



Norton Notice

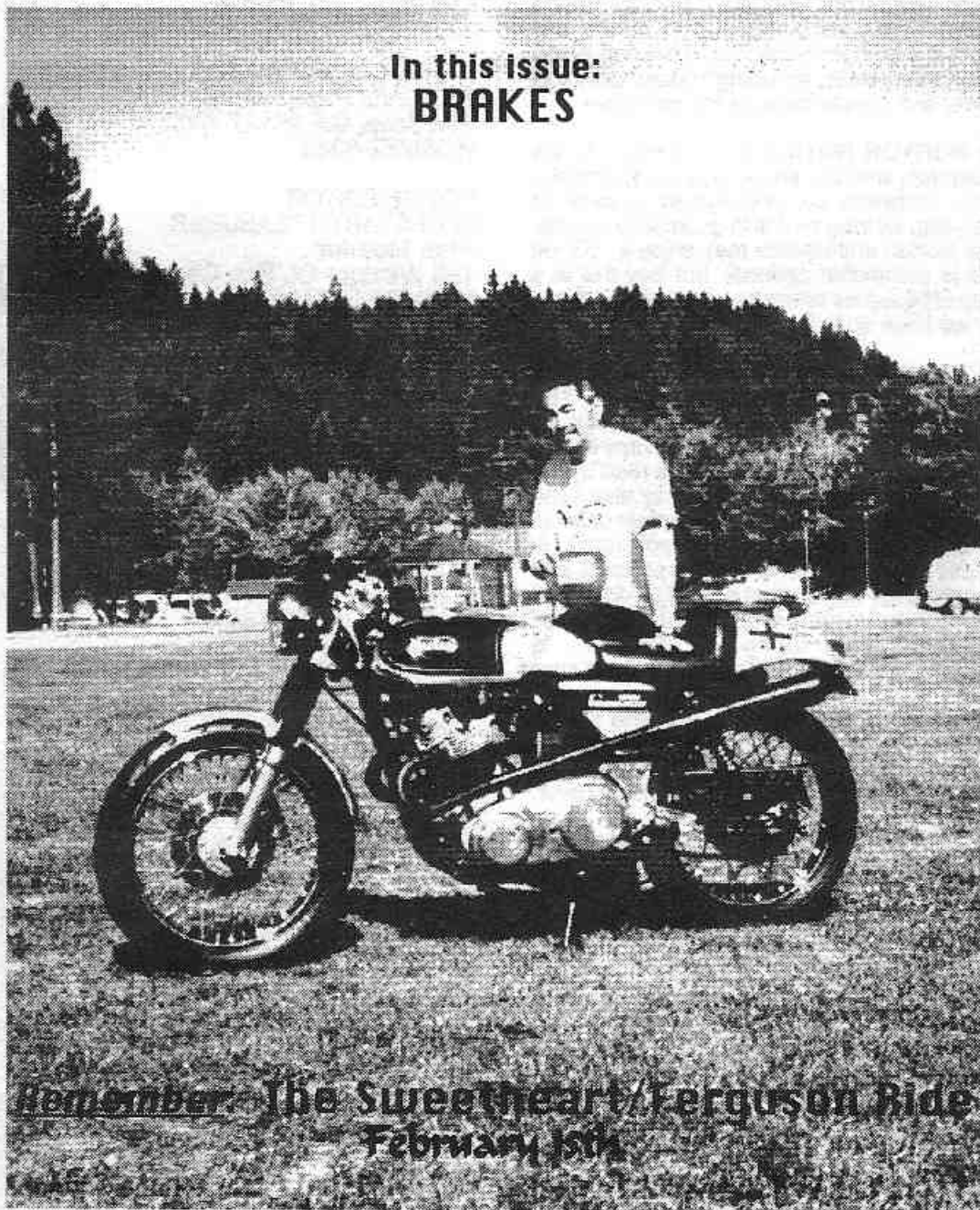


The Newsletter of the
Northern California Norton Owners Club

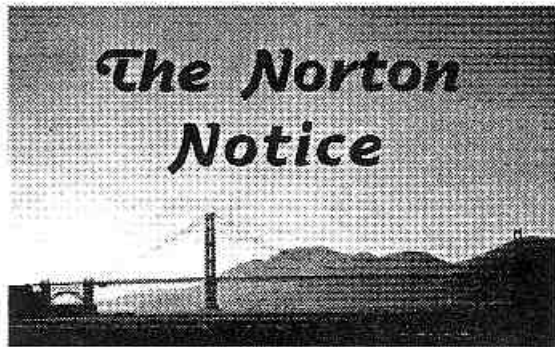
No. 234

February, 1998

In this issue:
BRAKES



Remember The Sweetheart/Ferguson Ride
February 15th



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 marquee.

