



Norton Notice

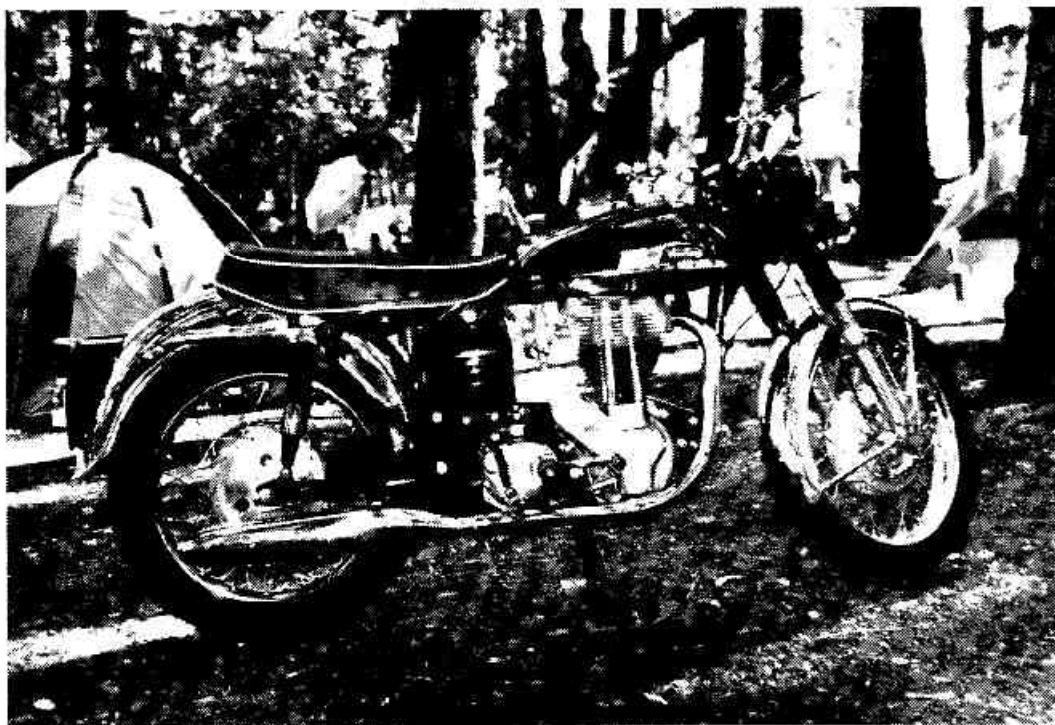


The Newsletter of the
Northern California Norton Owners Club

No. 223

March, 1997

This Month: CARBURETORS



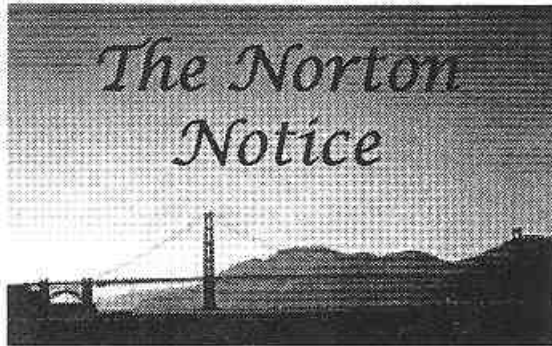
REMEMBER

The 10th Annual Clubman's Show

March 8th

The Day After Ride

March 9th



is published by the Northern California 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.

The **NORTON NOTICE** is a reflection of the readership, who are encouraged to submit an article, technical tip, photograph (original or otherwise) as long as it is in good taste, so that other Norton enthusiasts may enjoy it. (Good taste is somewhat optional, but hey-this is a group of bikers we're talking about here....that's why we have an editor.)

The deadline for items to be submitted for publication is the 20th of each month.. The **NORTON NOTICE** welcomes contributions submitted electronically. Material in any format placed on a 3.5" floppy disc can be read by the editors' clever Macintosh. You may also send articles directly to the editor via modem or fax at 415-595-3368. Set your telecom software to 8/n/1, use X or Z modem file transfer protocol, and just call up the editor most evenings (don't wait until the 20th...there is a long line then). E-mail can be sent using INTERNET to norton2@earthlink.net or norton2@aol.com

Membership in the Northern California Norton Owners Club is available for \$20.00 per year. Membership dues are payable to the Branch Treasurer. See application form on inside cover.

Advertising rates are \$60.00/year for a 1/4 page ad!!

Renewal dues are payable at the end of the individual's membership year, which is designated by the last number listed on the mailing label of the Norton Notice and the membership card.

All changes of address or questions about membership or the Notice, call the President.....not the Notice editor!!

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

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NORTON NOTICE

IMPORTANT (Please note the following fine print) The object of the Northern California Norton Owners Club is to promote, encourage and develop motorcycle 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 members for any problems resulting from the use of these 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 materials express the author's view 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.

Upcoming Events

Club Rides Schedule

MARCH 8th
All British Clubmans Show
 San Jose Fairgrounds

MARCH 9th
All British Clubmans Ride -
 Meet (9-10 AM) at Roadrider
 2897 Monterey Hwy, San Jose
 Alan Goldwater (408) 475-7505

March
 30: Mt Tam Easter Ride -
 Lynne Miller(415) 334-2042

April
 6: Rallye di Milani
 BSAOC and NOC joint event.
 Meet at Milani's Bar, B Street,
 San Rafael
 Ed Meagor (415) 459-9947

May
 9-11: Cambria weekend
 with Southern Cal NOC.

