



# Norton Notice

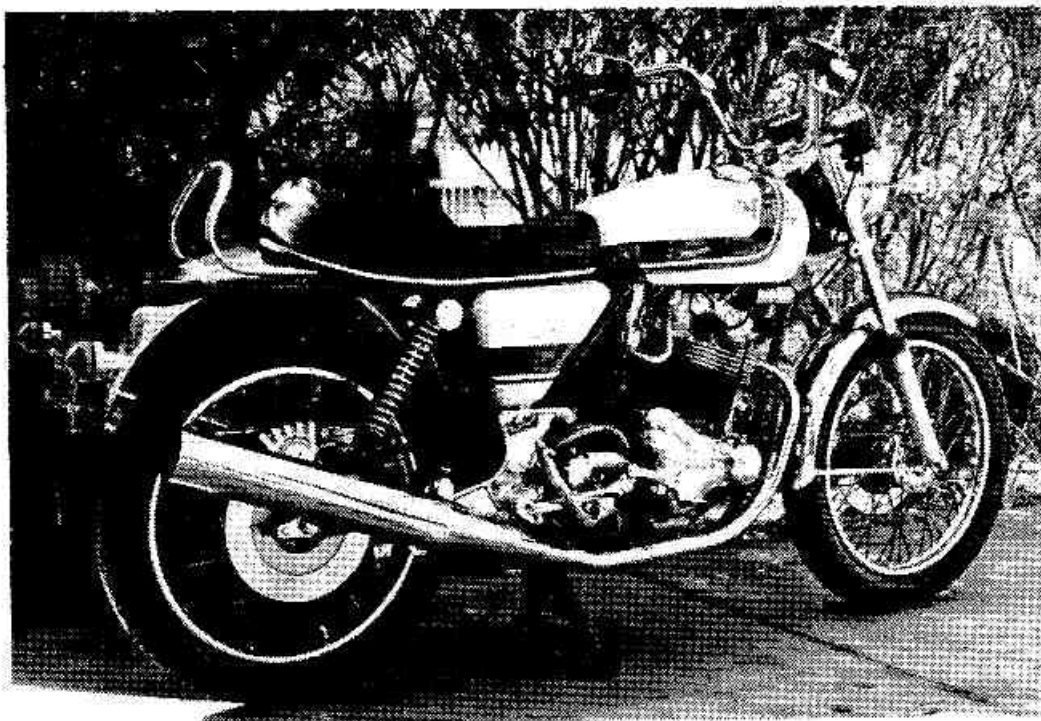


The Newsletter of the  
Northern California Norton Owners Club

No. 225

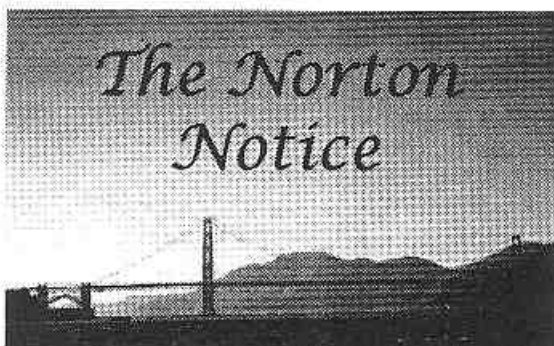
May, 1997

This Month:  
**OIL!!**



**Andy McKerral's Lovely Mark III**  
(See Classifieds)

**REMEMBER CAMBRIA!!**  
**MAY 9-11**



is published by the Northern California Norton Owners Club. Its purpose is to inform and entertain members regarding all aspects of the Norton motorcycle, including history, technical advice, and preservation of the marque.

The **NORTON NOTICE** is a reflection of the readership, who are encouraged to submit an article, technical tip, photograph (original or otherwise) as long as it is in good taste, so that other Norton enthusiasts may enjoy it. (Good taste is somewhat optional, but hey-this is a group of bikers we're talking about here....that's why we have an editor.)

The deadline for items to be submitted for publication is the 20th of each month. The **NORTON NOTICE** welcomes contributions submitted electronically. Material in any format placed on a 3.5" floppy disc can be read by the editors' clever Macintosh. You may also send articles directly to the editor via modem or fax at 415-595-3368. Set your telecom software to 8/n/1, use X or Z modem file transfer protocol, and just call up the editor most evenings (don't wait until the 20th...there is a long line then). E-mail can be sent using INTERNET to [norton2@earthlink.net](mailto:norton2@earthlink.net) or [norton2@aol.com](mailto:norton2@aol.com)

Membership in the Northern California Norton Owners Club is available for \$20.00 per year. Membership dues are payable to the Branch Treasurer. See application form on inside cover.

**Advertising rates are \$60.00/year for a 1/4 page ad!!**

Renewal dues are payable at the end of the individual's membership year, which is designated by the last number listed on the mailing label of the Norton Notice and the membership card.

