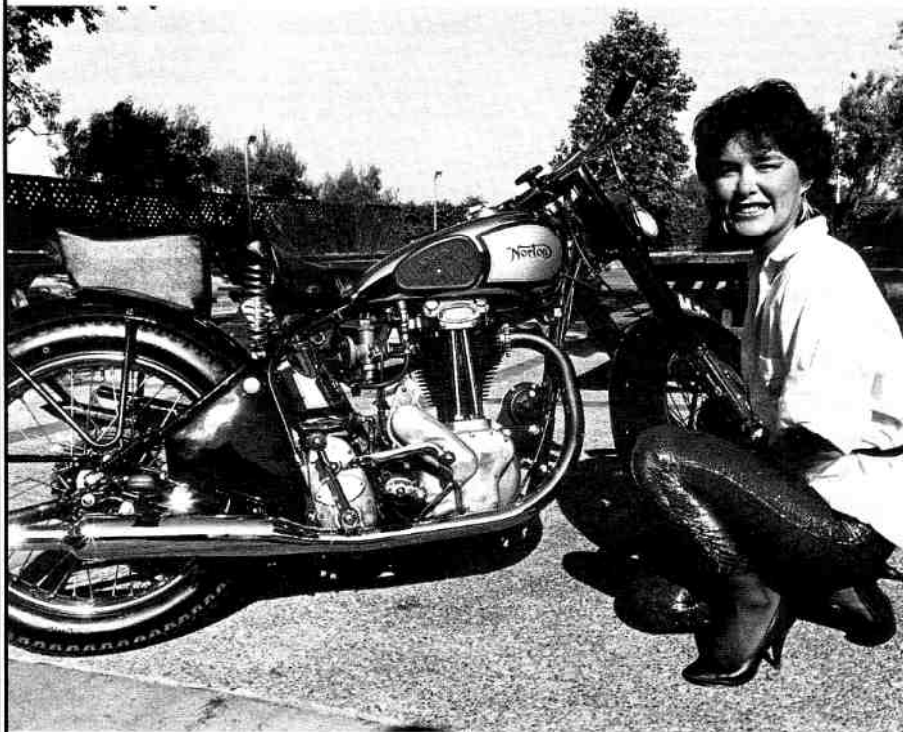


Norton Notice

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



NO. 88 AUGUST 1985



Norton Notice

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The Newsletter of The Northern California Branch



is published monthly by the NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB. Its purpose is to inform and entertain members regarding all aspects of the Norton motorcycle, including history, technical advice, and preservation of the marque.

NORTON NOTICE is a reflection of its readership, who are encouraged to submit any article, technical tip, photograph (original or otherwise), as long as it is in good taste, so that other Norton enthusiasts may enjoy it. For Branch members who cannot attend club meetings or club rides, the NORTON NOTICE affords an opportunity to share experiences and information with the membership of the Branch, and to bring the Branch members closer together.

Deadline for items to be submitted for publication is the 21st of each month.

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MEMBERSHIP IN THE NORTHERN CALIFORNIA BRANCH OF THE NORTON OWNERS CLUB IS AVAILABLE FOR \$25.00 PER YEAR.

MEMBERSHIP DUES ARE PAYABLE TO THE BRANCH SECRETARY/TREASURER, WHOSE NAME IS SHOWN ABOVE.

RENEWAL DUES ARE PAYABLE AT THE END OF THE INDIVIDUAL'S MEMBERSHIP YEAR, THAT MONTH BEING DESIGNATED BY THE LAST NUMBER OF THE INDIVIDUAL'S MEMBERSHIP NUMBER AS LOCATED ON THE MAILING LABEL OF THE NORTON NOTICE OR THE MEMBERSHIP CARD. FOR EXAMPLE, 745/2 DENOTES MEMBER NUMBER 745 WITH DUES EXPIRING ON THE 1st OF FEBRUARY.

ALL CHANGES OF ADDRESS SHOULD GO TO THE BRANCH SECRETARY/TREASURER, NOT THE NORTON NOTICE EDITOR.

Subscription to the NORTON NOTICE only is available for \$15.00 per year. This does not include membership in the NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB, nor does it afford any of the rights or privileges of membership in the NOC.

Membership in the NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB entitles a member to monthly issues of the NORTON NOTICE and bi-monthly issues of ROADHOLDER magazine, which is sent directly from England, keeping members informed of Norton owners' activities worldwide. Membership provides voting privileges at all NOC and Branch meetings, and allows one to purchase Norton spares directly from England, at significant savings, through the NOC Spares Program.

