



Norton Notice



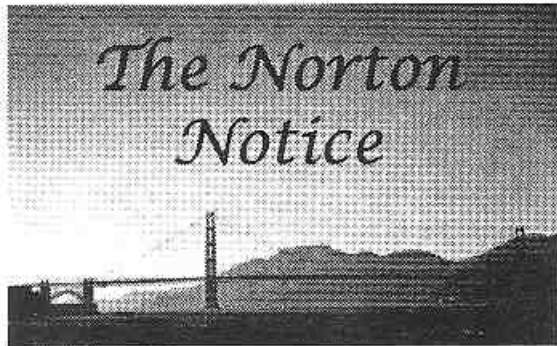
The Newsletter of the
Northern California Norton Owners Club

No. 232

December, 1997

Merry Christmas





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 marquee. 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.

December

7: City Bike Swap Meet
 San Mateo Fairgrounds

13: Ride to International PMC Show
 Meet at Alice's at 10 am and ride to the show. Call Alan (408)475-7505

Club Meeting Schedule

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

December 20: Xmas Party

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

Welcome New Members:

Monty Starr: Vacaville
Leonard Iosty: San Jose
Dave Larsen: Danville
Steve Todd: Alameda

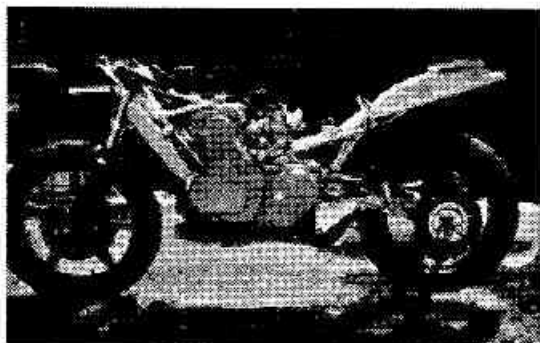
Press Production and Halftones:

John and Carrie Follett:
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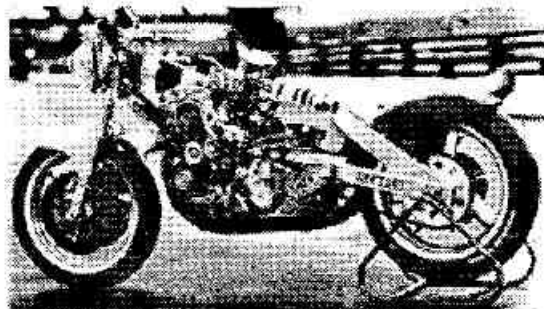
CALENDAR NEWS

I still have calendars left for those who ordered them. If you don't call me before the Christmas Party, you can pick them up there. \$12.00. If they aren't picked up by then, I will sell them to whoever wants them.

Alan



John McCoy's Challenge



Quantel's Challenge

(See Alan's Wrench for Details)

Minutes of the November Meeting

The November meeting of the Northern California Norton Owners Club was called to order at 8:16 by President Alan Goldwater. This month's venue was Harry's Hofbrau in San Leandro. There was a great turnout considering the weather and the traffic (the San Mateo Bridge is terrible). There were 22 members and guests present. However, there were no Norton bikes attending the meeting. A Harley and a Brand X did show up.

The first topic of discussion was venues. It was decided that Harry's in San Leandro deserved to be one of the four places to regularly meet. We still need a nice San Francisco venue. The Ace Cafe, Tommy's Joint and a few others were mentioned.....the Greens agreed to look into this. The January meeting will be at The Prince of Wales in San Mateo. They always treat us well there.

The Danmeier ride turned out to be a wonderful event, again. It just keeps getting bigger and better. There were 136 bikes present and 56 of them were Nortons. It was pointed out that only a little over half of those Nortons were members of our club.

