



Norton Notice



The Newsletter of The Northern California Branch

VOLUME 3 ISSUE 6

JUNE 1980



NEW MEMBER PAUL ADAMS & HIS '46 MANX

CHOSEN "BEST NORTON" AT THE 1980 CAMA RALLY

Published monthly by the
Northern California Branch
Norton Owners Club





The Newsletter of The Northern California Branch



Published monthly by the Northern California Branch, Norton Owners Club

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Club business is best handled through the mail--especially material of any sort for the Club Newsletter. Use the above addresses.

BRANCH MEETINGS

Generally held the second Thursday of each month at a location announced in the NOTICE.

BRANCH RIDES

Rides are generally held the following Sunday at 10:00 am at a location announced in the NOTICE. In the event of rain the ride will be postponed 1 week. Occasionally, rides are on a Saturday or over the whole weekend. Check the NOTICE Calendar each month.

There are three categories of membership in the Northern California Branch of the N.O.C.:

FULL MEMBERS: Full members are dues-paying members of the N.O.C., and therefore have full voting privileges at any general meeting of the N.O.C. and all branch meetings, and also any privileges resulting from affiliation of the Club with any other organization. Full members must pay annual dues to the N.O.C. in England (paid through the Secretary), in return for which they will receive the bi-monthly ROADHOLDER magazine and may use the N.O.C. Spares Scheme at any time.

ASSOCIATE MEMBERS: This category was set up so that any Norton owner wishing to get the NORTON NOTICE each month and be associated with the Northern California Branch can do so for a very modest fee, without having to join the N.O.C. as a full member. Associate members do not pay N.O.C. dues, and therefore do not have all the privileges of full N.O.C. members. They do, however, have full voting privileges at all Northern California Branch meetings and are equally welcome at all of the rides, meetings, and other functions sponsored by the branch.

SOCIAL MEMBERS: In order to allow Norton enthusiasts who do not own a Norton to be associated with the Club and thereby help them to find one to buy, the branch provides the category of 'Social Membership'. Social members do not have any voting privileges but are otherwise welcome to participate in all branch activities. Social members will receive the NORTON NOTICE each month and are encouraged to follow up on any leads regarding Norton motorcycles for sale. The Editor will try to help all social members in this regard and would appreciate any help from other members.

CURRENT DUES PAID AND PUBLICATIONS

RECEIVED

	<u>PAY</u>	<u>RECEIVE</u>
FULL MEMBERS	\$25	<u>NORTON NOTICE & ROADHOLDER</u>
ASSOC. MEMBERS	\$10	<u>NORTON NOTICE</u>
SOCIAL MEMBERS	\$10	<u>NORTON NOTICE</u>



THE EXHAUST NOTE

This issue of the NORTON NOTICE is probably not arriving before the June meeting, but that's why we printed a June calendar last month. Hope you made it to the Edinburgh Castle. This is the second Exhaust Note column that I've written for this issue. The first detailed the reasons for the Beer Bust being cancelled. That's right, folks, the Beer Bust was cancelled for about 3 days--lack of help from members and lack of funds due to non-renewals of membership. Without getting into it too much, let's just go on to say that a few members who have already been doing a lot for the Club are taking it upon themselves to do more than they should to enable the members and fellow Norton owners of Northern California to enjoy a Sunday afternoon.

Without getting into too much scolding of those who could've volunteered but didn't and of those who shined on their renewals while planning to attend the event, let me say that, in general, there could be a lot more enthusiasm and input from you other members out there. So here's your chance - -

At the campground there are barbecue grills and picnic tables, so why not bring some charcoal and a little something to share with the other Norton people. That way it'll be a little better day than if you don't.

As a last note, the treasury is down to \$40. Although it's free beer for Norton owners, donations are needed and appreciated.

