



# Norton Notice

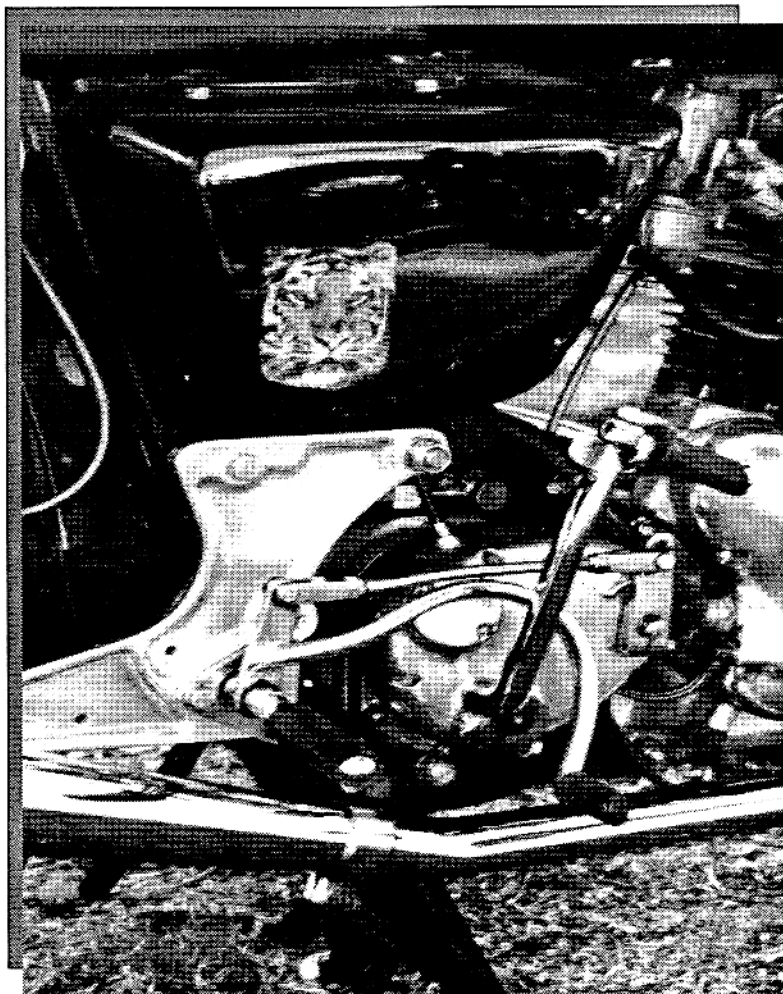


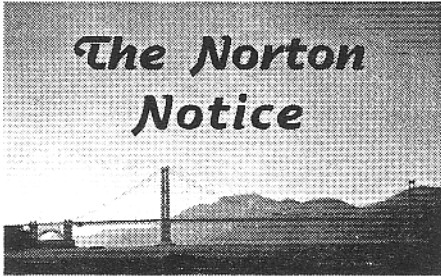
The Newsletter of the  
Northern California Norton Owners Club

No. 233

January, 1998

In This Issue:  
1998 Calendar of Events





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](mailto:norton2@earthlink.net) or [norton2@aol.com](mailto: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.

### January

11: New Years at Alices  
 10 AM (double points)

### February

15: Duncan Ferguson/Sweetheart Ride

### March

15: Cameron's Ride  
 Alice's to Half Moon Bay

28: BSA Clubman's Show

29: The Day After Ride  
 the Monterey Aquarium

### April

5: Rally di Milani

12: Mt Tam Easter Ride

19: AHRMA at Sand Hill

24-26: Sears Point Vintage Days

### May

17: Ride to Castle Air Force Museum

30-31: Loop of the Lakes  
 BSA dual-sport

### June

5-7: Cambria Weekend with BSA Club

20: Alan's Santa Cruz Ride & Meeting

### July

5: "Wild Ones" Ride San Juan Batista

22-26: INOA Rally in Olympia, Washington

### August

14-16: Dardanelles Weekend

### September

13: Mt. Hamilton Ride at the Junction

27: Old Timer's Ride

### October

11: Behring Auto Museum Ride

### November

1: Don's All British Ride & Birthday Party

15: Delta Ride

### December

12: Christmas Party

## Club Meeting Schedule

The Club meets on the second Thursday of each month at rotating venues. The meetings will start at 8:00 PM.

