



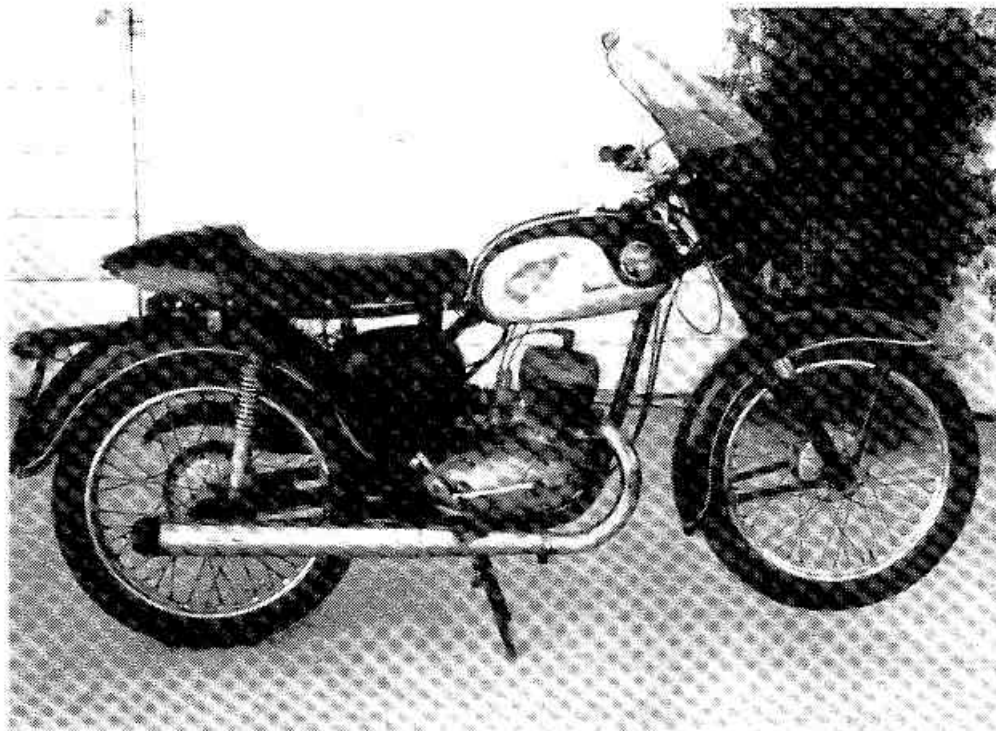
Norton Notice



The Newsletter of the
Northern California Norton Owners Club

No. 224

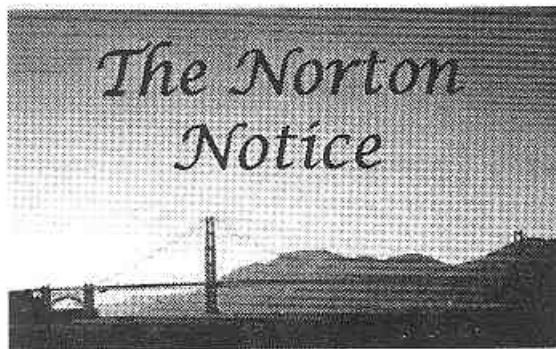
April, 1997



1970 Norton Cadet 175cc Single

REMEMBER

**The Rallye de Milani
April 6th**



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

March 30

Mt Tam Easter Ride

Lynne Miller(415) 334-2042

April 6

Rallye di Milani

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

April 12

Shirly Verbisco Poker Run

See back page ofr details!!

April

19-20: AHRMA Vintage Trials &
Moto-X Sandhill Ranch,
Brentwood (715-842-9699

May

10: Thunder by the Bay MC Show

San Mateo Fairgrounds
Gary Crisp (503)266-9263

9-11: Cambria weekend

with Southern Cal NOC.

16-18: California BSA Rally

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

June

1: Monterey Bay Rally of European Motorcycles -

Laguna Beach
Sean Moynihan (408)475-7505

15: British Single/PreCommando Twins Ride - NOC & BSAOC

joint event. Call
Stevan Thomas (415)923-1662

26-29: Norton Rendezvous

with NorthWest NOC at Lake
Selmac, Oregon

July

13: Santa Cruz Ride

August

15-17: Dardanelles weekend ??