16-18: California BSA Rally
 Visalia, CA. Call Don Danmeier
 at (415)898-0330
 or Barry Smith at (805)273-7005

June
 26-29: Norton Rendezvous
 with NorthWest NOC Lake
 Selmac, Oregon

July
 13: Santa Cruz Ride

August
 15-17: Dardanelles weekend ??

September

7: British Singles/Pre-
 CommandoTwins Ride
 NOC and BSAOC joint event
 Call Stevan Thomas at
 (415)923-1662

14: Old-timers Ride & Picnic

October

12: Mt. Hamilton Ride

November

2: Don Danmeier's Annual 50th
 Birthday/All British Ride
 Call Don at 415-898-0330

*If rides are cancelled due to poor weather
 - plan on the ride taking place the following
 week - same time - same place, call the
 ride coordinator!!!*

Club Meeting Schedule

*The Club meets on the second Thursday of
 each month. The meetings are SUPPOSED to
 start at 8:00 PM. If you get tired of bench
 racing, bring a newspaper to read.*

February 13

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

March 13

Connecticut Yankee
 100 Connecticut Street
 San Francisco
 415-552-4440

April 10 - To be announced

Press Production and Halftones:

John and Carrie Follett:
 White Oak Press, San Carlos, CA

Minutes of the February Meeting

**Harry's Hofbrau
Mountain View, CA
Thursday, February 12, 1997**

Prior to the general membership meeting, the executive committee met. The officers present were: President Alan Goldwater, Vice-President Jeff Gruwell and Secretary-Treasurer Alan Mueller.

The meeting was called to order at 8:00 PM by President Alan Goldwater. There were 12 members present. There were 5 Nortons and 1 Japanese bike in attendance.

There was discussion about the upcoming Clubman's Show on March 8th. The doors will open at 8:00 AM. For those selling goodies and for those showing bikes, the doors will be open at 6:30 AM. Last year there was a problem with long lines. It is hoped that this year, the earlier start will help that problem. Grover, Harry, Alan M., Jeff G. and Alan G will man the Norton booth this year. Everyone should drop by and say hello. Art Sirota and Jeff will bring bike to display at our booth.

The day after ride will happen Sunday, March 9th. We are to meet at around 9:00 AM at Road Rider, 2897 Monterey Highway in San Jose. The store will open early so club members can check out all the neat things for sale there. The ride will leave at 10:00 AM. Alan G. is planning a great ride down through the Hollister area.

There was some discussion about the club computer. Some mysterious things seem to have happened to it over the past few years. Right now Jeff G. has it. Alan Goldwater has taken it upon himself to try to get it up and running.

New club T-shirts were discussed. Several styles were discussed. It was decided to order long sleeved grey with red lettering shirts. We had something quite similar several years ago. It was voted upon to buy these shirts. The club must vote on any purchases over \$250. We are going to order around 25 shirts and hopefully have them for the Clubman Show.

The paraphernalia supplies are getting quite low. We will reorder supplies when the treasury gets more affluent.

The Treasurer reported that there is \$650 in the club account. Renewals have been coming in. All members are asked to use the application on the inside of the back cover when renewing. We need to have forms for all members. Therefore in 12 months we should have all members with updated forms.

There was some discussion about the Notice. Some minor corrections were offered concerning the clutch article. The corrections or suggestions will appear in the next Notice. In the next issue of the Notice there will be an article about carburetors. Amals in particular.

We are looking for a spot in the East Bay to have our April meeting. Grover will look into that.

Art Sirota read an article about a fellow converting a High Rider into a Fastback. Very funny.

The meeting was adjourned by 8:20PM.

Respectfully submitted,

Alan
Alan Mueller, *secretary, treasurer*

Alan's Wrench.... by Alan Goldwater, President

Sunday's ride was a classic Norton run out Mines Road from Livermore. I'm used to coming the other direction, from Mt Hamilton, but the road seems equally great no matter which way you take it. There were 9 bikes altogether, with only one non-Norton. We had a leisurely lunch stop, chatting with a troop of Modesto cops on a motorcycle training ride. Four couples went the distance, and I'd like to extend special thanks to them for helping this ride live up to its name. At Patterson, I turned south away from the group for my usual "back way home" ride over Pacheco Pass. I hope the trip home was as nice for the rest of you. Great friends, great roads, great bikes!

At the Feb. meeting we discussed some details of our participation in the Clubmans show coming up. One place where we could use help is choosing a "Best Norton" for the trophy we are awarding. I will have ballots for this at the club booth, so please come by and make your choice known.

OK, now for the nitty-gritty. The Amal Concentric carburetor was standard equipment on all Nortons from 1967 on. All models were physically similar, with internal details varying to suit the tuning requirements of different engines. When replacing a carburetor these details must be carefully matched to the specific application. Refer to the chart at the end of this article for the details. In addition, your machine may have a

combination which works better than the stock settings, so carefully note the jet sizes, needle clip position, throttle cutaway number, and carb body number stamping when disassembling. Art Sirota points out that the 68 Commando carbs had a separate #25 pilot jet, a tiny brass piece screwed into the carb body, while all the later ones relied on a drilled orifice even though they all have the tapped hole for the jet.

