



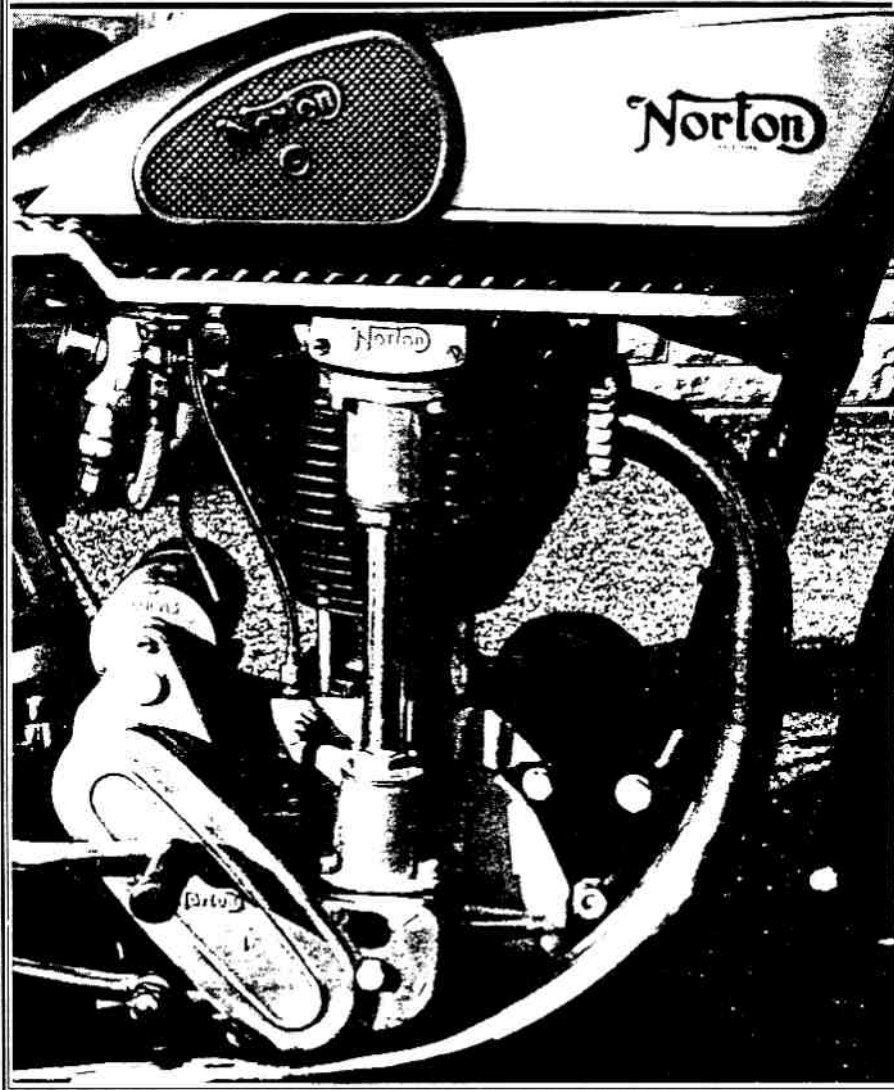
Norton Notice

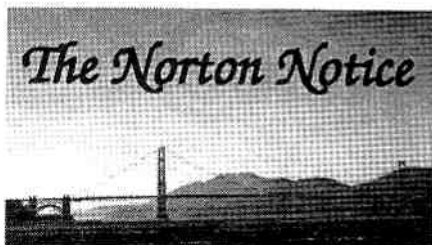


The Newsletter of the
Northern California Norton Owners Club

No. 217

July, 1996





is published by the Northern California Norton Owners Club. Its purpose is to inform and entertain members about all aspects of Norton motorcycles, including history, technical advice, and preservation of the marque. The *Norton Notice* is a reflection of its readers, who are encouraged to submit any article, technical tip, or photograph (original or otherwise) in good taste for other Norton enthusiasts to enjoy.

The deadline for submitting items for publication is the 20th of each month. The *Norton Notice* welcomes contributions submitted electronically, preferably in MS Word, MS Works, Word Perfect, or Rich Text Format. The *Notice* is produced using Aldus PageMaker 5.0.

Membership in the Northern California Norton Owners Club is available for \$20 per year. Membership dues are payable to the Branch Secretary/Treasurer. Renewal dues are payable at the end of the individual's membership year, in the month designated by the last number of the individual's membership number as listed on the mailing label of the *Norton Notice* and on the membership card.

Send change-of-address information to the Branch Secretary/Treasurer, not the *Norton Notice* Editor.

The Northern California Norton Owners Club is affiliated with the Norton Owners Club of England and the International Norton Owners Association. Interested persons can join these organizations per the terms outlined on the Branch membership application form.

