



Norton Notice



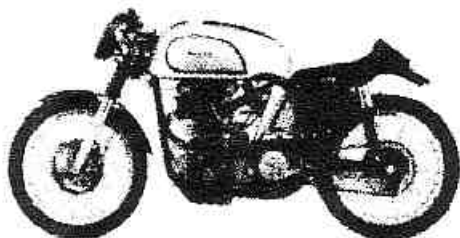
The Newsletter of the
Northern California Norton Owners Club

No. 245

February 1999



A 1937 ES2 being put through the paces



Norton Notice

The Norton Notice is published by the Northern California Norton Owners Club. Its purpose is to inform and entertain members regarding all aspects of the Norton motorcycle.

The dead-line for submissions is the 20th of every month. Send articles, pictures etc. to: **Norton Notice Editor- 1318 Eleventh Ave. San Francisco, Ca. 94122** You can also send text or scanned art (any format) via e-mail to: **dana@spazzco.com**

Advertising rates are \$60 per year for a 1/4 page. Membership in the Northern California Norton Owners Club is available for \$20 per year. Membership dues are payable to the branch treasurer (see application form inside cover). Renewal dues are payable at the end of the individual's membership year, which is designated by the last number listed on the mailing label of this mailing and on the membership card. **All changes of address or membership questions, please call the club President...not the Notice editor!!!**

The Northern California Norton Owners Club is affiliated with both the Norton Owners Club of England (NOC) and the International Norton Owners Association (INOA). Interested persons can join these two organizations per the terms on the Branch membership form.

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**Brian Stark, Jodi Nocholas,
Bill Knight, Dick Slusher**

Tech Tip Fine Print

IMPORTANT: Norton Notice members often submit technical suggestions for publication in the Norton Notice. Submissions published have been reviewed for technical content and are believed to be acceptable, 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 members for any problems resulting from the use of these tips. The club also assumes no responsibility for the acts or omissions of its members in connections with club activities. Norton Notice articles and other materials express the authors view only and not necessarily the policies of the Northern California Norton Owners Club, NOC or INOA. The editor reserves the right to accept, reject or alter all editorial or advertising material submitted for publication. Advertising does not mean endorsement or products, goods or services.

◆ 1999 Club Rides ◆

date	time	alt date	event	meet at	contact
Feb 14	11AM	Feb 21	Duncan Ferguson Memorial Sweetheart Ride	The Florence in Niles	Jerry Jolliff (510) 793-7747
Mar 13	11 AM	Mar 20		Meet at Alices	
Mar 28	10 AM	N/A	Day After All-Britt Show	Roadrider	Alan G (831) 475-7505
Apr 11	10 AM	N/A	Rallye di Milani San Rafael	B Street Bar	Ed (415) 4557-5423
Apr 16-18	**	N/A	Vintage Days	Sears Pt. Raceway	
May 16	10 AM	N/A	Camerons Ride	Alices: Cornor of 84 and Skyline(35)	
Jun 12	10 AM	Jun 19	Santa Cruz Ride	Alices: Cornor of 84 and Skyline(35)	Alan G. (831) 475-7505
July 25	**	N/A	North Bay Ride	**	Greg Fuller (510) 449-1762
Aug 11-15	**	N/A	Dardanelles Run	Call for reserv/s or camping info	(209) 965-4355
Sept 2	10 AM	N/A	Mt Hamilton Ride	**	Tom D. 408-272-0369
Sept 26	10 AM	Oct 14	Old Timers Ride Annual Meeting	**	
Oct 10	10 AM	N/A	Delta Ride	Gar Jorgenson	(925) 634-9395
Nov 7	10 AM	N/A	Marin Ride	**	
Nov 21	11 AM	N/A	Boulder Creek	Alices	Alan G.

** to be determined

1999 Club Meetings

The club meets at 8:00pm on the second Thursday of each month at rotating venues.

Feb 11	Boathouse, S.F.	Aug 12	After Dardanelles Ride
Mar 13	11 AM, Alices (rain date 3/20)	Sept 9	Price of Wales, San Mateo
Apr 8	Harrys Hofbrau Mtn View	Oct 14	Harrys Hofbrau Mtn View
May 13	Harrys Hofbrau San Leandro	Nov 11	Harrys Hofbrau San Leandro
June 12	Ride Meet Alices-Santa Cruz	Dec ??	Xmas Party
July 8	Boathouse S.F.		

