



Norton Notice



The Newsletter of the
Northern California Norton Owners Club

No. 235

March, 1998

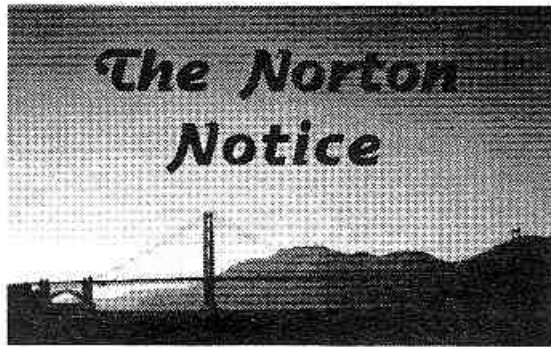


The New
Norton
C652M



From Roadholder #197

photo by Nigel Clark



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.

CLUB OFFICERS

PRESIDENT/ TECHNICAL EDITOR

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

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.

March

15: **Cameron's for Lunch Ride**
Alice's 10 AM to Half Moon Bay

28: BSA Clubman's Show

29: The Day After Ride
with the Vincent Club

April

5: Rally di Milani

12: Mt Tam Easter Ride

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.

March 12 - Harry's Hofbrau
San Leandro

April 9 - Harry's Hofbrau
Mountain View

May 14 - Prince of Wales
San Mateo

June 20 - Saturday, Alan's Santa Cruz
Ride and Meeting

July 5 - The Donkey Deli
San Juan Batista

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

Phone number corrections

Ken Armann: 408-379-4800

Ted Griem: 530-677-5762

Press Production and

Halftones:

John and Carrie Follett:

White Oak Press, San Carlos, CA

Minutes of the February Meeting

The February meeting of the Northern California Norton Owners Club was called to order by President Alan Goldwater at 8:30 PM. This month's venue was The Boathouse at Harding Park in San Francisco. With very inclement weather it was good to see 20 members present with 2 members riding (1 Norton & 1 Beemer).

The schedule was discussed. This weekend's ride, The Sweetheart/Ferguson ride was called off until the next weekend (weather permitting). The March 12th meeting was moved to Harry's Hofbrau in San Leandro. The March 29th Day After Ride will be hosted by the Vincent Club not the Velocette Club. More details should be in this issue. There will be a ride on March 15th starting at Alice's at 10 AM and going to Half Moon Bay.

Alan G. read some correspondence. First, a letter from the INOA asking us to help increase their membership. Our club is affiliated with them. There are many advantages to membership. They lobby for motorcyclists rights, affiliation with the AMA and help with insurance. The letter is printed in this issue of the Notice.

Alan asked for a show of hands of those hoping to attend the National Rally in Washington this year. It appeared as though we have quite a few members planning on attending. We will be helping with the field events. The June Santa Cruz Ride will be a test of the several games and field events planned by the Game Committee.

There was a letter from Dave Fenner a past officer of the NOC (our mother club in England). Again there are many wonderful benefits for joining this club including a very good newsletter. Call Alan Mueller for details or an application.

Alan said that we will reprint an article about Ron Woods race bikes soon if there

are no objections from the authors.

Munroe Motors is having a sale of many British Parts. They are trying to consolidate their inventory. Pat Munroe donated a pre-Commando owners manual which was auctioned off to Bob Fedyna for \$15. Thanks Pat!

Alan M. gave out RGM catalogs for 1998. *There are 4 left if anyone is interested.*

Steve Thomas brought in some interesting Norton items for "Show & Tell". Alan G. brought in his rainsuit and boots that he wrote about last month. The boots look great....Derry Boots from England.

The treasurer reported that the club has \$1081 in the bank but that membership is down. Get out there and renew your membership.

The meeting was adjourned at 9:07 PM.

Respectfully submitted,

Alan Mueller, *secretary/treasurer*

40th Anniversary Sale

1958-1998

CLEARING OUT ALL NON-CURRENT

Triumph-Ducati-MotoGuzzi

Free Five Year Extended Warranty

on Selected Models

Tons of Used Parts, Mostly Triumph, Blow-out

Discounted Tires, Helmets, & Accessories

MUNROE MOTORS

412 Valencia St. San Francisco

415-626-3496

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

It seems that we have a San Francisco meeting site at last. Our return to the Boathouse at Lake Merced resulted in a good turnout, with 18 members attending. The management seemed receptive, so we will add this to our regular meeting rotation, returning in July.