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About this issue . . .

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Words to live by. . . *The objective of the Northern California Norton Owners Club is to promote, encourage and develop motorcycling activities. The Club's members are owners of Norton motorcycles and often submit technical tips pertaining to Norton motorcycles for publication in the Norton Notice. Technical tips 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 its members for any problems resulting from use of these technical tips. The Club assumes no responsibility for the acts or omissions of its members in connection with Club activities. Norton Notice articles 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. Club activities and membership are subject to standards established in the Club by-laws. Advertising published does not imply endorsement of products, goods or services. Now you know.*

Upcoming Events

Rides are on Sundays, unless otherwise noted. All rides kickstart at **9 a.m. sharp**. Be gassed-up, fed, and ready to roll! Call Jim Carton for details about any ride.

Note: The Club is still trying to schedule the Fred Twigg Ride. Details will be published as soon as they are available.

July

13 **AHRMA Vintage Trial, Donner Ski Ranch**

14 **Vintage Hill Climb, Donner Pass**

Call (916) 967-0262 for information about either event

18-21 **(Thursday - Sunday)**
INOA Rally,* Quincy, CA

20-21 **(Saturday - Sunday)**
European Vintage Show and Swap Meet, Carson City, NV
AHRMA NorCal Vintage Motocross on Sunday. Write to P.O. Box 2098, Minden, NV 89423 for information.

28 **Norton/BSA Club British Singles/ Pre-Commando Twins Ride**
Velocette Owners Club also invited. Let's get older bikes on the road; no Commandos! Meet at 9:30 a.m. at the Lighthouse café on Bridgeway in Sausalito. Call Stevan Thomas at (415) 923-1662 for more info.

August

8 - 11 **(Thursday - Sunday)**
Dardanelle ride (unofficial)

23 - 25 **California BSA Rally, Cambria**
Call (408) 246-4536 for information

25 **AHRMA NorCal Motocross, Laguna Seca**
Call (408) 476-3663 for information

September

15 **Old Timers' ride***
It's tradition to ride your favorite "old timer" to this one, which is also the Club's annual picnic.

22 **AHRMA NorCal Motocross, Fernley, NV**
Call (408) 476-3663 for information

October

13 **Mt. Hamilton ride***

November

17 **After the Danmeier ride***

December

TBD **Holiday party and Annual General Meeting, location TBD**

* Points awarded for participation:

Nortons	6
Other British makes	4
Non-British makes	2
Other	1

Sign up with the Ride Marshall to get your points! *If we can't read your scrawl, you only get 1 point.*

Maya's Minutes

by Maya Lai, President

Well, I missed the last meeting due to being out-of-state. I hear that there were a few disagreements. I would like to voice my thoughts and what I project will be in the future.

It was said that there was to be no more smoking at Norton Club meetings. Well. . . though I hate cigarette smoke because I'm allergic to it, my suggestion for the meetings is as follows: If we are in a very closed area with limited air space, it would be greatly appreciated if the smokers would please at least stay near a vented area, like a window or near a door. This way, the smoke will escape. I'm sorry for any inconvenience this may cause.

I missed the ride last month, but I trust that it was a great one. I did, however, go on a dual sport ride in which there were quite a few shaky BSAs. It was a great ride! It would be nice to get some of you Norton owners out there on those unpaved roads. I will say that taking a Norton might not be the best idea. Anything would do that would climb the hills. Think about it, I'll throw it around at a meeting.

Way back when, I managed to snivel a 486 PC for the Club. The asking price is \$400, in installments. This PC is being used for secretarial duties. We have an Apple that is supposed to be for the Editor of the newsletter, but it seems that it has never been more than barely adequate. I think the Norton Club is going to have to go the route of the PC in order to keep track of people and things. I'm going to bring up a vote to purchase this PC. The installments will be \$50 to \$100 a month, depending on how the kitty is doing. It already has all the software one could ever need for the Club.

I guess I will be seeing you at the Rally!



Upon the Avons

by Stevan Thomas, Norton Notice Editor

I read *City Bike* after the last *Notice* went out and was amused to find that Maynard Hershon had also written a column on what it means to be a motorcyclist. He ventured into the subject of "real motorcyclist" vs. "poseurs", and if you missed it, look it up at a friend's house. I'm happy to point out there are few, if any, poseurs in the NCNOC, so give yourself a pat on the back and come to the Rally!

The more I hear about it, the more the Rally seems like a "must do" event. It will only happen once, so it's not like you can go next year, and friends tell me that part of the Sierras is really just as great as the rest of the range. For those of you who think it's too far to go, the Northern New England Chapter's Jeff Santere should be here and may well qualify as the rider who came from farthest away. The Fred Twigg Ride is still just a maybe for this year, and the Rally is probably the one event that can upstage that ride, so just do it! You'll be glad you did.

