



# Norton Notice



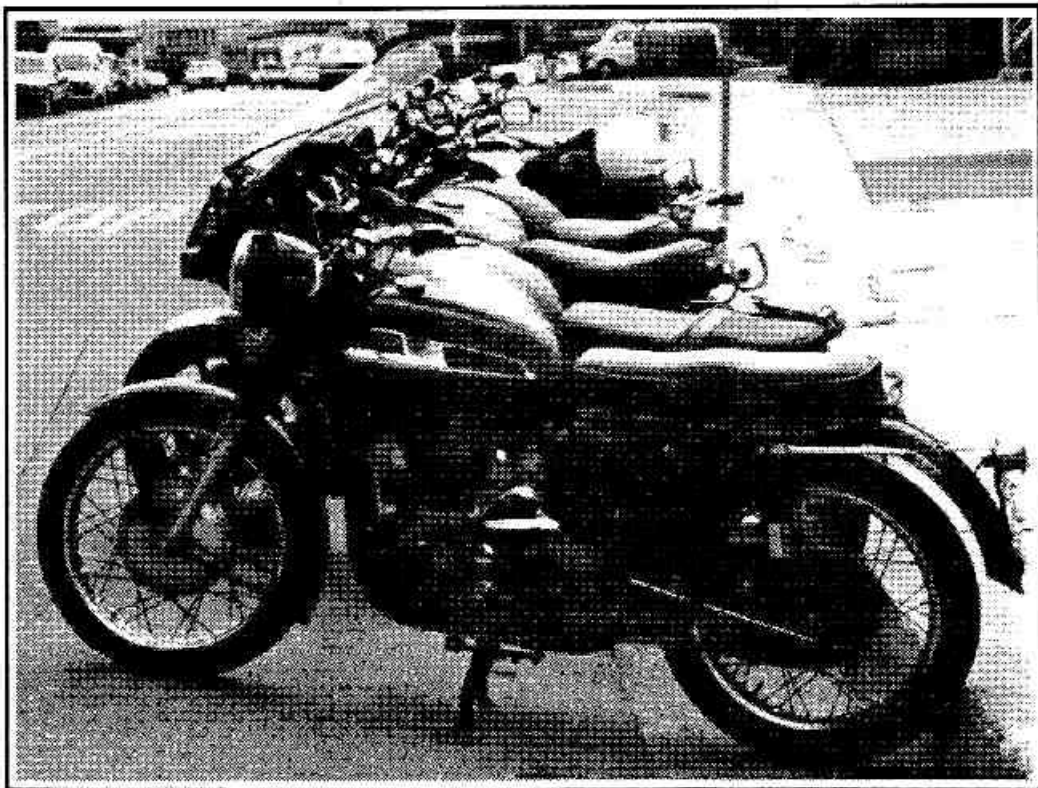
The Newsletter of the  
Northern California Norton Owners Club

No. 226

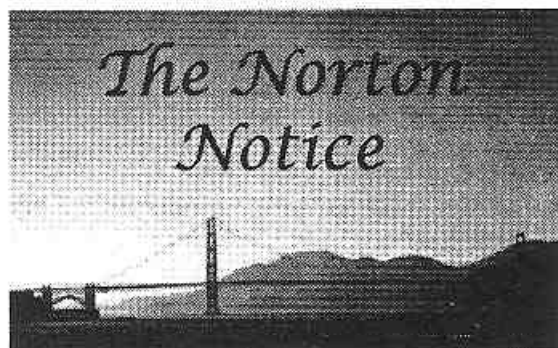
June, 1997

**!! REMEMBER !!**

Lake Selmac  
June 26-29



**North meets South in Cambria**



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](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 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.

