

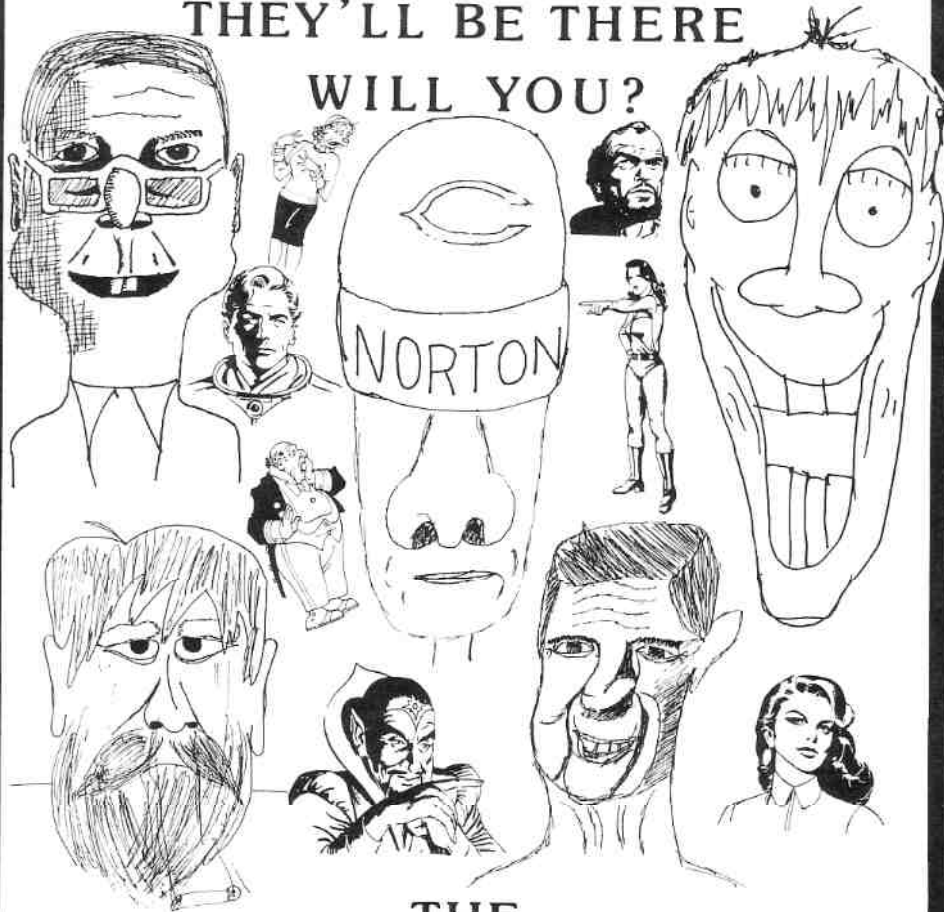
Norton Notice

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

NO. 101

SEPT., 1986

THEY'LL BE THERE
WILL YOU?



THE
ANNUAL NORTON RALLY



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



Norton Notice

is published by the Northern California Branch of the Norton Owners Club. Its purpose is to inform and entertain members regarding all aspects of the Norton motorcycles, 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.

The deadline for items to be submitted for publication is the 15th of each month.

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.

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 745 with dues expiring on the 1st of February.

All changes of address should go to the Branch Secretary/Treasurer, not the 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.



CLUB OFFICERS

PRESIDENT

Scott Marburger
8422 Cypress Ct.
Dublin, CA 94568
(415)833-0268

SECRETARY/TREASURER

Art Sirota
1281 Laurel St.
Menlo Park, CA 94025
(415)327-3167

RECORDING SECRETARY

Tim Coburn
2060 Camino A Los Cerros
Menlo Park, CA 94025
(415)854-4364

EDITOR

Lou Caputo
1058 Peralta Ave.
Albany, CA 94708
(415)527-8903

PARAPHERNALIA

Volunteer
needed

RIDE ORGANIZERS

Nick Wiltz
4950 Cherry Ave. Apt 77
San Jose, CA 95118
(408)978-5985

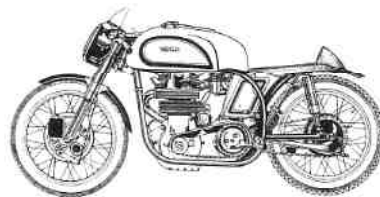
Dave Crader
4751 Elshurst Dr.
San Jose, CA 95129
(408)973-0838



Important!

(Please take note of the following line print.)

The object of the Northern California Branch of the Norton Owners Club is to promote, encourage and develop all motorcycling activities. The Club's members are owners of Norton motorcycles, and they often submit for publication in the Norton Notice technical tips pertaining to motorcycles of the Norton marque. Technical tips so published have been reviewed for technical content and are believed to be both acceptable and workable, but no guarantee is made or implied that they will work correctly, nor is any liability assumed by either the Norton Owners Club or the authors for any problems resulting from use of these technical tips. The Club also assumes no responsibility for the acts or omissions of its members in connection with Club activities. Norton Notice articles or other material express the authors' views only and not necessarily the official policy of the Norton Owners Club or its Northern California Branch. The editor reserves the right to accept, reject or alter all editorial and advertising material submitted for publication. Advertising published does not imply endorsement of products, goods or services. Now you know.



1963 catalog drawing of Manx 30M and 40M



UPCOMING EVENTS

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 TAKEN OF. IN OTHER WORDS . . . FULL TANKS AND EMPTY BLADDERS!

Sept. 11 Thursday Branch meeting at Jim Meadows' house, 550 E. 4th St., Reno, NV.

Sept. 12-14 Fri.-Sun. Annual Norton rally. Near Loggett. See announcement in this issue.

Sept. 14 Sunday AFM at Sears. Call first. (707) 938-8448.

Sept. 14 Sunday Eighth Annual British Car Meet in Palo Alto. Spectators free. Held in El Camino Park directly across El Camino Real from the main entrance to the Stanford Shopping Center. Info. (415)566-8103.

Sept. 19. Sat., Sun. La Carrera II. Roadrace on Mexican Hwy 3 between San Felipe and Ensenada. Info. Loyal Truesdale, 3049 Laurel Canyon, Studio City, CA 91604. (213)464-5720. \$195 entry fee for bikes.

