



# Norton Notice



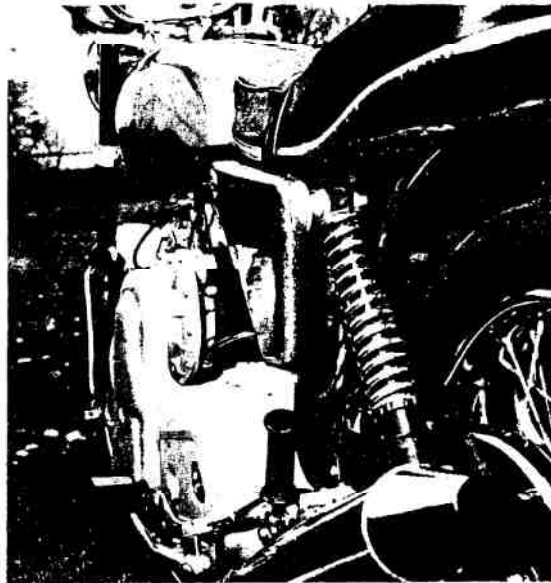
The Newsletter of the Norton Owners Club

No. 132

March 1989

QUICK BOLT-ON UNIT  
FITS

 **Norton**  
Motorcycles  
750cc & 850cc



DROUIN SUPERCHARGER



# 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

**£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 NOC Spares Program.

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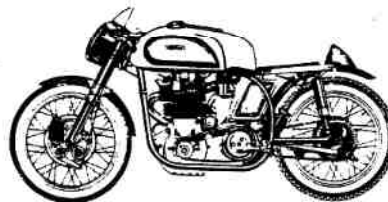
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## NORTON OWNERS CLUB

#### 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 motorcycling 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:**

Coordinated by Margie Siegal

**March 12** The Late Great  
**Mt. Hamilton (un) Freeze Run**,  
re-scheduled from Jan. due to nasty  
road conditions, this time we'll have  
wildflowers instead of frostbite. Meet  
at Howard Johnson's, N. First St. in  
San Jose 9:30 AM. The ride is long, so  
we'll leave promptly at 10. Call Louis  
at (415) 857-1835 for details.

**March 26 Margies Birthday Ride**  
Starring the entire cast of Mean  
Marshall's Mt. Tam run. Meet at the  
Ashby BART station at 4 AM, or if  
you're not quite so crazy, at the  
Parkside Cafe in Stinson Beach at 10  
Happy Birthday To You,.....

**April 2**  
Clubman's All-British Motorcycle  
Show and Swap Meet  
Santa Clara County Fairgrounds.  
Come and support the club at the areas  
biggest and best all-British event.  
Show up late so I can get the good deals  
first. Bring your best Nort and win a  
trophy.

**April 30**  
Tulare Vintage Cycle Show  
and Swap Meet  
Ride down on Saturday and camp on  
the site, leave from Rabers on Old  
Almaden in San Jose at around 10 AM

### **July 19-23 International Norton Owners Assoc. Rally, Kimberly BC. Canada**

Adults \$40 Family \$90 Children \$21  
Includes banquet, concours, rides,  
dance with live band, 4 days camping  
and more. For info or pre-registration  
CNOA c/o Bob Bennison, 1801 King  
Street NW, Cranbrook BC V1C4Y7 Can.

### **Club Meeting Schedule**

The club meets on the 2nd Thursday  
of each month, at 7:30 PM. The  
location rotates between Peninsula,  
East Bay, City, and South Bay  
locations

**March 9** Peninsula  
Prince of Wales Pub  
106 E. 25th Avenue  
San Mateo, Ca  
Great selection of beers and  
dartboards in our private meeting  
room.

**April 13** South Bay  
Harry's Hoffbrau  
El Camino REal at Castro St  
Mountain View, Ca

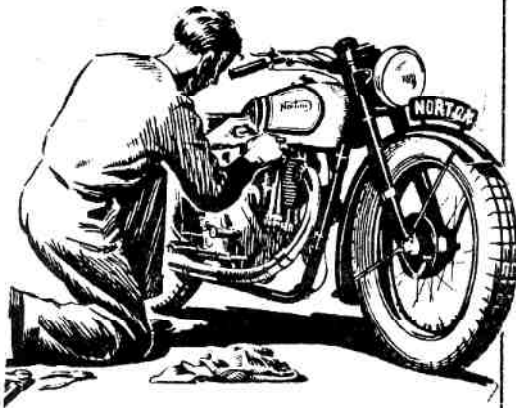
**May 11** East Bay

Who knows where? Well I don't.  
Somebody over there please  
find us a meeting place. Thanks



**Alan's Wrench**  
Tech tips and gossip from The Editor

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The most interesting news I have to report this month is that our club racer Eric Swortsfigure is off to race at Daytona with the "Mr Jags" hotrod Norton. Margie Siegal is also going to be there, as a working journalist, so we can look forward to a first-hand report. Go get'em Eric!

