



Norton Notice

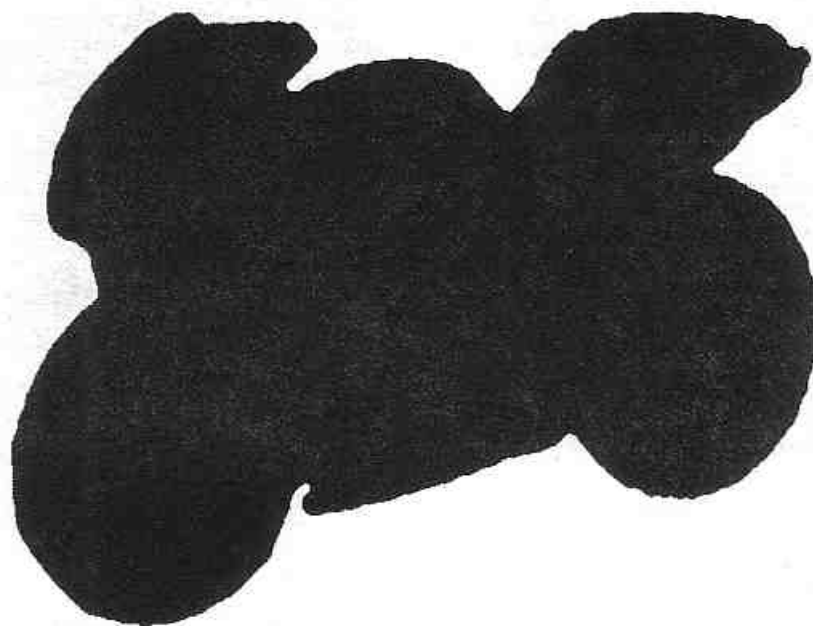


The Newsletter of the
Northern California Norton Owners Club

No. 238

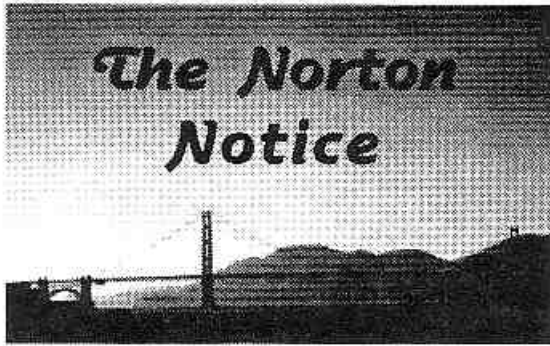
June, 1998

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WHAT'S NEW WITH NORTON?

see
Page 8



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.

June

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

7: Silverado Concours d'Elegance
510-428-3355 or 510-527-3089

14: 13th Annual Huntington Beach
Concours 714-692-3404 ext 251

20: Alan's Santa Cruz Ride- meet at the
Junction of Hwy 9 & 35 - 10 am

21: AHRMA Vintage MX, Lemon Grove

July

5: "Wild Ones" Ride San Juan Batista

11: Fort Sutter chapter AMCA's swap
meet & dinner. Sacramento
916-967-2833 or 916-455-7398

22-26: INQA Rally in Olympia, Washington

August

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

14: 1st annual Old Highway 40 Motorcycle-
Days, Donner Ranch. AHRMA trials,
hillclimb, Dick Mann's Vintage MX

29: 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.

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

James Cuneo - Healdsburg
Michael Martin - Oakland
David Hultberg - San Mateo

Press Production and Halftones:

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

Minutes of the May Meeting

The May meeting of the Northern California Norton Owners Club was called to order at 8:30 PM by President Alan Goldwater. The venue for this month's meeting was the Prince of Wales Pub in San Mateo. There were 22 members present and 5 or 6 rode their Nortons.

The meeting opened with a discussion of the new Nortons being produced by March Motors. (See pages 8 to 12 in this issue) Most members felt that it would be hard to believe that this venture could ever get off the ground but Alan reported that 50 million dollars have been invested so far. He put up a display on the wall for those present to view after the meeting.

Next, the schedule was discussed. The May ride to Castle Air Force base was discussed. It will be a fairly long ride but not the 600 miles as reported by your editor in last month's issue (a typo). This will be a rain or shine ride starting in Pleasanton. There are several conflicts that weekend but Tom Dabel hopes for a good turnout.