WJ



CLUB EVENTS CALENDAR

DATE	TIME	PLACE	
6-12	7:30PM	Edinburgh Castle 950 Geary SF	June Nor CA Brnch Meeting
6-15	12NOON	Memorial Pk Pescadero Rd nr La Honda	NORTON Beer Bust
7-6	11:00AM	Sears Point Sonoma	AFM Racing
7-10	7:30PM	London Hse 630 Ramona St Palo Alto	July Nor CA Brnch Meeting
7-13	10:00AM	Sausalito Hotel, Sausalito	July Nor CA ride

THE SAMOA COOKHOUSE

The Samoa Cookhouse in Eureka, California (2 hours north of Leggett and highly recommended to anyone riding through for the Rally) is a real biker's favorite, accounting for no fewer than 14 separate recommendations from Road Rider People all over the Country. The Cookhouse is located on Samoa Island, just over a short bridge from the town of Eureka. It's a large red wooden building that actually served as a boarding house for workers in the nearby lumbermills around the turn of the century. The restaurant serves three meals a day, six days a week. On Sunday there are two meals: a mid-morning brunch and dinner.

The way the Cookhouse procedure works is that you eat all you want of each course. When you're ready for the next course, the waitress clears the table and brings it. It's yours until you're finished. The waitresses, by the way, are super-efficient, quick and right on the spot when you look like you need something. The coffee pot never seems to go empty.

The atmosphere in the Cookhouse is friendly, bustling and slightly noisy. Part of the fun is watching the people around you. When the waitress brought the multi-course meal to the table for a couple, the look on the woman's face was worth a thousand words. Then the waitress brought dessert!



The Newsletter of The Northern California Branch

June Greetings Norton Fans!

As you read this I am, hopefully, watching one the TT races on the Isle of Man, or recovering from just having done so. I look forward to my next "message" in the NORTON NOTICE because in it I will be able to tell you all about the 3 weeks I'll be spending (late May and early June) touring around England and taking in TT week on the Island. I hope to visit as many members as possible while there, and will file a complete report with pictures in the next issue. In the meantime, here are a few things that might be of some interest to some of you.

Firstly, the May meeting at the Redwood Inn was a lot of fun for those who attended, and even though we did not have any important business to deal with we all managed to have a good time anyway. I hope that more members will come to east bay meetings in the future, or we may have to consider discontinuing that idea. One person of interest who did show up, other than our own members of course, was Will White of the Northern California Branch of the Vincent Owners Club. What all this is leading to is an invite the V.O.C. has extended to us to stop by at the International V.O.C. Rally on the weekend of June 21st. This is going to be a BIG Rally for Vincent owners, and no doubt many members of our own Club who are also Vincent owners will be there. The Rally will be a week-long affair up at Bass Lake, and anyone interested in seeing all those Vincents together in one place should consider riding up and dropping in. I'm sure you'll be most welcome. For further details please call Will White at (415) 489-6296.

Branch member Mark "JAWS" Ingalls was also at the meeting and brought some very nice pics of his Endurance Race-winning Commando 850, one or more of which may appear in the NORTON NOTICE one of these days. I also received a beautiful color shot of Mark in the process of winning the 1979 200 miler at Sears Point, and want to thank the Norton fan from Half Moon Bay (I forgot your name!) for sending that one in. Hopefully it too will make it into these pages soon. While on the subject, I'd like to encourage all members who race Nortons to send in any photographs (B&W is best for reproduction), race reports, schedules of upcoming races, etc. so that they may appear in the Club newsletter for the benefit of all of us. I also want to encourage members interested in racing to support your local Norton riders on the track by going there and cheering them on to victory. Let's not forget that the Norton name was made in racing, and that these guys are out there on Sundays trying their best to keep it up there at the top where it belongs. They deserve your support! I hope to see a complete listing of Nortons being raced locally, and where and when you can watch them in action, in the next issue of the NORTON NOTICE.

Bernie and Cathy Birleffi came all the way down from Calistoga with a huge roll of raffle tickets for future use. Thank you both!