**All changes of address or questions about membership or the Notice, call the President.....not the Notice editor!!**

The Northern California Norton Owners Club is affiliated with both the Norton Owners Club of England and the International Norton Owners Association. Interested persons can join these two organizations 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 be 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.

### May

**10:** Thunder by the Bay MC Show  
San Mateo Fairgrounds  
Gary Crisp (503)266-9263

**9-11: Cambria weekend**  
with Southern Cal NOC.  
Alan Goldwater (408)475-7505

**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 Seca  
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  
Selmec, Oregon  
Alan Goldwater (408)475-7505

### 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

### December

**13: (Sat.) Xmas Ride & Party**

*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.*

**May 8** - Fremont Brewery  
3350 Stevenson Blvd.  
Fremont

**June 12** - The Clam Bucket  
1155 3rd St  
Oakland  
(510)451-5900

### Press Production and Halftones:

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

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## Minutes of the April Meeting

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The April meeting of the Northern California Norton Owners Club was called to order casually by Alan Goldwater at 8:02 PM. The meeting was held at The Prince of Wales in San Mateo. There were 16 members and 1 guest present.

There were 6 Nortons, 2 Harleys and Ron rode the newly, almost completed, Duncan Norton. It was wonderful to see it on the road again.

Alan showed off the new RGM catalog. It seems as though many members also got one. A box section aluminum swing arm was mentioned as a great idea. Maybe someone will buy one. It was mentioned, however, that it uses standard bushes ...so why bother!!

New business: A new meeting location was suggested by Mike Sullivan.....The Clam Bucket, 1155 3rd Street in Oakland. This was proposed for the June 12th meeting. The suggestion was approved. There will be more information in the Notice.

Lynne Miller suggested that we have a Saturday ride/meeting at Cameron's Cove (sp) in Half Moon Bay. The idea was approved and all we have to do is come up with a date for this event.

We discussed the Cambria ride. We should all meet with Alan G. at Hollister on Friday by 2:00 PM because it is about a 5 hour ride. We can then all

ride down together over a very nice set of roads. The event will be two nights and three days. We will ride back up through Big Sur on Sunday. Get your reservations early, the motels fill up real fast.

Concerning the Lake Selmac ride, it seems as though there are only 40 camp sites. The event will cover three days. We had several volunteers to help Alan G. with the Saturday night dinner. There is one motel in Cave Junction and several in Ashland and Grants Pass.

Brad suggested a Delta Ride to try to bring in the Sacramento group. We will try to do this in October.

*(It was not brought up, but the treasury has \$962 and all bills are paid, THIS IS GOOD, ed)*

Ken Armann talked about the Hanford meet. It will be held in conjunction with the California BSA rally. (See letters in this issue)

The club is keeping track of ride and meeting points. Brad suggested a gift certificate in addition to the club trophy.

The meeting was adjourned at 8:45 PM by the President.

Respectfully submitted

*Alan*

**Alan Mueller, secretary & treasurer**

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

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Once again I have been pleasantly surprised by the turnout at a club event. On behalf of the 20 or so NOC members who attended, I'd like to offer well-fed thanks to Ed Meager for organizing a great Rally di Milani. The route across Mt. Tam and out to the Headlands was just right, and so was the party.

Starting this month, we have a busy event schedule. I admit that I have emphasized the kind of events I like the best, overnight rides and larger events which are best done in cooperation with other groups. Thus we have two weekend events in a row, with our fellow Norton clubs on the West Coast. Then in August we hope to continue the weekend tradition at Dardanelles. In some months there are also optional events sponsored by individuals or other clubs. See the calendar page for details. I hope that you enjoy the upcoming season as much as I do.

Here's the itinerary for the Cambria ride. We will be riding down on Friday afternoon, leaving around 2 PM from downtown Hollister, at the junction of 156 and 25. Look for a row of Nortons in front of a Mexican or Chinese restaurant (I forget which, but it's near the corner...) I chose this spot partly for convenience and partly for the fabulous ride down Hwy. 25 and Indian Valley Road to Paso Robles. From

there it's a quick hop over 46 to the coast. We have reserved two campsites at San Simeon State Park, which will hold up to six each but only 2 tents, so please let me know if you want to camp with us. Additional sites may still be available (call Destinet 1-800 444-72750).

Motels are also available as follows:

Cambria Pines Lodge \$85-120/nite  
double 805 927-2600

Best Western Fireside \$89-99/nite  
double 800 528 1234

We will meet the SCNOC for breakfast Sat 8:30 at the Redwood Cafe, 2094 Main St. (Cambria) and go riding at 10AM. There will be a group dinner Sat. nite somewhere in town. Sunday we'll ride home through Big Sur, with a stop for lunch at Nepenthe Cafe.