Several members will try to go down to Cambria on June 5, 6 and 7. They will hook up with the southern Cal. group. Then possibly a ride with the BSA group which will also be down there that weekend. So far there didn't seem to be much interest...Alan G will lead a group ride (contact him for details).

On June 20th, we will have the Santa Cruz ride. As of now, we will meet at the junction of Highways 9 and 35 and proceed south. There will be a BBQ, hopefully in the lot at John McCoy's Britalia Motors.

The June 11th meeting will be at the Boathouse in San Francisco. This turned

out to be a good venue earlier this year. Hope for nice weather as this is a wonderful place to ride to. The July meeting will be in Hollister just like last year. There will be more details in the next issue.

The Dardanelle weekend will be moved back due to unavailability of cabins for the weekend scheduled. It will probably happen the weekend of August 29th.

There were about 10 hands up when Alan asked who was planning on going to the National in Washington. A few people will trailer and a few people will ride all the way...should this be organized? Time will tell!

The meeting was adjourned at 8:50 PM.

Respectfully submitted,

Alan Mueller, secretary/treasurer

Alan did report that there are several long sleeved shirts, the new dark green with gold lettering, available. For those of you not able to get to meetings, please contact him and he will arrange for you to get them. They look wonderful!! \$18 or \$20 depending on the size.

EDITORS NOTE: Please inform me of address changes. Each month I get several Notices returned with no forwarding address. If you haven't received your Notice or your friend complains about not getting his/her Notice please let me know. AND.....renew your membership. I feel bad each month taking names off the list for people I know want to continue membership but either forget or are too busy to return their dues.

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

The big news this month is the merger of Norton Motors with the US company March Engineering and the announcement of a line of truly incredible new Norton motorcycles, described elsewhere in this issue. Sure, we've heard great plans before from Shenstone, and recent history leads me to be skeptical. But if this deal does work, it will put the Norton name back at the head of the motorcycle pack. If you have access to the internet, take a look at the new web site:

<http://www.nortonmotorcycles.com>.
Let me know what you think.

The ride to Castle Air Museum was really neat, with perfect weather, open roads, and a fine destination. Eight riders went the 200-mile distance. Since I took the southern route home over Pacheco Pass I went a little farther, almost 300 miles. As I came over the crest of Mar Monte on Hwy 1, the Pacific was sparkling in the distance and I was filled with the feeling "life is good". I'd like to thank Tom Dabel for his ongoing work organizing new and interesting club rides for us.

The INOA Rally is coming up real soon, in the Seattle area. If you haven't been to a Norton National, you don't know what fun it can be. If you have been before, you won't want to miss

this one. Since we have been asked to run the field events, it's especially important for us to have a good turnout. Here's my tentative schedule for this:

1) Norton jousting. You may remember this one from past years. I can't explain it, you gotta see for yourself. Harry Bunting won at the first Selmac rally and he still grins when we talk about it.

2) Norton Quickstart. How many times can you kickstart your bike in 60 seconds? Fresh plugs, a hot battery and a strong right leg are required here.

3) Slow race. This one is always fun to watch and gives some advantage to bikes with worn-out tires!

4) Norton Triathlon. This is a new event which I would like to test at our upcoming June ride to Britalia in Santa Cruz. It will consist of three short events: a) "javelin", or Norton darts b) "discus", or Norton clutch toss. c) "marathon", or Norton obstacle course. Each contestant must enter all three and the scores are added to determine the final score.

Next months meeting will be June 11 at the Boat House just off Hwy 1 near Lake Merced in San Francisco. Note that this meeting has just been added to the calendar. See you there.

What is the best type of battery for use on a Norton?

A COMPARISON OF BATTERY TYPES

Lead Acid

The larger sealed lead acid type batteries such as the Yuasa range do have a vent which blows on overpressure. The electrolyte's ability to flow inside the battery is restricted mechanically, meaning that these batteries can be mounted at any angle without problems. They are however really designed for lower current/standby applications and will probably not tolerate the very crude charging systems found on motorcycles. They require a constant voltage supply of 2.3V per cell (= 13.8V for a 12V pack) although they will take 2.5V per cell (total 15V) as long as the charging current does not exceed 0.25 x capacity. For example, a 6Ah battery could only be charged at 1.5A maximum, rather less than even the poorest of the alternators we recently heard about will provide. They also cost about 1.5 to 1.75 times more than a conventional motorcycle battery.