### 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.** Ride will leave The  
Lighthouse in Sausalito at 9 AM  
and go North - the route will be  
determined by the weather. Call  
Stevan Thomas (415)923-1662

**26-29: Norton Rendezvous**  
with NorthWest NOC at Lake  
Selmac, Oregon  
Alan Goldwater (408)475-7505

### July

**5: Ride/Meeting**  
Meet at the Donkey Deli in San  
Juan Bautista 11 AM  
(See Alan's Wrench on Page 5  
for details)

**20: Santa Cruz Ride**  
Coast Ride possibly to Callhans  
Pub near San Mateo. Meet at  
Skylanda at 10 AM

### August

**22-24: Dardenelles 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.*

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

**July 5** - Donkey Deli Ride/Meeting  
Hollister

**August 7** - Prince of Wales  
San Mateo

### Press Production and Halftones:

John and Carrie Follett:

White Oak Press, San Carlos, CA

## Minutes of the May Meeting

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The May meeting of the Northern California Norton Owners Club was called to order at 8:30 PM on May 9, 1997. This month's venue was the Fremont Brewery in Fremont. There were about 20 members and guests present. 10 bikes braved the cool evening including a Guzzi, a Buell and a Harley. The meeting was held outside on the patio because our normal room was given away by the restaurant.

The first order of business was to discuss the problems with the Fremont Brewery. We tentatively decided to not use this venue any more but nothing definite was decided until we find a replacement.

Our July meeting will be a ride meeting on a Sunday finishing or starting at Duarte's in Pescadero. The details have not been worked out. Our ride that month will be down in Santa Cruz culminating in a BBQ at a public beach. There will be ample parking for our bikes. Alan will give us more information as it comes in.

Tomorrow's ride to Cambria will begin at 2:00 PM in Hollister at the junction of 156 and 25.

The ride next month will be the Lake Selmac Ride (see flyer on the last page of the Notice). We are hoping for a good turnout. Alan took a straw count and got 9 or 10 people to say they were going to attend. We should have the whole resort to ourselves along with the Northwest Norton Owners Club. Let's try our best to have a great turnout.

Alan asked for ideas for some tech articles to be printed in the Notice. There was some discussion about some older articles being reprinted for some of the newer members. Ken Armann volunteered an article.

Sean Moynihan, a club member and rep for the Monterey European Club, gave us some info on

the up-coming European Show on June 1st. It is going to be held at Laguna Seca. It sounds like a wonderful event. There will be food.....a Dyno for testing power....two Poker Runs ( a short and a longer one). There will also be a few dealers present offering test rides. At this time Triumph and Ducati are coming.

We discussed the issue of getting involved with other types of motorcycle events. It was Alan's feeling that unless we could actively be involved, i.e. a member taking responsibility for our club, that he would rather stick to the ride events already planned. Brad Green volunteered to help coordinate the even over the 4th of July down in Hollister. This should be quite a happening.

Alan Mueller gave the treasurers report. At this time there is \$919 in the account with all bills paid up.

The Club Macintosh is now working. Alan G. fixed it. We decided to sell it. It is a Mac Classic which includes an ink jet printer. Member of the club are being offered first crack at it. It is quite a nice computer. Andy produced many issues of the Norton Notice on that computer. It is being offered for \$300. If you are interested in purchasing this computer, contact Alan Goldwater.

Speaking of Andy McKerral. Alan reported that Andy did sell his bike and is moving to Georgia to accept a position there. He will be sorely missed by the club, both as an editor and as a friend. Good luck Andy!!

As there was no more business, the meeting was adjourned at 9:15.

Respectfully submitted,

**Alan Mueller, *secretary/treasurer***

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

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We had a small turnout for the Cambria weekend, due to the conflict with Mothers Day. It's always hard to schedule events in May because there seems that every weekend has a holiday of some kind attached. The SCNOC agreed that next time we will try a different time of year for our joint event. I had a good weekend even with the small turnout, but I was disappointed to find that the condition of Indian Valley Road has deteriorated since I last rode it two years ago. My luggage rack broke in two places from the vibration, and many potholes and dips had me up on the pegs to save my back. It is still the most traffic-free road I know - we passed only two vehicles in 50 miles!

