



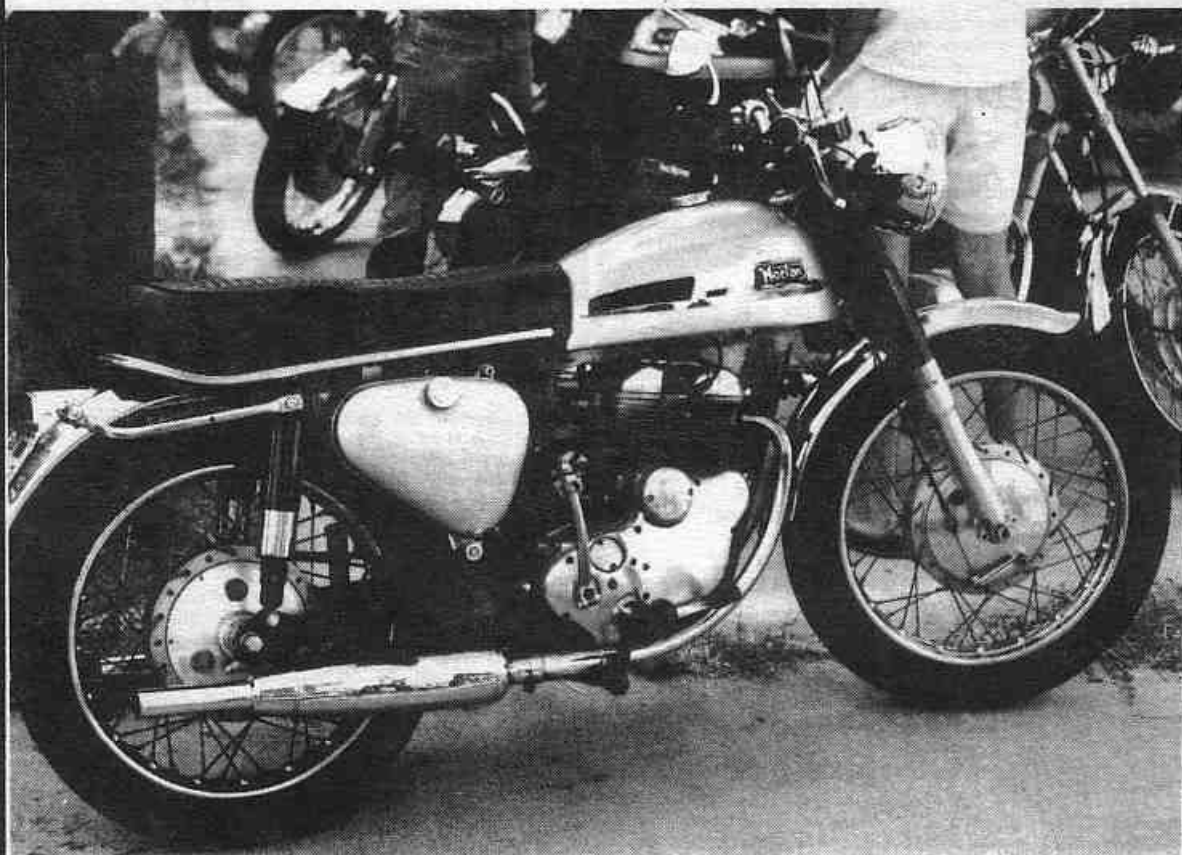
Norton Notice



The Newsletter of the Norton Owners Club

No. 140

Dec., 1989



**Norton Electra seen at the Annual Rally.
Comment by Phil Radford:
"I can't believe it hasn't gone to Norton Heaven."**



The Newsletter of the Norton Owners Club



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 **\$15.00 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 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 NOC Spares Program.

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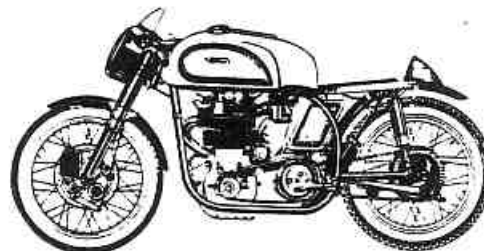
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Important!

(Please take note of the following fine 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 Manx 30M and 40M

Upcoming Events

Club Rides

January 14 : Brunch at the Flying Lady, then ride through the Santa Clara wine country and back to Alice's. Meet at HoJo's on First in SJ at 10 am. Call Marick Payton (415-321-5083) for details.