COVER BIKE

The cover bike belongs to Art Sirota. It is a Mod. I8, 500 c.c. single. The lady is Mary, one of the many all too kind waitresses at The Class Reunion in Palo Alto. The photo was taken at the restaurant, in the same area where the June meeting was held. Tim Coburn had the pleasure of taking the picture, YES, the other ladies are just as pretty. As you can see, the courtyard is quite nice, and the lucky IJ had a good time.



Scrape your pegs on the Isle of Man TT circuit! Cruise the motorways at 85-100 mph! Find that rare or impossible to locate Norton part! See Stonehenge, the Crown Jewels, and King Arthur's Castle! Ride the new Norton rotary, and paw through bins and bins of new Commando parts in the factory stock room! Develop a taste for English bitter beer, Yorkshire pudding, and steak and kidney pie! These are all reasons for going to England. But during the trip, I found even more reasons to return.

Gene Austin and I decided to truck our bikes to Vancouver, BC where Banner travel had organized a trip to the Isle of Man, with our motorcycles carried by Ward Air on the same flight that would get Gene and I to England. We arrived in England slightly weary and disoriented due to the long flight and the seven hour time change, but the promise of English adventure had us anxious to get our bikes back on the road. We first had to clear Customs, where we were checked for proper passports and insurance documents. Without insurance papers, the bikes would have been impounded. Once through the red tape, we unstrapped the bikes from the pallets used to carry them in the belly of the L-1011, reconnected the batteries, and took on enough fuel to get us to the nearest gas, er petrol, station. Topped up with 98 octane four star, we checked into our hotel and got our first taste of English bitter. I liked it, others who didn't still had their choice of several fine lagger and pilsner beers.

After a day or two of riding around and through London, I felt fairly confident about my ability to handle the wrong side of the road and the roundabouts. During this time we visited the Silverstone race track where a gathering of vintage cars and bikes was taking place. It was at the Norton Owners Club stand that I met past Chairman Phil Cox and Secretary Pete Thistle. After reviewing a few NOC concerns, Gene and I examined the many bikes on display, including, among the Nortons, the Cosworth engined Challenge, several Manxes, beautiful Dominators, ES2s, and the obligatory JPN. Several of the bikes we had seen before on the pages of the callender or in Classic Bike magazine.

On our third day, we started the trip to the Isle of Man. The weather was fine, but mechanical problems soon complicated the trip for me. Gene was kind enough to haul me half way across England for the part I needed to get going again (he even brought me back!), but the tight, twisty roads and small town congestion meant that repairs weren't finished until 9 pm that evening. The rest of the members of our charter group had gone on, and we planned to meet them in Worcester. Two local English riders stopped by and offered to get us started in the right direction, a steer that was very much appreciated. We rode together for perhaps 10 miles, through Winchester and onto the dual carriage ways that would get us to our destination. As planned (?), we arrived at about midnight at our hotel, and after the customary pint, retired for the evening.

Reunited with the group, we proceeded up the M roads to Heysham, just north of Liverpool. There we found the ferry boat that would carry us to the Isle of Man. Hundreds and hundreds of other riders had the same plans as us, and we soon found ourselves queed up to board the boat. A quick ride up and down ramps found us deep inside the bowels of the ferry, choking on exhaust fumes of a hundred bikes, deafened by the rap of two stroke R6500s and the rumble of Hallwood replica Ducatis. Stacked like sardines, the bikes were tied down by the deck hands and we headed topside for a breath of fresh air. The Irish sea was smooth as glass, and several hours later we went through the whole smoke and noise routine in disembarking from the boat. Those lucky enough to be parked near the door were quickly on the docks, while the rest of us waited our turn in what can only be described as LA at its absolute worst.

THE ISLE

Douglas is the largest town in the island, and the one that the ferry boats land at. A two or three mile long boulevard, called the Promenade, separates Douglas Bay from the small, bed and breakfast type hotels on the other side. As we rode down the Prom, we could see hundreds of bikes already parked in front of the hotels, but our guide assured us that most of the people had yet to arrive. We would be staying in Ramsey, about 10 miles from Douglas on the Northeast side of the island. The ride there was beautiful, winding along seacliffs, through quiet little towns, and through kelly green valleys. Ramsey was fair sized, but not as busy as Douglas. We stayed in efficiency style apartments where Gene and I shared a room with our tour leader.

Friday was the last day for race practice, but we weren't up early enough to see it. Since it started at 5:30 am., we didn't feel too bad about missing it. We did get around the course, and had a chance to see a few of the many places where good views of the race could be had. We decided to spectate the next day's race from the Gooseneck, an uphill right hander on the approach to the mountain part of the course.

