

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 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.

October

4: Annual "El Camino" Vintage M/C Show, Torrance. Call Jim McClure 415-487-4720

12: Mt. Hamilton Ride

(see page 6)

18: Ride for Life:
A benefit ride for AIDS
Call Doren at 415-864-2273

18- 19: AHRMA Vintage Trials & Moto X, Hollister Hills
AHRMA 916-967-0262

November

2: Don Danmeier's Annual 50th Birthday/All British Ride
Call Don at 415-898-0330

December

20: (Sat.) NCNOC Xmas Party
Fontana's Restaurant/Menlo Park
More info to follow

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!!!

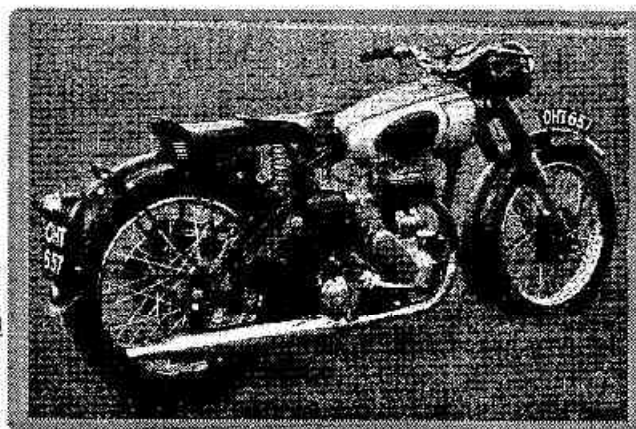
Club Meeting Schedule

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

October 9: Connecticut Yankee
100 Connecticut Street
San Francisco
415-552-4440

November 13: Prince of Wales
San Mateo

December 11: Harry's Hofbrau
14900 E. 14th St
San Leandro
510-357-1707



**Press Production and
Halftones:**

John and Carrie Follett:

White Oak Press, San Carlos, CA

Minutes of the September Meeting

The September 11, 1997 meeting of the Northern California Norton Owners Club met at Harry's Hofbrau in Mountain View. The meeting was called to order by President Alan Goldwater at 8:20 PM. There were 16 members and guests in attendance. I counted 7 bikes present.

The first order of business was to decide where the remaining meetings were to be held. There were no suggestions for an East Bay venue so the schedule will be as follows: October 9 at the Connecticut Yankee in San Francisco, November 13 at The Prince of Wales, and after some discussion about San Leandro, Harry's Hofbrau in Mountain View. It seems the traffic across the San Mateo bridge going east is really bad. If anyone has a major problem with these venues contact Alan G.

Alan reported that the Old Timer's Ride was set to go and was to start at Alice's at 10 AM. He asked for a volunteer to lead the ride but got no response. He did have several volunteers to help with the food and picnic. This ride is open to other British motorcycle clubs.

Next months Mt. Hamilton ride on October 12 will start at a restaurant just south of Road Rider on Old Monterey Road in San Jose at 10 AM. The November ride will be the Don Danmeier bash on the second of November. There will be no official ride in December due to the Christmas Party. The Christmas party will be

held December 20th at Fontana's in Menlo Park. Contact Alan G., Alan M., or Art Sirota to make reservations.

Nominations for next years officers will be held at the Old Timer's Ride. Alan G. asked that anyone interested in helping the club should volunteer to run for office. Tom Dabel (who was not at the meeting) mentioned to Alan that he would like to help with the planning on the rides next year. It was suggested that we have rides with "themes". In other words, not only have food be the destination but an activity as well. For instance, end up in Sacramento and go to the Railroad Museum; end up in the East Bay and go to the Blackhawk Car Museum; end up at Sear Point and attend the AHRMA races...that sort of thing. Anyone with suggestions should contact Alan G.

Our President apologized to the members for some of the scheduling this year. Each year it becomes more difficult to plan events due to some many other conflicting things happening. More time and care should be taken to plan our events so that they don't conflict with major event elsewhere.

There was no New Business. The meeting was adjourned at 9:00 PM.