Meeting Schedule

The club meets on the 2nd Thursday of each month, at 7:30 PM. The location rotates between Peninsula, South Bay, East Bay and S.F. locations. (counterclockwise, right?)

December 16 Xmas Party
Alice's Restaurant
Intersection of 84 and Skyline Bl
2-8 pm. See "Alan's Wrench" for details.

January 11 South Bay
Harry's Hoffbrau
El Camino near Castro Street
Mountain View

February 8 East Bay
Gino's Pizza
2629 Ashby (near College Ave)
Berkeley, CA
Upstairs seating, good food, bottled beer only.

March 9 San Francisco
Lake Merced Boathouse. Great food, nice room with big-screen cycle racing videos and a lingere show!

NOC CLASSIC CALENDAR

15-full color photos

**\$9.50 for members of both
local and British NOC**

\$10.50 for the rest of us.

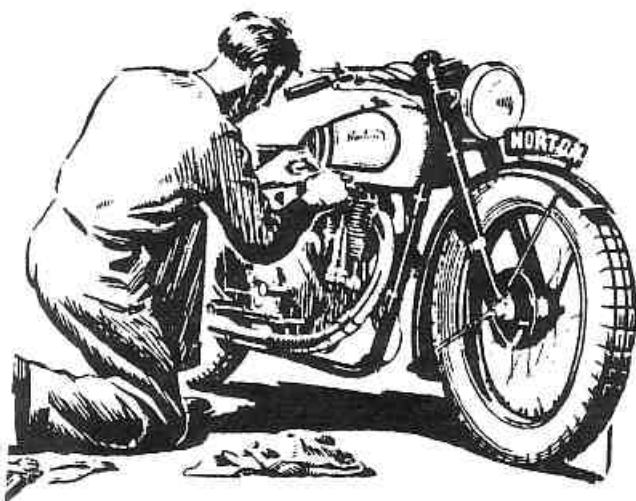
Contact Harry Bunting

(408) 736-6492

1165 Crandano Ct.
Sunnyvale, CA 94087

Alan's Wrench

Tech Tips and Gossip from the Editor



The Christmas Party / Annual Meeting is on at Alice's Restaurant, Saturday the 16th, from 2-8 PM. I will lead a ride up from Rabers Parts Mart on Old Almaden Road in San Jose, leaving there at 1 PM. If you are coming from the East Bay, meet at Mean Marshall's at 1 PM. There is no planned meeting point for the North Bay contingent, but you can call John Covell at 415-334-1183 if you want to meet up somewhere. If you are coming later or 4-wheeling, the official business meeting will start at 4 PM, with dinner service beginning at 5. There will be hors-d'oeuvres and mulled wine, compliments of the club, and a game-hen or roast beef dinner for \$12, hand-cooked by Stuart and the Alice's crew. Full wine and beer selection will also be available. Following

the dinner we will have some music and raffle off the door prizes which our advertisers are donating, including an automatic cam chain tensioner (\$65 value) from Richard Avidano's RMA Engineering. We have the place until they close at 9 PM, so there will be lots of time for bench racing too.

This has been a truly wonderful year of motorcycling for me. My European tour and the International Rally in Canada were the high points of course, but even without these two special trips, it would have been a great year. We had some fine club rides despite poor weather in the spring. Our branch rally in Markleeville was as hot as the Spitfire chili, and our regular monthly meetings have been very well attended all around the bay. And we can take pride in Eric Swortsfigures win of the 750 sportsman race at Daytona (on a Norton of course), and first overall in regional AFM competition. Way to go, Eric.

Two recent events have made this exceptional year even more memorable. The first occurred on the ride last month, which was a lovely relaxed tour of the back roads between Skyline and the coast. At the end of the ride, we were led to a storage locker in Redwood City by Art Sirota, where we collected a 1971 roadster which the club has purchased for a raffle

bike. This machine has only 2000 miles on a complete engine rebuild by Marshall's. It has a ding in the frame and some electrical problems, but it's all there - good tires and even the paint is ok. Thanks to Arts negotiating skills we got it for \$500.