For the ride home, we took another little-known north-south route. Just north of King City, there is an exit from 101 marked "Central Ave". This is a little farm road which joins up with Arroyo Seco Road, and we followed this north. At the junction we turned right on River Road, rather than left on Carmel Valley. River Road runs parallel to 101 along the foothills, through some nice farm scenery. It is straight and fast, with little traffic until you hit Salinas. If you combine this route with G14 from King City to Paso Robles, you have a fast, scenic way to avoid 101 altogether. From Salinas north, the options are limited but for me this is not a problem, since I turn off at Prunedale.

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I haven't received any advance registrations for our Lake Selmac Rally yet! This is a great event and I know from the show of hands at the last meeting that at least 15 of us will be there, so please send me your checks, we will need the money to pay for the campground. I have also only received one door prize donation in exchange for display advertising, and I have to remind our advertisers that they need to follow through on this.

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There are a few schedule changes for July and August, so please update your personal calendar. Our July meeting will be for brunch on Saturday 7/5, at the Donkey Deli in San Juna Bautista. This is conveniently (or dangerously) close to Hollister, for those of you who want to join the festivities there. It's an easy ride down 101 to get there, but if you want a more interesting ride home, I'll take you on some neat back roads through Santa Cruz. There will also be a ride on Sunday, July 20 which will probably be farther up the peninsula rather than in Santa Cruz. Finally, the August ride will be a weekend at Dardanelles. This date has been moved one week later to August 22-24.

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Next months tech focus will be tires and suspension, so if you have any ideas or experiences to share on these topics, please send them in. In the meantime, check your pressure before every ride!

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## **Cambria Ride Report**

**by Mike Sullivan**

A small group of riders including Alan G., on his Rotary, George and Sachi Shoblo and Alan Mueller on their Commandos, and Rich Alves on his new Funduro met in Hollister at 2 PM in Friday and proceeded to travel down Highway 25 to San Miguel and Paso Robles, crossing over to Cambria on Highway 46. It was said that the stretch from Hwy 25 and Hwy 198 crossing to San Miguel was basically no traffic and had weeds growing in the cracks of the pavement. I trailered my Model 50 down and met Alan G. at the San Simeon State Campground around 5 PM.

The campground is very nice although you have to use quarters in the showers if you want hot water in the evening. There are solar water heaters that will give you hot water in the daytime for free. Our camp spot was in the middle of a group of ferrets. It was interesting to watch them run around, one even catching a gopher on Sunday morning.

We all met for breakfast at the Redwood Cafe at 8:30 AM on Saturday and it was agreed that the food was good and plenty. Showing up for breakfast was Gil (Bib) Bibiani and Reed Libby from the Southern Cal group, the bikes from down south totaling 4 Commandos (one fastback), 2 BSAs, and 1 BMW. After breakfast Alan M, Rich Alves and Lou Caputo

had to leave and go back up North...so there were 10 bikes on the ride.

Leaving Cambria on Santa Rosa Creek Rd. to the west, we were about 3 miles from Hwy 46 when we came around a corner and found two Commandos (one with a gold frame) and a large NORTON sign in the front yard of a house next to the road. The owner was Jim Seimer, a previous member of the Nation's Capitol NOC. Besides his very nice house and property, he showed us his 4 Commandos, 4 BMWs, 2 Hondas, Jeep, Backhoe, Corvair...etc.. One of his Commandos was a race special with a Rickman frame from a Honda 4 cylinder, with an 850cc motor bored out to fit a Dunstall 920cc kit which had then been bored out to +.60 for a total displacement of 980cc and using a Nourish one piece crank. He said that he is going to Steamboat Springs this year. Look for him there.

After gassing up in Paso Robles, we headed northwest on Hwy G14 towards the Hunter Liggett Army base. Crossing the dam of Lake Nacimiento there was a long, steep uphill grade that just about did my Model 50 in. Just at the top of the grade the engine tightened up but after sitting about 10 minutes she fired right up. It tightened up once more after that. I guess it just doesn't like the hot California climate. Special thanks to Reed Libby for hanging with me until we could catch up with the rest of the guys at Lockwood...only an unmanned Post Office.