Spectating is an art form in the Isle of Man. Since the roads that comprise the race course are closed on race day, one must be careful where he parks so that a road that reaches another part of the course may be reached without crossing the track. This allows the spectator to view from two or more locations during the course of the day. With only two races a day, it is impossible to spectate from every location on the 37 3/4 mile course, but many of the good ones can be done with careful planning. Then there are considerations such as the availability of food and drink, seating position, and the type of riding that one wishes to see. Some parts of the course can be seen from the stoops of pubs, others from farmers' pastures or church yards. The best spots are always well attended and it is necessary to arrive well before the race begins to get a good seat. Speeds of the riders range from walking paces at Ramsey Hairpin to well past 160 mph on the straights that descend the mountain. Jumps are also popular, as each rider has his own style in the air.

Saturday afternoon found us hiking to the Gooseneck, well prepared with cameras, ale, and sandwiches. Since we were allowed to sit less than ten feet from the edge of the road, binoculars would not be necessary. Race coverage is broadcast on a local radio station, and some of the more popular spots had loudspeakers as well. Since the TT is a timed event with racers starting in pairs at ten second intervals, it was impossible to tell who was leading without listening to the commentators. Shortly after we settled in, the race marshals swept the course on their donated Hondas, signalling the bobbies and course workers to close the course to traffic. The commentators said that the first riders were away and about 12 minutes later they swooped through the Gooseneck. As there were over 100 riders, the starting process lasted over 10 minutes, and riders were coming past our vantage point for even longer than that as they spread out along the track. The leaders were back just over 19 minutes later, with average speeds of over 116 mph, all this on roads about like Stage Road on the Peninsula here at home. The race lasted just over two hours, with Joey Dunlop, an Irishman, the winner. Dunlop was to win two more races during the coming week, a feat not accomplished since the late Mike Hailwood demonstrated that it could be done. Honda, Joey's factory team supporter, was of course delited.

continued,



Norton Notice

The following day, Sunday, was a non-race day, and Gene and I took the opportunity to see more of the Island. Phil Radford was due in later from his mother's in Nottingham, and we spent the time waiting for him walking up and down the Prom, eyeing the bikes, the souvenir shops, and scarfing up on chips and beer. It's OK to drink beer on public streets in England, and we took full advantage of that fact as we walked the length of the Prom. The population of Douglas had exploded since Thursday when we arrived, and it seemed that every available parking space along the length of the Prom was filled with motorcycles. From mopeds and German BMW choppers and Harris framed Suzukies to vintage, bicycle framed, sidevalves and Norton Manxes and BSA Goldstars, it was all on the street in Douglas. A festival mood prevailed and small groups of people gathered wherever an interesting machine was parked or propped. Phil arrived on the 6:00 ferry aboard a 1937 ES2. It's a beautiful machine and ran like a top throughout our stay. Like most Nortons, it was not without its problems, but they were small in comparison to the enjoyment of riding the bike.

The days that followed were full of racing, curry shops and chippies, souvenir hunting, Castrol "R" fumes (ahhhh!), sunshine (!), and generally good times. We watched one race from the Carriage and Horses pub where the bikes hit 140 mph and flew 1-2 feet above the road. We also attended the NOC TT Reunion where about 200 Nortons got together and kicked tires for the evening. Phil's ES2

attracted a lot of attention, but because of an immaculate 19S sidecar outfit, he didn't stand a chance in the concourse judging. There were many clean Commandos there, especially Mk IIIs, but there were also many Atlas and Dommi Nortons. A Triton or two, a Norvin, and even a Norvil Production Racer showed up. Most of the bikes looked like they were ridden daily, even the pre-Commando twins and singles. We met a couple from the Sidney, Australia NOC branch, and narrowly ached them out of the "Largest Attending Farthest Traveling" award. We got another glimpse of the Norton rotary, as two of them were on the Island undergoing testing. Not race testing, but real, two-up, loaded for bear touring testing. Reports from the riders were very favorable, as well you might expect them to be from a 480 lb. 90 hp motorcycle.

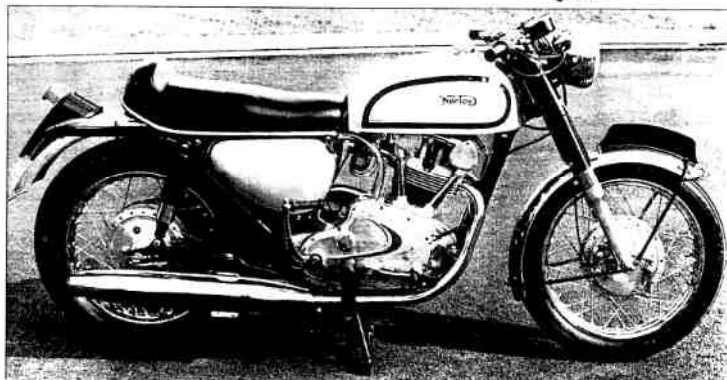
Friday brought the end of racing and the TT fortnight. Because the ferry service had recently changed hands, our travel agent had been unable to book a return date for our passage even though the tickets were already paid for. It was left to us to make our own arrangements, and as luck would have it, three cancellations turned up literally as we made our inquiry. We would have been on the Island a long time if those cancellations hadn't turned up, since most of the people attending last year booked this year's ferry trips during last year's stay. Once back on the English mainland, we were headed for what would turn out to be the highlight of the trip!