I found my old *Notices* (starting with May 1980, Vol. 3, Issue 5) and started going through them. Two things stood out. The Club used to have a vision of the members going all out to help non-Norton-owning members find bikes. There was a Full Membership, which included membership in the U.K. Club (with access to the Club Spares

Scheme), Associate Membership, which is what our current Membership is, and Social Membership, which allowed one to get the *Notice* but not vote as a full member. Back then, the Club was about being a Norton owner and riding your beast.

The second thing I noticed was that it seemed rancor appeared during 1992 over the issue of organizing the Club with a proper set of by-laws (see Letters, Issue 174). Issue 177 was partially devoted to the December, 1992 "Meeting From Hell" at Tonto's, which prompted several changes to the newsletter and beaucoup letters to the Editor for the next several months.

We seem to be going through the same stuff, which is why there will be motions proposed at the August meeting to allow the election of Officers by mail ballot, and to allow changes to the by-Laws to be voted by mail ballot. The By-Laws Committee has proposed these changes so that members who care about the Club but can't make it to weeknight meetings can have a vote in important Club matters. Be sure to make it to the August and September meetings so you can vote on this.

Surveys are coming in nicely, but quite a few of you haven't sent them in yet. The survey really is pretty

(continued)

Ride Report

by Alan Goldwater

The cold fog on Skyline and comments from previous rides led me to choose the faster roads of the coast route for this year's Santa Cruz ride (June 16). By the time we reached Pescadero, it got quite a bit warmer, and the road was dry.

On Cloverdale Road, the pace picked up considerably, and it stayed very brisk except for a stop to fix Tarmo's oil leak. By the time we reached the end of Swanton Road, the sun appeared and there was an all-out drag race up Bonnie Doon, then we went a bit more sanely down Alba and up Bear Creek.

All told, seven riders arrived at Rally Central in Santa Cruz to share the Newcastle and pizza, along with trophy sanding. Thanks to everyone's help, we now have 28 black walnut plaques ready for awards.

Here are the point awards. Everyone gets a two-point bonus for helping with the trophies. Lou Caputo gets two more points for bringing (and using) his sander.

Nortons (8 points)

Alan Goldwater
Tarmo Jaagus
Steve Marsh
Bruce McGregor

Non-British makes (4 points)

Lou Caputo (6 points)
Tom Dabel
Brad Green

(continued from page 5)

easy to fill out. Most of the answers can be circled, and there is also room for comments. To those members who have sent surveys in, I say: Thank you for caring about the Club.

I hope you will enjoy the new feature "Rider's Tech Column". "Riders" are *you*, so we (the Club) need *you* to submit a Norton problem and/or solution to your fellow Nortonheads. This will help not just the NCNOC, but all Norton owners in the known universe! Don't be selfish. Send something in.

And letters. Send in a letter. The membership would love to hear from you, if you have something to say.

Last, I haven't yet had a *Notice*-full of material by anywhere near the deadline. This helps make the *Notice* late, and makes it a tremendous strain to turn out a quality newsletter. If you want it on time, send something in and participate. It's your newsletter.

ERRATUM

We listed Raber's' hours incorrectly in the advertising section of the last Norton Notice. Raber's is open Tuesday through Friday from 9 a.m. to 6 p.m., and Saturdays from 8 a.m. to 5 p.m. The store's ad now reflects the correct hours.

Commando Column

by Jim Carton

■ Tech Tips

I'm hoping our efforts in the *Norton Notice* (referring to technical articles) will encourage many of you mechanical types out there to contribute: write whole articles, tips or tidbits for our upcoming tech session column to further enhance the ownership of our machines. Sometimes ideas take a while to gel in other people's minds, and other pieces of the puzzle eventually come together. Unfortunately, most of us Norton Cowboys out there, *i.e.*, rugged individual types, non-conformists, egotistical types, etc., etc., forget that we all band together for the common good: the reliable Norton. So write in, please, and if some information gets repeated, that's OK.

Well, since, as usual, I'm up against the deadline (the real reason the Norton Notice has been late in the past), I'll skip the feature-length article and talk about tech tips that I've come to know and love. Mark III owners, take note.

I've seen a few bikes now with carelessly-installed negative rings connected to the oil tank side of the battery, rubbing against the wiring harness that runs along the inside of the oil tank, wearing holes in the insulation, and shorting out. Reposition the terminals and tape your harness up.

More rub spots: Mark III (seam-

less type) gas tanks are getting shiny metal rub spots dead center under the tank on the backbone tube, because the foam in the rear has compacted, and probably also shifted to the rear in many cases. This problem is serious for obvious reasons, and could really kill your gas mileage. Re-shim the rear of the tank with new foam, or use high-density foam strips (per Robert "Flatbed" Newman's 1993 *Norton Notice* article) sold for camper top installations. Double check your fit and clearance with a piece of modeling clay after the tank is cinched down.