Both 30 mm (type 930) and 32 mm. (type 932) bores were used at times on both the 750 and 850 motors. In addition, two types of spray tubes were fitted over the years. This is the brass tube which projects up into the center of the bore. Later 850's had a notch cut off the inside surface of this tube. A previous Notice article suggested that this part can be replaced, but I have found this to be difficult in most cases as it is hard pressed into the body. It is important to use the correct type for your bike, as the non-notched type can cause a midrange "flat spot" if used on an 850 motor (thanks to Ken Armann for this tip). The main slide needles also came in two basic types, and the carb with the cutaway spray tube should have a needle with four rings around the top, while the 750 needles had only two or three (I forget which). I'm not referring here to the spring clip grooves, but rather the shallower identification grooves at the very top of the needle.

If your bike is running OK, with no plug fouling, overheating or missing,

you don't need to remove your carburetors for spring servicing. All you really need to do is lube the cables and check screws and bolts for tightness. Take a look at the fuel hoses and replace any that look brittle. Pay special attention to the short piece between the float bowls, as it may have been neglected when the outer pieces were last replaced. If it looks bad, remove both banjo bolts and both petcock nuts, and lift the whole hose assembly away in one piece.

While you have the hoses off, it might be a good idea to remove the float bowls. You will need a stubby phillips head driver, and you may need to grind or file a bit of the tip off this to get a good bite on the screws. They are really what is called Pozidrive, and the cross slots don't go as deep as Phillips screws. Clean out the float bowls and inspect the float needles. If they are the plastic type, replace them with new rubber-tipped brass ones.

Replace the float bowl gaskets and check that the new ones don't foul the float assembly. You can cut away a little bit of the gasket just inside of the float pivot pin to prevent this (thanks to Phil Radford for this tip). Before replacing the float bowls, check the size of your main jet and write it down for future reference. Also check the jet holder for tightness. If it comes loose, your bike will run very lean, with missing and overheating likely.

Replace the short hose section with a new piece exactly the same length. This is important, as 1/8" more or less can make it really hard to get the plastic fittings back on and the

bolts in. When reinstalling the upper ends, hold the petcock body with an adjustable wrench as you tighten the hose fittings. Turn on the petcocks and wait a while to check for leaks before starting the motor.

If your bike has been slowly losing its performance edge, you should first check ignition timing and valve adjustment before diving into carb inspection. Typical symptoms from worn carbs are unstable idle, hot running, poor gas mileage, and neutral-throttle miss. If you are still unsatisfied after setting the easy things right, remove both carbs with manifolds from the motor. You will need a 7/32 hex key with about 3/8" removed from the short end to do this. Block the intake ports with rags to prevent entry of foreign objects. Remove the top screws from each carb, and the slide assemblies, still attached to the cables.

The most common problem with Amals is wear, and this isn't easy to judge by eye. Often the slides will show shiny and uneven spots, and still be perfectly serviceable. Much of the wear will be in the carb body, down where the end of the slide would be at cruising throttle, around 1/4 open. If you insert the slide back in the body to this position, you can judge the wear by feel. Move the slide around a bit and you will quickly find any loose spot. If there is more than 20 thou or so (a matchbook cover) side play, it's time for a rebuild.

There are several reputable shops who bore out the bodies and either insert a sleeve or provide an oversize slide with proper fit. New old

stock Amal parts are still available, with slides costing \$24 and bodies around \$75. (You can also buy new Amal MKII concentrics which are being made in Spain I think. Or convert to a single Mikuni for around the same price.) Also replace the slide needles and jets as they wear fast when the slides are loose. The main jets are probably OK. Inspect the throttle cables and replace them if the adjusters are stripped or the ferrules cracked.

I won't go into the details of carb adjustment as this is covered well in the INOA Tech Digest, which you should have if you work on your bike at all. Order this excellent book for \$15 from the INOA Bracebridge St. Depot c/o Jim Evans, 304 May Ave., Glen Ellyn IL 60137.

Here are the stock carb settings for Norton twins using Concentric carbs. All models use a .106 needle jet, except the P11 and 650SS which used .107. Remember that if you have less restrictive exhaust components, especially reverse cones on 74-75 850s, you will want a larger size main jet and/or richer needle. This info is copied from Roy Bacon's book "Norton Twin Restoration".

Year	Model	Jets Type ₁	Needle main	pilot ₂	Slide pos ₃	
67-68	Atlas	930/7-8	220	25	2	2
67-68	650SS	930/?	280	25	3	2
67-68	P11	930/7-8	250	25	3	?
68	Commando	930/26-27	220	25	3	2
69	930/30-31	220			3	2
70	930/46-47	220			3	2
71-72	930/68-69	220			3	2
72	Combat	932/19-20	220		3	1
73	750	930/82-83	220		3	2
73	Combat	932/26-27	230		3	1
73-74	850 (w/reverse cones)	932/29-30	260		31/2	2
73-74	850 (w/black caps)	932/31-32	230		31/2	2 or 3
74	850 (w/interstate pipes? This setup looks too rich to me)	932/35-36	260		31/2	3
74	850	932/33-34	220		31/2	2
75	850	932/33-34	230		31/2	1 or 2

Notes:

¹ Number stampings : 930/7-8 means that left and right 30 mm carbs will be stamped R930/7 and L930/8

² Where fitted; most Commandos omitted this part.

³ Top clip groove is position 1 and is leanest.

Letters to the Editor

Hi Alan (*really Stevan Thomas, Ed*)

Best Norton Notice ever! I mean it, you and all your contributors really outdid yourselves with the January issue. It's very heartwarming for me to see No. 221 (!) on your cover, but it's particularly gratifying that the Notice is so good after all these years. Keep up the good work.