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.

CLUB OFFICERS

PRESIDENT/ TECHNICAL EDITOR

Alan Goldwater
1780 Chanticleer Ave.
Santa Cruz, CA 95062
(408)475-7505
NortonClub@aol.com

VICE-PRESIDENT: **Jeff Gruwell**

2022 Heatherwood Drive
Pittsburg, CA 94565
(510)432-9999

RIDES COORDINATOR: **Tom Dabel**

730 Linda Flora Ave.
San Jose, CA 95127-1120
(408)272-0369

NOTICE EDITOR

SECRETARY/TREASURER

Alan Mueller
128 Windsor Ct. San Carlos, CA 94070
(415)591-5444/ mode/fax (415)595-3368
E-mail: norton2@earthlink.net or
Norton2@aol.com

PUBLIC RELATIONS: **John Covell**

1183 Alemany Blvd., San Francisco,
CA 94112 (415)334-1183; E-mail:
senator@well.sf.ca.us

WEBMASTER: **Dana Muise**

Hypno Vista Software
<http://ru486.hypno.com/~norton>
(415)536-1411
dana@hypnovista.com

HONORARY MEMBERS

Brian Slark
Jodi Nicholas
Bill Knight
Dick Slusher

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 marquee. 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

Official NOC events are shown underlined and in **bold print**. You earn NORTON points only by participating in these events, as follows:

Riding a Norton: 6 points
 Riding other bike: 4 points
 Riding on 4 wheels: 2 points

Weekend events are tallied per day. At the end of each year the member with the highest point total is awarded the Norton Cup and gets a free year membership.

February

15: Duncan Ferguson/Sweetheart Ride

March

15: Cameron's Ride
Alice's to Half Moon Bay

28: BSA Clubman's Show

29: The Day After Ride
 with the Velocette Club

April

5: Rally di Milani

12: Mt Tam Easter Ride

19: AHRMA at Sand Hill

24-26: Sears Point Vintage Days

May

17: Ride to Castle Air Force Museum

30-31: Loop of the Lakes
 BSA dual-sport

June

20: Alan's Santa Cruz Ride & Meeting

July

5: "Wild Ones" Ride San Juan Batista

22-26: INOA Rally in Olympia, Washington

August

14-16: Dardanelles Weekend

September

13: Mt. Hamilton Ride at the Junction

27: Old Timer's Ride

October

11: Behring Auto Museum Ride

November

1: Don's All British Ride & Birthday Party

15: Delta Ride

December

12: Christmas Party

Club Meeting Schedule

The Club meets on the second Thursday of each month at rotating venues. The meetings will start at 8:00 PM.

January 8 - Prince of Wales
 San Mateo

February 12 - The Boathouse
 1 Harding Park Rd. S.F. 415-681-2727

March 12 - Britalia Pub
 San Leandro

April 9 - Harry's Hofbrau
 Mountain View

May 14 - Prince of Wales
 San Mateo

June 19 - Saturday, Alan's Santa Cruz
 Ride and Meeting

July 9 - San Francisco Venue
 San Francisco

August 15 - Saturday
 Meeting at the Dardanelles

September 13 - Ride & Meeting at the
 Junction Mount Hamilton

October 8 - Harry's Hofbrau
 San Leandro

November 12 - Harry's Hofbrau
 Mountain View

December - No official meeting

**Press Production and
 Halftones:**

John and Carrie Follett:

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Minutes of the January Meeting

The January 8, 1998 meeting of the Northern California Norton Owners Club was called to order at 8:17 PM by President Alan Goldwater. The venue for this month's meeting was the Prince of Wales Pub in San Mateo. There were 14 members present and three of them rode bikes on a miserable winter night (2 Nortons and 1 BMW F650). It was noted that George Shoblo rode to the meeting.....he wants that trophy back that was won this year by Mike Sullivan.

Alan G. noted that there were a few changes in the calendar (see Page 3). There will be no official Cambria Weekend on June 5-7. This was to be a ride in conjunction with the BSA club. It seems we already had a couple of joint events and one more was considered to much. We might try to reschedule it with the Southern California Norton Club. The next change was the Day After Ride. It will still happen but it will not be run by our club. The Vincent Club will be organizing the ride, therefore the destination is still unknown. Again check the schedule and if a question comes up, call Tom Dabel, our Rides Coordinator.

