



Norton Notice

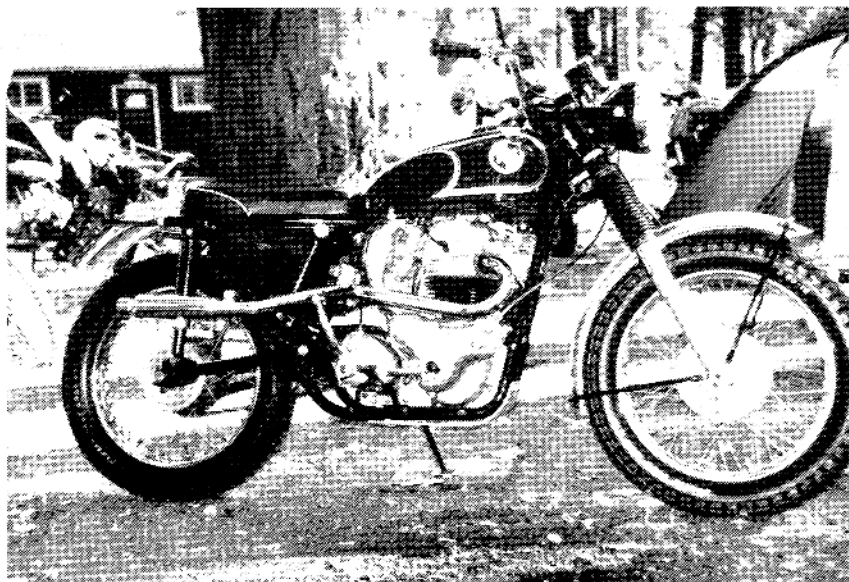


The Newsletter of the
Northern California Norton Owners Club

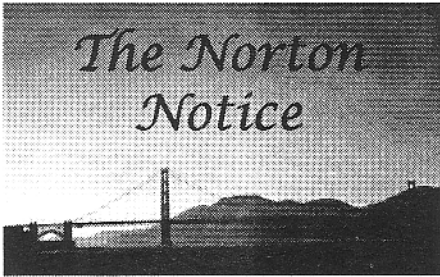
No. 222

February, 1997

**This Month:
The Clutch**



REMEMBER
The Sweetheart Ride!!
Sunday, February 16th



is published by the Northern California Norton Owners Club. Its purpose is to inform and entertain members regarding all aspects of the Norton motorcycle, including history, technical advice, and preservation of the marquee.

The **NORTON NOTICE** is a reflection of the readership, who are encouraged to submit any 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/r/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

Feb. 16:

Sweetheart Ride

Bring your sweetie!! Meet at Dino's Restaurant, 1350 E. 14th, San Leandro. Call Jim Carton (510) 483-2045

March

8: All British Clubmans Show

San Jose Fairgrounds

9: All British Clubmans Ride -

Meet (9 AM) at Roadrider 2897 Monterey Hwy, San Jose Alan Goldwater (408) 475-7505

30: Mt Tam Easter Ride -

Lynne Miller(415) 334-2042

April

6: Rallye di Milani

BSAOC and NOC joint event. Meet at Milani's Bar, B Street, San Rafael Ed Meagor (415) 459-9947

May

9-11: Cambria weekend
with Southern Cal NOC.

16-18: California BSA Rally

Visalia, CA. Call Don Danmeier at (415)898-0330 or Barry Smith at (805)273-7005

June

26-29: Norton Rendezvous
with NorthWest NOC Lake Selmac, Oregon

July

13: Santa Cruz Ride

August

15-17: Dardanelles weekend ??

September

7: British Singles/Pre-CommandoTwins Ride

NOC and BSAOC joint event
Call Stevan Thomas at (415)923-1662

14: Old-timers Ride & Picnic

October

12: Mt. Hamilton Ride

November

2: Don Danmeier's Annual 50th Birthday/All British Ride

Call Don at 415-898-0330

If rides are cancelled due to poor weather - plan on the ride taking place the following week - same time - same place, call the ride coordinator!!!

Club Meeting Schedule

The Club meets on the second Thursday of each month. The meetings are SUPPOSED to start at 8:00 PM. If you get tired of bench racing, bring a newspaper to read.