Steve Coburn

Editors note: I have had several notes regarding the photos used in the Notice. There are many photos in the archives which I use, which are not labeled...so...as these photos are published and if you know who, what and where about these photos, please send me the info.

Editor,

I looked in vain through the January Notice to find references to the cover photo and also the one on page 31. Not a major problem though as it's a pretty safe bet that the stylish racer on the cover is the legendary Geof Duke.

However the reason that I'm writing is that the photo on page 31 depicts Denis 'Jenk' Jenkinson and a racing sidecar outfit (the sidecar just visible) - possibly the one that the great Eric Oliver rode to victory in the 1949 World Championship passengered by a courageous Jenks. Last November Jenks, who'd been ill for some time, died of a heart attack in his 75th year. Was this the reason for his picture being included in the last Notice or was it just a coincidence?

After his early motorcycle "continental circus" days Jenkinson switched to motor racing and reported for "Motor Sport" for years, becoming a much-loved person down pit lane. Hi co-drive as navigator to Moss in the

'55 Mille Miglia resulted in an all-time classic win for them in the sports Mercedes.

On a different topic - it was interesting to read Greg Reynold's account of his epic ride from Minnesota to the California rally, but I was not happy to have his group ALL BMW and Harley riders as a "bunch of costumed narcissists" etc. etc.. I would say that many of us have good friends who ride those machines but who are genuine motorcyclists. In fact the majority of Beemers are purchased because they make a lot of sense in this era of, for the most part, unpractical sports bikes, hummungeous tourers, and ridiculous cruiser/custom devices. As an additional though - the posers who do buy motorcycles for status/ego reasons are at least putting (big) money into the industry.

Sam Jowett

Vancouver, B.C. (Jan 24, 1997)

Editor 2/17/97

On Sunday February 16, being unable to go on the Sweetheart Ride because of a family commitment that afternoon, I thought that I would ride up to Alice's and back.

About 1/2 mile from the top of the hill my bike quit. No warning, just one cough and then nothing. Fortunately there was a paved driveway that I was able to pull into. While I was working on my unit there must have been 20 bikes go past me, including 2 Triumphs and gasp!! Two Nortons!!! I can only assume that one of these guys had a cellular phone and that he received a call that his house his house was burning or that his wife (girlfriend) was having a baby.

I was not able to recognize these guys. I do not believe that they are in the club as any other time that I have been on a ride and have encountered a broken down bike, there

have always been a surplus of riders willing to stop and help.

Perhaps at the Clubman's Show these two Norton riders will join the club and by association will be infused by the spirit of camaraderie that the club members have.

By the way, the problem with my bike was a broken low tension wire to my coil. It always pays to carry a bit of wire and some connectors.

Mike Sullivan (1961 Model 50)

Dear Alan,

I'd like to share a few observations re. your clutch article, which I enjoyed. I've been using sae140 in my primary with no slipping sticking or blueing of the steel disks. With proper lubrication, the clutch lever can be pulled with two fingers even with the diaphragm spring in the concave or "strong" position. In this position of course, there is more pressure on the clutch disk pack and so less slip. I use Dri-Slide cable lube as it's the only thing available here. Like all pleasurable experiences, Dri-Slide is addictive and must be re-applied weekly whether you ride every day or not. You can tell when the Dri-Slide is fading by the difficulty in finding neutral at a stop. The increased friction between the cable and its sheath must cause the cable to stretch a bit. Re-adjusting the handelbar lever stops the problem and so does re-lubing the cable.

Dri-Slide is a misnomer - when it dries it doesn't work. One can dribble this stuff down the cable for over a minute before it comes out the bottom. I don't know where it all goes. However, I've had no clutch or cable problems in two years of every day riding in hot, hilly, dusty, rainy conditions, riding 2-up.

Yours,
George Poore

George made it to the ride last Sunday and I can attest to the soft feel of his clutch. This bike is rather unusual, with a Triumph tank and brand X mufflers. There are some trick mods too, like a heated engine breather to help eliminate water condensing in the oil tank. George promises to improve his oil consumption in the near future too. However, I'd like to point out that the maximum pressure is when the clutch spring is exactly flat, not concave.

Dear Alan,

Your recent articles on Boyer ignition were very interesting in that I have been involved with the product since the late 60's. A good friend of mine, Stan Shenton, was manager of Boyers of Bromley, a South London Triumph dealership. Stan was into production machine racing at the time and got together with Ernie Bransden to develop a better ignition system. The MK2 units were fitted to quite a few Dunstall Nortons, but the vibration soon did them in.

The works Nortons used Boyers, also the early version of the Production Racer, then for political reasons changed to the Lucas Rita units. Quite a few races, including the T.T., were lost due to ignition failures, not surprising considering the environment. Also, in the 60's a black box was viewed with deep suspicion by mechanical dinosaurs, things haven't changed much have they?

Kindest Regards,
Brian Slark

Brian was at one time manager of Norton operations for the western US.. He went on to found British Marketing and is now managing restoration operations for the Barber Vintage Motorsports museum in Birmingham AL.

GRUWELL'S GARAGE BY JEFF GRUWELL

COMING TO ACCEPT YOUR DISEASE

Are you obsessed with Norton motorcycles? Is your mind preoccupied with Norton as a result of a Good Hobby Gone Bad, or Getting Better depending on your perspective? If so, you may be suffering from a very rare malady known as Nortonitis.