I think I've got rain riding out of my system for the year (one's my limit). Great riding weather ought to be just around the corner even if El Nino isn't cooperating. There's just enough time to get our bikes ready for the road, so don't put off those important annual maintenance jobs, like brake bleeding, oil and filter changes, and a general safety check of the machine. Look for loose bolts, frayed wires and hard or cracked tire rubber. It's a good idea to check your wheels periodically for loose or broken spokes by tapping on each spoke with a screwdriver blade. Each one should make a little "ping" sound and the pitch should be pretty similar on all spokes. A dull thud might mean a loose spoke and any that can be felt to be loose might be broken inside the nipple. My favorite wheel fixer is Kelly Moss in San Jose. If you remove a wheel for tire or spoke replacement, check the wheel bearings for roughness and grease them if they seem dry.

Another item to check is the mounting rubbers for the fuel and oil tanks. If these are broken or missing, a fractured tank could result. Aside from making a big mess, this can be hazardous to your bank balance whereas the rubber parts are cheap and easy to replace. Check the level of your battery and add distilled water if low. When was the last time you did this? Batteries aren't cheap either! See if you

have a spare fuse in your tool kit or jacket pocket. If not, pick some up and stash a few in your riding gear or kit. I have seen several cases of fractured fuses due to nothing more than engine vibration and it can be hard to diagnose by the side of the road. If you have a spare fuse, you just pop it in and if the lights come back on you found the problem, cheap and easy.

Last fall I found an accessory item I had been wanting for years, and it's so good I have to mention it. Most of us are now using "full-face" helmets with a wide-angle plastic shield. This design is a real problem when riding into the setting sun, as the glare and refraction of the shield combine to reduce visibility to zero. The Sundowner is a strip of dark tinted flexible plastic which stores rolled up in a 2" long tube. When unrolled, it adheres without adhesive to the top of your face shield and by tilting your head slightly down you can block the setting sun from your eyes. During the warmth of the day, the shield is usually raised one click and this puts the tint strip out of the way. Or you can peel it off and store it until needed again, but I haven't had to do this at all. An excellent product, available for \$3.50 at Roadrider and other accessory stores, or order direct from Heavin & Assoc. Inc., P.O. Box 706, New Castle IN 47362. Along with the Wee Willie cleaning kit, this has made my helmet shield trouble-free and my riding much more pleasant.

Next months meeting will be in San Leandro, at Harry's Hoffbrau, 14900 E. 14th in San Leandro. See you there.

TALKIN' CHROME SHOP BLUES

by Art Sirota ©1998 Art Sirota

1. Well there's a plating shop not far from my home
where they do copper, nickel, and chrome
so I brought them parts from my Norton Inter
which may have once been raced by Derek Minter
 2. I hauled in handlebars, fenders and wheel
s and six greasy boxes filled with British steel
to the untrained eye these parts were just old
but to me they were jewels more precious than gold
 3. Now the gas tank had a tiny flaw
perhaps "The Mint" once dropped 'er at Creg-Ny-Baa
but the shop owner said that beyond all doubt
he and his crew could pound it out!
 4. So I left there with receipt in hand
the bill had come to seventeen grand
in the pit of my stomach I felt a big void
but perhaps I was just being paranoid!
 5. One day I got a frantic call
from the chrome shop owner who had the gall
to inform me that my polished crank
had lain two weeks in the stripping tank!
 6. Then I got a call about my Dunlop rim
s which sent a shiver through all my limbs
they said their polisher had a bad cough
and accidently ground all the lettering off
 7. An eternity dragged by in front of my eyes
each time I got a call from the chrome shop guys
their screw-ups were making me a little bit nervous
would their chrome turn out to be as bad as their service?
 8. The day finally came when my parts were ready
but the first thing I noticed made my legs unsteady
it was shaped like a smashed up piggy bank
and I barely recognized it as my rare gas tank
 9. Then after I wiped my tears away
I saw the timing cover clearly stamped "BSA"
so I pointed out that this was not my stuff
"It's British." said the shop foreman, "Close enough!"
 10. Now my Norton looks odd and the engine wont start
'cause I reassembled 'er using BSA parts
but I get some satisfaction knowing somewhere out there
is a BSA owner stuck with re-chromed Norton Spares
-