On the event horizon, the Clubman's show is coming up at the end of this month which marks for most of us the beginning of the new cycling season. I hope we have a good turn-out, especially of show bikes for the Concours. If you have a clean machine, bring it on down. We will be awarding a beautiful "Best Norton" trophy in addition to the regular all-marque judging.

The biggest Norton event of the year looks to be the INOA Rally which is July 19-23th in British Columbia. Several members have already committed to going, including myself. At least one truck will be going, so some parts/rescue support should be available. If you are interested in making the trip please let me know so that I can coordinate the route and schedule. The USNOA/INOA Rally has been very successful in recent years, with over 300 Nortons attending and many well-planned events.

Those of you who pointed out that the March 15 date for the Mt. Hamilton ride falls on Wednesday were perfectly correct. The ride is actually on March 12, a Sunday.

On the cover this month is part of the sales literature from the Drouin Supercharger for Nortons, which was made in the mid-70's. Club member William Ow sent me the brochure and a week later he found one for sale. He says it only took a few hours to install and the bike (a late '73 850) started on the first kick. I took a look at the installed unit last weekend, and found it to be extremely simple and well-designed. William is still sorting out the jetting and such,

(continued on page 5)

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but this looks to be a good runner. I'll do a road-test of the machine if I can convince him to let me ride it, some time later in the year.

For several years, I've been fooling around with the innards of the Smiths magnetic gauges used on Nortons. I find that there are two kinds of failure modes in these units and that often they can be repaired with very little effort. Let's look at how they work first (drawing on pg. 11). The cable drive fits into an alloy cup with a matching square hole, which revolves in a bushing in the back housing. The cup is connected to a steel shaft about 3/16 dia which goes through the housing and has a brass spiral gear pressed onto the other end. The gear drives the odometer worm and also serves as a retainer for the shaft. The shaft emerges from the gear and in turn supports the rotor magnet. Above the magnet is the steel driven plate which is supported on another shaft running in a small bronze bushing under the faceplate. The same shaft supports the indicator needle which is a press-fit.

The operation of this unit is straightforward: the drive cable turns the magnet, which drags the driven plate and needle in the direction of rotation, against a hairpin return spring. The amount of travel is adjusted by a calibration screw which

changes the spacing between the magnet and driven plate.

OK, now lets look at some of the failure modes of this thing, working from the symptoms to the cause(s) and possible fixes.

1) Unit frozen or very stiff, possibly broke the drive cable.

This is usually caused by the drive cup being seized in the lower housing. In the units I've worked on, these parts are both pot-metal alloy, which will corrode and/or gall if allowed to run dry. Simply dripping oil into the square drive hole won't do any good, since there is a tin cover (usually gold-anodized if not corroded) which prevents oil entering the bearing. The cover is a light press fit on the end of the threaded bushing, and its removal will allow lubrication of the rear bearing. I use some liquid wrench an let it soak in overnight. Don't use too much - if it gets down inside, some other problems can occur. After the bushing turns freely, wipe off the excess solvent and apply 1 drop of liquid graphite speedometer lube, available at most auto parts stores.

2) Oscillating or fluttering needle, sometimes accompanied by cable noise.

This can be cause by an about-to-seize bottom speedo bushing, a worn or loose wheel speedo drive, or a



## The Newsletter of the Norton Owners Club

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### Art Sirota's Shoptalk

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Getting a straight answer from the DMV can be more difficult than importing a new Norton Rotary into California. So I thought I'd pass along some information regarding DMV rules concerning original license plates.

According to Karen Hartley, manager of the Special Plate Unit in Sacramento, you may register your machine with the "Year of Manufacture" plate if it is a vehicle manufactured in 1962 or prior years. The year of the machine must be exactly the same as the year the license plate was first issued. So, a 1956 Norton could be registered with a 1965 California plate.