We discussed the December ride. It seems that there is a conflict with the City Bike Swap Meet on that date. We have been offered to have a booth there too. The next weekend there is the International Motorcycle Show in San Mateo, also. Alan G. will look into maybe combining a ride and attending one of those shows as a group. (See

elsewhere in this issue for exact times and places)

Tom Dabel talked about some of his thoughts about rides next year. The whole theme will be to have special destinations, something to see, a museum, a show..etc.. Some of the places mentioned were Castle Air Force Base museum, the railroad cars at Davenport, the Sonoma Fest. Everyone was in agreement that this would be great!

Someone asked why we weren't having tech sessions at the meetings. It was agreed that we should try to revive this idea. Alan mentioned that the club had a couple of tech manuals if anyone was interested. Alan M said that the NOC has videos available also. He will find out what is involved in getting hold of some of these videos.

Alan M. announced that he had the calendars. Anyone who ordered them should get in touch with him. There are only about 10 left.

The Xmas party will be December 20th at Harry's Hofbrau in Mountain View. A gift exchange is optional. If you want to bring something you can.

The meeting was closed at 8:45 by President Alan Goldwater.

Respectfully submitted,

Alan Mueller, secretary/treasurer

PS: Treasurers Report: There is \$1004 in the bank as of November 14, 1997. The renewals are very slow..so please renew. We need all of you.

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

Another month, another great ride. I know most of you were there, so I won't ramble on about how great the Don Dannmeier All-British event was. We had 42 members present which is a record for any event since our INOA Rally. In addition, 15 non-members showed up on Nortons, for a total of 57, almost half of the bikes present! I'd like to offer the club's sincere thanks to Don for another wonderful day of riding and partying.

John McCoy is a well-known local BritBike enthusiast. While his Britalia Motors specializes in Moto Guzzi and Ducati, he also carries a full range of parts for Norton and BSA, and is building new Rickman-style motocross bikes with Triumph twin motors. On a recent visit to England, John acquired one of the rarest competition Nortons, a Cosworth-designed Challenge twin. Just four of these were built around 1974. The engine is an upright parallel twin, with two belt-driven overhead camshafts and two balance shafts, feeding the five speed gearbox by a combination of gears and chain. The bike was never fully developed at Norton and work was stopped in 1976 for lack of funds.

The story doesn't end there though. In 1985, one of Cosworths directors Bob Graves got interested, and over the next few years he completed development of the design through his Quantel company. By 1988 a new lighter frame and modern fuel injection had been fitted, and the bike won at Daytona against the best factory

twins of Honda and Ducati. In this final form, the Challenge developed 120 bhp at 10,000 rpm, for a top speed of 178 mph.

John McCoys bike is the fourth and last Norton factory bike, and although the bike is complete, the bodywork was never painted or fitted to the chassis. John plans to finish these details and hopes to ride the bike in "display laps" at local vintage race events. We can also look forward to visiting this wonderful and historically significant machine on one of our club rides in 1998.

Tom Dabel Has made major progress in planning our 1998 calendar, and it looks like we'll have more than one ride in many months. There are just too many possibilities, and many vintage events like the All-British ride simply can't be missed. And at the top of the list is the INOA Norton National rally in Olympia WA, third week in July.

To finish up this year in style, we will have a club booth at the CityBike swap meet, December 7 at the San Mateo fairgrounds. The following Saturday, Dec 13 (weather permitting) there will be a club ride to the International Motorcycle show. Meet at Skylonda (84 and 35) at 10 AM. Call me at (408) 475-7505 if the weather is iffy. And finally, don't forget our Christmas Party 6 PM Sat Dec 20 at Harry's Hoffbrau in Mtn. View. If I don't see you there, best Holiday wishes and good riding in the coming year.