I hate to flog a dead horse, but I'm still finding bikes that haven't had the roller lay-shaft bearing done yet. If it goes, it's a thousand dollars down the drain. Have it checked out.

A couple months ago, the bottom mounting lug on Greg Lacey's oil tank gave and he re-oiled his chain, rear wheel, swingarm, and tire in about 30 seconds. Luckily, he had just pulled over, unaware when it happened (instead of going into a turn at 60 miles an hour, or trying to stop). I was going to impress everyone and fix it alongside the road, but Newman wouldn't let me, so Greg got trucked home. The fix (thanks, again, to Robert Newman) is to cut the lug off, weld or braze

(continued)

the crack shut (fill the bolt hole, if necessary), and stick yet another piece of high-density foam under the tank and renew it every year, if you need to. I tried brazing the one on my bike once or twice, and it continued to leak, so I used the AMA-approved method and cut it off.

An idea I utilized from the tech digest (and a good one, at that) is that someday, just maybe, your ignition switch or kill switch will finally get tired of vibrating (under 3,000 rpm, of course) and will vibrate OPEN—as in, no power to your ignition—and your bike will stop. Run a *fused* white wire up from the negative side of your battery, up under the tank, adjacent to the white/yellow Mark III or pre-Mark III white/blue, with a female .250 spade connector crimped on the end of it. Now, if either or both of your switches vibrate open, all you have to do is unplug the power wire from your harness and plug in the jumper (without even lifting off your tank) to the white Boyer power wire. And believe me, this failure always occurs at night, in the rain, when it's 110 degrees outside, or when you're in a hurry or generally aren't in the mood to troubleshoot your whole electrical system alongside the road.

Another true story—I've done all of the above over the years. I'll see you all at the Rally!

Alan's Wrench

by Alan Goldwater

It's almost Rally time, and though most of the work and planning is done (thanks to the Rally Committee), we still need your help at the Rally itself.

The first thing for you to do is plan on going! This is a rare opportunity to ride and celebrate with scores of other Norton owners from all over the continent. As the host club, we can all share in making this an event to be proud of. Here's a list of different ways you can do this:

- **Registration** will be open starting at noon on Thursday. Jerry Jolliff is in charge and could use some more volunteers to help out.
- For **Friday's dinner**, we'll need three or four volunteers to help in the kitchen.
- We will also need help in the **Rally Headquarters booth** throughout the weekend.
- **Road Rescue**: we need at least one person with a truck or van available each day. If we get eight volunteers, we can do four-hour shifts. You will be reimbursed for any gas you use.

You can volunteer for any of these functions at the Rally. Better yet, let me know in advance which job and day you'd like, so I can keep track. Each volunteer will get a Rally souvenir and the satisfaction of making it happen.

At the end of this column, you'll find the schedule and a map to the Rally. There will probably be several groups riding up at various times, but I don't have those details. Check with Jim Carton for schedules.

Here are a few notes on the Quincy area. The Rally site is at 3,000 feet elevation, so expect hot, clear days, and cool nights. There are good camping facilities at the site. Fires are allowed in barbecue kettles or other metal containers, but not on the ground. Pets are allowed, if you clean up after them. Typical daytime temperatures are in the 80s, nights are from 55° to 65°. No rain is expected! Bring a bathing suit, since we have access to the nearby Plumas County swimming pool.

Our rides will take us as high as 8,000 feet, but stock jets should be OK unless you're a stickler. Altogether, we have six rides planned, plus the Poker Run. These are self-guided rides, although we hope to have some of our volunteers lead small groups.

Here's the almost-final schedule of events:

■ Thursday, July 18

12 noon - 9 p.m.	Registration
1 p.m.	Go for ride on great roads
4 p.m.	Party begins
8 p.m.	"Nor-Tones" jam session. Bring your axe (instrument).

■ Friday, July 19

8 a.m. - 8 p.m.	Registration
10 a.m.	Wake up! Go for ride on great roads.
3 p.m.	Tech sessions
4 p.m.	Race practice begins
5 p.m.	All-you-can-eat spaghetti feed (included with registration)
7 p.m.	AHRMA vintage flat-track racing
9 p.m.	Norton party time

■ Saturday, July 20

8 a.m. - 5 p.m.	Registration
10 a.m. - 2 p.m.	Concours
12 noon	NCNOC group photo
1 p.m.	INOA chapters meeting
2 p.m. - 5 p.m.	Field events
4 p.m. - 6 p.m.	Poker Run drawing
5 p.m. - 7 p.m.	Steak dinner (included with registration)
8 p.m.	Awards presentation

■ Sunday, July 21

7 a.m. - 10 a.m.	Pancake or egg/sausage breakfast, \$4 per person Leave, or go for ride on great roads!
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For those of you not wishing to camp at the Rally, here's a list of Quincy motels. All of them charge about the same: \$50 for one bed, \$55 for two, including tax.