Here is a list of some of the symptoms commonly associated with Nortonitis:

- * Strongly believe that the Norton Commando is the most beautiful, unique and charismatic two wheeled machine to roll off the assembly line (of course excluding the Hi-Rider)
- * Fondly referring to James Lansdowne Norton as Pa Norton
- * Downshifting and accelerating your Norton to hear the exhaust note while riding through tunnels.
- * Eating beans and rice to cut down on the food bill only to be able to buy more Norton.
- * Hanging a Norton Parking Only sign where you park your Norton.
- * Having Norton parts on display as ornaments in your living quarters.
- * Purchasing anything that has the

Norton logo on it and believing it is a collectors item.

* Compulsively buying spares behind your spouses back.

* Keeping pictures of your favorite Norton in your wallet instead of pictures of your loved ones.

* Longing for a date with the legendary Norton Girl, even if you are happily married.

If you can identify with one or more of these symptoms, you've probably been bitten by the bug and as of now, there is no cure. In case you are wondering why I know so much about Nortonitis, John Yorke diagnosed me as having chronic Nortonitis in 1989. John is a real authority on this subject having worked for Brian Slark at British Marketing as a bonafide Norton mechanic and restoration expert. John Yorke left British Marketing a few years after Brian sold British Marketing to Joe and Doris Chavez to start his own shop Thoroughbred Motorcycles. John has expressed a sincere interest in joining our club and I look forward to welcoming him aboard this month.

JEFF

Norton

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CHANGES

by Mike Gruwell

In 1979, I bought a well run out Combat. Think about that for just a bit. One of the exhaust nuts came loose on the trip home; the sound was scary and I was afraid that I had made a terrible deal. I put my new purchase on its side stand only because the centerstand was in pieces. Well I got out my old milkcrate and some purple rags and went to the task of the cleanup.

I stayed in the garage a long time because I told my wife I was only going to have a look at this bike that was advertised. Think about this for a short bit. **My life changed, my friends changed, the world for me would never be the same.**

We're not speaking Honda here! The Combat was always on my mind; change out the Barnett clutch, take the head to Gorge over at High Performance International (exhaust threads) to find out I had a Super HPI engine! I met Gorge when I had my G15 in 1969 when he was with Orange Co. Cycle as the service manager...but that's another story. I knew a lot about G15s but not much about Commandos. I will never forget the time I trekked out to Brian Slark's British Marketing to get the Bronze clutch and the newly available gusseted center stand.

Continued on the next page.....

I was so proud of the progress I'd made, I thought, God!! a brand new center stand. Anyway, Brian came out to look at my bike. As I was saddling up to head home for Long Beach with my brand new center stand bungeed to the seat. I fired her up and Brian said something like "I think your Isolastics need attention".

I met really neat people who seemed to understand the things I wanted to understand. When I rode my bike people wanted to look and ask questions. I was free like the wind. When I rode canyon and passed these strange people with streamlined Japanese bikes in the curve. (These days I don't think that would be a good idea, that was in the early 80s). I guess I'm just rambling, but I loved everything about my Norton. But the really neat time was when my son Jeff got out of the Navy and was back home again and kept talking about how wonderful Cadillacs and Harley's were. I said "Here Jeff, take the Norton around the block". I had it out in the driveway for its weekly cleanup. I'd never let anyone drive my Norton, not even my son! But it was time - wasn't much I had to say - 1 up...3 down and he was gone. I could hear Jeff and the Norton in the neighborhood. I thought to myself, "Well, he's either gonna love me or hate me or probably both. Jeff doesn't say much about Caddys or Harleys these days. Like I say, things change! Good things happen to the Norton people! Thanks for letting me take this space.

Mike Gruwell - Ride Smart!!

MORE LETTERS.....

Editors note: I received this note from David Bright. He is the acting CEO of the Foothill British Bike Club. They get together on a weekly basis. If you would like more information, contact David at (916) 346-6512.

Gentlemen!

It is widely held that a frog will jump out of a pot of hot water when tossed in, but will linger to the point of death if the temperature is brought up slowly. As a young man, I partially confirmed this to be true. Although, the high sides of my Mom's fine cookware may have had some bearing on my experiments!

So it was with "John". He didn't

realize he had a problem, until one day he discovered that he had no place to park his car! I won't even tell you what he has parked out on the street, but if his insurance man knew, he'd crap in his pants! His dear wife (bless her heart) would say things like, "It's OK you're going down to LA to buy a new Ducati....I'll be fine." We have come to know her behavior to be that of an "enabler".

There's help for people like "John" and "Nancy". The Canyon Carvers Anonymous can help avert such disastrous consequences by providing "John" with somewhere to go on weekends besides his garage (to work on motorcycles) or to (heaven forbid) another bike show or swap meet.

"John" and "Nancy" are in "recovery" now, selling-off some of the

two-wheelers that "John" had some grandiose plans for. The mini-storage businesses are said to actually have some vacancies.

Yes, "John" is content these days to gaze upon the "alloy" of others at our meetings, and to occasionally show the rest of us his tail-light disappearing down some stretch of curvy road. We curb his "quasi-legal" tendencies to "roam" with the promise of more undiscovered roads to burn his side-walls off with. He seldom goes further that the next fork in the road and has, at times, even been known to ride with the rest of us! A truly remarkable "recovery"

"John" seems to have come to terms with the idea that it is impossible to own, restore, upkeep, and drive all the great motorcycles of the world. He realizes that it's the riding that's great, not the collecting. Collect when you're old, "boogered-up", and have a friggin' warehouse!