An even more advanced type with gelled electrolyte gives rather higher charge/discharge capacities but these are yet more expensive - ca. 3 x normal and they require a very smooth charging current indeed; rather different to what goes on inside the average Norton. Lastly, the fully sealed types such as the Cyclon, which have been advertised in the motorcycling press in the UK, are much more rugged and will take a degree of electronic abuse. Unfortunately, these come only in single cell cylindrical packs and you have to connect 6 of them together to get the voltage needed. It's an expensive route for little gain.

Nickel-Cadmium (NiCads)

This type of cell is the most commonly found rechargeable one. They usually come as single units giving just 1.2V each

instead of the 2V from a lead acid type. So, to get 12V, you need to connect 10 of them together. On the up side, they have a rather more friendly discharge characteristic in that whereas the voltage from a lead acid battery will just drop in a roughly linear fashion as it discharges, a healthy NiCad cell will hold its voltage towards maximum until it reaches about 85 to 90% discharge, at which point it crashes rapidly. Charge rates on the larger types can be 0.1 x capacity and charging must be constant current. This means that you cannot dump electricity back into a well discharged battery at a high rate as you can with the conventional vehicle battery.

They also exhibit a memory effect which means that their life is reduced if they are exposed to constant mid-charge cycling such as they might find in a vehicle application; they prefer deep discharge to full charge cycles. There is a solution which involves shocking the offending hydroxide crystals out of the plates with a several millisecond burst of a couple of thousand volts. It requires some diagnostic equipment and sounds like a good way to put the garage into orbit; don't try this one at home, folks!

There are ready made packs available, typically of 7.2V for remote controlled toys and model aircraft; there may be 12V ones around. The best way to obtain the larger NiCads is to get hold of those that the British army throw out of their equipment at regular intervals; they very kindly replace them long before their useful life has expired.

Nickel Metal Hydride (NiMH)

The best option in terms of overall characteristics lies for the present with this type of battery. These are the ones found in laptop PCs and the individual cells are now on the market. They have a similar voltage output to NiCads but up to twice the charge density, i.e. twice the power in a battery of the same dimensions. In addition, the charge memory effect is lacking in NiMHs. On the down side, they are less

tolerant to overcharging, when they get hot and damaged and of course, being fairly recent technology, they are not cheap. There may be some 12V packs out there somewhere for computers or their peripherals, but with chips now working at ever lower voltages, probably not; so, it would have to be the single cell route again.

I think the conclusion here is that you could replace the existing item with any of these types and probably save some weight and space. However, in all cases you would have to be prepared to modify the rectifier/zener charging setup and the costs would be rather higher than staying with the standard set up.

(cmg@goostry.demon.co.uk)

Cyclon 2V cells

I have used sealed lead acid batteries on my other bike (a 1953 Sunbeam S7) for about three years now with absolute success. I have never had the battery go flat and have just ignored it for the winter layup time and it has been as good as new.

The batteries I used are from an electronics / electrical company in the UK and are made by Cyclon. They are 2 volt ones and I connected 3 in series for my 6 volt system, obviously you would need 6 for a 12 volt bike. Mine are 5Ah ones and are approx 45mm dia x 80mm high with two push on connections at the top. I tied mine together with cable ties and fixed them in the existing battery box with foam round them. They have never been out again and are projected to last at least 10 years which makes up for the cost of approx £6.00 + tax each. As an aside, the data sheet says the maximum discharge is ~ 500A so you could probably start a Commando on them, if it starts that way at all!

They can be mounted any way round, so you can stack them to suit the battery box / carrier arrangement; just watch the terminals touching things though as they are extremely powerful for their size and could easily cause a fire if shorted out.

If anyone is interested and wants

more details, please email me direct and I will send a scan of the catalogue info.

Angelo (rubberboy@dial.pipex.com)

A good argument for using cheaper batteries

On the subject of batteries, I have had a couple of incidents where more costly and denser plated batteries are not better. Twice I had expensive motorcycle batteries short out due to the plates being too close to each other. The vibration of vintage bikes may not be very good for the best and most expensive types.