As mentioned many times in the past few months, the Northern California Branch's Norton event of the year will be held on June 15th at Memorial Park (Huckleberry Flat) on the Pescadero Road near Loma Mar. The Beer Bust, for those who may not have been to one in the past three years, is something no Norton enthusiast should miss. Whether or not you're a beer drinker, this gathering of Nortons and their proud owners is always a great day. This year's Norton Beer Bust promises to be the biggest ever, and if past trends hold true there ought to be well over 100 Nortons in attendance. If you can possibly get away this Father's Day, take a ride out through the coastal redwoods to Memorial Park, and have a real Nort'n day! As most members will remember, the Norton Beer Bust is a "free" service of the Northern California Branch to members and non-members riding Nortons. However, it is hoped that all who attend will do their part to help us pay for the beer, etc. There will be a box or helmet or something near the beer kegs for monetary donations. Please be generous!

Once again I want to encourage members to please pay their dues on time. Carollyn Scott has been working very hard, as has Michael Heth, to make sure that you know when your membership is about to expire. When you get that note, PLEASE SEND HER A CHECK RIGHT AWAY! Lately a lot of members have been late (some very late) in doing so, with the result that our treasury has run very low. We are operating on a tight budget, so if you want to keep getting a NORTON NOTICE it behooves you to get your dues in on time. Enough said?!

I learned recently from Michael Heth that a number of people think the newsletter as a monthly is too much work and expense, and could become a larger bimonthly with no great loss. I for one would like it to remain a monthly, and am willing to share the workload. What do you think? Please make your feelings known by voting on this important issue either by mail or at one of our next few meetings. Also, if you'd like to help the Editors in some way, I hope you'll get in touch with Michael. I know he appreciates all input and would like to see more members get involved. A technical article or two, for example, is a great contribution that many of you more mechanically inclined members could make. PLEASE think about it, and do your bit.

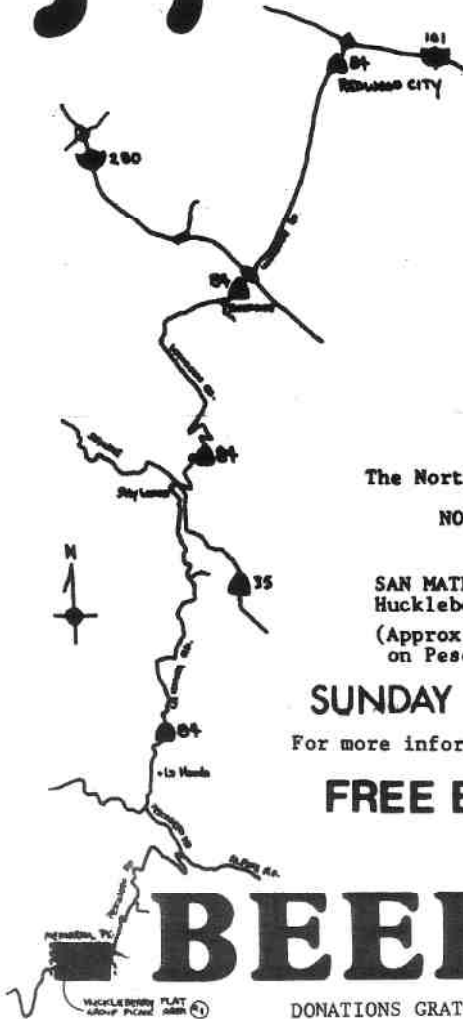
Special thanks go to Meda Rago and Brian Halton for their fine contributions to the May Notice, and to Bart and Meda for their work in organizing the May ride to Locke.

That's about it for this month folks. I hope you're all enjoying the nice riding weather this Spring, and look forward to seeing you on the road. KEEP ON NORT'N!