Sept. 26-28 Fri.-Sun. SDNC and SCNOG annual "Rally Under the Stars", Fortrero Hill Rac Area, San Diego County, off Hwy 94 near the U.S.-Mexico border crossing at Tecate. #28.

Oct. 4 Saturday So. Cal chapter of the Antique Motorcycle Club of America 12th Annual Show/Swap. El Camino Jr. College, near Torrance. Info. John Eagles, 17552 Delia Ln., Orange, CA 92669. (714)538-0416.

Oct. 8 Thursday Branch meeting at the Class Reunion, Palo Alto, 7:30 P.M.

CONTINUING:

CMC Night Motocross. Every Wed. & Fri. night, Baylands Raceway, Fremont. Info: (415)651-2545.

AMA Speedway Racing. Every Thurs. night, Baylands. 8:00 PM.

"Motorcycle World With Larry Hoffman", KTIM radio (100.3 FM), Sunday nights 10-11.

SEPTEMBER

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OCTOBER

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THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

JULY RIDE REPORT

Eight hardy Norton riders (Whoops, make that seven; Andy Smith's wife was on a brand new Alasaurra), met (on time) at the Holiday Inn in Livermore for the trip to Markleville. The group cruised for about 60 miles, zipping by a friendly but slow moving group of Goldwings on the way. Suddenly Scot pulled over and so we began the first of our unscheduled stops. While some in the group hurtled roadside barriers to more closely examine the rock formations, Scot took a look at his rear wheel. With about 2" of play in it it was clear that the wiggle he had been feeling was not coming from road grooves. In fact the rear axle had sheared-- a nice neat break in the stainless steel. Fortunately the right side muffler had prevented the broken piece from working itself all the way out. Wingers hummed by. What to do? Call on Louis Mendelowitz of course! With gear offloaded, Louis rode Scot back to Dublin to get some real axles. They rejoined the group later that evening.

Meanwhile, the Nortons roared off again. In a short while, however, another Norton fell from mysterious causes, subsequently diagnosed as fuel/slide problems. Alan Goldwater to the rescue! Then again! Lou Caputo to the rescue! Finally, a few hours late, we made it to Markleville.

And it was worth it. It was Mario's birthday! Mario, owner of the Cutthroat Saloon, was putting on a feed for all his friends. Ribs, potato salad, fruit salad, bean salad-- all you could eat. And some birthday cake too! Wow! Thanks, Mario!

We spent the night at the Grover Hot Springs Campground. I got two soothing soaks in on Saturday afternoon and again early on Sunday morning. By Sunday over a dozen Norton folks were roaming the hills, either checking out the roads, fishing, or swimming. Louis and Alan earned their badge as the Norton river-rescue squad by repeatedly exhibiting survival skills in the chilly waters of Silver Creek. Jan Barton and Mike Garcia did not catch any fish through no fault of their own-- the miracle lures were announced too late for them to come properly equipped. Instead, they cooked steaks and eggs for those who could eat at 7:00A.M. on Monday morning. A Sunday night dinner at a besque restaurant in Gardenville featuring lamb heavily laced with garlic was a treat surpassed only by Tom Dabel's \$15.00 winnings at some nearby slots.

On Monday morning those of us lucky enough to have been able to have spent another night at the campground started off for Carson Pass and 88 home. It was a sparkling morning, fresh and clean, as one by one we began to spread out through the hills. Louis pulled ahead, farther, then farther, and the last I saw of him he was about 1/2 mile down the road, had just passed a car, and was barreling into a turn. As he disappeared I could imagine him yelling through his helmet, "Hallelujah! Catch me if you can!"

Lou



MATCHLESS RETURNS

Those Nacoers with a Matchless or Matchless-Norton hybrid stuffed away will be interested to know that plans are afoot to produce Rotax powered Matchless in England. The following news release appeared in the June 25th issue of MCN.

MATCHLESS-- one of the most famous names in British motorcycling-- have been bought by Les Harris, saviour of the Triumph Bonneville.

Prototype of an all-new single cylinder 500 wearing the legendary name is earmarked to head the official Matchless re-launch at West Germany's prestigious Cologne show on September 18.

The modern day classic is to be powered by an Austrian Rotax engine, but the bike will be built in Britain at the rate of 1100 a year, creating 30 new jobs.

Mr. Harris has bought the Matchless title from Dennis Poore, of Norton Motors.

He said, "We've been thinking of building a 500 single for 18 months, but we wanted to find a suitable name. There is interest all over the world in a European big single."

Two versions of the overhead camshaft five-speed bike will be offered-- and both will be named after famous Matchless models of the past.

The basic machine will carry the G80 label, after a pushrod roadster which was made from 1945-66 at the old Matchless factory in Plumstead, London.

The G45 Clubman-- the original G45 was an OHV parallel twin racer that lasted from 1953-57-- will have cafe racer styling with clip-on handlebars.

Customers will be able to choose between electric and kick starting, although electric versions will probably be offered first.

Brian Jones, chief engineer at the L.F. Harris company's Triumph Bonneville plant at Newton Abbott, Devon, will design the new Matchless. "We are only at the drawing board stage at the moment," said Mr. Harris. "But we will start work on pre-production models very shortly when we get our first engines."

A separate company will be set up to handle the new business, and the Matchless will be built in a different plant in Newton Abbot to the Bonneville factory.

Production of the Bonnevilles-- made under a licensing arrangement with industrialist John Bloor, owner of the Triumph name-- has now reached 80 a month. The company's Japanese distributor has taken 150 machines and recently ordered another 28.

The first Matchless was made in 1899, but production petered out in 1969 during the collapse of the Associated Motor Cycles empire.

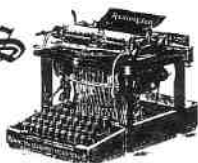
Lou

A MEMBER'S LOSS

The Norton Owners Club of Northern California extends its sympathies to Bob Bausch over the recent loss of his son Geoffrey. Bob was one of the founding members of the Northern California Branch, served as its President, and has remained an active member for about 20 years.



