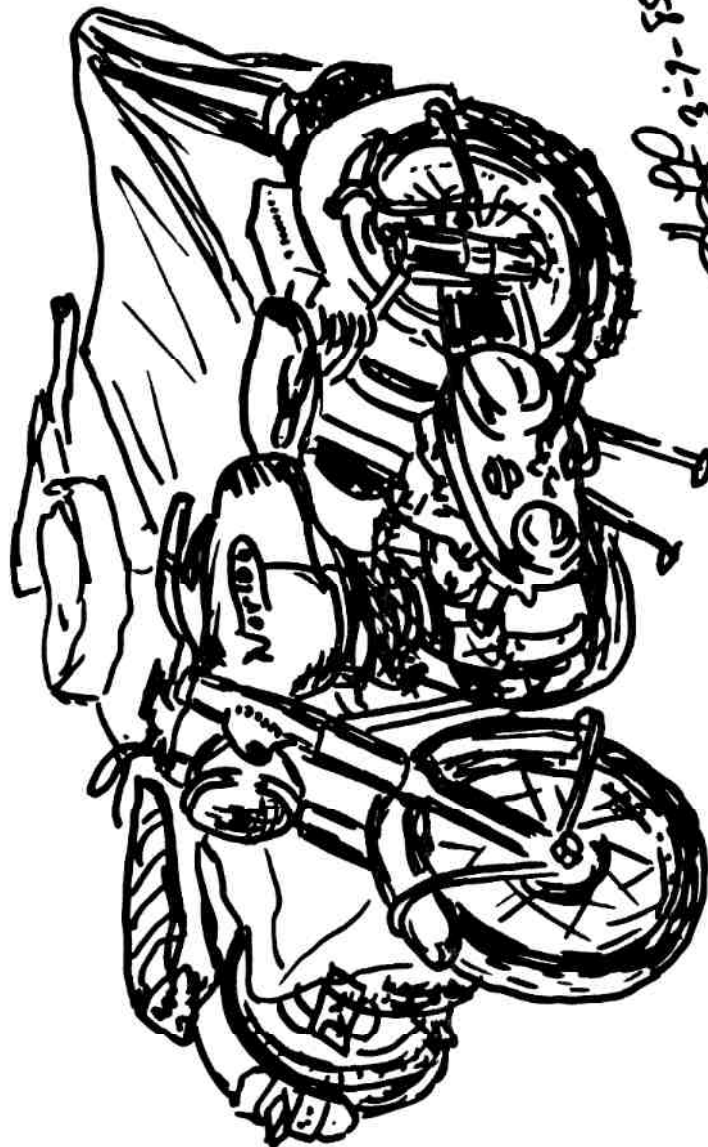
NEW BRANCH PINS needed:

I should be receiving the club stock of t-shirts, keyfobs, drinking steins and assault knives shortly. Per my phone conversation with the outgoing para. officer, Suran Meissner, the stock of Branch Pins is very low and the artwork needed to send out for more is missing, through no fault on Suran's part. I am also informed that the idea of a new pin design has been brought up at past meetings. The current one is hard to reproduce and hard to distinguish. This should make for a lively topic at the next meeting. A new branch pin design competitor is in order. Sharpen up those pencils!





THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



Jeff 3-7-55





TECH TIPS



SERVICE BULLETIN

NEW SECOND GEAR RATIO FITTED TO NORTON COMMANDO

To provide more evenly spaced gearbox internal ratios, a new mainshaft and layshaft 2nd gear were installed in gearboxes after engine number 306591.

The older 2nd gear ratio is 1.333 to 1
The new 2nd gear ratio is 1.275 to 1

The new gear set (mainshaft and layshaft) can be installed in the older gearbox.

Caution:

Under no condition should you attempt to mix the old and new gears. The gears must be changed in pairs. The mainshaft 2nd gears (old and new) have 18 teeth, but the tooth form and root diameter are different and will not match if mixed.

