



Norton Notice



The Newsletter of the
Northern California Norton Owners Club

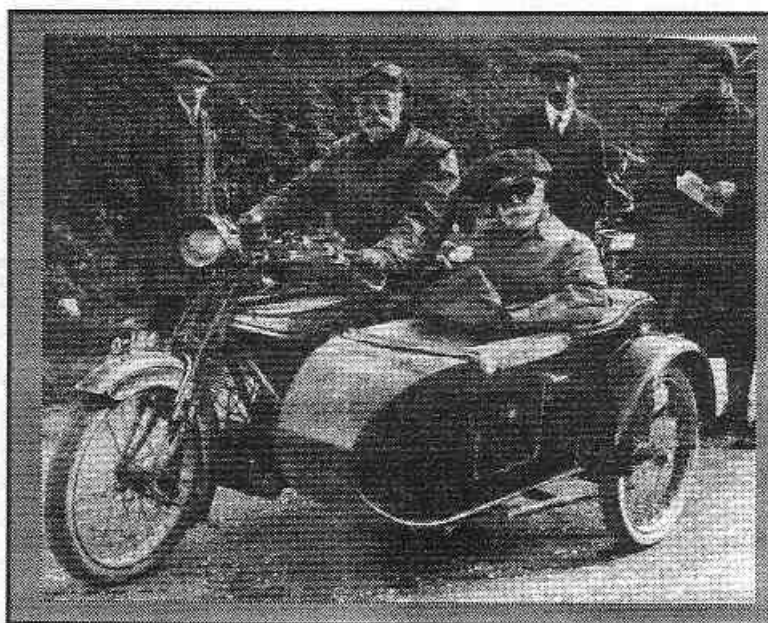
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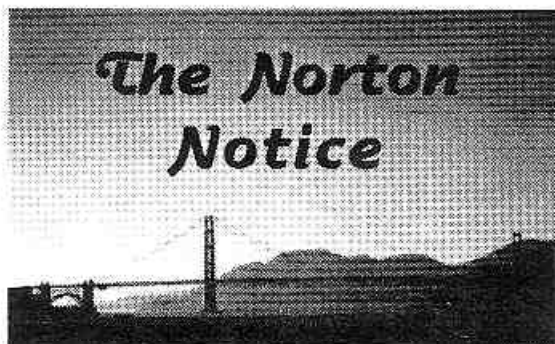
April, 1998

Norton

THE FIRST
100 YEARS

It's 100 years since James Landsdowne Norton
began the Norton Manufacturing Company
in Birmingham, England !!





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

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.

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

- 5-7: Cambria Weekend sponsored by Southern Cal NOC call 626-791-0259
- 20: Alan's Santa Cruz Ride & Meeting

July

- 5: "Wild Ones" Ride San Juan Batista
- 22-26: INOA Rally in Olympia, Washington

August

- 9: BSA Gold Star & British Singles
Steven Thomas (415)923-1662
or Art Sirota (650) 324-0567
- 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.

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

Welcome New Members

Ron Ohannesian - San Juan
Batista

Robert Quinn - San Francisco

James Cuneo - Healdsburg

Press Production and Halftones:

John and Carrie Follett:

White Oak Press, San Carlos, CA

Minutes of the March Meeting

The March meeting of the Northern California Norton Owners Club was called to order by President Alan Goldwater at 8:20 PM. The venue this month was Harry's Hofbrau in San Leandro. There were about 20 members present.

Alan asked for volunteers to help with the Clubman Show. He asked for anyone with a 1949 or earlier model Norton to offer their bike as a show bike. There were no volunteers. Leo nominated Phil Radford to judge the best Norton. Members will come by the booth to vote.

The monthly ride will start at Alice's and proceed to Cameron's Pub in Half Moon Bay. Everyone needs to be careful of the treacherous roads.

Info on the Day After Ride will be obtained at the Clubman Show from the Vincent Club.

We discussed a few upcoming events such as field events at the National Rally,

Sears Point AHRMA day.

Alan M passed out some coupons for Darwin Motors how are one of our advertisers.

Bill Knight, our club sponsored racer, has asked for our help. He is looking for parts to help rebuild his racer. He is contesting for Open Twin and Premier Twin #1 plates in AHRMA motocross. Specifically he needs a Commando engine.

Mike Sullivan handed out articles on the new Norton 652.