Letters to the Editor

This is my Ride Report

I didn't show up at Alice's on the 11th of January. It wasn't raining but it sure was wet. Phil Radford and Mike Keel were there...they canceled the ride. So it was moved to the 18th. I was there with Len losty. We saw Maya and Bruce. They didn't follow us down the hill but I figure anyone at Skylonda at 10 AM counts on either weekend. Len and I had planned to make it down to Bean Hollow Beach State Park. The ocean is very close to the parking lot there and we wanted to see the storm surge. Well the Merry Prankster in La Honda took so long with our breakfast that the storm surge came to us!! It was violent and soaking and when your motor dies you think..."I'm no prepared for this". Well the reserve tap solved the problem and we got home safely.

Alan Goldwater arrived late, and endured the soaking so I'll count him for double points as well as those named above.

Are you prepared for problems? I have a Moto Line Rainsuit which kept my leathers dry. Dirt bike boots seem like the right footwear. My gloves were wet but my hands didn't get cold so this time they were OK. I think one should bring another pair of gloves so that you have dry ones to wear. Also everyone should be using Rain X on their car windshield so put some on your face shield as well.

Tom Dabel

editors note: Tom, sorry this didn't quite make last issue...it was already at the printers.

A Note form Ed Meagor

Rally de Milani's Classic & Vintage Motorcycle Road Ride Rally. April 5, 1998. A memorial ride for AHRMA racers Peter Ford M/X #41 and Randy Bradesco R-R #57. Contributions will go to the Big Brothers and Big Sisters of Marin. The ride starts at Milani's Bst Bar in San Rafael at 10 AM....415-459-9947.

Loop of the Lakes Classic & Vintage Dual-Sport Ride...an easy 100 miles. There will be 5 pit stops for gas and food. Dinner at Blue Lakes Lodge. Call Ed Meagor for details....415-457-5423!!

From the INOA

I am writing this letter to inform all Norton owners of the benefits of being a member of the INOA. As many of you may not know, the INOA is in need of increasing membership. This increase in membership is very important since it's your membership dollars that keep the INOA going. The Bracebridge St. Depot brings in revenue, but not enough to sustain us for even a small amount of time. With increasing memberships in view, the INOA created a new position, a Public Relations Director. My name is Mike Frick and I volunteered for this position to help us all keep the INOA a viable organization.

I would like to ask the Chapters of the INOA to assist us in increasing membership through local efforts. For just \$20 per year you will receive the Norton News, special event notices, discounts and the companionship of Norton owners all over North America!!! Questions??? Call Suzi at 517-851-7437!! Please include your name, address, phone number, fax number?, e-mail address?, date mailed and amount sent. Mail your membership to Joyce Cox, 169 Crescent Drive, Newnan, GA., 30265

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

Crankshaft Balancing

A review of postings on balancing crankshafts, particularly with reference to installing Commando engines in Featherbed frames and ideas for a 90 degree crankshaft.

90 degree Norton crankshaft questions

I have considered building a 90o degree Norton crank using the existing journals bolted to a new self made flywheel. I will have to cut and rotate one half of the camshaft 45o and modify the Boyer pick up plate and/or magnet rotor as well.

One person (Brian Tyree) has already gone this route, and another with a 60o crank. The reason for 90o and not 180o is that when the pistons reach t.d.c. or b.t.c. they want to stop. With a 90o crank, one piston is nearly at its maximum speed and this stopping action will be reduced (Phil Vincent suggests 76o, but this depends on the stroke of the engine, when the rod is at right angles to the crank).

An added bonus is that all the secondary forces are cancelled out (they occur at twice crankshaft revs in different directions with a 90o crank). Yes I know there will be some rocking couples, but I dont even know where to start in cancelling them out, but I'm sure they are a lot less than a 750/830/920 parallel twin!

I am thinking of a balance factor of 50% and the engine will be mounted in a Featherbed frame; the isolastics only work in a one directional plane (up/down front/back) not with rocking couples.

(john.martin@fluordaniel.com)

76 degree vs. 90 degree crankshaft

Check out the February 92 issue of Classic Motor Cycle, there is an article there about a 76o Triumph with a Norton crank. The article suggests that 90o would be a better choice.