September

7: British Triples Ride

Call Stevan Thomas at
(415)923-1662

14: Old-timers Ride & Picnic

October

12: Mt. Hamilton Ride

November

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

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

Club Meeting Schedule

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

April 10 - Prince of Wales Pub

106 E. 25th Ave.
San Mateo, (415)574-9723

May 8 - Fremont Brewery 3350 Stevenson Blvd. Fremont

Press Production and

Halftones:

John and Carrie Follett:

White Oak Press, San Carlos, CA

Minutes of the March Meeting

Northern California Norton Owners Club

Meeting Minutes for 3/13/97

The meeting was called to order at the Connecticut Yankee in San Francisco by president Alan Goldwater at 8:05 p.m. About a dozen members were present.

Attendance points were tallied.

Old Business

1. There was a good turnout for the recent Clubman's Show in San Jose. Our club got eight new members.

2. The Day After ride was great: 30 bikes, a recent record, including 17 Nortons (two rotaries!).

3. Paraphernalia: new T-shirts are available in both long- and short-sleeve varieties, nice heavy cotton for riding, all sizes.

4. Events: the Mt. Tam ride led by Lynne Miller on Easter morning, the Rally di Milani (North Bay, joint BSA/Norton clubs) on April 16, a joint meeting with the So. Cal. NOC in Cambria that they're organizing for May 9-11, and the Second West Coast Norton Rendezvous at Lake Selmac OR on June 26-29. (As always, details

elsewhere in this issue of the Notice.)

5. Secretary Alan Mueller had an emergency call from a patient and so could not attend the meeting. The executive press gang found a volunteer to take minutes in his stead. Alan G. reported that the club bank account has about \$1200 and that there are payables amount to about \$200. Membership is 220 and rising. Grover Buhr commented that "We can leave all the politics and b.s. behind."

New Business

7. There is no Ride Marshall for 1997 officially, so Alan G. is organizing volunteer marshalls. The schedule is pretty full for the year, but if anyone wants to get involved we can probably accommodate them.

8. The Santa Cruz Ride, which Alan G. will lead in July, could use some volunteers to help with food preparation etc. Please contact Alan (see masthead for numbers).

8. Meeting adjourned at 8:18 p.m.

John Covell

PR Officer

Recorder pro tempore

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

This months cover features a rare Norton Cadet 175cc single. An example of badge engineering at its finest, this machine was made for the Far East export market only, and the one shown here was once used by Mr. J.B. Rai of Kathmandu, Nepal. While aimed at economical operation as required by underdeveloped countries, it is capable of a fair turn of speed and requires only simple maintenance.

We had a good turnout at the Clubmans show and signed up many new members, as well as numerous renewals. The Morning After ride was also a great event, with 30 riders enjoying the superb spring weather and open roads of San Benito County. The 10 Nortons included two Rotaries, surely a club record!

We now have a good stock of Club shirts, which feature the old NOC logo in crimson, on a gray shirt. Long sleeve crew-neck jerseys are \$15 and the short-sleeve version is \$12. They will be available at all club events but large sizes will sell out first so don't wait too long. When these are gone we will reorder in a different color combination. My choice is gold on a dark green shirt but if you have any other requests, let me know.

I just talked to Steve Neal of the Northwest Norton Owners, and he

has confirmed the dates for the second annual West Coast Norton Rendezvous, June 26-29, near Medford, OR. Those of you who went to the first one know how much fun this event is, and I hope lots more of us will find out this summer. Please put this event on your calendar and think about taking a day or two off from work to make it a real rally trip.

Continuing with our spring maintenance series, heres some info on bleeding your brakes, with help from Louis Mendelowitz and Tom Dabel.

Often people have brake problems which could be avoided by simple maintenance. Brake fluid is a hydroscopic fluid, which means it actively absorbs water out of the air. The rubber bellows in the reservoir of the Norton master cylinder is designed to prevent this, but some water vapor always gets by. If allowed to accumulate, this water will eventually rust the pistons and other steel parts in the brake system. In addition, since the water in liquid form is heavier than the brake fluid, it will tend to settle in the caliper, where the heat from braking is most intense. Any water here will vaporize well before the brake fluid overheats, causing spongy lever response and brake fade under heavy use. If you park your bike in a

dry garage and dont ride it much, you probably dont need to do this every year, every other would be enough. And if you havent done it in a while, you really should take care of it - new brakes are not cheap!