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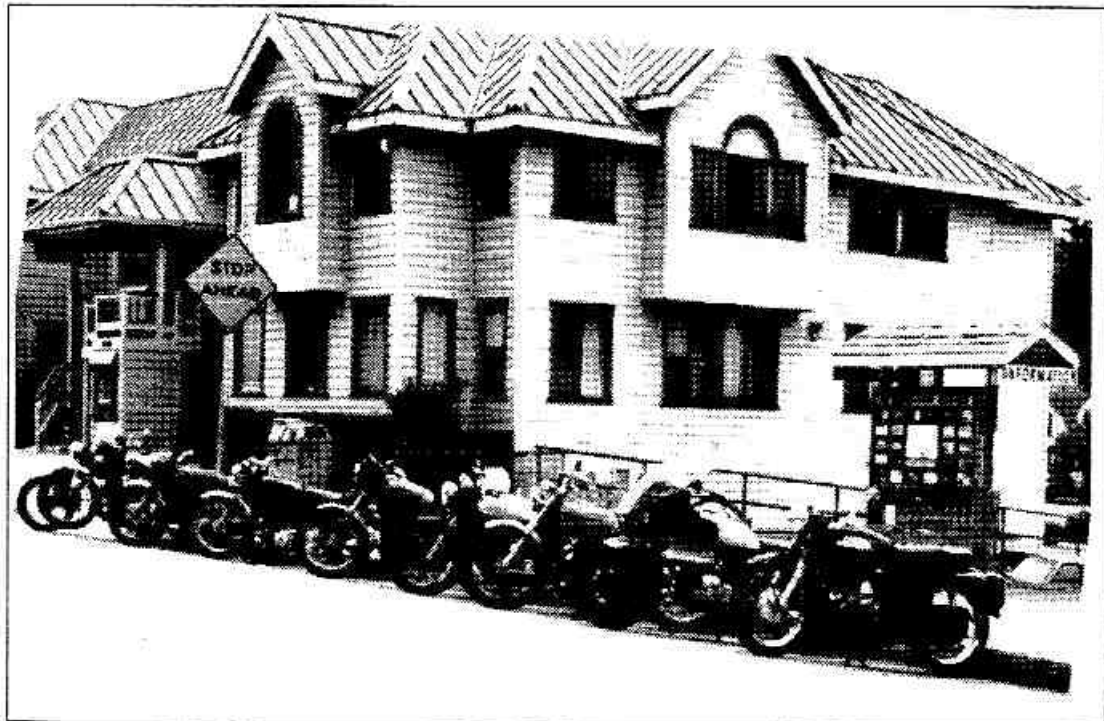
As we left Lockwood heading towards Jolon, we were stopped by a rent-a-cop at the entrance to Hunter Liggett. He at first asked that we provide drivers license, registration and proof of insurance. After a few minutes of everyone digging up their papers ( a couple of guys didn't have everything), he said that we looked like a reputable group and let us proceed).

Turning west on the Nacimiento-Fergusson Rd., the route followed the Nacimiento Creek on the base. This is a very interesting road with decreasing radius and off camber corners. As we left the base, the road became very narrow and climbed quickly turning into a wide one lane road. The pavement was good, however. The only trouble on this leg was a large group of bicyclists

were coming down as we were going up and there were a few near misses. The view from the crest, looking out over Big Sur and the Coast is spectacular. The descent to the coast is even steeper than the climb up.

We broke out on the coast about 10 miles above Gorda. The rest of the ride, about 35 miles back to Cambria, was great. Highway 1 is a great ride....too bad they let cars and RV units on it. I heard one of the guys say that their trip odometer read about 165 miles for the entire loop.

Eight of us had dinner together, said our farewells, and drifted off to get some sleep. All in all, it was a good get together. It was agreed, however, that trying to have a ride on Mother's Day held the attendance down. Maybe in a couple of years we can do it again.



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## *We get Letters.....*

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**Dear Alan,**

As you may or may not know, I am a past president of the NCNOC. I also have been road racing Nortons for ca. 25 years. My collection includes 3 P-11s ( one restored to showroom original condition, one becoming an 850 powered cafe racer, one to be assembled w/Commando running gear - engine, trans, wheels), one original ex-works Production racer w/ short stroke engine, one GP race bike w/ short stroke engine in a Dunstall Low Boy frame, triple discs, and assorted engines, chassis, wheels for a couple of Commandos and an N-15.