Respectfully submitted,

Alan Mueller, secretary/treasurer

Alan's Wrench by Alan Goldwater, President

*Beep.....beep.....beep.....Ummmm
rerr.....*

It's 05:30 and the alarm reminds me that I have an adventure ahead of me. This time I'm headed for a motel, so packing is easy and I'm on the road by 7:00. My destination is Cambria's Creekside Inn, where the Vincent Club is hosting their annual California Dreaming rally.

It's a perfect fall day and I head down 101 under crystal clear skies, with the temperature just right, no sweater needed but jacket zipped up tight. Now that the posted speed limit is 70 mph, I can really fully enjoy the superb touring performance of my Interpol rotary. Cruising at 75-80 mph is effortless and I arrive in Cambria before 10 am. Unfortunately, the group ride has left early! I stop just long enough to pick up a map, and charge off in hot pursuit. Surely I can make up 10 minutes and catch the group.

The route leads me down the coast to Morro Bay, then over 41, riding hard and maintaining 60-70 mph even through the twisties. Still no sign of the group. Down 101 and east on 58 I overtake several herds of Harleys and a gaggle of GoldWings, but not a Vincent in sight. Finally I stop for fuel in Santa Margarita, after seeing "next services 68 miles". The guy at the counter tells me "yep, they went through about 15 minutes ago". So after 80 miles of pursuit I have actually lost about 5 minutes! Remember that

I am chasing a bunch of guys mostly older than me on 40+ year old bikes. I am impressed.

Finally, after a few detours due to missing road signs, I catch up at the lunch stop in Pozo, CA (pop 20). It turns out that the ride leader is Marty Dickerson, who raced with Rollie Free and himself holds several land speed records at Bonneville. I'm just in time to grab a burger and then we're off.

Back in Cambria, the brews are cold and the caterer is firing up the coals. The gourmet meal is superb, as is the wine donated by a local Vincent owner who "grows his own". After the second bottle my memory grows a bit dim, but there was a lot of bench racing and laughter. The convenience of a nearby motel room capped off a fine 300-mile day of motorcycling.

There are two points I'd like to make from this. First, it is extraordinarily difficult to make up time on a group of experienced riders, especially the route is difficult to follow. If you are planning to lead a ride in the coming year, please keep this in mind. A good map and a reasonable route are essential. Also be sure to pick a reliable rider to serve as "back-marker on your ride". Wait at all difficult-to-see turns on your ride, to make sure the back marker is aware of the route. If he doesn't show, there may have been a breakdown so send someone back to check. This may seem like overkill, but we really need to look out for each other on the road, so that everyone can enjoy the ride.

Alan's Wrench, (cont.....)

My second point is that a well-organized event really increases the pleasure of riding. Having a motel as a base of operations is especially nice as it keeps the group together after the ride. Personally, I enjoy camping too, but as I get older extra comfort is becoming more of an essential, especially after a 300 mile day. If you are thinking of a ride out of the Bay area, keep this in mind.

Finally, please take note of the updated schedule for the remaining Club meetings this year. Unless someone finds an alternate East Bay venue with a private room, we will be using the San Leandro Harry's Hofbrau for next years meeting rotation as well.

Mt. Hamilton Ride!!

by Tom Dabel

We will start the ride at Road Rider on Old Monterey Highway at Pullman Ave. This is one mile south of Tully/Curtner Roads. You should arrive early if you plan on having breakfast at "Just Breakfast" across Pullman from Road Rider. We will leave a little after 10 AM as Road Rider opens then. Check out the winter gloves but don't do a tire change !! Smell a million dollars in leather. Lunch will be at the "Junction". I suggest the ribeye steak sandwich with grilled onions and Swiss cheese. Come on out.....let's enjoy a day of fair weather riding together on my favorite road. The date....October 12th !!!!



Lake Selmac Banquet

Minutes from Old Timer's Ride

The annual general meeting of the Northern California Norton Owners Club was called to order by President Alan Goldwater at 2 PM at Huckleberry Flat, San Mateo County Memorial Park, the site of the annual Old Timer's Ride and Picnic. About 35 persons were present, most haven ridden to the picnic, at which fine victuals were served and consumed pursuant to the culinary efforts overseen by Alan Goldwater and Jerry Joliff.