So, getting sick and tired of forking out \$40 twice in one season, I went to Sam's Club and got their cheapest motor cycle lead acid battery; \$16.95 with core (about \$20 without). It works fine with my Boyer system, and has done so for two seasons, which is not bad for a cheap one.

Maybe this is because the battery has less plates in the same sized package, so there is more space between them, and thus less of a chance for our 'snortin Nortons' to vibrate the plates together causing battery shorts. I say when it comes to batteries — cheaper is better.

(dm550@cleveland.freenet.edu)

Gel electrolyte batteries

You can now get gel cell batteries from Yuasa. They are currently being used in GSXR Suzukis, where the battery lays at a 45 degree angle, and a lot of ATV's (they bounce around a lot). You fill the battery, let it sit for about ? hour, put it on the battery charger to fully charge it, then place it in the motorcycle or ATV any way you want, even upside down. There is no leakage and it is compatible with your current charging system. One additional thing, these batteries seem to put out more power for their size; the GSXRs use a 9Ah or 11Ah battery and they have no problem starting a high compression 750cc motor.

John Mead () on NOC-L 2nd. Feb 1998

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

NORTON MOTORCYCLE REBORN!

***Norton Motors International, Inc.
formed from combination of
Norton Motorcycles, Ltd and
March Motors, Int'l***

MINNEAPOLIS, MN, USA (April 8, 1998)

- The formation of Norton Motors International, Inc. (NMI) was announced today, after a definitive agreement to combine the companies was completed by Norton Motorcycles, Ltd, of Shenstone, England, and March Motors International, Inc. of Minneapolis, Minnesota. As the legal successor to the historic marque, NMI holds the trademark rights to the legendary Norton name in countries around the world, including the UK, USA, and parts of Europe. The new company immediately announced its intention to complete development and commence production on five new motorcycles, with distribution anticipated to begin in late 1998.

The new model range, which include two new 1500cc V8 engines, a 750cc in-line four and a 600cc single cylinder, have been designed by celebrated English engine designer Al Melling of Melling Consultancy Design (MCD), of Rochdale, UK. located north of Manchester.

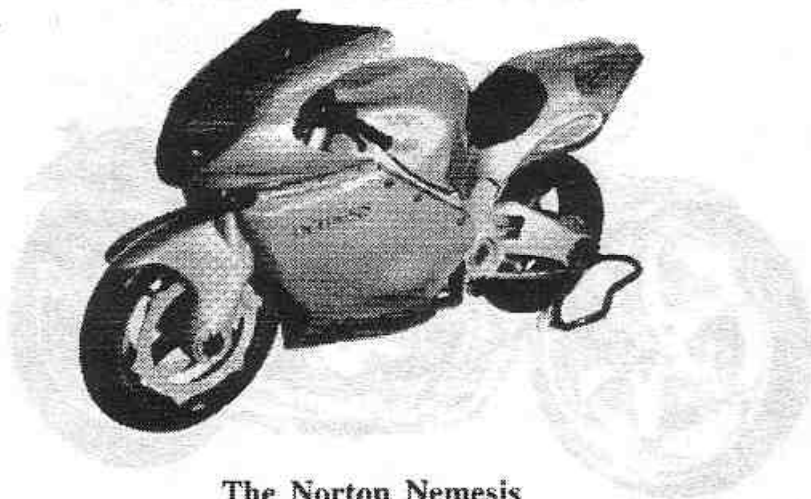
Norton Motorcycles, steeped in the history of the motorcycle industry, is celebrating its centennial anniversary this year. Over the past several years, Norton has been quietly seeking a well-positioned, technically competent partner to relaunch the

famous marque. March Motors International, Inc., was formed in 1995 in the United States under the leadership of its founders and members of the high profile British racing organisation of the same name. The business goal of March has been the development of high precision engineering technology and motorcycles. The combination of the two companies draws heavily on the engineering and racing expertise and reputation of the March organisation, alongside the legendary name of 'Norton', and the financial acumen of the Norton group.

The Board of Directors of the company will include Joseph Novogratz, founder and current chairman of March Motors International, Inc.; Luigi Aquilini, Canadian real estate investor and CEO of the Aquilini Investment Group of Vancouver, BC; Al Melling, Principal at MCD; and Myron Calof, Executive VP of Aquilini Investment Group. Mr Novogratz and Mr Aquilini will serve as Co-Chairmen of the Board of the new company.