NEXT MONTH: The Norton Factory, the rotary, the National Motorcycle Museum, the Lake District...

S cut

This month's meeting is going to be held at The Class Reunion in Palo Alto near the corner of El Camino and Page Mill. We had an unusually small number of members show up for our last meeting there, so I would like to urge all members to really try to make it to this one. The people who run it are very eager to make us feel welcome, and a strong showing of members this time will help insure our continued use of the establishment. The food there is very good and prices are low, (\$6 for a complete Hawaiian rib-eye steak dinner). See you there on August 8!

Norm Kelly; please get in touch with me as soon as possible. Art Sirota 415-327-3167 - *art*





In Memorium

When a Norton Owners Club member passes away, it is impossible to simply fill that gap with a new member. No one person can be replaced. Each one leaves his or her mark when they go. So, it is sad for me to have to report the recent death of Jeff Hemphill, who finally succumbed after his long fight, to Hodgekinsons Disease. Before Jeff returned to Southern Calif. for health reasons, he regularly supported this branches functions and was a keen Norton enthusiast. Our sympathies to his family and the U.S.N.O.A. S. Cal. chapter of which he was president.

At the Laguna Seca races this past weekend, one of the bright spots for me was watching club members Eric Swortsfigure & Mark Wiesendanger race in the Battle of The Twins. The result was a none too shabby 6th. place for Eric and a commendable 9th. for Mark, out of 23 starters in their lightweight modified class. And the sight and sound of Don Vescos Manx Norton firing in anger around the track in the vintage race was enough to make strong men weep. If there are any other N.O.C. members out there who race or who have raced a Norton and would like to send in their results and or experiences in racing their machines our membership would like to hear from you. Send reports to me or to Tom Mullen and we ll see that theyre published in the Notice.

Last I heard, our annual rally is on again for the weekend of the 23rd.- 25th. August. After being shut out of our original arranged location by Ticketron and the States Park Service, (them again) our thanks go to Nick Wiltz for valiant efforts made in relocating us to another suitable venue in such a short time. Please check this issue of the Notice for information or call Nick (408) 978 - 5985 for details.

Lastly my thanks goes to Cathy and Bernie Birleffi of Calistoga for making us most welcome after Junes ride through Marin County. It was a hot and sunny day and the cold ones went down very nicely, a great time was had by all.

Please welcome to the club the following new members,

Peter Hughes Mountain View, Calif.
Jeffrey Asher San Francisco, Calif.

P.S.

Fellow club member John Skows Norton was stolen last July in the Orangevale area of Calif. sadly it is still missing. please get in touch with the police if you see or are offered a 1973 859 Commando engine # 300691 lic. # 7f 7682.

North Ride

Does anyone know when the Wankel will be available for purchase ? and for how much. Who could I write to, to find out ? Also I just got back from a nice ride up the coast to Crescent City then inland to Oregon Caves, took the tour, \$ 4. worth every bit. Next day up to Medford and Rouge River Canyon? nice, onward toward Crater Lake but didn't make it. Stopped at Natural Bridges, real strange sight. Got rained on all next day. Dashed down I - 5 to Shasta City then east to Burney, saw Burney Falls, really beautifull. then took all back roads down the Sierras till I hit Grass Valley. Stopped at an antique store and bought a 1948 ? issue of Motorcyclist with Rollie Free on the cover going 152 m.p.h. on a Vincent, in his underwear. then home. Can't wait to go again. I want to go cross country on a Wankel. You never meet anyone who says, "Gee a 900 Ninja my dad used to ride one of those." I met a guy up by Oregon Caves, he was about 65 yrs. old and he was pumping gas, he said he bought a 1949 ES-2 brand new for \$ 500 rode it to Mexico and back with some guy on a Harley. A Norton always gets people talking. Well thats all folks.

Dave Kerst



UPCOMING EVENTS

1985 Norton Rally

The 1985 Norton rally will be held as planned. A high Sierra location adjacent to a proven trout producing stream has been secured. Near by are showers, a saloon and restaurant, a store and inspiring Sierra peaks.

The location is Baker Campground at Kennedy Meadows about 25 mi. east of Strawberry on Hwy. 108. The campground is similar to the site of last years rally at Ventana. So bring tents and sleeping bags. The elevation is about 6200 ft., so cold star-filled nights are anticipated.