A Jolly Good Fellow

by Jeff Gruwell

The Northern California All British Ride and Birthday Party given by Don Danmeier is an event I look forward to each year and this year it was quite exceptional. The weather was perfect and what a great turnout! There was an abundance of polished aluminum and chrome being complimented by the gentle warming rays of the late morning sun. The ride started from the Lyon's Restaurant in Novato at about 10 am. With 137 English motorcycles registered for the ride, the sound was magnificent at departure. My pillow pal was just as amused as I was to participate in the Grand Spectacle. The group headed for Occidental for a short break and then to Tomales for a second stop. These roads were beautiful with backdrops of rolling hills and miles of snake like sweepers. Occidental and Tomales are both small old towns and with all these motorcycles present, I was reminded of Marlon Brando and "The Wild Ones", but

of course we were behaving.

After enjoying the hospitality of Tomales, we proceeded to the Marin French Cheese Company where Don's party would take place.

Upon arrival, we were awestruck. The beauty of the bikes gathered together was truly an awesome sight. What a privilege to be amongst so many beautiful machines ranging to AJSs to Vincents.

After a refreshing lunch, Don awarded plaques to the most deserving individuals based on the personal uniqueness of their machines. Upon bidding our farewells, I felt the day come to a close too quickly. This was not a club sponsored event, but a Don Danmeier Production would not have been possible without Don, Shirley and a select handful of friends. "Nobody Can Deny" that this was a great day.

Again, a special thanks goes out to Don for orchestrating such a grand event. Happy Birthday Don and many, many, more!!!!

PS: Maggie Neato was more than a handful this year, now, wasn't she??!!

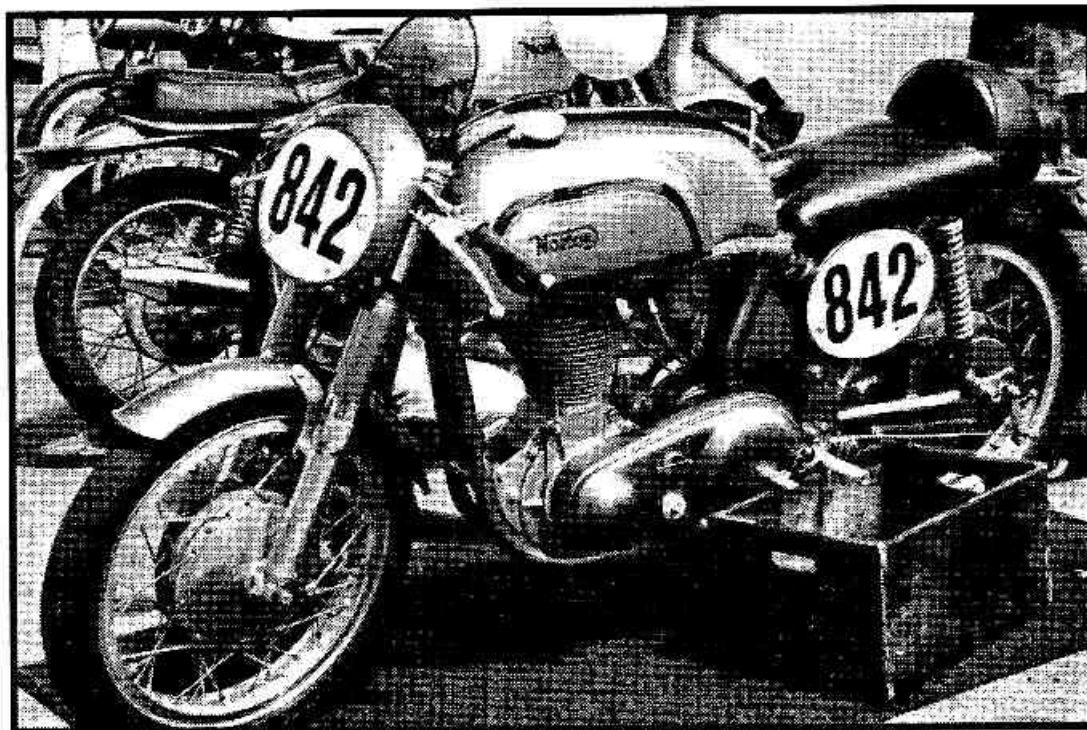


Rhonda, aboard Frank's Fastback

All Lined Up and Ready to Go!!