Louis uses a suction pump to drain the old fluid:

The type which can be found at most auto parts stores will do the job just fine. First I insert a length of rubber hose into the suction line from the pump. The tubing intended for small vacuum lines is a good fit on the Norton and will go over the bleeder and into the suction line.

Then I remove the top from the master cylinder and use some paper towels to sop up the fluid from the bowl. After topping up with fresh fluid from a new container I open the bleeder slightly and using the pump suck fluid through the system until the master cylinder is almost empty. Do remember to stop before the reservoir is empty, any air introduced will have to be bled from the system before the brakes can be safely used.

You can drain the fluid pretty easily without the use of the vacuum pump mentioned, but it takes a while. You will need to bleed the system anyway, so get a piece of 3/16 id clear hose., after first freeing the valve with a 1/4 socket. If no fluid dribbles out of the bleeder valve, it

might be clogged. If you remove the valve, have a pan handy to catch the fluid. When the valve is working properly, leave it fingertight and clean up any spilled fluid.

Attach the hose to the bleeder valve on top of the caliper. Wrap the hose over something so that the line leaves the caliper going up and continues up for at least a few inches before turning and descending into a jar of fresh fluid.. The fluid will drain out by gravity in about 5-10 minutes. You can then add some fresh fluid to flush the system. Wait another 10 minutes, top up the reservoir, bleed the master cylinder.

Squeeze the brake slowly several times and then hold it compressed while you open the bleeder slightly and then pull the lever to the bar. Be sure to close the bleeder before you release the brake lever. If you do this several times any air in the line will likely be forced out. Sometimes it helps to tap gently on the caliper, the lines and the master cylinder. You should be able to see that there are no air bubbles in the fluid and the lever should be firm and not 'pump up' when you squeeze and release it several times.

Double check that you have tightened the bleeder valve, and look closely for any leaks. You can generally complete this service in 1/2 hour, but take your time and do it

carefully, since brakes are a life-critical part of your machine. There's no excuse to avoid this essential and simple maintenance chore. I usually do it as part of my Spring oil change session. Try to stick with the same brand, or at least same grade of brake fluid. Never mix DOT 5 fluid with the other types as it can fail in service, or so I've heard.

Tom Dabel points out the water in the system will settle in the bottom of the caliper, and since the bleeder is at the top, there's no way bleeding the system will get the water out! You have to remove the caliper and turn it upside down, then flush it several times to get any water droplets which might adhere to the surfaces. This is a bit more work, but if the bike has been neglected or parked outdoors there is sure to be water in the system. You either do this every couple of years, or rebuild the caliper eventually.

I would agree with this, but I'd also like to point out that if you get the system hot enough the water will boil and mix with the brake fluid, forming a cloudy suspension. So if you drain your fluid when the caliper is good and hot, you will probably get most of the water out. A good place to do this would be Alba Road in Ben Lomond, after the four-mile descent from Empire Grade!

Now for a word about linings. Most of us are touring riders and don't keep our brakes hot enough to benefit from metallic linings. These tend to require a lot of pressure until they are hot and cool down quickly, far too quickly for normal riding. They also squeal. On the other hand the non-metallic linings give much greater breaking power at less pressure and are much less likely to be noisy. They also will fade under hard use and are good for town use and light touring. Ferodo pads are no longer available although these would be the first choice for the racer. Lockheed pads are only available in metallic and are very likely the most reliable quality but are more of a competition pad than most of us need. They can, however work quite well if you have the skin of chrome removed from the disk, and local shops can have this job done. Then of course the disk will rust and deposit the rust on to your rim as the brake pads scrape it off, but such is life. Another good pad is made by SBS (now EBC). They offer a variety of compounds, including some Kevlar-based ones which seem to be quite good. There used to be some very soft, brown-colored pads made in Taiwan. These worked extremely well in my experience but don't seem to be available any more, perhaps because they contained asbestos. Each of these are good choices for different applications, so talk to your parts supplier before choosing.

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

I must congratulate the BSAOC of Northern California for another wonderful and I hope successful Clubman's Show. I got there early, I thought, around 7:45 AM, and found the place jumping. I roamed around glancing only briefly at all the gorgeous motorcycles and all the neat stuff to buy. I finally found where the Norton booth was and started to set up the area for business.

Soon Jeff and Alan G. arrived and we really got started. There was already a wonderful old side car unit set in front of our area. We moved the table back so the side car could be displayed in all its splendor.