We are still looking for a San Francisco venue. The February meeting is to be in SF. Several places were mentioned...The Boathouse, Pig & Whistle. John Covell said that he will look into it. Hopefully, check the Meeting Schedule on Page 3 for details.

It was noted that the INOA rally in

Olympia, Washington will be an official points ride.

It was discussed whether or not an updated roster was to be sent out. There was discussion about how much information should be published. It was decided that name, city and phone number would work. It will be published as an insert in the next issue.

The INOA also requested a roster to update its records. It was decided that they could receive a complete roster as long as they did not release any data to outside sources.

The Sweetheart Ride/ Duncan Ferguson Ride on February 15th will be led by Jerry Joliff. It will start at The Florence in Niles and proceed to the Delta for lunch (more info in this issue).

Alan G. auctioned off a new pressure gauge. It was sold to Tom Dabel who was bidding against himself.....\$16 went into the club treasury.

There was no further business so the meeting was adjourned at 8:52 PM.

Respectfully submitted,

Alan Mueller, *secretary/treasurer*

Welcome new members:
Stanley Jensen, Tracy
Steve Kramme, Santa Rosa
Tom Lewis, San Bruno
Kevin Zimmerman, Berkeley
Kerry Griffin, Oakland
Greg Fuller, Livermore

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

On Sunday the 18th I arrived at Skylonda just in time to miss Tom Dabel's Rain Ride. I planned this trip as an opportunity to test my "Ultimate Rain Suit", and since it hadn't started yet I decided to have a hearty brunch at the Boulevard Grill while waiting for the deluge. Sure enough, by the third coffee refill it was properly pouring, so I suited up and hit the road (carefully).

My gear for this test was a carefully selected combination of components, each chosen after several previous failed attempts to stay dry. The most important piece is the jacket, a Goretex parka shell from Eddie Bauer. This is extremely well made, with a full flap over the zipper and a Goretex lined hood which fits under my helmet. This way the rain running down the back of the helmet doesn't drip down my neck. The front zips all the way up under my chin so it is actually inside the front of the helmet, thus keeping water out here too. Finally, the sleeves have extra-long cuffs with Velcro closures which fit inside my gloves: no water gets up my wrists. If you buy one of these, get a size larger than usual so it will fit comfortably over your leather jacket.

For the bottom half I use Goretex lined ski pants made by Columbia Sportswear. These fit more snugly than the Eddie Bauer pants, which tended to flap too much. They have zippered cuffs which will close over the outside of most boots, but it can be a struggle. The important thing is that the waist is high enough that they don't leave a gap in back when sitting on the bike. They are also light enough to be used in the summer without sweating too much.

Finally, my secret weapon, the boots. Before getting these I had always arrived home in the rain with wet socks and cold toes, but no more! They are called Derri boots and are made in England of course. They look like a traditional 14 in. "engineer's boot" but are made entirely of thick neoprene rubber with felt lined soles. Even on dry days they are an excellent winter riding boot, and in the wet they are completely impervious and toasty-warm. I don't know if these are available locally, but they surely could be ordered from a purveyor of riding gear in the back pages of Classic Bike.

For my hands, I use a pair of Goretex-

lined snowmobile gloves but I have found that even these will leak at the seams in a heavy torrent like we got on this Sunday. I also have a set of waxed cotton Belstaff mitts which would fit over the gloves and solve the problem. Unfortunately I have found the combination to be too bulky for safe riding and have stopped carrying them. For summer use, they work nicely over a light weight glove, but not with the winter gloves.

So my "ultimate rainsuit" isn't perfect yet, but pretty close. After 50 miles riding in the heaviest rain of the year, accompanied by fierce winds, I arrived home with only a few wet spots in the gloves. The rest of me was perfectly dry, and I actually enjoyed the ride for this reason. As far as the bike, my Interpol has a full fairing and this helps a lot of course. It is also vital to weatherproof the ignition leads which I have done by fitting Silicone hi-temp wires with extra-deep rubber caps at both ends. When installing these, I use a thick coat of the recommended silicone grease, to seal out water and allow removal at some later time. Without the grease, the rubber quickly adheres to the ceramic of the spark plug and you have to cut it apart to remove the wires. You can also encounter problems with water getting sucked into the aircleaner and blocking airflow, especially with an open K&N element. In this regard, the stock MKIII airbox is probably far superior. Or, you could try fabricating a sheet-metal spray shield, or fitting an "elephants trunk" from a dirt bike. Or, just stay home, but that would be no fun!

