



# Norton Notice



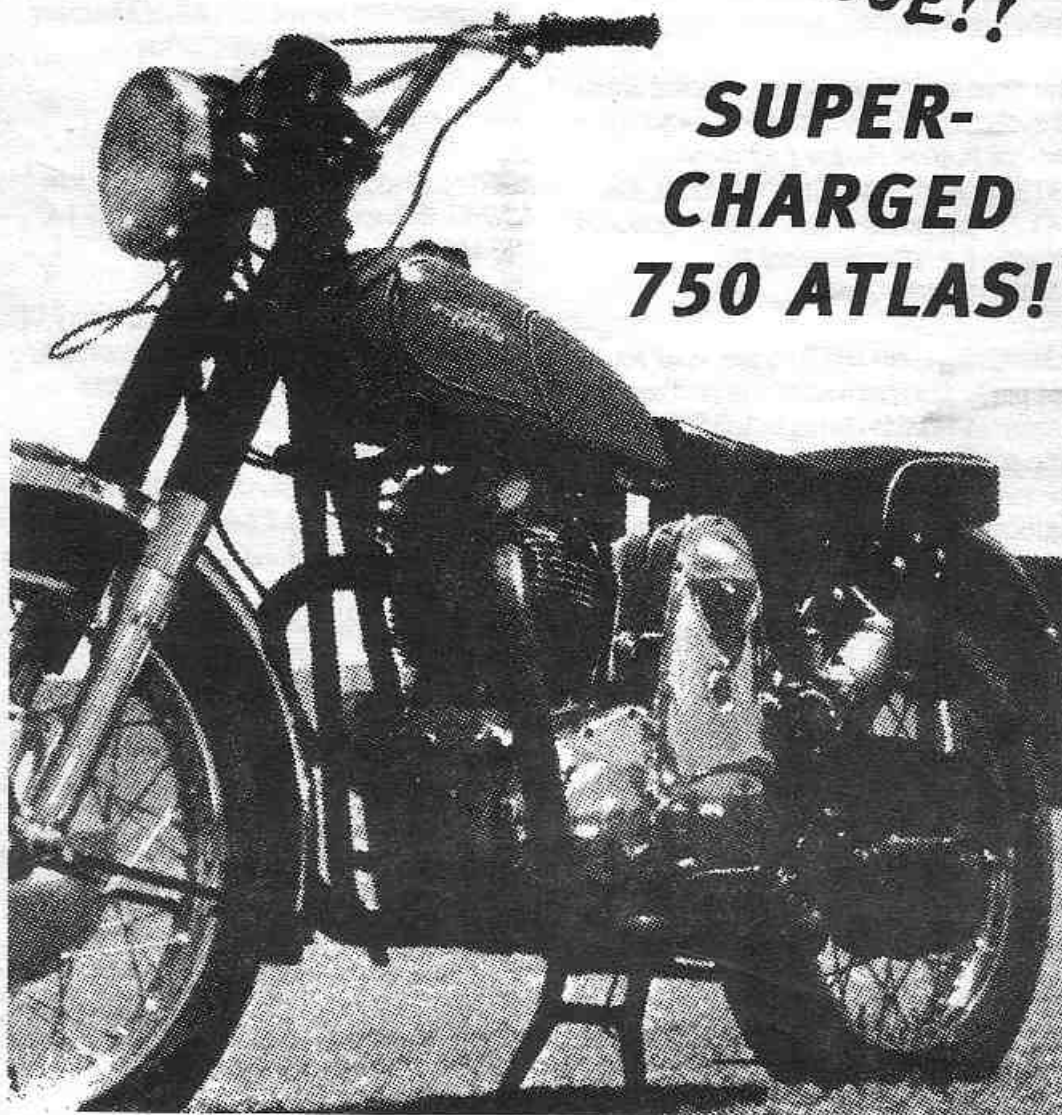
The Newsletter of the  
Northern California Norton Owners Club

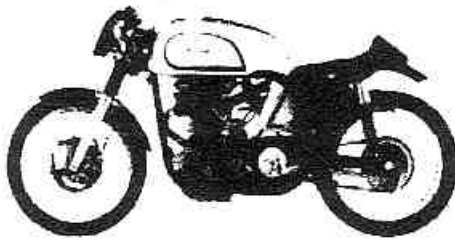
No. 249

June 1999

*INSIDE THIS ISSUE!!*

**SUPER-  
CHARGED  
750 ATLAS!**





## 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.

## Club Officers

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**Brian Stark, Jodi Nacholas,**  
**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 of products, goods or services.