A Norton dinner will be served Sat. night, so please let me/us know if you are coming so we can plan accordingly. Send in your \$ 7.50 or at least R.S.V.P. so we will have enough food for everyone.

In addition to great fishing, great company and great scenery, a club ride will cross Sonora Pass, ending up in Bridgeport for lunch.

Norton Rally 1985

date: August 23-25

where: Baker Campground

cost: \$ 7.50 per bike

R.S.V.P. by August 9, mail check or call.

August 8 club meeting, The Class Reunion, 2700 El Camino Real, Palo Alto. (7:00 p.m.)

NOTICE : In the event of rain on the day of a club ride, the ride is automatically postponed one week. Also, riders should have plenty of oil and gasoline by the scheduled departure time and all personal problems should be taken care of. In other words....
FULL TANKS AND EMPTY BLADDERS .

FOR SALE

Dunlop K81 TT100 4.10 X 18 tire slightly used but lots of tread left and in great condition: \$ 6 .
1974 Mki Roadster 850, very original, very clean, many new parts.....\$ 1650.
Used fiberglass "S" and early roadster side panels, \$ 15 each; new I6 H oil tank WW2 model \$ 25; polished S/S roadster handlebars, new \$ 45; original seat for early roadster and "S", no rips, metal pan \$ 35; Fastback tank, seat, tailsection, all new, perfect genuine Norton \$ 385 per set.

Art Sirota
415-327-3167

WANTED

Front fender and stays for a 1961 Norton ES-2, 500 c.c. single. These are also used on models 50, 88, 99, and 650 standard; not on the Atlas, Nort. Pt. # 19362, give me a call

Dick Rutter
415-945-7996

FOR SALE

At .65 ¢ ea. or \$ 5.00 for a packet of 10 in a zip-lock bag, what you need is a motorcyclecard. Two views are presently stocked with envelopes: Engine of a 1971 Norton Production Roadracer. John Coopers 1972 B.S.A. triple Roadracer, the Fed. Gov.wants the tax and of course, the postage is extra, call me, we'll work out the details.

Dick Rutter
415-945-7996

FOR SALE

850/750 Commando Factory Workshop manual, includes the factory parts list, \$ 30.g.c., Haynes Commando Workshop manual, \$ 10.
Original Mod. 7 spare parts list, \$ 20.