The FBBC (Foothill British Bike Club) and the CCA (Canyon Carvers Anonymous) provide a vital service to many like "John" who need guidance and temperance in what can become an all-consuming addiction. It can be said that the FBBC and the CCA are benefactors to the world in general, helping free from the hands of people like "John" some wonderful machines in need of more loving and continual use.

You might be like "John". Or you may feel compelled to help people like him in his "recovery". Volunteers are needed. It's important we all realize the urgency of our mission and to spread the word that there is help! There is strength in numbers, and continual support can save garages, marriages, and perhaps the whole world!

I should mention some fringe benefits of regular meeting attendance....First, you would be around if someone like John has a lapse of good

sense and decides to sell his ES-2 "for cheap". Second, you would be around for a good ride. Third, you could pick up information about other rides, events, or "deals". Many of the guys are associated with other clubs. There are a lot of neat things going on in Northern California.

Some of you new guys need to be brought up to speed...we meet to have fun. Just keep your machine "rubber-side-down" and you're almost assured of a good time! If you want to eat or drink coffee and gab, come early. The meeting times are really prime times for what we like to do most - RIDE. You can show up on your "Japper" or your "what-have-you"; we understand that your Brit might be sick or waiting for new parts to make it run better. I try to encourage everyone to ride their Brit bike on the first meeting of the month. That's a request, not a law.

David

<u>MAR</u>	1	SAT	GRS VAL
	9	SUN	COLFAX
	15	SAT	AUBURN
	23	SUN	GRS VAL
	29	SAT	COLFAX
<u>APR</u>	6	SUN	AUBURN
	12	SAT	GRS VAL
	20	SUN	COLFAX
	26	SAT	AUBURN
<u>MAY</u>	4	SUN	GRS VAL
	10	SAT	COLFAX
	18	SUN	AUBURN
	24	SAT	GRS VAL

AUBURN- Auburn Airport Cafe at Auburn airport (off bell Rd)

GRASS VALLEY - Charlie's Cafe at 145 South Auburn ST.

COLFAX - Rosey's Cafe at 520 South Auburn St.

Classified Advertisements

Editors note: We actively encourage non-Club members to post ads to sell Norton motorcycles, Norton parts and Norton-specific services. Ads will also be posted on our new web site, at <http://ru486.hypno.com/~norton>. All ads will run for 3 months. Please notify the editor if your item has been sold. Your ad will automatically be removed after 3 months if I haven't heard differently. Note the expiration date at the end of each ad.

FOR SALE

1975 Mark III Roadster. It's all done, except the electric starter. Phil Radford's exhaust port threads, re-sleeved carbs, Boyer ignition, layshaft roller bearings. Previous owner rebuilt engine and changed the flat cam. Stock metallic red and silver paint on steel tank and side covers. Genuine Dunstall mufflers on new pipes. Spare black steel tank and sidecovers for sale separately. Immaculate, pretty bike (one small dent in tank). \$3,600.

Chris (415)221-7907 (4/97)

FOR SALE

1977 Silver Jubilee Triumph 750 Bonneville. Only a thousand made!! Rebuilt by Munroe Motors. Very clean example that runs well. \$3,500.

Fluff (415)221-7907 (4/97)

FOR SALE

Bultaco Sherpa T. Needs main bearings and seals. \$500.

Stevan Thomas (415)923-1662 (4/97)

FOR SALE

1951 Model 7 Dominator basket case, complete except for front fender. \$1,500. 1970 Commando Interstate, professional restoration 90% complete. \$2,500. 1962 Matchless 600cc G80TCS Typhoon basket case. Carillo rod, Alpha big end, correct aluminum competition tank, correct air cleaner box. \$3,000.

Mostly British (916)920-1648 or (916)927-2748 (4/97)

FOR SALE

Knobbies!! Bridgestone rear tires: 100/90-19, 110/90-19, 120/90-19. List \$70-\$80, only \$50 each. Dunlop fronts: K490 80/100-21, K139 Moto-X 3.00-21. List \$70, only \$50 each. Formula brand (Taiwan) 3.25-19. \$15.

Stevan Thomas (415)923-1662 (4/97)

WANTED

Norton Commando SS pipes. Anything Dunstall. Fairings.

Sergio (415)487-9125 (4/97)

FOR SALE

1975 Mark III Interstate with 27,016 miles on the clock. Dunstall mufflers, non-stock turn signals and the electric starter works! Black steel tank with red Norton lettering. This bike runs well and will be sold soon. \$3,200.

Munroe Motors (415)626-3496, ask for Pat (4/97)

FOR SALE

1973 850 Commando, Black, original sheetmetal, no damage, orig. running gear, new carb kits, all fluids & filters, new fork seals, new battery & wheel bearings, good tires. \$3200 OBO, Louisiana

Darrin Petrie (504)532-8289 (4/97)

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 (4/97)

BUY A BETTER BOYER

Magri Motorcycles has the NEW Boyer Microdigital Electronic Ignition. Better than standard Boyer or Rita systems. Uses microprocessor technology to compensate for cam timing variations associated with timing chains. Fits under stock points cover. Necessary hardware included.

Magri Motorcycles, 1220 Pennsylvania Ave., San Francisco, (415)285-6735 (4/97)

MORE BETTER BOYERS

Great prices on Boyer's new Microdigital Electronic Ignition, Norvil Head-steadys, more!

Mostly British (916)927-2748 (4/97)

SERVICE AVAILABLE

FOR COMMANDOS. Have your bike apart? It's time to ensure your handling is up to snuff for the great riding you'll do later this year. Get Kinetic Analysis to fix your cradle and improve your handling (see NN#220). We machine the two isolastic tube faces on the cradle and the two faces on the front motor mount. \$150 plus shipping.

