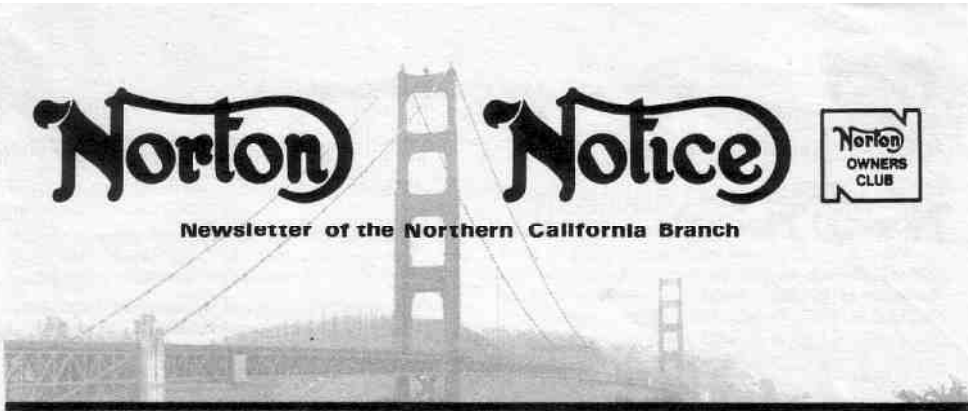


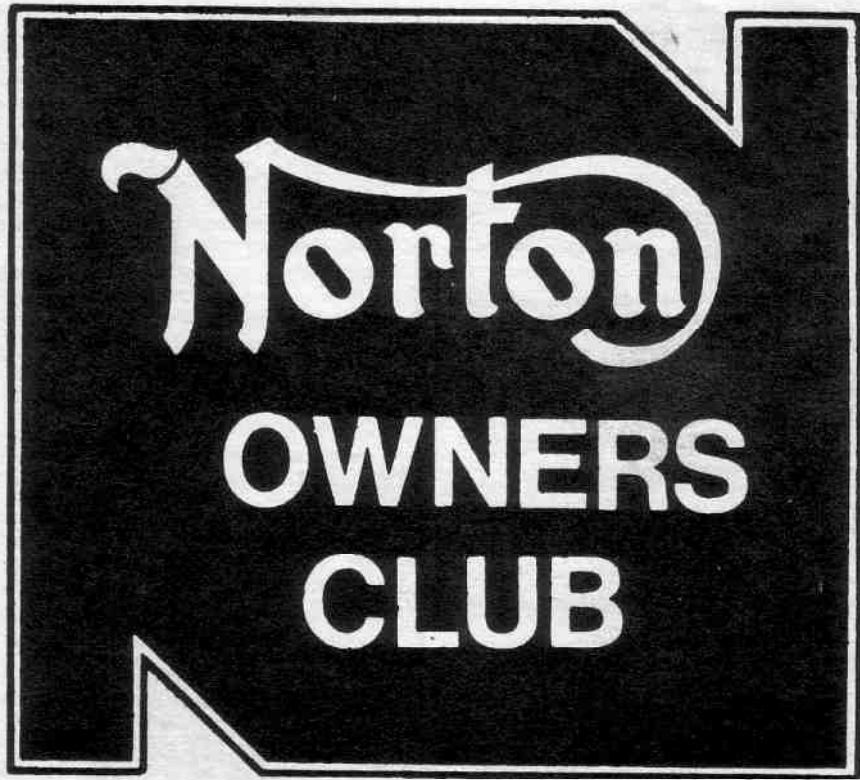
# Norton Notice



Newsletter of the Northern California Branch



**NO. 43** **DECEMBER 1981**



**NORTHERN CALIFORNIA BRANCH**



## Norton Notice

1924 Kentucky St.  
Redwood City, Ca. 94061  
(415) 369-0597 eves.

published monthly by the NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB, its sole purpose is to inform and entertain members regarding all aspects of the NORTON motorcycle, including history, technical advice, and preservation. NORTON NOTICE is not for sale, but is provided as a benefit to members of this Branch.

### OFFICERS AND STAFF

#### PRESIDENT

Harvey Loucks  
7583 Lockford Ct.  
Cupertino, Ca. 95104  
(408) 255-7356  
(BEFORE 9:00 PM)

#### VICE PRESIDENT

Maya Petersen

#### RECORDING SECRETARY

Art Sirota  
(415) 747-0740

#### MEMBERSHIP SECRETARY/ TREASURER

Tom Horton  
250 Curtner Ave. #26  
Palo Alto, Ca. 94306  
(415) 493-2157

#### NORTON NOTICE STAFF

Michael Beth  
Harvey Loucks  
Phil Verzola  
Bob Marshall  
Louis Mendelowitz

### ADVERTISEMENTS

Current and prospective members may place ads for Norton-related material wanted or for sale in TRADING POST. Send all necessary information to NORTON NOTICE. There is no charge for ads in TRADING POST.

#### COMMERCIAL ADVERTISING RATES

	1 Issue	3 Issues	6 Issues
1/4 page	\$5.00	\$13.00	\$25.00
1/2 page	\$9.00	\$25.00	\$45.00

Ads may be designed by the Staff if so desired.

**NORTON NOTICE** IS A REFLECTION OF ITS READERSHIP AND EVERYONE IS URGED TO SUBMIT ANY ARTICLE, TECHNICAL TIP JOKE, PHOTOGRAPH, ORIGINAL OR OTHERWISE SO THAT OTHER NORTON ENTHUSIASTS CAN ENJOY IT. FOR BRANCH MEMBERS WHO CANNOT OTHERWISE ATTEND RIDES AND MEETINGS, **NORTON NOTICES** AFFORDS THEM AN EXCELLENT OPPORTUNITY TO SHARE EXPERIENCES WITH THE ENTIRE MEMBERSHIP AND BRING US ALL CLOSER TOGETHER.

DEADLINE FOR ITEMS IS THE 20TH OF EACH MONTH.



### MEMBERSHIPS

Membership is available in three categories.