Meeting Minutes 1/14/99

The meeting was called to order at 8:10pm by Vice-President Mike Sullivan, the president being away on the east coast. The meeting was well-attended, 20-25 persons.

Upcoming events: the **Sweetheart Ride on Feb. 14**, to be led by Jerry Joliff. Meet at 11am at the Florence, Niles. Later rides, see the schedule on page 3.

The January Notice was short for lack of material—please send material to Dana! His address is in the masthead on page 2.

AMA Vintage Days at Sears Point: Bikes are needed for the show. INOA will provide the tent, our club will provide the display, Norton being the featured marque this year. There will also be ARMA races. Tom Dabel and Jerry Joliff will be there the whole week, which may allay security concerns some owners might have about leaving their bikes in the tent. Anyone who needs transport assistance is invited to let Alan Goldwater and/or Dana Muise know (for publication in the NN). A T-shirt design is needed for shirt sales for the club. How about a volunteer artist? John Covell offered a report of his recent visit to the Field Museum in Chicago, where the Art of the Motorcycle show has arrived after a long run at the

Guggenheim in New York. He said that there were 70-some motorcycles there (fewer than in N.Y.) and the show seemed intended for persons having no great knowledge of motorcycling. But it was still a nice show and the bikes were beautiful. Show pamphlets available.

Jerry Kaplan could use a set of 750 pistons (20-over), if anyone knows of any. Yes, he has a Norton again.

Insurance discussion (gripe fest): Few members are happy with their insurers. It was said that some companies will issue a flat-rate "travel" or "moving" policy—for a specific trip on a specific bike on specified dates. Also there are "collector" policies. Someone suggested that we as a club inquire about a group policy to take advantage of our collective purchasing power in the insurance market.

The meeting was adjourned at 8:40pm,
John Covell.

1999 CALENDARS

Get your authentic N.O.C. Calendars now! Full of beautiful color photos. Support your club too, *only \$12*

Call Alan Mueller:
(650) 591-5444

NOC Visitor Profile

Name: Mike Poelman

Age: 51

City Resident: Scotts Valley

Marital: widowed

Occupation: global traveler

NOC Member since: nonmember!

How first became involved with

NOC: Met Tom Dable on Skyline Blvd and was invited to come to a meeting.

Norton(s) owned, described:

Norton Manx in the 1960s.

Other makes of motorcycle:

BMW R100GS

What first interested you in the

Norton? "It [the Manx] was a classic machine even then; a love for 500 singles, and I got it cheap (\$250 in Spain)."

Other hobbies/interests of note?

"Computers, traveling. I just got back from a 50,000-mile trip to 22 countries (North America, Europe). My next trip will be to Australia and Asia."

Favorite motorcycling

road/ride: "A place in Norway called Trollsgrogen (sp?) that is part of the Monte Carlo Rally: it drops 1500m in 12.5 km, a 12 percent grade with 26 hairpins and a waterfall in the middle of it. Watch for moose! The pyrenees are great, too."

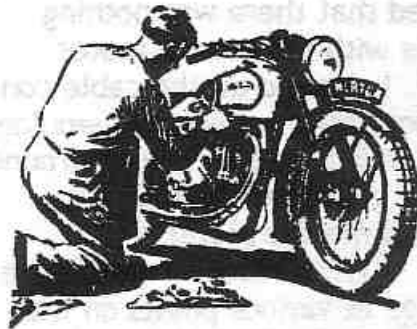
If you could redesign the

Norton, what one thing would you most want to change? How and why? "The frame needs less flex."

Favorite/most embarrassing

episode on a Norton? "Well, this was on my BMW: In downtown St. Andrews, Scotland, I was distracted while trying to leave a parking spot and forgot to remove my brake lock." It could happen to anyone, Mike.—Ed. Thank you!

Alan's Wrench



First, I'd like to thank Mike Sullivan for handling the January meeting in my absence. The Sears Point Vintage Days display is an opportunity for our Club to show off our favorite bikes. The more effort we put into it, the better Norton motorcycles will look.

Winter is a time for bikes to rest, and for batteries to die. Most of us have experienced this at one time or another - usually on the morning of the first great spring riding day, when the bike won't start no matter how hard or long it's kicked. Even worse is the engine that stalls at the first traffic light. The average cheap battery seems to last about two years at best, and if you just park your bike for the winter without a trickle charge, you can generally figure on replacing the battery every year.