I am working with Sgt. Dave Fairbrother of the Marin CHP (He is a director of the Full Circle Program) to organize a fund raiser for the Full Circle Program. See the press release below.

### **The Sunday Morning Ride Goes To Full Circle**

In October, 1996, nearly 70 Sunday Morning Ride regulars stopped at the Full Circle Residential Treatment Center in Dogtown, a few miles north of Bolinas on Highway 1 in Marin County. The purpose was to contribute toys, playground equipment and money to support the Full Circle Program. While over \$1000 as well as a good deal of badly needed recreational equipment were contributed, many of the riders recognized the real worth of this center and the help it provides to troubled boys. We are determined to do what we can to provide even more support for the program and the boys in it.

Full Circle Programs include residential treatment, family consulting and student support. The boys, who range in age from 10 to 18, often have learning disabilities, are emotionally disturbed or have been physically or sexually abused. Many are violent and frequently are in the custody of the juvenile justice system. By providing treatment and support, Full Circle has successfully helped thousands of disadvantaged youngsters by reuniting them with healthier families, boosting their academic performance, enabling them to develop better relationships with peers and even helping them find jobs.

Many Sunday Morning Ride regulars want to do more. To accomplish this, we are hosting a pancake breakfast at the Full Circle farm in Dogtown on June 22, 1997. Riding north or south on Highway 1 you will not be able to miss the location as signs will be on the highway in both directions. This event will have music, drawings for motorcycle accessories and services, souvenir T-shirts and an opportunity to meet some of the boys your contributions will be helping.

Best of all, you will get an excuse to enjoy riding the wonderful backroads of Marin County!

Please pass this information on to others. We want to make this a real success. Please feel free to give me a call if you have any questions. I can be reached during the day at 510-233-03254 or evenings at 415-383-0857. We appreciate your help.

Cordially,

**Dave Neal, CEO, AFM #85**

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**NOC Member Profile**

by John Covell

**Name:** George Shoblo

**Age:** 55

**City Resident:** Brisbane

**Marital:** Married

**Occupation:** Barber

**NOC Member since:** 1992 or so

**How first became involved with NOC:** Tried a lot of Brit bikes. Bought a Norton from a guy who recommended the club (Dave Chamberlain).

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

**Norton(s) owned, described:** 1975 Commando Mk.3 Interstate

**Other makes of motorcycle:** Velocette Thruxton, Moto Guzzi V-50 Mk.2, BSA B50

**What first interested you in the Norton?** "Soon as I rode one, I had to have one—the handling characteristics, mainly."

**Other hobbies/interests of note?** Watch collecting.

**Favorite motorcycling road/ride:** Sonora Pass on the way to the Dardanelles.

**If you could redesign the Norton, what one thing would you most want to change? How and why?** "A 5-speed gearbox, for better progress up Sonora Pass!"

**Favorite/most embarrassing episode on a Norton?** "Starting up in the morning in preparation for a ride—a great feeling."



**GRUWELL'S GARAGE** BY JEFF GRUWELL**Classy Classifieds**

Reading the Los Angeles Classifieds in 1989, I came across a '71 Roadster with a '73 engine in excellent condition for 2000 bucks O.B.O. I wasn't really lookin' to buy another Commando but since the phone number was local, I called up the seller just to SHOOT the BULL for a bit. As it turned out, the seller lived about 2 miles from me and SHOOT the BULL we did. He told me his name was Dave and that he was a motorcycle mechanic during the seventies and he specialized in British machines. He stated that he had a lot of motorcycles in storage and he wanted to downsize for management purposes.

I set up an appointment with Dave to look at his machines and when I got to his place in Long Beach, I noticed that my fathers new apartment was just down the block and around the corner.....what a coincidence!