**FULL MEMBERSHIP** gives membership in the NORTON OWNERS CLUB with its benefits and privileges such as bi-monthly issues of ROADHOLDER MAGAZINE sent directly from England keeping members abreast of Norton owners activities from around the World, the SPARES PROGRAM that allows one to buy Norton parts directly from England at an attractive, low cost, and full voting privileges at all NOC and Branch meetings.

**ASSOCIATE MEMBERSHIP** is established for any Norton owner wishing to be associated with the Northern California Branch and are welcomed at all meetings, rides and other functions. Members are urged to become FULL MEMBERS as they become familiar with NOC advantages and benefits.

**SOCIAL MEMBERSHIP** is established for Norton enthusiasts who have not yet bought their Norton to become familiar with NOC and Branch functions and to assist them in finding a Norton suited to their needs. Although Social Members do not have Branch voting privileges, they are welcome with their ideas at all Branch functions.

NORTON NOTICE is provided to all three membership categories and the publication is open to all for articles and ads they wish to submit.

**FULL MEMBERSHIP:** \$25.00/yr.

**ASSOCIATE MEMBERSHIP:** \$10.00/yr.

**SOCIAL MEMBERSHIP:** \$10.00/yr.

ALL MEMBERSHIP DUES ARE PAYABLE TO THE BRANCH TREASURER. RENEWAL DUES ARE PAYABLE AT THE END OF THE INDIVIDUAL'S MEMBERSHIP YEAR, THAT MONTH BEING DESIGNATED BY THE LAST NUMBER OF THE MEMBERSHIP NUMBER LOCATED ON THE MAILING LABEL OF NORTON NOTICE. Example:

999/6

denotes member number 999 with dues expiring in JUNE.

BRANCH MEETINGS ARE HELD EACH SECOND THURSDAY OF THE MONTH; LOCATIONS ARE ANNOUNCED IN THE NORTON NOTICE CALENDAR.

BRANCH RIDES ARE HELD THE SUNDAY FOLLOWING THE MEETING. TIME AND LOCATION ALSO ANNOUNCED IN NORTON NOTICE CALENDAR. IN THE EVENT OF RAIN, THE RIDE IS POSTPONED UNTIL THE NEXT SUNDAY. IF IT RAINS THAT SUNDAY, THE RIDE IS CANCELLED FOR THAT MONTH.

OCCASIONALLY, MEETINGS AND RIDES ARE SCHEDULED FOR DAYS OTHER THAN THE SECOND THURSDAY AND FOLLOWING SUNDAY. BE SURE TO CHECK THE CALENDAR FOR ANY CHANGES.



## NOVEMBER MEETING

Held at the Edinburgh Castle, San Francisco on November 12, 1981.

Harvey Loucks called the meeting to order at 8:30 with a greatly improved showing of members at about 33 present.

Ed Brooks introduced Joe Carter and John McCoy, the two new owners of Brooks Cyclery in San Jose. Joe and John announced that they will continue to offer a \$25 gift certificate to be raffled off at each meeting. These funds go directly to the Branch Treasury and reminds everyone to flock to Brooks Cyclery for parts and service.

Harvey discussed the planned trip to Santa Cruz County and gave a last minute follow-up on the condition of Dick Rutter. Dick has finally made it back home and recovering nicely from his August mishap.

Tom Horton's report that our Treasury has \$653 in it with all bills paid was certainly encouraging news, especially for anyone who remembers the dark days of late 1980/early '81 when the Treasury was almost empty.

The bad news, though, is that dues from England for NOC membership have gone up from 7 Pounds to 8 - no big deal as long as the Pound stays around \$1.80 each.

Planning for this year's Christmas Party has begun. If you have any suggestions, call Harvey or Maya.

Honoured guest, Frank Leggatt from Dundee, Scotland, filled us in on some more of his exploits to Europe on his 1970 Commando with a round-trip total of about 12,000 miles (that's 20,000 kilometers, Frank).

## DECEMBER MEET/RIDE

As noted in the Ramblings, the December meeting will be at Rick's Swiss Chalet in Palo Alto at 4085 El Camino WAY. We will have the Annual Christmas Party and nominations for officers for 1982 with usual activities and some special guests.

The ride will meet at Sambo's Restaurant in Castro Valley (there's only one) located at 3360 Castro Valley Blvd. We'll ride up Crow Canyon to 680, then over to Mt. Diablo. After coasting down the North side, we'll go through Clayton, on thenormally deserted Marsh Road and Vasco Road to Livermore, then home by whatever route tickles your fancy.

Leaving time is 10:00 unless it rains, of course, then the ride will be postponed a week. BE SURE to bring \$3.00 for the toll gate into the park - it's worth it. From the top of Mt. Diablo, you can see more of the earth's surface than any place on earth except for Mt. Kilimanjaro in Kenya.

## PRESIDENTIAL RAMBLINGS

Sunday morning, November 22 - tired and sore from riding a new bike back from L.A. the day before - I stumbled out of bed and crawled to the window to see if Sunday had been cancelled. Ah Ha! Wetness, a little drizzle, noride today. Looks like a punt for the November ride, already cancelled once because of rain. Back to bed for a minute, then a call from John Padilla, loyal activist underground Norton Nut from Richmond: "Hey Harve, we gonna ride today?" "Nope", I said, "looks like we'll have to do this one next month". We talked pleasantries for a few minutes until John remembered he's paying for the call and that he was going to ride over to see a new girlfriend, anyhow. I wished him luck and started back to bed. Well, it seems like I'm mostly awake now, so I threw on my bathrobe for a little protection from the elements. Besides, I want to check out my new toy. So, while stumbling around trying to decide between a cup of coffee or the last half of a cheap bottle of wine for breakfast, the doorbell rings. To make a long story shorter, it's that Rock of Gibraltar of Northern California Nortonism, Gene Austin. After assessing my condition, Gene gave me a speech on upholding the honour of the Branch and the show must go on, he hadn't had breakfast either (this got my attention), so I agreed to roll out the N-15 and at least ride up to the Summit Inn for breakfast.