The next step is to find a place to store and work on it. The bike is currently at Harry Bunting's but it can't stay there. Since the major components are all in good shape, we won't need a complete workshop, just enough room to strip and reassemble it, and store the parts safely. We should be able to do the whole thing by the Clubman's show in April, so we are talking about four months max. I think a Peninsula location is preferable for easiest access by our far-flung members. If you have some secure space in your garage for this club project please let me know or speak up at the Christmas party.

This month we have been visited by a member of the Northern France NOC, Denis Bourgelle. He shipped his MkIII Interstate from France to Montreal in August and drove it from there to the Arctic Circle in Alaska. On one stretch from Yellow Knife to Whitehorse in the Yukon, he covered some 500 kilometers (on gravel!) without seeing a house or petrol station. His 27-liter (7 gal) Interstate tank had about 1 liter in it when he got to Whitehorse.

Denis has over 200,000 kilometers on this machine and offers a wealth of information on how to achieve reliable

high-mileage touring on a Norton. Most important he says, is proper oil. He uses mostly Mobil 1 synthetic (they gave him 60 liters for the trip), which gives consistent oil pressure at all temperatures and also minimizes sludge buildup in the crank oilways. Denis did his first rebore at 100,000 kilometers (62,000 miles) and reground the crank at that time even though it didn't appear to need it. He found the sludge trap almost full, even with synthetic oil and frequent oil filter changes.

On the way back from Alaska, heading for Yellowstone, Denis had what he says was his first on-the-road breakdown. A rocker ball-end cracked and jammed an intake valve open. This resulted in a carb fire and broken rings. He was just able to get the fire out and saved the bike. After things cooled down, Denis was able to remove the broken pieces and rode the bike as a 420 cc single to Bob Bennison's house in Edmonton, Alberta where he rebuilt the engine at great expense (everything costs more in Canada). The moral of this story is that you should replace your rockers at least every 100,000 miles whether they need it or not!

On the way from Alberta to Yellowstone, Denis went to sleep near Casper Wyoming and woke up to find over a foot of snow on the ground outside his tent. The temperature stayed around 20 F for two days, so he skipped Yellowstone and headed for sunny California, stopping only in Winnemucca for some serious pub-crawling.

From here Denis is heading for the LA area by way of Sierra Big Trees (if the road is open). He will stay in LA a week or so, then head for Houston and home, by way of Las Vegas and the Grand Canyon. The whole trip will total around 15,000 miles, finishing with almost 140,000 miles on a 14-year old Norton. Pretty impressive...

Here are some other features of this unusual machine which have contributed to its longevity:

- * Boyer ignition, rebuilt with Teflon wires to resist oil and heat.
- * Electric start removed and cover cut and welded up.
- * Lockheed (Norvil) calipers on Norman Hyde brake rotors front and rear. Also Norman Hyde fork brace.
- * Extra large breather from intake valve cover.
- * Citroen 2CV oil cooler with thermostat.
- * Coils remounted behind air cleaner for cool, dry operation.
- * Extra frame braces welded on rear loop for luggage carrying.
- * Upside-down footrest on top left side frame for lifting on center-stand with luggage mounted (good idea!)
- * Avon Interpol full fairing and Craven fiberglass panniers ("very strong").
- * Headlight-only toggle switch (bypasses taillight and instrument lamps) for daytime running.
- * Smiths voltmeter and ammeter, replacing the warning light assimilator.

This is very important, as the stock assimilator can fry the stator coil if it short-circuits!

The latest feature is an oil level gauge which Denis made in about an hour from a piece of clear plastic tubing, a banjo-end, and a 1" x 5/16 bolt. He drilled the bolt to match the banjo and used it to replace the drain plug in the tank. The tube runs up the frame tube behind the tank, with cable ties to mark the 1 and 2 liter levels. This is a wonderfully simple modification which allows checking the oil level without removing the seat or luggage. Best of all, it requires no modification to the tank and enables oil changes without dribbling the draining oil over the exhaust and footrest.

Some of you met Denis on last month's ride and he has been doing a bit of wrenching for Hans Mellberg and Ken Armann since then. I also had him do some work for me on my MkIII restoration project, and he turned out to be very knowledgeable about this bike. He looked it over for about 10 minutes and reeled off a list of missing parts, some of which I'd never seen before, like the brake-hose bracket which mounts behind the ignition fascia and the little coupling piece inside the tach drive housing. He finally had to refer to the book for the wiring color-codes, but who remembers that stuff!.