## ◆ 1999 Club Rides ◆

date	time	alt date	event	meet at	contact
Jun 12	10 AM	Jun 19	Santa Cruz Ride	Alices: Cornor of 84 and Skyline(35)	Alan G. (831) 475-7505
July 11	**	N/A	North Bay Ride	**	(925) 449-1762
July 23 to 25th	**	N/A	West Coast Norton Rendezvous	**	magicssound@aol.com
Aug 11 to 15th	**	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	**	

\*\* to be determined

Earn Norton Points by attending OfficialNOC events Ride a Norton: 6 Points, Any other bike: 4 points, Ride on 4 wheels: 2 points Weekend events are tallied by day. At the end of each year the member with the highest point total is awarded the Norton Cup and gets a free year membership.

## 1999 Club Meetings

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

Nov 21	11 AM	N/A	Boulder Creek	Aug 12	After Dardanelles Ride
Alices	Alan G.			Sept 9	Price of Wales, San Mateo
June 12	Ride Meet Alices-Santa Cruz			Oct 14	Harrys Hofbrau Mtn View
July 8	Boathouse S.F.			Nov 11	Harrys Hofbrau San Leandro
				Dec ??	Xmas Party

## *Alan's Wrench*

---



I would like to offer sincere thanks to the following members and friends whose bikes helped to make our Vintage Days display a success:

**Dave Neal:** Formula 750  
Commando and P11  
**Fred Twigg:** Featherbed Inter  
and Atlas Café bikes  
**Phil Radford:** Norvil  
Production Racer  
**Art Sirota:** 500T  
**Bill Knight:** MotoX Commando  
**John McCoy:** Cosworth Norton

and last but not least, Dick Slusher, who travelled nearly 500 miles to bring us his Norton Redline flat track racer.

I also am deeply grateful to Mike Sullivan, Al Mueller, Gar Jorgenson, and all the other Club members who helped get things organized and staffed the display. Well done, guys!

Don't miss our joint ride with the Southern Cal. Norton Owners to Cambria, June 4-6. There will be a (more or less)

organized ride leaving from downtown Cambria Sat. morning, and we should be able to join up with the ride around 1 or so in Big Sur, just follow the oil smoke. If you're interested, give me a call (831 475-7505)

I've also been in contact with the Northwest Norton Owners, and I'm happy to relay that they have found a site for the 3rd West Coast Norton Rendezvous, to be at the Flying W resort in Selma, OR on July 23-25. All of us who attended this event in the past had a great time, so I encourage you to put it on your calendar. It's only 400 miles from the SF, but a bit of a push for one days riding. The cost will be just \$20 for 2 nites camping, a banquet and some suds. Please let me know if you are going.

Joe Glydon is a regular columnist for CityBike magazine, which I don't often get to read down here in the outer reaches of the Bay Area. His May article touched me enough that I am repeating some of it here: "...I wonder what will become of our old British twins. Not so much in the short term, for I can see them filling the chinks in well lit garages as their batteries quietly sulphate. In the long term, I wonder what their prospects for resurrection may be, and what will be made of their influence..."

Whoa, Not So Fast, Joe! Think what you will of the horror stories you may have heard around the bullpen, there are still lots of us who ride our Commandos (Bonnevilles, Rapides, etc.) on a regular basis, who charge the batteries, change the oil and tires, and keep on riding the damn things. Don't assume that your tendency to "buy new stuff that works flawlessly until it drops" has infected those of us who value quality and character over convenience.

" So here's to the scarce young men in black who treat our old Nortons and Triumphs like motorcycles..."