There's always some wrenching to do !!



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

This article was taken from the NOC web page, it is a review of correspondence on carburettor problems, settings, single carburettor conversions and observations on various alternatives. It is mainly applicable to Commandos.

Andy Dunn (andy.dunn@gecm.com)

These are personal observations on single carburettors for a fairly low compression 850 with unbalanced pipes, peashooter silencers and K&N type air filter.

might get better performance with a more modern carburettor setup. Nothing could be further from the truth.

Resleeve your Amals. There may be some design flaws in the Norton that could benefit from some 'modern engineering', but from my experience, not carburation.

Greg Kricorissian

(grkricor@ccs.carleton.ca)

One advantage the Mikuni carburettor will give you is that it's easier to keep adjusted....so synch. to worry about. Also, if you're not used to the Amal tickler, the Mikuni's choke may be desirable.

	SU HIF6	MIKUNI VM34	AMAL Mk.1 932	AMAL Mk.2 2934
NEEDLE	BFD	6DH3		
SLIDE		2.5	3	3*
MAIN JET		230	280	280
PILOT JET		35		25
AIR JET		2.0		
NEEDLE JET		P-0	106	106
SPRING	RED			
JET	0.10			
PROS	Tractable Economical Durable	Durable	Cheap Easy to tune Easy to start	Still working on this but so far, the best
CONS	Tight fit Dashpot filling difficult Tuning - many needles Can be hard to start	Tuning difficult Can be hard to start	Primitive Fragile Can run out of fuel when running flat out	

Jeff Bean (bucbean@pipeline.com)

Any of you familiar with Brit-Iron can probably remember my frequent rants about carburettor substitutions on Nortons. I have a lot of experience trying to run a dual Mikuni setup and would strongly recommend against it; (dual that is). The jet combinations are staggering, and you can't seem to get the bike to 'settle down' to figure your way out of anything. I made the change years ago because I thought I

However, I run two Amal 932s on my Mk III, the idle is superb, and the whole affair is not fussy at all. One reason I think the Mikuni conversion has such a good name is that people compare its carburation to a pair of clapped out, out-of-tune Amals which is not a valid comparison. The single Mikuni may be a good bet around town, and it will certainly give you good fuel mileage, but more people I know have switched back to the twin 932s because the performance at higher revs. As for

what size to use, I'd stick yo a 36mm Mikuni if you were to go that way. The 34mms are far more common, so that's why you see them more often.

Wayne Guntzel (wguntz@sanasys.com)

I recently put a 34 mm Mikuni on my '74 Commando. I like it. stan Smith at Rocky Point (my source) was very helpful and provided by phone and e-mail along the way. The bike runs great although I am somewhat irritated by the intake noise. The original pancake type air filter that came with the Mikuni kit might be better replaced by a better filter, with the corresponding modification of the rear air filter plate. The bike is a 1st kick starter, with no tickling and good running for my rather conservative driving, throughout the range.

I also purchased the choke conversion kit so that I could keep the handlebar mounted choke. Make sure to get some type of fitting (45 degree elbow) to make a nice interface between the cable end and the carb top. Also, I added an Amal spring to the Mikuni to increase throttle tension or fell I it was was too light with a Mikuni spring only).

Charles Lipton (crlipton@iac.co.jp)

If Mikunis work, it is because someone else made them work. Most of the tuning instructions for Mikuni which do work, come from third party vendors — Sudco, mainly — who have had to invest a lot of time and money in R & D to make them perform properly. As jetted at the factory most conversions don't suit the purpose they were intended for and have to be reworked.

There are Brit. options that are good ones: The new Amals are said to be made of a much tougher material than the originals and are a known quantity. That is one option. If you are serious about a single carb conversion, I am still a big fan

of the SU. They are simple, they bolt right on, they work and you can tune them yourself. They also give better gas mileage than the single Mikuni and better mid-range torque. Furthermore, there is a huge body of tuning information out there in the market that is well researched, some of the best coming from the factory.