The new co-chairmen announced that renovations to the historic Shenstone factory, located near Birmingham, UK., will begin this summer so that production can begin in Autumn.

While orders for the new motorcycles are not yet being taken, the company invites inquiries and may be reached at:
Norton Motors International, Inc
14252 - 23rd Avenue North
Plymouth, MN. USA 55447-4910
Tel: 001-6120694-9880
Fax: 001-612-694-9887



The Norton Nemesis

SPECIFICATIONS

The NEMESIS range of motorcycle has been designed specially by MCD to be the ultimate riding machine. This has necessitated the design of almost all the components specifically for this model, in fact, 99% of all parts have been designed and manufactured for this model as can be seen by the following specs. The only parts sourced outside are lightbulbs, fuel tank filler cap, and the high pressure fuel pump. This has resulted in the highest spec of any production machine with the highest power, highest speed being achievable due to a unique design concept.

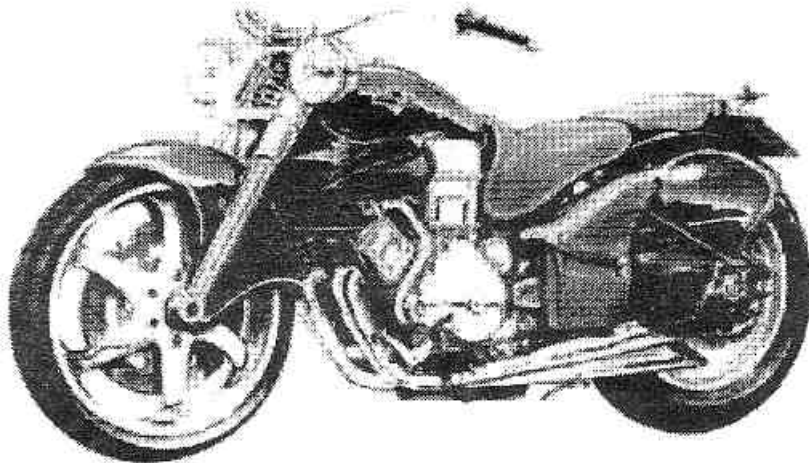
ENGINE

Capacity: 1497cc
Bore & Stroke: 73.0 x 44.7mm
Cylinders: 8 in V formation
V angle: 60 degrees
Horsepower: 235 bhp @ 12000rpm
Torque: 111 ft-lb @ 9000rpm
Valves: 4 per cylinder
Camshafts: 2 per bank
Timing drive: Precision gears
Crankshaft: Flat plane
Lubrication: Wet sump with intergral oil pump
Cooling: Water by two stage integral water pump
Ignition-fuel injection: by MCD-MBE complete
Spark-plugs: 1 per cylinder
Gearbox: 6 speeds
Primary drive: Geared using wet multiplate clutch

CHASSIS

Frame: perimeter high silicone aluminum alloy casting
Swinging arm: high silicone aluminum alloy casting incorporating rear braking system including calliper
Forks: high silicone aluminum alloy casting with integral braking system, mudguard and calliper designed with special bridging system to withstand flexibility
Brakes - Front: Twin rim mounted alluminum alloy discs dia. 360mm
Back: Single disc dia. 232mm
Wheels - Front: 3.5"x17" dia high silicone aluminum alloy casting
Rear: 6"x17" dia high silicone aluminum alloy casting
Tyres - Front: 120/60 ZR 17
Rear: 200/50 ZR 17
Weight: 217 kg
Bodywork: Carbon-Fibre composite

The Norton Commando



The Norton Commando has been designed to incorporate the upmost to satisfy the American custom enthusiast. This is surely the 'enth' degree in USA style motorcycling incorporating macho style wheels for that heavy look, why the heavy look, because in the 1998 Norton Commando it carries the ultimate American V8, this is surely a Chevy on two wheels, it even burbles like a Chevy at idle speed.