The YOM plate must be assigned to a currently registered vehicle. There is a one-time additional registration fee of \$35 for YOM plates. You must bring the YOM plate into the DMV and have it physically inspected by a Department of Motor Vehicles employee. (Fortunately, however, you, yourself shall be spared such an indignity.)

Those of you who are wondering why anyone should care about what kind of plates are on his motorcycle should know that the new reflectorized license plates now being issued by the DMV are much smaller than earlier plates. This size difference can be a problem when trying to fit an original license plate frame as the new plate will not work. Pretty soon you wind up drilling additional holes into your impossible-to-find British sheetmetal in order to mount a plate that looks totally wrong for your bike.

Older motorcycle license plates are turning up frequently at vintage shows and swap-meets. A friend of mine recently purchased a 1956 California motorcycle plate for \$70.

Another option for someone who wants to fit a plate that doesn't look too modern and reflect light in such a manner as to make it easier for a Police Officer to follow your machine at night is the Historic Motorcycle plate. This is for machines dating from 1943 to 1962. The additional one-time fee is \$25. For those of you who ride motorcycles manufactured prior to 1943, the DMV will issue an Antique Motorcycle plate. The one-time fee is \$15.

Antique and HV plates have some sort of stipulation concerning their being ridden only to rallies, parades or special events, but from what I understand from talking to other owners this rule is never enforced. After all, couldn't going up to Alice's for breakfast on a sunny Sunday morning be construed as a "rally"? It is one of those rules that is impossible to enforce.

If you have any questions regarding special plates, call either Mrs. Short or Karen Hartley in Sacramento (916-732-7170).



## The Newsletter of the Norton Owners Club



### MINUTES OF THE FEBRUARY MEETING

The February meeting was transferred to Zuka's (from the Harbor Light) because of the absence of the cook at the latter. Margie Siegal presided in Alan's absence.

Upcoming rides were dis-cussed, noting that Susan Wood will lead the way on the Port Costa run. It was noted that the *Norton Notice* had incorrectly listed the Mt. Hamilton ride as the 15th of March (it should be the 12th). Eric Swortsfigure suggested another Norton Day at Sears Point; he'll provide Margie with a date to shoot for.

Don Danmeier indicated that the NOC was invited to participate in the BSAOC Sierra overnighiter, scheduled for the 26th-27th of August; another Reno event. Also, he advised Margie to expect a call from Marc Michon relative to organization of the Tulare Poker Run because the BSA club delcined to do it.

After some banter about the planning for the Clubman's All-British Show, it was agreed that Margie would call Burton Kranzel to be certain that he's on top of organizing the NOC stand (Club banner, membership forms on hand, etc.) and confirming who's preparing the "Best Norton" trophy (see letter from Art Sirota confirming that he has taken care of this item), who's going to be on the judging panel, and what not. The idea of mounting some photos of past Club events was discussed and received with general approval. Swortsfigure offered to display a race bike and is to contact Burton on integrating that idea.

Leo passed around some suggested Club insignia graphics for comment. These would apply to new T-shirts, etc. Danmeier pointed out that B&C Actionwear had printed the T-shirts for the Ariel and BSA clubs, with good results, and that they will be bringing their printer to the Show in order to make more shirts in the event the clubs run out that day; might be a good contact to use.

Possible locations for this year's Rally were brought up; one idea would be to find a site that would offer rooms as well as campsites, in the hope that we'd draw a few more Rallyists and/or their better halves. Margie passed around a "Motorcyclists' Bed and Breakfast" directory that she is reviewing. It may offer some leads.

