



Norton Notice



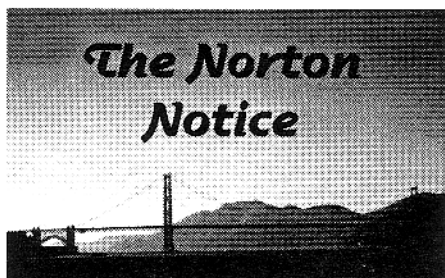
The Newsletter of the
Northern California Norton Owners Club

No. 239

July, 1998



REMEMBER !!
The Donkey Deli, July 5th
Olympia, Washington, July 22-29th



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.

July

5: "Wild Ones" Ride San Juan Batista

10-12: World Superbike Race
Laguna Seca

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

19: AHRMA Vintage MX
Carson City, NV

22-26: INOA Rally in Olympia, Washington

26: Vintage Trials
Hollister, 408-578-1936

August

8: AHRMA Vintage Trials
Mammoth, 715-842-9699

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

29-30: Dardanelles Weekend

September

6: BSAOCNC "British Triples" Ride
650-324-0567

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.

July 5 - The Donkey Deli
San Juan Batista

August 29 - 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

Bruce Baker - Alameda
Steve Schwander - Gilroy

Press Production and Halftones:

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

Minutes of the June Meeting

The June 12th meeting of the Norton Owners Club was called to order by President Alan Goldwater. The venue for this months meeting was The Boathouse in San Francisco. There were four Norton riders who braved the threatening weather. I counted 16 members present.

There was some discussion about the upcoming ride to Santa Cruz. It will start at the Junction of 9 and 35 at 10 AM. Alan will lead us through the Coast Mountains to Santa Cruz. There, we will have a catered BBQ at John McCoy's Britalia Motors. There should be alot to see there. We will then test out several of the field events that are planned for the National Rally next month. We will try the Norton Joust, a mini trials run, a Norton soccer event..etc.

Alan G. reported that the shirt sales are going quite well. There are only a few left. He will order new ones to be taken to the National Rally in Olympia, Washington. He will choose the logo and type of shirt. The long sleeved shirts certainly seemed quite popular.

There was some discussion about the new Nortons. Several articles have been written in major periodicals. All quite impressed but quite sceptical.

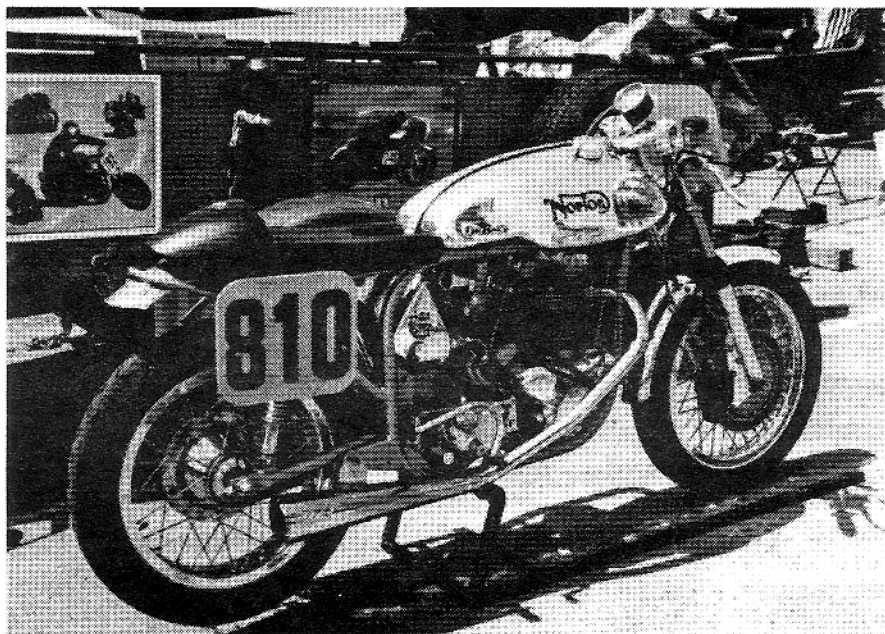
Alan Mueller reported that there was \$1160 in the treasury. We are holding our own with renewal memberships vs. Notice costs. ***Please renew your memberships!!***

The next meeting will be July 5th at the Donkey Deli in San Juan Batista at 11 AM. Be there!!!