We had a brief discussion on how Classic Bikes are gaining in value and how they seem to be leaving the area for places where they are even more valuable.

The meeting was adjourned at 8:55 PM.

Respectfully submitted,

Alan Mueller, *secretary/treasurer*



The whole gang in Half Moon Bay

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

We had a good turnout for the March ride, with clear weather and green hillsides. Leo Christianson had an unfortunate incident but no serious damage was done. It's nice to see new faces and bikes on our rides and I hope this trend continues.

We have a new shipment of club shirts, long-sleeve in green with gold printing. I ordered more XL and XXL sizes, so there should be plenty to go around, unless they sell out at the Clubman's show. Due to the color combination, the price is slightly higher than the last batch at \$18 (\$20 for XXL). They will be available at future club meetings, I can ship to you for \$5.00 extra.

Here is the first installment of the article on the famous Ron Wood racing Nortons. I have kept most of the technical info but deleted the stuff about riders and racing anecdotes. If anyone wants the full text (19 pages) I will bring some copies to the next meeting, which is at Harry's Hoffbrau on El Camino in Mtn. View.

Hunting Harleys With A Red And Silver Gun **by Joe Scalzo**

*Condensed from the October 1979
issue of Motorcycle*

On October 9, 1976, a stimulating Saturday evening in Los Angeles, three small, scarlet and scrappy Nortons came tantalizingly close to embarrassing nine factory and privateer Harley-Davidsons and two factory Yamahas in the 20 lap National championship inside the bare, weathered Ascot race track. An unaccountably timid ride by David

Aldana on Norton No. 10 resulted in a 13th place finish; a last-moment gearing change that was disastrous sent John Hateley's No. 98 reeling backwards to eleventh after leading the opening lap; and on delicate little No. 44, Alex Jorgensen made a brilliant bid at pinning defeat on winner Jay Springsteen that failed by a mere bike length.

Seven minutes and thirty nine seconds was all the time it took Jorgensen, who is a slow starter but fast finisher on half-miles, to give himself and the owner-tuner of the Nortons, Ron Wood, their best finish and most disappointing loss in a National. Another 18 months spent racing all around the country had to elapse before Jorgensen finally got them a victory, again at Ascot, in the springtime National of 1978..

Wood's insistence that his race equipment be pleasing to the eye and show "attention to detail" (the adjective "beautiful" is a bit flowery, he believes, for something with the firepower of one of his Nortons) is laudable, but Wood's compulsion to field the most lightweight motorcycles in racing has been achieved with difficulty. He has paid the price in breakage and disappointment. With one National victory and three track championships in the last four seasons, Wood's Nortons can fly around Ascot's half-mile, but on mile tracks like San Jose and Indianapolis, even ten-lap heats have in the past proven too long for their drilled swing

arms and other flyweight goodies. One of Wood's ultra-light frames actually snapped in two at San Jose one year. A monocoque chassis weighing an incredible 139 pounds had to be discarded, with regret, for safety reasons. They seem to be fragile, Wood's Nortons do, but they are the best-handling machines in racing.

I was enlightened and entertained watching Hank Scott, who substituted for the convalescing Jorgensen, race the Wood Norton on a recent Friday night at Ascot. Without more than a lap of practice Scott sent the red bike cannonballing into Ascot's first turn, back wheel chattering in the bumps and, while turning, grabbed an enormous fistful of throttle that helped him record the fastest qualifying time. It was a treat to listen to the dialogue that followed between Scott one of the most masterful dirt racers, and Wood. "What's this thing weigh?" Scott asked, plainly incredulous. "Oh, 260 pounds," Wood replied, smiling. "Are you *kidding*?" "Well, 257, actually. And it was lighter than that before I added some frame braces." "It steers. It wants to ride around a corner. I bet you could ride it 50 laps on a mile track without getting tired. It's sure different than a Harley."