When I acquired a MKIII Norton, at first I believed the rumors about the 'useless' electric starter. Following a knee injury, I was forced to test this assumption, which I found initially to be true. I had an almost-new MegaTorque battery for which I had paid around \$30, and it worked fine kick-starting, but the magic button was pretty

useless. A simple test with a car battery and jumper cables quickly proved that there was nothing wrong with the starter motor itself. I cleaned all the cable connections but the bike still wouldn't start reliably. Some poking around with a voltmeter eventually showed me the problem.

What I looked at was the voltage at various points on the bike while cranking the engine. The voltage at the starter was only around 6 volts, not very good. Up at the battery it wasn't much better, around 7 volts. This meant that the ignition also saw only 7 volts, barely enough for a spark. It didn't take long to realise that the low-cost battery didn't have the current capacity needed to start the bike. I went out and bought the best battery I could find, and I have never regretted it!

What I ended up with was a Yuasa GRT, and eight years of use have convinced me that it is a superior product in every way. When cranking, the voltage at the starter is 9.2 volts, with around 10 at the battery and points. This is enough for even a Boyer ignition, which needs at least 9 volts to work at all. In addition, the first battery lasted almost 5 years, and was still working when I gave it to Detroit Don at the '95 Feather River Rally, so he could ride home. It is a sealed unit so you never need to add water, and it has a long enough shelf life to survive the dead of winter without a charge. Here's some information from Yuasa's web site about the

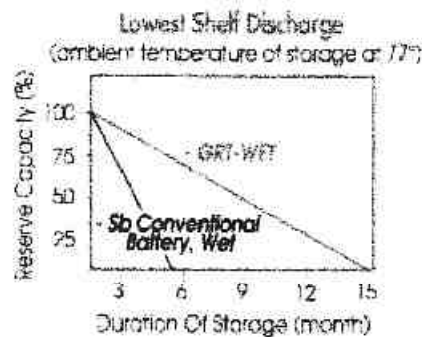
technology:

"Gas Recombination Technology (GRT) is an advanced battery design used in Yuasa's Maintenance Free Batteries that eliminates water loss. Once it's filled with acid the battery is permanently sealed - so you'll never need to fill it with water or check the acid level.

Because of its lead calcium design, the GRT will hold its specific gravity more than three times longer than conventional lead antimony types. This means much longer periods between charges when the battery is used in a standby mode, like winter storage. "

Of course a battery this good isn't cheap (around \$70), but at least you get what you pay for and in the long run you save money and gain reliability.

The one I have is type YMF-14L2, which has the terminals reversed from where they should be for a Norton, but still fits. The current



catalog also shows a YTX14-BS which may have the correct terminals.

This months meeting is at the Boathouse in SF. I hope to hammer out some of the details for the Vintage Days show. See you there.

-Alan Goldwater, President

750LR fastback: Long Range Norton

By Paul Johnston

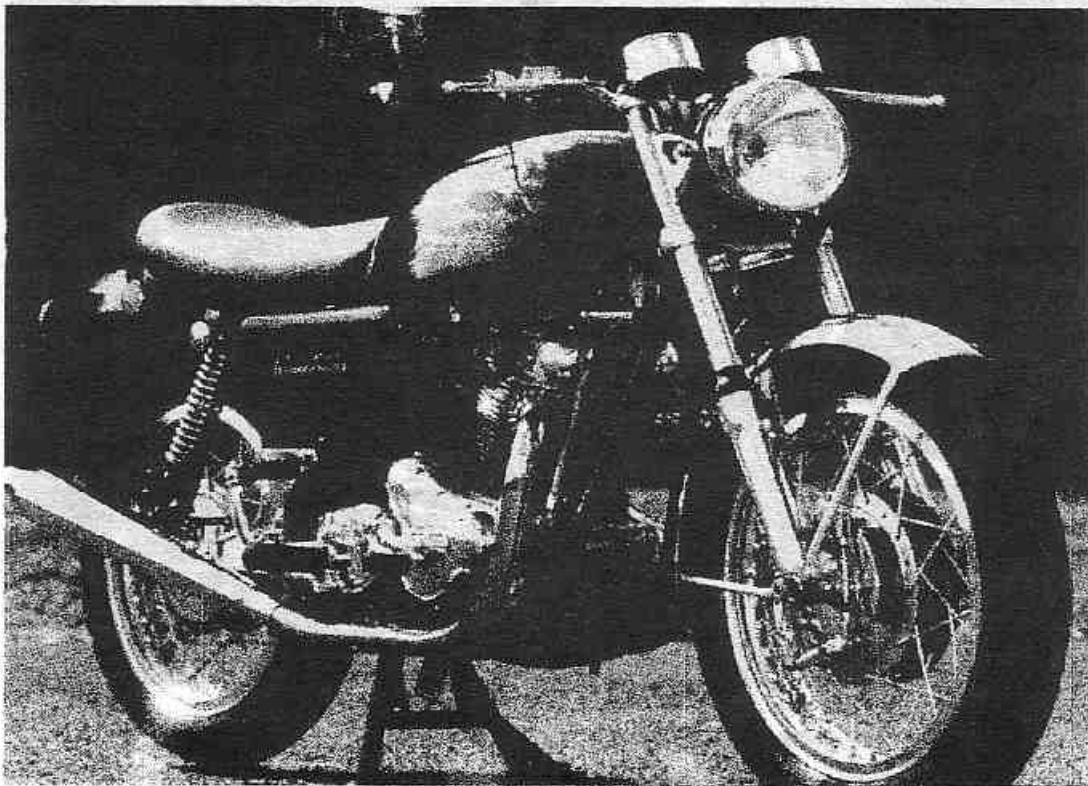
Reprinted from a special insert
to Classic Bike Magazine 1995