**January 8** - Prince of Wales  
 San Mateo

**February 12** - To be announced  
 San Francisco venue

**March 12** - Britalia Pub  
 San Leandro

**April 9** - Harry's Hofbrau  
 Mountain View

**May 14** - Prince of Wales  
 San Mateo

**June 19** - Saturday, Alan's Santa Cruz  
 Ride and Meeting

**July 9** - San Francisco Venue  
 San Francisco

**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

**Press Production and  
 Halftones:**

John and Carrie Follett:

White Oak Press, San Carlos, CA

## Minutes of the December Meeting

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*There was no official meeting of the Northern California Norton Owners Club this month so I am including a couple of letters that I received recently. The "smoke" theory of electronics was included a few years ago but I felt this updated versions required a reprint. The Editor.*

Dear Norton Notice,

I was out riding my 1975 MkIII a few days ago, when the oil line going from the engine to the oil filter came off at the filter end. As a result, my rear tire became completely covered in oil. I was able to bring the machine to a halt without causing an accident, but for awhile, I had lost complete control of my bike.

I re-attached the oil line with a long screwdriver, topped up the quart of oil I had dumped on the street, and took off. About 1 mile later, the oil line came off again with the same result.

I now feel that the rubber in the old oil line had become too old for the hose clamp to secure it to the pipe. So the lesson here is to check your bike's oil lines frequently and change them at regular intervals. Since the Norton did not come with an oil pressure light or gauge, the situation could have resulted in a blown engine. I'm tempted to fit an aftermarket gauge, but I believe I'd only look at it after funny noises started coming out of the engine.

I wish Norton would have made those two pipes about 3/4" longer as they come out of the oil filter head. I also wish they had put barbs on the two pipes as they did on the oil fittings on all 1968 and 1969 Nortons.

From the "Auspuiff" of the Cascade Sports Car Club who credit Jack Benton of the PCC Automotive Electrical School.

A sheet of paper crossed my desk the other day and as I read it, the realization of the basic truth came over me. So simple!! So obvious we couldn't see it!! John Knivlen, Chairman of the Palamar Repeater Club, an amateur radio group, had discovered how IC circuits work because everytime you let the smoke out of an IC circuit, it stops working. He claims to have verified this with thorough testing.

I was flabbergasted!! Of course!! Smoke makes all things electrical work. Remember the last time smoke escaped from your Lucas voltage regulator? Didn't it quit working? I sat and smiled like an idiot as more of the truth dawned. It's the wiring harness that carries the smoke from one device to the other in your M.G., Mini, Jag or Norton. And when the harness springs a leak, it lets the smoke out of everything at once, and then nothing works. The starter motor requires large quantities of smoke to operate properly, and that's why the wire going to it is so large.

Feeling very smug, I continued to expand my hypothesis. Why are Lucas electronics more likely to spring a leak than say Bosch, or Delco...? Hmmmm..... Aha!!! Lucas is British, and all things British leak!! British convertible tops leak water, British engines leak oil, British displacer units leak hydrostatic fluid, British tires leak air and the British defense unit leaks secrets...so naturally, British electronics leak smoke!!!

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

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**A**s you know, we award "Norton points" for participation in Club activities. It should be no surprise to those of you who attend regularly that this years winner is Mike Sullivan. He made almost every meeting and ride for a total of 104 points. What's even more important is that he rode his 350 cc Norton single everywhere we went, and never once had to be rescued, although we did have to wait (and worry) a few times. My helmet's off to you, Mike!