SPECIFICATIONS

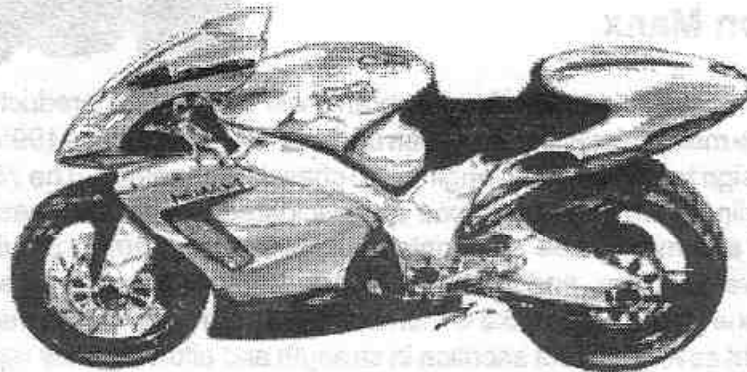
ENGINE

Capacity: 1497cc
Bore & Stroke: 62.5x61mm
Cylinders: 8 in V formation
V angle: 90 degrees
Horsepower: 110 bhp@7000rpm
Torque: 86 ft-lb @5000rpm
Valves: 2/cylinder pushrod operated, hydraulic followers
Crankshaft: 90 degrees
Lubrication: Wet sump with integral oil pump
Cooling: Water cooled by internally driven pump
Ignition-fuel injection: Single point MCD-MBE
Gearbox: 4 speeds
Primary drive: Geared utilising wet multiplate clutch

CHASSIS

Frame: Tubular steel continuously welded
Swinging arm: Tubular steel
Forks: high silicone aluminum alloy casting with integral braking system, mudguard and calliper designed with special bridging system to withstand flexibility
Brakes - Front: Twin rim mounted alloy discs dia. 360mm
Back: Single disc dia. 250mm
Wheels - Front: 3.5"x17" dia solid silicone aluminum casting
Rear: 6"x17" dia solid silicone aluminum casting

The Norton Nemesis A



The NEMESIS A motorcycle has been designed specifically by MCD to be the ultimate light weight riding machine. Certain modifications have been included in the specification to allow the rider to use the formidable power that the NEMESIS A engine produces in accelerations, and the chassis, during braking, also during cornering to reduce the risk of high-siding, the suspension system is totally active, i.e. both front and rear suspension are linked to the engine control computer to set the machine at different attitudes during acceleration and braking by the use of weight transfer and torsional wind-up. As the machine is accelerating faster and faster and as more power is applied to the rear wheel then the suspension moves lower and lower allowing more grip to the back wheel; at the same time, the front forks are compressing lower and lower to maintain the correct weight attitude on the handle bar controls of the machine. The frame, swinging arm, forks and wheels have all been specially designed in magnesium to reduce overall weight of the machine.

ENGINE

Capacity: 1497cc
Bore & Stroke: 73.0x44.7mm
Cylinders: 8 in V formation
V angle: 60 degrees
Horsepower: 280bhp @ 14000rpm
Torque: 110 ft-lb @ 11000rpm
Valves: 4/ cylinder
Camshafts: 2 per bank
Timing drive: Precision gears
Crankshaft: Flat plane
Lubrication: Wet sump with integral oil pump
Cooling: Water by 2 stage integral water pump
Ignition-Fuel injection: byMCD-MBE complete engine management
Sparkplugs: 3 per cylinder
Gearbox: 6 speeds, press button operated
Primary drive: geared utilising special clutch press button operated for stoping & starting

CHASSIS

Frame: perimeter special light weight-high strength magnesium alloy casting
Swingarm: same as above incorporating rear braking system including calliper
Forks: same as above with integral braking system, mudguard and calliper designed with special bridging system to withstand flexibility.
Brakes - Front: Twin rim mounted aluminum alloy discs dia. 360mm
Back: Single disc dia 232mm
Wheels - Front: 3.5"x17" dia light weight magnesium casting
Rear: 6"x17" dia light weight magnesium casting
Tires - Front: 120/60 ZR 17
Rear: 200/50 ZR17
Weight: 202 kg
Bodywork: Carbon Fibre composite



The Norton Manx

This flagship motorcycle of the Norton brand will be the first product offered by the company to the marketplace, and has been under development since 1995. It incorporates many new design features in both engine and chassis technology. The 750cc engine has four in-line cylinder which will produce an anticipated power of at least 170hp, and is controlled by a computerized electronic management system to provide optimal fuel injection, power delivery, and clean emissions to meet world wide standards. The bodywork for the Norton Superbike is manufactured from a composite material to provide superior weight saving without sacrifice in strength and allowing easy repair if damaged.