In June we actually have three events, two of which are official club events. First there's the Monterey Bay Rally which is being held this year at Laguna Seca Raceway. Contact Sean Moynihan for details. This has always been a fun event with a well-planned ride and great barbecue. Second, Stevan Thomas tells me that the Singles & Featherbeds Ride will meet at the Lighthouse Cafe in Sausalito around 9 AM and follow a northerly

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route. And finally, the Norton Rendezvous weekend with the Northwest Norton Owners will be at the same Lake Selmac Resort as the 1995 event. This is about 40 miles west of Grants Pass, OR and is nearly equidistant from Seattle and San Francisco at about 400 miles. This makes it more that a weekend unless you are a driving fool! I will be going up Thursday and returning Monday but the route isn't set yet - more details next month. This is a great event which drew over 50 people last time, so really try to make it!

Finally, a comment on meetings: in June we are trying a new East Bay venue found by Mike Sullivan. The Clam Bucket is west of 880, near the bay in an industrial part of Oakland. They have off-street fenced parking and a private meeting room, and actively want our business. There will be a map in next months Notice.

### Tech Talk

First I must correct an error I made in last months column on brake fluids. Tom Dabel reminds me that being hygroscopic (not hydro-), normal DOT3 & 4 brake fluid will absorb water into solution and thus the water can be removed by normal flushing and bleeding of the system. Only in the case of DOT5 fluid is it necessary to remove and invert the caliper to remove water.

Several years ago I started a modest research program on Norton

twin lubrication and heat management. In the 9/93 Notice I reported that under certain real-world conditions, the oil in a Commando engine could exceed its boiling point and literally cook. Here's a summary of my findings at that time:

*1) The Norton Commando is capable under extreme riding conditions of experiencing engine temperatures which cause rapid breakdown of commonly used oils. The only place on the engine where such extreme temperatures can occur is in the cylinder head. The condition which is most likely to create oil-destroying temperature is reduced airflow over the cylinder head, especially following or combined with uphill riding and/or tailwind. The combination of high engine load and reduced air and oil flow is deadly. An oil cooler helps but only drops the oil temp. in the head about 10 degrees so there may still be some danger of oil degradation.*

*2) All oils are not equal and some differ greatly from the norm in their maximum temperature rating. The maximum thermal specification of an oil is the flash point. This is the temperature at which the lightest ingredient will vaporize enough to burn, and is a good indicator of the peak temperature limit of the oil. Most major-brand 20-50 oils have a flash point of 425-440 degrees F. Some breakdown and oxidation occurs at lower temperatures and a few manufacturers also quote a maximum*

*continuous service temp. One oil based on pentyl polyol ester molecules boils at over 500.*

In order to further pursue this analysis I decided to do some comparative testing. I tried three synthetic oils, which have respective boiling points of approx. 410, 440, and 520 F. Over three successive riding seasons, I rode at least 1000 miles using each of these oils, including a 400 mile August ride to Dardanelles each year. After 1000 miles I sent a sample of each oil to Herguth Laboratories in Vallejo for OilScan Analysis. Here are the results of my testing:

<u>Sample</u>	<u>Iron</u>	<u>Alum.</u>	<u>Copper</u>	<u>Boron</u>	<u>Oxidation</u>
Golden Spectro	25	19	175	134	100
Mobil1	17	14	12	154	33
Redline	20	11	42	20	2

The metals content is in parts per million (ppm) and shows wear for different parts of the motor. Iron and alum. are cylinder and piston respectively, all normal. Copper is rod bearings or cam bushes and boron may be an additive or a rod bearing constituent. The most interesting number is that for oxidation, as it directly measures the percentage of the oil molecules which have been broken apart by overheating. As you can see, the Golden Spectro was used up at 1000 miles and the Mobil1 was well on its way. With only 2% oxidation the Redline was essentially unchanged by the test miles.

I called Spectro and Mobil, and both confirmed that they use Boron as an anti-friction additive. Spectro could offer no explanation for the high oxidation measurement. They asked for a sample, which I sent them but I never heard back. One chemist I talked to suggested that Golden Spectro is a blended (i.e. part synthetic) oil which uses a styrene viscosity enhancer. According to my Chemical Handbook styrene is a colorless liquid which boils at 295 F so this is a good candidate for trouble. Some of the styrene derivatives like beta-phenylethylene boil as high as 392 F but none are over 400 F. The high copper indicates accelerated bushing or rod bearing wear which is certainly not desirable.

After seeing these results, I changed my bikes over to Redline and continue to believe it is a superior product which offers an important safety margin for air-cooled motors. Since I couldn't find it anywhere in Santa Cruz, I became a distributor and buy it direct from Redline. I have made this product available at my cost to club members for several years now. I'd like to emphasize that I don't make any profit from this, other than the pleasure of saving myself and other Norton riders some potential grief.