• **Gold Pan Motel**

(916) 283-3686 or (800) 804-6541
200 Crescent
Big, well equipped, near downtown restaurants

• **Ranchito Motel**

(916) 283-2265
2020 East Main Street
Rustic but clean, near the Rally site

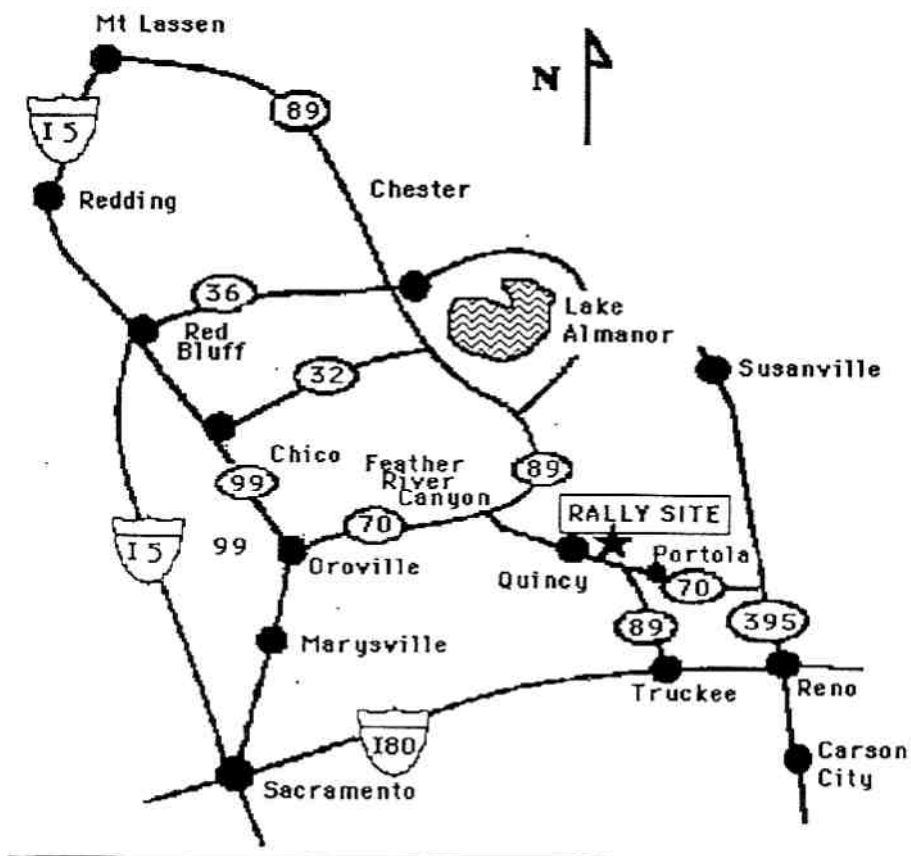
• **Lariat Lodge**

(916) 283-1000 or (800) 999-7199
2370 East Main
East of town, near the Rally site

• **Spanish Creek Motel**

(916) 283-1200
233 Crescent
Modern, deluxe, free HBO. One mile from Rally in downtown Quincy.

Here's how to get to the Rally:



Rally "Prep" Talk

by Jim Carton

If you have not ridden your Norton in the Sierras, you really do not know what the real purpose of your motorcycle is. Feature this: sweepers that seem to go on forever; no stop signs or lights for hours; air so pure, clean, and sweet-scented you never want to go home again; vistas you only dream about, or see on TV or in postcards; roads that are no longer roads but a meditation, clearing your mind of all extraneous thoughts, leaving you feeling centered and focused once more. An unparalleled experience for the brave few who venture out of the safety of their urban cocoons on their Nortons. Screw the boss, ditto the "commitments," the wife, the kids, the (fill in the blank); you name it, we can all come up with hundreds of excuses (I got mine) not to venture out of our neighborhoods on our 20-year-old Nortons.

What's the worst thing that could happen? The bike only has to hold together for four days. Take a chance—go forth and see the world, and the 1996 rally in Quincy, and our mini-Dardanelle rally in August, on the best machine ever invented to do the job: the Norton. Call your friends, find out who's taking a truck, throw your camping gear into it, or book a motel and ride up in a group, and *live*, my friend. Take a chance—it's your soul. And, don't forget, there's only about maybe 20 years of this left for a lot of us Nortoneers.