The weekend in the Dardanelles has been planned for August 29-30. Call to get your reservations in.

The meeting was closed at 8:45 PM.

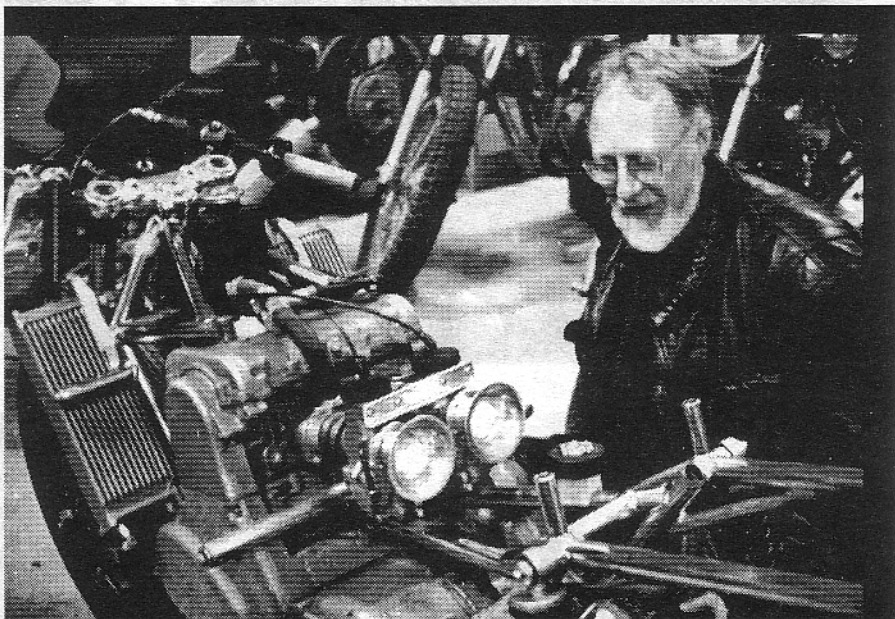
Respectfully submitted,
Alan Mueller



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

Sorry, I have been too busy the past few days to get off a column for this month. My apologies to you and to the club. I'll see some of you in San Juan Bautista on the 5th.

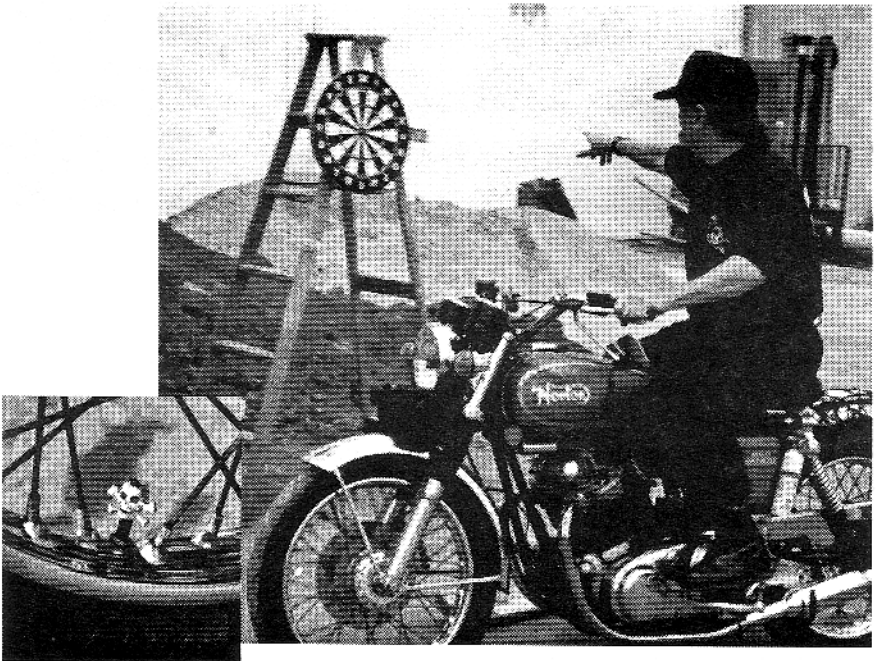
Alan G.