EDITOR'S NOTES



SEPTEMBER NOTES

With this issue the NOTICE shrinks a bit, from twenty pages to sixteen. The change was necessitated by financial pressures from the printing world. Starting with the June issue, monthly printing costs rose 30%, or about \$40. When I first took over the NOTICE I visited ten, count 'em, 10, printers and got the best deal I could for the club. That deal included no folding, collating, stapling, etc. and so the entire production essentially became a one-man operation which I felt was the most efficient way to handle things. Mike Rettie has helped immeasurably (I'm not sure he really knows that) by cutting down a four hour assembly operation to more manageable proportions. I mention this because even the reduction by one sheet (4 pages) means a significant reduction in time spent reading the NOTICE for mailing.

And it cuts down the type, cut, and paste time. Those of you who have worked on the NOTICE or other club publications know that it's a constant hustle for material. I've actually enjoyed doing this and hope that I've been able to provide you with articles worth reading. I have used and continue to use the survey results as a guide in researching what to print and I've always felt that because the NOTICE is the primary tangible benefit of the club, members deserve a product which reflects a reasonable return on their "investment". But until we can decide just what that reasonable return should be, I think it best to hold the line on expenses. With the new round of printer visits (4) just completed, costs for the NOTICE remain fixed at what they were, even though we are down four pages. We have a new printer by the way, and judging from the August issue results are acceptable.

I am also concerned about the danger of having the NOTICE slip into a "motorcycling" newsletter instead of a Norton club newsletter. While I commute on my Nortons and take an occasional weekend on my Interstate, I also have a healthy respect for what my other machines can do better than a Norton. It's folly to ride two-up for any distance on a Nort when you can do it on a Beemer. And if you really want to scratch in confidence nothing feels quite as secure as a Ducati. And while it is true that Japanese hyperbikes leave me cold, I see it as a plus that people ride, even if they have no taste in bikes. But with little input from the club membership a slow transformation in the NOTICE is bound to occur until, perhaps, people begin to notice that we are talking more about weatherproofing boots than we are about keeping Nortons running properly. It's up to you.

My guess is that we won't get a chance to talk about expenses until the October branch meeting. If you have any comments to make write me or the Pres and we'll present your views along with those of others at that meeting.

Once again Marshall was the energy behind a Bay Area motorcycling event-- this time a picnic at Kennedy Grove in Richmond. The bikes, about 50 strong, were mainly British with a sprinkling of Italian and German iron thrown in for good measure. We left Marshall's about noon and wandered through Tilden Park to Richmond. En route I stopped to pick up a pair of sunglasses which had vibrated out of the pocket of the Triumph rider ahead of me. As I was about to rejoin the group I spotted the last rider coming around a curve. A fair young damsel, sitting bolt upright at 25mph on a Triumph, was being closely followed by a Park Ranger. I joined this twosome and laughed hysterically until we reached San Pablo Dam Road, a three mile journey. In eight years of commuting on this road I have never seen anyone tailed for as long as she was. I hoped she cleaned it out on the Dam Road.

Marshall has also brought together a loose coalition of Bay Area groups and dealers to help sponsor a Show and Swap meet at Berkeley's Aquatic Park on Sept. 14 (See notice in this issue). Our club has agreed to chip in on the permit fee (our share \$10.00) and will help with cleanup. You are encouraged to volunteer your services for this cleanup. I for one was delighted and grateful that an event which has the potential for being a great show is being put on so close to home. I missed the CAMA rally at Fairfield this year (The Sac meet conflicted with Laguna.) and feel that this show will help fill the void left by its absence this summer.

On other fronts, Harvey has been at it again. While sitting at the awards and prize ceremony at the Beemer National at Laguna waiting for my name to be called, I heard all too clearly that Harvey had just won a pair of tires. He wasn't there, of course, and I imagined that he was off either eating on the future profits of his JPN or in Monterey buying another nice Norton at 1922 prices. Congratulations, Harv. and did you wrinkle your ticket or what? I also noticed that the BMW auxiliary of the Norton Owners Club is growing and caught Nick trying to steal a show award with his Krauser faked R100RT. I saw one yellow Norton there and, if you are already a member I confess-- I put the NOTICE on your seat. THIS was a mellow crowd, by the way: no gasoline fires, flares, firecrackers, or burnouts. Just about 3,300 Beemers and folks who enjoy riding.

RANDOM NOTES

* * * * The Boyar part I sent to England for repair was returned to me in record time with a note that it had been repaired and is now in good working order. The guarantee period on mechanical parts is one year, and they give a five year guarantee on their electronic boxes. Their address has changed to Frindsbury House, Cox Lane, Detling, Maidstone, Kent ME14 3HE.

* * * * Two shops have apparently either moved or closed. Romor had it that GP Cycle in Berkeley was relocating to either Novato or Petaluma but the Post Office is not forwarding their mail. Classic Cycle in Salmon Arm, Canada, doesn't respond either. If you're out there let us know.



\$ WANT ADS £



ALL ADS WILL RUN FOR TWO MONTHS UNLESS YOU RESUBMIT THEM IN WRITING TO THE EDITOR.

More ads page 14

FOR SALE

1974 Norton 850 Roadster. Red, clean. \$1,400.
(707)763-4615

FOR SALE OR TRADE

1965 BSA A50 500 Royal Star twin. 80% complete, all orig. Needs engine rebuild but will still run. Ratty but original. \$800 obo or trade for 80's A10 in similar cond. or ?. Have truck, can travel.

Stefan Morosky
35819 Vinewood St.
Newark, CA 94560
(415)798-5861

FOR SALE

1967 Norton P11--rare Norton-Matchless hybrid. Full engine, chassis, and gearbox restoration. Lightweight, torquey beast. \$2500.

Corey Levenson
(415)420-3231
(415)836-3873

FOR SALE

1. 1976 Roadster, rear sets.
2. 1974 Interstate, black.
3. 1976 Roadster, white, basket case.
4. New SS cam
5. Comet 3 rail trailer, 12" wheels w/spare.
6. 1967 BSA Spitfire Special (A65SA)
7. Misc. tools.