Alan brought all of the club banners and we set upon the task to display all of them. After some interesting moments, we assembled a few poles and got all of the banners up. Alan feels as though this might be the first time all of the banners were displayed at the same time.

The new T-shirts were also placed on display. They are very nice, gray with red lettering, both long and short sleeved.

I could not believe the interest our booth got. We must have handed out 50 older Notices. Many people asked about the ride the following day (I will get to that later) and many people wanted to renew their membership.

According to my count we had 14 renewals and believe it or not 20 new members. I was quite impressed.

At this time I would like to say welcome to the following new members:

Dick Ryan (Los Gatos)
Vernon Fueston (Montagus)
Geoff Smith (Reno, NV)
DK Hodgtes (San Francisco)
Jeff Rogers (Huntington Beach)
Bob Patton (Eureka)
Mark Pitts (Clayton)
Garwood Jorgenson (Byron)
Don Mettaufer (Atascadero)
Charles McHose (Belmont)
John Yorke, Thoroughbred
Motorcycles (Costa Mesa)
Robin Reynolds (Dutch Flat)
Geoff Bennett (Dixon)
Kevin McQuillen (San Francisco)
Dean Schottky (Sacramento)
Matt Kocks (San Francisco)
Richard Worrell (Woodland)
Hans Huber (San Francisco)
Rick Chew (La Canada)
Robert Yates (Livermore)

I really feel as though this is a step in the right direction. Which leads me to what the club is all about, THE RIDES. The Day After Ride was also a great success. Alan Goldwater did a bang-up job in organizing this event.

The ride began at the Road

Rider in San Jose. I don't know how many went inside, but they did open early for our buying pleasure.

There were 25 to 30 bikes present, mostly British. Many Nortons, some BSAs, a few Trumps and even an "All American" motorcycle. It's hard to make an accurate count due to people and bikes milling around. Anyway, the ride got off at 10:15 AM. We really want to try to get the rides going on schedule so that people with busy lives can plan their day better.

Tom Dabel led the ride with Alan G. acting as sweeper. We headed south along Old Monterey Road until we got to Bailey where we made a right turn. We roamed through the hills at a very comfortable pace (also important). The California hills are really beautiful this time of the year...all green and lush. We turned onto Uvas Road and rode several miles past the Uvas Reservoir County Park. We continued on until we made our first rest stop at Chitactac Adams Heritage County Park. Here, as Alan pulled in, we discovered a few riders missing. They must have made a wrong turn somewhere (they did all manage to make it to lunch). After the short rest, we continued south along Santa Theresa Road. The ride led us past 101 (we were now east of the highway). We continued on Bolsa Road to Shore Road past a little town called Dunneville. All this time, the weather cooperated wonderfully. This is very pretty farming country. At

about 60 miles we came to our lunch stop in the quaint town of Tres Pinos. The FeedLot Restaurant served us all well. I sat at lunch with a couple of fellows from Utah who has trailered their bikes to the show. One was riding the Black F1 rotary which you might have seen on display at the show. We had some interesting conversation about European travel on motorcycles.

At this point, after lunch of course, I had to leave the ride to get home for a prior commitment. I understand that the rest of the ride went very well.

Again, I would like to commend Alan G for his efforts in leading this ride. We had good maps, the route was well thought out, there were plenty of rest stops (but not too long), the distance was just right (around a 100 mile loop) and the pace was comfortable.

If we can continue to have events like this, the Club has to prosper. This is what it is all about....camaraderie....and RIDING the bikes we all love, NORTONS!!



GRUWELL'S GARAGE BY JEFF GRUWELL**R U Experienced?**

Way back in May of '94, I had a hankering' to ride my Combat on some twisties. The plan of the day was for the Norton and I to experience Morgan Territory Road together for the first time.....So I rolled her out of the roost, donned my protective gear, warmed her up and when I could feel her radiant heat, the both of us were ready.

I mounted the machine and we thrashed together down Deer Valley Road to Marsh Creek Road. Traveling by Norton on these roads is usually a wonderful experience. After Driving a Norton through a series of serpentine sweepers, I unwittingly opened the face shield of my full face helmet just to cool my head. Before my left hand returned to the grip, in my peripheral vision I saw a bird vigorously flapping its wings and within a nano second that damned bird was in my face!!! Kinda like a Zero right into the superstructure of an aircraft carrier.