Thomas Allen (thomasa@halcyon.com)

In my experience, Mikuni carbs can be troublesome if not jetted properly and there are a bewildering number of choices here. I have ground the cutaway on several that came to the shop running too rich; I have no idea who supplied them. Another problem is that the throttle cable is fouled by the frame backbone necessitating mounting the carb at an angle which causes the float level to be incorrect. How much is anybody's guess. The closer to vertical it is mounted, the more the cable binds. Twin Amals in good condition can be made to run very well and return 55 mpg with new needle jets and jry needles, if you run at 60-65 mph. Jetting information is widely available for every conceivable combination of cams, exhausts and what-have-you. Although, resleeved carbs can run too rich off-idle, this can be corrected by using #25 pilot jet in the previously vacant threaded hole.

Steven Schoner
(dm550@cleveland.freenet.edu)

Get rid of the Amals, and go with a single Miluni. That is what I have on my '71 Roadster and for the money it will be quite worth it. Overall performance is much better in the lower rpm range than with double Amals. And, unless you like to go to 5000 rpm or higher you will find that it does much better for normal touring. Jetting can be a pain though. There are so

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A View from the Back of the Pack
 by Mike Sullivan
 ('60 Model 50)

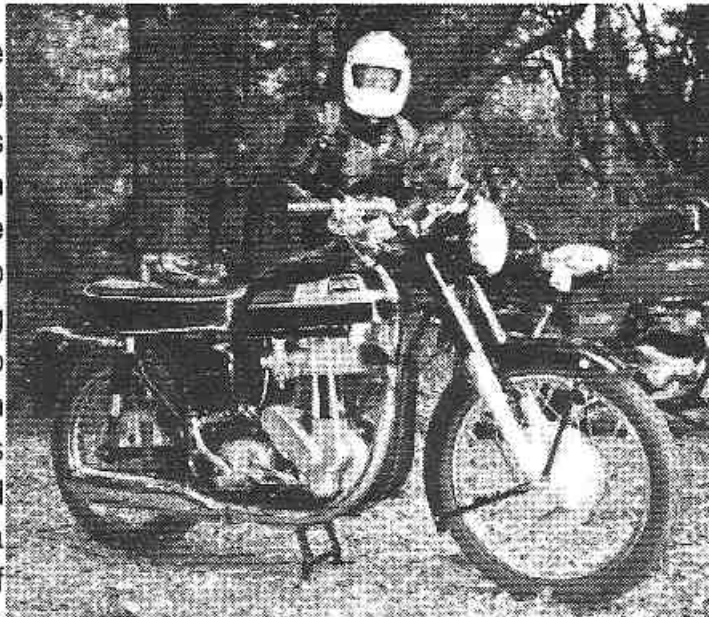
The Eighth Annual Don Danmeier
50th Birthday Party

Sunday morning, November 2nd, dawned bright and beautiful. By the time I got to the Golden Gate Bridge, I knew that the days ride would be outstanding as there was no fog in Daly City and in fact the wind on the bridge was blowing warm from the bay side.

We gathered at the Lyon's Restaurant in Novato where the sign-up desk was doing a good job keeping up with the riders as they streamed in. Quite a number of riders were early enough to get breakfast while others dragged in late as is normal. Promptly at 9:45, Don Danmeier handed out maps and advised us of our route and intermediate and final destinations. The group shoved off at 10 AM and went west out of Novato and then turned north for a wonderful morning ride north through Marin and Sonoma counties.

The first stop was at Occidental

where those who wanted to could get gas and/or a cup of coffee. The restrooms were also made use of and were quite welcome. From Occidental, we went west on Coleman Valley Road that led us along the top of hills towards the coast. The last mile before we dropped down to the coast highway was one of the steepest roads that I have seen. I am only glad that we were going down it instead of coming up. Turning north on the coast road we wound through Bodega Bay and then down to Tomales for our second rest stop.