Denis assembled a set of Amals on the bench and set the screws by eye. After mounting the carbs, fitting cables and lubricants, and some petrol, the bike took

a bit of kicking to loosen up the rings. When it started for the first time in at least 5 years, the mixture and idle speed were perfect! Now that's what experience gets you. He says he has rebuilt his carbs probably 10 times, the last quite recently, so he can do it without even thinking.

A map of Dennis' North America route is on page 12.

Things are looking grim on the Norton rotary certification front. The testing lab I've been using asked the EPA if their in-the-floor dyno could be used for motorcycle certification and the answer was "no". This means that I must find another facility to perform the official test, although I can continue to use the Berkeley facility for development tuning. I'm running out of time though, so I could use some help. If you live in the L.A. area (we have about 15 members down there I think), please ask around for a motorcycle emissions test facility with a single-roller dyno. I'm pretty sure there is one but I have no idea how to find it. If I had an L.A. yellow pages I would start there....

I hope this year has been as good for all of you as it has for me, aside from the earthquake. Which reminds me, the road crews did an amazing job on 17 and had it fixed and open by Thanksgiving. Here's a tip of the ol' brain bucket for CalTrans ~ Merry Christmas and an even better Norton New Year !

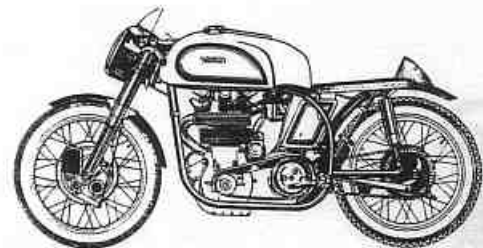
Nov. Ride to Beach

Nine happy motorcyclists and one passenger set out from Alice's on the 19th of November for a windy-road ride to the coast in the most gorgeous weather California has to offer.

The first leg of the trip was down Tunitas Creek Road to Highway 1. This is a lovely road in good weather, heavily forested and offering continuous beautiful views. The ride down the Coast Highway to Pescadero produced a "quick" change of pace.

A hearty lunch at the Greek restaurant in Pescadero also provided time for soaking up the sun and the usual shop talk and bench racing.

The route back began with Pescadero Road back toward La Honda, a road offering a great contrast of fast sweepers and "oh-my-God" 180's. Before reaching La Honda we veered off onto Alpine Road, like Tunitas Creek, narrow, wooded and very twisty. Cresting Skyline, we dropped on down to civilization on Page Mill. Most of the group ended the ride by joining Art Sirota in picking up the "rally" bike (see Alan's Wrench).



1963 catalog drawing of Manx 30M and 40M



The prototype safety motorcycle, developed by Norton for the Transport and Road Research Laboratory, features:

- tank-borne impact-actuated air bag*
- safety cage*
- safety fairing*
- energy-absorption cells for leg protection*
- anti-lock brakes*
- high intensity running lights.*

Minutes of November Meeting

Minutes of the November 9 meeting at Prince of Wales, San Mateo:

President Alan Goldwater called the meeting to order at 8:20. Twenty-seven members were present with 16 beautiful Nortons parked in front of the pub.

The first topic of discussion was the Christmas Party at Alice's Restaurant on Saturday, December 16. This even will also incorporate our Annual General Meeting and December ride. So, all members are encouraged to bring their Nortons!! No hard liquor will be served. The purchase of food at Alice's is not mandatory. Alan encouraged every member to bring an ornament made of some kind of used Norton part as a Christmas tree decoration. In addition, Alan suggested that we fabricate an entire Norton at the party and use paper as a building material.

Margie Siegal offered to organize field events.

A discussion followed concerning the various club positions which will be coming up for elections. It was suggested that the responsibilities of Ride Coordinator and Vice President might be separated. Margie Siegal discussed the responsibilities of the VP.

All contributions to the *NN* should be

sent to Marick Payton.

Alan displayed the new tee shirt graphics prepared by Doug Ratliff for the new club shirts. He also collected an informal tally of opinions on color combinations.

Phil Radford passed around the new Norton factory sales brochure featuring the F-1 street rotary racer.

Alan made the announcements that he will be needing some volunteers to ride his Rotary Norton for 4-hour stints to help him meet current EPA regulations.