I felt like some "tuff guy" just clocked me in the nose. That damned bird busted up my ANSI Z.87 safety glasses. My nose felt like it was broke, I couldn't see and fortunately there was no one behind me. I disengaged

the clutch, hit the brakes and came to an awkward stop on the road side.

That damned bird!! My nose was bleeding and there were feathers all over my face. I briefly tried to find the carcass with no luck. A Kamikaze Sparrow M.I.A. Anyway, I figured I ought to clean myself up so I ventured to the mobile home park just east of Morgan territory and used the facilities by the managers office. I kept thinking...that damned bird!! Pulling the helmet off was a painful experience when the chin guard fouled against my nose. So I cleaned myself up, my nose stopped bleeding and I removed the feathers from inside the helmet.

I was now ready to proceed with the trip through Morgan Territory. One up, three down and away we go.

Ascending over the top and descending down the south side of Morgan Territory proved to be a beautiful single lane twister. Tree drape overhead creating a tunnel of foliage. There are plenty of blind turns, but the rare opposing traffic could hear me coming as I cautiously whittled my way. This trip was certainly a worthy journey and I look forward to doing it again, soon, less the bird!!
What an experience!



**The Norton Booth at the Clubman's Show
Jeff and Alan along with new member Mark Pitts**



The Day After Ride.....Lunch!!!

Talkin' Alice's Restaurant Blues

words and music by Art Sirota

If you want to see a parkin' lot come alive
next Sunday mornin' take a drive
up to Alice's Restaurant on Highway 84
at 9 a.m. they open the door

as the sun comes up on a brand-new day
motorcycle riders from all over the Bay
assemble there to chat and eat
while cats and dogs run between their feet

you'll see all the latest Hond 4's
pretty waitresses kickin' open screen doors
cops cruisin' through the nervous mob
lettin' bikers know they're on the job

a hush falls over the talkin' and munchin'
as a distant sound approaches the junction
an old Norton thumper, for Heavens sake
leavin' Whitworth fast'ners in its wake

some dummy parks his Gold Wing Touring Mutation
right in front of the fire station
and while he's off havin' a friendly chat
a big red truck mows his bike down flat

pray to the Lord that it don't rain
hope to god the coffee won't stain
those two old outhouses couldn't smell stronger
maybe I can hold it in a little bit longer

the redwood trees sway in the breeze
as the last Laverda finally leaves
there it goes, around the bend
and another day at Alice's comes to an end

©1997 Art Sirota

NOC Member Profile

by John Covell

Name: Bruce McGregor*Age:* 42*City Resident:* Palo Alto*Marital:* Single*Occupation:* Computer support (desktop)*NOC Member since:* 1984*How first became involved with NOC:* Met Phil Radford at the Vacaville Swap Meet, walked by and joined at the club booth. He and Scot Marburger.*Club offices held (years):* Secretary/
Treasurer 1996.*Norton(s) owned, described:* 1971
Commando Roadster 750*Other makes of motorcycle:* 650 BSA
Lightning, BSA C-15T*What first interested you in the Norton?*
The rubber-mounted engine for vibration
damping.*Other hobbies/interests of note?*
Beermaking, old cars.*Favorite motorcycling road/ride:*
Pescadero Road, back to Alice's
Restaurant.*If you could redesign the Norton, what one
thing would you most want to change?
How and why?* Give it a five-speed box
and a different clutch setup (e.g., a four-
spring multiplate, like a BSA or Triumph).*Favorite/most embarrassing episode on a
Norton?* "Riding back from Alice's with
Dave Russle on his Ducati, the coil wire
broke on my Norton and I ended up pushing
it four miles home. Didn't know it was the
coil wire!"**British Motorcycle Web Sites**<http://www.bmwscruz.com/tech/tech003.html> - A very good discussion on the question of Oil Additives.<http://www.motorcyclememories.com/> - A very site for literature collectors. They will conduct a search for you for free.<http://www.eurospares.com/bikestd.htm> - A set of plans on how to build you own bike stand in wood.<http://www.meertech.demon.co.uk/dunstall/index.html> - My own pages on Dunstall Motorcycles.<http://www1.kingston.net/ik/fortierg/norton1.htm> - Eastern Ontario Norton Owners<http://www.noc.co.uk/> - The NOC Homepage<http://www.nwbikes.com/clubs/nwno/> - Northwest Norton Owners<http://www.mcs.com/~jalanel/CNOC/> - Chicago Norton Owners Club<http://www.nicom.com/~norton/> - The Nations Capital Norton Owners<http://ru486.hypno.com/~norton/> - Northern Calif. NOC Page<http://www.halcyon.com/chorlton/nwno.htm> - Seattle Norton Page<http://www1.kingston.net/ik/fortierg/INOA.htm> - International Norton Owners Association