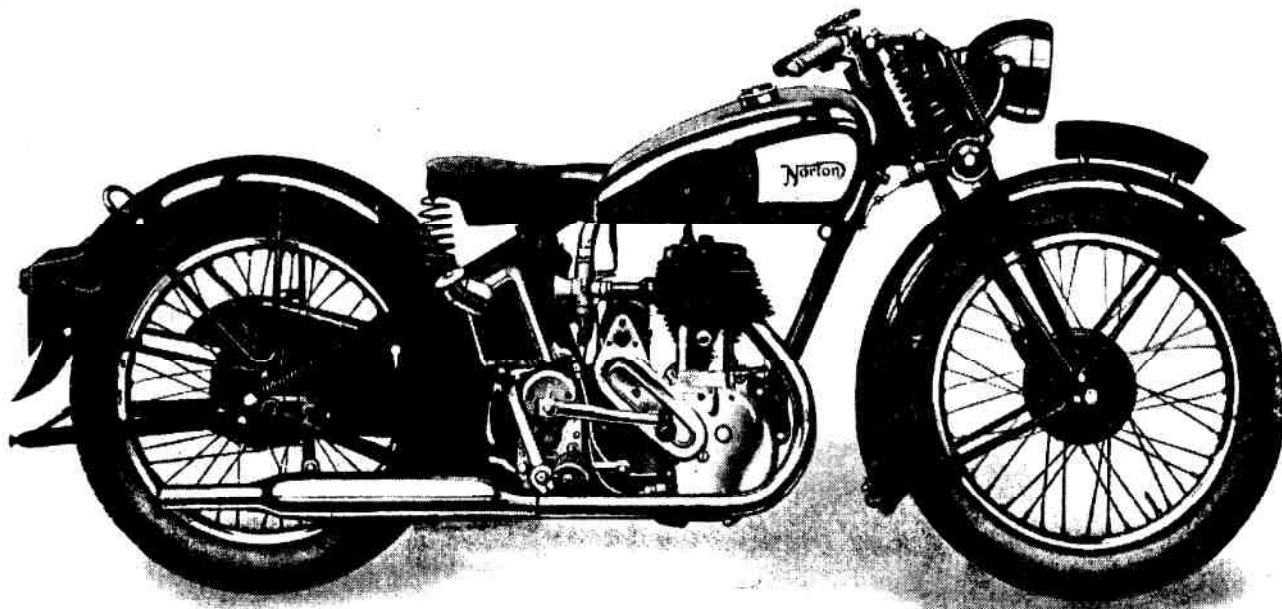
Sowrtsfigure gave us a run down on his race preparations for Daytona, and indicated that he'd be attempting to emphasize the Britbike presence by flying the Union Jack, if nothing else. John Covell suggested that he contact Harry Bunting regarding use of the of the Norton banner.

Concluding our evening was Jerry Kaplan's video of the 1988 Rally, filmed at Van Damm Park and in the town of Mendocino, and complete with coastal scenery, seagulls, Nortons, happy campers, lewd gestures, and a running commentary on the sound track. More in '89.

Meeting adjourned at approximately 9:30 pm.

--Don Danmeier

# MODEL NO. 16H 4.90 H.P. S.V.



Code Word: ACTON

**ENGINE.**—Bore 79 mm. Stroke 100 mm. Side Valve. 490 c.c. with detachable cylinder head.

**LUBRICATION.**—Full dry sump—gear pump pressure feed to bearings and piston. Valves provided with grease gun lubrication and suitably protected with cast aluminium cover.

**SILENCER.**—Of scientific design, efficiently silencing the exhaust gases without interfering with engine performance.

**CARBURETTER.**—AMAL needle jet, twist grip control.

**FRAME.**—Of immense strength, built throughout in jigs, all joints are brazed. High tensile steel tube. Graduated section lugs are used.

**GEARBOX.**—Four-speed. Ratios: Solo 4.66; 5.64; 8.25; 13.0; Sidecar 5.17; 6.26; 9.12; 15.1. Positive stop change-speed lever (Patent No. 424,154). Gate control available if specified when ordering. Shock absorber incorporated in clutch.

**OIL BATH CHAINCASE.**—NORTON. Patent No. 406,599.

**TRANSMISSION.**—Hans Renold chains.

**BRAKES.**—7" Internal expanding, 1½" wide, smooth and powerful in operation, providing a feeling of security. Quickly adjustable.

**WHEELS.**—Quickly detachable and interchangeable, fitted with journal bearings.

**TYRES.**—26 x 3.25 Dunlop Heavy Cord.

**FORKS.**—Patent No. 387,550, fitted with rebound springs and hand adjustable friction disc shock absorber. Fork link adjustment provided.