The 1971 Norton Commando Fastback LR is a rare model variant, and original examples are hard to find. The 750 LR was on offer for only two seasons and barely got passing comment in factory brochures and press reports. Five commando road models were available in 1971, plus the Interpol for Police patrols and a 750 production

racer for special order. The most practical was the Long range (LR) Fastback.

The Commando displays a spread of power that is just as impressive as the later 850. Clutch action is reasonably light with excellent gear change. The drum brakes can not be faulted. The LR has an "on" rather than "in" riding position, but the seat is comfortable, the footrests are far enough back and the tank doesn't spread your legs as wide as the Interstate does.

The LR has the air of a bista. It's four gallon steel fuel tank looks more suited for a slimline-

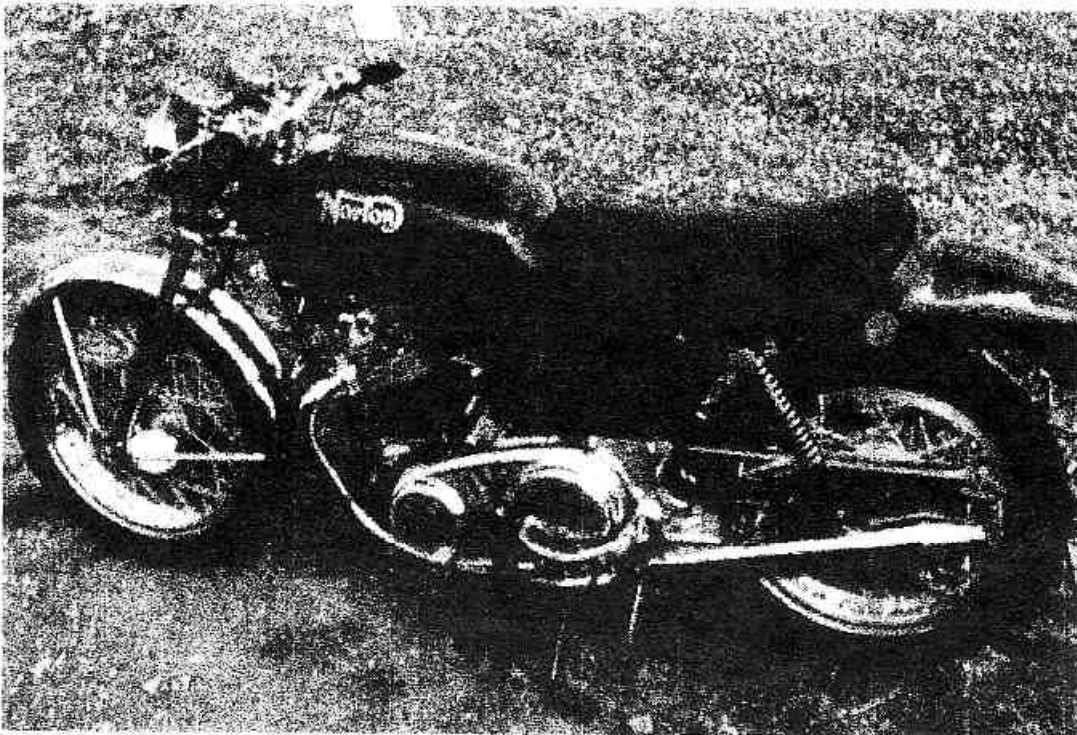


Top speed of over 120mph is possible, encouraged by rubber engine mounts and forward riding position.