Web pages with good photos

<http://www.tiac.net/users/oth/Commando.htm>

Original Norton Ads:

http://www.tiac.net/users/oth/Norton_ads.htm

Classified Advertisements

Editors note: We actively encourage non-Club members to post ads to sell Norton motorcycles, Norton parts and Norton-specific services. Ads will also be posted on our new web site, at <http://ru486.hypno.com/~norton>. All ads will run for 3 months. Please notify the editor if your item has been sold. Your ad will automatically be removed after 3 months if I haven't heard differently. Note the expiration date at the end of each ad.

FOR SALE

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

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

FOR SALE

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

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

FOR SALE

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

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

FOR SALE

1951 Model 7 Dominator basket case, complete except for front fender. \$1,500. 1970 Commando Interstate, professional restoration 90% complete. \$2,500. 1962 Matchless 600cc G80TCS Typhoon basket case. Carillo rod, Alpha big end, correct aluminum competition tank, correct air cleaner box. \$3,000.

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

FOR SALE

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

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

WANTED

Norton Commando SS pipes. Anything Dunstall. Fairings.

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

FOR SALE

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

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

FOR SALE

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

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

BUY A BETTER BOYER

Magri Motorcycles has the NEW Boyer Microdigital Electronic Ignition. Better than standard Boyer or Rita systems. Uses microprocessor technology to compensate for cam timing variations associated with timing chains. Fits under stock points cover. Necessary hardware included.

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

MORE BETTER BOYERS

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

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

SERVICE AVAILABLE

FOR COMMANDOS. Have your bike apart? It's time to ensure your handling is up to snuff for the great riding you'll do later this year. Get Kinetic Analysis to fix your cradle and improve your handling (see NN#220). We machine the two isolastic tube faces on the cradle and the two faces on the front motor mount. \$150 plus shipping.

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

WANTED

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

FOR SALE

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

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

FOR SALE

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 (6/97)

FOR SALE

1968 BSA Royal Star, disassembled, complete with tank & original tank emblems. All serial numbers mtch, \$500

Ken Johnston (916)934-2538 (4/97)

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)**

FOR SALE

1972 Commando Cafe Racer, 9K original miles. Hyde rearsets, Corbin solo seat, oil gauge w/stainless pressure feed to rocker arms, stainless oil lines, stainless brake line, oil filter, Avons almost new; new chain, cables, battery, oil seals installed at shift lever, kickstart and rocker oil feed. Have all stock parts, including beautiful saddle, English shop and parts manual. Freshly tuned and sorted by Fred Twigg. Doesn't leak but has custom stainless oil drip pan. Well over \$4000 invested.... \$3500 to an enthusiast who'll ride it.

Call Will at 707-884-1007 (7/97)

SERVICE AVAILABLE

Thinking of buying a Commando or other British bike? I can help you determine what the bike needs to become reliable. See me before or after you buy! I also do maintenance and provide instruction. Reasonable rates.

Jim (510)483-2045 (4/97)

SERVICE AVAILABLE

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

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

HAS EVERYTHING

darwin Motors 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 accessories. SOMA? South Park? Where darwin? Internet Gulch in S.F.! Metered parking is best on either Bryant or Brannan. We are on Rich St., between 3rd & 4th St. 10% discount to club members.

Come visit! (415)284-9514 (4/97)

FOR SALE

1974/75 Mark III Norton, fully restored, 20K on bottom end, front-end recently rebuilt, Boyer electronic ignition, \$4000 firm..Call Andy (415)365-6195 (7/97)

FOR SALE

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

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

Norton

Genuine Norton Parts Means
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Norton Twins Specialists

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FAX (408) 292-8514

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95155

Send first-class stamp for current lists

- ◆ Full range of stainless parts and fasteners!
- ◆ Norvil production racer parts
- ◆ VISA/MasterCard accepted



*The Peninsula meeting place of
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65 beers - 11 drafts
Authentic fish and chips
Bangers
Seven dartboards
Quarter Foosball

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Brazing to heliarc, we
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Period accessories for the
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Large stocks of Amal, Lucas, Dunlop,
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If we don't have it, we can get it.
If we can't get it, they don't make it!