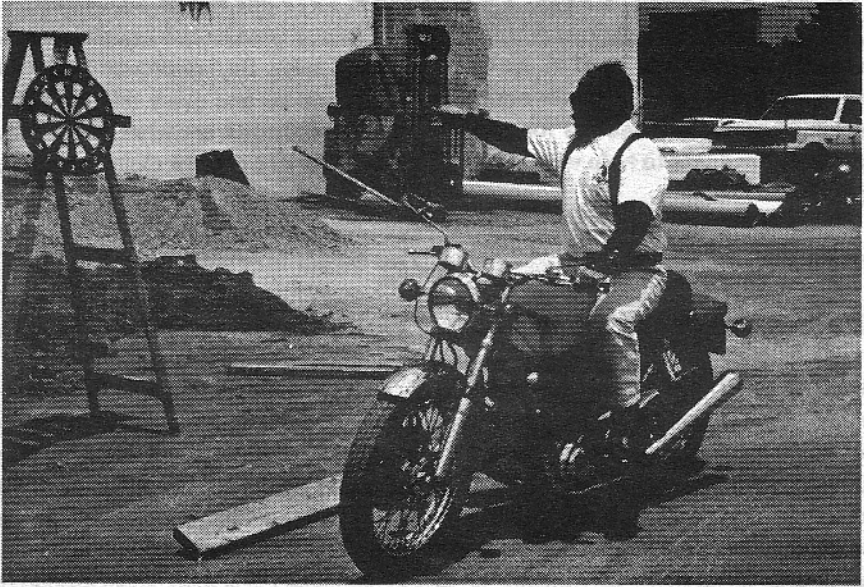


Editors Note: As you can see from Alan Goldwater's note, the summer is a very busy time for everyone, including your officers. Due to my schedule, I will not be able to put out an August issue. I am sorry about this, but, it takes a lot of time to put each issue together. I am hoping that I will get many, many articles in the next month so that when I start putting the next issue together, I will have some good material to put out an expanded issue. Send me articles, photos, whatever about Hollister, San Juan Bautista, Olympia, Washington. Please, this is your Notice...How About Some Input !!!!

Britalia Motors

June 20, 1998





THE RIDE

Castle Air Force Museum

by Eric Rhodes

It was a really nice morning. The ride over the old Patterson Pass Road was spectacular: the snow capped Sierras could be seen beyond the wind turbines. The countryside was green and pleasant.

The straight, flat J16 and J17 farmland roads were minimally tafficked, and no police. In catching up after dropping behind, I hit a personal best!

The momentary loss of direction that landed us all in a cornfield was later explained by our leader, Tom Dabel, as being the "obvious fault of the cartographer, who printed the map upsidedown, and had, no doubt, forged credentials, etc. etc....".

Tom's leadership was right on, actually: fuel stops and the route were very well thought out.

At several country intersections, other automobile drivers waved us on as a group, which was a pleasant surprise.

The Castle Airforce Museum is full of aviation monuments and interesting technology, even if one has reservations about beating the s*#@ out of some folks. The lunch at the museum was quite tasty and fair priced.

Thanks for the good trip, Tom

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

The causes of cylinder head oil leaks, stretched studs, leaky gaskets and a number of recommendations for various sticky products to help with these problems.

