



Norton Notice



The Newsletter of the
Northern California Norton Owners Club

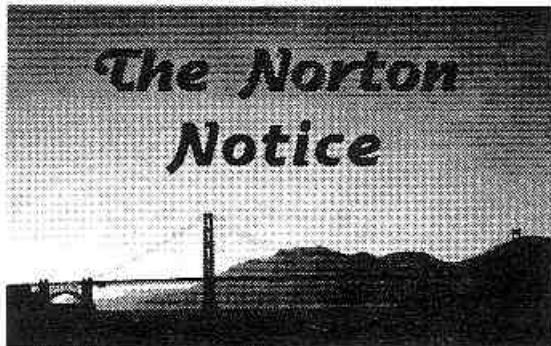
No. 237

May, 1998

RON WOOD



**Hunting Harleys With
A Red & Silver Gun**



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.

May

2-3: **AHRMA roadraces & dirt track**
 Willow Springs 715-842-9699

17: Ride to Castle Air Force Museum
 See Page 15 for Details

30-31: Loop of the Lakes - BSA
 dual-sport- Call Ed 415-457-5423

June

5-7: Cambria Weekend sponsored by
 Southern Cal NOC call 626-791-0259

19: Alan's Santa Cruz Ride

July

5: "Wild Ones" Ride San Juan Batista

22-26: INOA Rally in Olympia, Washington

August

9: BSA Gold Star & British Singles
 Stevan 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.

May 14 - Prince of Wales
 San Mateo

June 11 - The Boathouse
 1 Harding Park Rd. S.F. 415-681-2727

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

Ken Neff - San Jose

Norman Trueblood - MountainView

Steven Lawrence - Alamo

Bruce Marlow - El Sobrante

Michael Harper - Atascadero

Fred Page - Pacific Grove

John Soliday - San Jose

Lewis Dobbins - Nevada City

Kelly Shane - Truckee

David Gandy - San Carlos

Gordon Massie - Woodlands, Texas

Terry Coleman - Citrus Heights

Dan McDonough - San Mateo

Press Production and Halftones:

John and Carrie Follett:

White Oak Press, San Carlos, CA

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

The weather has improved a bit but I was still discouraged from making the Rally di Milani due to rain here in Santa Cruz. I heard that there was no rain on the ride and that the turnout was good, about a hundred bikes by one account. I hope someone who was there submitted a ride report with the details.

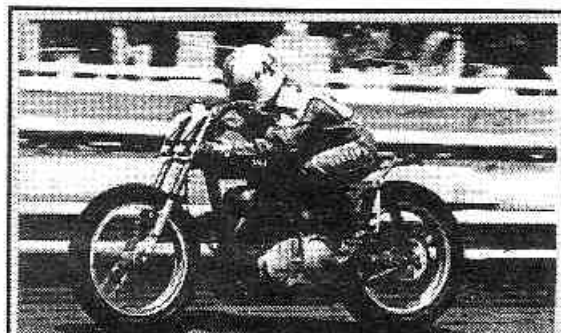
The Day After ride also had a good turnout, with about 30 bikes, including about 10 Nortons. After the early lunch stop in San Juan Bautista, Tom Dabel led a NOC contingent on a side loop up to Gilroy Hot Springs, keeping the tradition of this ride going "Where No Ride Has Gone Before".

The meeting on 4/9 at Harry's Hoffbrau had 16 members in attendance. There was some discussion of upcoming events, including the scheduled rides to the Castle Air Museum, Mt. Tam and Sears Point. Someone asked about the possibility of "Grudge Match" drag racing at Sears. A new member, John Soliday, said that he has been racing for many years and explained that current regulations require a dead-man kill switch which is actuated by a wrist thong, so an unmodified street bike can't be drag-raced. From the discussion which followed, many thought this was not a difficult modification. I'd like to pursue this possibility as a future event, but one of you will have to take the initiative to explore the possibility. Any volunteers?