ENGINE

Capacity:	749cc
Bore & Stroke:	73.0x44.7mm
Cylinders:	in-line four
Horsepower:	160 bhp @ 15000(single) 175 bhp @ 16000(triple)
Valves:	4 per cylinder
Camshafts:	2
Timing drive:	Precision gears
Lubrication:	Wet integral oil pump
Cooling:	Water by integral water pump
Gearbox:	6 speeds
Primary drive:	Geared utilizing clutch

CHASSIS

Frame:	perimeter special light-weight aluminum alloy
Swingarm:	light weight-high strength aluminum alloy
Forks:	telescopic, adjustable preload and rebound damping
Brakes - Front:	2x320mm disc
Back:	220mm disc
Wheels:	5 spokes light alloy
Tyres - Front:	120/70 ZR17
Rear:	90/50 ZR17
Weight:	192 kg
Bodywork:	Carbon-fibre composite

The Norton Atlas

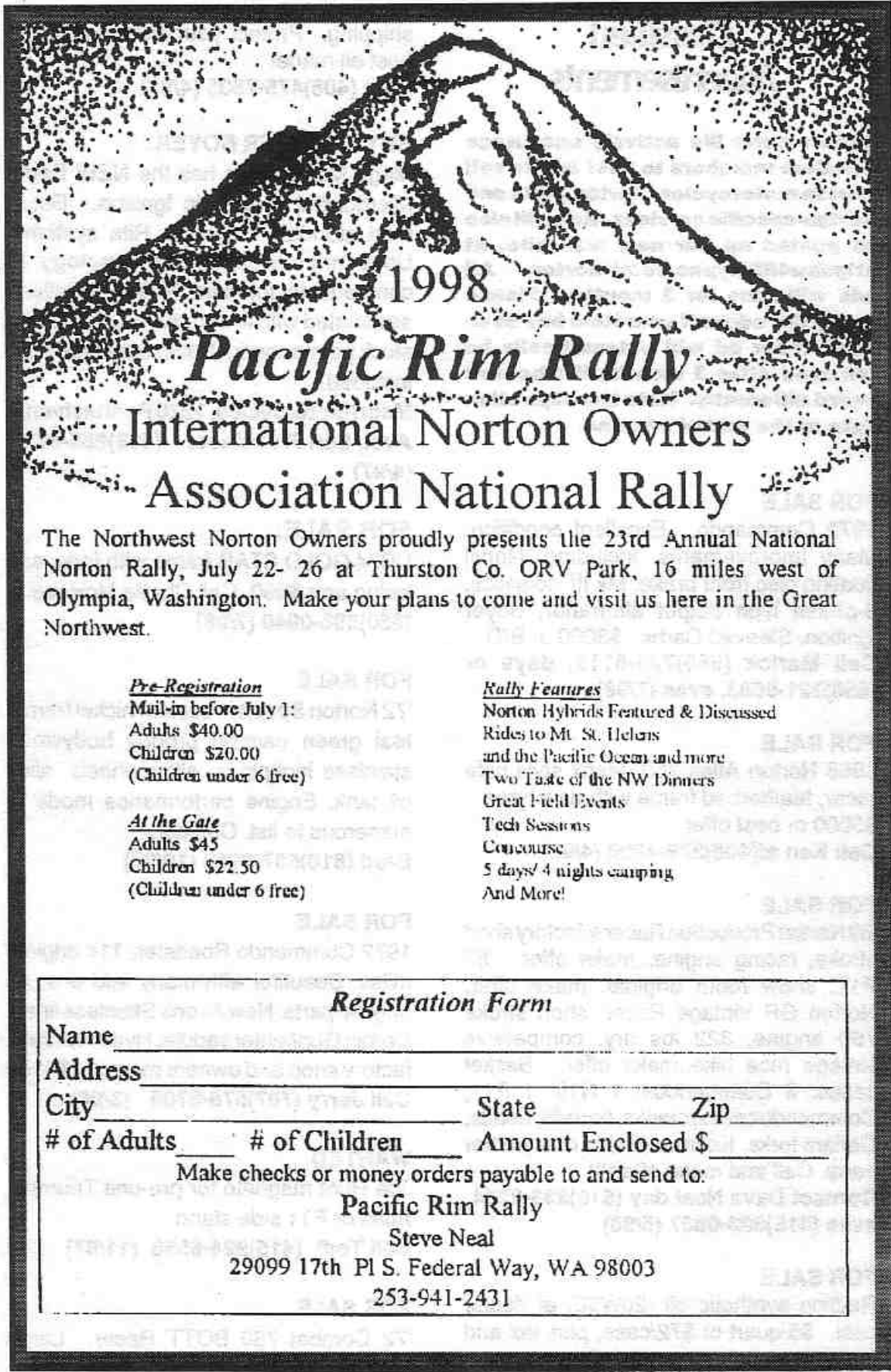
ENGINE

Capacity:	894cc
Bore & Stroke:	75.00x50.6mm
Cylinders:	4 in line
Horsepower:	140 bhp @ 11200(single) 155 bhp @ 11800(triple)
Valves:	4 per cylinder
Camshafts:	2
Timing drive:	Precision gears
Lubrication:	Wet sump with integral oil pump
Cooling:	Water by integral water pump
Ignition-fuel injection:	by MCD-MBE complete engine management system
Gearbox:	6 speeds

Primary drive:	Geared utilizing wet multiplate clutch
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CHASSIS

Frame:	perimeter light weight aluminum alloy
Swinging arm:	same as above
Forks:	telescopic adjustable preload and rebound damping
Brakes - Front:	2x320,, disc
Rear:	220mm disc
Wheels :	5 spoke light alloy
Tires - Front:	120/70 ZR 17
Rear:	190/50 ZR17
Weight:	193kg
Bodywork:	Carbon-fibre composite



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)

Rally Features

Norton Hybrids Featured & Discussed
 Rides to Mt. St. Helens
 and the Pacific Ocean and more
 Two Taste of the NW Dinners
 Great Field Events
 Tech Sessions
 Concourse
 5 days/ 4 nights camping
 And More!

Registration Form

Name _____
 Address _____
 City _____ State _____ Zip _____
 # 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

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)