Steve



Norton



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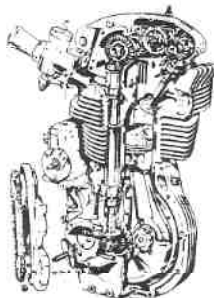
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A preliminary step to tuning involves fabricating a few basic tools which will cost only a few dollars. There is no need to purchase mercury sticks, Unisyncs, or any other expensive devices used for four cylinder machines. Although these instruments will do a fine job, they are bulky and prone to damage. The simple tools that follow can be carried in the tool pouch, and the same accuracy will obtain.

Make up two test leads approximately one foot long, of fine stranded, flexible wire (lamp cord), and four alligator clips (large enough to grip a pencil). Assemble the insulated alligator clips at each end of the leads. Two spring-type timing light adaptors are also needed to fit between the spark plug and plug wire terminal.

The adaptor is used to connect the plug wire to the plug, while at the same time allowing connection of one alligator clip, which will short that side of the engine when desired. Adaptors should be constructed to stay in place while the engine is running. These adaptors are necessary: a path to ground must be provided for the high voltage or coils may be damaged.

Connect the adaptors to plug and plug wire on each cylinder. Connect both ends of each clip lead to a convenient cooling fin near the spark plug, one lead on each side of the motor. During this procedure one end of the clip lead will always remain earthed, and the other will be connected to the adaptor to short the spark plug. Remember this: avoid shocks.

Setting the idle mixture and speed is the first step. Be sure that there is 1/16th to 1/8th inch slack in both throttle cables, and that the cables and throttle mechanisms are operating properly. Refer to factory manuals for rough settings of the mixture and idle speed screw if starting from scratch. Start the motor and let it warm-up enough to idle without the choke. Turn off the choke completely. Turn up each idle speed screw equally so that the motor will idle on one cylinder as the other is shorted. Using one clip lead, short one side. The motor should be idling on the other side at 500-1000 rpm. Adjust the mixture screw for optimum motor speed.



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This, in theory, is about halfway between rich stall and lean stall. Turn down the idle speed screw to the slowest even tickover speed, and again adjust the mixture screw for optimum idle. Note the tach reading if available. Follow the same procedure for the opposite cylinder.

NOTE: Some carburetors have idle air mixture screws, and some have idle fuel mixture screws. Turning an idle air mixture screw in richens the mixture. Turning an idle fuel mixture screw in leans the mixture.

A good mechanic will set the idle quickly so as not to overheat the motor. Use common sense. If necessary, stop the motor, or use fans for cooling.

Double check the idle setting and sync by leaning over the seat, and with one clip lead in each hand, alternately shorting the plugs. It will be easy to see by the tach, or "hear" that the speed of the cylinders is in sync.

With both lead clips removed, the motor will run at a higher speed than desired. Adjust the speed screw on each carburetor and equal amount to obtain the proper idle speed.

Correct idle mixture will vary with temperature, altitude, and barometric pressure. As the carburetors warm up, the mixture will tend to "lean-out", especially with Amals. If the engine idles high, or will not "settle down" on hot days or in traffic, enrich the idle mixture $\frac{1}{4}$ to $\frac{1}{2}$ turn. This will usually cure the problem.

High speed sync can now be effected, always after idle adjustments. The principle is to make both slides operate together. On Amals this is accomplished by adjusting throttle cable free play equally on each side, leaving a small amount of free play to compensate for handlebar movement.

With the engine warm, lock the throttle at an engine speed of about 2500-3000 rpm. With adaptor wires on the plugs and alligator clip leads in place, alternately short the spark plugs. Engine speed will drop to 1000-1500 rpm when running on one cylinder. As the plugs are alternately shorted, the tach reading should remain exactly the same. If not, adjust the cable free play on the side that runs at a higher rpm.

Mixture ratio above idle cannot be altered unless jets, needles, or slides are changed. In most cases it is not wise or beneficial to alter high speed jetting from factory specifications. Consult a reputable dealer or mechanic first.

Amal Monobloc and Concentric carburetors are prone to wear and warping of the body. These units are made of "pot metal", and deform easily. In many cases they can be reconditioned. Do not use files or sandpaper to eliminate sticky slides, as this only adds to the problem. Do not overtighten mounting bolts on flange mount carburetors. This will warp the flange.