Ken Armann passed on a

message from Bill Knight, our club-sponsored Norton Motocross racer. Apparently his son was injured in a recent race and this has temporarily kept Bill from racing or attending recent meetings. Several of us have donated enough Commando engine parts to begin building a spare motor for Bill's race effort. I have suggested that he give us a progress report and details on additional parts needed in the Notice. This guy can really fly and deserves our help to keep Norton on the track. The next installment of the Ron Wood Norton story will serve as a reminder of how competitive our marque can be in dirt racing.

A final reminder, we have already sold a bunch of the new long-sleeve green club shirts, so if you want one don't wait too long. They will be available at meetings for \$18, and if you want to reserve one for future delivery just call me. See you next month.



Wood feels Alex Jorgensen is the perfect rider for his Norton because he's small and light, but strong. Here Jorgy pushes 120 mph on the San Jose Mile straight!!

Hunting Harley's With A Red & Silver Gun

(Part 2)

by Joe Scalzo

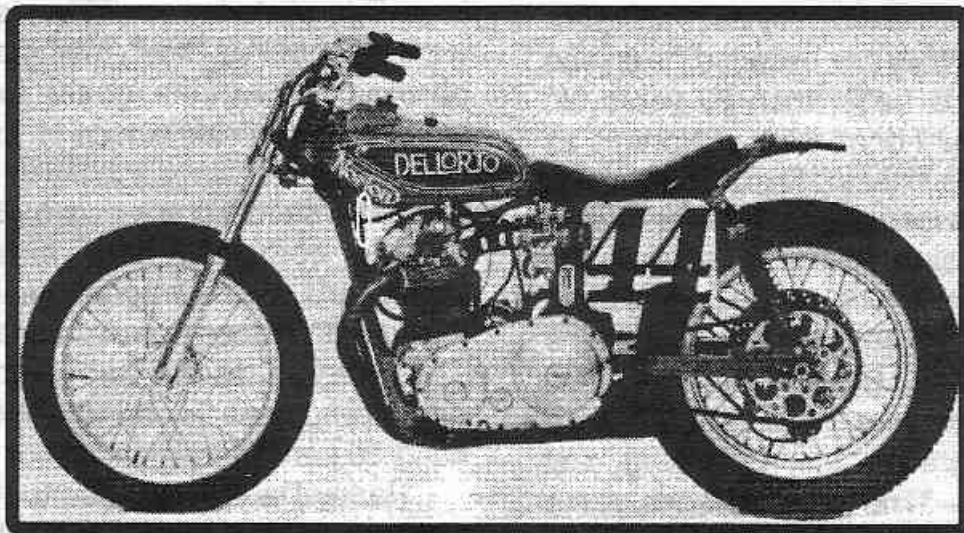
Condensed from the October 1979 issue of Motorcycle

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.

"Well, let's see. I think I was the first person to use rectangular steel for a swinging arm," he began.

"Somebody else may have done that before me, but to my knowledge I was the first. Also I was the first to have an adjustable steering head in the bearing races between the triple crown. I machined it out of steel, then aluminum. I have no engineering training and can't do blueprints, but I made scale drawings of each one of my frames, then fabricated them myself. One of them, my big round tube frame of a couple of years ago, was fairly unique. I don't know of anyone else who put the engine oil in the bottom of a tube frame and not the top, making for a lower center of gravity. It took a rather complex scavenging system to get it to work.

"I do as much as I can myself," Wood went on, "because I really enjoy it. I like immaculate things, too, which is why I keep the bikes clean. The workmanship has to be just right or the fun would go out of it for me. I do all my own engine work. That way, if



The bike has Ceriani forks with an air assist, S & W shock absorbers and a cut down Preston Petty motocross fender. Tires are Goodyear or Carlisle.

something breaks, and things have, I have no one to blame but myself. I do some of the machine work but hardly all. The specialty stuff gets sent out to friends of mine in the business." Wood pauses for a moment. "You know," he said thoughtfully, "there are probably a lot of people who have the idea that I do everything myself. That's really farfetched. Roger Mainstone and Web Powell, in particular, help me so much at the races and here. And, of course, C.R. Axtell. He's my ultimate hero and my leader. With his years of expertise, Ax has forgotten more than 90 percent of what other people ever knew. I've known him for years and he's always impressed me. He looks at some of the more radical things I want to try and helps me see that common sense is sometimes more important.