This month's meeting marks our return to the Boathouse restaurant after several years. It is located at 1 Harding Park Rd. next to Lake Merced in San Francisco. This just off Skyline Blvd (Rt 35) near the junction with the Great Highway (Rt 1). I'd like to see a good turnout here to help us secure this venue for future meetings, so please try to attend if possible (415) 681-2727.

The Sweetheart/Duncan Ferguson Ride will be February 15th. We will meet at "The Florence" by 9:30 AM and leave at 10:00 AM sharp. A fun cruise on backroads to the Delta, lunch, and then cruise back to 580 and home. The Florence is located in downtown Niles...call Jerry at 510-793-7747 for information.

"Tanks for the Memories"

Or

Hope For Fiberglass Fuel Tanks
by **Jeff Gruwell**

Well...I've finally succumbed to peer pressure and have been working on a replacement for my cancerous fiberglass roadster tank. For some time I have been trying to find someone who could tell me how to seal fiberglass tanks. Everyone seems to have an opinion but no one was able to definitively describe what product and the exact process to use. After recently acquiring a good solid replacement tank with good exterior finish (thanks to Steve Neal), I decided to quit procrastinating and do some research. The following is the best solution that I found.

There are three main requirements for a successful sealing job:

The most important requirement for sealing a fiberglass tank is to start with a solid tank. If there are any soft spots they must be removed and replaced with new fiberglass. If you're not into high-speed grinders and polyester resins then you're better off chucking the tank and looking for something better to start with.

The second requirement is that the inside of the tank must be extremely clean. Everyone has a different process for cleaning. I will describe the process I used.

The third requirement is that the sealer used must be compatible with the fuel types to be used in the tank. Not all tank sealers are compatible

with fuels containing non oil-based compounds. Specifically, some sealers can be dissolved by very small amounts of alcohol such as is added to gasoline during the winter. (These are commonly called oxygenated gasolines.) Some products such as 3Ms 776 sealer appear to be a good industrial-grade solution to the problem however, upon closer examination, the main solvents listed are all alcohols. 3Ms technical assistance people say that small amounts of alcohol turn the 776 sealer into a big gummy ball.

One important point to remember about any product sold as a tank sealer is that they do not cure to a hard state. You could use a polyester resin to slosh inside the tank and in effect build up a Gelcoat layer inside the tank but this would dry to a brittle hardness and could crack if the tank flexes. Consequently most tank sealers air dry to a vinyl-like plastic coating.

The product that I found recommended by the marine and aircraft people is: Randolph Products 912 Alcohol Resistant Sloshing Sealer. This is available from American Avionics on Perimeter Rd. next to Boeing Field and from Kenmore Air Harbor at the north end of Lake Washington. I picked up a quart at American for \$16. 912 is a good sticky industrial product full of all you favorite aromatic carcinogenic solvents: MEK, toluene, cyclohexanone and xylene. (needless to say that you might not want to use this in the house).

The application procedure that I used is as follows:

1. Drain tank and remove cap and

petcocks.

2. Rinse several times with hot water and dish detergent. Throw in a handful of pea gravel with a little soapy water and shake the tank well so that the gravel scours all the internal surfaces and loosens up any residues. Rinse several times until all the soap is out of the tank.

3. Seal the tank drain holes with small cork stoppers and pour in a quart or so of white gas (Coleman stove fuel). Slosh this around and let it sit for 30 minutes to remove any fuel dyes in the tank. Drain and let the tank air dry for at least 30 minutes.

4. Pour approximately 1 quart of MEK into the tank and slosh it around. Seal the tank and let it sit for one to two hours. Put a handful of clean pea gravel in again and shake vigorously. If the tank has been sealed previously, the MEK should soften any remaining sealer and the gravel should loosen it. Drain the tank.

5. Remove the gravel. If it has loosened any crud, pour in more clean MEK and gravel until no more residue comes out.

6. Make certain that all bits of gravel are removed from the tank. You may have to reach in the filler hole and pull out the last few pieces with your fingers. If your fingers are not small enough, you can shake the remaining gravel over to the filler hole side and use a vacuum cleaner with a crevice attachment to suck up the last bits. (Don't do this while there are still flammable vapors in the tank)

7. If there are still little bits of crusties coming out, keep flushing the tank with MEK or, if you run out as I did, use acetone until the liquid comes out

clear.

8. In between filling the tank with the solvents I flushed it with lots of hot water - it's cheaper than MEK or acetone.

9. Finally, after the last rinse and when the inside of the tank is dry, plug the petcock holes with clean cork stoppers.