Surprisingly enough there were three other nuts at the Inn already (Tom Borman, Lin from San Jose, and Jeff from Half Moon Bay. The latter two were new members, they didn't know any better - Tom is a little crazed). That was the branch ride and the five of us had a great time. We didn't run into any rain, there were big beautiful clouds, everything was green and clean from the night before and there was hardly any four-wheeler traffic. One of the nicer recent rides!

Our November meet was pleasant, also. No big acts or demos, just a nice get-together of Norton enthusiasts to hoist a few ales and talk about The Machine. The weather was atrocious, raining hard for the first time this winter, but we still had a large gathering. Even Scot and Tyrone showed up on their bikes from Livermore! Also, Ed Brooks, one of our most gracious and generous benefactors, the new owners of Brooks' Cyclery, Joe Carter and John McCoy, John Galloway, owner of TT Motors in Berkeley, and Frank Leggett from Dundee, Scotland were in attendance.

Frank had just finished a 12,000 mile tour of Europe (as he reported in November N/N), without mishap and related some of his experiences to us. We all appreciated his tips on machine preparation and European riding etiquette (don't center punch the local authorities).

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## The Newsletter of The Northern California Branch

Frank's bike finished the trip with over 100,000 miles on the clock and the head had never been off the bike! Maybe Nortons last longer when they're closer to the Fatherland.

The remainder of my recent order of Norton parts through the Spares Service (see October Notice), came in including the early Commando reverse cone mufflers. These really are nicely done - made from heavy gage steel with good triple chrome plate and have a large diameter straight-through baffle. For \$70 a pair, including shipping and customs, they're hard to beat. These mufflers (silencers) and tons of other Norton Goodies can be obtained by Full (\$25) Members through Les Emery of Fair Spares, 37 Albion St., Rugeley, Staffordshire, England, WS15 2BY.

By the way, our dues to England for Full Members have just gone up from 7 Pounds to 8. This means an extra two bucks must be sent over for each new Full Member, but it's all for a good cause. That money pays for the Roadholder publication and finances the growth of parts available through the Spares Service.

Speaking of spares, Brooks' Cyclery, one of the larger stockists of Norton parts anywhere, has changed hands. Ed Brooks has wanted to devote more time to Euromart, his wholesale distributing enterprise, and to start restoring many of the fine old bikes he has collected over the years. The new owners, Joe Carter of San Jose and John McCoy of Santa Cruz, are Norton enthusiasts and are committed to supporting our Branch's activities in the tradition established by Ed. Yes, this means they will continue to provide the \$25 gift certificate to be raffled off at each meeting. It's hoped members will continue to support Brooks' Cyclery as in the past. By the way, the retail store (parts, bike sales, etc.) will move to a new location on Tully Road near the Santa Clara County Fairgrounds as Ed wants to use the present building for Euromart operations and for his classic bike museum and restoration shop. Good luck to all of you in your new ventures.

The Branch calendar shown in this issue only goes through January 1982 and will not list February events and beyond until the February issue of the Notice. This is done so that the new officers in 1982 can make up their own schedule of activities.

On another topic, you can beat traffic tickets! I just went to the Los Gatos court on Monday (Nov. 23) and had the third ticket in a row thrown out due to the citing officer not showing up. At least 70% of the folks who showed up had their cases thrown out for the same reason. If you ride your Norton "sportingly", you are going to get a ticket occasionally. You can beat them by taking a driver improvement course, or by pleading not guilty and going to court. The special motorcycle driver improvement school is actually very good and you should consider taking it even if you don't get

any tickets. Citations issued by the CHP are the easiest to beat; those issued by city and county minions of the law are a little harder and should be the ones you use for traffic school. In Santa Clara County, there are three driver improvement courses and you can repeat them once every three years. If you get more tickets (first, have your head examined), you have to start pleading not guilty, asking for a continuance, digging up friendly witnesses, and other tricks too shady to mention in this fine, upstanding publication. If you have problems in this area, I'll be glad to pass on, privately, some of techniques that have worked for me. With insurance rates being so outrageous to begin with, it sure pays to avoid the extra cost due to traffic tickets.

December meetings are usually a special one to help celebrate the Holidays and the end of the year of fun-filled Norton activities. This year is no different and our meeting place at Rick's Swiss Chalet in Palo Alto on December 10th should be quite a party. Our room will be decorated in the proper Christmas spirit, Rick's will provide Hors-d'oeuvres for all at a special rate to the Branch. We'll probably have some dancing music happening with an outside chance of some real-live La Honda Folk/Country troubadors who play for beer.

The Brooks' Cyclery Gift Certificate of \$25 will be raffled off and some other donated items will be offered, too. Steve Coburn offered a couple of Norton Rally mugs, left over from last summer's USNOA gathering in the redwoods, as second and third prizes at last month's meeting. After Scot Marburger won the Gift Certificate, yours truly won one of the mugs. Please bring anything you like that is motorcycle related or not and we'll give you the proper recognition for your generosity. All raffle proceeds goes into the Branch - just think, we could buy some more hors-d'oeuvres!

On a more serious note, nominations for next year's officers will be featured. I will neither seek nor accept the nomination for any officer for 1982, so you will be nominating your new President as well as other officers. I have had a hell of a lot of fun this last year and have met more good people who share the interest in Norton motorcycles that I can remember. I accepted the nomination last year with the understanding that it would only be for one year. We had a commitment to restore the objective of encouraging the restoration, maintenance, and riding enjoyment of the legendary Norton. Looking back over the past year, I think we have achieved those objectives and more. But we now have to look toward the future and, frankly, I am concerned about keeping up the momentum.

This Branch will be whatever you the members want to make of it. If apathy prevails, if

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## The Newsletter of The Northern California Branch



people refuse nominations and if someone has to be forced into office (as has often happened in the past), then the Branch will suffer. If one seeks office to boost his self esteem or for ego gratification, they will be an unsuccessful officer. The members in this Branch are not dumb. They are mostly engineers, technicians, mechanics, computer specialists, and all sorts of other skilled folks including a few doctors and lawyers. They won't support a President or other officer who doesn't have the best wishes of the Branch at heart.