"Every time I have setbacks, some sort of engine failure with one of the Nortons," Wood said, "people seem to wonder if I have enough spare parts to go on. They are the ones who consider my bikes antiques. In a way they are, because the engine design is better than 20 years old now. But I don't think of Nortons as antiques. I haven't had to go to outside sources for parts like I would if I were racing, say, a Yamaha. I use Norton connecting rods, standard gear train, cam timing and the same gears. The magneto is Lucas. I have Axtell cams and this year, in something of a departure for me, I'm using cast pistons. "The fact is, despite all the problems the English motorcycle industry has been having, I probably

have enough Norton spares to keep me going for another ten years. The Norton people take good care of me. I probably have an easier time of it that way than a lot of privateers with Harleys. I know one Harley owner who's had a pair of engine cases back ordered for two years."

Carl R. Axtell, whom Ron Wood unabashedly calls "my leader," is a colorful, complicated and contradictory figure who is a bicyclist and a vegetarian with a fondness for martinis, who no longer cares to field a motorcycle himself, but makes a considerable living hopping up the motorcycles of others who do. His list of likes and dislikes are long and eclectic. He dislikes two-stroke engines, road racing, the sanctioning bodies and officials of racing, and losing. He likes dirt racing, mongrel dogs, the race driver A.J. Foyt, the singer Ray Charles, winning, secrets, and, when he is in the right mood, delivering extreme statements that strike at the heart of any matter, and whose momentum builds with each incredible sentence: "The ideal way (one of his most memorable off-the-cuff remarks goes) for a motorcycle to finish a race is to be first. When it crosses the finish line the frame should crack in two. Both wheels collapse. The engine disintegrate like a hand grenade. And the rider drop dead from exhaustion. That way a tuner knows that everything was working at one hundred percent efficiency."

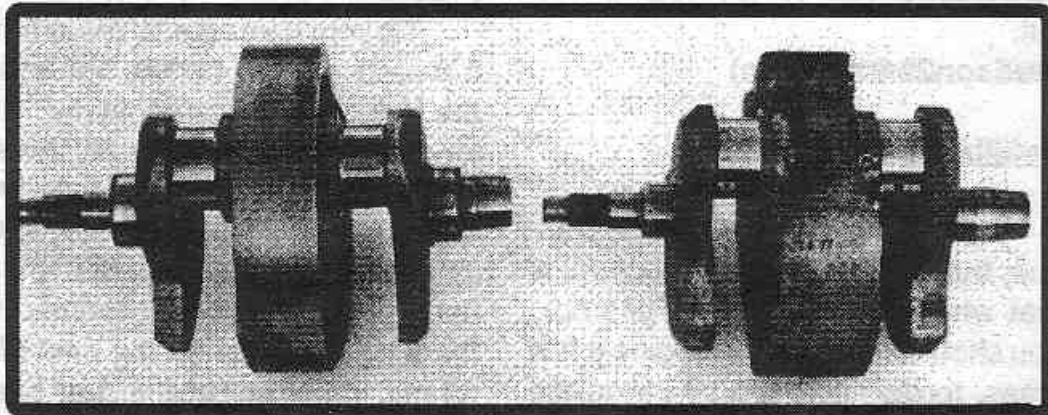
Harley-Davidson turned to Axtell for help in 1968 when its flat-head KR's seemed at the end of their rope,

and Axtell got them running 154 mph at Daytona in an era when 135 had been outstanding. Gene Romero, when he took the checkered and the No. 1 plate at Sacramento in 1970 was on a Triumph whose engine Axtell had tuned. Others have included Lawwill, who visited Axtell's the most, got the most horses, but also achieved the worst crashes; and of course Ron Wood, whose Norton registered a modest 59 horsepower the first time it was put on Axtell's dyno. Wine flowed and bawdy songs of celebration were sung the night, some years later, when the Norton hit 89, then a record at

unimposing building.