*We get Letters.....*

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**Greetings,**

The BSA Owners Club of Northern and Southern California will host the annual California BSA Rally this year in Visalia, on May 16, 17, and 18. Attendance is open to all BSA enthusiasts, whether members of the BSAOC or not - however only BSAs will be allowed in the Saturday display and judging at the hotel HQ.

The rally was purposely planned in conjunction with the Vintage Cycle show and swap meet to be held in Hanford on the same weekend. Since this year's BSA event was to be a Valley Rally, we opted for the spring to avoid the summer heat, and to complement, not compete with, the Hanford activity. In the days of the CAMA shows (remember those?), the Brit-minded usually gathered afterwards, generally for dinner and conversation. In the spirit of that tradition, the BSAOC is extending this invitation to all British bike clubmen (and women!) to join us at the catered BSAOC dinner on Saturday, May 17.

The evening will begin early (dinner, or late lunch) at 3:00 PM at the pool cabana area of the Lamplighter Inn, 3300 West Mineral King (Highway 189), in Visalia. That will let Britbikers the option of attending the short-track races in Hanford afterward, which begin at 6:00 PM (gates open at 5:00), or staying behind

for a prolonged visit. This portion of the Rally schedule includes the aforementioned BSA display, judging, awards, raffle, and perhaps a brief bit of business (known by some as a "meeting"). With springtime weather, it should be delightful.

Dinner will include an entree, choice of three salads, fresh rolls/butter, coffee or iced teas, at \$16 per person, tax and gratuity included. We need to have a head count for the dinner, so you must RSVP for that as soon as possible, but not later than May 5th. Contact Don Harrell at 209-732-9265.

If people want to stay in Visalia, the BSAOC has booked a block of rooms at the Lamplighter for \$55/room (one queen bed each), and a few ground-floor cottage suites at \$99 (two queen beds, plus a queen convertible sofa). Prices include tax. Reservations should be made as soon as possible, directly with the hotel at 800-662-6692. Tell them you're with the BSAOC to qualify for this rate.

We're purposely contacting the Club editors, because you are in the best position to extend the invitation to your members. We're looking forward to a congenial weekend.

Sincerely,  
**BSA Owners' Club of Northern  
California**  
Don Danmeier

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**Dear Alan,**

In answer to the letter from Sam Jowett regarding the pictures in the January issue. The photo on page 31 of the *Notice* is indeed Denis Jenkinson. It is from his recent book *Motorcycle Road Racing, the 1950's in Photographs*, and can be found on page 41. The caption reads, "the author with Oliver's championship winning outfit" (I don't have my own copy of the book, the quote is from memory, so may not be exact). Its appearance was indeed a coincidence. Had I been aware of his recent demise, I would have felt honored to mention his passing in tribute to his many achievements. It is a fabulous book, if you don't have it, get a copy.

The cover photo is from the same book, and shows Goef Duke in the 1950 Grand Prix des Nations in Geneva. This was the first year that Norton fielded the Featherbed frame for the works race bikes.

My apologies for the lack of picture credits. I overlooked them in the rush to get the issue to the printer.

What can I say about Greg Reynolds? My first bike was a BMW R51/3, and I almost bought an R75 instead of my Norton. Hopefully any riders of BMWs or Harleys who don't fit his description will find his observations humorous.

Thank you to Mr Jowett for writing and sharing some of the story of Denis Jenkinson with us.

Best regards,

**Stevan Thomas**

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### **Remarks from the editor:**

I want to thank all the members who are helping us update our data base by sending in the renewal application on the inside of the back cover. We eventually need all members to have one of these forms on file with us (for legal purposes). Also this gives me a chance to update the data in case there have been a few changes. So please...when you renew your membership, fill out the application inside the back cover. If you need an extra application, I have them...just give me a call!

I am still asking for help from the members by submitting articles for publication in the *Notice*. I really would like it to be a newsletter of the members, not just of the officers. Please send in your articles, letters and pictures, pictures, & pictures. I have not received any photos from the rides. Remember that the deadline is the 20th of the month.

One last plea!! Please let me know if your ad in the classifieds can be cancelled. I have only heard from a few people after they sold their items. So, I will have to eliminate old ads as new ones come in. If you want your ad to continue after the expiration date, you must call me.

*Alan*

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## GRUWELL'S GARAGE BY JEFF GRUWELL

### Kansas Ken

One of my first Norton Commando buddies was a fellow named Ken Trippcos, a.k.a. Kansas Ken. Ken spotted me while I was misbehaving or show boating my black and beautiful Combat Interstate with **19 tooth counter shaft sprocket**, if you're in the know, you will get my drift. Ken had an 850 Commando wearing all the Dunstall Cycle Parts in candy apple red with gold pinstriping. What a classic, with a **20 tooth counter shaft sprocket** and a cool owner, customizer, and mechanic to boot. This was a good guy for me to know.