In recognition of this splendid performance, the Club is proud to award Mike the 1997 Norton Cup and a years free membership. Several other members also deserve a salute for support of our activities. Runner-up is last years winner George Shoblo with 86 points. Almost all of George's riding was 2-up with his wife Sachi. Third place goes to Tom Dabel with 52 points, fourth to Frank Recoder with 46, and Harry Bunting with 44 points for fifth. Other active members include Jeff Gruwell (40), Phil Radford (38), and John Covell and Bruce MacGregor (30 each).

Here are some interesting statistics on Club activities. We had 85 members attend at least one event, and 45 attended at least twice Only 30 of you attended three or more Club events last year, and you represent the active membership. The most

popular event was the All British Ride with 46 NOC members on Nortons, followed by the Old Timers Ride with 16 Nortons (plus guests), and the Lake Selmac Rally in June with 16 members present (10 on Nortons). All in all it was a very good year for the Club, and I thank every one of you for sharing the road with me.

Tom Dabel has planned a very full Club schedule for 1998 and he will be depending on individual members to organize and lead most of the road events. Most of the destinations are old favorites of the club, but Tom will be varying the ride routes from past years in order to keep things interesting. We have tried to distribute the rides and meetings evenly, with more East Bay venues in response to your requests. Please help Tom and the Club by volunteering to lead one of our road events.

Al Mueller has done a wonderful job putting the Norton Notice together and serving as membership secretary as well. He is undoubtedly the hardest working member of the club, so if you see him, please let him know you are grateful for his efforts. I know he would also appreciate your contributions of tech tips, ride reports, personal riding stories and photos for the Notice. With some help, we are sure to have an even better Norton Notice and riding year in 1998.

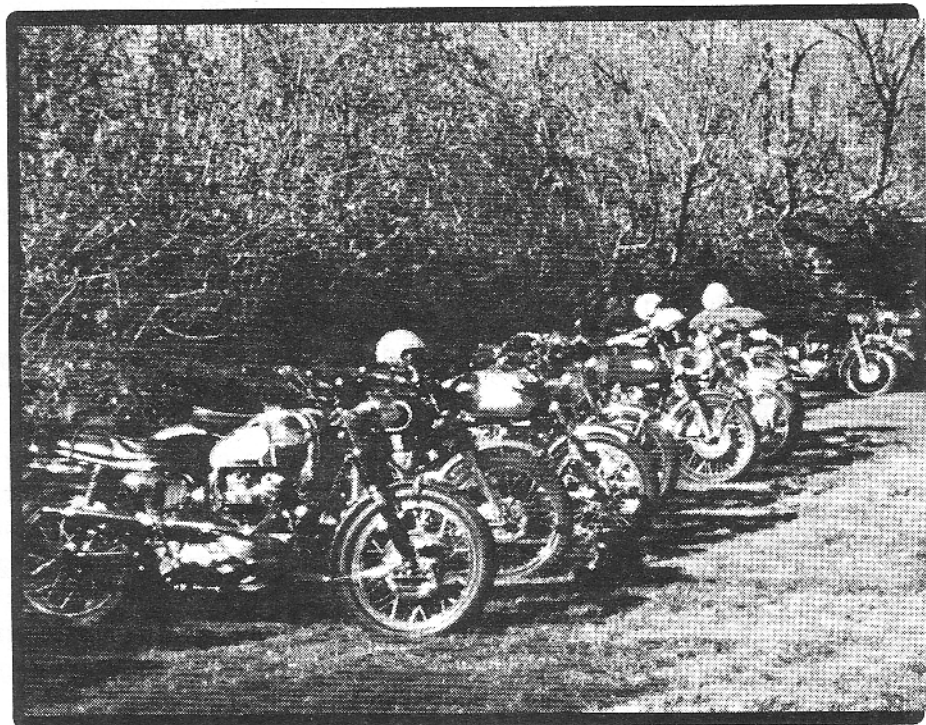
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**NOC Member Profile**