(pmartin@che2.che.umn.edu)

Featherbed Commando balanced to 52%

Having finally got the 750cc Commando engined Featherbed vintage racer finished, I have the following observations to state. The Featherbed handling is far superior to the Commando, (even with a Norvil headsteady). The vibration level is nearly intolerable at 6500 - 7000 r.p.m. but the engine still has the Commando balance factor of 52%, not the 84%[?] of the Atlas. The 90 degree crankshaft seems even more inviting now; the best of both worlds.

(john.martin@fluordaniel.com)

Featherbed Commando balanced to 77%

I have a 750cc Commando motor in a Wideline Featherbed frame. The motor was rebalanced at 77% prior to buildup. I am running the bike in its 2nd season, and last week ran the revs up to 6800 r.p.m.. Yes, it was a bit buzzy, but not much more than a standard Triumph twin in the same rev band. You will never get it to run as smooth as an isolastic setup, but hey, its a rigid mount!. I am not at all displeased with the motor performance!

usiewicz (mandrusi@pogo.den.mmc.com)

Featherbed Commando should be balanced to ca. 70%

Go for a 70% balance factor à la 650SS. This recommendation is from John Hudson of the NOC. The 52% balance factor will likely break everything on the bike if you leave it that way. The best thing would be to have the crank dynamically balanced for smooth running at the speed you want to use it most; this may vary from the 70% quoted. If you can't afford that, then balance it statically.

Colin R. Sharpe (colin@interaccess.com)

Pistons, rods etc. should be matched for good engine balance

Lots of interesting chat about balance

factors and rigid mounting of Commando engines. As someone has already stated, the 52% balance factor mandates isolastic mounting. This is because most of the vibration produced at that factor is (purposely) in the vertical plane ... that is, in line with the resilience of the Iso rubbers. Mounting such an engine rigidly will couple a nasty bit of frame-breaking vibration into the works! I can't possibly fathom anyone doing this for long.

As for the choice of 77% in Mike's Wideline Commando it was chosen by the engine's tuner, the late Thomas G. Pope (a good friend, and a craftsman of no mean achievement!). He advised that we build it to that factor, based on his experience with the frame and engine combination. Consequently, we had it dynamically balanced to 77% after otherwise preparing the crank.

It is true, as others have said, that the optimal balance factor is also dependent on the frame design, and the predominant engine speeds being contemplated.... no real solution here other than experience. I'm a long term fan of dynamic balancing, having first enjoyed its benefits exactly 30 years ago this month, when I rebuilt my first 'good' bike; my faithful 1953 Royal Enfield 350 Bullet. The transformation was astounding. Interesting also to note that Royal Enfield twins were dynamically balanced from the factory, which explains their remarkable smoothness without use of rubber mounting etc.

I'd suggest that there is one other factor to consider, aside from the absolute 'number' chosen ... and that is getting both sides of a twin absolutely identical... which occurs implicitly during the preparation of an engine for balancing. Piston weights, rod weights end-to-end, gudgeon pins, etc. should be the same on each side for best results. The best (though extreme) anecdote I can give is of my friend Bob's BSA Firebird ... I had never in my life experienced a more evil machine for vibration. I couldn't bear to ride it for more than 10 minutes at any speed. When we stripped the engine, we found that at least some of the problem was due to mismatched rods ... at some point, the left side had blown, and so the cheap DPO had ground the one journal, and replaced the rod and piston with an earlier (lighter) style. Consider the rocking couples that were generated because of that mismatch!

(grkricor@ccs.carleton.ca)

Piston weight affects engine balance

I've been following this thread with interest since I have an Atlas that vibrates more than it should at Highway speeds. I t's OK above 70 m.p.h. in high gear but it's hard to ride that fast at all times. It used to be fine before I blew a piston and replaced the pair with some Australian pistons that were heavier. This had the effect of lowering the balance factor and raising the r.p.m. of the 'sweet spot'.

I'm seriously considering replacing the pistons with lighter Hepolites as they are currently available. For what its worth, when I built my G15 motor I balanced it to 72% after going through the notes of the local dealer's father. He had kept records of every engine he ever built and the frame into which it went and what the vibration characteristics were. The G15 vibrated like mad till I got the carburetors jetted properly; since then it's nice and smooth at all r.p.m., much less vibration than the Atlas ever had.