I had been enjoying my first running and rideable Norton approximately a month when I met Ken, but he didn't mind. Ken asked my Norton and me out for a Sunday morning ride to Newcomb's Ranch which is on the way to Wrightwood off Cal State Highway 2. Ken arrived at my home around 0600 hrs and my Commando and I were at the ready. We jammed up the 405 freeway, merged onto the 110 freeway and high tailed up the 210.

While we were trying to make some time on the Southern Cal freeway system, we gave several unsuspecting motorists the harmonization of **Norton Commandos in Stereo**. Ken was on the left and I was on the right, we didn't talk about this beforehand, it just came natural, even to the point it seemed we were downshifting in unison. Our bikes harmonized well together, kinda like a couple of P-51 Mustangs on practice maneuvers. We got off the 210 at Hwy 2 and Ken made the call to top off our fuel cells. While we were fueling up, Rick Chew, a SCNOC member, spots us and introduces himself. Rick check out our machines and invited us over to his house to look at his collection, which we gladly obliged. Phone numbers were exchanged, 1 up and 3 down and we were gone.

Jamming up Hwy 2 is certainly a treat. Ken really made an impact on me being that this was my first **Real Norton Ride**. Things got a little squirrely and Ken took care of me. As we arrived at Newcomb's Ranch, there were all kinds of bikes parked out front. Man, what a motorcycle enthusiasts hang out!!! Great chow, lotsa bench racing and neat people. I sure learned a lot that day and I felt privileged to meet some great people.

Ken got married and moved back to Kansas where he had grown up. I moved to the Bay Area a few years later.

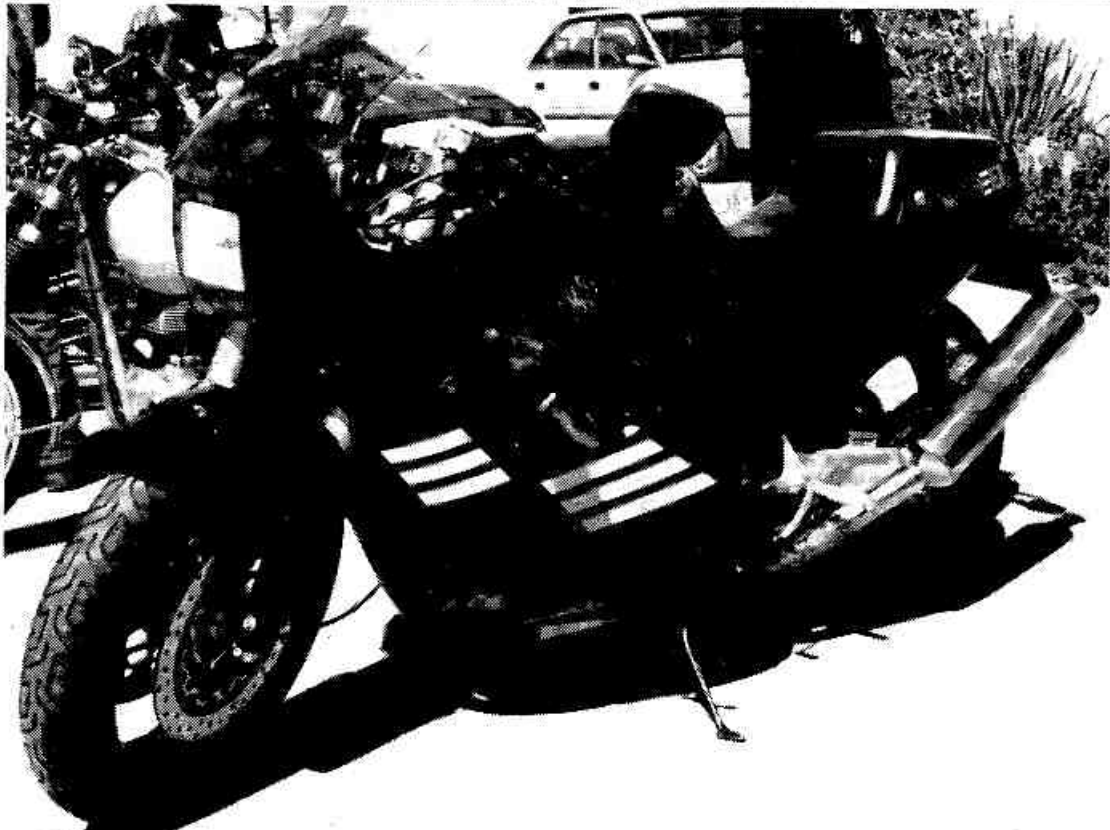
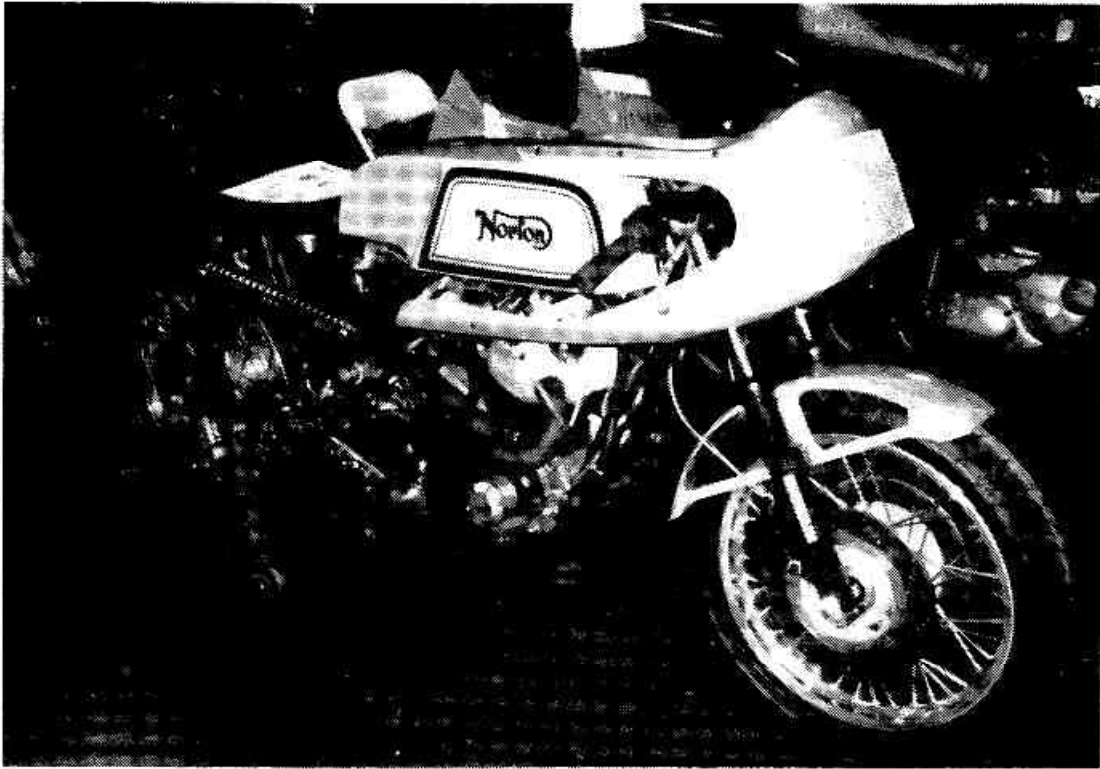
In 1994 and 1995 I saw Rick Chew ( an LA fireman) at the annual Clubman's All-British Motorcycle Show and Swap meet. Rick brought his Norton P-11 to the show, it reminded me of the P-11 my father owned when I was 11 years old. As I was admiring Rick's machine, I could imagine my father kick starting the old codger. I would love to have a P-11 but I would probably ruin it by putting disc brakes, Commando Top End and Primary/Tranny components on it.