Drain float bowls frequently to check for water and dirt. Do not blow compressed air through passages or jets to unblock them, unless the carburetor has been stripped. Expensive parts can be damaged. Do not indiscriminately use carburetor cleaner: **IT WILL SWELL AND RUIN SYNTHETIC RUBBER PARTS.**

If the reader has any questions, or wishes further information, please feel free to contact us.

Norton     TRIUMPH

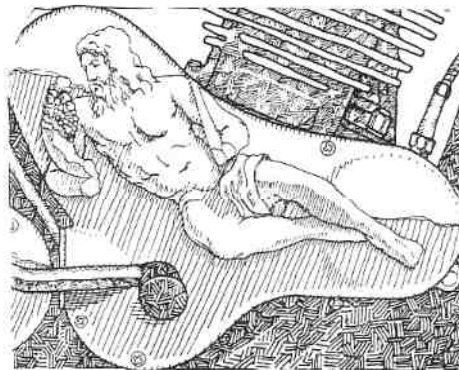
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THE THEORY AND PRACTICE OF ELECTRIC STARTING

After buying a '71 Fastback almost 2½ years ago I've been exposed to hearsay, rumors, and outright lies concerning the Norton Motorcycle. As I weighed the advantages of having an 850 MK III set up specifically for long distance 2-up riding, the one rumor that nopped up most often was: the damn electric starter is a piece of junk and never works. Well, folks, I routinely go down and fire up a '75 MK III with not 2, not 3, nor 4 but about ¼ kick, cold; and there's no reason why you can't.

1) The riders' manual for the MK III specifically states on p. 14, "For the first start of the day, and particularly during very cold weather, it may be necessary to turn over the engine several times using the kick-start pedal to break the oil film before using the electric starter. Alternately, the electric starter can be supplemented by the kick-starter. This is the first trick. The starter was never designed to, nor will it, start the bike itself when it's cold.

2) It probably takes about 1/10 of a volt to light up that little green neutral indicator and red amp light when you turn on the key, and yet it takes a reasonably charged battery to fire off a Nort cold. Buy a \$2.00 hydrometer and check out just how uncharged your battery is.

3) Contrary to the MK III manual on that same p. 14, the 850 loves a rick mixture to start, hot or cold.

Work these 3 points into a routine, and you come up with:

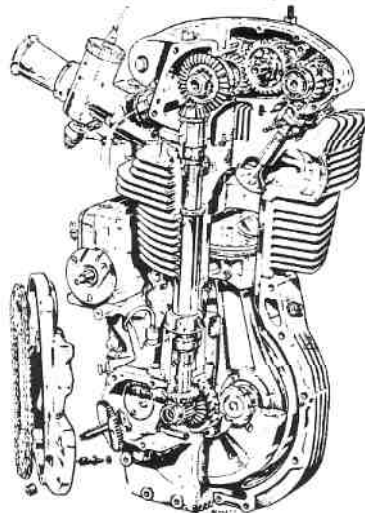
A) Charge your battery every few days through the power socket. If you don't have a power socket, Brook's Cyclery sells the socket and a plug for about \$3.80. Use a low power charger to keep from over charging.

B) Tickle the carbs to overflow when cold. Each time you start hot or cold wick open the throttle 3 or 4 times to bring up a little extra fuel into the manifold. I know it doesn't make sens, but it works.

C) Finally: when cold--get ready to kickstart the bike, then rather than jump up to really crank it over, just push down on the lever with your foot as you burst the starter -- to supplement your leg effort. Mine fires on the first ¼ kick every time, and I just don't buy that "some work, some don't" bull that is bandied about by the folks you ask about the problem. I feel that the above routine takes care of the idiosyncracies of the Norton MK III motorcycle and will let anyone who follows it obtain "effortless electric starting". When the bike is hot, wick open the throttle 3 or 4 times and (with a reasonably charged battery) bump the starter until it starts the bike. Don't grind it around; short bursts do the job.