"My riders, as I've said, have all been pretty dedicated people. I've grown pretty close to them. I suppose the worst part of my racing is worrying about somebody getting hurt racing my bike. It's never happened, knock on wood. I certainly discount stories you hear about doping. When Rob Morrison raced for me, he was so pure he never touched beer, not even after a race. Alex Jorgensen is just now loosening up to the point where he may drink a beer after a race.

"I never lecture my riders about how to ride, or tactics," continued



The Norton crank, heavy and with weight in the center, is perfect for flat track. Wodd's latest "full-ring" version (left) weighs an incredible 27 pounds

Axtell's. It has since been exceeded by both Wood and Lawwill's best Harley-Davidson, which got an alleged 91. One record held by the Wood Nortons is for the most hours, presumably in the hundreds, spent on the dynamometer inside Axtell's headquarters near Los Angeles. The place is jammed with imposing, speed-producing equipment and perhaps there is nowhere else in the world where motorcycle racing is taken as seriously as it is inside this totally

Wood. "The old saying is to give a rider three chances on your bike, and if he still doesn't win, get somebody else. Racing is so unpredictable. For example, I very seldom time a rider during practice, particularly on a mile track. So many things can happen. If you time him and he runs a fast lap maybe it was because he caught a couple of good drafts in traffic. And if you get a bad lap, maybe he was stuck in traffic. A race is the same way. You think you have it wired, and you don't.

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

Hints & Tips (Part 2)

Refilling gearbox oil

When refilling the gearbox with oil, you can easily see the inside of the level plug from the open inspection hole by pointing a flashlight down and to the rear. By looking at it, and gauging the oil level visually, you don't need to remove the level plug, saving the mess of oil all over the exhaust pipe and frame when the surplus runs out.

(hudson29@aol.com)

Refilling gearbox oil

Something else that may be obvious, but is sometimes overlooked, is that when you re-fill a dry gearbox, you should kick over the engine a few times, to distribute the oil inside the box, and then let it sit for a while before making a final level measurement. You'll be surprised how much it settles.

(grkricor@ccs.carleton.ca)

Vibration from loose crankcase securing bolt

On my 1973 850, I had recently noticed a strange 'feeling' in my twist grip under large throttle openings / high r.p.m. The sensation is sort of hard to describe, kind of like a weird vibration or something. The cause turned out to be that the middle bolt that attaches the crankcase to the

cradle had come loose. After tightening it the sensation completely went away. I just thought that I'd pass this observation along in case someone else notices a similar strange sensation in their twist grip.

(ericgoforth@compuserve.com)

Checking wheel alignment to eliminate steering wobble

Try this tip for wobble, I had the problem and it worked to greatly minimize it.

Tip your bike against a wall so that it is resting on its handle bar and not the kick stand or center stand. Get a long (and straight) 2" x 4". Press it firmly against the front and back tyres. Do they line up? Both wheels should line up so that the both front tyre and back tyre have 2 points of contact with the 2" x 4", that is on the rims of the rubber. If not adjust the rear tyre so that it does. Even 1/16" out of alignment makes a big difference in handling.

(dm550@cleveland.freenet.edu)

Commando Clutch

Alan Bromkew in RH 105 Sep/Oct 1982

Tim Stevens has explained in the Service Notes that optimum clamping force is obtained with the diaphragm spring compressed just beyond its flat point. This allows slight wear of the clutch plates to cause the spring to

become more flat and actually increases the clamping force.

The problem is that pretty soon after the maximum has been achieved, further wear causes the spring to become concave and the clamping load drops off rapidly.

There are two remedies for this. A new set of friction plates, almost twenty quids worth, or some form of packing to take up the combined loss of plate thickness. An ideal item to pack the clutch with is an extra plain steel plate, but this is likely to be far too thick.