10. Pour in the quart of sealer and seal the filler hole by laying a piece of plastic across the opening and closing the cap on top of it (I used a plastic sandwich bag - the heavier kind). If you don't want to ruin your paint, make absolutely certain that you have the tank well sealed since it will build up pressure as you slosh the sealer.

11. Shake and rotate the tank so that the sealer coats all internal surfaces and then drain the excess into a paper bucket. Pour the excess back into the can since it can be reused.

12. Allow the tank to drain and dry with the corks removed for 30 minutes or so.

13. Repeat the sloshing process (steps 10 - 12) and let the tank dry with all the openings uncovered for at least 24 hours - longer if the temperature is less than 70 degrees. The instructions on the sealer only say to use two coats, however, I used four in my tank since the internal surfaces were less than perfect. I also let my tank dry for a couple of weeks.

14. When you are confident that all the sealer has dried, clean the excess from the threads in the drain holes with a small wire bottle brush or whatever else is handy, put the petcocks back in using some Teflon pipe thread compound as a backup to the paper gaskets, pit the tank back on the bike and GO!!!

View from the Bridge.....by Alan Mueller

Disc Brakes

A discussion on improving the performance of Norton disc brakes, including alternative master cylinders from the NOC-List.

"Why not sleeve the master cylinder down to the same size as the foreign cylinders which seem to be successful, i.e. about 13mm or ?". The great advantage would be good brakes whilst keeping the original appearance. Those who know about such things say the sleeving is easy and the piston could be turned down but the difficulty comes in finding the right seals. Has anybody out there looked into this?"

Greg Kricorissian
(grkricor@ccs.carleton.ca)

My opinion is that it's not all that important to retain the original appearance of a braking system that everyone knows is poor. From everything I've tried, it seems the pads are the weakest link in the Lockheed chain. And of course, they're so small, it's hard to do much better.

As an order of first priority, I would check into high-friction modern technology pads. As for sleeving the master cylinder, it would be fairly tricky, aside from the logistics of making up a new piston (I've made them up in the past, from stainless bar), you'll need to carefully drill tiny, tiny holes in the sleeve for the feed and bleed holes from the reservoir. These are somewhere in the size of 0.010", and not easy! Then of course, you'll need to deburr the bore of the sleeve after drilling, or

say good-bye to your new seals. The other snag to watch for is the sleeve creeping while in use. When this happens, the sleeve blocks the ports, rendering a complete loss of brakes! In my case, I couldn't get adequate performance at all with much fiddling with the Lockheed components, and finally fitted an entirely new system: why take half measures? With careful selection of components, it turned out to be fairly easy.

I used a 4 piston caliper from a 1986 Suzuki GSXR-1100, along with a 12.5" floating disk from a 1989 GSXR. A disk from the 1986 model would have been better as far as alignment, but I could not find a really good one at the time. No matter, the newer one worked well. You could opt for disks from the 750 if you did without the floating hub. As for the master cylinder, I initially used the Lockheed, which was OK, but the hydraulic brake light switch was dodgy.

Thereafter, I fitted a 5/8" bore unit from a Honda CBX. It worked very well, except the lever travel was a little short for my liking. Still later, I fitted a 13mm master cylinder from a 1982 Yamaha XV550, which is there to this day. I did not notice all that much improvement in braking over the 5/8" bore unit, but the lever travel is much more pleasant. The only downside to the conversion at first was losing the perch for my off-side rear view mirror. I later solved this by milling one from a bar of 6061-T6 alloy, and fastening it to the place where the Lockheed master cylinder used to be.

D.J. Walker (djw12@leicester.ac.uk)

The seals on the Commando master cylinder are standard fluid seals. Indeed the seals on the fork legs, ignition rotor, crankshaft, etc., not only on Commandos but on just about any bike, built by any manufacturer, anywhere in the world, are standard fluid seals. Very rare is it, to find a bike manufacturer make up such a simple part as a one-off. Only the dust boot is in any way special, on the Commando, and even then, I think it was a common fitment on many British Leyland car master cylinders of the time, along with the wee retaining washer thingy. (Commando brake discs are identical to Ford Capri ones, I believe).

Just look in your local Yellow Pages and find a dealer who specialises in such items and quote the diameter and thickness you require. The main item you want is the correct thickness of fit, at the piston (I mean lengthways thickness, obviously). It'll help if you take the old one along, with the newly worked piston, and explain your problem.