The night Hank Scott scored his sweep on the Norton I watched Wood spread a carpet on the dirt surface, then unload two gasoline cans, tool boxes, extra gearing, six spare tires, an air compressor and one of his Nortons, which would be parked on the carpet. Wood is extremely self-efficient. He was completely prepared because he'd been up all the previous night working on the engine. His pre-race duties amounted to listening to Scott's suggestions, and changing and checking spark plugs, gearing, carburetion and tires. Once the racing started his work was minimal. Mostly he cleaned dirt from the clutch

lever and cables while Scott cleaned it out of his own eyes, mouth, naval and elsewhere. Ascot is a track with a heavy surface. As the night grew colder, Wood, for balm, added a slug of Bacardi to the Coke someone had brought him from Ascot's grimy refreshment stand. He had to consider more mechanical changes involving the changing track surface and temperature and Scott's growing familiarity with the Norton. What Wood was considering was obviously very complicated. On the other hand, the instrument that was most prolific in his tool box (I counted four examples) and which was used the most, was a hammer. Throughout, Wood seemed in complete control of every situation. Few seedier places exist than the Ascot pits, and Wood and the Norton not only brightened things appreciably, but never quite looked as if they belonged in such a desolate setting.

A week or so earlier I'd visited the Wood Lighting Fixture Company, a 50,000 square-foot warehouse/ factory in Irvine, and by Southern California standards, a short trip from Ascot. Following him through the door behind his desk, my feet left carpeting and clicked on spotless linoleum. We were in a well-lighted room of perhaps 15 by 20 feet. In the middle of the room was a red Norton with Hank Scott's number, 14, the gasoline tank missing and the twin-cylinder 750cc engine laid open from its crankcase up. Along one wall of the room were shelves filled with cylinder barrels, crankshafts, pistons, gears, connecting rods, springs, Norton manuals. On another wall was a solvent wash tub, air hoses and an air compressor. On a third wall was a work bench with more engine pieces, tools and shop rags. On the last wall were more racing pictures and some color pin-ups. From this tiny factory one man, in effect, battles Harley-Davidson.

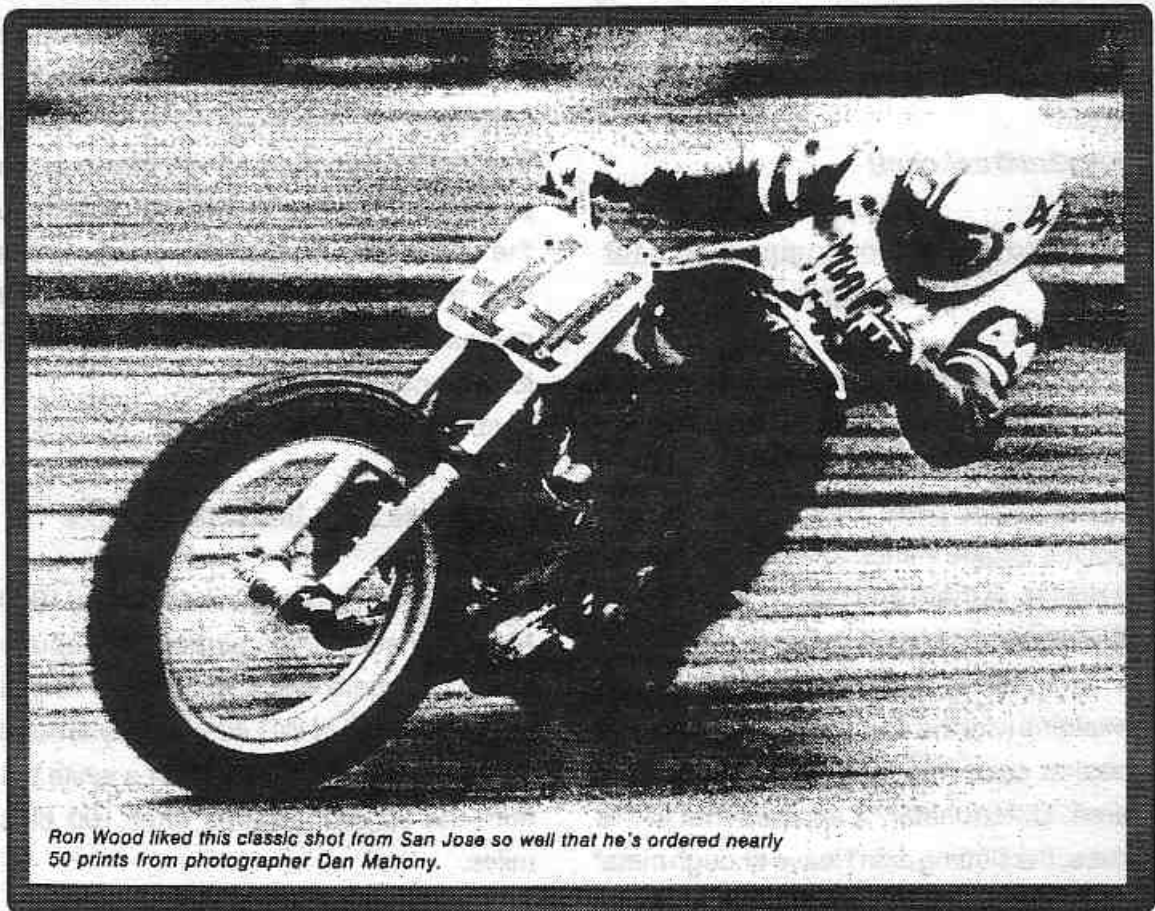
Pointing at No. 14, Wood, beginning a description of what he was presently doing and had been doing all winter, said, "The chassis is pretty much the same as last year, although I've made little improvements. The brake system is slightly different and so are the engine plates. And I'm adding an oil cooler for the miles. Too much heat there. Of course I'll run some dyno tests at C.R. Axtell's first to see if it really does cool it." On the workbench, in a press, was another crankcase. "I weld them outside and inside because they have a tendency to crack there," Wood continued. "I have a one-piece crankshaft that nobody else has. Everything here is hand-fitted. I've put a lot of work into these cases. Supposedly they are the strongest set available, but I've still had to modify them.