A review of correspondence from Roadholder and NOC-L

Halite head gaskets and torquing up

The only cylinder head gasket to use is the standard steel ringed halite gasket. One problem, is in using gasket jointing compound on the head gasket. Do not do it. Thoroughly degrease and dry the joint faces and use a clean gasket; do not use any jointing compound, oil, grease, or anything else. Tighten the head bolts in the correct order (see also Cylinder Head Tightening), but do not apply the torque the first time. Start by tightening all the fasteners to 50%, then go round again at 75%, then 90% and finally 100% (full torque). Having done that, go round again twice applying 100% torque. After 100 miles or so, check again by retightening to 100% with the engine cold.

Bob Stapleford in Roadholder

Copper head gaskets and torquing up

I raced 750, 850 and even 920 Commandos for some years using copper head gaskets. They never blew, but they always seeped oil. After rebuilding the (road) engine on my current Commando with a composite gasket for the first time, it threw oil out like it was going out of fashion. The Wise Men told me the secret is to retorque it frequently until it stops moving, as quite a lot of settling happens during the first few

hundred miles. So, I retorqued it after the initial warm up and every ride thereafter for about 400 miles, and what do you know - they were right. Oiltight. Quite unnerving. The primary chaincase leaks of course, but I call that character.

Des Senior in Roadholder

Head leaks may come from the inlet rocker cover

Be sure there is no oil leaking from around your intake rocker cover. Oil leaking from there can be drawn forward through the small holes in the barrels that are between the cylinders. This is apparently done by a vacuum effect. It is then blown around by normal air passage and makes it look like a front cylinder head leak I learned this from Brian Stark years ago when I thought I had a recurring cylinder head leak. Also, Leo Goff recommends replacing the cylinder head studs after 2 head removals, as they have a tendency to stretch.

Jim Noll in Roadholder No. 162 - Mar/Apr 1992

Sealing copper head gaskets - a product recommendation

My Mk.IIa Commando is just being run in, and has already started pissing oil from its copper cylinder head gasket. OK, the head needs to be torqued down a bit and that might be why the seal has broken so soon (150 miles) but shall I just put on an eyeletted one instead? Or, will a bit of gasket sealant help around the push rod tubes do it?

This is an on-going dilemma. The correct

answer depends on the situation. Though the eyeletted (or flame ring) gasket is superior at sealing the push rod tunnels, its main drawback is its fragility. You say that your copper gasket has got to the point of seeping oil had it been an eyeletted one, it would have been blown by now! I prefer the copper gasket because of its durability. However, to seal the tunnels, I use a high temperature sealant around the tunnel holes on the head, barrel, and gasket. My long-term favorite has been K&W Copper Coat, which comes in a can. (I think there is a spray-on kind made by someone, but it is not the same). It is composed of the sealing liquid, which has ultra-fine copper 'dust' in it. Prior to using, you stir the liquid to disperse the copper dust in the liquid, so that it can fill minor imperfections in the mating surfaces. On good surfaces you need only a thin coat ... if you're suspicious of certain areas (like around water jacket holes in an automotive block), you can selectively build up areas with multiple coats, allowing the copper dust to settle in the hollows. Not a cure for dressing your mangled mating surfaces, but perfect for those slightly marginal ones. Copper Coat acts like a contact sealant, since you brush it onto the surfaces to be sealed, let them get tacky, and then bolt them together. It works very well on Commando heads, between crankcase halves, etc. The advantage is that even on the cylinder head application, Copper Coat will not harden, or burn when used on the cylinder head joint.

(grkricor@ccs.carleton.ca) on NOC-L
17th. Apr 1997

Sealing copper head gaskets - not advised

Never put any gasket sealant on a head gasket. It only gets in the way and makes things worse. A flame-ringed gasket will work perfectly well if the gasket faces are in good order. If these are warped, the flame-ring gasket will blow. Normally a rider will then fit a copper gasket, since "it doesn't blow like those flame-ringed ones used to". It does, of course, it just doesn't blow the gasket to bits every time it does so. With a warped gasket face, a copper gasket will blow and blow and blow until one or both gasket faces are totally ruined, the oil is full of water-emulsion and acids and the entire top end has to be thrown in the bin and replaced. Falsehood No1: "Copper headgaskets don't blow". They do.