I bought my second Mark III from a guy who was 69 years old and felt his reflexes might not be up to the job of piloting a Norton. My oldest customer is 75 years old, and planning to retire his BMW this year for the same reason. So,

you take the whole 65-million-year history of the world, and in our tiny slice of it, in our time, we, maybe 10,000 of us in the whole world, get the Commando Experience. How many peak experiences does one human deserve in a lifetime? I don't know. Let's face it, for the money, you can't beat it, and we are living in the right state, right? There must be a reason for all of this. Go to the Rally.

Riders Tech Session

Q. What causes my 1972 Commando to "chuff" into the carbs occasionally? When I'm at idle, this causes a stall. I have a Boyer ignition and re-sleeved carbs set a little rich. Also, when I check the timing with a strobe (at over 3,000 RPM), it's steady for awhile and then seems to momentarily blip one way or the other. Is this normal for a Boyer? Is this acceptable?

—Conn. Rod

Q. A Northern California dealer told me that an inherent problem with Boyer ignitions is that the plastic coil pick-up plate warps due to thermal expansion as the motor reaches operating temperature, and that this changes the timing. It seems all that would change is the gap between the pick-up and the magnet. Does anyone have any experience with this? Is the solution simply rechecking the timing when the motor is hot? The dealer also said that the Lucas Rita system is being used (under another name) by Chrysler and other major auto manufacturers. Is the Rita really a better system or just a more expensive alternative?

—Sparka Dvanced

In Search of the Perfect Norton

by Robert Newman

■ Ergonomics

There is no good reason for a motorcyclist to experience major fatigue and lower back strain after a full day of riding. There are, however, some dumb reasons why this occurs. Chief among these is the need of marketing departments to include room for a second passenger, to help riders of the time cope with an outbreak of loneliness. Another reason is poor seat design.

Believe it or not, English motorcycle makers could distinguish between one- and two-person bikes. They proved it by selling police bikes and "specials". Until now, I've been spared the sight of two cops on one police bike. Ordinary citizens riding two-up are common, though. Do motorcycle marketing people believe that motorcyclists lack friends with enough gumption to get their own bikes? Possibly, which may explain the specials. Most of the English companies made one-person versions of their most popular models, intended for "serious motorcyclists". A few specials include the BSA A-65 Lightning Clubman, the Triumph T-120 Thruxton, the AJS Model 31 CSR, and the Norton Production Racer.

Ergonomics are mainly what make "specials" special. Most of them have solo racing seats, low bars or clip-ons, and rear-set foot

controls. The purpose of all this is to enhance performance and handling. Also, weight distribution is improved by shifting some of the rider's weight forward, and lowering the torso greatly relieves wind resistance.

Today, the high price commanded by original specials derives largely from their rarity, but also partly from an intriguing notion that they were conceived with more serious intent than regular motorcycles. This implies that marketing departments did not consider their main market to be serious motorcyclists. It further implies that marketing departments considered their main market dumb enough to accept all manner of short-cuts and shoddy details in the bikes, since no "trained" eyes would see them. This may help you if you're wondering where those companies are today...

It is a bit of a stretch, but I will suggest that most standard models of our familiar English motorcycles were not designed to accommodate a rider. Instead, they were designed for two-headed, four-armed creatures called "two-up riders". These creatures require a different setup. Their rear feet must not tangle with their front feet, so the footpegs must be set forward. They require a longer support structure, called a "dual seat." The bike's rear shocks

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Member Profile

by John Covell

Brian Hill

Age: 38

City: Hayward

Personal: Married, one daughter

NOC member since: 1993

Occupation

Building maintenance for Heritage Investments

How did you become involved with NOC?

"I bought a Norton for \$600 in 1983. A friend of mine owns the store next to the Prince of Wales, and I saw all the Nortons next door."

Club offices held

None

Norton(s) owned

850 Mark III

Other motorcycles

Ducati 250, two 1970 Suzuki TC-90s

What first interested you in the Norton?

"It was \$600 in 1983"

Other hobbies/interests

Restoring older cars. Has a '37 Ford pickup.

Favorite motorcycling road/ride

Highway 70 at Feather River

If you could redesign the Norton, what would you change?

"Better electrics, so I'd feel better riding at night."

Favorite/most embarrassing episode on a Norton

"The one and only time the Norton stranded me: the bolt that holds the lobe on the points broke."



June Meeting Minutes

■ Northern California Norton Owners Club June 13, 1996 meeting, Fremont Brewery, Fremont

The meeting was called to order by Vice President Greg Braithwaite at 8:24 p.m. with 24 members present.