by John Covell

**Name:** Jul Niemier**Age:** 51**City Resident:** San Francisco**Marital:** Single**Occupation:** Slumlord**NOC Member since:** ca. 1994**How first became involved with NOC:**  
Through Stevan Thomas.**Club offices held (years):** None yet.**Norton(s) owned, described:** 1975  
Commando Mk.3 (John Deere model  
"servicycle"—the Brian Halton City Bike)**Other makes of motorcycle:** 1993 BMW  
R100-GS (highly modified); 1989 Honda

Transalp hotrod.

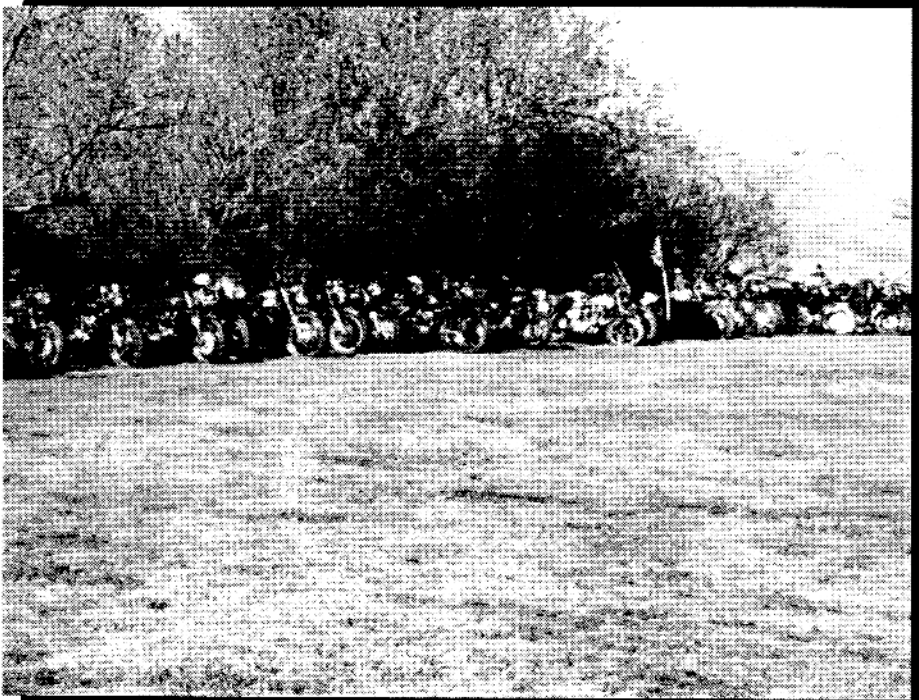
**What first interested you in the Norton?**  
"Harvey Loucks built me the ultimate  
Commando (940cc) to trade for my  
International."**Other hobbies/interests of note?**  
Travelling**Favorite motorcycling road/ride:** "The  
area we just rode today (i.e., Marin/  
Sonoma/Mendocino Counties, a la  
Danmeier Ride)."**If you could redesign the Norton, what  
one thing would you most want to  
change? How and why?** 5-speed  
transmission!**Favorite/most embarrassing episode  
on a Norton?** "I was told to call 'Robert'  
re something—he wouldn't talk to me  
because of my yellow bike!"**Wow !!!! Look at all those**

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**One of the perks for being ride coordinator**



**wonderful British bikes, thanks Don!!**



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

**Here is the second installment from the NOC web page. It is a review of correspondence on carburettor problems, settings, single carb conversions and observations on various alternatives. It is mainly applicable to Commandos.**

