



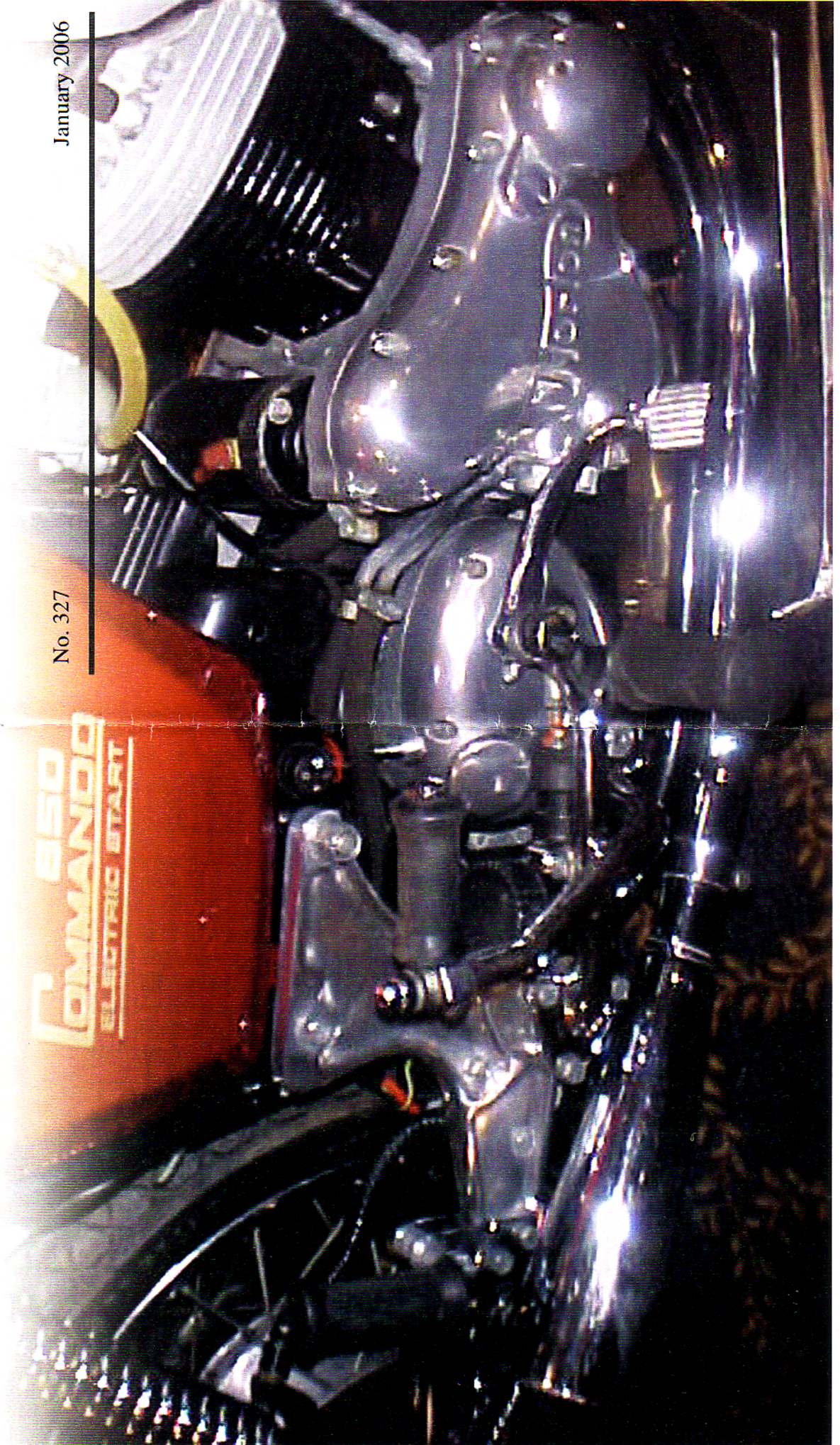
Norton Notice



The Newsletter of the Northern California Norton Owner's Club

No. 327

January 2006



DIARY

..... FEBRUARY

9th-Meeting-Tommy's Joint-San Francisco
1101 Geary Blvd, San Francisco, CA 415-775-4216

26th - Adopt-a-Highway Clean-up Day

This is the first highway clean-up day of 2006. Meet at Alice's Restaurant (Skyline and SR-84 in Skylonda) at 9:30am. Have a good time doing a good deed!