Brian Moran in RH 120 Mar/Apr 1985

When the clutch on my stock 850 Commando began to slip at high r.p.m. (it has the bronze metal plates) and no amount of adjustment seemed to cure the problem, I assumed a new clutch was in order. At the advice of a local Norton shop, I did the following to the bike which quickly (and cheaply) remedied the trouble:

1. Empty the oil from the primary chaincase (simply loosen the centre nut on pre-'75 models) and let it drain into a pan
2. Retighten chaincase and fill with about 1/2 pint kerosene
3. Start the bike and runs for about 10 minutes, disengaging the clutch and revving up several times to cleanse the plates
4. Empty the chaincase as in 1. above
5. Tighten up and refill with automatic transmission fluid

This procedure has proved quite satisfactory for my machine, and no more clutch slip. I used Ford ATF in mine, but I'm not sure if this is a factor.

J.M. Leadbeter in RH 181 May/June 1995

It was suggested that adding an extra plain plate into a Commando clutch would result in easier clutch lever action, but that it may also result in a clutch slip problem.

For information - assuming a Commando clutch fitted with a new diaphragm spring which has been correctly set up with the clutch fully engaged -

1. It will reduce the load required at the spring centre to free off the clutch to approximately 62% of its original value. Thus, it would result in easier clutch lever action.
2. It will reduce the load the spring applies to the clutch friction interfaces with the clutch fully engaged to approximately 62% of its original value. As one of the factors used to calculate the amount of torque a fully engaged clutch will 'carry' before slip occurs is the value of this clamping load, it follows that the addition of an extra 2mm thick plain plate will reduce the amount of torque the fully engaged clutch will carry before slip occurs to approximately 62% of its original value.

This is of course as clever a shoving a few fingers between a fast moving chain and sprocket or putting a dry clutch inside an oil bath chaincase, which is what Norton did

Note:- If you have fitted a 0.050" (1.25mm) thicker pressure plate to your Commando clutch, replace the spring load mentioned above of approximately 62%, with approximately 75%.

SPACE GHOST

by Rob Jersey

I almost didn't submit this story due to its similarity to "Freak & The Purple Norton" series the Notice ran previously...then I realized it is just "Nortonitis" (Jeff G.s term) attracts this level of beserkness!

In 1973 I had a new T140V Bonneville and a best friend attending Chico State. This made for several Bonsai runs from Albany over a weekend, topping the ton for long periods of Highway 505 and 32.

My first British bike, the Bonneville could beat the 750 Hondas off the line and outwheelie the Harleys, so I was pretty cocky when I pulled up to my buddy's pad above the SBX Bookstore in Chico. They had been there about an hour and a half before they climbed onto the roof and changed the "B" in SBX to the obvious choice.

Parked alongside the building was a Norton in all its purple metal flake glory, no stand, leaning against the stairway. Blipping my throttle brought the sight of my friend Bob's face peering out the window and the lightning-like flash of somebody running down the stairway. Apparently thinking the Dunstall's blatt was coming from his own bike being stolen, Phil, "The Space Ghost" was at his bike in a nanosecond, implement of destruction in hand.

Now there's a welcome party! Phil's nickname came from his appearance - long stringy blonde/white hair and all of about 130 pounds saran-wrapped over a 5'10" frame (or should I say skeleton). A true maniac, I was halfway through my first beer before Space Ghost asked, "So, ya wanna race?"

"Hell, yes!" says I. "Did ya bring your pink slip?" Uh, oh. Amongst my normal friends (few and far between) any bike I couldn't take stoplight the stoplight I could outhandle, so I hadn't been beaten much;

maybe this was just good bluffing by the Ghost. In retrospect, my knowledge of British machinery was sorely lacking. This was about to change.