*"Recently my Norvil has developed a flat spot at about 4500 r.p.m. in top and to some extent in 3rd. The bike will run at this speed in these gears, but is reluctant to accelerate. If I drop a couple of cogs, blast up to a rev range beyond this and then select top gear, throttle response returns and it will spin up to the redline. The plugs now run dark brown or black! On stripping the carbs I found that the main jets are well over size - 310 as opposed the book size of 260 (the bike does have an unusual exhaust which is almost straight through) and a pair of tired needles.*

*I reduced the main jets to 300 with little effect and then replaced the needles, keeping them on the recommended top groove. This cured the flat spot but the plugs were still running sooty black. Next I replaced the needle jets. This reduced the acceleration a little, caused an intermittent popping of the exhaust on the overrun and the plugs now run pale grey. I think I have moved from rich to weak.*

*The question is what to try next?"*

Dave Taylor (ltd.taylor2@virgin.net)

I don't think you've got a main jet

problem because your Norvil will rev out. By the size of the main jets I would suspect its fitted with a sporty cam. If that's the case, maximum torque will be developed higher up the rev range, and you might have a weak spark - that's when the motor will snuff it out. The coils, I've been led to believe, harmonise at about 3500 to 4500 r.p.m., and fail in that band. But I found it was the low tension connections on my coils which had corroded under the copper plating, causing a high resistance giving me similar symptoms. This usually only gives problems with electronic ignitions that run the coils in series. However, needle jets, and needles do wear. So the first thing to do is drop your needles a notch. Don't forget, when rich, adjust one size at a time. When weak, adjust two sizes.

If your motor is standard, the main jets are too large, however, they will only come in to play at the last quarter of throttle at say 5500 r.p.m. The popping on over run is caused by weakness in your pilot system, i.e. the air screw. Try turning it in a quarter to half a turn. The other item that can cause weak/rich running is the air filter. The needle should be set to suit individual motors and conditions.

The easy way to check for correct running is to get the motor up to running temperature, and find a safe straight road, slightly up hill if possible. Then get up to the throttle opening that covers your problem area, in top, with the motor pulling, and slowly close the throttle. If the bike accelerates slightly, it's running weak. If it boggs slightly,



it's rich. Modern fuels seem to give light weak readings, but take care - it's better to run slightly rich, than to burn holes in your pistons and valves. Your motor may be standard, but exhausts, and air filtration will alter the carburation.

*"I have a problem with my newly re-sleeved carbs. Prior to re-sleeving they ran just great except for a very unstable idle - 800 to 1500 r.p.m. but now, post rebuild, a rock solid 1000 r.p.m. However, where before there was good strong acceleration all the way from closed throttle to wide open, if you now apply the gas slowly things are fine but should you apply the gas fast, the engine bogs down then catches and takes off. Should you then shut the gas down and try to go again it works just fine. After running on a steady throttle for a while the problem is back once you open it quickly. The only thing that has changed is the sleeving. Petrol consumption is up from 55 m.p.g. to 45 m.p.g. One last thing, the engine sometimes shudders on acceleration in addition to the bogging. "*

Dave Hatch (aef@icx.net)

After sleeving my carburettors, my bike didn't run as crisply, although it also idled much better. The person who did the job for me said that this might be the case, and offered to give me a pair of slides with more cutaway to compensate for less air leakage past the slides. Rather than send them back, I just added more cutaway myself. It made a big difference (better).

Dave Taylor (lsd.taylor2@virgin.net)

I would think that your slides are too rich. Your old carburettor bodies were probably leaking air, making the slides run weak, and I suspect they might have been changed for the ones fitted now, i.e. rich (smaller cut out). Check your slide number it should be 3\*, depending on the model.