(thomasa@halcyon.com)

More on balancing to 77%

From what I understand, a Commando is balanced at 54% stock. An Atlas is balanced at 85% stock. My 750 Commando motor was balanced to 77%. My frame is a 1956 Wideline (welded), and the motor is canted forward (as in a stock Commando) but mounted rigidly (no isolastics). The engine had some mild porting done, and runs a single 34mm Mikuni. It idles like a clock at 900 r.p.m., pulls very hard starting at 2500 r.p.m. up to 7000 (where I stop revving). It will certainly rev higher than that.

The bike gets quite buzzy at 3200 r.p.m. or so (but no more than my old 750 Triumph). If running at 4000 r.p.m. (cruising speed), the buzzing is noticeable, but not annoying (I also run clip-ons). All in all, quite a nice ride. For two complete seasons now, nothing has vibrated loose or fallen off (knock on wood!). On this basis I would say 77% is a good balance number to use in a rigid mount. If mounting in a stock Commando frame, I would stay with the stock number; in general, I figure the factory chose this factor for a reason, so why second guess them? Verify the stock balance factor number for your bike and balance to that.

The Christmas Party

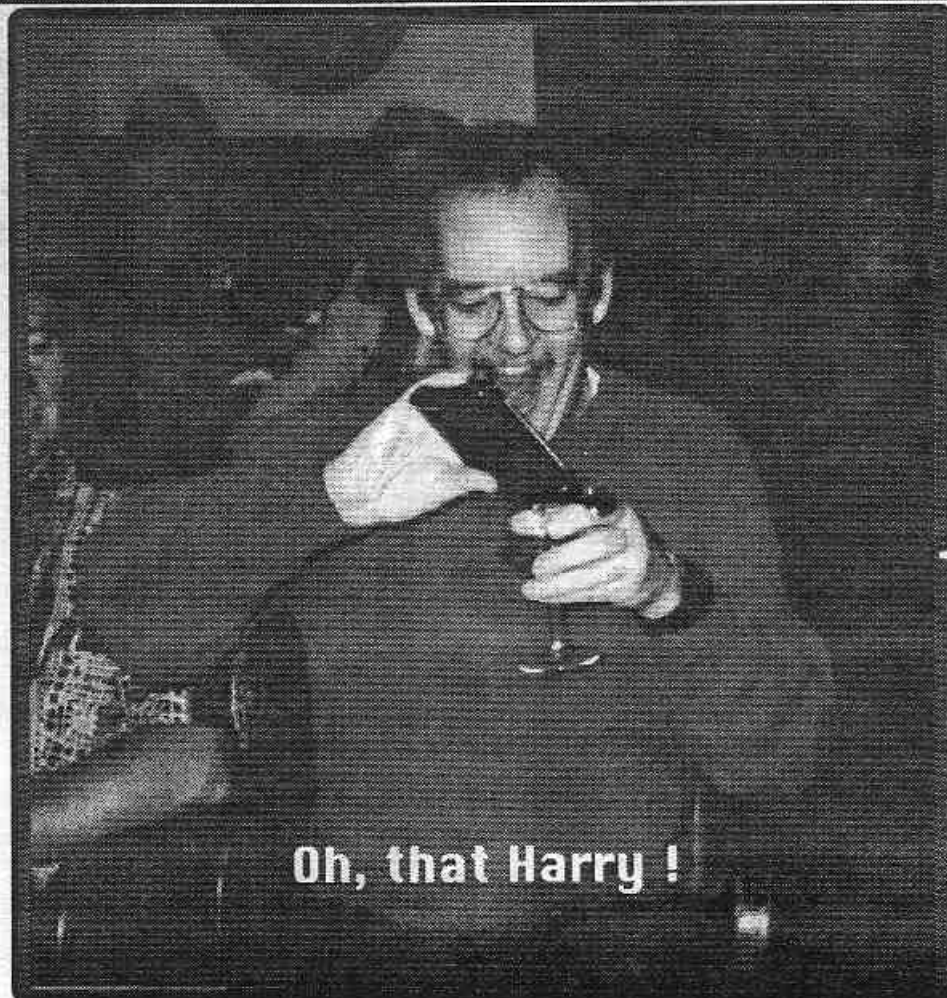
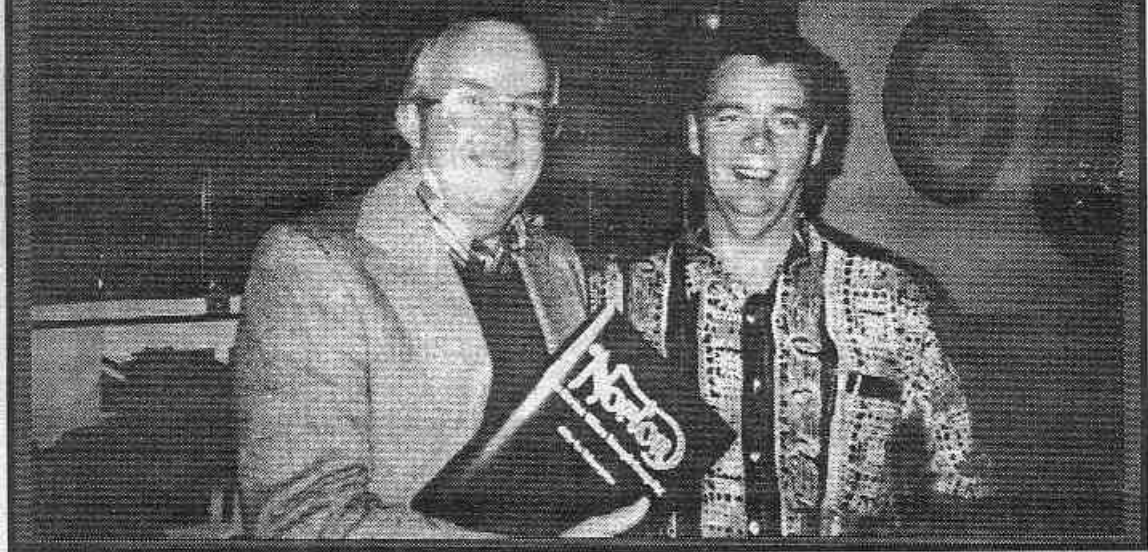