Ken Augustine (415)472-6661 (4/97)

WANTED

Mark III lower end or complete motor
Marshall Dawson (707)642-94815 (4/97)

FOR SALE

Partial Triton project. Slimline featherbed frame with swinging arm. Straight, all brackets intact, stored indoors. Early Commando fork legs (no triple clamps) and Commando twin leading shoe. \$900 for all.

Steve Krentz (612)474-0898 (4/97)

FOR SALE

Norton Commando 750 cylinder head, used but in good condition, \$50. Shipping costs are extra!

Art (415)324-0567 (6/97)

FOR SALE

'72 Norton Special - custom nickel frame, teal green painted proddy bodywork, stainless highpipes, alloy wheels, alloy oil tank, Engine performance mods to numerous to list. Contact:

Brad (510)537-0253 (6/97)

FOR SALE

1968 BSA Royal Star, disassembled, complete with tank & original tank emblems. All serial numbers mtch, \$500

Ken Johnston (916)934-2538 (4/97)

SERVICE AVAILABLE

Thinking of 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 (4/97)

SERVICE AVAILABLE

We weld aluminum, stainless-steel, cast iron or? Brazing to heliarc, we do it all. Also rust repairs, fabrication and painting. If you want to paint it yourself, rent my spray booth. 9 AM to 5 PM, Clement Street, Alameda

Kim Williams (510)521-5514 (4/97)

HAS EVERYTHING

darwin Motors gas Davida helmets, LewisLeathers, FemGear, boots, goggles and other objects of desire for the retro/classic motorcycle enthusiast. Everything from parts and machine shop service to accesories. SOMA? South Park? Where darwin? Internet Gulch in S.F.! Metered parking is best on either Bryant or Brannan. We are on Rich St., between 3rd & 4th St. 10% discount to club members.

Come visit! (415)284-9514 (4/97)

WANTED

1969-1971 650cc Triumph motor in original condition, preferable still assembled, not something assembled from parts. If you have a whole bike with title, and the price is right, that's OK too!!

Leave message (510)846-2697 (4/97)

FOR SALE

32mm Mark I 1/2 Amals with Mikuni style lever chokes. \$100 each

Mostly British (916)927-2748 (4/97)

Norton

Genuine Norton Parts Means
FAIR SPARES AMERICA, INC.
 Norton Twins Specialists

PHIL RADFORD
 (408) 292-6563
 FAX (408) 292-8514

P.O. BOX 8224
 SAN JOSE, CA
 95155

Send first-class stamp for current lists

- ◆ Full range of stainless parts and fasteners!
- ◆ Norvil production racer parts
- ◆ VISA/MasterCard accepted



*The Peninsula meeting place of
 the Norton Owners Club*

65 beers - 11 drafts
Authentic fish and chips
Bangers
Seven dartboards
Quarter Foosball

*106 E. 25th Avenue
 San Mateo
 (415) 574-9723*

Williams Welding

SHOP AND MOBILE

Brazing to heliarc, we
 weld anything!

Will work with aluminum, stainless
 steel, cast-iron, and more! Also do rust
 repairs, fabrication, and painting.

Or, want to paint it yourself?
 Rent my spray booth.

Open 9 a.m. to 5 p.m. weekdays
 2056 Clement St., Alameda, CA 94501

Kim Williams (510) 521-5514
 Cellular 541-8012 Fax 521-5295



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Period accessories for the
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 Ten percent discount to NOC members.



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since 1972*



Jim Carton

Norton - Triumph - BSA

**Maintenance, repairs, tune-ups,
restorations, and instruction**

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BOB MIKE RICK GEORGE

Large stocks of Amal, Lucas, Dunlop,
Avon, and Renold parts.
If we don't have it, we can get it.
If we can't get it, they don't make it!

Expert repairs: Crank grinding,
cylinder bores, hard seats,
balancing, and more!

**Open 9 a.m. to 6 p.m.
Tuesday - Friday
8 a.m. to 5 p.m. Saturdays**

MUNROE MOTORS, INC.

MOTORCYCLE SALES - SERVICE - PARTS

SINCE 1958

Munroe's three mechanics have been familiar with Nortons for a number of years. We can replace exhaust port threads *with the head on the bike*—we don't know of anyone else who can. The job looks like original factory. Call for shop prices. We also have a good supply of Norton parts.

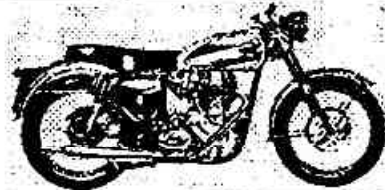
Norton

TRIUMPH

**412 Valencia Street
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(415) 626-3496**

**FOR THE BEST IN
BRITISH BIKE PARTS
& SERVICE**

MAGRI



**MOTORCYCLES
Carburetor & Electrical
Specialists**

(415) 285-6735

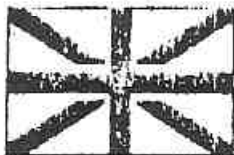
**1220 Pennsylvania
San Francisco, CA 94107**