*"I purchased a Phoenix SU HIF6 carburettor conversion kit for my '72 Commando. It fitted the carburettor/manifold combination and bumped into a couple of problems:-*

*(1) The throttle cable attachment was severely mis-aimed, promising a poor action & short life. Some sort of bracket will almost certainly have to be cobbled up.*

*(2) There is virtually NO clearance between the carburettor dome and the frame web between the two down tubes just under the rear of the fuel tank. I can only guess that the maybe quarter inch clearance will disappear with the first attempt to start the engine! This is surely unsatisfactory. I see only two solutions, neither of which seem to be very attractive.*

*(i) Cut the frame, and suffer unknown problems from weakening that important unit.*

*(ii) Remove material from the cast aluminum manifold in an attempt to shorten it up and re-angle the carb down & away from the frame web. The manifold is already very short, with rather short, sharp bends for the intake tract. Removing more material will only worsen this, and have unknown effects on the strength of the assembly.*

*Has anybody solved these problems? Is another more suitable manifold available?"*

Paul O'Neil (hudson29@aol.com)

I understand that SOME of these conversions have a 'strap iron' throttle cable bracket. Mine (purchased 1992) is an ear cast into the inlet manifold. It is aimed straight back, when it needs to be angled 45 degrees down. The SU dome has very little clearance with the frame web, I mean so little clearance that the rubber grommet will not snug down in its hole on the frame web, due to interference with that dome!

Although there is very little clearance from the dome to the frame, this is however, no problem as the dome will not bump up in the frame even during vigorous kicking and swearing. In my opinion, the SU conversion keeps its promises, even that about attractiveness as it usually starts first kick. The petrol consumption is also way down compared to twin Amals (60-65 m.p.g.)

Vernon Fueston (fueston@snowcrest.net)

I suspect I know why the SU hits the frame. I straighten frames to support my airplane habit and have done many Commandos. The main top tube (the one that fouls with the SU) should have a bend in it when viewed from the side. This is caused by the metal shrinking when the neck support bar was welded in at the factory. If a bent Commando frame is repaired by someone who doesn't know any better they push the top

tube straight. This gives the bike a bit more head angle and lowers the top tube just enough to foul an SU. Often it also puts a slight ripple in the top of the tube.

You can easily check the top bar to see if the correct amount of bend is present. Lay a straightedge on the backbone of the frame. With the straight edge tight to the forward part of the tube, it should just touch the sheet that goes crosswise at the seat rails. This test is good for all Commandos except the early '68s and most of them are broken by now.

Peter Aslan (paslan@uk.mdis.com)

When I was at the Stafford Show recently, I made my way to the Hitchcock's Motorcycles stand, and obtained a copy of their combined Amal carburettor parts lists and Service Notes, (about 10 sheets of double sided A4 photocopied stuff stapled together). Both the notes and parts lists are invaluable if you have a post 1930's British bike, which will of course, have an Amal carburettor fitted. The information covers Concentric, Mk.1 and Mk.2, plus Monobloc 375, 376, 389 and 689, and pre-Monobloc series carburettors.

Anyhow, some time back there was some discussion about adjusting the level of fuel in your carburettor, by adjusting the height of the needle valve seat: you warm the float bowl, then bash the brass seat to the right height, checking the height by looking at the float position. There was also some discussion about how this was best done, by holding the float bowl and pressing the pivot pin into the bowl or

just by holding the pin flush. All this originally came from a Triumph Service Note, following problems experienced at Meriden in the 60's if I recall correctly.

This list of service parts for, e.g. the Mk.1 Concentric, shows a number of different bowls for the same carburettor:-

Note: the same part numbers apply to the 600, 900 and 1000 series. As the same parts apply to all of the series of carburettors available for the Concentric Mk.1, I assume the only difference is the size of the seating. But is this the size of the hole in the bottom of the carb for the fuel to enter, or is this the height of the seat relative to something else, (perhaps the size, thickness, of the seat?). Perhaps Amal was unloading excess stock at the

the '52' corresponds to the configuration of the carburettor (the size, type and setting of all the above). However, I have not yet found, beyond the scant information in Bacon's restoration books, any of the original information from Amal which lists the configuration numbers and settings.