Featherbed frame and allows for a range of over 150 miles. The standard Fastback fiberglass tank contains only 3.25 gallons. This is smaller than the 3.62 gallon steel tank of the 750cc Atlas twin, whose OHV engine the Commando inherited. Vibration reduces the Atlas cruising speeds, but with its rubber mounted engine and transmission the Commando can be ridden flat out in comparative comfort. Fuel consumption can rise to 36 or even 38mpg with hard use. The 1969 Interpol provided the

larger tank for the LR Fastback. The new tank required a more conventional seat than the standard Fastback. Seat projections around the tank were lost but the attractive molded tailpiece was retained.

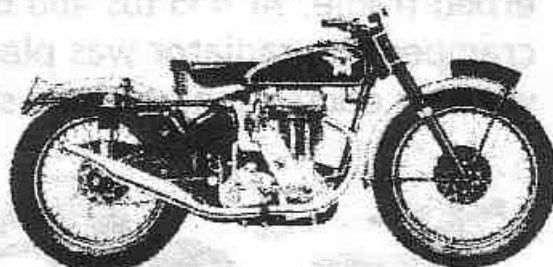
Norton kept quiet about the LR because it wanted to capture the long range market using its 1972 750cc Interstate with 5.25 gallon fuel tank. But the new model had the fragile Combat engine. Main bearing life could be as little as 2000 miles.



Smooth, usable power, comfort and enough fuel capacity for Continental touring. Long Range... that's what the Fastback LR is all about. 1969 Police Commando Interpol spec four gallon tank allows for a range of 150 miles.

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Roadrace
Street
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Sunday March 28, 1999

The "Morning After Ride"