"And look at this," Wood said, pointing out a cylinder head. "This is the kind of thing I really enjoy. I've got the port

hole lined up so I can take out and change the camshaft while the engine is still in the motorcycle. All I have to do is take off the timing chain and I can re-time it in a couple of hours. Before it was an all-day job."

Wood says he has worked on and developed at least five different engine combinations for various tracks, and believes that about 2000 of his man-hours went into the construction and fine-tuning of each one of his trio of race bikes, all of them in this building, and many of them late at night. He said he was proud of any innovations he has brought to racing, but looked apprehensive, apparently out of fear it would sound immodest, when I requested that he list them.

End of Part 1...there will be some more photos in the next issue



Ron Wood liked this classic shot from San Jose so well that he's ordered nearly 50 prints from photographer Dan Mahony.

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

Hints & Tips

A miscellaneous collection of useful ideas from NOC-L & Roadholder

Getting a good finish on alloy castings

I learned a while back that the way Enzo Ferrari finished the alloy castings in his cars was to spray them with silver paint, then wipe off as much of the paint as possible immediately with a cloth. I have tried this on BMW castings, and found that a better method is to spray the paint onto the cloth, then wipe it on the alloy. It looks great, and more importantly, it fills the pores of the metal which makes cleaning a simple job. If you don't like the look, wipe off the paint with mineral spirits and try again.

(sks3rd@aol.com)

Slotting Dominator engine plates for easier removal

I am sure I am not the only one to notice that if it wasn't for that bolt which fastens the bottom of the Dominator engine to the engine plate, I would be able to lift out the engine without the gearbox and all it entails. Is there any reason why I should not cut these holes in the plates into slots?

Now that you mention it, that explains why the engine plates of my Atlas basket case had been 'modified' in that area. Unfortunately it appears that in this case, the slotting didn't leave enough metal

or strength. By the time I got the bike there was almost nothing left under the bolt head and the unsupported part of the plate had broken away. I replaced the plates with another pair. Now I'm wondering if this was a common modification.

(culgandm@sterlingdi.com)

Slotting Dominator engine plates - not advised

This is a very common modification, but in my view should be avoided like a case of warts. The Norton twin's engine plates have little enough bearing at the bottom/rear of the cases as it is, and slotting the lower holes will seriously weaken the plates. I've taken the opposite tack when making engine plates: I increase the bearing surface by making the boss area in the engine plate as large as I can, and make the hole a close fit to the stud. It may render the power unit a little more inconvenient to remove, but makes the plates and crankcases much less prone to damage.

(grkricor@ccs.carleton.ca)

Noise from tachometer drive

The tachometer head on my 1960 Model 99 sometimes screeches enough to annoy where the drive enters. After I spray a little bit of WD 40 carefully around the bearing it all goes quiet for a while but then the screech returns after 100 plus miles.