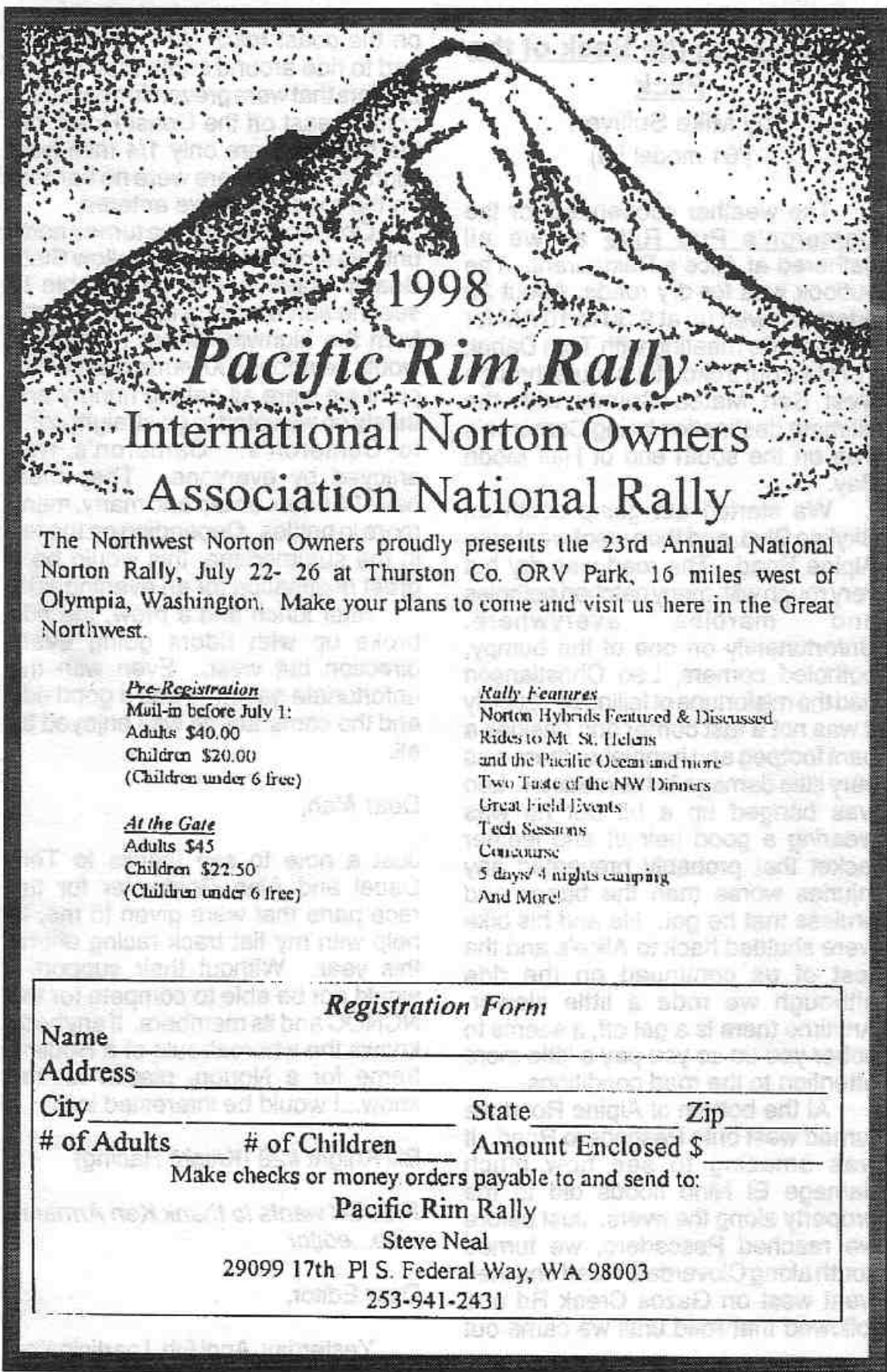
We go down to our scoots and I kick my Trumpet to life. Bob is sliding his finger across his throat. "Kill it. This will take awhile." Space Ghost starts his ritual. "Five kicks right leg, 5 kicks left leg, 5 kicks right, then she starts every time!" Yow, Nortonrobics....this in 110 degree heat with a few brewskies under the belt. Can you tell we were 19? We head out of town in full regalia: Me - T-shirt, Levis and boots; Space Ghost - no shirt, cut-offs and tennis shoes, hair flowing and ribs showing.