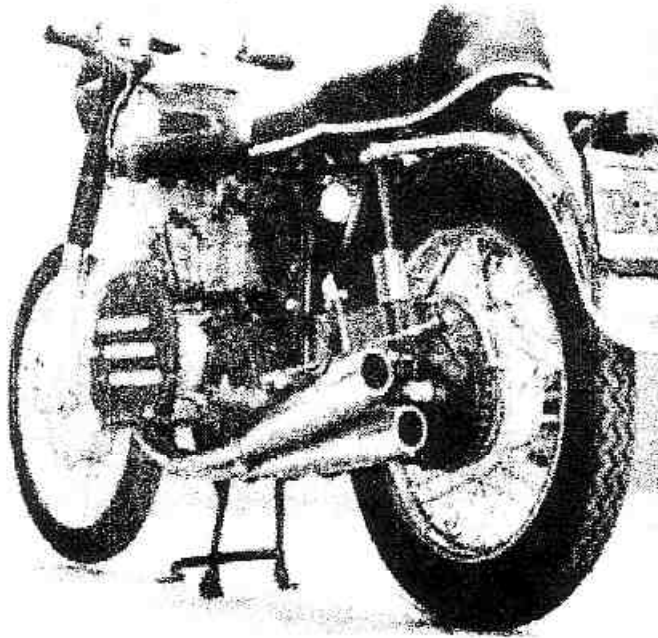
Meet at RoadRider Accessories

2897 Monterey Highway

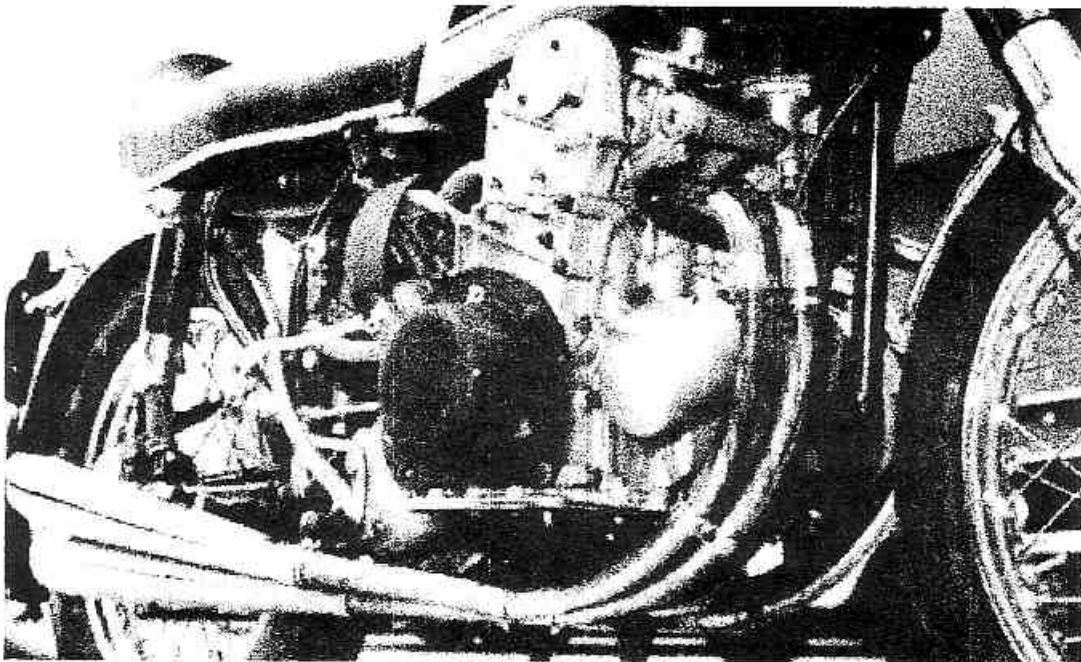
Ride departs 10:00 A.M.

Info: Wayne Mooneyham (408) 272-2097

In the late 60's veteran cyclist Sonny Angel stuffed a 900cc water-cooled "Hillman" four cylinder into a Norton featherbed frame. At 455 lbs and 60bhp, the layout was so cramped the radiator was placed in the rear of the frame with air ducts running along side. The single carb feeds the



big 4 , and since the engine's main drive sprocket doesn't align with the gearbox chain a step-over, or jack-shaft arrangement was fabricated in an oil bath. Angel claimed he could mass produce the hybrid for \$3,500 each, but only one was built. (*images courtesy of www.caferacer.com*)



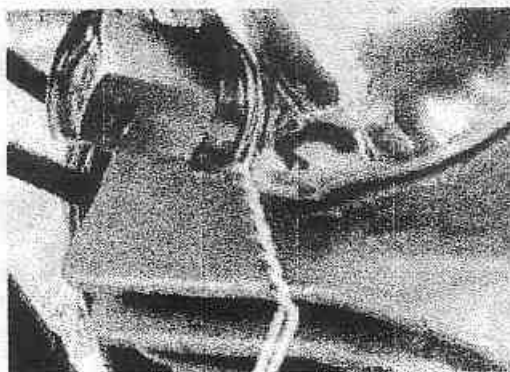
Safety Wiring Commando Exhaust Nuts

Reprinted from
www.oldbritts.com

This article covers what I believe is the correct way of keeping the finned exhaust nuts tight on a Norton Commando. I use this procedure on both my street and race bikes and have never had a exhaust nut come loose. A loose exhaust nut is the fastest way to destroy the threads in the exhaust ports.

Procedure:

First: Unless you are going for the concourse look or have a 850, replace the old exhaust nuts (NM18092 or 06-2464) with the 850 exhaust nuts (06-3988).



This gets rid of the lock washer (06-2412) which rattles and does not keep the exhaust nuts very tight.

Second: Use good or new squash washers (06-3995 or 06-3253 or NMT2166) and the 850 exhaust nuts only. Drill a 1/16" safety wire hole every third fin on the exhaust nut. Drill this hole near the end of the flange away from the threaded end. It is easy to drill through the fins and with a hole every third fin it will be easy to find the correct angle for safety wiring. **DO NOT DRILL A HOLE IN THE HEAD FIN!**

Third: Put some oil or never-seize on the threads and tighten as tight as you

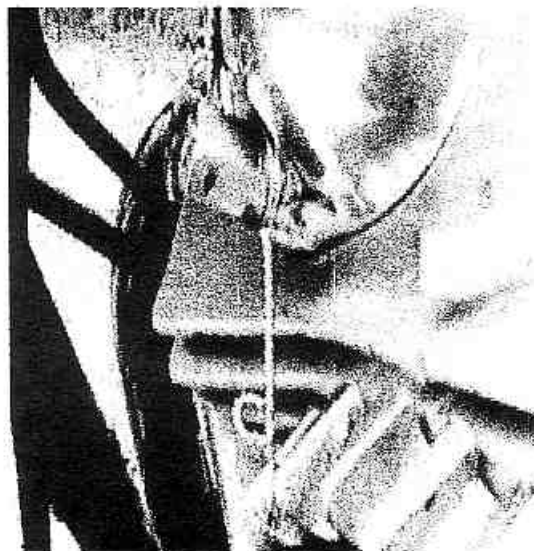
can. I estimate around 70 to 80 ft lb. of torque. I weigh around 200 pounds and put a good portion of my weight into tightening the nuts.