..... MARCH

25th - Clubman Show

We will need some volunteers to assist at the Clubman's Show Booth. These should be people willing to spend a continuous block of time at the booth to greet visitors, sign up new members and sell club paraphernalia. If you can help there, please contact Lorin Guy.

28th - Adopt-a-Highway Clean-Up Day

Meet at Alice's Restaurant (Skyline and SR-84 in Skylonda) at 9:30am.

..... APRIL

13th - Meeting - TBD - Fairfield

..... MAY

11th-Meeting- Harry's Hofbrau-San Jose

..... JUNE

8th- Meeting- Prince of Wales-San Mateo

..... JULY

17-21- INOA National Rally (10 points) Held in Michigan this year.

..... AUGUST

11-13 - Dardanelles Weekend/North-South Weekend

Our annual three-day, two-night, camping and party fun event at Dardanelle Resort. See <http://www.thedardanellesort.com/> for more information on the destination and accommodations or phone (209) 965-4205 for reservations. On Saturday, the NCNOC Alternative Day Ride will depart from here.

27 Adopt-a-Highway Clean-Up Day

Meet at Alice's Restaurant (Skyline and SR-84 in Skylonda) at 9:30am

OUTINGS SCHEDULE

IAN REDDY, RIDES COORDINATOR

FEBRUARY 12, 2006 - ANNUAL DUNCAN FERGUSON MEMORIAL/SWEETHEART RIDE

This ride will again start out at The Florence, 37349 Niles Blvd, Fremont (PH: 510-792-5522). A ride leader and plan is still needed, please volunteer. Plan to leave The Florence promptly at 11:00 AM.

February 12 Special Vmoto Ride at Laguna Seca

MARCH 19, 2006 - EAST BAY RIDE

Details TBD. Leader Eric Rhodes.

MARCH 26, 2006 - MORNING AFTER RIDE

TBA. This is a great ride that kicks off the Bay Area Riding season, so do not miss it!

APRIL 16, 2006 - Mt. HAMILTON

Ride Leader Tom Dabel reports that he will be leading us again this year starting from his house in San Jose. Tom asks that you be there by 10:00 AM so that we can leave shortly thereafter. To get to Tom's house, exit I-680 in San Jose on McKee Rd and go east. Turn Left On Toyon and left again on Golf. Turn right on Linda Flora and stop when you get to a bunch of Nortons parked on the east side of the road! Call Tom at 408-272-0369 if you need additional info.

MAY 14, 2006 - NORTH BAY RIDE

Details TBD. Leader Jim Carton.

JUNE 2-4, 2006 - CAMBRIA (w/SCNOC)

Joint weekend event with the SCNOC. SCNOC will depart from the Bay area and ride south down to the Cambria area. Details TBD. Leader Alan Goldwater.

JULY 2, 2006 - SOUTH BAY MEETING/RIDE

Ride is on your own. Meet at Peter and Joan's German Restaurant at 11:30 in downtown San Juan Bautista. Following brunch there will be a club meeting in the patio.

JULY 16, 2006 - NORTH COAST RIDE

Details TBD. Leader Jerry Grainger.

! July 17-21, 2006 - INOA National Rally (10 points)

Held in Michigan this year.

AUGUST 12, 2006 ALTERNATIVE RIDE

If you cannot make the whole weekend, make the day ride. David Crader will lead, details TBD. Contact David if you have questions: (925) 513-3148

SEPTEMBER 10 OR 24, 2006 - GOLDWATER RIDE

Ride plan and leader needed.