Going south from Tomales, we continued down the coast (with very little traffic) to Marshall where we turned east on the Marshall-Petaluma Road. This was an interesting leg of the ride as the road really worked your suspension and when the road ran along the south side of the valley, the pavement was wet as it was shaded at this time of the year and the morning dew never had a chance to dry.

We continued west back towards Novato and wound up at the French Cheese Factory where Don had arranged his normal great lunch with

barbecued tri-tip steak, sausages, drinks and all the fixing's. With all the bikes arranged in a semi-circle under the trees, the site was quite impressive. I believe I saw 136 Brit bikes on the sign-up sheet. Of the Nortons present, there were 2 singles, my model 50 and a very nice International, Tom Dabel's two dominator, 88 and Atlas, and of course a whole bunch of Commandos of every model except a Hi-Rider. Of course, I do not want to forget Alan Goldwater's Rotary. It is amazing to me that so many riders of British machines have never heard of it. Nortons managed to garner two trophies, although for dubious reasons. One trophy was for a Commando that

had an outrageous all over yellow paint job. The bike was labeled "John Deere", but I should have been labeled "Caterpillar" as that was the color. The other trophy was George's Commando with the Triumph gas tank.

The only machine that I saw that truly broke down was a hotted up Triumph that lost a pushrod. Overall, this was a truly great ride and the weather couldn't have been better in complete contrast to last year. If you can only make one ride a year, this one is a must. Many thanks to Don for organizing and hosting it. I especially would like to thank Don's wife and her crew for the outstanding job they did at the sign-up and picnic.



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many jet and needle sizes available, but if you follow the Norton Tech Guide #2 for the jetting, starting at sea level, you will be able to zero it in fairly quickly.

Klause Kaak (kaak@inforamp.net)

I converted my Mk II 850 Commando to a single Mikuni 10 years ago. A 34mm worked fine for me with a 260 main jet, and a 'camenbert' shaped K&N air filter provided the best results. Power loss is minimal up to 4500 rpm, but breaking the ton will be harder.

Espen Olsen

(espen.olsen@matek.sintef.no)

I have a single SU HIF6 on my Combat. I'm very satisfied with it and the gas mileage is very good (25km/l, 65 m.p.g. for the metrically challenged) compared to stock Amals or a Mikuni. The midrange is very good, the high end a tiny bit weaker. Other people have reported trouble fitting the SU to the engine due to the carb dome hitting the upper frame tube. I guess this has to do with high tolerances in the frame department at Norton as there is enough room on my bike. I can only recommend the SU conversion.

[See also Michael Hull's article in the Norton Owners Club magazine Roadholder No. 195 Sep/Oct 1997 about fitting a Mikuni carburettor to a 750cc Commando - Editor]

"While stripping my Atlas I thought I would investigate the problem of the carb slides sticking when I try to tighten the nuts which hold them to the head I found the face on both of them was 1mm out of flat. These carbs were new last year: how can they make a precision instrument like a carb so wrong?"

Greg Kricorissian

(grkricor@ccs.carleton.ca)

This is a common problem in Amal carburettors, and has little to do with precision of manufacturing. It happens for one or more of the following reasons:-

- * (1) The flange nuts are overtightened during installation
- * (2) The O-ring in the carb flange is too thick, causing the flange to bend when the nuts are tightened
- * (3) The Tufnol insulating washer (on those machines that use them) is crushed at its ends, from overtightening

It doesn't take much to distort the carb flange, and cause the slide to bind, especially on a new carburettor. You shouldn't need to tighten the nuts very much to do prevent air leakage at the flange.

Adrian Morgan (a.morgan@cowan.edu.au)

I experienced the same problem when I bought a 932 single carburettor and manifold. I couldn't figure out why the slide would get stuck as soon as I tightened the carburettor to the manifold. I thought the flange on the carburettor was weaker than the original and that it was bending out of true, because I was using an old Tufnol gasket which had too much 'give' in it.