February 13

Harry's Hofbrau
399 W. El Camino Real
Mountain View
415-964-8455

March 13

Connecticut Yankee
100 Connecticut Street
San Francisco
415-552-4440

**Press Production and
Halftones:**

John and Carrie Follett:

White Oak Press, San Carlos, CA

Minutes of the January Meeting

The Fremont Brewery January 9, 1997

The meeting was called to order at 8:15 PM by Vice-President Jeff Gruwell. Unfortunately, the meeting was very poorly attended. I don't know why, maybe there wasn't enough publicity for the meetings. The attendance was so low, I could name those present....however, I won't. There were 6 members present and 3 guests. Only one bike showed up and that was ridden by one of the guests (he lives in Fremont).

VP Gruwell welcomed those present and conveyed his greetings as well as President Alan Goldwater. Our new president was not able to attend due to a prior family commitment.

Old Business: The finances of the club were reviewed. It was reported by the new treasurer, Alan Mueller, that the financial condition of the club is a bit tight but it seems to be manageable. He stressed the importance of members keeping up with their dues, to read the label on the Notice as to their expiration date. The 3rd quarter balance was \$517 and the new balance as of January 1, was \$1065. It was noted that none of the December bills had been paid out yet, however.

Any discussion on the bylaw changes were tabled until the new Board could meet and work on a strategy to get this task completed without a lot of the club members time being wasted.

It was suggested that the Norton Notice needs to emphasize the rides and the monthly meetings.

New Business: Jeff asked that we get 4 volunteers to man the club booth at the Clubman Show coming up in March.

Admission will be free for those members. We got those volunteers. Also, we need at least 2 bikes to place on display near our booth. That situation was not resolved, so there are still openings for bikes. It will be discussed at the next meeting.

We are planning on spending about \$300 to get new T-shirts made. Jeff asked if there were any volunteers to do the art work. It was suggested that we have a simple picture of a Norton. Alan M. said that he has a couple of line drawings given to him by an artist over in England while he was attending the International Norton Day. All suggestions and art work should be brought to the next meeting or sent to either Alan's.

We discussed the tech themes for the coming up Notices. In February, the clutch; in March, forks and brakes; in April, carbs and cables. No one really had any suggestions but they were happy to hear that the technical portion of the Notice was going to continue. Ken Armann offered to write a few articles this next year.

The ride schedules and meeting schedules were discussed briefly. Again publicity about the events were emphasized. The members need to know more about the events and in a timely fashion so they can plan on the rides.

Alan M. pleaded to the club to write articles for the Notice. All the information about getting the articles to him can be seen on the inside page of the Notice.

The meeting was adjourned at 9:00 PM.

Respectfully submitted,

Alan
Alan Mueller
Secretary/Treasurer

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

One of the jobs that most Commandos regularl need is clutch service. Since I just did mine, here are some tips which may be useful to you.

The Commando clutch is a pretty reliable unit, considering the abuse it takes. The diaphragm spring clutch was originally designed by Laycock Engineering Ltd., for a minicar. It thus offers excellent power handling, but requires careful setup to feel right in use. Various friction plates were used through the years, initially four fiber ones, then five bronze ones after 1972. The pressure plate was also made thinner to accommodate the added friction plate. There are also neoprene-faced aluminum Barnett plates, which I like, but some find a bit too "grabby".

Whatever the plates used, all Commando clutches may exhibit dragging, which causes hard, noisy shifting and difficult neutral finding. This is almost always the result of oil sticking to the plates. Sooner or later, your bike will probably show this problem. The fix is to take the clutch apart and clean the oil off the plates, not much to it really. I'll go into the details in a minute, but first I'd like to analyze why it happens and how to prevent it!

Several theories have been

offered in the past: overfilling of the primary case because of incorrect shop manual info is often mentioned. More likely in my mind, is oil getting in through the crank main seal. Another often mentioned theory is that the heavy transmission lube runs down the clutch pushrod hole in the mainshaft. I also accept this possibility: the sulfur smell of Hypoid gear lube is unmistakable and is often present in stuck clutches. More on this later.

There is also the possibility that running what was meant to be a dry clutch inside of an oil-bath chaincase is just plain bad design. I believe the problem is not the presence of oil in the clutch plates, but rather its viscosity. Even starting with a thin lubricant like ATF, it seems to get thicker in the course of a years hard riding, until it turns to something like grease on the plates. To test this theory, while reassembling my clutch I liberally coated the plates with fresh 10w30 oil. It dragged a bit at first, but smoothed out after a few miles. It seems obvious, at least to me, that a spinning clutch will easily throw any thin oil present out to the edge of the clutch drum, where it eventually will exit via the drain holes.