THE RACE

At a four-way stop on the outskirts of town, the Nortoneer pulls over. "This road goes mostly straight for about a mile then there's a 90 degree turn. It deadends at the railroad tracks a mile past that. We race to the end of the road." YEE, HAA!!!

As we lined up, both bikes sounded good and rowdy. I knew I had to be really on top of my stuff for this race. Leaning forward to keep the front-end down, I got off the line first, the Bonnie's five speed box and lower first gear kickin' some ass. I stayed in front through second, but just as I nailed third, the purple flake Norton and its cadaver-like pilot pulled past! Crap!! I'll get him when he slows for the turn! Well, as you have probably guessed by now, Space Ghost didn't lift, he just leaned that bad-boy over and motored on through! Playing catch up to the end of the road was anti-climatic; the race was over before the first turn. "Man, that's the closest anyone has come to beating me in this town! Let's race back and you can buy me a beer!"

Space Ghost and I became fast riding partners from that moment until we both moved and moved on. I may just have to pick up another tank and side covers for my '71 Roadster. You know what color they'll be painted.



1998

Pacific Rim Rally
 International Norton Owners
 Association National Rally

The Northwest Norton Owners proudly presents the 23rd Annual National Norton Rally, July 22- 26 at Thurston Co. ORV Park, 16 miles west of Olympia, Washington. Make your plans to come and visit us here in the Great Northwest.

Pre-Registration

Mail-in before July 1:

Adults \$40.00

Children \$20.00

(Children under 6 free)

At the Gate

Adults \$45

Children \$22.50

(Children under 6 free)

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and the Pacific Ocean and more

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And More!

Registration Form

Name _____

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of Adults _____ # of Children _____ Amount Enclosed \$ _____

Make checks or money orders payable to and send to:

Pacific Rim Rally

Steve Neal

29099 17th Pl S. Federal Way, WA 98003

253-941-2431

A View from the Back of the Pack

by Mike Sullivan
('61 model 50)

The weather cooperated for the Cameron's Pub Ride as we all gathered at Alice's Restaurant. The outlook was for dry roads. About 20 riders showed up at 9:30 to 10 AM for the pre-ride meeting with Tom Dabel. Tom laid out a circuitous route through west San Mateo County with the ultimate destination being Cameron's Pub on the south end of Half Moon Bay.

We started out going south on Skyline Blvd. and then went west onto Alpine Road. The road was dry but very rough with many patched potholes and marbles everywhere. Unfortunately on one of the bumpy, potholed corners, Leo Christianson had the misfortune of falling off. Luckily it was not a fast corner and besides a bent footpeg and handlebar there was very little damage to his roadster. Leo was banged up a bit but he was wearing a good helmet and leather jacket that probably prevented any injuries worse than the bangs and bruises that he got. He and his bike were shuttled back to Alice's and the rest of us continued on the ride although we rode a little slower. Anytime there is a get off, it seems to sober you up so you pay a little more attention to the road conditions.

At the bottom of Alpine Road we turned west onto Pescadero Road. It was amazing to see how much damage El Nino floods did to the property along the rivers. Just before we reached Pescadero, we turned south along Cloverdale Road and then went west on Gazos Creek Rd and followed that road until we came out

on the coast road. At one point we had to ride around some road closed barriers that were preventing cars from coming east off the Coast Road, but the barriers were only 1/4 mile from Highway 1 and there were no barriers on the road where we entered.

On the coast road we turned north until we stopped at Bean Hollow State Beach where it was remarkable to see the surf breaking about 20 yards from the highway where normally it would be about 100 yards out. At this point we were all getting hungry and thirsty so we voted to go straight north to Cameron's. Cameron's was enjoyed by everyone. They must have 20 beers on tap and many, many more in bottles. Depending on the fog in the summertime, this would be a great destination for an evening ride.

After lunch and a brew, the ride broke up with riders going every direction but west. Even with the unfortunate get-off, it was a good ride and the camaraderie was enjoyed by all.