T. Mullen
408-978-1851



Norton Notice

01	ALTERNATOR STATOR	FAIR	1	8.50
02	ALUMINUM FRAME MEMBER, & DIODE SINK, LEFT	V-GOOD	1	23.00
03	ALUMINUM FRAME MEMBER, & DIODE SINK, RIGHT	V-GOOD	1	23.00
04	AUTO-ADVANCE UNIT	GOOD	1	7.00
05	BATTERY/AIR CLEANER MOUNTING BRACKET	GOOD	1	13.00
06	-----			
07	CARBURETOR CABLE ASSY	GOOD, NO FRAYS	1	3.50
08	CARBURETORS, AMAL 930	V-GOOD, COMPLETE	1 SET	40.00
09	CHAIN GUARD	V-GOOD	1	8.50
10	CHROMED AIR CLEANER BOX	V-GOOD	1	15.00
11	CLUTCH CABLE	GOOD	1	6.50
12	CLUTCH DRIVE SPROCKET	V-GOOD	1	12.00
13	CLUTCH SPROCKET W/ INNER HUB AND BEARING	V-GOOD	1	40.00
14	CONNECTING RODS	V-GOOD	1 SET	35.00
15	CRANK CASES	FAIR, TWO SMALL CRACKS IN DRIVE SIDE. REPAIRABLE BY WELDING AND FACE MILLING. TIMING SIDE FLAWLESS. POOR, RIGHT BORE IS GOUGED. MUST BE BORED OVERSIZE. OTHERWISE O.K.	1 PR	225.00
16	CYLINDER BARRELS	GOOD, NO BURNED VALVES, SAW VALVE SPRINGS, ROCKERS AND SPINDLES O.K. POOR, DENTED BUT FIXABLE	1	50.00
17	CYLINDER HEAD	GOOD, NO BURNED VALVES, SAW VALVE SPRINGS, ROCKERS AND SPINDLES O.K.	1	150.00
18	DUNLOP RIM, WM2-19, FRONT DISC	POOR, DENTED BUT FIXABLE	1	8.00
19	DUNLOP RIM, WM2-19, FRONT DISC	V-GOOD, NO DENTS	1	27.00
20	DUNLOP RIM, WM2-19, REAR DISC	V-GOOD, NO DENTS	1	27.00
21	EXHAUST FLANGE NUTS	FAIR	2	2.50
22	EXHAUST HEADERS WITH CROSS OVER PIPE	FAIR, BRAZED NEAR HEAD, SCRAPPED ON BOTTOM	1 SET	10.00
23	EXHAUST VALVE COVERS	GOOD	4	2.50
24	FOOTPEG MOUNT, RIGHT	GOOD	1	7.00
25	FOOTPEG MOUNTING BEAM AND REAR BRAKE LEVER	FAIR, WELDED FOOTPEG	1	12.00
26	FRONT BRAKE LEVER & SWITCH ASSY	GOOD, WIRES O.K. TOO	1	16.50
27	FRONT FENDER	V-GOOD	1	15.00
28	FRONT ISOLASTIC MOUNT	V-GOOD	1	8.00
29	GEARBOX, COMPLETE	GOOD, ALL 4 GEARS WORK FINE, SMALL DINGS ON BOTTOM OF COVER	1	200.00
30	RIGHT-HAND SHIFT	GOOD, ALL 4 GEARS WORK FINE, SMALL DINGS ON BOTTOM OF COVER	1	200.00
31	HANDLEBARS, STOCK	V-GOOD	1	9.00
32	HEAD GASKET, COPPER	NEW	1	3.50
33	HORN	FAIR?	1	3.00
34	INTAKE MANIFOLDS	V-GOOD	1 SET	12.00
35	INTAKE VALVE COVER	GOOD	2	3.00
36	KICKSTART LEVER	FAIR	1	7.50
37	MIRROR, SQUARE, LEFT	GOOD	1	3.50
38	MIRROR, SQUARE, RIGHT	GOOD	1	3.50
39	OIL FILTER MOUNT	V-GOOD	1	8.00
40	OIL PUMP	V-GOOD	1	13.00
41	OIL TANK	POOR, NEEDS WELDING	1	8.50
42	PASSENGER FOOTPEG ASSY, W/ SIDE PLATES, LEFT	GOOD	1	8.50
43	PASSENGER FOOTPEG ASSY, W/ SIDE PLATES, RIGHT	GOOD	1	8.50
44	PASSENGER GRAB BAR, 5TH PRIMARY DRIVE, CASE	FAIR, BROKEN CHAIN GUARD ON INSIDE, REPAIRABLE	1	25.00
45	PRIMARY DRIVE CHAIN	V-GOOD	1	15.00
46	PRIMARY DRIVE, COVER	FAIR, WELDED AT THE BOTTOM	1	12.00
47	PUSH RODS	GOOD	1 SET	10.00
48	REAR BRAKE CABLE	GOOD, NO FRAYS	1	4.00
49	REAR DRUM BRAKE AND CHAIN SPROCKET ASSY	GOOD	1	45.00
50	REAR FENDER	GOOD	1	17.00
51	REAR ISOLASTIC MOUNT	V-GOOD	1	12.00
52	SHOCKS W/ SPRINGS, REAR	GOOD	1 SET	20.00
53	SIDE COVER, LEFT	V-GOOD, NO DENTS	1	15.00
54	SIDE COVER, RIGHT	V-GOOD, NO DENTS	1	15.00
55	SIDESTAND W/SPRING	V-GOOD	1	11.00
56	SPEEDOMETER	FAIR, BROKEN GLASS	1	13.00
57	SPEEDOMETER CABLE	GOOD, NO FRAYS	1	6.50
58	SWING ARM ASSY	V-GOOD	1	27.00
59	TACH CABLE	FAIR	1	3.50
60	TIMING GEARS W/ CHAIN	V-GOOD	1 SET	18.00
61	TOP ENGINE ISO MOUNT	V-GOOD	1	5.00

Parts List for 1974 850cc Norton Commando

Rick Aviano
1013 Wright Ct
Sunnyvale, CA 94087

(408) 732-8186



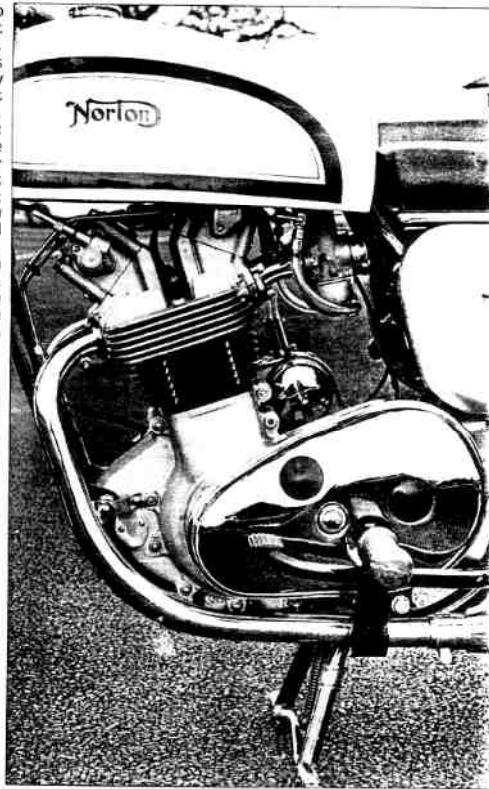
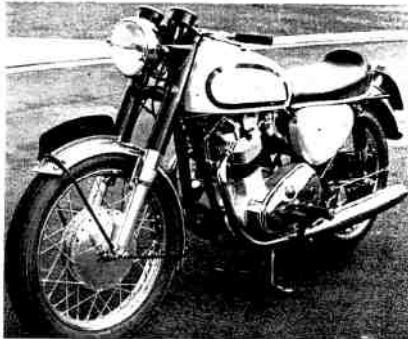
WANTED