**HANDLEBARS.**—Patent No. 419,336, rubber mounted, fitted with steering damper.

**SADDLE.**—Flexible top, mounted so as to give an exceptionally comfortable riding position.

**FOOTRESTS.**—Adjustable. Lugs are provided for fitment of pillion footrests.

**STANDS.**—Front and rear with additional prop stand, foot operated.

**PETROL TANK.**—2½ gallons capacity. Chromium plated.

**OIL TANK.**—Chromium plated and lined.

**STANDARD FINISH.**—All bright parts chromium plated, all enamelled parts finished in three coats best quality black enamel.

**MUDGUARDS.**—Large section, affording adequate protection.

**TOOL BOX.**—With complete tool equipment.

**GROUND CLEARANCE.**—Approximately 4½".

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The Unapproachable  
**Norton**  
(REG. TRADE MARK)



## The Newsletter of the Norton Owners Club

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### Alan's Wrench - continued

partly-seized or broken cable. If the speedo reading is low and pulsating, the cable may be completely broken somewhere, but still partly turning as the frayed ends jam together. You should lube the drive cable and wheel drive once a year or more, depending on your mileage. Don't worry too much about that old tale of excess cable lube screwing its way up into the speedo head - I've found it almost impossible to get lube in there past the tin cup, even with the unit lying upside down on the bench. Excess cable lube will probably ooze out the wheel drive unit and spatter all over your tire, but then its on the opposite side from the chain and sort of balances the rear wheel's appearance.

3) Excessively high reading, sometimes pulsating.

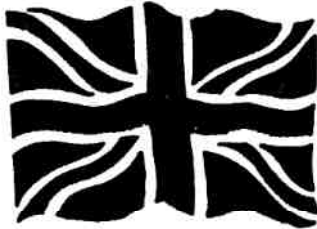
This one is harder to fix and is usually a sign of a worn-out unit. Looking at the drawing, note that the separation of the magnet and driven plate is controlled by the calibration screw and also by the end-play of the brass gear in the housing. As the gear wears, it allows drive shaft and magnet to float around. Now, the end of the drive cable is captured between the c-clip in the cable end and the end of the hole in the drive cup. As the cable ferrule is tightened, it forces the drive cup up into the housing where the end thrust is taken

by the brass gear against the calibration plate. This can cause failure in two ways: the gear can wear, allowing the magnet to lift toward the driven plate, or if the thrust is enough, it can force the shaft through the press-fit in the gear, with the same result.

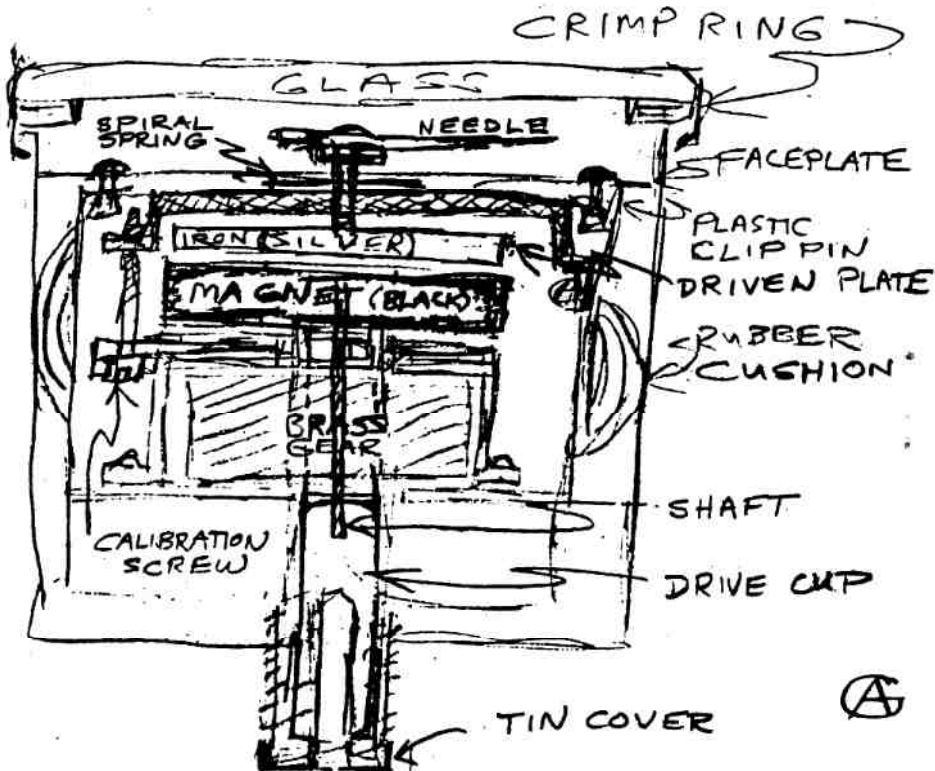
In either case you can often make the unit work sort-of ok by simply loosening the cable ferrule, allowing the magnet plate to drop. Use of lock-tite is seldom necessary as those threads are mighty fine and usually corroded enough to stick where you put them. If the gear has come loose on the shaft, you may notice that the odometer reading is low, even though the speedo part works ok. In this case a drop of wick-n-lock applied with a toothpick or fine syringe can refix the gear to the shaft. Unless you want to take the big step of removing the bezel, you have to work through the hole where the light mounts. Try to ease the gear back down the shaft before gluing. If the gear is worn, You might as well send the unit in for rebuild unless you have a stash of new Smiths spare parts.