So, what am I saying? I guess it's just this: If you value the time you spend at Branch activities and want to see the good things we have all made be continued, then please, please carefully consider running for an office. Get a buddy to nominate you and go for it! It really is a lot of fun and doesn't take much time.

Offices up for nominations are: President, Vice President, and Secretary/Treasurer.

Other offices that may be worthy of consideration at the next meeting are Ride Marshal, and Norton Notice Staff.

The most time-demanding job in this Branch goes to the work on the Norton Notice. This is the main feature of the Branch that holds us all together as a unit and it's worthy of our main consideration. Bob Marshall has performed the task of getting Norton Notice out each month for about the past year with minimal staffing. He takes the Centerfold photos (traveling to such exotic places as Tomales and Fresno), does the layout, works with the printer, and usually ends up doing the mailings as well. He really has the best interests of the Branch at heart and I think you'll agree that the quality of the Notice over the last year has proven that. But the most difficult job in the Branch is still suffering from the age-old problems: Lack of steady input and minimal staffing.

I don't know why, but you guys sure are shy about writing in. Hell, you don't have to be a good writer or even spell rite-look at the stuff I do; it's just BSing on paper about matters of interest to Branch members. I know a lot of you have done special project bikes, have taken long tours, and have invented neat little technical fixes on your Nortons, and it would be good to hear about it! Many thanks to those who have written articles for the Notice. You have gotten proper recognition (where else can you get published?) and you better believe everyone is interested-**REALLY!**

While I'm singing the praises of our quiet hard working heroes, I've got to mention the second hardest job (a close second) in the Branch and the guy who does it so professionally - Tom Horton, our Secretary/Treasurer. This guy is so honest and tight with

our Branch funds, he squeaks when he walks. I would like to propose a new International Standard of straight-Arrowness: The HORTON. The average guy would operate at about 350 milliHorton, a super honest Joe at about 600 millihorton (60% of Tom) and a truly certified saint about 850 milliHorton. We can vote on it at the next meeting.

These guys in particular have really made my job easy and I can only hope that the next President has it so good. My deepest and sincerest thanks, Tom and Bob, for performing far in excess the call of duty.

Back to nominations (we don't call this column "Ramblings" for nothing). It works like this: You get nominated at the December meeting in Palo Alto, elections occur in San Francisco at the Jan. meeting. In between, all those nominated will have an opportunity to write a short spiel in the Notice to explain their feelings about what they would do as an officer. Sort of like campaign promises. Mine was simple: To encourage the restoration, maintenance, and riding enjoyment of the motorcycling legend known as Norton.

A brief explanation of each office and the time involved might be helpful:

**President:** Plans and conducts meetings (getting a featured event for a meeting is somewhat traditional), writes up Ramblings, an unorganized column in the Notice, helps organize and plan other Branch activities (Beer Bust, etc).

Takes me about four evenings a month. An organized person could do it in two.

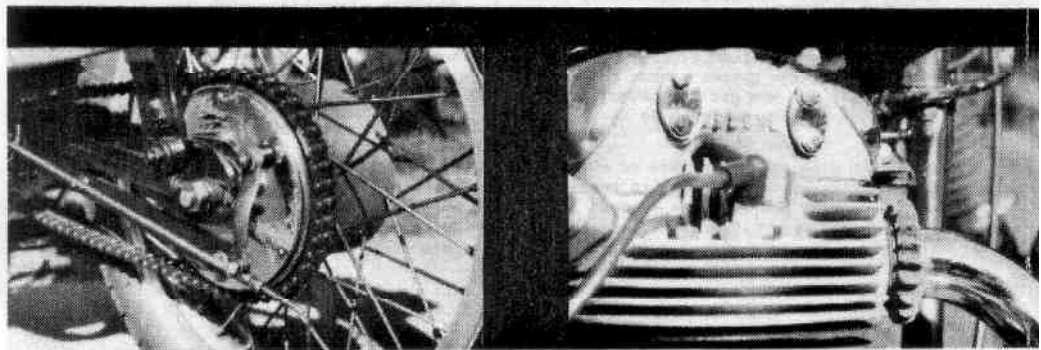
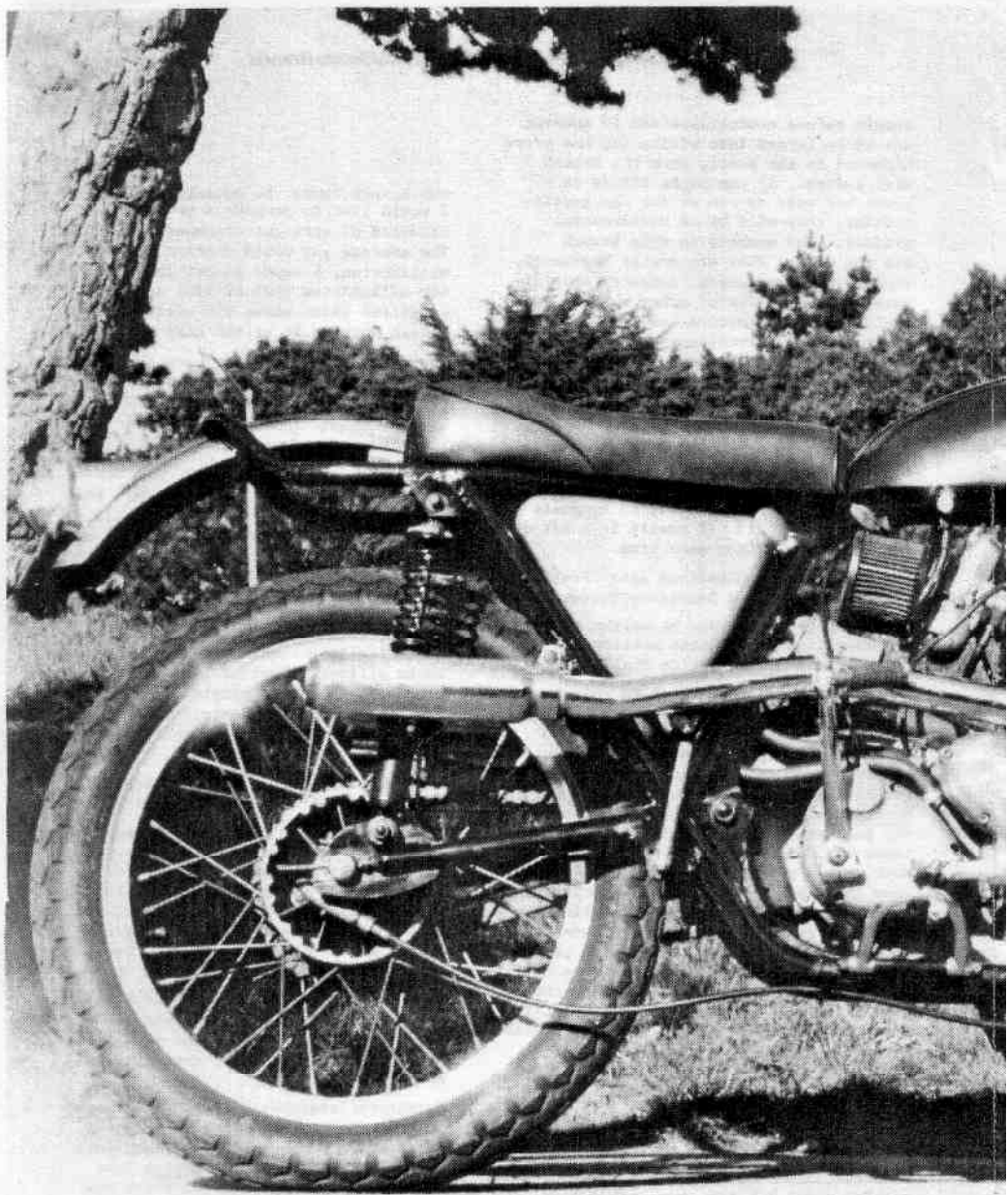
**Vice President:** Does President stuff when he is not around, otherwise helps out where needed to keep the ship from sinking; takes about two evenings a month at most.