I also think the clutch plates are slipping a bit under power and

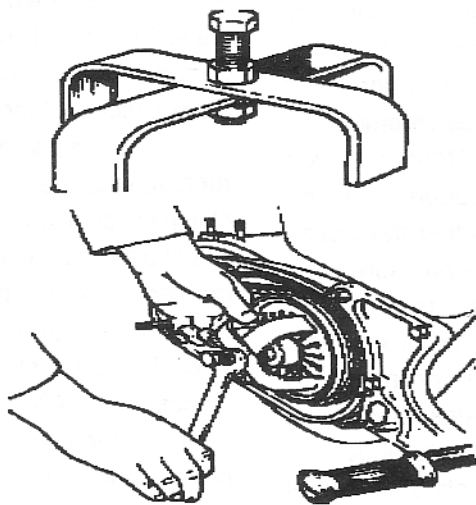
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therefore get rather hot. Just look at the surfaces of the steel plates to confirm this. They are almost always discolored, sometimes even showing the blue tint which means 1000 degrees F. in steel! Even under moderate riding, this results in the oil getting cooked down to a nice sticky sludge, especially any high-sulfur gear

bolt and the surface of the clutch hub, this prevents any ingress of trans. oil. I haven't had to clean my clutch plates since these changes, although it's only been 1500 miles. I'll keep you informed.

OK, now for the nitty-gritty. The numbers in brackets [] refer to the drawing. To service your clutch you will need a clutch spring tool, available



lube which leaks in through the mainshaft.

About two years ago I tried a combination of steps to correct this problem. First, I changed to high-temp. synthetic oil in the primary case. Second, I made a seal for the mainshaft by putting a 1/4 in. piece of soft neoprene hose over the end of the clutch pushrod (under the hub adjuster. By being sandwiched between the inner end of the adjuster

from most Norton parts sources for around \$20. Or, you can make your own with from a 2" long piece of 4" PVC pipe, a 5" piece of steel angle stock, and a 3" long 1/2 x 20 bolt with two nuts. Remove the left foot rest assembly and then the primary cover, draining the oil. Now take a close look at the diaphragm spring. This is a shiny disk with a hub and some radial slots [7]. It's the outermost part you see in the clutch drum (sprocket).

Operate the clutch lever and watch what happens. Note whether the spring appears to be flat or concave (dished inward) in its resting position, if the latter, you probably have developed a strong or sore left hand, and would appreciate an improvement in your clutch.

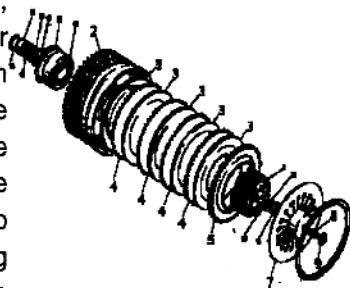
Proceeding with the disassembly, loosen and remove the clutch hub adjuster [8&9]. Take the clutch tool 1/2 x 20 bolt and thread a nut on it all the way. Pass it through the clutch tool (tang facing away) and add the other nut. Thread the bolt into the clutch hub, locking it with the lower nut. Now screw down the upper nut against the clutch tool, drawing the clutch hub toward the tool. Stop when the hub and diaphragm spring can spin freely with the tool attached.

Insert the end of a flat screwdriver into the slotted end of the spring clip [13] which holds the clutch together. Pull the spring toward the center of the clutch until it clears the groove, then peel it out of the clutch basket. You shouldn't need to use much force. Now remove the diaphragm spring [7] and clutch tool and set aside. Remove the pressure plate [5] and using a pair of small screw drivers, ease the clutch plates out of the drum, keeping them in order. There should

be four fiber plates and three steel ones for early 750s. Starting with s/n 212272 (late '72) the clutch was changed to use five bronze plates [3] and four steel plates [4]. Wash all traces of oil and sediment off the plates using gasoline or other solvent (wear gloves). Also wash out the primary case and the inside of the clutch drum [2]. Make sure the six small drain holes toward the back of the drum are clear. These are covered by the inner row of chain rollers, but are accessible from the left side of the drum where the chain isn't in the way.