1950 Norton ES-2 left headlight ear, cast aluminum, early type with long curved ear shape, will also take a set. Also need rear petrol tank mount plate and fittings that go into bottom of oil tank. I will also give a fine gift to anyone who locates the above stuff or has it themselves (gift is Norton related). One of a kind as far as I know.

Dave Kerst
371 Hickory Ave. Tracy, Ca. 95376
(209) 835-7468 10 a.m. to noon

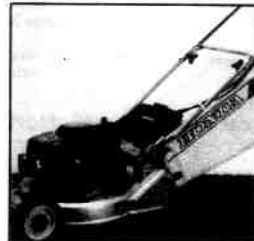
FOR SALE: Boyer Bransden electronic ignition to fit Norton Commandos, all years. New in box, just arrived from England, five year guarantee. \$67. Also new genuine Norton reverse cone silencers (mufflers to you), one pair, heavy duty construction, heavy chrome, "Norton" stamped right in as is the current factory practice, \$75/pair. Available soon, new rear set foot controls for Mk II Commando, call for price. Complete disk brake set-up for Commando or Atlas, includes new master cylinder, brake hose, caliper, drilled disk, front wheel with hub, rim and spokes, caliper side fork slider, pads, all very good condition, \$137. New Commando transmission main shaft, \$62. Also used Commando frames, one 750, one 850, both straight, \$75 ea. Krauser Starlet hard pannier bags, with mounting frames and some bracketry, minor work will see them mounted on your Commando. \$125 the set. I have a few used parts kicking around, give me a try. Scot, 415-455-8776 eves. and leave a message.

WANTED: 1982-1984 Honda or Yamaha 250 cc to 350 cc four stroke enduro style trail bike. Must be clean, low miles, and preferably street licensed. All reasonable prices considered. Call Scot, 415-455-8776 eves. and leave message.



FREE to head home - Hi-Rider handlebars, used.

Art Sirota
415-327-3167





VEC 1142

SERVICE RELEASE

motorcycles

CATEGORY OF RELEASE:

No. N3/13

- NATURE OF RELEASE
- MODELS AFFECTED
- PARTS AFFECTED
- DISTRIBUTION
- EXPLANATION

Camshaft interchangeability (read in conjunction with Service Release N.77) 1970 and 1971 Commando (all models)

Camshafts/Crankcases/Cylinder heads and valves

Worldwide (for general distribution)

Following the introduction of new crankcases with modified breathing, together with the introduction of the Combat "SS" type camshaft, there are now several possible combinations of crankcases and camshafts. In addition, where it is desired to fit the high performance "SS" type camshaft to a pre-1972 engine there are problems with cam lobe clearance at the crankcase oil fling shroud. In addition, problems can arise due to valve head diameter, valve stem and spring length discrepancies particularly where an early "non-Combat" cylinder head is fitted.

It is also essential to fit tappet locating plates 063092 to accommodate the increased lift on both "SS" and "SSS" camshafts.

The part numbers and applications of the various components are tabled below:

Cam Part Number	Identification Stamped on	Journal Type	Use Part Number	Comments
061084	S	Scrolled	061084	Standard 1971 plain bushes Standard 1972 scrolled bushes Combat 1972 scrolled bushes Combat 1972 plain bushes Combat 1972 plain bushes Combat 1972 scrolled bushes Original NVPS camshaft, plain bushes Variant TX0302, scrolled bushes Variant TX0302, plain bushes
062608	S	Plain	061084	
062673	SS	Plain	063536	
062807	SS	Scrolled	063536	
063536*	SS	Scrolled	063536	
063537*	SS	Plain	063536	
TX0302	SSS	Scrolled	063761	
063453*	SSS	Plain	063761	
063761*	SSS	Scrolled	063761	

Use scrolled journal camshafts prior to Engine Number 204048 with plain bushes NMT2036 & NMT2037. Use plain or scrolled journal camshafts subsequent to Engine Number 204049 with scrolled bushes 062600.