Whenever removing the head of an unfamiliar Commando, inspect both gasket faces; they are almost certain to be warped, owing to the mechanical ineptitude of most '70s motorcycle riders. Reface them. You'll go up a maximum of 0.1 atmospheres compression, even if the damage is really bad. The work will cost around £40-£60 tops here in the UK, if you remove the head and barrels yourself and take them to the shop. Never put gasket sealant onto a flame-ringed gasket. The gasket itself is treated with Hylomar gasket sealant, in two grades, top and bottom. The top sealant is designed to bond to alloy, the bottom sealant is designed to bond to cast iron. Any foreign gasket sealant applied by yourself will only get in the way and prevent the built-in sealant from working, causing blowing. The gaskets are labelled "TOP" and "BOTTOM", so

you know which way up to put them (they've got a little hole for the oil drain tube on either side, but that's only there in case the gasket is put on upside down by mistake). Les Emery then follows this procedure, for torquing down the head.

* Tighten down the head bolts loosely, all round

* Torque No1 (the 1/4" Whitworth headed cycle thread bolt in the middle) to 30 foot pounds, as recommended

* Follow with the 1/4" Whitworth headed nut at the back, then all the others, as described in the text of the manual.

* Give No1 bolt, (in the middle) another 5 foot pounds torque (35 foot pounds in total)

He says this is a little naughty, but works out as an almost foolproof method of torquing down the cylinder head.

(djw12@leicester.ac.uk) on NOC-L 17th. Apr 1997

Sealing copper head gaskets - a product recommendation

Before there were 'good', (Blue Fel Pro Brand), Big Block Chev head gaskets available, the only way to ensure a long lasting, non leaking, head gasket seal on a B/B race engine, was to use Permatex Super #300 during assembly. I understand it was originally formulated to seal diesel truck cylinder heads. It is a semifluid, black sealer, (not to be confused with Permatex #1 or #2 supplied in tubes), that comes in a can, and can be purchased at any auto repair jobber shop here in the U.S. It is

fuel, oil, (etc.) proof. It dries to a somewhat pliable seal, and will seal almost any high pressure application you will come across. I have personally used it on some dodgy repairs I've made, and it has yet to fail me.

(indianken@netreach.net) on NOC-L 18th. Apr 1997

Sealing copper head gaskets - a product recommendation

The Norton Technical Digest, taken from old Norton Technical Bulletins, recommends Gasgacinch on the flame ring gaskets, and Copper Coat on the copper gaskets.

(ewl@med.unr.edu) on NOC-L 18th. Apr 1997

Front head studs as a source of oil leakage

I would offer a reminder about the front head studs that screw into the barrel; they sometimes break into the pushrod tunnels. If the threads aren't sealed, the oil travels up the studs and looks just like a leaky head gasket. Use your favorite sealer (Yamabond, Hylomar etc.) on the stud threads.

I became very proficient at Commando head removal chasing oil leaks until I finally found out about this via the Brit-Iron list several years ago.

(bratt@cod.nosc.mil) on NOC-L 28th. Apr 1997

Stainless ring modification to cylinder barrels

I had the opportunity to inspect a flat track

racer's 750 Commando engine a few weeks ago. The barrel deck had a circular groove milled around each cylinder bore. A stainless ring fits in each groove. He said that he had been running copper head gaskets for several race seasons and had never had a gasket failure. He said the cost of the modification was quite reasonable.

(jpinkham@efn.org) on NOC-L 24th. Jun 1997

Stainless ring modification to cylinder barrels - theory

I would like to know more about the ring modification. Is it sort of a new spigotted barrel? Please describe how the stainless ring and the copper gasket work together.

Just imagine a circular groove that surrounds each cylinder bore. Into the groove is placed a stainless steel, copper, or Viton O-ring. This ring is compressed when the head is torqued. The thermal expansion of the ring increases the seal. For a description of the recommended procedure for a Kawasaki, see <http://www.coperacing.com/agprev70.htm> (kso@lhg.hib.no) on NOC-L 25th. Jun 1997

Oil leaks from the pushrod tunnel area

I have had an ongoing problem with oil leaks from the head gasket where the pushrod tunnels go through the gasket. The leak always comes through the gasket right between the head and the barrel, right in that small place between the push rod tunnels. It always leaks.