OK Joe, none of us are getting any younger, but were not laying down just yet. Let us share our vintage riding with new members of the fraternity, so that our enthusiasm and enjoyment is carried on. And thanks for the good wishes of your parting words: "May your layshaft bearings always spin wet with Castrol, may your Lucas electrics spark hot, blue and dry, and may the men who write citations never know your name." New club shirts are in, black with gold print in a heavy long sleeve jersey, great for summer riding or use as a light sweater (\$20 at any NOC meeting, or call me to order )

**BRYANT MANUFACTURING VIKING EXHAUSTS.** PAUL BRYANT, phone: 64-7-824-8105 No 70 Clark Road. R.D. 1 Ngaruawahia Waikato, New Zealand. 2171. E-Mail: [paul@vikingexhaust.co.nz](mailto:paul@vikingexhaust.co.nz) Hello there, A short note to say who we are and what we are doing. Over the years I have built and modified various motorcycles, including building a 1000cc engine for my Trident. I built and developed a tube bending machine which would bend tubing without the common problem of wrinkles on the I.D. or of loosing form part way through the bend, the end result is that I can make a pipe with very tidy bends quickly and efficiently either as a one off, or on a production line basis. In June of 1994 we decided to make use of the machine I had built and my combined knowledge of motorcycles and R+D engineering to start our business called BRYANT MANUFACTURING. Our aim is to offer an exhaust manufacturing facility to those who want a quality product at a reasonable cost. Our current range of pipes include,

- NORTON COMMANDO 850 BALANCED HEADER ASSY  
(MK1, MK2A, MK3 Includes balance tube + clamp tubes)....\$260.00
- 750 UNBALANCED HEADERS. ....\$210.00
- 750-850 TWO INTO ONE ASSY. ....\$350.00

So if your looking for a standard pipe, e.g; Bonneville or Commando, or a one off to suit a special you may be building, give us a call. We are producing new models all of the time, so don't hesitate to call if you have a particular requirement. I am also a member of the Trident and Rocket III owners club in England.  
*Paul Bryant, Managing Director- Engineering, artistry and craftsmanship.*



## **1964 Atlas street bike gets a boost from a Judson Volkswagen blower!**

***Reprinted from Cycle Magazine, August 1965***

When Phillip Watterburg decided to supercharge his 1964 Norton Atlas 750 Scrambler, he had three objectives in mind. He wanted (1) A machine that would, in full street trim, turn upwards of 120 mph in the 1/4 mile with e.t.s in the mid-eleven second bracket. (2) A bike that would cruise effortlessly at 70 mph with an engine speed not above 3000 rpm, with proper gearing, for an ultra-smooth highway ride. (3) A dependable, docile street cycle for everyday transportation. Phillip, an 18 year old high school graduate who plans to study mechanical engineering, found the key to his desires with a Judson supercharger originally intended for a Volkswagen! The nature of the VW version of the popular small car supercharger made it ideal for the motorcycle application; its compact size (6" X 9") permit-

ted an easier, less bulky installation than some other possible choices, and being of the vane type it operates only in the proportion to throttle opening and engine load. This eliminates any tendency to overheat. Anytime less than 1/3 throttle is employed, the pressure is kept on the vacuum side of the scale, resulting in more normal aspiration. But when the rider "grabs a handful of throttle", the pressure gauge needle bounces past the 5 lb mark (pressure in the buffer chamber) to really force that fuel-air mixture down the Norton's throat.

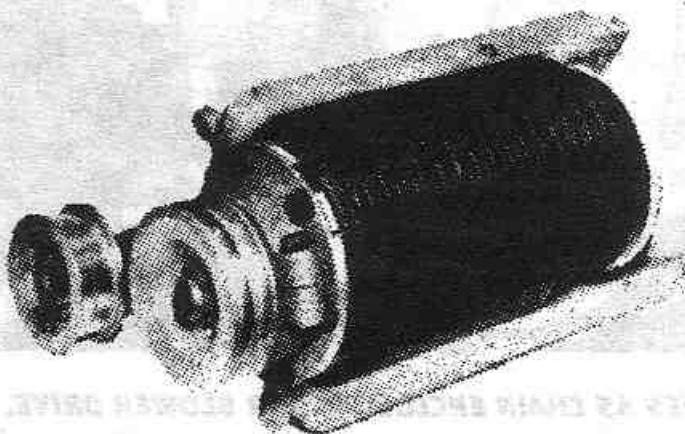
The supercharger was in the planning and wishing stage for about 5 months. But the actual purchase of the unit last December got the ball rolling. The next step was to order a specifically built reversed rotor from the Judson factory, since the Volkswagen and Norton crank shafts rotate in opposite directions. Then a buffer chamber had to be constructed allowing more than 90 cubic inches of volume while keeping to minimal exterior dimensions. The design finally employed allows access to the rear rockers and ample space for the super charger. Most important in the design of the buffer chamber are the two blow-off valves, one on each side. Much