Dear Alan,

Just a note to say thanks to Tom Dabel and Alan Goldwater for the race parts that were given to me, to help with my flat track racing efforts this year. Without their support, I would not be able to compete for the NCNOC and its members. If anybody knows the whereabouts of a Redline frame for a Norton, please let me know...I would be interested in it.

Bill Knight #28 (Knight Racing)

P.S. Bill wants to thank Ken Armann, also...editor

Dear Editor,

Yesterday, April 5th, I participated

in the Rally de Milani. A good turnout of mostly British bikes showed on a coldish Sunday morning for a ride through Alpine Dam, top of Tamalpais, and out to Ft. Barry. I don't normally ride in such large groups other than the Easter Ride and now I remember why.

The Easter ride carries a lot of tradition and as such, there seems to be a certain amount of respect given to other riders, for the most part, a single file procession to the mountain top. While yesterday's ride was supposed to be a tribute to fallen racers Randy Bradesko and Peter Ford, I had not been privy to such a display of poor riding technique and downright dangerous passing since I quit doing the Sunday morning rides years ago. I'm not a slow rider and I maintain my position in the lane consistently. In a group of bikes that big (packs of 10 to 15 bikes) I adjust my speed to the group and the bike in front on me; not too close, not too far back. Respect, remember? Several times I was passed (breezed actually) by sport bike riders in blind corners, said "sport bike" not being able to pull off the pass and get back in their own lane before the corner. Had a cage driver been in the opposite lane, it might have taken out boy racer and who knows how many innocent following riders. I stopped doing the Sunday morning ride after three consecutive Sundays consisted of riding to a crash site and picking up damaged humans then waiting for ambulances. No fun.

Respect other riders.

Respect your limitation.

A pass that puts you onto oncoming lane in a blind corner is not a safe pass, it's a f#@-up!!!

God speed to Randy, Peter and Ricky Graham.

Rob Jersey

NOC Member Profile

Name: Justin T. Little

Age: 27

City Resident: Burlingame

Marital: married

Occupation: unemployed

NOC Member since: 1995

How first became involved with NOC: At the San Mateo swapmeet

Club offices held (years): none yet

Norton(s) owned, described: 1971 Commando 750 Roadster, yellow, had it since 1995

Other makes of motorcycle: 1974 BMW R90, 1971 BMW R75

What first interested you in the Norton? "Always wanted one, then met a drunk in Palo Alto who sold it to me for \$100—it needed some work"

Other hobbies/interests of note? No others interests; drinking.

Favorite motorcycling road/ride: Hwy 1 around Pt. Reyes.

If you could redesign the Norton, what one thing would you most want to change? How and why? "Nothing! I like the bike."

Favorite/most embarrassing episode on a Norton? "Just spending so much money!"

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

'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

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)

FOR SALE:

DB34 GOLD STAR frame with forks and swing arm \$390. Call Charle McHose (650)598-0940 (7/98)

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)

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)

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 overhaul. 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.



Here comes our big ride to Castle Air Museum. Let's start early and meet at Dean's Cafe on Main St. in downtown Pleasanton at 9:00 AM. So we'll be fed and fueled for our 10 AM departure. Take Bernal off 680 to get to Main St. or take Hopyard or Santa Rita of 580. You have your own maps, right?

We'll leave town on Vineyard and taker no freeways so it'll be slow easy going miles with stop signs, etc.. Wind Mill Pass (Paterson Pass Rd.) to 33 south then J16 across to J7. These are old farm roads and 33 is halfway like Route 66. I just have to see a B-36 as well as others preserved for us.

It's only \$3 admission. There is a restaurant on site. Can you do a 600 mile day ride? If so, be there!!!



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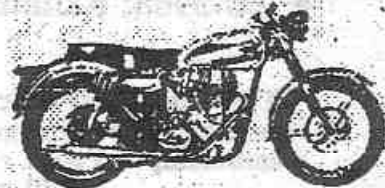
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We stock a full line of Norton factory and after-market tools for your Norton. Some of these are:

- 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