It sounds like you have tried just about everything, but there is something I read or heard several years ago which might bear checking out. It seems that on some Commando cylinders, the tapped holes which receive the 5 cylinder head bolts were not drilled/tapped deep enough, so that the head bolt(s) actually bottom out in the hole before reaching the point where they provide adequate clamping force for the head to cylinder joint. This is difficult to tell, because even with a torque wrench, you will bottom the bolts and then get a proper torque reading, in spite of the fact that the bolts aren't squeezing the head tight enough! I don't recall what the fix was; unless you have a 3/8"-26 bottoming tap you can't make the holes deeper. Perhaps shortening the bolts a couple of mm would work. I don't know of the advisability of using two washers under the bolts, although I don't see how this would cause any harm.

(dm550@cleveland.freenet.edu) on NOC-L 30th. Jun 1997

More possible sources of oil leaks from the cylinder head

In addition to the usual causes of oil leaks from the head, here are a couple more that might be causing problems.

* The studs and head bolts can stretch with use, especially the two small studs adjacent to the pushrod tunnels. The nuts might be botteming on the studs without really squeezing the gasket. Milling the head and cylinder surfaces can also cause this problem.

* Perhaps the rocker box area is receiving more oil than it can get rid of. This can be

caused by even just one rocker spindle fitted wrongly, with the flat on the spindle not facing away from the pushrod oil feed hole in the rocker arm. I recently had one move during use on my 850 that had a spindle that fitted extremely loosely in the head. I was able to find this problem by removing the rocker spindle covers and sticking a compressed air nozzle into the end of the spindle. It should be quite difficult to get any air through if the rocker spindles are in the correct position.

(gdslabaugh@sprintmail.com) on NOC-L 1st. Jul 1997

The importance of retorquing the cylinder head

Amongst all this really good advice, there is only thing I think, that's been missed: retorquing the head after its got hot. I've sometimes had to do it three or four times before it has stopped weeping. Slacken each bolt before you retorque it, and once it's all done, recheck all the 5/16" studs, but this time don't slacken them. The only other fault might be poor threads. Check all the nuts studs and bolts for stretching; they might be past their elastic limit. You can usually tell because the thread pitch will have stretched. When you next rebuild the head, make sure all the threads are clean, undamaged, and lightly oiled.

(isd.taylor2@virgin.net) on NOC-L 3rd. Jul 1997

Silicon bronze inserts to prevent cylinder head oil leaks

With regards to my cylinder head, stripped inserts and all, I made up some silicon bronze inserts, with an outside thread of 11 t.p.i., and 5/8" in diameter. I doubt very much that this will fail, and in a few days I hope to be up and running to continue the vacuum test to reduce crankcase pressure. Silicon bronze is the best material for cylinder head stud inserts. It has temperature expansion properties close to aluminum, but quite a bit more strength. In fact

as you tap into it for the threads it work hardens and gets tougher. I took a small piece .4" thick, drilled a hole for 3/8" x 24 t.p.i. and tapped it. Then I ran a 3/8" x 24 t.p.i. socket head bolt though and torqued it to 50 foot.pounds. The threads held, and were just as good as when first tapped. So with inserts .6" long, a 30 foot.pound torque is nothing to worry about, and with the much bigger bite that the insert gives to aluminum, I doubt that 30 foot.pounds will strip those 5/8" x 11 t.p.i.threads.

(dm550@cleveland.freenet.edu) on NOC-L 30th. Jul 1997

Oil leaks from stretched front head studs - more about inserts

"I've been having problems on my '73 850 Commando with oil leaks that seem to be coming from the left front area of the head.

The left front stud that seals the pushrod tunnel won't hold its torque. The other bolts began maintaining their torque after one to two thousand miles. This particular nut still moves before the torque wrench clicks and I've resorted to torquing the head every morning."