experimentation and trial went into the welding of this chamber by expert welder Werner Kuhn. In case of engine back fire, the ignited gas of a supercharged engine has no escape as it would have from a conventional carburetor. Thus without some sort of release device a supercharged engine may experience a bomb-like explosion. The blow-off valves on the Norton prevent any such occurrences. They instantly start releasing gas that reaches a pressure higher than 20 lbs. per square inch. As a further safeguard, on of the bottom seams of the chamber was brazed instead of being welded. The braze is more likely to give from the explosive pressure than the inner engine. As of this writing, Phillip has not experience a backfire to test this safety system, but he tells us he has his fingers crossed.

Another unique feature to this custom engineered buffer chamber is a built-in inner tube valve stem for testing and checking pressures. A hand air pump can be attached to the valve to create a pressure condition. By checking the pressure gauge, the observer can quickly detect any leakage.

A large aluminum inspection plate is bolted directly to the supercharge unit and buffer chamber. When the supercharger and twelve retaining bolts for the plate are removed, there is more than enough room for easy access to the bolts which hold the chamber to the head and also to the blow-off valves. Simplicity, compactness and accessibility were the watch words in this operation!

The proper positioning of the supercharger on the chamber was followed by the sturdy

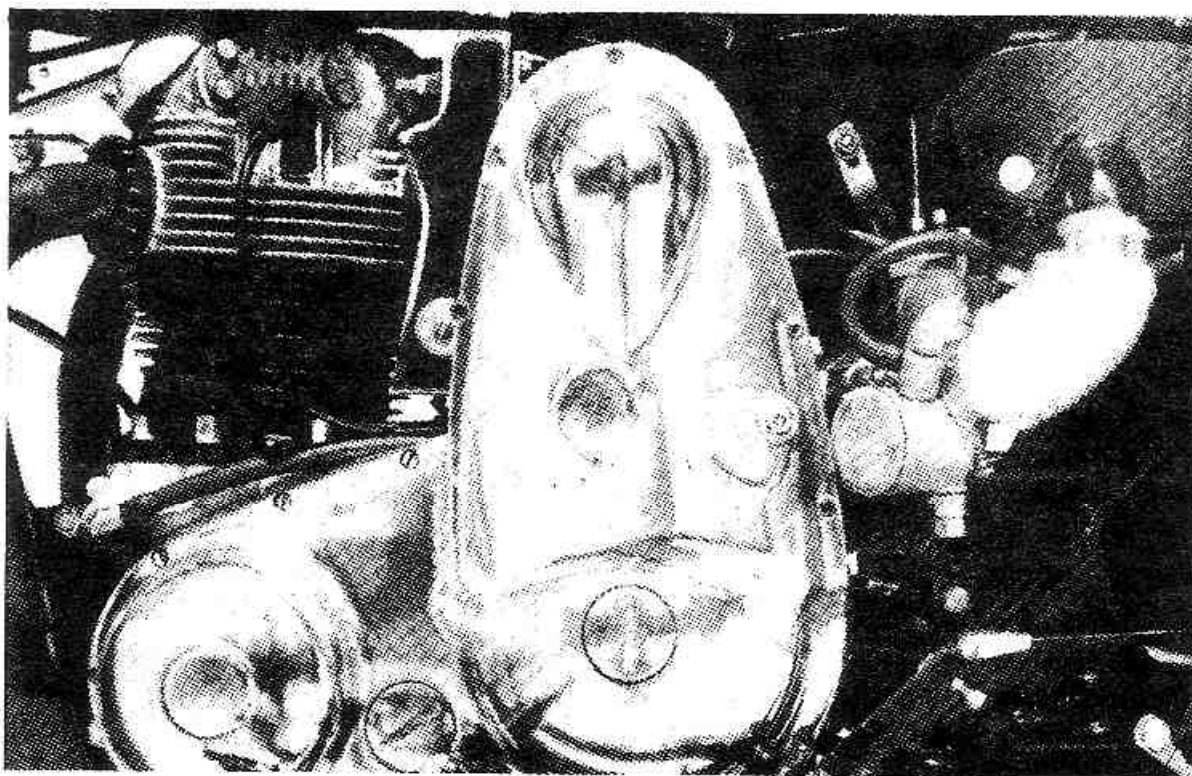


**JUDSON SUPERCHARGER.  
DESIGNED FOR  
VOLKSWAGEN, THIS  
UNIT IS GUARANTEED  
TO GIVE VW'S AND  
KARMANN-GHIA AUTOS  
A 45% TO 55%  
HORSEPOWER BOOST**

mounting of the unit to the motorcycle frame in a manner that would resist the strong pulling force. To accomplish this a 1/4" aluminum plate was bolted to the end cover of the right side of the supercharger. It extends down to where it fastens to the transmission frame. On the left side two 1" X 1-1/16" steel braces were attached at the end cover of the supercharger and to two separate parts of the frame.

The clutch serves as the direct source of drive power for the Judson blower. Much work was entailed developing a functional,

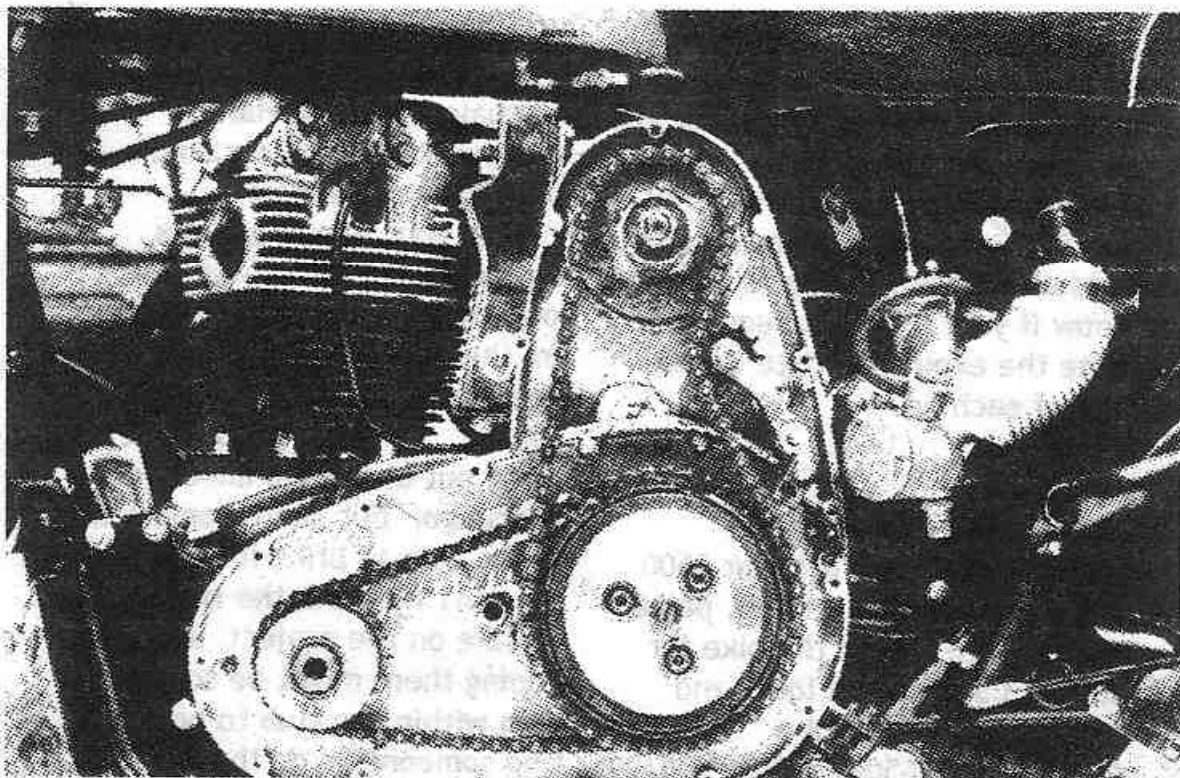
trouble free power transmission system from the clutch to the supercharger. A 44-tooth #40 plate sprocket was machined for a sliding fit over the outside of the clutch bell. This was silver soldered into place beside the primary chain sprocket. Next, the V-belt pulley intended for the VW installation was discarded in favor of a 24-tooth sprocket fitted snugly over the supercharger shaft. Shims were added until this sprocket aligned with the clutch sprocket. A chain was then cut to fit and installed. The first phase of the operation was over.