Inspect the friction plates for cracks and check the steel ones for flatness. Make sure their teeth are not worn too badly (some wear is normal. Now take a look at the splines of the clutch hub [5]. Some notching is unavoidable,

but if there are worn grooves which can catch your fingernail, they will also catch on the plates and cause problems. Some MKIIIs had improperly hardened hubs and were especially prone to this. Pre 1972 Commandos which originally had fiber friction plates also had softer hubs, and when converting these to bronze plates, the hub must be replaced with a hardened component. This requires removal of the chain and sprockets,



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

Well, here I am again. Back in the saddle. Another fun year of riding and editing the Norton Notice.

First, I would like to thank the retiring officers for a job well done. Being at the helm of a club is not an easy task. Being in charge of this particular club has been especially difficult. There have been many obstacles in their paths. Maya, especially, has been in a tough situation. A club in turmoil is not fun anymore!

My hope for the coming year is to get back to the fundamental purpose of this club, the enjoyment of the Norton motorcycle. Enough about past hard feeling, enough about past history, enough about disagreements amongst members. Our goal should be to forget all that has happened and look to the future.

I know our new president, Alan Goldwater, has the same goals in mind. We want this club to be FUN. We want the rides to be well organized, to be well attended and most of all FUN. We want the monthly meetings to be well organized, to be well attended and again be FUN.

I was not planning on helping with the Notice this year. I was not active in the club much of last year for several reasons. First, because I was not active in the running of the club, I tended to become apathetic. I was not happy with the direction the club was heading. I forgot the purpose of the club and let politics get in my way. Secondly, the sudden passing of my good friend John Bria left a large empty place in my heart. John was solely responsible for me being involved with this club and he was also responsible for me riding motorcycles in general. I just didn't feel

like going to meetings and riding on the club rides.

Time has a way of healing and I think I am ready to get involved again. So....I offered to help Alan Goldwater out when it became apparent that some help was needed. A club needs to share responsibilities. I offered to be Secretary/Treasurer. No problem. Then, Stevan Thomas, found out that he couldn't fulfill his time as editor of the Notice. The Notice is the life blood of this club. It is the glue that holds this club together. Alan G. and I offered our services because of the importance of this position. There was not time to seek and train a new person. We both have experience at this job. This is a very time consuming job as all you past editors can attest to.

I plan on keeping the Notice as simple as possible. I have three goals for this coming year. 1. Get the Notice out on time (hopefully by the 1st of the month), 2. Make sure that all meetings and rides get publicized in a timely fashion so the members can plan their schedules, and 3. to provide technical articles in keeping with the tradition set forth by previous editors.

In closing, I would ask all of you to participate in this club. We have a great group of people. People with many years of experience around Nortons. I hope many of you will offer articles over the next year and be willing to share your knowledge and experiences. Please send your articles, thoughts and gripes to me or Alan G. We really want this club to be a club for all its members and for that to happen we must all participate. Happy riding!!!

Alan

Upon the Avons.....

by Stevan Thomas

Who Has What:

My semi-regular *Upon the Avons* will cover all sorts of things, such as this item about a club member taking it upon himself to make a batch of parts that have been unavailable for a long time. Anything I find that is unusual, cool, interesting, technical or historical may be included. If you provide a service, have a product, or know someone who does, and it deserves a write-up in the *Notice*, give me a call or drop me a line.

Dunstall Disc Brakes:

For those of you who have Dunstall dual-disc front ends, and particularly those of you that aren't using them because you haven't been able to get replacement pads, I have some good news!

INOA member, Keith Abraben, in Colorado had a dozen sets made up. He advertised them in the *Norton News* (his ad is buried in the Classifieds) and they naturally sold out almost immediately. He is going to make another batch, which should be ready by late February. They cost \$75, which includes new o-rings. New pistons will be available separately.

There will be an ad in the *Notice* classifieds, but if you want to reach Keith right away, his address is 1050 Hy-Vu Drive, Evergreen, CO, 80439.

If you want to order several sets (it's nice to have spares on your shelf), let his know.

Comedy of Errors:

Two quarts of RedLine transmission oil (different weights) were delivered to me at the rally in Quincy. Since I had no room on the bike to carry them home, Mike Vetter kindly did that for me. I was in Boston at the time of the October meeting at the Connecticut Yankee, so Mike delivered them to Lynne Miller. It turned out that Lynne had ridden his SquAriel Four, and had no pockets large enough to carry my oil. Somebody took it for me, and has forgotten to give me a call. It's an easy enough thing to overlook, however, I would like to retrieve the oil and thank the person who took it (read: buy him a beer), but I don't know who it is! So please call me at (415)923-1662.