In my experience, the screeching you speak of comes from inside the instrument head; most often it's due to the internal bush having run dry, and a complete strip down is in order. Other times, its due to the thrust pad for the shaft on the rotating magnet having worn axially, causing it to rub against the internals. This is most often caused by an unwitting owner fitting a speedo cable with an inner core that protrudes too far into the head ... it causes axial loading of the internal drive when the collar nut is tightened on the outer cable. If you want to experiment with some grease, use the smallest dab you can, because it will almost certainly find itself into the head and gum things up. Better still, try some graphite.

(grkricor@ccs.carleton.ca)

Modified pillion footrest for use with rearsets

About 8 years ago while at the INOA Rally in Canada I saw a crude passenger footpeg bracket that I have improved upon. It moves the passenger footpegs back to allow the operation of rearsets with a passenger. For those of us who prefer the comfort of rearsets over the stock setup, yet still carry a passenger, this is the answer. I have received a few inquires about the brackets, from people viewing them on my homepage, so I've made a few sets. You can view them direct at <http://stripe.colorado.edu/~lines/foot.html> or wade through my motorcycle pictures page to find them.

(lines@stripe.colorado.edu)

Determining crankshaft shims required before final assembly

I plan to pre-assemble the crankcases with the crankshaft and the new Superblends to measure the crankshaft end play to see if shims are needed. It seems to me that once the inner bearing shells are pressed onto the crankshaft they will be quite a pain to get off, if shims prove to be needed.

If you have an old inner race from a Superblend bearing, you can grind out the inside diameter a little until it is a loose fit on the shaft. Fit one of the new main bearings to the crank (say, the drive side) then use the old loose fitting inner race on the timing side to establish what shims are required to get the correct end float. Finally fit the new timing side inner race with the appropriate shims behind it.

(pha59@cc.keele.ac.uk)

Unique oil tank breather

As for breathers, it's not a good idea to use them as chain-lubers, as do some people, I've seen, do (my own bike came with this bodge on it). Blow-by gases are mostly just water of combustion, emulsified oil and sulphur acids anyway, none of which are good for chains.

I route my breather into an (empty) can of Guinness Extra Stout, housed where the starter motor would sit on a Mk.111. The colour scheme matches the black-and-gold livery of my Interstate quite nicely.

(djw12@leicester.ac.uk)

Gaskets for compression plates

I intend to use a steel compression plate to reduce the Combat compression to 'normal'. Should I also use the standard paper gasket in addition to the compression plate and if so, below, above, or one on each side? Alternatively, should I use some kind of liquid gasket?

Yes, by all means put a paper gasket on both sides of the compression plate. I recommend using Permatex gasket sealer. I have never had oil leaks with this product and cannot say the same for others I've tried.

(rasband@beethoven.byu.edu)

Castrol R

I'd like to get that 'R' aroma floating about. The way I see it there are a few options:-

- * 1) Run Castrol R in the crankcase, and let the residue burn
- * 2) Mix some R in the gas (2-4 oz.) and chance fouling a plug
- * 3) Mix in castor based 2 stroke oil into the gas (Maxima 927 - 2 to 4 oz.)
- * 4) Dump some straight castor into the gas

Alternative to Castrol R

I tried option 4, using ~3 oz. per 4 gallons of gas. There was a very slight aroma, but it was definitely a bit tougher to start, although when running, its was fine. Castor oil from the pharmacy is expensive too...\$4 for 6 oz!!, whereas the Maxima is \$6 for 16 oz. What's the consensus on the best mix?

I use Maxima 927 but I probably

use a little less than 2 - 4 oz. I bet I use about a shot glass - 1 oz.? maybe 2 oz. at the most. Use something to stir up the tank if you add the oil last; I use a big screwdriver or a tyre spoon. I assume that unless it is well mixed the oil may slither its way into your carburettor in one big glug - probably un-atomizable by any known British carb. This may be your starting problem. I've done this for years with no known problems.

(triumph@fia.net)

Oil soaking of gaskets

Speaking of goop to use on gaskets, a Canadian guy at the 1995 Norton National told me he never used anything, on the various crankcase and gearbox gaskets. Instead, he would just soak them overnight in oil before using them. Supposedly this made them swell up to conform to the irregularities better. I was a little dubious about soaking a gasket in very the fluid you're trying to prevent from leaking through that gasket, but his bike was sparkling, and he said it never leaked oil.