Enjoying that wonderful Harry's Cuisine



A good time was had by all !!!

**Mike Sullivan takes the Norton Award
from
George Shoblo**



Oh, that Harry !

NOC Member Profile

by John Covell

Name: Arthur Flatray

Age: 57

City Resident: San Jose

Marital: Married, 3 kids, 6 grandchildren

Occupation: machinist

NOC Member since: 1997

How first became involved with NOC:

"Bought this Norton and knew there were owner clubs. A friend of mine was also a friend of Alan Goldwater...."

Club offices held (years): None yet.

Norton(s) owned, described: 1967 Atlas
750

Other makes of motorcycle: None.

What first interested you in the Norton?

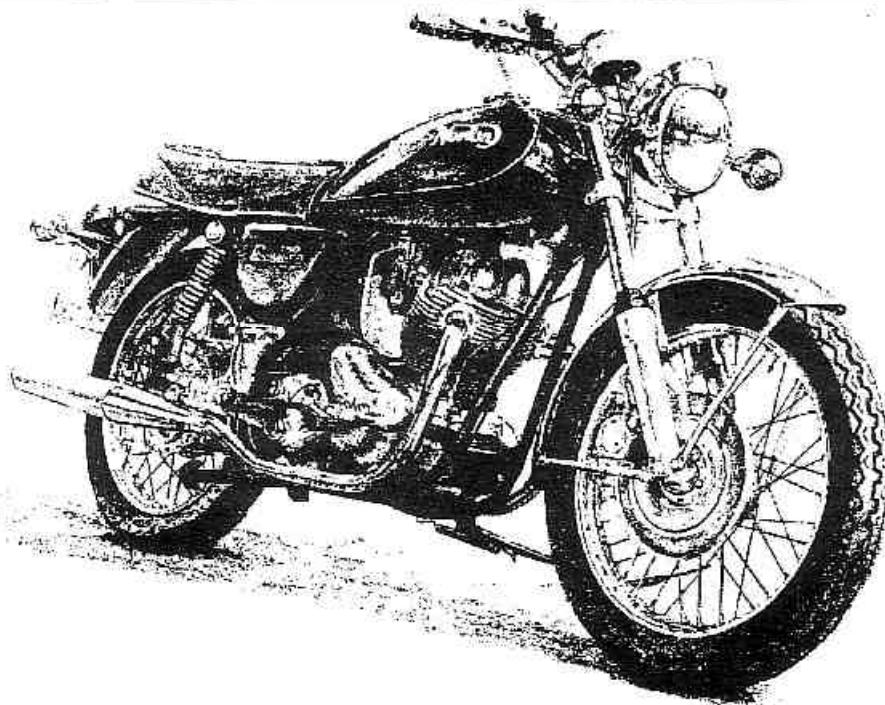
"I've been riding motorcycles since 1956. A good deal came along on this Norton. I bought it from a guy I didn't even know had a bike."