The part numbers for the new gears are:

Mainshaft 2nd gear 064640 18T
Layshaft 2nd gear 064639 23T

MODELS: Norton Commando
NUMBER: 3/75
SUBJECT: Gearbox 2nd gear Interchangeability
DATE: February 1975

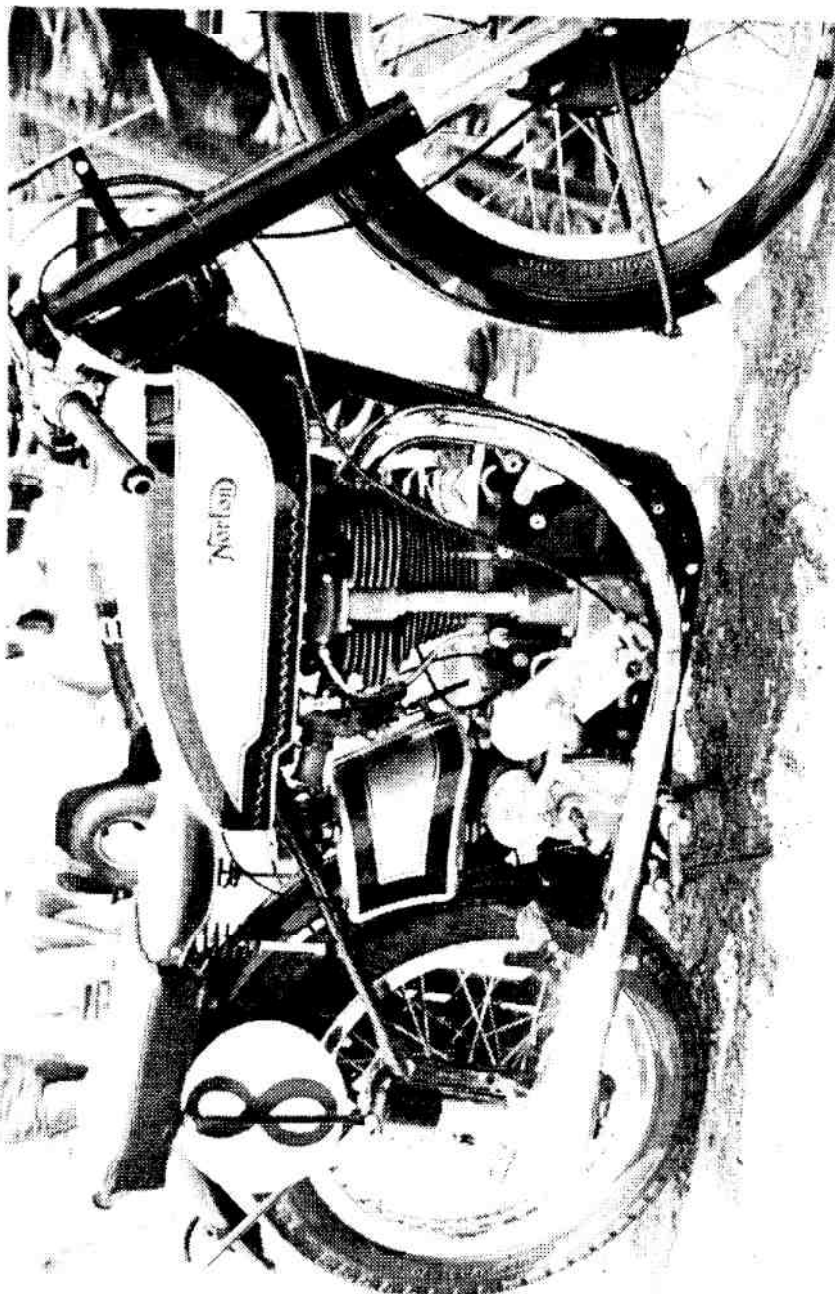
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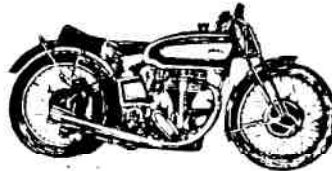
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