BEST OFFER

Jeff Popjoy
1218 Asbury Ct.
San Leandro, CA 94578
(415)352-2299
8 A.M. to 9 P.M.

FOR SALE

1975 Combat 700cc. Docket. Motor and trans complete and intact. All parts except for some small bolts or nuts. Call for details. May part out if motor goes first.

Wayne Seymour
603B Broadway
Santa Cruz, CA 95060
(408) 458-6069

FOR SALE

1968 G-15. Could easily turn into a CSR; have engine cases, 2 tanks (scrambler, roadster), low pipes, nice mufflers, magneto, chrome trim pieces. RESTORABLE. Many extra pieces. \$650 for G-15 and parts. Also have second G-15 in Minnesota; \$400.

1973. MKIIIA Interstate tank ("dinged" but restorable). 2 sets side covers, custom short seat, roadster seat (from MKIII), rearsets, Dunstall decible silencers, Rita ign., 2 into 1 intake manifold, cafe seat-tank. Slightly "bent" bike but VERY fixable. 850cc. \$800.

Minnesota titles for each bike. Have many extra parts. \$\$\$ negotiable on above bikes and parts but would much prefer to make package deal (except the second G-15).

Greg
(916)345-9919

FOR SALE

- 1) Chrome plated 1969 Commando frame incl. tranny subframe, swingarm, S type oil tank, and battery platform (all plated). \$175.00. Can also supply early Commando wheels, forks, and triple clamp to make complete rolling chassis for extra \$100.
- 2) NOS Interstate mufflers, original and unused. \$65. ea.
- 3) NOS Interstate header pipes. \$75. pr.

Phil Radford
(408)293-4548
morns or wknds

FOR SALE

1966 Norton 750 Atlas, all original, stock, good condition with extra motor, transmission, and misc. Norton parts. \$1200.

Greg Butcher
2032 Koopmans Ave.
Santa Cruz, CA
(408)476-2098

WANTED

1. 850 cylinders. Must have good pushrod tunnel bores and fins. Std. bore preferred.
2. Smiths speedo- 150mph. Must work.
3. Smiths speedo gearbox in good cond.

Chris Nichols
(415)965-4611

FOR SALE

1972 850 Commando. Needs a lot of TLC. Stored over 8 years. \$500.

Richard Lee
730 Emerson
Palo Alto, CA
(415)321-9510



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

**** As we go to press the show/swap reported above looks iffy. You guessed it-- insurance problems. We'll keep our fingers crossed. Don Danneier is out hustling coverage but we won't be able to know whether the event is on in time to notify you. Try calling the local shops for info. An article by Peter Howman in the August issue of Classic Bike lays out the insurance problem and sounds a warning for the future of the classic bike scene unless laws change.

Luc

NOTE FROM ART

The club made a profit of \$42.81 on the June picnic. Let's hear a roar of appreciation for Gene Austin, Scot Marburger, Tom Borman and all the other club members who gave their time and energy to help make the picnic a success.

WANKEL WOES

As reported in the British press (thanks, Phil) and MCN, the rotary is encountering problems with at least one police agency in England. West Midlands' chief constable Mr. Geoffrey Dear was authorized to buy 24 BMW's instead of the Staffordshire-made Nortons. A fleet of 66 Nortons already in service are claimed to have been plagued with problems. Faults that have kept machines off the road include:

- * Engine seizures and other problems
- * Faulty gearboxes
- * Wet weather electrical problems
- * Rain in fuel due to poor tank cap design
- * Overheating and stalling during low speed escort work

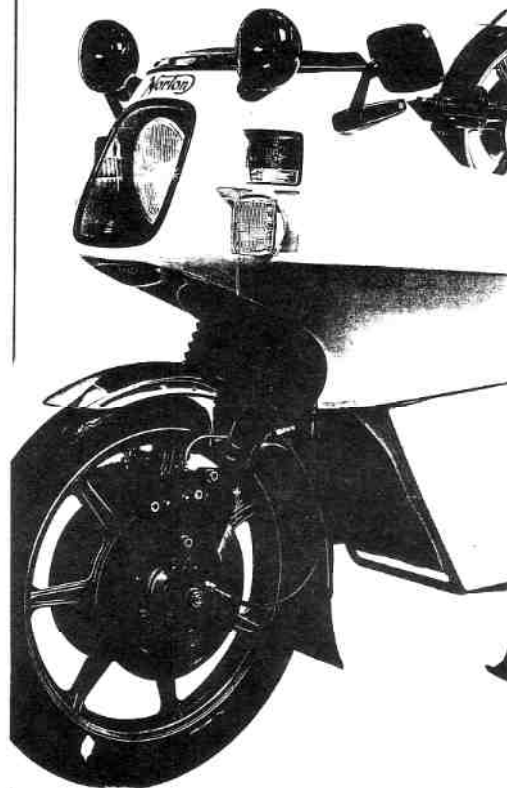
John Hillier, the force's civilian assistant chief officer, said, "Everyone wants to support British industry but I have tried to take all subjectivity out of this and at the moment the Nortons we have are displaying quite a lot of 'down time'." He reported that some of the problems have cropped up on low mileage machines while the BMWs now being replaced have covered up to 80,000 miles. "We would prefer to maintain a mixed fleet for all sorts of reasons. For example, it would mean we would not be left stranded if one manufacturer experienced problems with a component supplier. The BMWs are better for slow work while the Nortons work better for full throttle out-of-town riding."

Dennis Austin, managing director of Norton Motors, admitted the criticisms cannot be dismissed but denies that there are serious engineering or design problems facing the company. He said they had problems with the quality of components from some outside suppliers and said a number of improvements are being made both to the motorcycle and Norton's back-up service. "One of the advantages in being small is that we can react very quickly in this sort of situation," he said. "We have had problems but they do not require major modifications to rectify. They are the sort of touches that become apparent to any manufacturer in the natural course of development and product improvement."