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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.

NOC Member Profile

by John Covell

Name: Gar Jorgenson

Age: 49

City Resident: Byron

Marital: married, 1 kid (13)

Occupation: cop (Livermore P.D.)

NOC Member since: 1997

How first became involved with NOC: "I bought my second Norton and decided I was crazy enough to be in the club."

Club offices held (years): None yet.

Norton(s) owned, described: 1970 Commando Roadster, 1975 Commando Mk.3 Roadster

Other makes of motorcycle: None

What first interested you in the Norton? "In 1970 I bought a 750 Honda but was looking at a Norton. The Honda was cheaper. I always wanted a Norton."

Other hobbies/interests of note? Target shooting, jeeping in ghost towns, camping.

Favorite motorcycling road/ride: Hwy US-12 from Kooskia ID to Missoula MT.

If you could redesign the Norton, what one thing would you most want to change? How and why? "It's fun the way it is. Maybe an O-ring chain..."

Favorite/most embarrassing episode on a Norton? "Doubting my neighbor's wife when she told me there was a 1975 Mk.3 for sale two blocks from my house at a garage sale. (It's in my garage now!)"

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the Norton Owners Club*

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Quarter Foosball

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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

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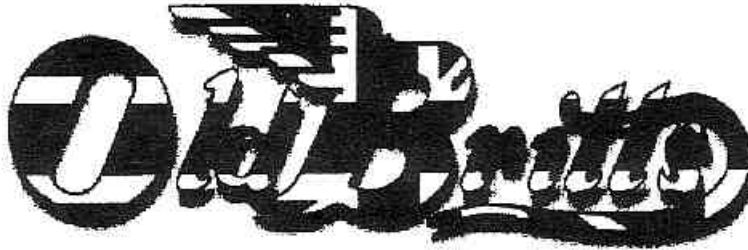
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<http://www.oldbritts.com>

Products (with prices & quantities on hand)

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Clubs and Links

As a member of the Northern California NOC, you'll receive a 5%
discount on all stocked parts, and your club will receive a 5% rebate.
Just let us know when you order that you are a member.

See you at the INOA Pacific Rim Rally in July!

(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