**** Don't Miss This Great Event ****

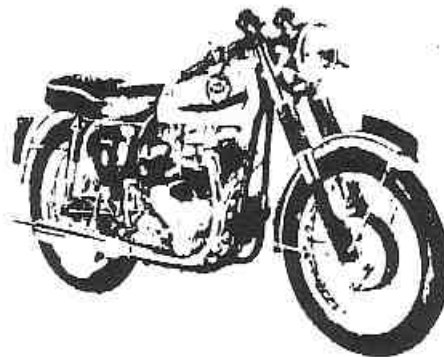
The Tenth Annual Clubman's

ALL-BRITISH MOTORCYCLE SHOW & SWAP MEET

Saturday March 8, 1997



Honoring
BSA Motorcycles



Campbell Pavilion, Santa Clara County Fairgrounds
San Jose, California

Indoors - Rain or Shine

OPEN FOR SHOW & SWAP ENTRIES 6:30AM
DOOR PRIZE ELIGIBILITY WITH ADMISSION

GENERAL ADMISSION \$5.00 8:00 AM
KIDS 12 AND UNDER FREE

AWARDS

Street & Competition Classes

Restored and Unrestored Divisions

Trophies also for Customs, Peoples' Choice and Best of Marque

RAFFLE

Win a 1972 BSA Lightning

Tickets \$1 in advance or at the show

Raffle Tickets via: BSAOC, P.O. Box 594, Novato, CA 94948

BUY & SELL

Registration Deadline Feb 24

PRODUCED BY THE BSA OWNERS CLUB OF NORTHERN CALIFORNIA

WITH THE SUPPORT OF THE ARIEL, AJS/MATCHLESS, GREEVES, ROYAL ENFIELD, RIDGE, NORTON, TRIUMPH, VELOCETTE AND VINCENT OWNERS' CLUBS, THE A.H.R.M.A., AND THE BSA OWNERS' CLUB OF SOUTHERN CALIFORNIA.

FOR DETAILS CONTACT:

PHIL RADFORD (408) 292 6563 (DAYS) OR FAX (408) 292 8514

ALL ENTRIES/CHECKS PAYABLE TO: BSAOC, P.O. BOX 594, NOVATO, CA 94948

Sunday March 9, 1997

The "Morning After Ride" Organized by the Northern Cal. Norton O.C.
Meet at RoadRider Accessories
2897 Monterey Highway
Ride departs 10:00 A.M.
Info: Alan Gookwater (408) 475-7505

Show Bike Classes

Divisions:	A - Show/Concurs	
	B - Ridden/Licensed/Raced	
Classes:	1 - Pre-War	5 - Roadrace
	2 - Military	6 - Street
	3 - Singles/Trial	7 - Modified/Cafe
	4 - Speedway/TI	

THEN !!
"The Day After Ride"
March 9th

THE NORTHERN CALIFORNIA NORTON OWNERS CLUB
Membership Application

The Northern California Norton Owners Club (NCNOC) was started in San Francisco in the early 1970's, and grew geographically larger to become the Northern California Club.

Club membership is technically limited to Norton owners, but we look the other way all the time, at least as long as you would like to have a Norton, own other British bikes, or are just a great person to have around. So if you like to ride, repair, eat, frink, be merry, and admire Norton motorcycles, it will cost you \$20 to join.

The club has monthly rides (sometimes more often), monthly meetings on the second Thursday of the month (at rotating venues), an award winning monthly newsletter, and a Website.

If you would like to learn more about your Norton and how to take care of it, would like to buy a Norton, or just want to have a good time with other Club members, join now!

The NCNOC maintains a relationship with the U.S. Norton Owners Association (USNOA, also known as the International Norton Owners Association, or INOA) as well as the original Club in England. Our club secretary will tell you how to join the UK organization, if you have an interest.

The USNOA puts on a North American Rally each year and publishes a fine quarterly magazine called the *Norton News*. This gives you access to national want-ads and to Norton merchants all over the country who advertise in the News. You also get the national membership list. It is well worth joining and will cost you another \$20. Send that to: **Dian Slark, 12603 BelAire Circle, McCalla, AL., 35111...Phone (205)477-4340.**

We look forward to seeing you and your Norton out on the high road.

NAME _____

ADDRESS _____

CITY STATE and ZIP _____

TELEPHONE _____

MOTORCYCLES OWNED

Make	Year	Model	Engine/Frame/Plate Numbers

Attach another sheet if you want to list more.

I hereby apply for membership in the Northern California Norton Owners Club (NCNOC). This is a _____ new _____ renewal application.

The undersigned applicant certifies that he or she is a legal resident of the US over the age of 18, has a valid motorcycle driver's license, and will use legally required safety equipment in connection with club activities. Participant does hereby execute this release, waiver, and indemnification for himself or herself and his or hers, successors, representatives, and assigns, and hereby agrees and represents as follows: To release the Northern California Norton Owners Club ("the Club") and its officers, agents and members from any and all liability, loss, damage, costs, claims, and/or cause of action, including but not limited to all bodily injuries and property damage arising out of participation in the club's activities, it being specifically understood that such activities include the operation and use by applicant and others of motorcycles. The undersigned further agrees to indemnify the club and its officers, agents, and members and hold them harmless for the results of the undersigned's participation in those activities. This indemnification shall include attorney's fees incurred in defending any claim or judgement and incurred in the negotiation of any settlement. It is understood and agreed that the undersigned shall have the opportunity to consent to any settlement; provided, however, that such consent shall not be reasonably withheld.

I have read and agree to the additional terms and conditions set forth on all parts of this application. Other affiliated clubs and organizations are also represented and protected by this release.

Dated _____ Applicants Signature _____

Send all applications or inquiries to:
Alan Mueller, 128 Windsor Ct., San Carlos, CA. 94070
(415)591-5444