(miketync@aol.com)

Techniques for easier removal of cylinder heads

This problem of installing Norton heads arises because Nortons have their pushrod tunnels permanently cast into the cylinder barrels rather than using the vast array of little tin tubes, rubber washers, etc., found leaking onto older engine designs (the names of which modesty prevents me from mentioning).

The Norton design was a major improvement in oil-tightness, but it makes

getting the head off and on with the engine in the frame very tricky indeed if you do it the way the book says; because you're supposed to lift all four pushrods as high as possible into the head and hold them there while you lift the head out of the frame, or you won't have enough clearance to get it out. Six hands are the practical minimum for this job, and most Brit-bikers have only two.

The answer is to use a pair of nylon tie wraps (the kind used on electrical harnesses, etc.) As soon as the head is lifted free from the gasket, put one tie wrap around each pair of pushrods, fastening it so the long end of the tie wrap points out away from the barrel. Snug them up tight enough so that it's a bit difficult to move them up and down on the pushrods. Now, as you remove the head, push the tie wrap down all the way on each pair of pushrods, then put a finger from each hand under the tie wrap on the pushrods to hold it up (and its pair of pushrods) as you're lifting the head free of the engine. Holding each pair of pushrods this way leaves you eight fingers to lift the head out of the frame. It will be easy to keep the pushrods snug against the head and you'll clear the frame with no danger of bending a pushrod, and no extra hands needed. After the head is off, keep the tie wraps on the pushrods (unless you need to service them, of course), so you can tell the left pair from the right pair by the direction that the end of the tie wrap is pointing.

To reinstall the head, just hold the pushrods high up in the head with a finger on the tie wrap as you did before while lifting the head loosely onto the barrel. Once the head is past the frame and over the barrel, with the pushrods in

their tunnels, you don't need the tie wraps anymore, so snip each one off while holding the long end, to be sure no nylon bit falls into the engine. Note that the only purpose of this trick is to keep the pushrods out of harm's way during removal and installation of the head. During installation, you still have to follow the book and be sure the pushrods are properly located on their rocker-arms before tightening down the head bolts, or a pushrod could be bent.

If, like the writer, you've already taken the head off by the traditional blood and chaos method, you can still put it back on with the tie-wrap method; firstly making sure the pushrods damaged during removal have been replaced and all skin lacerations have stopped oozing, which could cause rust. You simply have to put a tie wrap on each pair of pushrods, aiming the end of the tie wrap toward the outside of each pair so you'll be able to tell the left from right. If you've mixed them up already, you'll survive, but it's better practice not to interchange pairs.

I invented this trick many years ago, and used it last October on my ring-job with no problem, even though I was out of practice. Easier head installation is probably the only good thing that can be said about separate pushrod tubes of the earlier engine designs - this trick makes Norton head removal and installation almost as easy, without giving up the oil-tightness and durability of cast-in pushrod tunnels.

(miketync@aol.com)

Tune in next month for the exciting conclusion of Hints & Tips !!

THE RIDE

by Jerry Jolliff

So the four of us rolled it on leaving The Florence Lounge about 10:15 AM, Sunday February 28th.....Joe Edwards (Mr. Nasty), Brad Green (Norma-Jean), Jerry Jolliff (Storm) and Garwood Jorgenson (Banana Slug, a nice yellow 750).

Dry roads, overcast skies...but we pressed on. Through Sunol, over the hill through Livermore onto Morgan Territory Road. Brad's Norma-Jean got PMS so the rest of us got roadside education on Mikuni carbs and Lucas ignitions. Lots of road dirt, gravel, some water...so what? The Norton's loved the cool weather. We stopped in Byron for road cokes and burgers. We dropped Gar off (he lives two miles away) and headed off to Vasco Road for a kick ass drag race home...Brad in front, of course, me (Storm) in second and Joe bringing up the rear, green scarf blowing in the breeze.

Home safe, now an hour of cleaning off road kill and Brad's oily secretions, cover it up and look forward to the next winter ride!

Nuff said!!!!

Dear Alan, March 9, 1998

Nice article in the March newsletter on crank balancing. Strange that the Brit factories never tried some of the many variations of balance factors, of which the most important factor is, honesty. Don't tell your local balance artist that you always run around at "seven grand all day", when your motor

spends most of its life on the 3500 to 4500 range. Factories realized this and would balance and gear accordingly.