Expert repairs: Crank grinding,
cylinder bores, hard seats,
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Tuesday - Friday
8 a.m. to 5 p.m. Saturdays**

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MOTORCYCLE SALES - SERVICE - PARTS

SINCE 1958

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

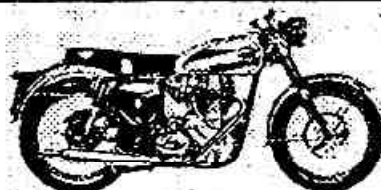
Norton

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

THE MARIN COUNTY MOTORCYCLE ASSN.
PRESENTS
THE SHIRLEY VERBISCIO MEMORIAL
POKER RUN - HARE SCRAMBLES



DONATIONS TO:
THE MARIN CANCER
SOCIETY

D-36 (H/S) B & C SERIES

APRIL 12 - 13 1997

1403 MARSHALL-PETALUMA RD., PETALUMA



NO RIDING BEFORE OR AFTER EVENTS
Primitive Camping Available Fri. & Sat. night only
\$2 per vehicle gate fee

DONATIONS TO:
MARIN HOSPICE

Event will not run in the rain. Check message if it has been raining.

INFORMATION 707-763-9356, 707-765-2251

RECORDED MESSAGE 415-897-6469

POKER RUN - Sat. 12th

- * A challenging 9 mile loop - ride the loop as many times as you wish
- * AMA & Dist. 36 cards required - sold at the event
- * 1 Day Dist. 36 cards available
- * Loop opens at 10:00 am - closes at 2:00 pm.
- * Prizes awarded at 3:00 pm.
- * CLASSES - Mens - Womens - Kids 16 and under, (experienced riders only)
- * Spark Arrestor and Silencer required
- * NO Rider Medical Insurance

CAMPING - (Fri. & Sat. only)

Primitive camping will be available at the ranch. Please pick up after yourselves and remove any trash. There is no drinking water available.

GENERAL INFORMATION

- * SIGN UP TIMES: Fri. 6pm-9pm - Sat. 8am-9pm Sun. 7am-1pm
- * The course not intended for small children.
- * There will be a children's play area in camp.
- * bicycles welcome (not on the trails)
- * DONATIONS FROM THESE EVENTS WILL GO TO THE MARIN HOSPICE, AND THE MARIN CANCER SOCIETY

HARE SCRAMBLES - Sun. 13th

- * Approximately a 7 mile challenging loop
- * NO PRE-RIDING - NO JETTING - NO RIDING IN CAMP AREA. If riders, family or crew are caught, the rider will be DQ'ed.
- * Normal Dist. 36 Classes
- * AMA & Dist. 36 cards required -sold at the event
- * START TIMES
 - **9:30 - 11:00 am - All Experts (A), Amateurs (B), Including Vets, Sen. S.Sen,
 - **12:00 - 1:30 pm - All Novice (C), Vets(C), Seniors(C), S. Seniors(C), All Women
- * Trophies awarded 1 1/2 hours after each race,
- * Spark Arrestor and Silencer required
- * NO Rider Medical Insurance

GENERAL INFORMATION

- * EVENT FEES: Poker Run \$25
Hare Scrambles \$35
Both Events \$50

NO RIDING IN CAMP AREA.

There will be no riding in camping area. No kids on small bikes. Persons non-complying will be asked to leave the property.

THE NORTHERN CALIFORNIA NORTON OWNERS CLUB
 Membership Application

The Northern California Norton Owners Club (NCNOC) was started in San Francisco in the early 1970's, and grew geographically larger to become the Northern California Club.

Club membership is technically limited to Norton owners, but we look the other way all the time, at least as long as you would like to have a Norton, own other British bikes, or are just a great person to have around. So if you like to ride, repair, eat, frink, be merry, and admire Norton motorcycles, it will cost you \$20 to join.

The club has monthly rides (sometimes more often), monthly meetings on the second Thursday of the month (at rotating venues), an award winning monthly newsletter, and a Website.

If you would like to learn more about your Norton and how to take care of it, would like to buy a Norton, or just want to have a good time with other Club members, join now!

The NCNOC maintains a relationship with the U.S. Norton Owners Association (USNOA, also known as the International Norton Owners Association, or INOA) as well as the original Club in England. 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