Note: Scrolled condition camshafts only will be supplied against orders for all above camshafts.

* Surface treatment

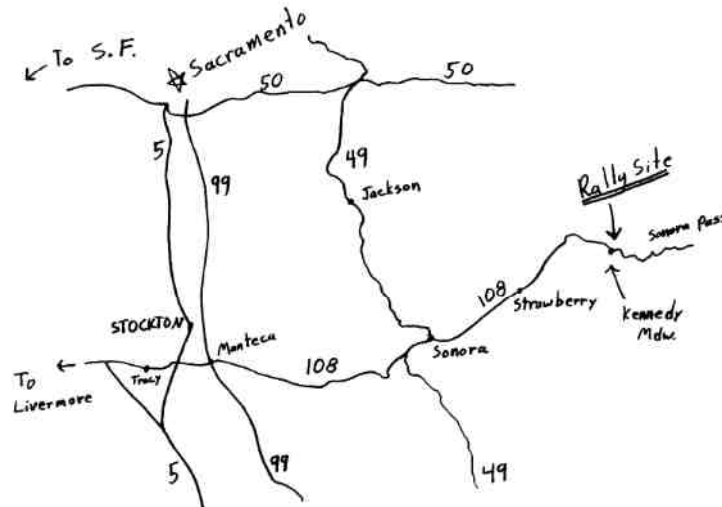
± Conversion from standard cams to Combat condition requires the following:-

- a) Cylinder head 063327 to provide 10:1 compression ratio
- b) Solid skirt Combat pistons (063348 LH, 063349 RH, Std.)—see Service Release N.2/4 for oversizes
- c) Combat valves—inlet 063283, exhaust 063282
- d) Standard valve springs NM22838 outer, NM22839 inner using spring seat and spacers to provide 0.050 in. (1.27mm) clearance at full lift.
- e) Combat tappet locating plates 063092

† Conversion to "SSS" specification —as Combat from standard —no further action required for Combat

May 1972

Technical Department Norton motorcycles · Marston Road · Wolverhampton



I would like to pass on some suggestions made by Dan Batchellor of T.T. Motors that have really improved my Nortons.

1) Replace stock master cylinder with Grimeca master cylinder having a piston diameter of 13mm (cost: \$70). This improves the hydraulic ratio between the master cylinder and the caliper and dramatically reduces braking effort. I never realized the potential of the Norton disc until the Grimeca was installed. It is now a fantastic brake—I prefer it to the dual Brembo setup on my Ducati. The only problem is that the RH switch assembly no longer has a mate to screw into, but I simply moved it over to the clutch lever bracket and used it in place of the LH assembly (horn = light flasher). You can fit a separate switch for the turn signals. Mk III owners should take advantage of this opportunity to further improve their bike by removing the rest of the electric start mechanism.

2) Replace one or two of the 850 bronze clutch plates with the same number of 750 clutch plates (I used modern Barnett plates, which avoid the problem of gunk formation and are said not to grab like the old Barnett plates). The 750 plates are thicker than the 850 plates and pack the diaphragm spring to greatly ease the load on your left hand. And no, the modified clutch does not drag or slip. Be careful of modifying a pre-1973 clutch because it has a thicker pressure plate and a soft center (will be notched by bronze plates).

3) Install electronic ignition. It's wonderful: I don't have to reset the points, etc., every thousand miles to get one-kick starting. It's actually fun to check the timing! I fitted the Lucas Rita because all the mechanics I talked with said that the Rita was the most reliable. One problem with the Boyer is that the plastic pickup plate eventually warps and affects timing. The Rita's plate is metal and does not warp.

4) For solo use, install lighter shock absorber springs. The stock springs are 128#; I use 100# on my Roadster and 90# on my JPN. The ride is more comfortable, and the rear wheel stays on the ground more, improving handling. A number of local Norton riders of different weights are happy with 100# springs, so unless you're really heavy, 100# seems like a good starting point for experimentation. In addition to changing springs, you should consider changing shocks if you still are using the stock Gairlings—mine lost their damping in only 5,000 miles. (Incidentally, these are the same recommendations made by Harvey Louckes in his excellent series on handling improvement.)

5) For the compulsive fiddler: install Norvil (isolastic) head steady. This reduces high-speed weave and quickens the bike's response to steering input. It is a worthwhile improvement to the JPN because the only thing the bike is good for is high-speed stuff. I haven't bothered to put one on the Roadster. As supplied from England (L 25-30 + shipping, depending on the dealer), Norvil head steadies do not fit under non-Norvil tanks without modifying the head steady side plates or banging on the tank. After installation, more vibration is apparent to the rider.

—Steve Black



Hall-Burdette

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