SEPTEMBER 15-17, 2006 - SIERRA LOOP RIDE (w/SCNOC)

NCNOC MINUTES

MINUTES OF THE NCNOC MEETING 1-19-06 AT HARRYS HOFFBRAU SAN JOSE

Meeting called to order at 8:05 by Pres. Lorin Guy with 22 members present

- 1) Welcome to 2006. Lorin has BIG plans, so look out....
- 2) Jeff Potter has volunteered to serve as NCNOC Historian. Archived material from the Norton Notice will become part of our new web site design. Members are also asked to contribute content to a proposed encyclopedia of Norton models.
- 3) Ray Pallett presented the annual accounting of the club for 2005. Thanks to donations and receipts from rally shirts, the treasury shows a net gain for the year of \$1516. We have 145 paid members and 28 now overdue. Please renew if your membership has expired.
- 4) The new Norton Notice format with one page of full color was discussed, with complements to Lorin for a fine first effort. Printing cost will be only slightly higher than for the previous format. The Club thanks Fred Fortune for his invaluable production assistance.

5) Rides ("Outings") report from Ian:

Upcoming rides –

- Sweetheart ride Feb 12. An alternate ride to Laguna Seca for the V-Moto track day has been proposed. We will be able to ride a couple of 'parade laps' for a nominal fee of around \$20. Look for details elsewhere in this issue.
 - Highway cleanup at Alice's Feb 26.
 - East Bay ride March 19, ending at Manx racer Fred Mork's ranch.
- 6) Clubman Show March 25th: volunteers are needed to staff the club booth. Lorin proposed a display of rare low-production Nortons. Please contact him if you have a suitable bike for display.
 - 7) There are 8 pre-ordered NOC calendars awaiting pickup. If you requested one and didn't get it, please contact Ray Pallett ASAP as they will be sold soon.

Meeting adjourned at 9 PM

RESPECTFULLY SUBMITTED BY ALAN GOLDWATER / SEC.

LETS VISIT THE GARAGE

BY ROLLAND CHICANE

NCNOC members for 5 years now, Lorin and Kathryn Guy have amassed quite a collection of motorcycles, all kept in their modest home in Santa Clara California. The collection, although a bit eclectic, has some nice examples.

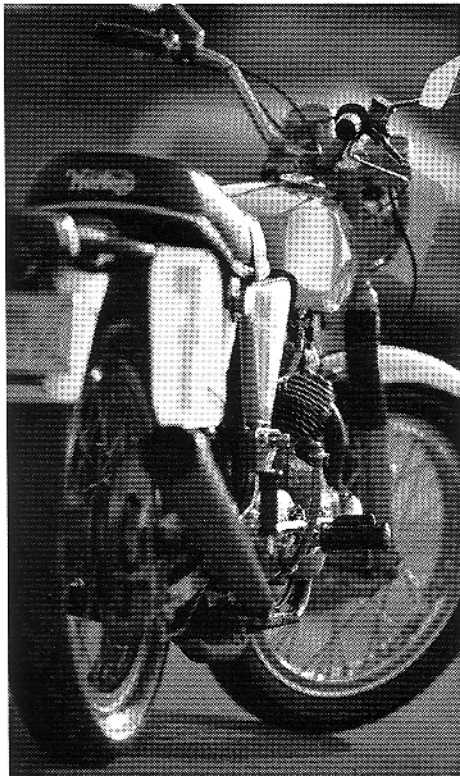
The oldest bike in the collection is a 1938 British Excelsior U1 it's a sporty little 122cc Villiers with a three speed hand shift, next is a 1956 Francis Barnett Falcon 74, show winner at the clubman's in 2005, the bike was a museum piece for many years. In keeping British there is a stockpile of Triumph, to start a 1964 T100 500cc, 1966 T100 500cc, 1967 T100C (the ratt bike), 1969 T100 Trophy, and a