Dave had the Norton out and on the charger. He invited me to fire up The Old Girl. I felt privileged. Grabbing her rear hoop and back tire, I was searching for play in the swing arm and isolastics and found them to be tight. Dave told me that the bike has not been started in over a year but after some tickling and kicking, she authoritatively came to life.....bellowing plumes of Blue Smoke out of her reversed cones, I knew she was Sumped Up. When the smoke cleared and the oil levels corrected, it was

time.....Dave said "Take her out!"

Since I was so close to my father's apartment, I figured I might as well Do a Fly By and Rattle His Cage. Approaching my target at a mildly aggressive speed, I down shifted from 3rd to 2nd using engine compression to slow down and make music for the turn at the corner where my Old Man's apartment was. As I was in the middle of the turn I could see my father hustling out the door. I shifted into 3rd, went down the street and turned around for a brief visit with my father. As I was approaching my dad I noticed he was standing on the sidewalk with no shoes on, no shirt, just wearing Levi 501s with a big grin on his face. I think I woke him up because his hair was all messed up. I pulled over to SHOOT the BULL and he said "where in the hell did you get that?" I responded with "she was in the classifieds looking for a new owner!" Then Dad said, "I could hear someone starting up a Norton and revving it up a little bit...I could recognize that sound anywhere". He went on to say that the Norton Commando has a Beautiful and Very Unique Exhaust Note that is Unmistakable to those that know. To this day I still agree with all my father's statements regarding Nortons. I sure regretted not buying that Norton from Dave so the next time a Good Norton became available, I BOUGHT IT!!

**Ride for the Rush!**

## A Travelogue Entitled "Ya Norton Freaks Ya!"

By Gary Winslow

**M**y wife Claudia and I just returned from a short vacation in merry olde England and I thought I would share a few experiences with everyone in the Norton Owner's Club. Unfortunately, we did not include a visit to the Motorcycle Museum in our itinerary. Nor did I rent a new Triumph to teach myself how to drive on the wrong side of the road (I did that in an olde VW borrowed from my niece). Instead, we stayed in London for a few days, took in the typical tourist sites and hooked up with my wife's sister for several more days of site-seeing while zig-zagging across southern England. While packing for our trip, however, I did one thing just right...I packed our matching, green, "Norton" sweaters in our suitcases.

Our flight was fairly horrible due to a sever lack of leg room (even in a Boeing 747!). We left SF International at 3PM on Thursday afternoon and arrived in London on Friday morning at 11AM (10 hours flight time and an 8 hour time difference). By Saturday morning we were ready for that major

tourist event, the Changing of the Guard. The tour books say that England is about 10 degrees cooler than the comfort level of most Americans. On that basis, I laid out our Norton sweaters, hoped they would somehow mask the 30 pounds of camera and video gear that I was packing and make us look less like tourists and more like....well....at least English sympathizers. Who knows what I really hoped we would look like, but the sweaters were perfect for canceling that 10 degree comfort differential. In addition, at least I knew what color sweater to tell the Bobbies

(cops) that Claudia was wearing when I lost her in the crowd.

Buckingham Palace was within walking distance from our hotel. We stopped in Trafalgar

Square for a few pictures and took Whitehall street toward the Tower of the Parliament Building containing Big Ben (Big Ben is the largest bell, by the way...not the clock). On the way, we were distracted by horse-mounted soldiers at the Horse Guard Gate to Saint James Park and cut across toward Buckingham Palace. As we arrived across the street from the Palace, I began scouting a decent location for the video camera when I heard a voice over my shoulder



directing me to the nearby lamp post.

Later during our trip, my sister-in-law was telling us about a native Brit with a thick accent commenting on her wonderful "California" accent. He followed that comment with "...I forgot, you don't have an accent, I do...". Well I'm not sure what a California accent is, but the voice over my shoulder was definitely British! As I turned to look, I was greeted by a gentleman in a pinstriped suit with sort of a military gait. "Who is this guy and what does he want?", I remember thinking.

As we settled into our spot by the lamp post, our new friend started a monologue about the forthcoming Changing of the Guard Ceremony. He seemed to know where they would come from, which path they would take entering the main gates, what unit was on duty and a bunch of other Palace trivia. At one point I had to dash for the restroom and gave the video camera to Claudia. When I returned, Mr. X was narrating our video from off-camera. Who is this guy?