Ken wrote to me from Kansas a few years back warning me about Bogus Carburetor Float Bowl Gaskets that would foul the float. Anyway, I hope Ken and Rick are doing fine and may their Norton's start up on the first kick.....after they're warmed up of course.

### Mini Tech Tip: Norvil Head Steadies

On the Head Steady Isolastic bolt, I found it advantageous to do away with the original stud and nuts and replace them with an aircraft bolt which has a bearing surface on the shank the length of the isolastic with enough threads protruding to facilitate a low profile castlated jam nut and cotter pin. This will eliminate the need for locktight and also give a little more room under the gas tank. Use washers to shim according to your clearance preference.

**Two Very Nice Bikes Seen at the  
Clubman's Show!!**



## NOC Member Profile

**by John Covell**

**Name:** Patrick Hart

**Age:** 41

**City Resident:** Sunnyvale

**Marital:** Single

**Occupation:** financial management  
(California Medical Review)

**NOC Member since:** 1990

**How first became involved with NOC:**  
"In 1975, I parked at Alice's and Art Sirota came running across the road to tell me about this club. I figured I'd better join."

**Club offices held (years):** None yet.

**Norton(s) owned, described:** 1974  
Commando 850 Mk.2 (bought new); 1949  
ES2 (doesn't run)

**Other makes of motorcycle:** 1970  
Triumph Bonneville 650, 1973 Triumph  
Trident, 1974 Ducati 750

**What first interested you in the Norton?**  
"In high school, it was the most beautiful  
bike, the hottest bike, and those great  
magazine ads with the beautiful women..."

**Other hobbies/interests of note?**  
Running (long-distance, 10k)

**Favorite motorcycling road/ride:**  
Tunitas Creek Road to San Gregorio Beach

**If you could redesign the Norton, what  
one thing would you most want to  
change? How and why?** "The  
ergonomics—make it feel more like a  
Triumph!"