1976 T140V Bonneville this is the bike Lorin and Kathryn took to England in 2004. Their Norton 750 "S" type is frequently seen on club rides. But the list goes on, in keeping European the collection moves to the continent with a 1970 Ducati 250 Gt (the Vmoto racer); a 1962 MotoBi 125 Imperiale Sport (used in the GiroD'California); a 1970 250 Bultaco Alpina; a 1970 Ossa, Ranger 250; two CZ's, a 477/1 175cc street bike and a 476/2 125cc street bike. There is a 1960 Rex 100cc a tasty little bike with a handle bar shifter and lastly a BMW R80Gs. They own a throng of Honda motorcycles too, two Honda 305 dreams a 65 and a 69; two 1979 CBX supersports; along with a 1978 Cx500; a 1980 GB500 and a 1970 Suzuki T90.

The total sum of which are all good runners save a couple that are in restoration. I have to agree with Kathryn when she says, "we have a passion for motorbikes" and that they do, she's a good sport too as she has allowed a few to grace the living room and den.

It was a joy to visit with Lorin and Kathryn and see what's in the garage.

**Rolland Chicane is a internationally know writer and contributor to motorsports magazines, His unique take on vintage motorcycle collecting has graced many a page of well known periodicals, he writes a complete wrap up on the auction scene yearly and he is a frequent contributor to Highlights and Mechanics Daily.*



PRESIDENT'S MESSAGE

By LORIN GUY

The year is starting off great. The first meeting at Harry's Hoff bra was well attended, even though we moved the meeting forward one-week because of the Las Vegas motorcycle auction. So many of our members that usually attend the meetings go to this event that we would not have had a quorum to conduct club business so it seemed the only choice.

The survey that was sent out via the club yahoo E-mail group was an eye opener. Thank you to all that filled it out and sent it back the results are being tabulated and will soon be published in the Norton Notice.

In 2006 the club faces some tough decisions, your participation is need to help steer the club in the direction that best serves the majority of members.

Some Important issues brought up at the first meeting were the clubman event and how to fund it. Also we discussed some changes to the Notice and we got to see the NEW web site design.

We need more members to step up and help with our 2006/07 goal of becoming the premier Norton web site in the world. Sure it sound hard but I know with all the talent and knowledge that is held within this club and its members we can be do it. What I see for NCNOC is a web site with more Norton facts and pictures and stats and tech knowledge than any other site in the world. I see NCNOC as the source for Norton knowledge. I look at our members and all the experience, it's almost mind-boggling. There is not a question about Norton that if asked, one of our members would have the answer to. So it's with this knowledge that I see NCNOC being the site in the World for Norton.

So 2005 is over and all that work and effort to make it one of our best year for outing and events is behind us. Sure, last year we put in a huge effort for the rest of the world. So if you thought we were going to have a restful relaxing laid back 2006? WRONG! We need to keep this momentum going and charge into the New Year.

This year is for us. A time for us to build something for our club. A year to show we are the premier Norton Club.

AS ALWAYS I AM OPEN TO ALL SUGGESTION, INQUIRES OR CRITICISMS. CALL OR EMAIL ME

Lorin Guy

loringuy@yahoo.com

408.961.3468

NORTON CLUTCH FOR DUMMIES

BY MARGIE SIEGAL

It took twenty minutes to free up the clutch on my '75 Mark III before I could set out for the annual Britbike ride. I couldn't really complain too much. It had been a lot of miles since the clutch basket had been cleaned out, and the poor thing obviously needed a bath.

I decided to do it myself. I had a general idea of how to clean up the clutch, but had never done it all before. I knew it was going to take me hours longer than it would take a mechanic- unless you figure in the time (a) freeing the clutch so I could ride to the mechanic - or loading the bike in a friend's truck (b) travelling to mechanic (c) explaining problem (d) getting home (e) picking up bike at mechanic's (f) making the money to pay the mechanic. It would also be a learning experience, and education is a Good Thing.