Fourth: Run the engine for several miles or until normal operating temperature has been reached.

Fifth: Re-tighten the exhaust nuts. At this point you can repeat steps four and five one more time or go on to the next final step.

Last: Safety wire the exhaust nuts to the lower rocker cover nut. Keep in mind that both nuts will be wired from around the 10 o'clock position to this nut. What I do is loop the safety wire around the rocker cover nut one complete wrap and spin the wire the length required to meet up with the desired hole in the exhaust nut. Do not over tighten this part or you will have problems removing the wire to get to the tappets, but tighten enough to perform the required task of keeping the exhaust nut tight. Then I thread the wire

through the hole in the exhaust nut and spin the wire tight. Finish off the end of the wire by cutting the excess wire leaving around 1/2" of twisted safety wire. Using needle nose pliers I roll the end of the wire back on to itself so the sharp end is hidden from passing hands. I find that I can remove the rocker cover nut and then lift the safety wire over the stud to gain access to the tappets with out having to cut the wire. You can also place the wire loop back over the stud and with some fiddling get the loop of wire back over the rocker cover nut.





Above: Dominator 99 / 650 Manxman 1956 Dominator 99 frame housing a 650 Manxman SS motor. Oil tank is from a Daytona 88 and wheels/brakes are Manx. Fuel tank and seat made by Dick Kilgroe (Cutlass Fiberglass). The motor sported 1 5/32" AMAL monobloc carbs, a Dunstall PD-03 cam, Smiths Chronometric revcounter, Wassell swept back pipes, Girling rear shocks, progressive front external fork springs, alloy top yoke. Below: Mystery Norton flat-tracker (courtesy PhantomOiler)



Classified Advertisements

Editors note: We actively encourage non-club members to post ads to sell Norton motorcycles, parts and Norton-specific services. Ads will also be posted on our web site: <http://www.spaz-zco.com/norton>. All ads will run for 3 months (unless told otherwise). Please let us know if your item has been sold. Note the expiration date at the end of each ad.

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1974 Commando, excellent condition, chrome everywhere, extra parts, Koni shocks, sleeved carbs, everything else stock \$3,500
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1972 Norton 750, 10K, Dunstall tank, seat & fender, 1/4 fairing, rearsets, 2-1-2 exhaust, Boyer, new Avons, \$3,500
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FOR SALE

1975 Triumph Trident: 17K original miles. Fresh motor. \$3,000 or best offer. Contact: Brad (510) 537-0253 (2/99)

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1972 Commando Roadster, 11K original miles. Beautiful with many add-ons. All original parts. New Avons, stainless lines, Corbin gun-fighter saddle, Hyde rearsets, factory shop and owners manual. \$4,150
Call Jerry: (707) 578-3708 (2/99)

FOR SALE

1976 850 Dunstall Norton Mill, full kit, fairing, tank, seat, fender & silencers. 10k original miles. New top end. Beautiful black machine in good shape. \$4000 Call Peter (510) 649-8953 (2/99)

FOR SALE: 1972 Combat 750 BOTT Racer. Large valves, Grimeca brakes, fox shocks, 4 & 5 inch rims, fork brace, guesstetted frame, street legal, registered, runs well. \$2,500 Call Mark(415) 919-5510 days or (408) 996-8203 evenings (2/99)

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FOR SALE 1972 Daytona 500 Triumph, Complete, needs restoration. \$2000 or best offer Jason: (650) 570-6409 (2/99)

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FOR SALE: 1972 Triumph Bonneville T120RV. Hotrod/cafe racer. Megacycle cams, Mikunis, custom exhaust, ported/polished, way too much to list, over \$8000 in receipts. Less than 100 miles since restoration. \$4000 offer. 1973 Triumph Trophy TR5T. Highly polished, beautifully maintained machine. Runs and looks better than new. \$3500 offer. Call (408) 241-1812. (2/99)

FOR SALE:1973 850 Commando in very good condition, black with gold decals, low miles on recently rebuilt engine, runs strong and sweet, electronic ignition upgraded, good rubber, even has original decal on glass face of speedometer that gives instructions for proper engine break-in procedure when the bike was brand new! This bike is a real eye-catcher! \$4250, obo Call (602) 870-0595 or (520) 532-7565 in Arizona, or dtw@capitalrealty.com.