I have been working on a Japanese bike recently, and sorting out a carburettor problem, noticed that they have little nipples on the float bowls with valves. You connect a piece of plastic pipe, open the valve and look at the fuel height in situ. With the bottom plug on the Amal Mk.1 Concentric, it should be possible to do the same thing, to look at the fuel height dynamically. The plugs are plastic, and you could drill a hole in a spare one and look at the height,

Float Bowl	0.10" (2.5mm) seating	622/050
Float Bowl	0.10" seating with drain plug	622/055
Float Bowl	0.062" (1.6mm) seating	622/052
Float Bowl	0.062" seating with drain plug	622/057
Float Bowl	0.125" (3.2mm) seating	622/051
Float Bowl	0.125" seating with drain plug	622/056
Float Bowl	0.156" (4.0mm) seating, alcohol only	622/054

factory and Triumph had to make the manual adjustments. In any case this provides yet another variable in the Amal carburettor saga, so you now have the following to consider when configuring a carburettor such as the Mk.1 Concentric fitted to a Commando:-

There is, of course, a form of configuration management which Amal introduced. Each carburettor gets a configuration number, such as 900/052, where the '900' is the Series type, such as the Concentric 900, and

assuming the needle valve doesn't leak too much.

*"Does the Mk.2 Amal Concentric offer any advantages over the Mk.1?" Do these carbs have to be rubber mounted like on the later Bonnies, or can they fit the same fixed alloy manifold and flange mountings of the earlier Commando?*

Ben English  
 ([ben.english@dmvms.mailnet.state.ny.us](mailto:ben.english@dmvms.mailnet.state.ny.us))

The Mk.2 is a piece of engineering that is right up to scratch. Cold start jets mean no tickling or choking, but better starting. The slide and body are made of materials designed to work with each other, rather than against each other. Mk 1s wear out the slides in 10,000 miles, and the body shortly thereafter. Mk2s will merely work correctly forever.

[John Pinkham \(jpinkham@efn.org\)](mailto:jpinkham@efn.org)

I believe that there is a MK 1\* model which has the Mk.2 internals,

between the Amal Mk.2 and Mk.1 Concentrics are as follows:-

- \* Mk.2 is made of aluminum, rather than pot metal
- \* Mk.2 has a proper brass slide, rather than pot metal
- \* Mk.2 has a proper pilot jet, set into the fuel bowl
- \* Mk2, has a round mounting flange, intended to mount into a rubber hose, providing immunity from vibration and heat

I have found descriptions of a Mk1\* Concentric, which is essentially a Mk.2 with a Mk.1 mounting flange.

Size of choke	28/30/32mm
Cutaway in the throttle slide	2.5/3.0/3.5 etc.
Needle	2 or 4 ring
Height of the needle	1, 2 or 3
Size of pilot jet	standard threaded hole, bushed or 25/30 etc.
Size of needle jet	106/107 etc.
Size of main jet	260/280 etc.
Jet holder	At least two types in circulation
Spray tube	Cutaway or not
Float bowl	Size of seat

but which mounts directly to the Commando manifold. Walridges in Canada is one source, as I remember.

[Greg Kricorissian \(grkricor@ccs.carleton.ca\)](mailto:grkricor@ccs.carleton.ca)

I've only seen photos of them, but the MK1\* Concentric looks like a regular Concentric, with the addition of the later starting circuit, as found in the Mk.2, or the Mikuni carburettor.

[Peter Aslan \(paslan@uk.mdcs.com\)](mailto:paslan@uk.mdcs.com)

As far as I recall, the differences

[Dave Hatch aef@icx.com\)](mailto:davehatch@aef.icx.com)

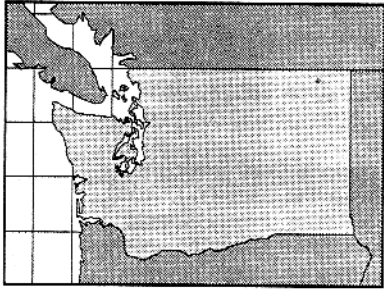
As one of the few who have actually seen an Amal Mk.1\*, I can say that you are correct! The Mk.1\* was a zinc die casting just like the Concentric, but it had the more advanced Mikuni starting circuit. Your Norton will start without playing stink finger with the tickler, but it wouldn't last any longer than a Concentric. I've only seen one pair.