THIS IS HOW I DID IT:

Step One: Buy, borrow or rent a clutch tool. You can't take the clutch apart without the special tool. Raber's Parts Mart sells Norton clutch tools, and if you call them up and give them your office address and a credit card number, the clutch tool lands on your desk within 48 hours.

Step Two: Armed with my trusty and grease stained Clymers manual, assorted wrenches and screwdrivers, and my new clutch tool, I started dismantling the primary case. On Mark III's, you also have to take the left footpeg off, carefully corralling all the nuts and washers that drop off the backside of the bracket and not forgetting the ground wire terminal.

Aak! Problem One: The adjuster nut in the center of the clutch basket is refusing to loosen- the clutch basket just turns. Call Bob at Rabers. "Put the bike in gear and step on the foot brake." Doing this involves some gymnastics, but it works.

Problem Two: the clutch tool has to be adjusted before it will work properly. I figure it out on my own.

Problem Three: the clutch plates are indeed gummed up, and refuse to exit the basket.

Clymers suggests using "a small magnet." Even a medium sized magnet doesn't work. A pair of thin bladed screwdrivers do the job on all but the last, stubborn bronze plate. I finally decide to leave it in there for the moment.

[Note to married men: Ken Armann suggests using two crochet hooks as clutch plate removers. If you want to stay married, you will go to a craft store and buy two small steel crochet hooks for your tool box. If you don't care if you stay married, you will borrow your wife's crochet hooks without asking her first. If you want to be thrown out of the house, you will borrow your wife's crochet hooks and put them on top of the afghan she has been working on for six months without cleaning them first.]

I take the clutch plates to Raber's and ask the shop to blast them clean. While there, I buy a new primary case gasket, gasket silicone, carburetor cleaner, and three fiber clutch plates to replace the three worn out fiber plates.

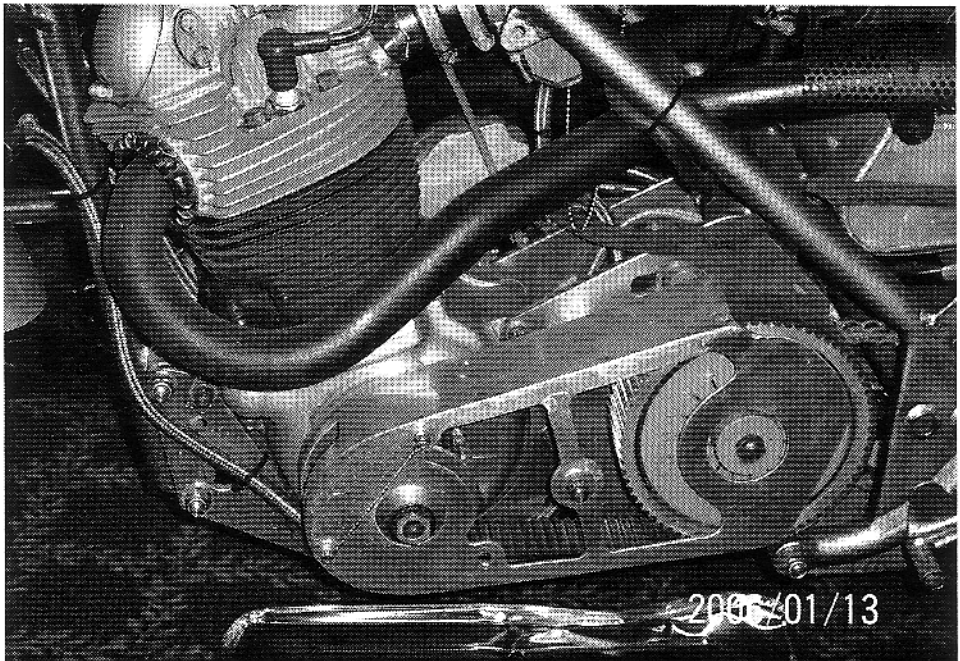
Editorial: A lot of the above stuff could be bought cheaper elsewhere. I deliberately buy stuff at dealerships.