**TRIUMPH PRIMARY CASE SERVES AS CHAIN ENCLOSURE FOR BLOWER DRIVE.  
CHAIN RUNS OFF SPECIAL CLUTCH SPROCKET**

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**COVER REMOVED SHOWS CUSTOM-BUILT CHAIN TENSIONER, BASICALLY FROM A HONDA. NOTE AMAL CARB AND CUSTOM AIR CLEANER.**

As in almost all custom installations, the seemingly trivial problems following the major surgery take almost as much time to resolve as the initial butchery. Maintaining proper chain tension proved to be a nuisance. Finally a hybrid setup was worked out, employing an idler sprocket, part of a Honda cam chain tensioner and a high-speed bearing. (The idler sprocket reaches speeds up to 13,000 rpm, hence the high-speed bearing instead of a bushing). The tensioner is bolted to the back vertical triumph case and utilizes a compressible spring

to keep constant chain tension. The chain itself is enclosed in an ingenious housing made of Triumph primary cases. Much filing, sawing and grinding was needed for the right fit prior to welding. Then the welds were ground and polished until the entire aluminum package looked like a factory option! Carburetion was facilitated by using a curved section of automobile exhaust pipe welded to two flanges, one to fit the supercharger and the other to fit the carb. The flanges were precision ground for a leak proof fit.

### **Classified Advertisements**

Editors note: We actively encourage non-club members to post ads to sell Norton motorcycles, parts and Norton-specific services. 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.

#### **FOR SALE**

1974 Norton Interstate Commando. There is about 3500 miles on: top end, clutch, paint, tires. I have owned the bike for about 3.5 years. It looks and runs great. \$4000 obo call anytime (650)856-8578 (10/99) ErrolArm@aol.com

#### **WANTED:**

Norton Atlas, Triton or similar featherbed twin. Also need chainguard, side stand, rear shocks and handlebars for a 1967 Atlas. Call Terry (916)727-2673 (10/99)

#### **FOR SALE**

1972 Commando. Excellent condition. Many improvements: Norvil floating disc front brake, MkIII isolastics, 3-phase high output alternator, Boyer, sleeved carbs. \$2700. Marick Payton: (650) 723-8115 work; (650)321-5083 home.(10/99)

#### **WANTED:**

Atlas Clutch Assy with the single # 40 chain Robert A. Harms rharms1@tampabay.rr.com

#### **Dear Norton people:**

I found your e-mail address through a web search but I don't know anyone in your organization. I'm the original owner of a 1973 Commando 850 Interstate s/n 300393. It was in good shape when put in storage about ten years ago, but needs some tender loving care to bring it back to life. I don't think I'm the right guy to take on the project, and I was hoping there might be some wisdom within the club to help me find someone to do the work for me. I'd be very pleased to have a running machine once again, and to join your organization. Can you help with some suggestions for a trustworthy place/person to have the necessary work done? Jon Stark, Menlo Park JonWithNoH@aol.com

#### **NEED HELP**

I'm trying to find someone to contact to get my 1975 MKIII restored. I live in the central valley in California, about 70 miles south of Sacramento. If you have or can forward this to someone in the area of Northern Ca. or the central valley area please e-mail me or they can call me at 209-481-9169 Thank You Richard Kinsall rkinsall@aol.com (7/99)

---

**FOR SALE**

1973 norton 750, ported polished -dunstall exhaust- balanced crank, rod & pistons- new top end -100 miles on rebuilt tranny one owner-- 22k miles- very nice, all receipts, manuals, some special tools, spare tank, seat.

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I have a one owner '73 750 Norton for sale in portland it is in great shape with only 22k miles..never been mistreated.

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rjames@teleport.com

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**FOR SALE**

Redline Synthetic Oil (20W50) at dealer cost, \$6 per quart or \$72/case, plus tax and shipping. Protect your Norton with the best oil made.