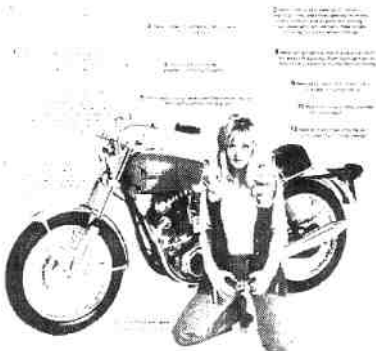
Norton

INTERPOL 2





**The visible persuaders -
12 new reasons for choosing a Commando**



The Norton Commando 750i
is all yours for the asking. Super ride.

Go far faster

by Commando Interstate



Norton
Commando 750i

FLO DYNAMICS
1150 Pike Lane • Oceano, California 93445 • 805-481-6300

New Product Release

After much time and testing of intake systems, we have developed the ultimate in dependability and performance for your British motorcycle. This Dellorto pumper carburetor gives amazing response in all throttle ranges. Kit comes ready to bolt on with simple frame modification.

- Kit consists of:
- 36 mm Dellorto pumper carburetor
 - Polished aluminum intake manifold
 - K & N air filter
 - Barnett throttle cable

Sold retail \$249.00.

Discount available to qualified dealers.

Technical information available upon request.

Thanks for your interest in our products.

15% DISCOUNT ON 3 KITS
TO NOC MEMBERS ONLY

Sincerely,
Perry Kime
Perry Kime
FLO Dynamics

Triumph Belt Drive

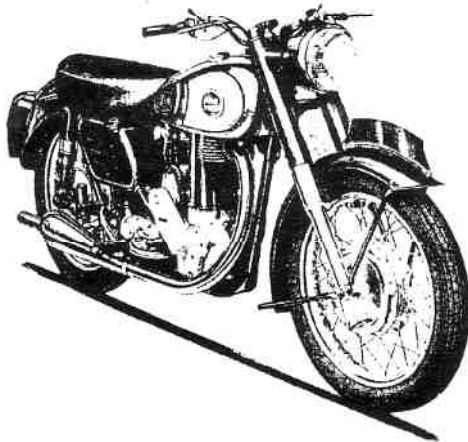
For 1984 and later 650 and 750 twin. Developed by the world's leading belt drive manufacturer. Guaranteed to fit and work perfectly. Now only \$848 plus shipping. We also accept Mastercard and Visa by telephone. Dealer inquiries invited.

**No Lead
Gasoline Conversion**

For Norton Commando and Triumph Twin. These USA Import model British motorcycles were designed to use premium gasoline with 98 octane with 4 grams of lead per gallon included. As of January 1, 1988, the EPA has limited our gasoline to 92 with 0.1 grams of lead and caused big problems for the Norton-Triumph owner. Top end overhauls don't come cheap but our Auto Advance Conversion does. We can overhaul your auto advance and modify the spark curve to use no lead gasoline and return it to you the following day for only \$35 plus shipping. Send \$38 and avoid COD charge.



THE MOTOR CYCLE, 15 SEPTEMBER 1955



STIMULATING NEW NORTONS

*A 597 c.c. Twin and a 348 c.c. Single
Included in the 1956 Programme
Use of Aluminium-alloy Full-width
Hubs Extended to All Models*

Powerful sidcar model—the 596 c.c. a.A.v. Model 195.

STIMULATING news from Bracebridge Street is that a 597 c.c. vertical twin is included in the Norton programme for 1956. Based on the popular Model 88 Dominator de Luxe five-hundred, the Model 99, as the new twin is designated, is fitted with the famous duplex frame and rear suspension, and full-width, cast-aluminium front and rear hubs.

But the six-hundred is not the only new Norton model. Those enthusiasts familiar with Nortons of pre-war days will welcome revival of the 348 c.c. single-cylinder Model 50. In its modern form the Model 50 features pivoted-fork rear springing and full-width hubs and is powered by a lively overhead-valve engine based on the design of the highly successful ES2 five-hundred.

Various detail improvements appear on the other models in the range of roadsters—the Models 88 and ES2 already referred to and the 596 c.c. o.h.v. Model 195. The last named, which is a machine ideally suited to sidcar duty, is to be available in spring-frame form only (previously a solid-frame model was also listed). The Model 7 Dominator is discontinued. For 1956, the Norton full-width front and rear hubs (currently fitted to the Model 88 only) are to be standardised on all models.

Externally similar in appearance to the Dominator 88 engine, the new six-hundred twin-cylinder power unit has bore and stroke dimensions of 68 x 82 mm (bore and stroke of the five hundred are 66 x 72.6 mm). An aluminium-alloy cylinder head is employed; compression ratio is 7.4 to 1. The bottom half of the engine is basically the same as that of the five-hundred. That is to say, there

is a three-piece built-up crankshaft with forged-steel crank cheeks and a cast-iron flywheel in the middle. The mainshafts are supported in a large-diameter roller bearing on the drive side and a ball bearing on the timing side. Connecting rods are forgings in RR56 light alloy and have steel-back shell bearings at the big ends.

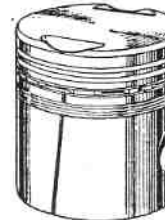
A variation in the design concerns the pistons. They are of the wire-wound, flat-top aluminium-alloy type designed to run with fine clearances, resulting in quieter operation, especially when the engine is cold. Valve operation (as on the five-hundred) is by means of a single chain-driven camshaft mounted at the front of the engine and actuating push-

rods contained within two tunnels which are cast integrally with the one-piece iron cylinder block. A new style of timing cover which bears a miniature replica of the Norton tank badge is fitted.

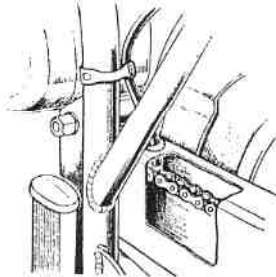
Some months ago a member of *The Motor Cycle* staff covered about 80 miles on a prototype six-hundred twin.

Compared with its 497 c.c. counterpart (itself a lively performer) the newcomer gave a main impression of superb acceleration from a standing start up to about 80 m.p.h. It was particularly satisfying to note that the increased power output derived from the larger-capacity engine had not been employed purely in the interest of a higher maximum speed. Rather was it evident in the way the machine could sustain high cruising speeds. Indeed, at speeds between 75 and 85 m.p.h. the engine produced its power in smooth and tireless fashion.