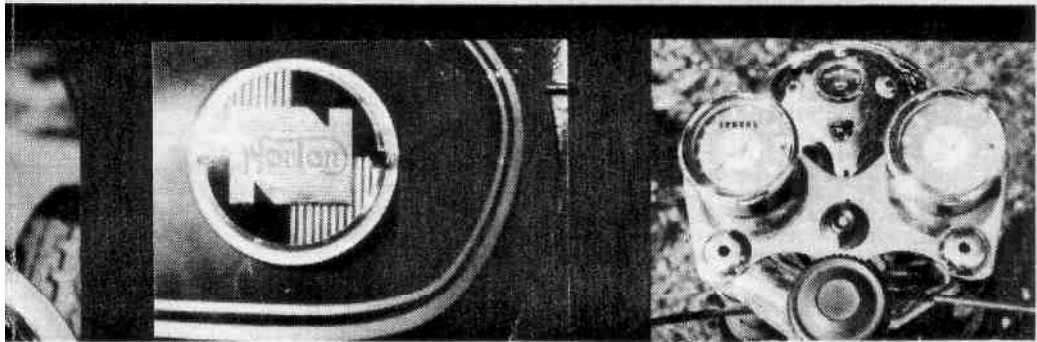
**Secretary/Treasurer:** Pays bills, keeps accurate membership records, collects dues, sends money to England, and puts a little reminder in the Notice that say "Pay up or pop out". I think Tom spends 3 to 4 evenings a month on this. He quite often helps with the mailings, also.

**Considered Offices:**

**Ride Marshal:** responsible for arranging rides, getting maps, and generally leading rides. I've been doing this four about a year and a half and it only takes a couple of hours a month. I'd like someone else to be officially responsible next year, but I'll help out as needed. It helps to be a AAA member to get some good maps.

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## The Newsletter of The Northern California Branch

Norton Notice Staff: The Biggie. This group collects the material for the Notice, types or has it typed, lays it out, gets it to the printer, and makes sure it gets mailed out. They're responsible for the text and graphics and making sure input comes in from other Members. Bob has been spending 7 to 11 evenings a month on this and it's too much for one person to handle every month and almost rules out sickness or extended vacations.

At this point, I was going to wax eloquently and reminisce on what grand times we had over the past year, but I think I have rambled on more than enough for this issue. See ya all at the December meeting.

Keep 'em Upright,

*Harvey*

Editors Note: Harvey failed to mention a very important Officer that is up for re-election - Recording Secretary. Art Sirota has been doing this job quite successfully over the past year and is crucial in keeping us all honest ("Did we really vote to raise dues to \$50 a year at the last meeting?")

This is probably the least time-consuming Office in the whole Branch and just requires attending the meetings and taking notes. Get these notes to the Norton Notice Staff before the end of the month, and that's all!

### NOTES FROM THE FIELD

The following letter was submitted to Cycle Magazine, by Branch member Norm Kelley. He doesn't know if Cycle will publish it, but Norton Notice definitely will.

#### Letters to the Editor:

The attention currently directed towards the mid-sized Japanese bikes (eg. CXT500 Hondas, GPZ 550's, etc.) is testing public demand for an end to the liter-plus monster bikes. Is horsepower and its attendant weight reaching the point of diminishing returns? Has the ultimate motorcycle as defined in 1320 feet trip segments ceased to be a motorcycle for ordinary mortals?

Stepping to the side of that issue, the more thoughtful rider will consider the irony of the building curv that demolished the British competition in a blitz of yen and technoids. In 1969, a case for equality could be made for CB 750s, Norton Commandos, Triumph Tridents and BSA Rocket threes. Actually, if gadgetry could be excluded, the performance dimension was still slightly in the favor of the British.