The Southern California Norton Owners Club has scheduled their annual Cambria ride on June 4-6. Folks from the Bay Area can join up with them that Saturday in Carmel Valley. For more information call Alan Goldwater at: (408) 475-7505

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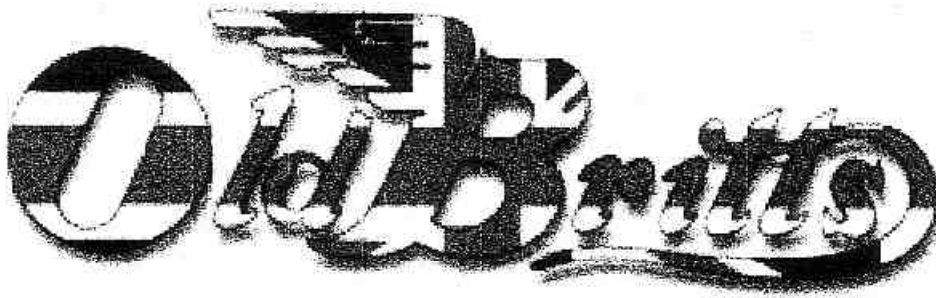
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- Club Links

As a member of the Northern California Norton Owners Club,
you'll receive a 5% discount on all stocked parts, and your
club will receive a 5% rebate. Just let us know that you are
a member when placing your order.

Phone: (253) 804-8715

Fax: (253) 939-6117

THE NORTHERN CALIFORNIA NORTON OWNERS CLUB

Membership Application

The Northern California Norton Owners Club (NCNOC) was started in San Francisco in the early 1970's and grew geographically larger to become the Northern California Club.

Club membership is typically limited to Norton Owners, but we look the other way all the time, at least as long as you would like to own a Norton, own other British bikes, or are just a great person to be around. So if you like to ride, repair, eat, drink and be merry and admire Norton motorcycles, it will cost you \$20 to join. The club has monthly rides (some times more frequent), monthly meetings on the second Thursday of each month (at rotating venues) and award winning Newsletter and a website. If you would like to learn more about your Norton and how to take care of it, would like to buy a Norton or just want to have a good time with other club members, join now!

The NCNOC maintains a relationship with the U.S. Norton Owners Association (USNOA, also known as the International Norton Owners Association or the INOA) as well as the original club in England. Our club secretary will tell you how to join the U.K. organization if you have an interest.

The USNOA hosts a North American Rally each year and publishes a fine quarterly magazine called the *Norton News*. This gives you access to national want-ads and to merchants all over the country who advertise in the News as well as a national membership list. It is well worth joining and will cost another \$20. Send that to: Dian Stark, 12603 BelAire Circle, McCalla, AL. 35111 Phone: (205) 477-4340.

We look forward to seeing you and your Norton on the high road.

Name _____ Address _____
 City _____ State _____ ZIP _____ Phone _____
 Motorcycles Owned
 Make Year Model Engine/Frame/Plate Numbers

Attach additional sheet to list more.

I hereby apply for membership in the Northern California Norton Owners Club (NCNOC). Check One: New Membership Renewal application.

The undersigned application certifies that he or she is a legal resident of the U.S. over the age of 18, has a valid motorcycle drivers license, and will use legally required safety equipment in connection with club activities. Participant does hereby execute this release waiver, and indemnification for himself or herself and his or hers successors, representatives, and assigns, and hereby agrees and represents as follows: To release the Northern California Norton Owners Club ("The Club") and it's officers, agents and members from any and all liabilities, loss, damage, cost, claims and/or cause of action, including but not limited to all bodily injury and property damage arising out of participation in the Club's activities, it being specifically understood that such activities include the use by applicant and others of motorcycles. The applicant further agrees to indemnify the Club and it's officers, agents and members and hold them harmless for the results of the undersigned's participation in those activities. This indemnification also includes attorney's fees in defending any claim or judgment in the negotiation of any settlement. It is understood and agreed that the undersigned will have the opportunity to consent to any settlement; provided however, that such consent shall not be unreasonably withheld.

I have read and agreed to the additional terms and conditions set forth on all parts of this application. Other affiliated clubs an organizations are also represented and protected by this release.

Applicant's Signature _____ Date _____

Send all applications or inquiries to: Alan Mueller, 128 Windsor Ct. San Carlos , CA. 94070
 (415) 591-5444