As was anticipated, steering, road-holding and braking were excellent. Even when the road surface was of a bumpy nature the model could be heeled over with confidence into fast bends, neither front nor rear wheel showed the slightest tendency to deviate from the line chosen by the rider. Such excellent behaviour was expected. As all racing enthusiasts know, the frame, front fork and rear



A flat-top, wire-wound piston is used on the new models



Flexible breather pipe for rear-chain lubrication

(Cont. on page 11)

The Norton experience



suspension have been developed and proved over many years of road-racing activity.

Fully duplex, the frame is of all-welded construction, with extensive triangulation at the junction of the steering head, top and front-down members. An extremely high degree of lateral rigidity has been achieved with both front and rear suspension systems.

Several changes in the specification of the Dominator 88 constitute features which are also common to the new Model 99. A restyled oil tank and a matching box to house the battery are cradled by the two frame loops, and an extra touch of neatness is given by a pressed-steel plate running transversely across the forward ends of the unit. Provision is made for a flexible rubber hose from the carburettor air intake to pass through the pressing to a concealed air filter, which is available as an optional extra. The tools and the voltage-control unit are accommodated beneath the dual-seat as previously.

The oil tank, which has a capacity of 4½ pints, employs rubber push-on connections for the delivery and return pipes. A flexible breather pipe leads from the oil-tank top to the rear chainguard, where it passes through a rubber grommet to supply lubricant to the chain.

Built-in Speedometer

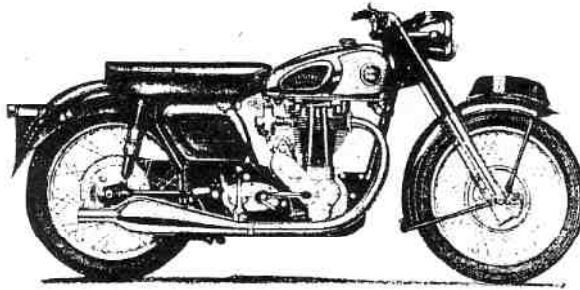
The action of the two-rate coil springs in the Roadholder telescopic front fork has been lightened slightly to provide softer initial movement around the static-load position. A new headlamp incorporates a built-in speedometer, lighting switch and ammeter; previously the instruments were carried in a fork-head panel. The 7in-diameter Lucas pre-focus light unit employed features an offset dipped beam and a pilot bulb located in the reflector. A combined horn button and dip switch is fitted on the left of the handlebar.

So that full advantage may be taken of the premium-grade fuels available, the compression ratio of the Model 88 engine has been raised appreciably—from 6.8 to 7.8 to 1. The sweep of the exhaust pipes has been altered—a modification which has been made mainly to improve appearance. With the same objection in view, the cover plate on the aluminium-alloy full-width hubs is polished to match the brake plate. Brake diameters are 8in front and 7in rear. Tyre sizes are 3.25 × 19in and 3.50 × 19in front and rear respectively.

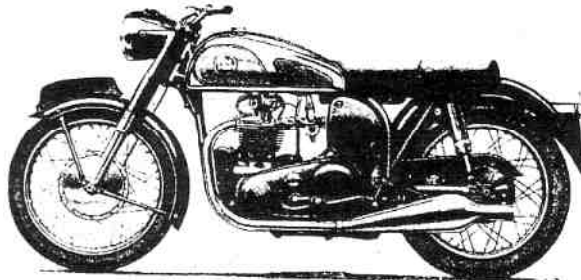
Bore and stroke measurements of the new Model 50 are 71 × 88mm. In common with all present-day Norton engines, a light-alloy cylinder head is fitted. Compression ratio is 7.3 to 1 and a flat-top, wire-wound piston is employed. The built-up crankshaft is supported on each side by a roller bearing plus, on the driving side, a ball-bearing.

At the big end of the forged-steel connecting rod is a double-row roller bearing. Valve operation is by means of twin cams driven by the crankshaft piston and actuating light-alloy pushrods.

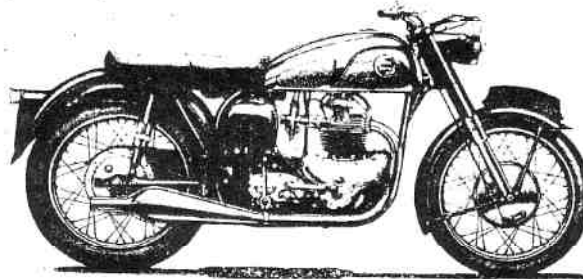
The Model 50 frame is of the celebrated Norton cradle pattern of brazed



New single-cylinder three-fifty overhead-valve machine—the Model 50



Renowned throughout the world for its steering and road-holding—the 497 c.c. Model 88



Scintillating new 597 c.c. vertical twin with duplex frame—the Model 99

tube-and-lug construction, and incorporating pivoted-fork rear springing as employed for the other single-cylinder machines in the range.

Several modifications are applicable to all the single-cylinder models. On the left side of the rear sub-frame a pressed-steel box, styled to blend in with the lines of the frame, houses the tools, battery and voltage-control unit. A matching oil tank with a capacity of four pints is

located on the other side of the machine;

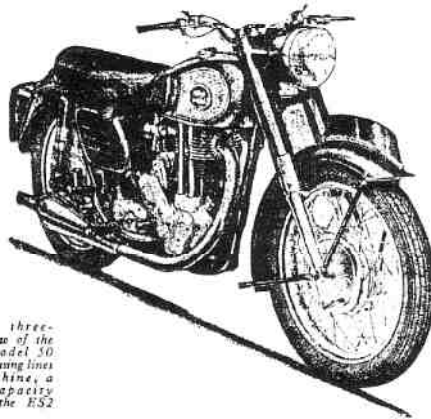
the oil pipes employ rubber connections.

Other notable changes include a 3½-gallon fuel tank which is deeper and more bulbous than that previously used, and a new flat-top dual-seat. The rear mudguard is valanced to increased depth, and its stays also serve as twin lifting handles. A new front mudguard of deep C section is fitted.