Mike Taglieri (miketync@aol.com)

I found the squeeze on my brake much too hard and also the rest position of the lever too far away to grab with my rather small hand. Eventually I got the same effect as resleeving by relocating the pivot point of the lever to bring it nearer to the piston, thus giving more mechanical advantage. This involved plugging and redrilling the holes in the casting and the lever and was tricky, but not inordinately so. This can't give you as big an improvement as resleeving, because there's a limit how close the pivot can get before it breaks into the brake cylinder

bore itself, but the improvement was very satisfactory I wrote it up in Norton News about 10 years ago, if anyone's interested.

Personally, if I were resleeving a master cylinder, I wouldn't try to turn down the piston, but instead I'd get a damaged master cylinder from a Honda or other large production Japanese bike that already had a suitable-sized piston (and make sure to find out which year and model bike it was), then just bore a sleeve for the Lockheed out of suitable metal until the piston had the same clearance it had in its original cylinder. That way, you'd have the right clearance for the piston (or at least what the original Japanese engineers thought was right) and you could get the right replacement seals for that piston at the appropriate Japanese-bike dealer.

Tom Davenport (tom@thekinetics.com)

As has been stated, modifying an existing handlebar master cylinder can be problematic. It has been suggested that Buna N O-rings should be the correct material for the seal, but that's a question I haven't seen a peep on.

A difficulty with some of the O-rings is they sometimes have a mould separation line on the largest part of the o.d., where you don't want it! GriMeCa used to have a normal sized reservoir 14mm handlebar master as well as the small reservoir ones in 13mm and 14mm as shown on <http://www.thekinetics.com/phantom/sonofP11.htm> but don't go road racing with the teeny resevoir; we have had trouble with it (the kind you don't want to duplicate) as the pads wear, and with big lean angles! Even on a street bike, you do need to fill the reservoir to the top level,

then angle the lever to taste and check the level once in a while. Failure to do so could be 'troublesome'.

Raul M. Bia
scoechea (raul-sandy@juno.com)

The shop that once advertised in the Norton News discontinued modifying master cylinders do to lack of demand and profits. I have been using one of their modified master cylinders for about 3,000 miles with great results. The difference between the original and the modified cylinder is phenomenal. The lever has more travel, which is expected. This additional travel gives me more 'feel'. I can now lock up the front wheel at will and in a totally controlled fashion. Keep in mind my caliper is stock.

The modification can probably be duplicated by somebody with good machining skills. A Kawasaki EX-500 master cylinder rebuild kit is purchased. This kit includes seals and a new piston. Using measurements from the Kawasaki and stock Norton piston a special piston is machined with length and profile similar to the Norton one but with seal grooves that have the dimensions of the Kawasaki piston's seal grooves. The master cylinder is sleeved to reduce its diameter to that of a Kawasaki master cylinder. I do not know what this exact diameter is, the press fit (interference fit) of the sleeve, or how it was done. I seem to recall the owner of the shop telling me he experimented until he found a sleeve size that would yield the correct press fit and inner diameter once pressed so no additional machining was required. I am not sure if the master cylinder bore was machined prior to sleeve installation in order to allow for a sleeve with thicker walls.

Greg Kricorissian
(grkricor@ccs.carleton.ca)

I had some interest in the brake modification I did to my Mk.111 850, so here's a quick overview of what I did. The conversion worked out quite well; taking the following steps:-

- (1) Mount the disc rotor to Norton hub with adaptor plate
- (2) Mount the caliper to the fork leg with adaptor plate
- (3) Assemble caliper and rotor and shim to centralise
- (4) Mount master cylinder; fabricate SS lines

I wish I could say that I had CAD drawings of the adaptors that I could email to you, but that is not the case. I designed them in the best traditions of cafe racers everywhere; by hand drafting the key dimensions on paper, and then developing the finished shapes on cardboard templates.

- (1) The 1989 Suzuki GSXR 1100 disk has a centre hole that is a little larger i.d. than the spigot on the Norton hub, and the bolt holes are on a larger circle than the Norton disc, so the first thing you need to do is to machine an adaptor plate that sandwiches the disk rotor to the hub. This plate is made from 1/2" 6061 T6 alloy, machined so that the spigot is the thickness of the disk rotor hub, with the remainder left for the clamping surface for the plate. The spigot in the plate is raised in its centre in order to centralise the disk on the hub, and locate it. The o.d. of the whole thing is the diameter of the depressed center of the rotor. Once the sandwich plate is machined; mark out, drill, and then countersink holes in the plate to match up with the original holes in the Norton hub.