Other hobbies/interests of note? model railroading, photography

Favorite motorcycling road/ride: "Any road with no cars on it!" (eg, Mt. Hamilton, Skyline Blvd.)

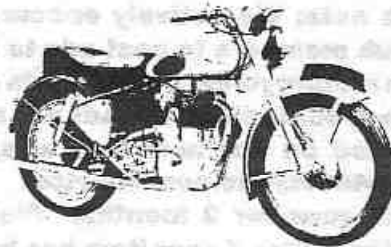
If you could redesign the Norton, what one thing would you most want to change? How and why? "Make more of them."

Favorite/most embarrassing episode on a Norton? "Having a guy on a Japanese bike give me the thumbs up."



The Eleventh Annual Clubman's
ALL-BRITISH MOTORCYCLE SHOW & SWAP MEET

Saturday March 28, 1998



**Honoring
 Royal Enfield Motorcycles**

**Campbell Pavilion, Santa Clara County Fairgrounds
 San Jose, California** *Indoors - Rain or Shine*

OPEN FOR SHOW & SWAP ENTRIES 6:30AM GENERAL ADMISSION \$5.00 8:00 AM
 DOOR PRIZE ELIGIBILITY WITH ADMISSION 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 1969 Triumph TR6*
 Tickets \$1 in advance or at the show
 Raffle Tickets via: BSAOC, P.O. Box 594, Novato, CA 94948

BUY & SELL *Registration Deadline Mar 14*

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:
 JIM TOMICH (415) 749-4682 (DAYS) (408) 377-9457 (EVE & WK ENDS)
 ALL ENTRIES/CHECKS PAYABLE TO: BSAOC, P.O. BOX 594, NOVATO CA 94948

Sunday March 29, 1998
 The "Morning After Ride" Organized by Vincent Owners' Club/NC
 Meet at RoadRider Accessories
 2897 Monterey Highway
 Ride departs 10:00 A.M.
 Info: Dave Molloy (530) 268-2483

Show Bike Classes
Divisions: A - Show/Concours/Restored
 B - Ridden/Licensed/Raced/Unrestored
Classes: Pre-War Roadrace
 Military Street
 Scrambles/Trial Modified/Cafe
 Speedway/TT/Flat Track

REGISTRATION FORM

SHOW BIKE REGISTRATION: One Bike @ \$15⁰⁰+ _____ additional Bikes @ \$5⁰⁰ /each = \$ _____

YR.	MAKE	MODEL	ENGINE (CC)	CLASS	DIV

SWAP MEET RESERVATION: _____ Swap Spaces @ \$25⁰⁰/space = \$ _____
 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.

WANTED: BUY OR TRADE

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

Call **John McCoy, Britalia Motors** (408)476-3663 (12/97)

FOR SALE

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

Call **Ken** at (408)379-4300 (4/98)

FOR SALE

Knobbies!! Bridgestone rear tires: 100/90-19, 110/90-19, 120/90-19. List \$70-\$80, only \$50 each.

Call **Stevan Thomas** (415)923-1662 (7/97)

FOR SALE

'69 Norton Production Racer w/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!!!!

Contact **Dave Neal**, day (510)233-0254, eves (415)383-0857 (5/98)

FOR SALE

Norton Notice collection, 1986 to present; also some BSA Bulletins. \$50,000 or Best Offer

Call **Eric Rhodes** (510)704-0485 (3/98)

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!

Call **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)

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.