**Favorite/most embarrassing episode  
on a Norton?** "At a party in college, at  
night, going home, I went off what I thought  
was a 6-inch curb that turned out to be a 3-  
foot curb. Such a nerd, lots of girls  
watching."

## Norton Tips

by Ken Armann

*Here are a few tips passed on to me by Ken Armann. I am sure that most of you are already aware of these suggestions but a fresh reminder can't hurt...ed*

1. You should clear the clutch before starting your motorcycle. Pull in the clutch lever and stroke the kick start lever a few times....you shouldn't feel any drag. If you do, adjust the clutch lever and clean the clutch pack and chainwheel. That should help with starting problems.
2. If you are riding along and at around 4000 to 4400 RPMs your bikes misfires. It could be your kill button contacts need cleaning.
3. If you are having trouble finding neutral, try cleaning the clutch pack. If the clutch center is notched, you should change the order of the clutch plates.
4. If your idle jumps or climbs up to 2000 RPMs, briefly hit the kill button. If the idle drops and then starts increasing in RPMs, your auto advance unit is probably faulty.
5. If you have difficulty with the idle, check the needle jet and the carburetor needle (they really don't last long). If you get 6000 miles on a jet and 12,000 on a needle, you are doing pretty good.
6. Adjusting the rear chain. Always adjust the slack at the tight spot while the rider is sitting on the bike. This is quite important to get an accurate adjustment.
7. Watch for rear chain stretch. Take up the slack and check the play at the rear



sprocket. If the chain is stretched, it will move 1/3 - 1/2 the depth of the tooth of the sprocket.

8. Wheel alignment. When you are adjusting the rear chain, place a straight rod on the rear tire up to the front tire (pointed straight ahead) to check the alignment.

9. The kick start bolt and the side stand bolt both tend to loosen up during normal usage. Check them often.

10. The swing arm spindle bolt also tends to come loose, check the tightness often.

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*Editors note: This article was sent to me by **Steve Coburn**. It was taken from International Bike magazine.*

One of Moto Guzzi's and BMW's greatest rivals in Grand Prix racing, both before and after the last war, was Britain's Norton Factory. Sadly, in recent years Norton has been the target of a series of financial scams by city slickers whose principal aim was to get rich quick on the back of Norton's illustrious - and still highly marketable - name. Latest of these suits to end up in court is the most high-profile of all: former Norton boss Philippe Le Roux, who together with his ex-company secretary Peter Hooper now faces three fraud charges brought by Britain's Serious Fraud Office (SFO) after a three-year enquiry into the 1990 Norton share issue. This saw thousands of shareholders lose their money after investing in the share offer floated on the London stock market with the aim of financing an £8.2 million Norton buyout of the German fasteners manufacturer FUS - a company which it was later revealed had been substantially overvalued to shareholders, and in fact belonged to family trusts controlled by

James Tildesley, the chairman of Norton. South African-born financier Le Roux and Hooper are charged by the SFO with assurances that persuaded investors to buy shares in Norton that later became worthless, knowing that they were false. Their trial will take place early next year, and is the latest in a series of court cases following the collapse of the company, whose last rotary-engined motorcycle was built two years ago, in the wake of a 1993 government enquiry which severely criticized Norton directors for 'failing to conduct the business in a fit and proper manner, for the benefit of all shareholder'.

Norton is nowadays owned by Canadian investor Luigi Aquilini, who has held desultory discussions with various parties over the past couple of years with a view to reviving the marque with a new range of piston-engined motorcycles, in some cases using bought-in engines, in others all-new purpose-built V-twins designed by freelance engineer Al Melling. The tiny Norton factory north of Birmingham still exists, but now only performs servicing work for the rotary models. No sign of the fairygodmother yet.....

### News from Classic Bike

Original Norton Commando glassfibre bodywork moulds have been acquired by Staffs firm Fair Spares from Sprint Manufacturing, who in turn acquired the moulds from original manufacturer Composite Mouldings.

The moulds are for all Commando models and include side panels, fuel tanks, tail fairings, tank covers and seat units. Expect to pay £135 for a Roadster or Fastback fuel tank. Side panels range from £32.67 to £37.71 a pair. A full JPN twin headlamp fairing with brackets is £374. Call Fair Spares on 01543278008.

## 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)**

### WANTED:

Front mudguard for Norton 21" front wheel Complete with brace and stays. Condition 6/10+. No free rust. Some pitting on lower stay. Painted black. \$125.00  
Call **MIKE (415)872-3336** od fax  
**(5120)547-2007 (9/97)**

### FOR SALE

Bultaco Sherpa T. Needs main bearings and seals. \$500.  
**Stevan Thomas (415)923-1662 (7/97)**

### 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)**

### WANTED

Norton Commando SS pipes. Anything Dunstall. Fairings.  
**Sergio (415)487-9125 (4/97)**

### 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

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

**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  
**FAIR SPARES AMERICA, INC.**

Norton Twins Specialists

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*Send first-class stamp for current lists*

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



*The Peninsula meeting place of  
the Norton Owners Club*

65 beers - 11 drafts  
Authentic fish and chips  
Bangers  
Seven dartboards  
Quarter Foosball

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Kim Williams (510) 521-5514  
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Period accessories for the  
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leathers, boots, helmets, and more.  
Ten percent discount to NOC members.