As in the case of the twin-cylinder



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



This front three-quarter view of the 348 c.c. Model 50 shows the pleasing lines of the machine, a smaller capacity version of the ES2

mounts, the front fork employs modified coil springs, the full-width hubs incorporate polished shoe plates and end-covers, and the speedometer is incorporated in the headlamp along with the lighting switch and ammeter.

A new handlebar bend sweeps rather more upward and rearward than its predecessor and, in conjunction with the new dual-seat, is claimed to afford an improved riding position. The prop-stand has been moved rearward to a point beneath the crankcase, where it is firmly attached to the frame cradle member. In that position the prop-stand gives improved support for the machine and is less conspicuous when not in use; a welded-on foot facilitates operation of the stand. Tyre size is 3.25x19in front and rear.

Modifications to the 490 c.c. (79x100 mm) ES2 engine have resulted in an increase in power output. Compression ratio is raised from 6.8 to 7 to 1. Improved breathing is achieved by a new exhaust pipe and a redesigned exhaust cam. Exhaust-pipe diameter is increased from 1 1/2in to 1 3/4in and the sweep of the pipe is modified slightly. Both the heat dissipation and the appearance of the engine are improved by deeper fins on the cast-iron cylinder barrel.

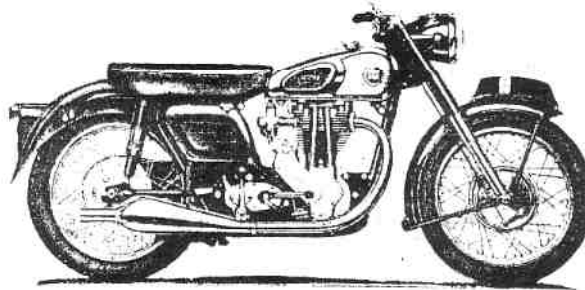
The new 1 1/2in-diameter exhaust pipe and a redesigned exhaust cam are also utilized on the 596 c.c. 19S, but the compression ratio remains at 6.4 to 1 in order to maintain good low-speed torque characteristics for sidecar work. A pancake-type air filter for mounting directly on the carburettor air intake is available at extra cost for all three single-cylinder machines.

On all models the ends of the pivoted rear fork feature a forged-steel lug to support the wheel spindle; formerly the fork-ends were trapped and slotted. Screw-type adjusters for the rear chain are provided. To obtain a more gentle sweep of the speedometer cable, the

speedometer-drive gear box is mounted so that the cable runs from below the level of the wheel spindle. The rear-suspension shock-absorber units fitted to all models embody external cam-type adjustment for static load. Amal Monobloc carburettors and Norton four-speed gear boxes are specified. On the single-cylinder machines lighting and ignition current is supplied by a Lucas Magdyno; the twins are equipped with separate dynamo and magnetos disposed at the front and rear of the crankcase respectively.

Finish is black stoved enamel for the singles and polychromatic grey for the twins. Chromium-plated wheel rims and tank panels are standard; plastic motifs in black, red and silver are attached to the fuel tank.

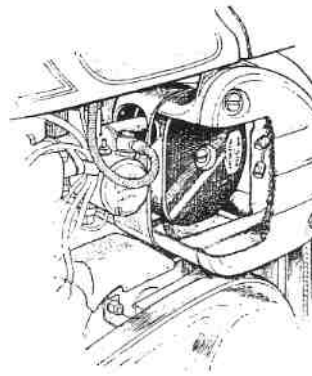
Also in the Norton range are the famous three-fifty and five-hundred Manx models powered by the renowned double-overhead-camshaft racing engines. Certain items of the 1956 specifications for these models have yet to be finalized and further details will be available at a later date.



The makers are Norton Motors, Ltd., Bracebridge Street, Birmingham, 6. Prices (in which total price includes purchase tax, payable only in Great Britain) are as follows:—

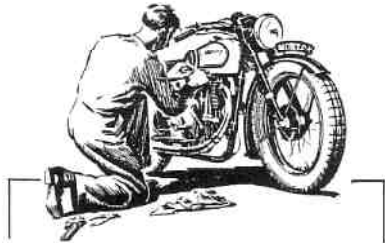
	Basic Price	Total Price
	£ s d	£ s d
50, 348 c.c. o.h.v.	172 0	206 8
ES2, 490 c.c. o.h.v.	177 0	212 4
19S, 596 c.c. o.h.v.	185 0	222 0
88, 497 c.c. o.h.v. twin	210 0	252 0
99, 597 c.c. o.h.v. twin	216 0	259 4

On the Models 88 and 99 provision is made for a flexible rubber hose from the air intake to pass through a pressing to a concealed air filter (which is available as an optional extra)



Modifications to the ES2 have resulted in increased power output. The compression ratio has been raised from 6.8 to 7 to 1

NORTONNORTONNORTONNORTONNORTONNORTONNORT



TECH TIPS

OIL TANK WOES

I thought I knew just about everything to watch for on the Commando, but recently discovered something new (the hard way). Most of Nortons' oil leaks are harmless though frustrating, but if there is a persistent leak from the back of the oil tank (input and output hoses) and tightening hose clamps doesn't cure it, the problem may be the tank itself. My Commando leaked like this for nearly a year, then on the March ride the tank split at the bottom mount capstand, dumped its load and seized the left piston. What happens is if you spill oil during filling, this gets onto the rubber grommet causing it to harden. The engine vibration does the rest.

Dave Crader

SERVICE RELEASE N3/51

motorcyc

90
May 1972

NATURE OF RELEASE: Cylinder Head Steady - Recommended Assembly Sequence

MODELS AFFECTED: Commando (All Models)

DISTRIBUTION: Worldwide (General Distribution)

EXPLANATION: It has been established that residual engine vibration can be minimised, particularly at low engine R.P.M. by taking particular care in the method of assembly of the head steady to the cylinder head, and to the frame engine steady rubber mountings.

ACTION: Place the machine on the centre stand. Remove the fuel tank. Remove the cylinder head steady. If not already fitted, fit the box section head steady 064179 (see Service Release N3/58) utilising a flat steel tank washer 014999 (1.25 in. (31.75mm) O.D.X. .328in (8.35mm) bore x .02in. (2.031mm) thick) under the head and spring washer of each of the two outer engine steady to head socket screws.