Nick Hayman, long time mechanic at Munroe Motors, was motorcycling with friends in Mexico last December. He was riding on a remote beach, between Huerta Citos and Gonzaga Bay, separated from his companions, when he hit a soft spot, went over the handlebars and landed on his head. He could tell he had a broken vertebra in his neck, and amazingly, walked 1/4 mile to the nearest road while holding his head! He did get a ride to the hospital and was initially treated in San Felipe before being flown to San Diego.

Nick is now bolted into a neck brace we've all seen and recovering at home, although it will be a few months before he is back at work or riding.

You can send a get well card to him at 2136 31st Ave., San Francisco, 94116.

The Christmas Party



The Old and New Officers



**Most Points for 1996
George and Sachi Shoblo**



Everyone Wants Jerry's Autograph



The Whole Gang !

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and will not be detailed here.

Before reassembling the clutch, think about the resting contour of the diaphragm spring, which I had you check earlier. If it was visibly concave, you should obtain an extra steel plate (used is OK). All the clutches used the same one (p/n 06-0746). Start the reassembly by putting this extra plate in first, then add the rest of the cleaned plates in the order removed. The extra plate has two purposes. First, by shimming the diaphragm spring to a flat or slightly

convex shape, it will reduce the force needed to operate your clutch. Second, by moving the bronze plates to a different resting position on the clutch hub, it will eliminate the effect of wear notches if present.

Be aware that this modification may slightly reduce the force of the diaphragm spring in its resting position. If you have a Combat motor or other high-power options, this mod may cause your clutch to slip under full power (over 5000 rpm). In my experience the best all-round solution is a set of Barnett friction plates, together with the added steel plate. A careful left hand is then needed, since the BARNETTS don't slip at all. It is definitely possible to break your transmission by overly enthusiastic standing starts.

Before replacing the pressure plate and spring, install the neoprene seal I described above, over the end

of the push rod. You will also need to compress the spring a bit further to make room for the added plate. There should just be room to replace the large spring clip in its groove, so check carefully that it is fully seated before removing the spring compressor. Reinstall the clutch center adjuster, back off the nut, screw the adjuster all the way in till it contacts, then back it off one full turn, and lock down the nut. You may need to hold the hub with a vise grip or pipe wrench to fully tighten it.

Before you replace the cover, readjust the cable at the handlebar end and check the operation of the clutch lever. If it still feels notchy or stiff, try a new clutch cable.. Finally replace the cover and add synthetic oil (I use RedLine 10w30). Brian Slark recommends using only 5 oz of oil. If you fill to the level plug you will need about 7 oz. Make sure that the chain is fully wet by kicking the engine over 3-4 time and feeling the top of the chain. If it isn't dripping wet, add more oil. I hope you find these tips useful and that your Norton clutch is as much improved as mine was.

We're still in need of a location for East Bay (Berkeley or Oakland) meetings. A suitable venue would have a private meeting room for 25+ and decent affordable food and drink. Off-street parking is a good idea in many city neighborhoods, but is not a "must". Please let me know if you have a suitable candidate.

NOC Member Profile

by John Covell

Name: Joaquin Abreu**Age:** 23**City Resident:** Fremont**Marital:** Single "but steady"**Occupation:** Driver for United Parcel Service**NOC Member since:** November 1995**How first became involved with NOC:** Bought a Norton from a friend, took it to Ken Armann's for some work, and he urged me to join the club.**Club offices held (years):** None yet.**Norton(s) owned, described:** 1971 Commando Roadster (Combat)**Other makes of motorcycle:** No others. "Don't want any, except a pre-war Norton."**What first interested you in the Norton?** "My buddy had four bikes—had a Norton, it was different from the Japanese bikes, which are so common."**Other hobbies/interests of note?** Fishing, snowboarding, drinking with my friends.**Favorite motorcycling road/ride:** The new Vasco Road (repaved and rerouted)**If you could redesign the Norton, what one thing would you most want to change? How and why?** Make it so there's no maintenance required.**Favorite/most embarrassing episode on a Norton?** "Splitting lanes, I come to the front of a traffic queue, the lights change—and it dies."**Batteries...by Rich Alves***Editors note: This article is paraphrased from a piece Rich wrote for the Beemer club but I feel that the information concerns all of us.*

This article may be the result of coincidental empirical evidence, but what the heck. What do you have to lose?