Problem was, those British advances also burnt the last of the R&D funds, and quickly the Japanese eclipsed them in barrages of Z-1s, GS-1000s & 1100s, CBXs, and the like.

Now, as the curve descends back to the mid-sized machines, all of a sudden we're back to where we were in the early '70's. For those of us who kept the English iron, we find ourselves right back in the pack. A 1972 Norton Commando, for instance, turns almost identical (slightly quicker) quarter mile times than a GP2 550, is about 30 pounds lighter, and handles at least as well. Cycle road test of March 1970 placed the Norton at 12.69 seconds, roughly equal to an '80 CB 750C, '80 K2 750, and an '81 GP2 550.

We Anglophiles sensed that this horsepower obsession would eventually run its course, much the way 442s, Dodge Hemis, and Cobras did. Oh, no doubt technology advanced along with the spending orgasm. But, is it worth it? While my Norton still runs as new, it's birthplace is an empty factory in Andover. And its craftsmen most likely on some kind of Thatcher-Relief. Indeed, was it really worth it?

Norman Kelley  
Norton Owners Club

For those of you who knew Herbert (Max) Maxsted, you'll no doubt be sorry to hear that he recently passed away. For those of you who didn't know Max, he was an English gentleman who worked for Norton-Villiers until the early '70's at which time he retired in Fullerton, California and rebuilt Smiths motorcycle instruments at home in his spare time.

In short, don't send any more of your clapped out instruments to him as his widow has enough things to do without returning packages.

It is worth noting that there are a few establishments in the Bay Area that repair Smith gauges. One of which is Auto Electric and Instrument Services, 36 Front Street, San Rafael, Ca. (415) 456-0512

If anyone knows of other places in this area that repair Smith gauges, drop a note to the NOTICE, and we'll pass along the information.

This month's Centerfold is Biff Erickson's P-11. This model replaced the slower, heavier N-15 at about 380 lbs. The last of the Atlas engines, the P-11 used mostly Matchless components.



## TRADING POST

### FOR SALE:

- N.O.C. PARAPHENALIA AS FOLLOWS.....
- 3" square machine badge.....\$0.00
  - lapel pin..... 1.25
  - 4" square embroidered patch... 1.50
  - 4 1/2" sticker..... 1.00
  - 2" sticker..... .50
  - key fob with badge..... 1.50

3-color Northern Calif. Branch lapel pins  
\$1.50 at branch meetings or monthly rides  
\$1.75 by mail

See CAROLLYN SCOTT at club meetings or rides

### FOR SALE:

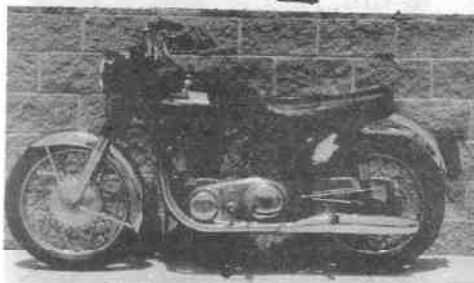
John Player Replica with less than 10,000 miles. In excellent condition except for blown motor. Good spare 850 engine included with upper end apart for inspection. \$2500 or best offer. Biff (415) 681-9131 after 5 P.M.

### FOR SALE:

(The following parts from a '71 Commando)

1. swing arm
  2. speedometer and tachometer
  3. two Amal concentric carburetors
  4. front forks with fender
  5. front wheel with drum brake
- Pierre (415) 928-8030

### STILL FOR SALE AND GETTING MORE VALUABLE



'62 Atlas. Mechanically sound with good black paint, chrome, tires, etc. Instruments and electrical system (with Miti-Max battery eliminator) are good also. \$1200 firm. Gene Austin (415) 573-9559 from 10 A.M. to 2 P.M.

### FOR SALE:

1. Rare 1969 Commando "S", original owner, original condition. Metallic blue, 37,000 miles (less than 5,000 from case up). Make offer
2. 1971 Commando Roadster, \$1200 to \$1500. Call for information.
3. Miscellaneous Norton parts.
4. 1963 Ducati 250. Make offer.
5. 1976 Kawasaki KE-125 enduro. \$400. Mark Gribble (415) 573-1699

### WANTED:

Does anyone have a set of old-style Dunstall Decibal mufflers? The new ones are UGLY! Call Bill at (415) 428-4079 days, 834-3760 eves.

### FOR SALE:

'74 Roadster with drum brake. Includes tools, manual and 7 5/8 helmet (Bell Star 120). Excellent condition, 17,000 miles, \$1250/bo. Call Rick at (415) 494-2326.

### REWARD

\$25 for information leading to the purchase of an ES2 or P11. Also wanted, old style Dunstall Decibel Silencers and P11 seat. Call Harvey between 6 & 9 at (408) 255-7356

### FOR SALE:

1. New auto advance unit to fit 68-69 Commando (mounted behind cylinders). Also fits 500cc and 650cc Triumphs. \$20
  2. Set of new clutch friction plates to fit post 1959 Norton singles, Dominators, and Atlas. \$25
- Gene Austin (415) 573-9559 from 10 A.M. to 2 P.M.

### WANTED:

Beat up, useless cylinder heads to practice porting upon. Also, worn out clutch plates to make clutch holding tool. Also need dented, broken, cracked or dinged tanks, side covers or fairings for Commando. Will trade cash or painting/porting labor for above. Call Scot (415) 422-2599 Days and leave message, or Eves. (415) 455-8776. Keep Trying!

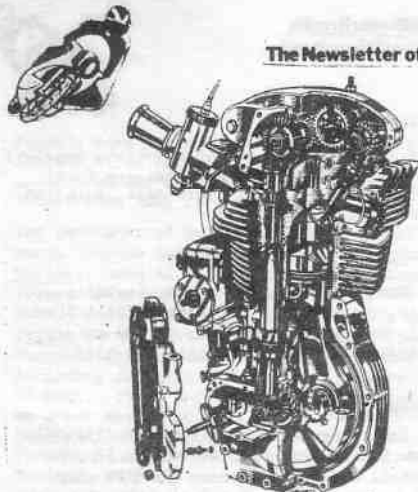
### NORTHERN CALIFORNIA BRANCH TOOL LOAN-OUT PROGRAM

If you need one or more of the following tools for working on your bike, get in touch with Harry Bunting and arrange to pick them up.  
A refundable deposit equal to the replacement cost of the tool is required at the time you pick it up.