I figured what the heck, go with the flow and I asked him to tell us who he was on the video. Turns out our new friend was Retired Regimental Sergeant Major Edwin Linton of the Queen's own Scots Guard (the guys that wear the tall bear skin hats). After 45 years in the Scots Guards, he still came to the Changing of the Guard Ceremony which was so much a part of his life for so many years. He told us

he usually looked for Americans in the crowd to help them appreciate the changing of the guard ceremony. Once we gave in to the fact that he had adopted us, we enjoyed his company for two or more hours. But all of that is not why I wrote this note for the Norton Notice.

During our walk around the parade route, he cautiously asked me "did ya know yoo wur wearin' a sweater wit the name of a British mooter cycle on it?" We laughed at his shyness in asking as if we would be dumb enough to wear our Norton sweaters without understanding the meaning of the logo. We assured him that we knew about Norton motorcycles because we OWNED ONE and were members of the local Norton owner's club, an affiliate of the International Norton Owners Club of England. At hearing this disclosure, he was clearly stunned, and it took a second for him to regain his composure. "What type?" was his next question, as if to truly test the accuracy of my claim of ownership. "A Commando", I replied, and he repeated more slowly "a Commando". With the look of someone who had lusted for the big Norton twin in a younger day but had never pulled the trigger on owing one, he rejoiced in providing the litany of bikes he had owned over the years. The first he mentioned was his old Dominator, but he had also had a Laverda, which he evidently did not care for. I think the

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one bike he wished he still had was a Vincent Black Shadow (who wouldn't), but it was very clear to me that the bike he loved most, the one he loved to ride and the one that reminded him of his best days as a younger man was the Norton Dominator.

We walked together for a while, through crowds of people and across busy lanes of traffic, but at one point with a big smile on his face he turned to Claudia and myself and practically yelled for all to hear, "Ya Norton Freaks Ya", and again he told me about his Dominator.

The Sergeant Major has been retired for about 18 months. After 45 years in Her Majesties Service he was not sure what to do in his retired life. To keep himself busy, he has organized a shelter for the homeless, currently housing about 50 people every night. He has plans to move to another building and expand to 200 people per night. I will be sending him a donation for his shelter in the next month or so, along with a copy of our Norton Notice with this article and his picture in it.

Sergeant Major Linton, this is my big opportunity to say Thank-You for your hospitality in London and to let you know that the Norton Owners in California are always on the lookout for NORTON FREAKS such as yourself. If ever I had the opportunity to ride Nortons together with you, it would be my pleasure.

Thz End

**\*\*NEWS FLASH\*\***  
**NORTONS WIN TOP HONORS**  
**AT SHOW**

May 10, 1997

On Saturday May 10, Art Sirota's 1948 Norton Model 30 International took First Place in the category "Vintage 1930 1949" at the all-brands "Thunder By The Bay" motorcycle show in San Mateo.

In the category "Pre-1970 Motocross" First Place prize was won by Art Sirota's 1951 Norton 500 T.

Art's 1948 International Norton also took First Place in the category "Most Outstanding Concours Restoration"



## 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:

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 or fax (512)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)

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

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

**WANTED**

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

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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 (10/97)**

**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)**

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Two sets of tanks and tail sections for Fastbacks. One set is solid signal red, comes with plastic tank badges, and is for a 1968 model - \$225. The other is BRG and is for a 1969 or later - \$200. BUB 3-into1 chromed exhaust for BSA Rocket 3 or Triumph X-75 Hurricane, excellent condition - \$110. Shipping not included.  
**Call Art at (415)324-0567 (10/97)**

**SERVICE AVAILABLE**

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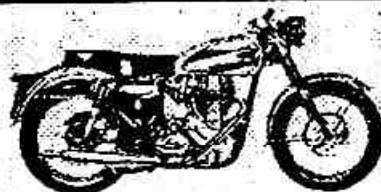
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**NORTON RENDEZVOUS II  
LAKE SELMAC, OREGON  
JUNE 26-29TH, 1997**

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. 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**