Reason: If you run into a snag, don't bother calling up Kragens, or that dirt cheap Internet parts purveyor. Unless you are a world class mechanic, and never, ever need advice, pay an extra five bucks for parts and such to a dealer who is good about explaining things over the phone. It's a whole lot cheaper than having your fixit job gone wrong towed to a mechanic.]

The clean plates get shipped to me a few days later. Again armed with various implements of destruction, I return to the garage. I aim the carburetor cleaner nozzle behind that last plate and basically wash it out of the basket. I then clean it up with more carb cleaner and a 3M pad, scrub the basket, inspect the clutch center (small polished lines only, not nicks, which is good) and scrub off the old primary case gasket. I replace the clutch plates, center the diaphragm and clutch tool in the basket (the tool has to be re-reajusted) and convince the spring retainer to get into its slot.

Problem Four: What happened to the clutch cable arm? It has fallen into its slot and is refusing to return to its normal position. More calls to Rabers! I did things in the wrong order- make sure the arm (in the transmission case on the right) is in the right position before you attach the clutch adjuster in the center of the clutch basket.

Button it all up, make sure there are no extra washers lying around and add oil to the primary. Success - and very dirty hands.



BOOK REVIEW

BY ART SIROTA

A few years ago, Mick Duckworth called me on the telephone

from Jolly Olde and inquired about obtaining some photographs of my two-tone Norton Fastback and my 'S Type' for a book he was writing on Commandos. I made sure he was furnished with the photos but I thought to myself, "Oh God! Not another book on Nortons!"

Then Phil Radford gave me a copy of Mick's book for my birthday last year, and I was more than pleasantly surprised. Everything about this effort shouts quality. The photos are sharp and clear, the text is well written, paper stock is very high quality. This is the ultimate coffee table book about Commandos.

Mick Duckworth researched his subject matter thoroughly and uncovered many obscure and fascinating facts, stories, tidbits, and details that make very interesting reading. For instance, did you know that the Commando prototype which was the star of the 1967 Earls Court show in London was a non-runner? Did you know that Peter Williams wanted to patent the cast wheel design employed on the 1972 John Player Norton factory racers but found out that Dunlop had already done so in the 1920's?

The author seems to have interviewed just about everyone who was involved in the design and development of the Commando as well as many of the famous personalities who lent their talents to the race effort. There is a wonderfully entertaining and informative interview with former Norton tester Bob Rowley in which he relates an episode where he was asked by Dr. Bauer to test an experimental disc brake where the rotor was poprivited onto its carrier. But the rivets sheared and almost caused a crash. "Dr. Bauer asked me how the brake was. I said it was really firm, and showed them how it wouldn't even move when

the bike was wheeled back and forth. You should have seen their faces! When I explained that the rivets had sheared, Bauer said, 'Ah, we'll use aircraft quality rivets next time,' and I said, 'Yes, and you'll be coming on the back!' There was silence, then Poore laughed and everyone joined in."

There are wonderful photos of Ron Wood, T.C. Christianson, Peter Williams, Jave Aldana, Dave Croxford, Paul Tunstall, and almost everyone else who played a part in Commando lore.

There is also a very touching foreword by Peter Williams.

This book is an excellent addition to any household where there is an interest in Norton Commandos. Kudos to Mr. Duckworth for being able to do such a great job organizing a large amount of subject matter about a machine that is near and dear to all of us in the NC.NOC.

Norton Commando by Mick Duckworth, 144 pages.
Published by Haynes Publishing © 2004

Merica and Pabers

RATING: 5 stars

ART'S RATING SYSTEM EXPLAINED.

1 star A waste of good paper. Save your money for the next time your Norton needs an oil change.

2 stars Not very good, but at least it takes up space on your bookshelf and fools all your guests into thinking that you know how to read.

3 stars The pictures are pretty and the text will help you fall asleep at night.

4 stars A very good effort and probably worth buying.

5 stars Snap this one up before it goes out of print.