Well that's enough gory detail for this month. Next time, I'll tell you how to get the bezel off to replace the glass or mess with the innards. See you on the Mountain.

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THE UNAPPROACHABLE  
**Norton**



SMITH'S MAGNETIC SPEEDO

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



## The Newsletter of the Norton Owners Club

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Dear Fellow Norton Nuts,

By now you probably know this year's annual INOA rally will be held up in Kimberley, British Columbia, July 19-23. This will be the first time the Norton "National" has been held outside the U.S. and I'm really excited! As an attendee of seven of the past ten national rallies, I find it hard to skip one.

I know that many of you who were Noccers back in 1980 came to the "Rally in the Redwoods," but for one reason or another have attended few or none since then. Well, here's your big chance! Let's get a good group of Norton faithful together and ride (or trailer if absolutely necessary) up the Pacific coast to Vancouver Island and, then, across B.C. to Kimberley, which is just south of Banff.

I'm rounding up a few good folks down here in the South-land and we're planning to ride up to the Bay Area about a week before the rally. We can all join up on Saturday, July 15th, and head up the coast, riding about 400-500 miles per day, camping out or moteling it along the way.

I figure we'll hit Kimberley on the 18th or 19th and have a great time getting there. The rally, as always, will be a great bash! When it's over, I'm thinking of riding down through the Rockies for 3-4 days and then back to California. So you will need two full weeks to do it if you want to come along for the whole tour.

Please call me (or wite) if you're interested (619) 278-3048. Keep on Norton!

Steve Coburn  
3774 Old Cobble Road  
San Diego, CA 92111

### FOR SALE:

Fiberglass Interstate tank, fair condition (good paint but one chip);  
Interstate seat, good condition;  
Rear wheel ('74 850 drum), complete with bearings, very good condition.

WANTED: Roadster seat.

Offers/trades. Call Dave (415) 848-4505

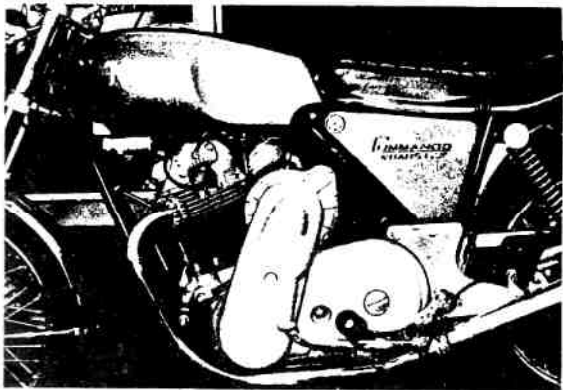
### NORTON BUYS AMERICAN PIPE COMPANY

The Norton Group PLC has bought an American pipe fitting company, the Pro-Fit Piping Components, Inc. Pro-Fit imports and distributes carbon steel pipe fitting and flanges for industrial construction projects. Price paid was \$13 million. Pro-Fit sales in 1987 were \$15 million. Funds for this acquisition will come from a new stock issue.

Norton stated its reasons for this acquisition as follows: "It is your Board's intention to develop Norton by the acquisition of engineering or engineering-related companies with established profits, good growth prospects and strong management. . . . Pro-Fit offers a range of benefits to Norton. In particular, your directors consider it is an established business whose cashflow will add support to Norton's rotary engine and motorcycle businesses, and will give Norton a US presence where a substantial proportion of its engine and motorcycle sales could be made in the future."