I just renewed the Tufnol gasket and the carburettor became airtight with no sticking slide. I must admit that it never occurred to me to check if the flange face was out of true; I assumed this would be okay on a new precision instrument.

Ken Dubey

(kdubey@exchange1.pria.com)

Overtightening the nuts on the flange will cause exactly the problem described.

Use new Nyloc nuts and tighten the carburetors just enough to seal them against the head. Too much tension on the sides of the flange will cause the body of the carburetor to distort, making the slides stick in the bores.

Mike Taglieri (miketync@aol.com)

I would suggest not using Nyloc nuts on something that gets so hot. There are locking nuts [e.g. Staytite] that lock by distorting the metal for such uses. Alternatively, you could use Loctite.

Greg Kricorissian
(grkricor@ccs.carleton.ca)

The locknuts described above are called 'Stover' nuts. However, they are intended for one-time use only, and then must be replaced: not too practical for what we are talking about. Stovers are also designed for a specific length of stud, leaving only a few threads past the nut, otherwise they will jam and bugger the stud threads badly. Then, when you attempt to back the nuts off, the nut will be captive to the stud, and you'll find the stud will wind out from the manifold. All in all, not the thing for our beloved Commando inlet manifolds!

I doubt modern 'Nyloc' nuts will give any trouble on Commando inlet manifold studs. Recall that the manifold itself is insulated from the heat of the head by a thick Tufnol washer, and that the manifold is made from aluminum that readily dissipates any heat to the surrounding air. I don't think you'd find the manifold gets warm enough to damage the nylon inserts in the nuts; if it did, you'd also have real trouble with boiling gas in the float chambers. Having said all the above, I prefer to use the standard factory issue: a small o.d. split/spring washer under the carburetor nuts. They're cheap, readily available, easy to snug them up just right, and I've never had a single one come loose!

To be Continued Next Month

NOC Member Profile

by John Covell

Name: Jim Meadows

Age: 48

City Resident: Reno

Marital: Single (1 daughter, as whose father he is renowned)

Occupation: service station contractor

NOC Member since: early 1980s

How first became involved with NOC: "I got Phil Radford's phone number somewhere when he was membership secretary."

Club offices held (years): None yet. ("I'm the unofficial Nevada membership coordinator.")

Norton(s) owned, described: 1950 Model 18, 1950 ES2, 1952 500T, "several Commandos—the 1974 Interstate is my favorite"

Other makes of motorcycle: a reservation of Indians, a litter of Tiger Cubs

What first interested you in the Norton? "When they were a contemporary, new motorcycle, they were the fastest, the best—I lusted after one!"

Other hobbies/interests of note? fooling around with old, rusty junk, British cars

Favorite motorcycling road/ride: "Highway 49!"

If you could redesign the Norton, what one thing would you most want to change? How and why? "I'm pretty much content with the way it is—seriously."

Favorite/most embarrassing episode on a Norton? "Creating the oil slick under the Harley in Downieville."

Jim's e-mail address (courtesy of his daughter) is: ciara@meadows.reno.nv.us

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)

FOR SALE

1935 Sachs moped, restorable condition, \$700 or OBO; 1968 Capriola 100cc, restorable condition, \$300 or OBO

Call Patty at 530-378-1793

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

Norton Notice collection, 1986 to present; also some BSA Bulletins. \$50,000 or Best Offer
Call Eric Rhodes (510)704-0485 (3/98)

FOR SALE

Redline synthetic oil (20W50) at dealer cost. \$6/quart or \$72/case, plus tax and shipping. Protect your Norton with the best oil made!

Alan (408)475-7505 (4/97)

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

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Art (415)324-0567 (6/97)

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Brad (510)537-0253 (10/97)

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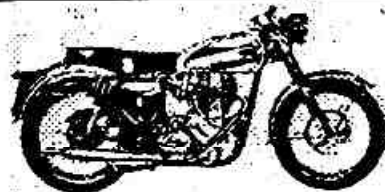
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THE NORTHERN CALIFORNIA NORTON OWNERS CLUB
Membership Application

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