The principle subject of the meeting was nominations for club offices in 1998. It would be more accurate to say that volunteers were solicited. Happily, some were found. Mike Sullivan, having contributed two fine Norton-embossed chocolate cakes for the picnic, administered the coup de grace by offering to help Alan Mueller with the Norton Notice next year. He was roundly applauded for his intrepid spirit, and for the cakes.

Jim Carton suggested the club consider going to a bimonthly Notice. Alan G. explained that this is not feasible, mainly because that would necessitate better prediction of events and venues than we seem capable of. He commented that, if the Norton Notice experiences a labor shortage, we might have to curtail its size.

There was no volunteer for Vice/President/Rides Coordinator, but Tom Dabel gallantly offered to outline a ride schedule if volunteers could be found to lead individual rides, planning them a few months in advance.

Experience has shown that we cannot shoot from the hip on rides....they must be planned. It was also suggested that we need someone to constitute a committee that will ensure we avoid conflicts with other events. Steve Marsh offered to lead a couple of rides, and Tom will review past Notices to glean good rides that we have done, which we might recycle.

Alan G. and Alan M. are reportedly willing to continue as President and Norton Notice editor, respectively, provided assistance is given by the members as needed. Mike Sullivan said he will coordinate with Alan M. on sharing the secretary/treasurer functions to relieve Alan of that burden in part.

A long-pending motion re non-Norton owners as NOC members was tabled again, the result being no change from the present policy under the bylaws whereby ownership of a Norton is a general condition of membership in the club, with exceptions approved by the executive committee.

The Xmas party will again be at Fontana's in Menlo Park. The date is December 20, please mark your calendars. Entrees will be in the \$20-25 range, inclusive, only drinks are extra. Perhaps the address and directions will be clearer this year (HINT).

Upcoming club meetings: October at the Connecticut Yankee, November at the Prince of Wales in San Mateo and December at Harry's Hofbrau in San Leandro. We still need to consider finding a better SF venue; suggestions are invited. Reminder: a general requirement for ALL meeting sites is good food and drink, not too expensive, convenient parking, friendly management that wants our business and a private meeting room or space (e.g. patio) where we can hear ourselves.

The 50/50 was conducted. Jeff Gruwell won a Wee Willie and he handed out the donor company's literature to all he could catch. Mike.....wona Triumph 500 manual (Haynes book). Joe White won 3 quarts of Red Line Oil contributed by the distributor, Alan G. Jerry Joliff won the 50/50, about \$50.

The meeting adjourned and the rain began to fall shortly afterwards. Hope everyone made it home OK.

John Covell, PR Pfficer/scribe pro tempore

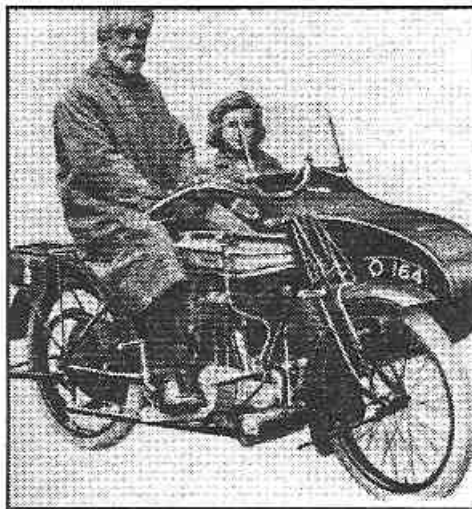
View from the Bridge.....by Alan Mueller

Norton History

This article is taken from "Norton Singles" by Roy Bacon. I plan on including a few such articles relating to the history of the Norton motorcycle.

The Norton single is for many the epitome of the marque, representing a continuous pattern of development that ran for nearly half a century. In that time span the engine design took only a few major steps but each was to establish a new standard, new legends, and its own charisma. All could be seen to come from the same mould laid down by the company's founder at the start with good, honest, and upright standards, nothing too clever but well made and durable. And so generation after generation of rider came to know the same magic numbers - big 4, CS1, 18, ES2, 16H - a sequence that in time ranged from models 1 to 55.