**This is the end of this series**

**The Northwest Norton Owners  
is proud to host  
the INOA 23rd Anniversary National Rally  
July 22-26, 1998  
Thurston County ORV Park  
near McLeary, Washington.  
(16 west of Olympia, Washington)**

Rally Includes

- \* Some of the best roads on the west coast
- \* Rally Pin
- \* Banquet
- \* Weenie Roast
- \* Group ride to lunch Friday
- \* Concourse show
- \* Tech sessions
- \* Field events
- \* Child care is available
- \* Plenty of RV hookups
- \* Pool
- \* Putt-Putt
- \* Laundry
- \* Store
- \* On Site Gas
- \* Restaurant



**Registration**

Rally fee is not refundable, but is transferable with prior arrangement.

- \$40 ..... Adults pre-registered
- \$45 ..... Adults at the gate
- \$20 ..... Children under 16
- Free .... Children under 6

(Special drawing for pre-registration)

Complete this form and mail to:

**INOA Rally  
Steve Neal  
29099 17th Place, South  
Federal Way, WA 98003**



Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ INOA # \_\_\_\_\_

Ammount enclosed: \_\_\_\_\_ # in Party \_\_\_\_\_

## 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 750 Norton, clip-ons, Ceriani road race forks, 13" front disc, stainless rear sets, custom brackets galore, 1 1/2" black chrome exhaust, powder coated, fresh paint, 3500 miles since rebuild, new clutch, balanced crank, polished rods, new bushes, 850 breathing system, Powermax pistons, 4s cam, lightened & polished rockers, Titanium collars, custom stainless battery box, Rita ignition, mightMax voltage control, Akront alloy rims, Buchanan stainless spokes...all for \$4800

Call Chris at (415)965-4611 (9/97)

### FOR SALE

'72 B50SS, Powder coated, custom silver & British racing green, custom seat, custom low exhaust, Akront alloy rims, Buchanan stainless spokes, Boyer ignition, 2500 miles since complete restoration...some minor attention needed..\$2500

Call Chris at (415)965-4611 (9/97)

### WANTED: BUY OR TRADE

Norton twin crankcases stamped G15CSR, G15, or 33 near the serial number. I have G15CS, N15CS and Atlas cases or engines to trade.  
Call JohnMcCoy, Britalia Motors (408)476-3663 (12/97)

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Contact Bill [bd@pe.net](mailto:bd@pe.net) or call John at (310)376-4223 (10/97)

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

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

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Your editor must downsize....'64 TR6, last years winner at the Monterey European MC event,...'67 650 BSA, red/chrome. For details & price call,  
**Ken (408)379-4300 or Alan (650)591-5444**

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Norton Commando 750 cylinder head, used but in good condition, \$50. Shipping costs are extra!  
**Art (415)324-0567 (6/97)**

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'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)**

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'75 CB750K, 52,930 miles, new front tire, front fork seals, rear chain and recent pro tune-up/new points & plugs. Silver, aftermarket sidecovers & mufflers, extra parts included.  
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'72 650 Bonnie (5 sp), '72 Daytona 500, and '70 500 Daytona....all for \$2500.  
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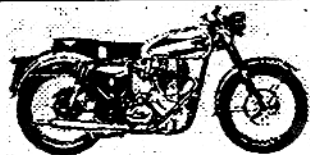
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**THE NORTHERN CALIFORNIA NORTON OWNERS CLUB**  
Membership Application

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**