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**DUKE VIDEO** of West Long Branch New Jersey has a variety of video documentaries including a three tape box set of the *History of the Tourist Trophy Isle of Man Races*. Also in their collection is selection of video titles specializing in the history of *Norton*, *Triumph* as well as a 3 part program of the Centennial Classics. Also "*Best of British Bikes*" and "*Scooters of the 1960's*". This is just a small part of the motorcycle tapes they offer, I haven't seen any of them so I can't say how good they are. and of course you can find all those "Worlds Best Motorcycle Crashes" tapes too, if you're into that kind of stuff. For a catalog contact:

**WHITE STAR/DUKE VIDEO**

195 Highway 36, West Long Branch, New Jersey 07764

1(800) 385-3872 Order

Online: [www.duke-usa.com](http://www.duke-usa.com),  
order@whitestar.com

The Norton logo is written in a large, bold, black, stylized font. The letters are thick and rounded, with a classic, slightly gothic feel. The 'N' and 'O' are particularly prominent.

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# Norton

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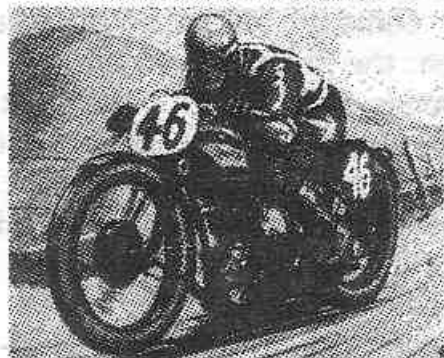
# Norton

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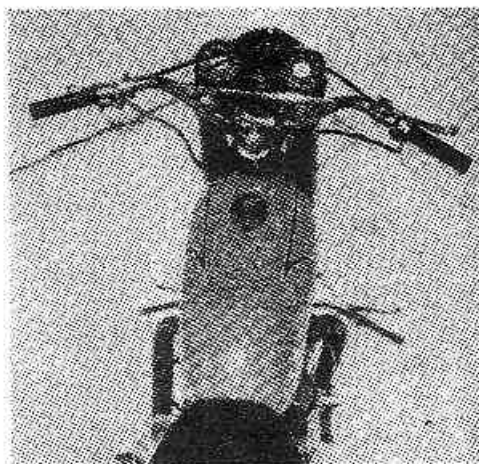


**(415) 285-6735**  
**1220 PENNSYLVANIA AVE.**  
**SAN FRANCISCO, CA 94107**  
**VISA • MASTERCARD**

Of course an extra long throttle cable had to be used along with a modified fuel line system. The aircleaner employed is from an old Matchless twin. It is more than adequate for the job.

Bike builder Watterburg's big moment came shortly after he filled the tank with premium and primed the carb. "I gave her two steady kicks and she burst into life for the first time in four months." As of this writing the local drag strip has not opened for the season so no performance statistics are available. However, it runs fine on the street and Phillip is extremely confident that as soon as a few minor bugs are eliminated, no one will be able to touch him in competition. Future plans? Phillip is experimenting with a fuel injection system and a gearing change in the supercharger to increase the pressure from 5psi to 7psi.

Some miscellaneous information: the finished Norton 410 pounds. Larger (1-3/4") exhaust pipes were fitted giving a diameter increase of 3/8" over stock. The sound emitted is "out of this world". Mufflers are, of course, used on the street. The supercharger is lubricated by a vacuum operated oiler which supplies oil inversely in proportion to manifold vacuum. This unit is mounted ahead of the rear wheel, which necessitated some



***PRESSURE GAUGE IS NEATLY LOCATED BETWEEN THE SPEEDO AND TACH ABOVE HEADLIGHT.***

fender chopping. A Stuart Warner vacuum pressure gauge is mounted between the speedo and tach and looks quite natural in this location.

Now that the major challenge of building this remarkable street bike has been met, the owner is concentrating on some more unusual motorcycle developments and is contemplating selling the Norton. Offers over \$1,200 will be considered. Inquiries will be handled through CYCLE's offices.

Owner-builder Watterburg has "lived" motorcycling for the past six of his eighteen years. We have no doubt that some important contributions will come from this enthusiast as he pursues his career in engineering.

## 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 Slark, 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