The main faults in proper electric starting can be traced to the preceding and to the understandable belief of most Norton owners that electric starters should work the way they do on Jap bikes. But then, we scream down into a turn, and as we roar out of the curve, we glance back into the mirror at the Jap monsters and realize just where the trade-offs were made... and we smile.

Next month: isolastically mounting your handlebar levers.



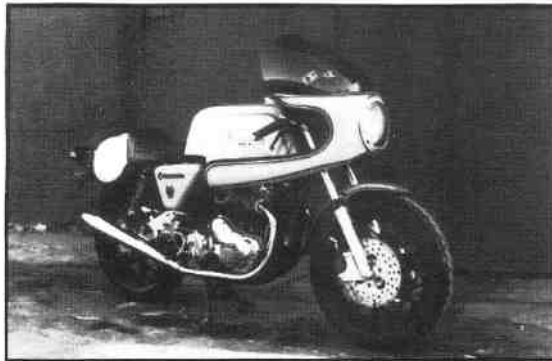


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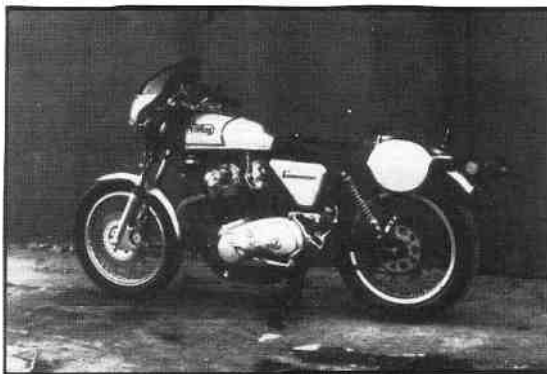
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TRADING POST

Current and prospective members may place Norton-related ads in the TRADING POST by writing the pertinent information in as concise a form as possible and sending it to the Editor. Ads will normally run for two months, but they may be renewed should the advertiser so desire. There will be no fee for any advertisement in the TRADING POST.

Commercial enterprises may advertise their goods and/or services in the NORTON NOTICE for a nominal fee which will help offset printing costs and thereby support the Northern California Branch of the NOC.

Commercial advertising rates are:

	<u>1 issue</u>	<u>3 issues</u>	<u>6 issues</u>
½ page	\$10	\$25	\$45
¼ page	\$15	\$40	\$70

FOR SALE: 1968 Norton P11A. Must see to appreciate. Serious inquiries only. Excellent condition. \$1000 in spare parts included. Call Harold at (415)584-1243 eves.

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FOR SALE: 1975 kickstart 850, 6000 mi., excellent condition for \$1800. 1970 750, new paint, good shape for \$1400. Call Dave Neal (415)788-7283W or (415)383-0857H. (Money needed to restore P 11 and repair racers.)

FOR SALE: 1972 Norton Commando, Combat engine, rebuilt with 900 mi. on engine, excellent condition. \$1500. (415)957-1884 or 921-3794.



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Steve Murray, co-owner of New Hoss Cycle, is an associate member of the Northern California Branch. If you're looking for "the long deal" on TIRES, TUBES, BATTERY, etc. for your Norton or Japanese bike he is the man to call. He really wants your business, and will give you a good deal.

Unfortunately, New Hoss does not service English bikes. (Yet?) However Steve hopes all you Norton fans with a Japanese bike will stop by and chat sometime. If he can do anything for you let him know.

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See Jack Morris, a branch member and Norton enthusiast for quite a few years, if you're looking for parts or accessories. Jack's got the goodies and will take the time to make sure you get exactly what you need.

Selby's service department is in the able hands of Alan Hook, an experienced Norton mechanic and also a branch member. If the Nort isn't running right and you're unsure about what to do, take it to Alan and he'll see that it gets back into tip-top shape.

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