James Lansdowne Norton was born in Birmingham in 1869, and in 1898 founded his Norton Manufacturing Company in that city. He made fixtures and fittings for the cycle and infant motorcycle industries and so came to meet many of the pioneers of the business. One of these was Charles Riley Garrard who



imported small clip-on power units for bicycles under the name Clement-Garrard, these coming from M. Clement in France. In 1902 one was fitted to the first machine to bear the Norton name.

This machine with engine mounted on the front downtube was followed by others and an early indication of Norton's high standards and wish to provide the best for his customers was the option of a two-speed countershaft gear and all chain drive. His early machines were assembled from parts made in and around the city but it was he who was the driving force that brought the components together and pushed forward with new ideas. In time his premises became an informal business club and a center for men working in the industry to meet at in the evening and chat about mutual problems.

J. L. Norton was a man of the highest standards, totally honest and deeply religious with a love for motorcycling. He had an early interest in engineering and the steam engines he built at home as a boy attracted such crowds of interested onlookers when he set them running that the police asked him to run them elsewhere to prevent obstruction.

Norton was apprenticed to a toolmaker and learnt his skills on the intricate toolwork used in the jewelry trade. He was an idealist and allowed nothing short of perfection out of the

works. In the early days he ensured this by acting as chief tester.

He suffered poor health which brought about his death in 1925 at the age of 56. His appearance, with patriarchal beard and lined face, meant that he and his father were often mistaken for brothers when out together on a sidecar with son at the helm and father as passenger. In spite of his health Norton was to ride the three TTs (1909 to 1911) and attended the very first when Rem Fowler won the multi-cylinder class on his Peugeot-engined Norton to begin the firm's long association with road racing and the Isle of Man.

Due to his appearance, his religion, the high standards he sought for the industry regardless of their effect on the business, and his forward approach to technical matters, James Norton became known as 'Pa Norton' and later as the 'Father' of the industry. His pleasure was riding and creating good machines for others to ride.

In the Edwardian period while Norton was still using imported French engines he moved his frame design away from the bicycle form to lower the saddle and increase the wheelbase which improved the ride. The engine was mounted well forward and the machines became nicknamed 'ferrets', but it was to become the classic 'vintage' style, with the addition of a gearbox, in time.

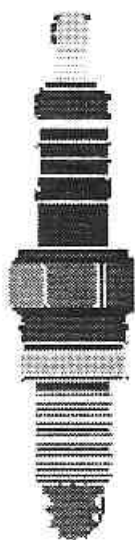
In 1907 the years of experience resulted in the appearance of the first Norton single prototype and it set a style and form that was to run on to 1954. Models reached the public in 1908 and the machine was called the big 4. The first engine had dimensions of 82 x 125 mm giving a capacity of 660 cc, but in production the stroke was reduced 120mm and

the capacity to the classic 633cc. Actually 633.7 so 634 would have been more accurate, but 633 was the number to run down the years.

The engine was a simple side valve with a circular aluminum crankcase, cast iron head and barrel in one, valves on the right and magneto mounted in front of the crankcase driven by a chain from the exhaust camshaft. Characteristically, the exhaust pipe was nearly vertical and ran between magneto and crankcase to a cylindrical silencer mounted across the machine in front of the engine. Already Norton was very aware of the need to allow the gases an easy exit from the cylinder as well as an unobstructed entrance. He also appreciated that the limitations of the engine revolved around the heat feed back from the exhaust port and hence the need to isolate it from the cylinder and keep it straight with an air space for cooling air. It was these fundamental design points that were to allow the dramatic development of the engine in the 20's.

The remainder of the machine was straightforward, with belt drive, the long low Norton frame, strutted forks, long tank and rim brakes. A year later, in 1909, the Big 4 was joined by a smaller 3 1/2 hp version with fairly near square dimensions of 82 x 90 mm, giving a capacity of 475 cc. Norton rode a single in the 1909 TT but retired as he was to do in the subsequent two years, and in 1911 his design of the smaller machine was amended to the famous 79 x 110 mm dimensions and 490 cc. These figures were to ring down the years and bring instant recognition from owners and riders all over the world.

To be continued!