The first matters Greg brought up were items from an Executive Committee meeting that he did not attend. The first was regarding smoking in meeting rooms without adequate ventilation. The attending members of the E.C. felt that if ventilation is inadequate, and members fail to be polite enough to not chain-smoke, it would be better if there were no smoking at those venues. Greg brought this up at an outdoor meeting, while lighting a cigarette, and stated that the E.C. had banned smoking at all meetings. This was not popular with the members present, nor was it in the spirit of what was the E.C. intended, which was an effort to address a lack of courtesy on the part of a small group of members.

The second matter Greg brought up was the recent expulsion of a member, which he had been advised not to discuss for legal reasons. He repeatedly asked the members present how they felt about having a member expelled.

At 8:24 p.m. a motion was made to adjourn the meeting, as a member didn't like the direction things were going. After some discussion, the motion was not carried, it being pointed out that there was Rally business to discuss.

Lou Caputo asked members to volunteer to help in the booths at the

Club Meeting Schedule

The Club meets the second Thursday of each month at 8 p.m.

July 18 - 21 No meeting. See you in Quincy!

Aug. 8 Connecticut Yankee
100 Connecticut St.
San Francisco
(415) 552-4440

Sept. 12 Harry's Hofbrau
399 W. El Camino Real
Mountain View
(415) 964-8455

Oct. 10 Location TBD

Nov. 14 Prince of Wales Pub

Rally, or lead one of the rides, which we are going to try to keep to small groups of ten to twenty.

Alan Goldwater pointed out that we are putting on this Rally for the INOA's 3,000 members (30 chapters), and we want to do a great job. Lou has come up with six great rides, long and short, and noted that everyone should be there to enjoy the roads. There is a vintage diesel train on one ride and a gold mine on another. The possibility of ride points for volunteers was also discussed.

The Friday night racing will be a first for a Norton Rally! Also included are a Friday spaghetti dinner and a Saturday steak dinner. The Rally discussion closed with the comment that the Rally makes money for the I.N.O.A. if we have 300 people attend.

After various complaints about the *Notice* being late, the meeting was adjourned at 8:55 p.m.

Meeting Points Update

OOPS! The list published for the May meeting was incomplete and incorrect. Here is the correct, complete list. Also, the sign up sheet for the June meeting is missing. When it turns up, I'll put it in the Notice.

■ May Meeting

Nortons (6 points)

Ken Armann
 Ron Douglas
 Sergio Galvan
 Brian Hill
 Neil Kelly
 Bruce McGregor
 Stevan Thomas
 Scott Weir

Didn't say (1 point)

Ron Baastians
 Greg Braithwaite
 Harry Bunting
 Tim Coburn
 John Covell
 Jerry Jolliff
 Maya Lai
 Gerald Mauricio
 Ruth Middleton
 George Shoblo
 Sachii Shoblo
 Mike Vetter

Other British makes (4 points)

Frank Holden - BSA

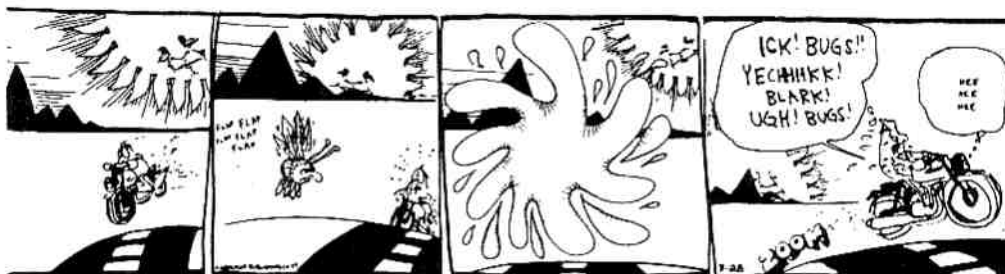
Non-British makes (2 points)

Joe Edwards - BMW
 Brad Green - Buell
 Justin Little - BMW
 Mike Sullivan - R-27 BMW

If you didn't say what you rode, you only get one point. There was one person on a Norton whose name we couldn't read: 0 points, whoever you are!

Other (1 point)

Jim Carton - Alfa Romeo
 Jeff Gruwell - Mustang
 Andy McKerral - 83 Oldsmobile



Classified

ADVERTISEMENTS

■ SERVICE AVAILABLE

Thinking about buying a Commando or other British bike? I can help you determine what the bike needs to become reliable. See me before or after you buy! I also do maintenance and provide instruction. Reasonable rates. **Jim (510) 483-2045 (9/96)**

■ HOT TIP

I know where there are some new knobbies, dirt cheap! If you want anything on this list, call me. All are full-bore knobs, no trials tires. Bridgestone: 120/90 - 19, 110/90 - 19, 100/90 - 19. Dunlop Moto X 3.00 - 21. Dunlop Intermediate 80/100 - 21. IRC 5.10 - 18. Cheng Shin 5.30 - 17. Metzler 4.50 - 17. Dunlop 2.75 - 17. **Stevan Thomas (415) 923-1662**