The problem described is exactly what I what my bike went through. The front cylinder stud(s) are pulling, and you will continue to torque them until they pull completely out, or until the Helicoil (if there is one) bottoms out on the head gasket. Inserts are the only way to go - silicon bronze ones machined to 5/8" o.d. with 11 threads per inch, and the appropriate i.d. threads for the stud if you choose to use the original fastener. Drill and tap the head for the inserts, grease a bolt to screw into the inserts, then put them in the head with high temperature Loctite at 35 ft.lbs. Remove the bolts, insert your studs, and slap everything together again. They will never strip again.

(dm550@cleveland.freenet.edu) on NOC-L 10th. Oct 1997

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

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(Children under 6 free)

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Make checks or money orders payable to and send to:

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Steve Neal

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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.

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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
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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)

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Magri Motorcycles, 1220 Pennsylvania Ave., San Francisco, (415)285-6735 (4/97)

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FOR SALE

'72 Triumph Trident: 17,000 original miles, fresh motor. \$3000/ OBO Contact:
Brad (510)537-0253 (10/98)

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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)

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'76 850 Dunstall Norton MkIII, full kit, fairing, tank, seat, fender & silencers. 10K orig. miles. New top end. Beautiful black machine in good shape. \$4000
Call Peter (510)649-8953 (10/98)

FOR SALE

'72 Combat 750 BOTT Racer. Large valves, Grimeca brakes, fox shocks, 4 & 5" rims, fork brace, gusseted frame, street legal, registered, runs well.....\$2500
Call Mark (415)919-5510 days or (408)996-8203 evenings (4/98)

FOR SALE

1971 Norton Commando 750. Hall-Burdett overhall. Pristine condition!! \$3,800
Call Dave (510)672-8817 (1/98)

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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)

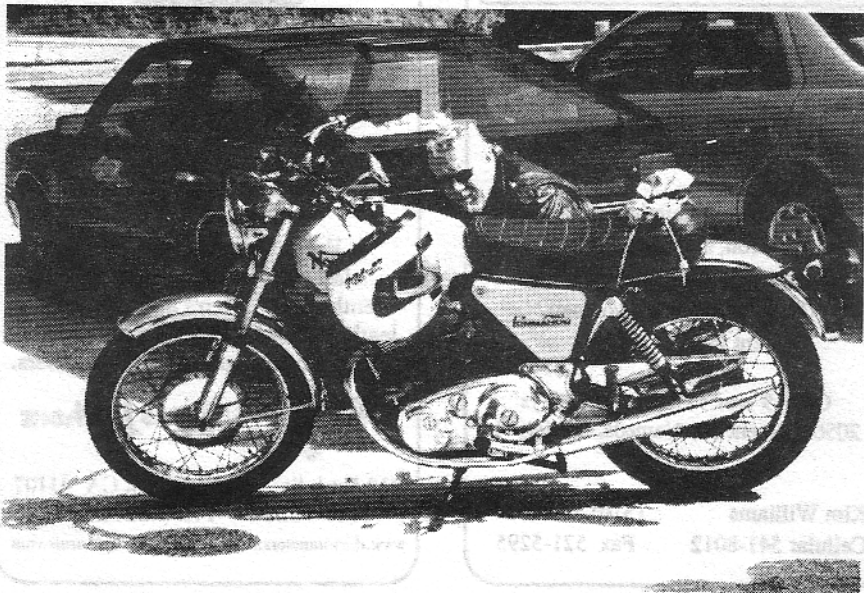
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darwin Motors has Davida helmets, LewisLeathers, FemGear, boots, goggles and other objects of desire for the retro/classic motorcycle enthusiast. Everything from parts and machine shop service to accesories. SOMA? South Park? Where darwin? Internet 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.

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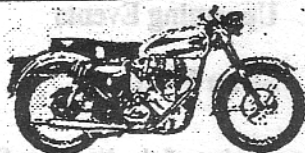
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THE NORTHERN CALIFORNIA NORTON OWNERS CLUB
Membership Application

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 Bel Aire 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