SPARK PLUGS

The codes used by the various manufacturers give some information about the plug types. The first digit represents the thread size, followed by a number which reflects the heat range of the plug. The Champion and NGK plugs match well in this respect, but do not necessarily match well with others. This is because some have wider heat ranges and one plug may cover two from another manufacturer. As a rule of thumb, for champions, NGK and Denso, a higher number means a colder plug. The next letter describes the reach of the plug, except in the case of Champion where the first letter describes not only the thread but also the reach. Any other letters cover special features or materials used or if the plug is for competition use. A 'P' in the NGK range, a 'Y' in the Champion, or a 'D' in the Bosch range means that the plug is a projected electrode type.

MODEL	NGK	BOSCH	CHAMPION	ND-DENSO	NOTES
Big 4	B6ES	W7C	N5	W20ES-U	
16H	B6ES	W7C	N5	W20ES-U	
Model 19	B6ES	W7C	N5	W20ES-U	
Model 30 / 40M	B10ES			W31ES-U	
Model 30 / 40M	B10ES		N57G / N82G	W31ES-ZU	Gold or platinum tip
Model 50	B7ES	W5CC	N4	W22ES-U	
ES2	B7HCS	W240T1	L5	W22FS-U	Short reach **
ES2	B7ES	W5CC	N4	W22ES-U	
Model 7	B6HS	W7A	L85	W20FS-U	Short reach **
Model 77	B6ES	W7C	N5	W20ES-U	
88	B6HS	W7A	L85	W20FS-U	
88	B6ES	W7C	N5	W20ES-U	
88SS	B7ES	W5CC	N4	W22ES-U	
99	B6ES	W7C	N5	W20ES-U	
99SS	D7ES	W5CC	N4	W22ES-U	
Jubilee	B7ES	W5CC	N4	W22ES-U	
Navigator	B7ES	W5CC	N4	W22ES-U	
Flectra	B7ES	W5CC	N4	W22ES-U	
G15	BP7ES	W5D	N4	W22EP-U	
G15CSR	BP7ES	W5D	N4	W22EP-U	
N15CS	BP7ES	W5D	N4	W22EP-U	
P11	BP8ES		N6Y	W24EP-U	
650SS	B7ES	W5CC	N4	W22ES-U	
Atlas	BP8ES	W5D	N6Y	W22EP-U	
Mercury	B7ES	W5CC	N4	W22ES-U	
Commando	B7ES	W5D	N7Y	W22EP-U	Combat & some 850cc
Commando	B6ES	W7D	N9Y	W20EP-U	Most 750cc & 850cc
Interpol 2	R0045G10 **		UG80PY		NGK C8E alternative ***
Classic	R0045G10 **		UG80PY		NGK C8E alternative ***
Commander	C8E *		G63		
F1	C8E		G63		

Basic Do's and Don'ts of Motorcycle Riding for the Novice

by Art Sirota

© 1997 Art Sirota

1. Don't stare intently at an object in the road that you wish to avoid because modern science has proven that if you do, that object is likely to wind up embedded in your forehead
 2. Don't sit on someone else's motorcycle and screw around with the controls without first asking permission.
 3. Don't get mad at the deer for jumping in front of you. It's what they do.
 4. When negotiating a tricky right turn, it helps to concentrate on Barry Goldwater.
 5. If you choose to attend traffic school to avoid having a moving violation on your record, remember to leave your ear plugs in.
 6. Don't get mad at the bee for stinging you. It's what they do.
 7. Don't assume that any other drivers know the meaning of hand signals. While you're signaling for the right turn, the guy behind you will be looking up at the sky to see what you are pointing to.
 8. If the mechanic retires immediately after you pay the repair bill on your bike, you'll know you have been overcharged.
 9. Don't get mad at your former spouse for trying to take half of your motorcycle collection when you split up. It's what they do.
 10. If, while riding down the road, you are suddenly confronted with the choice of running over a squirrel, a rabbit, or a politician, always check to see if there are any potential witnesses before making the obvious choice.
 11. Don't leave your bike in storage for five years and then go for a Sunday morning ride without first pumping up the tires.
 12. Don't talk back to the nice policeman.
 13. If, while riding down a long stretch of rural back road, you suddenly come upon a long line of outlaw bikers riding in tight formation, try not to pull a wheelie while passing.
 14. Don't assume that just because your bike is bright red, your headlights are on, and you're wearing twenty-five yards of reflective tape anyone else will notice you.
 15. If you find yourself surrounded by angry outlaw bikers on a rural back road who demand to know why you pulled a wheelie when you passed them, don't talk back to the nice leader.
 16. A sign reading "Soft Shoulder Ahead" is not an invitation to give a back rub to the highway worker.
 17. If you come out of a restaurant and find some idiot sitting on your bike and screwing around with the controls, in most states you're legally entitled to take a swing at him.
 18. Don't lend your bike to someone else unless you really aren't concerned they might drop it.
 19. When splitting lanes through congested traffic on the freeway, don't get distracted by the cute redhead in the baby blue Corvette.
 20. Don't draft behind gravel trucks.
-