Lastly, drill holes in the hub of the Suzuki brake disk rotor to line up with the Norton hub. Assemble the sandwich plate and disc to the Norton hub with 5/16" UNF flat head Allen screws, torquing them evenly.

(2) The 1986 GSXR 4-piston caliper is light, works well, and is easy to find. A similar version was also used on the Gamma 550. There is lots of choice in pads; I used ones with Kevlar linings. I mounted my GSXR 1100 caliper on an alloy plate made from 3/8" 6061 T6 sheet. The plate bolts to the outside surface on both the caliper's mounting lugs, and the two lugs on the Norton fork lugs. I considered making the plate extend downward to pick up one of the smaller lugs. Originally, the shape of the plate is designed so that it hugs the outline of the caliper, and overlaps the lugs on the forks to the greatest extent possible.

(3) Assemble the disk onto the hub if you haven't already, and install the completed wheel into the forks. If you're using the late GSXR disk, you will likely find that the grommets will lightly foul the fork slider. Fix this by installing a small distance piece on the axle between the fork leg and the bearing in the hub. Bolt the caliper plate solidly to the fork leg, and align the center line of the caliper on the rotor. Make up distance pieces to suit the required amount to space the caliper on the plate. When you're finished deburring, smoothing and polishing, ensure everything is tight, and be sure to use at least Grade 5 bolts and nuts.

(4) I used a Yamaha XV550 master cylinder with a 13mm bore. It mounted very nicely inboard of the standard Norton switch gear, and looks 'right'. You may

choose to retain the Lockheed master, but lever travel may be limited, and the hydraulic brake light switch is marginal at best. What ever you do, spend the money on braided stainless/teflon lines.

The final thing I did on my bike was to fabricate a right side mirror mount, since using the Yamaha master cylinder means the loss of the stock mounting boss. I machined a suitable 'L' shaped mirror mounting from a block of 1" x 1" x 2" 6061 T6 alloy, which bolts to the upper two screw holes for the original master cylinder mounting in the twist grip, and juts forward to pick up the mirror stalk, which threads (10mm x 1.0) into the alloy.

Pete Serrino

(serrino@ehsct7.envmed.rochester.edu)

While the dimensions of brake seals may be standard, the material is (should be) different for brake seals. Common nitrile will swell in time when exposed to glycol based (DOT 3.4 in the US) fluids. The recommended material for brake seals is ethylene propylene. There is actually a specific E-P compound for this but I have good luck with the generic compound. O-rings in this material can usually be found at an industrial supplier. Other seal types may be difficult to find except from the brake manufacturer.

I have been running a Dunstall dual front brake unit since 1972 and was changing caliper O-rings every one to two years until I was informed of this fact. It has now gone for 7 years with no leaks.

Gary Slabaugh

(gdslabaugh@sprintmail.com)

I have a friend that can do stoppies using the original Norton brake components and

race compound rubber but he has the upper body strength of Arnold Scharztnaegger. To get the same results I need to use a rotor with the chrome plating ground off, EBC pads, braided steel line, and a Lockheed Racing brake lever from RGM Motors which has an improved ratio over the standard item (part number APCP2233).

D.J. Walker (djw12@leicester.ac.uk)

E-P seals should be available in general sizes from good suppliers of these goods. They may be hard to source in the U.S.A., but are not in the UK.

Standard fluid seals can be used with silicone brake fluid, which anyone who lives in the late 20th century ought to be using. So, if you have difficulty, switch to silicon fluid and use standard seals.

Chris Ghent (ghent.chris@a2.abc.net.au)

I have now modified my front master cylinder along the lines suggested by the modifications to Raul's brake. The modification was cheap, easy, quick. The cylinder was sleeved to 1/2 inch and a piston made with the length dimensions from the Norton one and the width dimensions from the Kawasaki.

I can report that the front brake has been improved about 100%. It doesn't lock up the wheel above about 10 m.p.h. but it sure hauls the speed down without desperate forces on the lever. It makes me want to laugh with glee every time I put the brake on. It just stops.

Bennett (bennett30@earthlink.net)

I have been running a beat up old

master cylinder off a Honda CB450 on my 850 Norton now for years and years. It's not too pretty, but I actually like it more than that cludgy giant integrated set up on the Mk.111 or even the standard Lockheed model. Admittedly, I am not at all concerned with maintaining a 'stock' appearance or any of that - but the real reason it's lived on my Norton for so long is that it works so very well. I can easily bring the front wheel to near stoppie (rubber 'chirping') and have excellent control - all for a total cost of about \$10 or so (used - swap meet). Other factors: none, except for no chrome on the disk; otherwise stock caliper, lines and pads with the only drawback being no integrated brake light switch.