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since 1972*



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(408) 998-4495  
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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,  
balancing, and more!

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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.

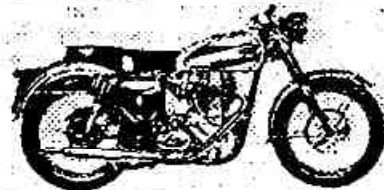
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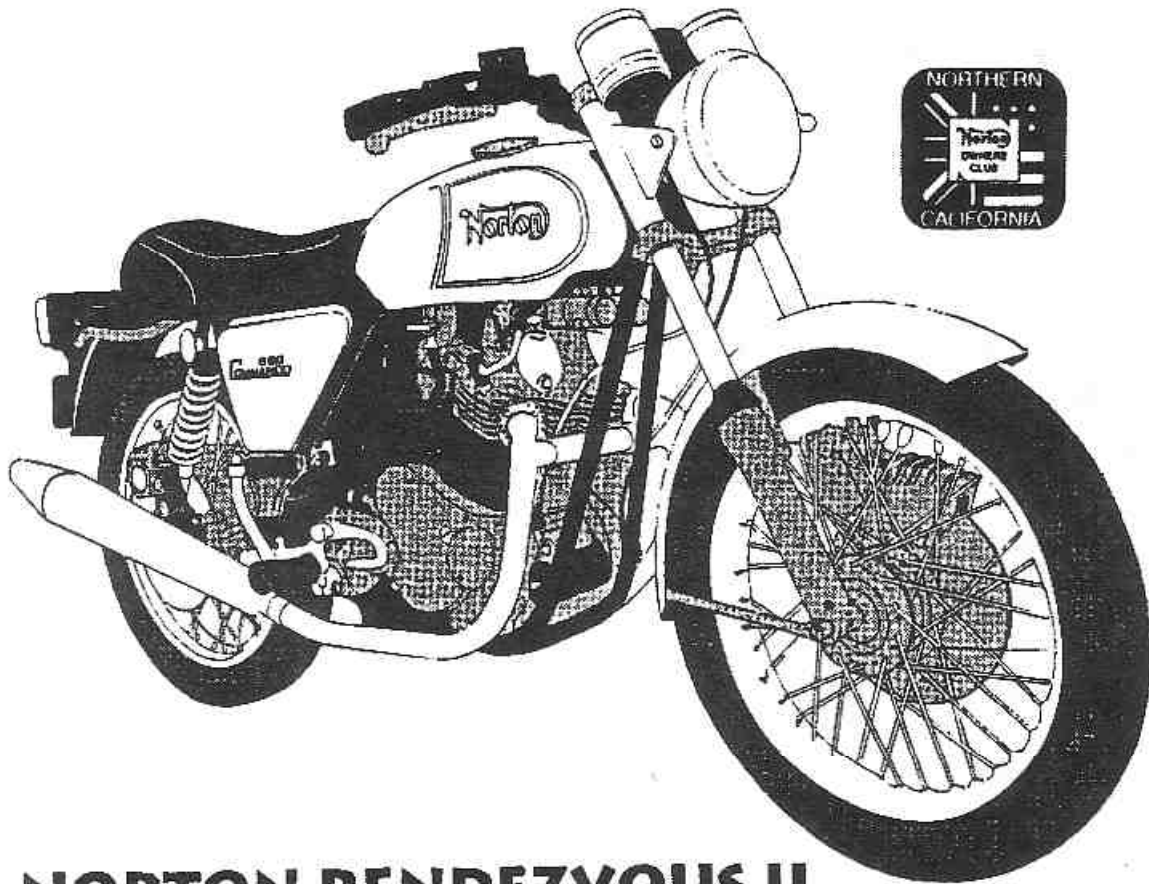


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**1220 Pennsylvania  
San Francisco, CA 94107**

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



**NORTON RENDEZVOUS II  
LAKE SELMAC, OREGON  
JUNE 26-29TH, 1997**

name: \_\_\_\_\_

address: \_\_\_\_\_

phone: \_\_\_\_\_

# of adults: \_\_\_\_\_ # of kids \_\_\_\_\_

check:  NWN0       NCNOC       Other: \_\_\_\_\_

Four days of Nortons, Camping, and Fun. Join Norton Owners  
from all over the West in this great event.

Adults \$25, Kids \$15. Send this registration form and payment to:

Alan Goldwater, 1780 Chanticleer Ave, Santa Cruz, CA 95062

**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. Out 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**