NOC Member Profile

by John Covell

Name: Ian Sunderland

Age: 43

City Resident: San Francisco (70%)
+ Toronto (30%)

Marital: Married, 1 child

Occupation: construction manager
(PCL Construction Corp.)

NOC Member since: early 1997

How first became involved with NOC: "Saw the club booth at the Clubman's Show in San Jose, got a Norton Notice and kept it. Always liked Nortons and bought a fixer-upper and figured I should join."

Club offices held (years): None yet.

Norton(s) owned, described: 1973 Commando 750 roadster, renovations in progress

Other makes of motorcycle: 1969 Triumph Bonneville 650 (mint, in Toronto)

What first interested you in the Norton? "The appeal of the machine—a great bike in the 1970s; the antiqueness of it (e.g., separate transmission)."

Other hobbies/interests of note? bicycling, skiing

Favorite motorcycling road/ride: "In California I'm at a disadvantage (no operational bike yet), but I'm working on it. I know good bicycling roads."

If you could redesign the Norton, what one thing would you most want to change? How and why? "Fit an electronic ignition right out of the box."

Favorite/most embarrassing episode on a Norton? "I was adjusting my isolastics and sheared off the top isolastic mount; thought it was turning a bit too easily!"

Treasurers Report

Here is an accounting for the Selmac rally:

Income from registration (20)
\$500

Expenses:

Campground \$200

Food \$110

Firewood \$ 50

Total Expenses \$360

Net proceeds from the rally \$140

President's Accounting:

Outlays for rally as above \$360

Cost of flowers to Jerry K \$ 30

Less cash received at rally (\$200)

Net owed the President by the club
\$190

The club has in its treasury \$647.80
as of September 4, 1997

Alan Mueller (treasurer)

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, Buchannan 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, Buchannan 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)

WANTED:

500 or 600 twin motor or parts. Need for my 58 Nomad. Also looking for the tool/battery box (non featherbed frame). On page 80 of the Norton Buyers Guide.

Steve (408)476-1319 or fax (408)476-9446 (9/97)

FOR SALE

Knobbies!! Bridgestone rear tires: 100/90-19, 110/90-19, 120/90-19. List \$70-\$80, only \$50 each.

Stevan Thomas (415)923-1662 (7/97)

FOR SALE

1970 Norton Roadster cafe style! Original owner (purchased in England). Mint condition! Extras: new tires and rims, stainless steel spokes, black powder coated frame, black laquer gas tank, clip ons and all Norton graphics. First \$5,000 takes it home!!!

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

FOR SALE

1971 Triumph 650, Tiger, New top end, many new parts, excellent cond. \$3000

1968 BSA 441 Victor Basket 90% comp. \$500.

1958 Royal Enfield 700 Constellation, Basket 80% comp, \$500 & other Enfield parts for Conie,

Call John Ahern (415)355-6774 (8/97)

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

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Ken Augustine (415)472-6661 (4/97)

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1969 Norton "S" Model, from Zach Reynolds Collection, as new, 2700 miles..\$6500; '68 Triumph TR6C Restored...\$3400; '70 Tr. Bonneville, original but faded...\$2600
Call John (916)753-9696 (12/97)

FOR SALE

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 Armann (408)379-4300 (10/97)

FOR SALE

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

FOR SALE

'72 Norton Special - custom nickel frame, teal green painted proddy bodywork, stainless highpipes, alloy wheels, alloy oil tank, Engine performance mods to numerous to list. Contact:
Brad (510)537-0253 (10/97)