COMMANDO MODEL



DRAGSTRIP PERFORMANCE

(Drouin Supercharged)

0-60 M.P.H. ....	4.0 seconds
0-100 M.P.H. ....	8.5 seconds
0-120 M.P.H. ....	12.8 seconds
1/4 Mile M.P.H. ....	115 M.P.H.
1/4 Mile E.T. ....	11.7 seconds
Top Speed .....	142 M.P.H.

— SPECIFICATIONS —

- Type: Precision Centrifugal
- Size: 7 1/2" Diameter x 4" Long
- Weight: 15 Pounds
- Material: Cast Aluminum Alloy
- Boost: 10 + P.S.I. @ 7,000 R.P.M.
- Maintenance: Check Drive Every 2,000 Miles

— COMPLETE PACKAGE —

- Supercharger Includes: 40-M.M. Injector with Air Filter, Mount Primary Cover, Drive Assembly, Manifold, Instructions, Decal, Warranty.
- Warranty: 90-day parts/service
- Delivery: Within 15 days receipt of order.

Suggested List Price \$750.00

Dear Alan,

Had some trouble with my charging system. Turned out that the battery was shorted inside from the sediment settling down to the bottom. First symptom was the red light came on ('71); then it wouldn't go out below 1200 rpm (normally went out over 800, even with the headlight on). Then the front of the primary case started getting very hot; so I shut it off. Upon disassembly and inspection of components, the stator insulation appeared blistered slightly, but there was no continuity to the stator frame. All the wiring looked good and the rectifier looked ok. Zener diode seemed all right (?), so I took a chance and put it all back together with a new battery. It works just fine and I am hoping that the stator's life has not been shortened by too much.

Take care and happy riding to you,

Soren Tubergen

THE WANKEL THREAT

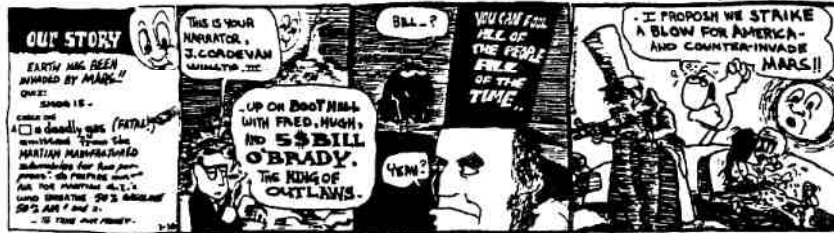
"And in the midst of the fighting, while Honda, Yamaha, Suzuki, and Kawasaki engage in their escalating free-for-all, someone will sneak in a Wankel-powered motorcycle which just might wipe out the opposition. . . . The Wankel engine, at the moment, probably holds the key to the future of internal-combustion engines, and may well prove to be the four- and two-stroke engines' executioner." *Bike! Motorcycles and the People Who Ride Them.* By Thierry Sagnier, copyright 1974. (Contributed by Art Sirota)



# The Newsletter of the Norton Owners Club

## ODD BODKINS (printed with the permission of Dan O'Neill)

As promised last month, our heroes are embarking on the famous American counter-invasion expeditionary task force journey to Mars. And how are they going to get to Mars you ask? How else? BIG NORTON naturally. Anyway, read on. This saga will be an ongoing series for the next few months, and so I hope you can cope with the suspense 'til the next issue.



**NEXT MONTH:** What perils await Fred, Hugh, SSBill O'Brady and BIG NORTON en route to Mars? Do you have any idea what it's like to motorcycle through the Milky Way? And how can three guys on a flying motorcycle (even if it is a Norton) deal with The Giant Space Bunny? I guess you'll just have to wait and find out!!!

Genuine **Norton** Parts

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	1/4 pg	1/2 pg	Full pg
6 mos	\$35	\$70	\$140
1 yr	\$60	\$120	\$240

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You'll find more than  
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friend with cycle expertise. Ask for Bob or Bill  
and solve your motorcycle problems today.  
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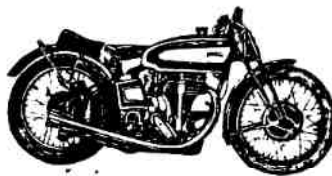
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SINCE 1958

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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