Alan pointed out that our club needs a new Public Relations Officer because Hans Melberg doesn't seem to be able to fulfill these responsibilities for which he had earlier volunteered, due to time constraints. So, someone creative is needed to represent the club to shop owners, the media and the public. Communication skills are essential.

A lively discussion ensued regarding our current relationship with the N.O.C. in England.

Harry Bunting brought some 1990 N.O.C. calendars for sale. These feature bikes of three club members: Art Sirota, Phil Radford and John Paliwoda.

—Art Sirota, Recording Secretary

News of the Norton Rotary

DATELINE: London, 10/20/89: The British Norton motorcycling team have built a new bike in a bid to recapture their glory days of the past.

The machine, a derivative of the Norton that won two British championships this year, will be the subject of technical discussions at the international Motorcycling Federation (FIM) congress in the Netherlands next week.

Norton have been absent from international racing since 1973.

UPDATE: 10/28/89: The British Norton motorcycling team have been given the all-clear to return to international racing after an absence of 16 years. The decision to readmit Norton to the 500cc grand prix class was announced on the closing day of the International Motorcycling Federation (FIM) congress in the southern Dutch town of Maastricht.

"There was some arguing over whether Norton's Wankel engine exceeded the capacity for racing at 500cc, but we have decided there is no problem," said FIM spokesman Jan Martens.

Norton feared they might be excluded under rules dating back 20 years which classified their rotary engines as twice the size of normal engines. They will also be able to compete in the 1990 world superbike and Formula One championships.

They do not expect to have a 500cc bike ready for the start of the 1990 season, but hope to compete in the British Grand Prix next August.

—Reuters

Royal Automobile Club (RAC) motorcycle patrols are back on the roads after nearly 20 years, which have seen the fortune of two wheelers come full circle.

Modern, British, and above all fast to reach breakdowns in congested areas, the RAC's new fleet of Norton Interpol and Interpol II machines is now an essential part of its roadside rescue service. Today 30 Jambuster motorcycles are deployed by the RAC in major towns and cities in England and Scotland.

Severe congestion in central London, which increasingly slowed down service vans prompted the return of motorcycle patrols. They can often beat the queues, and their benefit was recently illustrated when one went to aid an ambulance which had broken down taking a child to a hospital.

Graham Barker, the RAC's national rescue services manager, explains that mobility is the key: "They can whistle round the early morning 'non-start' jobs fairly quickly.

"The motorcycles can carry a surprising amount of equipment, but, even so, a lot depends on the patrol himself," he said.

Fitted with a large array of equipment, including radio headsets incorporated in the rider's helmet, patrols riding the 588cc rotary-engined Norton motorcycles achieve a high roadside fix rate—or Go, Not Tow, rate—saving motorists the need to have their vehicles recovered to a garage.

"We use them in congested areas and multi-story car parks because of the quick access to those areas" says Pat Moran, deputy rescue services manager at the RAC's Northern Home Counties office at Watford.

—Reuters



Classified Advertisements

Garage clearout: P-11 oil tank, has original paint, several dents \$40; NOS P-11 chrome rear fender \$45; N-15 swing arm \$10; N-15 rear brake pedal \$25; N-15 oil tank, without heat shield \$20; N-15 battery/toolbox cover, needs some straightening \$25; 650 SS crankcases, has holes \$10; early 750 cylinder (spigoted type), broken fins, needs to be \$10; early 750 head, broken fins \$15; 500cc twin cylinder, good fins but needs to be resleeved \$20; 500cc twin crankcase, needs holes repaired \$15; New 19" Radelli rims for Norton drum hubs \$50. Add shipping. Neil Peacock, 8845 Elgin Dr., Lafayette, CO 80026. (303) 499-1175 /12

FOR SALE: Original John Player Norton in very good, stock condition except for re-upholstered seat (Corbin), stainless steel brake line and Dunlop 591's. Approx. 11,000 carefully ridden miles on the clock as of August '89. Always garaged and meticulously maintained. Serious inquiries only, please. Steve Coburn, (804) 296-2814, R.D.5 - Box 327, Charlottesville, VA 22901. /9