CHEAP THRILLS

Norton 750 Dragster, Mhunt mag, nitrous injector, HP cam, air shifter..Featured on July cover, \$4500..call
Dan Lynch (209)638-6011 (10/97)

WANTED

Yellow production racer gas tank, seat, fender, all or some or info..any shape.
Contact Dick Slusher at volks1984@aol.com or (503)284-9624 (7/97)

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Two sets of tanks and tail sections for Fastbacks. One set is solid signal red, comes with plastic tank badges, and is for a 1968 model - \$225. The other is BRG and is for a 1969 or later - \$200. BUB 3-into1 chromed exhaust for BSA Rocket 3 or Triumph X-75 Hurricane, excellent
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'72 650 Bonnie (5 sp), '72 Daytona 500, and '70 500 Daytona....all for \$2500.
'69 roller 650 Bonnie, '72 cases, not matching, rough, single leading shoe w/ giant air scoop.
Call
Chuck (510)837-2190 (10/97)

WANTED

Joe Hunt magneto for pre-unit Triumph. Atlas or P11 side stand
Call Tom (415)924-6558 (11/97)

FOR SALE

All Black powder coated; '61 slimline featherbed frame, S/arm, bat/box, oil tank, C/std, tool tray, dash, fork shrouds, yoke, headlight holders. New shocks, Timken needle bearings installed in new fork-all new stainless hardware & headlamp switch, clean undented tank. \$2000
Call Ken Armann (408)379-4300

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

SERVICE AVAILABLE

Thinking of buying a Commando or other British bike? I can help you determine what the bike needs to become reliable. See me before or after you buy! I also do maintenance and provide instruction. Reasonable rates.
Jim (510)483-2045 (4/97)

FOR SALE

'63 BSA 650 star, complete, recent engine overhaul. Original right down to the fasteners..\$3000/'64 BSA 500 Star, early sixties unit twin, 2000 miles since overhaul, 99% complete...\$3000
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The Club Mac....Mac Classic, Stylewriter printer and enough software to make you a desktop publisher. \$300. Also John Covell has a modem to add for an extra \$40. Call Alan Goldwater.

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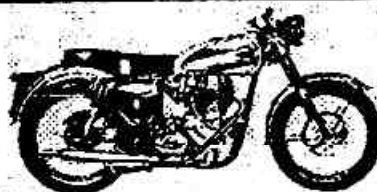
Munroe's three mechanics have been familiar with Nortons for a number of years. We can replace exhaust port threads with the head on the bike—we don't know of anyone else who can. The job looks like original factory. Call for shop prices. We also have a good supply of Norton parts.



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NORTHERN CALIFORNIA ALL-BRITISH RIDE & THE EIGHTH ANNUAL DON DANMEIER 50TH BIRTHDAY PARTY

SUNDAY, NOVEMBER 2, 1997

ARIEL
BSA

British bikes only

No exceptions. Don't embarrass your non-British mounted friends by inviting them, unless you are willing to loan them a bike. Any British make is welcome.

British bike club membership required

Application forms for all clubs available on the day of the ride.

Non-member spouses/girlfriends/significant others welcome if accompanying a member.

Douglas

No racing

This isn't the time, or the place; besides, the cops are wise to it.

No ride pins

Your host is too cheap to buy 'em, but that doesn't mean there won't be a few surprises.

No charge

The price you pay for going along with the rules.

Try it, you'll like it.

And

Because your presence is present enough,

No presents, please!

Grevel

Norton

ROYAL ENFIELD

M

VINCENT

TRIUMPH

AJS

Excelsior

Velocette



RIDE DEPARTS 10:00 AM

Lyons' Restaurant, 940 Seventh Street

Novato, California

Please park your bikes AT THE CURB, not in the parking lot.
For those trucking in bikes, plenty of parking at Don's house.

PARTY/BENCHRACING BEGINS 1:00 PM

FOR OUR OUT-OF-TOWN FRIENDS: Travelodge 415-892-7500 Quality Inn 415-883-4400

QUESTIONS/INFORMATION: Don Danmeier, 415-893-1650 (days) 415-898-0330 (eves to 9)

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 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