TOOL	DEPOSIT
Timing cover oil seal guide	\$ 5.00
Rocker spindle puller	\$25.00
Crankshaft sprocket puller	\$12.00
Clutch spring tool	\$12.00
Clutch locking tool	\$18.00
Valve spring compressor	\$22.00

Harry Bunting  
1401 Gilmore St.  
Mountain View, Ca.  
(408) 735-1550 x2394 (work)  
(415) 968-2020 (home)

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## TECHNICAL SECTION

### TIPS FROM THE OUTBACK

Fellow Norton Owners,

It's been a while since my last letter, but not much has happened to write about until recently. You see, I've just completed a rebuild on a 750 roadster of dubious pedigree and a few things came up that might be of interest to fellow NOC'ers.

First off, the three 3/8" diameter cylinder head studs will pull out of the aluminum head if they are not screwed all the way to the bottom of the threaded hole in the head. The repair is not too difficult. All you need are a 3/8 x 16 Helicoil kit (about \$13.00), an assortment of twist drills, and three 3/8" diameter x 2" long replacement studs with 3/8 x 16 threads on one end and 3/8 x 24 threads on the other. Your local auto parts store should have the studs. You can't use the original studs unless you just happen to have a Whitworth Helicoil Kit in your tool box (probably right next to your Whitworth tap & die set). Start by drilling out the bad threads in the head. Use a drill just larger than the hole the first time through then use the next larger size and so on until the hole is the right size for the special Helicoil tap. I found that standing on the head (the motorcycle's, that is) to keep it from spinning let me use my hand drill. Going from smaller to larger drills keeps the holes from going off center of the original holes. Tap the holes you just drilled then measure the thread depth and trim the Helicoil so that it will screw in about 1/2 thread below the top of the hole before it bottoms out in the new threads. Dress up the top edge of the hole VERY CAREFULLY with a file to remove any burrs or high spots. Put a little Loctite on the new 3/8" stud and screw it fully home into the helicoil. You'll have something to drive the stud in with if you double nut the other end. I only did one stud the first time around

but then less than 1,000 miles later another pulled out even though it was all the way threaded into the head. You can sort of tell if a stud is bad by looking for puckering of the aluminum around the stud's base. Just to be safe, and maybe save yourself a ten dollar head gasket, I'd replace all three.

A standard 3/8 x 24 nut will fit on the rearmost stud and the left front center stud. You'll have to grind down a 9/16" box end wrench to get to the one in the rear (just like you did to your Whitworth spanner), but you can get on the left front one with clever selection of universal joints and extensions. The right front stud may be a little hard to get to with your ratchets, but if you turn the original long nut around and tap the unthreaded bore to 3/8 x 24 you can use your Whitworth box end on it.

Don't be too concerned if the studs don't exactly line up with the holes in the cylinder. Just remember which way they need to move and persuade them in the right direction with your favorite Norton tool (16 oz. ball peen?).

A lot of people, like me, find the 126 lb./in. springs on the standard Girling shocks a bit too stiff for comfort. S&W makes springs for their D series shocks that will fit both Koni and Girling shocks. Available in a wide selection of both straight and progressive rates, the softer springs go a long way to iron out the kinks. I find that the 95-115 lb./in. progressive rate springs provide good cruising comfort with no preload, yet cranking up a notch or two on the preload raises the spring rate for canyon carving.

You'd be surprised how much your motor and rear wheel will wobble around without the top head steady installed. Worse than bad isolastics or worn swing arm bushings. The point here is not to skimp on those rubber buffers up there and make sure all the connections to the head and frame are good and tight.

For those with single Mikuni setups, make sure the two allen bolts in the manifold are very tight and Loctited in, or your engine might gobble 'em down (right M.P.?).

One last point on primary case lube: ATF may cure a slipping clutch, but I have my doubts if it provides adequate lubrication to the primary chain. After running about 23,000 miles on 20/50 in the primary case, I switched to ATF. Less than 4,000 miles later I found little bits of metal in the primary case bottom. They turned out to be pieces of the primary chain rollers. The primary chain tension was the same as it always had been, and

### The Newsletter of The Northern California Branch

the chain didn't show any other signs of abnormal stretch or age. ATF may be a temporary cure for a slipping clutch, but it's a lot cheaper to bead blast and clean clutch plates than to replace primary chains every 4,000 miles!

I'm commuting about 80 miles per day via Norton now, and intend to keep it up through the winter. I added a Plexifairing to the bike and have been all smiles ever since (no bugs in my teeth, either). Besides providing wind protection from mid shin to over the top of my helmet and around my hands, the windshield keeps me reasonably dry in the rain. A Dryrider rainsuit and rubber slip-on galoshes complete my rain ensemble, and keep me bone dry even in a heavy rain. (Now if I could just see where I was going!)

Well, thats probably enough (too much) for now.

Happy Trails,  
Scot Marburger

(TRADING POST continued from page 9)

#### FOR SALE

1974 Commando Roadster, Black/Gold Stripe.

Features: quarter fairing  
Boyer Ignition  
34mm Mikuni Carb.  
Oil Cooler  
Oil Pressure Gauge  
New Battery(Yuasa)  
Koni Shocks/36W Sprints  
New Exhaust Down Pipes  
Steel Exhaust Inserts  
Dunstall Silencers  
New Clutch Cable  
New Rocker Oil Line  
New Primary Chain  
25,000 Miles

#### Other Features:

6,000 Miles on Pistons, Rings  
Dunlop K-81s; New Front, 3K  
Miles on Rear  
Stadium Bar End Mirrors  
Foldup Pegs, Front and Rear  
Rear Turn Indicators  
New "O"Rings on Shift & Kick  
Levers  
Re-enforced Center Stand  
Service Manual/Tips

ASKING \$1800.00  
Call Brian, (415) 758-4967

#### WANTED:

Fittings from broken cylinder head oil feed pipes. Gene Austin (415) 573-9559 from 10 A.M. to 2 P.M.