Call **Ken Augustine** (415) 492-1714 (4/97)

FOR SALE

1969 Norton "S" Model, from Zach Reynolds Collection, as new, 2700 miles..\$6500; '68 Triumph TR6C Restored...\$3400; '70 Tr. Bonneville, original but faded...\$2600

Call **John** (916)753-9696 (12/97)

FOR SALE

Your editor must downsize....'64 TR6, last years winner at the Monterey European MC event,...'67 650 BSA, red/chrome. 1990 Honda Shadow V1100...\$3500, '83 Honda XR350...\$1600. For details & price call,
Ken (408)379-4300 or Alan (650)591-5444

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 (10/97)

CHEAP THRILLS

Norton 750 Dragster, Mhunt mag, nitrous injector, HP cam, air shifter..Featured on July cover, \$4500..call

Dan Lynch (209)638-6011 (10/97)

FOR SALE

1972 Commando Roadster, 11k original miles.

Beautiful with many add ons. All original parts. New Avons Stainless lines, Corbin Gunfighter saddle, Hyde rearsets, factory shop and owners manual. \$4150

Call Jerry (707)578-3708 (3/98)

FOR SALE

'75 CB750K, 52,930 miles, new front tire, front fork seals, rear chain and recent pro tune-up/new points & plugs. Silver, aftermarket sidecovers & mufflers, extra parts included.

'75 Norton 850 Commando MKIII Roadster.

17,100 miles, rebuilt head, electrojnic ignition, sleeved carbs, repainted tank & sidecovers (black/gold stripes) Electric start removed. \$3500 OBO

Call Mike (650)968-3837h or (510)572-8930 (4/98)

WANTED

Joe Hunt magneto for pre-unit Triumph. Atlas or P11 side stand

Call Tom (415)924-6558 (11/97)

FOR SALE

'72 Combat 750 BOTT Racer. Large valves, Grimeca brakes, fox shocks, 4 & 5" rims, fork brace, gusseted frame, street legal, registered, runs well....\$2500
Call Mark (415)919-5510 days or (408)996-8203 evenings (4/98)

FOR SALE

1971 Norton Commando 750. Hall-Burdett overhall. Pristine condition!! \$3,800

Call Dave (510)672-8817 (1/98)

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)

FOR SALE

68 BSA Thunderbolt, second owner, Excellent original condition; documented. \$3000/obo

Call Bob (530)676-9406 (eves.) (3/98)

HAS EVERYTHING

darwin Motors has 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)

FOR SALE

The Club Mac....Mac Classic, Stylewriter printer and enough software to make you a desktop publisher. \$300. Also John Covell has a modem to add for an extra \$40. Call Alan Goldwater.

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/Amex cards 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



classic motorcycle resource

Period accessories for the
classically- and retro-minded
enthusiast. Men's and women's
leathers, boots, helmets, and more.
Ten percent discount to NOC members.



Lewis Leathers

212 Ritch St., San Francisco, CA 94107
(415) 284-9514 Fax (415) 284-9515
www.darwinmotors.com e-mail: darwin@sirius.com

NORTON COMMANDOS ONLY

Restoration.

Repair.

Tune Up.

Maintenance.

Production.

23 Years Experience
Factory Trained



Norton

CALL FOR QUOTES

JIM CARTON 510/483-2045



1984 Stone Avenue, San Jose
(408) 998-4495
fax (408) 998-0642

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.

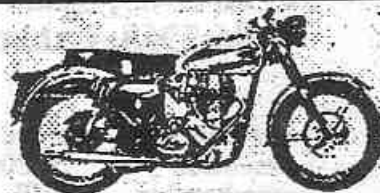
Norton

TRIUMPH

412 Valencia Street
San Francisco, 94103
(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



Purveyor of



Genuine Norton

Factory Parts

We stock a full line of Norton factory and after-market tools for your Norton. Some of these are:

- 06-0949; Clutch Spring Compression Tool
- 06-0999; Clutch Locking Tool
- 06-3964; Valve Guide Extractor & Inserter
- 06-3969; Valve Seat Face Cutter
- 06-3971; Front Isolastic Assembly Tool
- 06-4292; Drift and Handle Set
- 06-4297; Sprocket/Clutch Center Puller
- 06-7524; Timing Pinion Extractor
- 06-3965; Spanner, Caliper & Wheel
- 06-3968; Exhaust Spanner

If you have not ordered from us before, don't forget to mention your Northern California Norton Owners Club membership. You'll receive a 5% discount, and your club will receive a 5% rebate.

See pictures and instructions on the above tools, other tools and all our Norton parts along with prices on our Internet site at:

<http://www.oldbritts.com>

(253) 804-8715

Fax:(253) 939-6117

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