ALAN'S WRENCH

CONDENSED FROM THE INOA NORTON NEWS #143 JANUARY 24, 2006

There's been some talk on the INOALIST recently about disc brake pads for the stock Commando brake. I did a series of brake tests over 2000-2005, including six types of brake pads, and my findings are summarized below. Several of the pads I tested are no longer available, so the current choices are limited. Of these, the best are the Ferodo Platinum pads, now stocked by several suppliers of Norton parts. When I originally tested these, they were only available from Michael Morse (Vintage Brake), who had them machined from Honda pad sets, and I found them to be a superior part. Since then, Mike was able to persuade Ferodo (now part of Federal Mogul) to produce them for the Norton-Lockheed brake.

The EBC pads are also very good, and have held up well in 5000+ miles of extended testing. One list member commented that he had fit problems with these, but I had none. The SBS pads are supplied as "Genuine Norton Parts" available from many parts suppliers, and are also good, but are slightly less effective than the other two. None of these pads caused accelerated wear or visible grooving of the rotor. As with all brake relining, a bedding-in period is needed for proper system performance, and this can be helped by sanding and thorough cleaning of the disk surface when new pads are installed. Reducing the size of the master cylinder to 13 mm by sleeving or substitution is an essential upgrade, no matter which pads you use.

Commando Disc Brake Pads – summary 1-15-2006


The following reflects testing performed during 2000-2005 by Alan Goldwater

Opinions are those of the author – your results may vary. Prices are approximate.

Mfg	Part #	Description	Vendor	Price
EBC	FA27	Best initial bite and good fade resistance	Vintage Brake, Fair Spares & many others	\$29
Ferodo	2420	For racing only, poor performance when cold	No longer available	N/A
Ferodo	FD888P	Platinum Series, good bite cold and excellent fade resistance	Old Britts, Brit. Cycle Supply & others	\$37
NHC	06-6005T	Taiwan made. Poor performance hot or cold	Domiracer, EMGO?	\$15
SBS	505HF	Good initial bite and fade resistance. Lasted 10k miles!	Supplied as "Genuine Norton Parts" 06-6005	\$25
UNK?	Sintered ceramic	Good initial bite, no fading but max. braking limited when hot.	Vintage Brake	\$20

I've started testing an electronic ignition system offered by Sparx, and will have a report on this system in a future issue. In the mean time, our 2006 season is already off to a fine start, with 18 bikes on the Freeze ride. What a great day!

Genuine Norton parts means
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 Fax: (408) 292-8514
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TECH TIP

The most helpful bit of information I've ever received in my 40+ years of motorcycle riding and car racing came at the cost of \$20.00. I had a situation with my taillight, would not operate and I just knew I was going to get stopped. I tore into the headlight wiring and the fuse box, checked the switch and was baffled. I was thinking of all the possibilities and what it was going to cost and how much time it would take. So I went to a good friend and riding buddy who is very good with mechanics and asked if he could look at it. 10 minutes he says, "I can fix it, ya gotta promise not to get pissed off and it'll cost ya \$20.00" I was relieved, "sure!! Do it". I was sure if I went to the dealer it would cost way more. He went to his toolbox, pulled out a screwdriver, removed the lens and replaced the bulb, there, fixed...\$20.00 please. I was beside myself, but paid as promised.

He said, "**remember, always check the simplest thing first and work from there**" too many guys try to over think the problem or analyze the issue when in most cases it's simple and quick and cheap.

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 (650)574-9723

CLASSIFIEDS

NOTE

The club actively encourages members and non-members to post ads for motorcycles, motorcycle parts or accessories in our for sale section. Send correspondents to the Editor for inclusion in the following months issue. Ads run for three consecutive months if editor is not notified of sale. Ads submitted may also appear in our on-line for sale section of accompanied by a picture. This is a free service of the NCNOC.