This setup has worked so well that for years now I have put off spending the approx \$100 for a Grimeca or Magura, and I run the thing in the city with no back brake; I just haven't felt the need to buy that new rear master cylinder.

The bore on the Honda master cylinder is 13mm (or thereabouts) and is thus smaller: a smaller bore gives higher line pressure for less force exerted and hence better braking. My 'conversion' was this simple:-

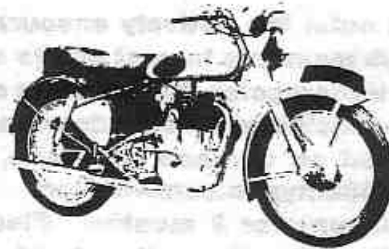
- (1) Take the old Lucas handlebar piece off
- (2) Replace it with any Honda CB450 master cylinder from ca. 1974
- (3) Since the pipe thread used is the same in the UK, USA and Japan, use whatever line is the appropriate length.

You will have to eliminate the stock line pressure switch for the brake light as it screws directly into the Lucas master cylinder assembly - but it can be replaced with an in-line one (also cheaply and widely available)

This is the end of this discussion

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 Ride departs 10:00 A.M.
 Info: Dave Malloy (530) 268-2483

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Divisions: A - Show/Concours/Restored
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SHOW BIKE REGISTRATION: One Bike @ \$15⁰⁰+ additional Bikes @ \$5⁰⁰/each = \$ _____

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 California Seller's Permit Required. • You must have this permit

SINGLE BIKE SALE SPACE RESERVATION: _____ Bikes @ \$10⁰⁰/each = \$ _____

I hereby agree as a condition of my participation in the 1998 Clubman's All-British Motorcycle Show and Swap Meet that I will be responsible for my own actions and those of all minors in attendance with me, and release, indemnify, and hold harmless all sponsors, members, clubs, officers, agents, and other participants from any and all claims, demands, losses, injuries, expenses, or other liability of any kind arising out of my attendance at this event. I also agree to display and/or offer for sale only British motorcycles, parts, accessories or paraphernalia of British manufacture, or related to British motorcycling.

Name: _____ Phone: _____
 Address: _____ City: _____
 State/Zip: _____ Calif. Seller's Permit No: _____
 Signed: _____ Date: _____

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.

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1972 750 Norton, clip-ons, Ceriani road race forks, 13" front disc, stainless rear sets, custom brackets galore, 1 1/2" black chrome exhaust, powder coated, fresh paint, 3500 miles since rebuild, new clutch, balanced crank, polished rods, new bushes, 850 breathing system, Powermax pistons, 4s cam, lightened & polished rockers, Titanium collars, custom stainless battery box, Rita ignition, mightMax voltage control, Akront alloy rims, Buchanan stainless spokes...all for \$4800

Call Chris at (415)965-4611 (9/97)

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Norton twin crankcases stamped G15CSR, G15, or 33 near the serial number. I have G15CS, N15CS and Atlas cases or engines to trade.

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1968 Norton Atlas 750, Manx style cafe racer, featherbed frame with new tyres, \$5000 or best offer

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'69 Norton Production Racerw/factory short stroke, racing engine...make offer. '67 P11, show room original...make offer. Norton GP Vintage Racer, short stroke 750 engine, 322 lbs dry, competitive vintage race bike..make offer. Basket cases: 2 Commandos, 1 N15, 1 P11, Commando cases, cranks, barrells, heads, Ceriani forks, Kozman disks, many other parts. Call and make offer!!!!

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Your editor must downsize....'64 TR6, last years winner at the Monterey European MC event,...'67 650 BSA, red/chrome. For details & price call,
Ken (408)379-4300 or Alan (650)591-5444

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Norton Commando 750 cylinder head, used but in good condition, \$50. Shipping costs are extra!
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'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:
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Norton 750 Dragster, Mhunt mag, nitrous injector, HP cam, air shifter..Featured on July cover, \$4500..call
Dan Lynch (209)638-6011 (10/97)

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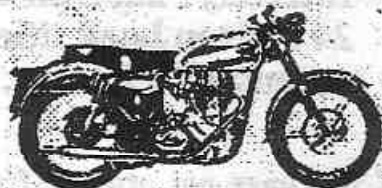
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THE NORTHERN CALIFORNIA NORTON OWNERS CLUB
 Membership Application

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, drink, 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