In the past I have always waited until my battery failed and then gone and bought a new one. The seller usually said something to the effect of, "I just filled it up so it's not up to full charge yet. Just ride it around for awhile and it'll be OK". It was OK, not great, but OK.

Prior to a trip to Canada I serviced and charged the battery and found that one cell would only charge to 80%. The bike still started as it always did (reluctantly). I went and purchased a new battery. While waiting, I was handed the installation instructions.

They said to fill the battery with acid, wait 30 minutes and then charge the battery at 10% of its capacity for 5 to 10 hours (for a 25 Amp battery, charge at 2.5 amps). When the charge is finished, slightly shake the battery to allow gas bubbles to escape. After the liquid calms down and the bubbling finished, refill the acid to the max., if necessary.

You can do as I did, purchase the battery, take it home, charge it, and take it back to the seller and refill it, or you could leave detailed instructions with the seller and leave them ample time to complete the process. Note that the initial refilling is with acid, all subsequent additions must be with distilled water only!!

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

1975 Mark III Roadster. It's all done, except the electric starter. Phil Radford's exhaust port threads, re-sleeved carbs, Boyer ignition, layshaft roller bearings. Previous owner rebuilt engine and changed the flat cam. Stock metallic red and silver paint on steel tank and side covers. Genuine Dunstall mufflers on new pipes. Spare black steel tank and sidecovers for sale separately. Immaculate, pretty bike (one small dent in tank). \$3,600.

Chris (415)221-7907 (4/97)

FOR SALE

1977 Silver Jubilee Triumph 750 Bonneville. Only a thousand made!! Rebuilt by Munroe Motors. Very clean example that runs well. \$3,500.

Fluff (415)221-7907 (4/97)

FOR SALE

Bultaco Sherpa T. Needs main bearings and seals. \$500.

Stevan Thomas (415)923-1662 (4/97)

FOR SALE

1951 Model 7 Dominator basket case, complete except for front fender. \$1,500. 1970 Commando Interstate, professional restoration 90% complete. \$2,500. 1962 Matchless 600cc G80TCS Typhoon basket

case. Carillo rod, Alpha big end, correct aluminum competition tank, correct air cleaner box. \$3,000.

Mostly British (916)920-1648 or (916)927-2748 (4/97)

FOR SALE

Knobbies!! Bridgestone rear tires: 100/90-19, 110/90-19, 120/90-19. List \$70-\$80, only \$50 each. Dunlop fronts: K490 80/100-21, K139 Moto-X 3.00-21. List \$70, only \$50 each. Formula brand (Taiwan) 3.25-19. \$15.

Stevan Thomas (415)923-1662 (4/97)

WANTED

Norton Commando SS pipes. Anything Dunstall. Fairings.

Sergio (415)487-9125 (4/97)

FOR SALE

1975 Mark III Interstate with 27,016 miles on the clock. Dunstall mufflers, non-stock turn signals and the electric starter works! Black steel tank with red Norton lettering. This bike runs well and will be sold soon. \$3,200.

Munroe Motors (415)626-3496, ask for Pat (4/97)

FOR SALE

1973 850 Commando, Black, original sheetmetal, no damage, orig. running gear, new carb kits, all fluids & filters, new fork seals, new battery & wheel bearings, good tires. \$3200 OBO, Louisiana

Darrin Petrie (504)532-8289 (4/97)

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)

MORE BETTER BOYERS

Great prices on Boyer's new Microdigital Electronic Ignition, Norvil Head-steadys, more!

Mostly British (916)927-2748 (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)472-6661 (4/97)

WANTED

Mark III lower end or complete motor
Marshall Dawson (707)642-94815 (4/97)

FOR SALE

Partial Triton project. Slimline featherbed frame with swinging arm. Straight, all brackets intact, stored indoors. Early Commando fork legs (no triple clamps) and Commando twin leading shoe. \$900 for all.

Steve Krentz (612)474-0898 (4/97)

FOR SALE

Fieldshear black insulated rainsuit \$30, 1/2 helmet, \$25, winter gloves, black, med. \$25.