FOR SALE: Genuine Norton Commando Fastback petrol tank, new, \$150. Single Mikuni carb conversion, complete, used but in perfect condition, \$65. 18" rear wheel for Atlas or early Commando, includes new Dunlop K81 TT100 tyre 4.10 H 18 tire and Dunlop rim. \$50. Art Sirota, 1281 Laurel St., Menlo Park, CA 94025, (415) 327-3167. /9

Wanted: Commando suitable for building into Vintage racer. \$1000 to \$1500. Please write Stefan Fielding-Isaacs, PO Box 50791, Palo Alto, CA 94303. /12

For Sale: "S" exhaust system, complete, good cond, \$200. Lots of other stuff. Jim La Russa, 886-0229. Call mornings. /12

Wanted: Featherbed frame for Triton project. Paul Netto, (408) 475-6526. /12

For Sale: Bubb 2 into 1 exhaust, \$10; 750 exhaust system, ratty but works, \$10. Jerry Kador (415) 349-5913, eves. /11

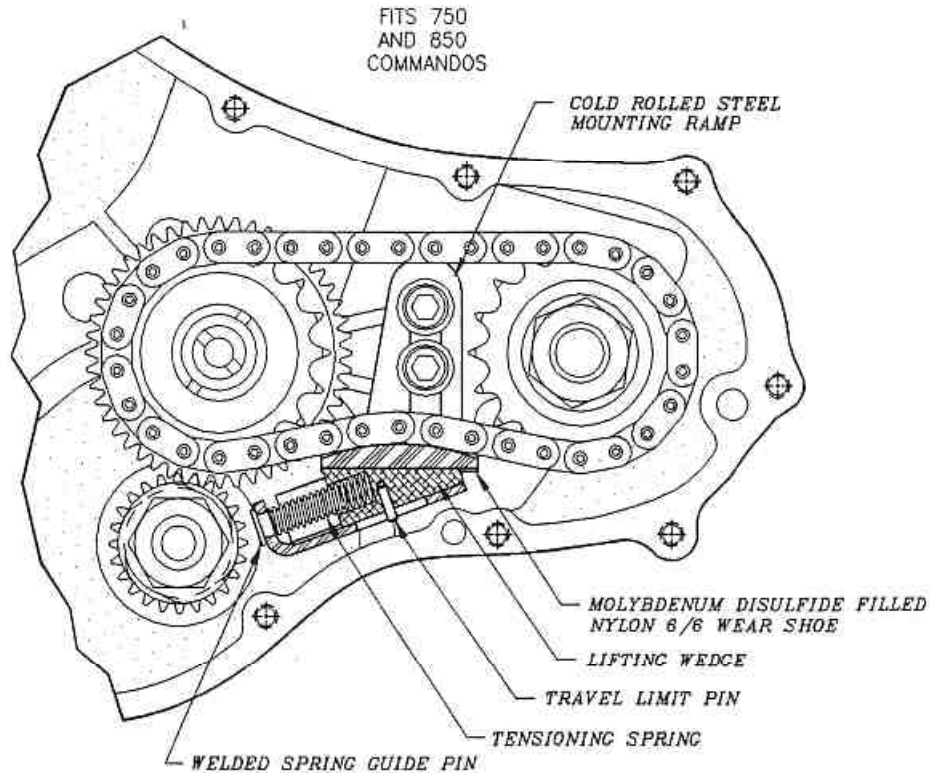
For Sale - Mk3 roadster seat with metal base, excellent cond. \$35; Mk3 factory workshop manual \$15, orig.; Fastback petrol tank, new \$150. Call Art Sirota (415) 327-3167. /10

For Sale: Widder electric vest, new, size 40. \$50; Snap On "British Standard" sockets, 3/8 inch drive, set of 12, \$80.

Call Biff Erickson (415) 681-9131 /11

FOR SALE: Triumph Bonneville Special, stock, 1979, beautiful, collector-owned, only 2K. Always garaged. Run weekly. Virtually new and perfect. \$2950. Will Guyan, (707) 884-4300, Box 65, Gualala, CA 95445 (100 miles north of City). /9

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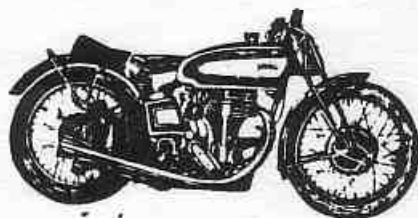
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