One point that I would mention, is that 60's BSA unit twins that have what may seem excessive vibration, can be smoothed out by balancing the clutch housing. This cast iron piece is not machined over its full surface and can be seriously out of balance. While at BSA, we had an exchange scheme where dealers could send us a batch for rectification. Its simple to do this at home. Make an arbor to support the chainwheel and mount it in a wheel balancing jig. Drill the low (heavy) spot, until it stops in any position, just like balancing your wheels.

Smooth Riding,

Brian Slark

Bonus article!

The NOC Restaurant Review—a highly irregular feature of the Norton Notice

Alice's Restaurant, Skylonda

Last Sunday I had a calendar conflict that prevented my fully participating in the monthly club ride, but I did have time to pop down to Sylonda to meet with fellow club members until their departure. After they left I went across to Alice's for breakfast.

I'd heard that Alice's had closed because of a variety of environmental and building code problems, so I was interested to hear that they had reopened, albeit under new management. Against advice, I

decided to sample the fare. The New Alice's has been open since last June, so presumably any bugs in their food service operation should be worked out by now. I would it were so.

On walking into the place one is impressed by the upgraded fixtures and general tidiness. The capacity of the restaurant is about the same as before, but now one must join a waiting list to get a seat on a Sunday morning. Being alone, I'd have been happy to sit at the counter, but it was full. Nevertheless, a table opened up for me within five minutes and I was seated.

The service would have to be described as brusque. Barely had I unwrapped my utensils and begun to peruse the menu when the waitress asked to take my order. I made a quick decision: Rick's Special, this being eggs scrambled with sausage and mushrooms, with potatoes and toast on the side (no rye, sorry). As I watched the five waitresses and one busboy running around, it seemed to me that they're trying very hard but are taking themselves a bit too seriously. I sensed little humor, and this was not conducive to relaxing over a meal. Maybe they're worried about making their monthly mortgage payments after investing in fixing the place's problems?

I saw three people in the kitchen, and it didn't take long for my food to arrive. The portions were generous enough. The eggs were OK, the potatoes mediocre and tasteless, the toast so-so. (Hint: Lose the bland spread and go for butter.) For this I paid \$8. Add coffee and a tip and I was \$10 lighter when I left. Probably to be expected in such a location. Next time I'll try the Boulevard across the road.

If there were a Denny's next door, I'd go there instead.

John Covell

NOC Member Profile

by John Covell

Name: Steve Marsh

Age: 49

City Resident: Redwood City

Marital: married

Occupation: machinist (Bofors Machining, Redwood City)

NOC Member since: ca. 1992

How first became involved with NOC: "Had my Norton since it was new, was a dirt bike rider, got tired of riding by myself."

Club offices held (years): none yet

Norton(s) owned, described: 1975 Commando Mk.3 Roadster with Interstate setup

Other makes of motorcycle: Honda GB500, Yamaha 250WR

What first interested you in the Norton? "I bought it at Selby Motors for \$1600 on credit. He set up the deal for me too attractively."

Other hobbies/interests of note? dirt biking, bicycling, running

Favorite motorcycling road/ride: Pescadero Road, Stage Road, SR 9

If you could redesign the Norton, what one thing would you most want to change? How and why? "A 5-speed, with a higher top gear."

Favorite/most embarrassing episode on a Norton? "Leaving the Victoria ferry, I was the first vehicle off, with a big load of gear, I made a hasty departure and tipped it over in front of my brother!"

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

1972 Commando. Excellent condition. Many improvements, including: Norvil floating disc front brake, Mk III isolastics, 3-phase high output alternator, Boyer ignition, Sleeved Carbs. \$3000 or B/O
Call Marick (650)723-8115, days or (650)321-5083, eves (7/98)

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.
Stevan Thomas (415)923-1662 (7/97)

FOR SALE

'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!!!!
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!
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.
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)

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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.

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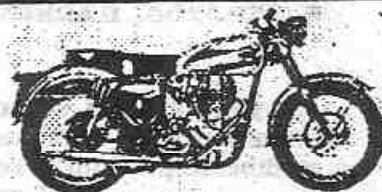
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- 06-3969; Valve Seat Face Cutter
- 06-3971; Front Isolastic Assembly Tool
- 06-4292; Drift and Handle Set
- 06-4297; Sprocket/Clutch Center Puller
- 06-7524; Timing Pinion Extractor
- 06-3965; Spanner, Caliper & Wheel
- 06-3968; Exhaust Spanner

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