#### FOR SALE:

1971 Norton 750, 16,000 miles, all stock and original. Blue Roadster, \$1375  
(916) 265-3038

#### NORTHERN CALIFORNIA BRANCH TOOL LOAN-OUT PROGRAM

If you need one or more of the following tools for working on your bike, get in touch with Harry Bunting and arrange to pick them up.  
A refundable deposit equal to the replacement cost of the tool is required at the time you pick it up.

TOOL	DEPOSIT
Timing cover oil seal guide	\$ 5.00
Rocker spindle puller	\$25.00
Crankshaft sprocket puller	\$12.00
Clutch spring tool	\$12.00
Clutch locking tool	\$18.00
Valve spring compressor	\$22.00

Harry Bunting  
1401 Gilmore St.  
Mountain View, Ca.  
(408) 735-1550 x2394 (work)  
(415) 968-2020 (home)

### BRANCH EVENTS

DATE	TIME	PLACE	EVENT
12/10	7:30	Rick's Swiss Ch. Palo Alto	Christmas Party/nom- inations
12/13	10:00	Sambo's in Castro Valley	Mt. Diablo area ride
1/14	7:30	Edinburgh Cast. San Francisco	Meeting/ Elections
1/17	10:00	Sutter's Place Alviso	Mt. Hamilton Freeze/ride

TO MEMBERS WHO MOVE: PULEEZE!!!! Drop a note, or phone the NOTICE and give your new address. It takes two minutes and costs us 20¢ a month less in trying to find you.

NORTON NOTICE is gathering information on gasoline octane boosters for an upcoming article. If you have any information on what works or doesn't work, let the NOTICE know about it. This is information we all can use!

## THIS YEAR'S LAST (and only) EDITORIAL

If you haven't noticed yet, it's almost the end of the first year of the decade known as the '80s (1980 didn't count). For the Northern California Branch of the Norton Owners Club, it's worth looking over the past year to see what we have done as a Branch so we can look toward next year.

Norton Notice is our common bond that allows us to be the largest NOC Branch and the only international, monthly Norton publication that is growing almost on monthly basis. We mail about 230 issues each month, up from last year's mailing maximum of around 190 and are continuing to grow.

What the Norton Notice is today is due mostly to Michael Heth who, during 1980 elevated the publication quality of the Notice to near-professional levels. The layouts were organized just as all publications are done, sizes and dimensions were all figured out and Michael took about 90% of the hassles of laying out the newsletter properly. Thank you, Michael.

Probably the most significant change to this past year's Notice was the centerfold for pre-Commando bikes. It was like pulling teeth, sometime, to get those machines out of the dark, dusty sheds just to get some photos. Some Models were not represented, regrettably, like a Dominator - a myriad of Manxes, but no Dominators to choose from. The Member response to this centerfold format has been really positive and it would be logical to carry it on into the next year with a Commando series and keep up the centerfold format with feature Nortons of various members. Don't be shy, let's hear from you out there!

Some new items in this last years Notice: The Masthead - The Golden Gate Bridge photo is supposed to be light so it won't overpower the main cover item. It is also a gauge by which to judge the printer to see if he is giving the best quality available - we finally found a fantastic printer.

The numbering system for the Notice also was revised to numbers instead of Volume # and Issue #. Somewhere in the past, the Volume/Issue system broke down and was out of sequence and it was easier to go to a single issue number like Roadholder than it was to go back and correct the old system. Norton Notice's first issue was in April, Volume 1, Issue 1 and rotated to the next April to Volume 2, Issue 1, just like a real publication. Somehow, January became the introductory month for the first issue which isn't correct, at all. No big deal - it's easier to change now, anyway.

In January, 1981, the Branch had about \$75 in the treasury and we were just barely paying bills each month. By mid-year, thanks

to some innovative thinking on the part of Branch officers, our money situation started to improve for the first time in several years. As a result, the Branch stopped soliciting advertising. Not that we don't need the dealers for parts and service, but the Branch didn't need to keep bugging them about money just to keep our treasury solvent. The treasury now is able to keep \$600 or so in at all times that allows the Branch to be much more flexible in scheduling activities without asking someone to cough up some bucks to carry us over. That's the way it should be!

This brings us to the coming year, 1982. The Norton Notice has to expand its permanent staff for several reasons. First, to keep fresh ideas coming in. It's amazing how fast one loses the quality to be innovative when concentrating on getting all the correct information in about meeting places and ride schedules, while making sure there aren't any obvious information errors. We need at least THREE people with the same knowledge about the Notice so not all the load falls on one member's shoulders. This is the surest way to lose staff members as anyone who has done this sort of work in the past can tell you - I think the word is "burn-out"!

I, for one, would like to go into other areas of publication and establish a similar newsletter with a local Volvo 1800 Club that I have been active in for several years, now. Also, I have plans to design and teach a course at Stanford in the near future, taking a tremendous amount of time and labor. So, the Notice is in need of fresh blood, ideas, and a little sweat. The printer is fantastic and turns out a high quality paper (considering what we give him), the format is set up for layouts and most of the work has been done by others in the past, so the Norton Notice is practically running itself! Let's hear from you out there - where else can you learn a career in publishing with only 3 or 4 evenings a week. That even beats Heald Technical Schools!

Most importantly, as Harvey pointed out in "Ramblings", input from the membership is very important for the survival of this rag. It is put together for the membership, it's read exclusively by the membership, so it makes sense that the membership send in those cards and letters.

Many, Many thanks to the many who have sent letters, technical tips, cartoons, words of encouragement (looking back over the last years newsletters, you know who you are), and thanks to Pat Austin for her typing articles and keeping the membership list neat and orderly.

See you next year!

*Pat Marshall*