1975 TRIUMPH TRIDENT T-160

5-speed, E-Start. Picture is of bike as it rolled out of basement where it had been under a cover since 1987. Spent three weeks and hundred\$ getting all dried out rubber replaced and bugs out of the workings. Looks much better, runs great, with some missing OEM parts replaced. No tach, only a center mounted speedo. New rear Dunlop TT100, front good TT100. No directional lights needed here in MO. 3-1 exhaust, but have OEM 3-2 header pipes. \$75 manual goes too. Price is \$3495 firm and can arrange shipping or may deliver myself! Mike, INOA #2634 417-742-4542 or email mkhansontx@hotmail.com

1973 NORTON COMMANDO

New battery installed, very clean. Available on consignment at Santa Rosa BMW. Call for more information. Suzanna at 707 838-9100 ext 2

1972 TRIUMPH BONNEVILLE

Low original miles, engine and transmission were gone through 500 miles ago. Runs strong, very original, matching numbers. \$4250. Call for more information. Jeff at 408 973-1938 or 408 921-4996

1972 DUNSTALL COMMANDO

1972 Norton Dunstall Commando \$3000. 750 engine supposedly Combat spec, stock 4 speed right shift, 1 up, 3 down. Dunstall rearsets, headers, tank, seat, aftermarket Decibel mufflers and fairing. Bike somehow got registered as a 1974 long ago. Everything works except speedo and I'm in process of replacing the speedo drive, again. No idea what real mileage is as speedo broke 2 other times, maybe 20,000. Very hard seat and uncomfortable riding position. Needs swing arm bushes and rear isolastic and a little more carb adjustment. Also the clutch slips a bit when revved hard, maybe time for new friction plates. Made the All British Ride in Marin County last week just fine. I've had it 2.5 years and put about 3500-4000 miles on it. I have 3 other bikes. Not a bike for "regular" people. You gotta be willing to put up with having to fold the right footpeg to kickstart it, etc. Price firm. Bike's in Oakland, CA. Keith at unclepatsbike@yahoo.com

1975 COMMANDO

I have a 1975 Mk3 850 Commando for sale. It has a Boyer ignition; Norman Hyde seat, Mukuni 32mm carb but I will include the stock Amals and manifolds, \$1500 in recent receipts for front fork rebuild and sprag gear and bearing. Alas the starter only works occasionally but the bike starts right up first kick, even when cold. The Mukuni might still be a tad lean but I have many extra jets to go with the included spare parts and a couple tools. It has 21300 miles on it and I don't know if or when it was rebuilt. It runs very well and doesn't burn oil. It does however leak a little. I'm sure you folks understand. All electrics work well. Tires good to fair. Disc brakes and left-hand shift. \$5250 obo. Fred in Felton, Ca. at FredFLatta@aol.com

1960's NORTON

I have a 1960's Norton I think it is a 650 but I'm not sure it has not been registered since 1967. The bike is complete, with some rust but needs a caring home as I'm old and not able to take of anymore call Delvin 916-991-1003, You could also call Jim at 831-338-4598 and maybe he could get and send you a digital photo. cherokeejp@msn.com

WANTED

Command MK III front hub and/or Norton brake discs
Please contact Leo at: leoriley@hotmail.com

Dunstall type gas tank and seat/tail section, rearsets for 1971 Commando, building a cafe bike. Any parts considered must be good cond. Fast cash payer
Don in CA. 805-466-4758 or maxzz@charter.net

Tank and Seat, Steel Interstate tank in decent shape. Also needed Interstate seat, prefer MK III.
Contact Steve at snksims@yahoo.com



SAN FRANCISCO LAMBRETТА SPECIFIC RALLY 2006

REPLY TO: ANON-122729135@CRAIGSLIST.ORG

DATE: 2006-01-04, 7:26PM .

CALLING ALL LAMBRETТА OWNERS.

IT'S THE SECOND ANNUAL SAN FRANCISCO LAMBRETТА RALLY

WHEN: SATURDAY 11AM, FEBRUARY 11TH 2006

WHERE: PIER 1 (NEXT TO FERRY BUILDING) SAN FRANCISCO

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