The flat washers locate the head steady in its most forward slot location. Assemble finger tight only.

Offer up and assemble the two engine steady side plates and studs, washers and nuts onto the frame engine steady rubber mountings. Some pre-loading may be necessary due to the new forward location of the head steady. Tighten up the two lower side plate stud nuts. Tighten all the remaining screws and nuts progressively and in sequence, which will then pre-load the engine steady rubber mountings, with those nuts being tightened last.

Important Note:

For optimum engine vibration insulation, it is recommended that the stipulated 0.010in. (0.25mm) Isolastic mounting clearance is set to provide 0.005in. (0.12mm) per side when at rest, without any side load pressure being applied

The above procedure will ensure that the engine will be provided with the correct support under riding conditions.



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

May 1973

NATURE OF RELEASE: Recommended assembly sequence - exhaust system

MODELS AFFECTED: 1973 850 c.c. Commando

DISTRIBUTION: Worldwide (General Distribution)

EXPLANATION: Below is an extract of publication NV1300 "Fitting Exhaust System - Assembly Sequence" which is now included with the instructional literature in each new motorcycle case.

In order to eliminate possible stresses introduced into the exhaust system during assembly and fitting, follow the procedure outlined below:-

- ACTION:
1. Fit L.H. exhaust pipe complete with lockring, sealing and tab washers. Run up lockring but do not tighten at this stage.
 2. Fit L.H. muffler to exhaust pipe, align the mounting pommels and assemble loosely to the L.H. muffler bracket mounting rubbers.
 3. Fit R.H. exhaust pipe complete with lockring sealing and tab washers. Run up lockring but do not tighten.
 4. Fit R.H. muffler to exhaust pipe, align the mounting pommels and assemble loosely to the R.H. muffler bracket mounting rubbers.
 5. Slide both connector sleeves to the centre of the cross tube. Place cross tube in position and slide both connector sleeves outwards to engage with the exhaust pipe stubs.
 6. Slacken off all footpeg support and muffler bracket bolts in the left and right hand aluminium support plate castings - to allow the brackets to swivel and adjust to the exhaust pipe/muffler alignment.
 7. Tighten up the total exhaust system, commencing at the cylinder head lockrings and cross tube connector sleeves. Do not forget to bend up the lockring tab washers.
 8. Finally retighten the muffler bracket/support plate bolts.

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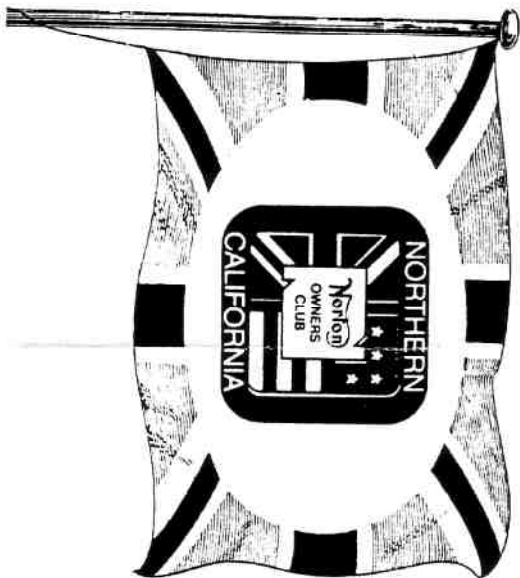
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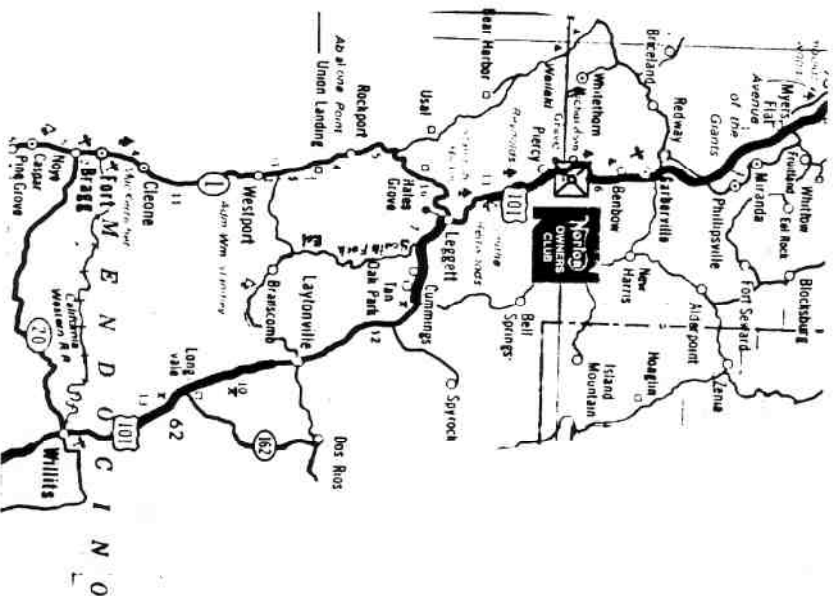
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NORTHERN CALIFORNIA BRANCH

THE NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB will be hosting the AVENUE OF THE GIANTS RALLY on SEPT 12-14, 1986. This will be the sixth annual event for our branch and will be at French's Camp on the Eel River in Humboldt County California.

RALLY FEE OF \$20 PER PERSON INCLUDES:

Two nights camping in this private campground completely retained by the NOC. There are around 25 campsites, shower and restroom facilities (two showers each side) and at least three deep swimming holes on the Eel River. We are planning a steak dinner Saturday night and breakfast Sunday morning.

For accompanying wives, husbands, boyfriends, girlfriends and children not riding a Norton (or any other make) the fee is \$12.

EVENTS: Group ride along 33 miles of the Avenue of the Giants redwoods on Saturday, Field Events, awards presentation and door prizes.

WITHIN THE AREA there are many tourist attractions. The Skunk Train goes from Willits to Fort Bragg (\$30 round trip), Mystery Hill, and the drive through tree as well as the store in the tree are all close by

NO REFUNDS FOR NO SHOWS OR REDUCTIONS FOR PEOPLE STAYING ONLY ONE NIGHT CAN BE ACCEPTED, PLEASE.

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