Peter Martin (415)552-8585

FOR SALE

1968 BSA Royal Star, disassembled, complete with tank & original tank emblems. All serial numbers mtch, \$500
Ken Johnston (916)934-2538 (4/97)

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)

SERVICE AVAILABLE

We weld aluminum, stainless-steel, cast iron or? Brazing to heliarc, we do it all. Also rust repairs, fabrication and painting. If you want to paint it yourself, rent my spray booth. 9 AM to 5 PM, Clement Street, Alameda

Kim Williams (510)521-5514 (4/97)

HAS EVERYTHING

darwin Motors gas Davida helmets, LewisLeathers, FernGear, boots, goggles and other objects of desire for the retro/classic motorcycle enthusiast. Everything from parts and machine shop service to accessories. 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)

WANTED

1969-1971 650cc Triumph motor in original condition, preferable still assembled, not something assembled from parts. If you have a whole bike with title, and the price is right, that's OK too!!

Leave message (510)846-2697 (4/97)

FOR SALE

32mm Mark I 1/2 Amals with Mikuni style lever chokes. \$100 each

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- ◆ Full range of stainless parts and fasteners!
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Authentic fish and chips
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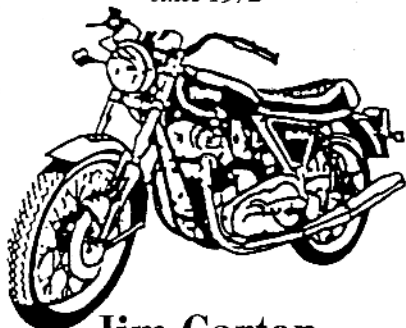
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Norton - Triumph - BSA

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Expert repairs: Crank grinding,
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SINCE 1958

Munroe's three mechanics have been familiar with Nortons for a number of years. We can replace exhaust port threads *with the head on the bike*—we don't know of anyone else who can. The job looks like original factory. Call for shop prices. We also have a good supply of Norton parts.

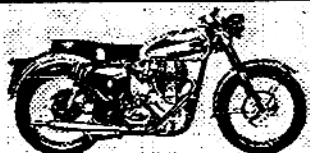
Norton

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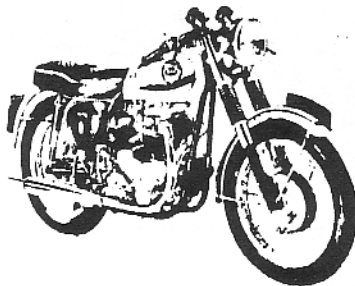
**** Don't Miss This Great Event ****

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

Saturday March 8, 1997



Honoring
BSA Motorcycles



Campbell Pavilion, Santa Clara County Fairgrounds
San Jose, California

Indoors - Rain or Shine

OPEN FOR SHOW & SWAP ENTRIES 6:30AM
 DOOR PRIZE ELIGIBILITY WITH ADMISSION

GENERAL ADMISSION \$5.00 8:00 AM
 KIDS 12 AND UNDER FREE

AWARDS

Street & Competition Classes

Restored and Unrestored Divisions

Trophies also for Customs, Peoples' Choice and Best of Marque

RAFFLE

Win a 1972 BSA Lightning

Tickets \$1 in advance or at the show

Raffle Tickets via: BSAOC, P.O. Box 594, Novato, CA 94948

BUY & SELL

Registration Deadline Feb 24

PRODUCED BY THE BSA OWNERS CLUB OF NORTHERN CALIFORNIA

WITH THE SUPPORT OF THE ARIEL, AJS/MATCHLESS, GREEVES, ROYAL ENFIELD, RIDGE, NORTON, TRIUMPH, VELOCETTE AND VINCENT OWNERS' CLUBS, THE A.H.R.M.A., AND THE BSA OWNERS' CLUB OF SOUTHERN CALIFORNIA

FOR DETAILS CONTACT:

PHIL RADFORD (408) 292 6563 (DAYS) OR FAX (408) 292 8514
 ALL ENTRIES/ENTRIES PAYABLE TO: BSAOC, P.O. BOX 594, NOVATO CA 94948

Sunday March 9, 1997

The "Morning After Ride" Organized by the Northern Cal. Norton O.C.
 Meet at RoadRider Accessories
 2897 Monterey Highway
 Ride departs 10:00 A.M.
 Info: Alan Lubkwater (408) 471-7505

Show Bike Classes

Divisions:	A - Show/Concurs	
	B - Ridden/Licensed/Raced	
Classes:	1 - Pre-War	5 - Roadrace
	2 - Military	6 - Street
	3 - Trailers/Trail	7 - Modified/Cafe
	4 - Speedway/TT	

THEN !!
"The Day After Ride"
March 9th

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, frink, 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. Out 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 Stark, 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