■ FOR SALE

1955 Norton ES2 500 single. 29,000 miles on the clock, 200 on fresh engine. \$500 paint job. Original British plates and tax disk. Includes books and manuals. Clean machine and solid runner. \$3,500 o.b.o. **Mike (510) 658-9661 days, (415) 872-3336 eves., or fax to (510) 547-2007 (9/96)**

■ FOR SALE

Restored 1963 Atlas Scrambler \$3,800 **Paul (415) 584-3200 (8/96)**

■ FOR SALE OR TRADE

Cleaning the Gruwell garage. Have steel Roadster tanks and Roadster seats, Yamaha mag wheels--dual disc 19" front, single disc 18" rear with cush drive. All you need to

make these work on a Commando are spacers and a 42-tooth rear sprocket. Includes speedo drive and speedo. \$150 for the wheels, or will trade for Norton stuff, tools, music CDs or ??

Jeff Gruwell (510) 432-9999 (8/96)

■ FOR SALE

1984 Pontiac TransAm (sort of like an automotive Interstate). There aren't too many cars I've sold that I would like to have sold to someone I know. This is one of the few. It's a good car to fix up for you or your teenager. Great buy at \$2,200 o.b.o. **Jeff Gruwell (510) 432-9999 (8/96)**

■ FOR SALE OR PARTING OUT

1969 Commando 20M3S - rear frame loop has been cut, no side panels, seat, headlight or front wheel. Looks like it only had 7,100 miles. Engine and primary partially disassembled, have about all except pistons. Amal 930s, instruments, f.g. Roadster/S tank with newer black paint, good front forks, etc. Possible trade for goodies for featherbed Manx Atlas project, like 3 gallon alloy Manx tank and rearsets. **Frank Holden (415) 593-4106 eves, Frank_Holden@qmgates.affymax.com (07/96)**

■ FOR SALE

Amal Mark I 1/2 carburetors. Get rid of your choke cables and still have a choke! Looks like a Mark I, but has Mark II lever choke and large-bore float needle. \$150 ea. **Mostly British (916) 927-2748 (07/96)**

■ FOR SALE

Redline synthetic oil (20W50) at dealer cost. \$6/quart or \$72/case, plus tax and shipping. Protect your Norton with the best oil made!
Alan (408) 475-7505 (07/96)

■ FOR SALE

N.O.S. Dunstall 810cc and 850cc alloy cylinders. N.O.S. Druin supercharger.
Mostly British (916) 927-2748 (07/96)

■ FOR SALE

1970 Production Racer replica. All-new yellow bodywork, lots of fresh powdercoating, belt drive, Brembo master cylinder. Good-looking bike, and a very strong runner. \$6,500
Mostly British (916) 927-2748 (07/96)

(continued from page 12)

must be stronger, and lower gearing may be necessary.

The Clubman riding position is a general improvement over the standard position, especially with Norton Commandos. The Norton Production Racer, however, is proof that anything can be screwed up. The seat is too far back, and it lacks any forward tilt to prevent the rider's pelvis from rocking backward, which strains the lumbar vertebrae. Many people who own these machines almost never ride them.

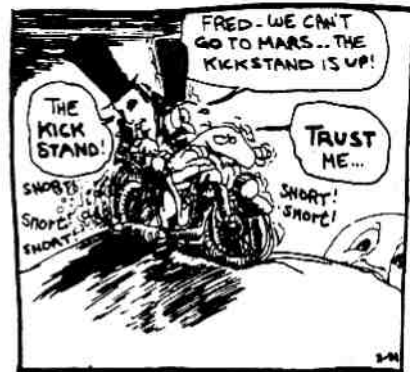
Corbin makes a custom Norton solo seat which, though it is made from excellent materials, inside and out, seems to be made for looks only. It fits Roadsters, continuing the line of the tank in profile. It does

nothing to help support the lower back, though, as the rider's body assumes a forward lean. They call it the "Gunslinger" seat.

Fortunately, it is easy to get a pretty decent replacement seat for a Commando, just by going to the dealer. The current replacement seat beats out the original Norton seat by a wide margin, Mark III seats being a possible exception.

For a treat, get permission from a Vincent owner to sit on his or her bike. You will see that not all English bike companies pandered to the general public.

Summarily, seats which tilt to the rear, or which lack support under the load-bearing area, are bad and should be replaced. Forward footpegs are designed for a two-up riding position, and if you think you're happy with that setup, try a similar bike fitted with rear-sets and go for a ride of at least half an hour. Immediately upon your return, get on your bike and ride around the block; you'll notice at once how goofy it feels.



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