



Norton Notice

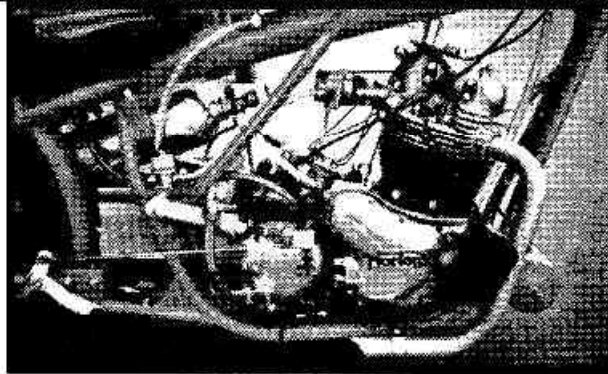


The Newsletter of the
Northern California Norton Owners Club

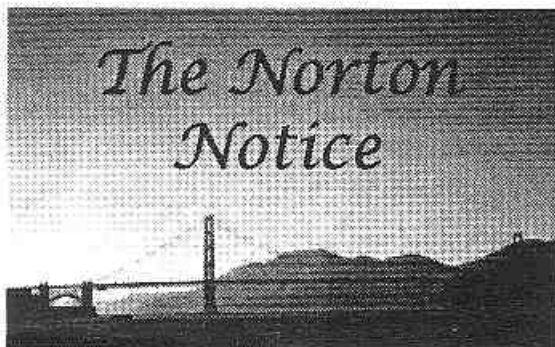
No. 227

July, 1997

**This Month:
TIRES**



Dan Lynch's 750 Dragster



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 or norton2@aol.com

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

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

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

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

The Northern California Norton Owners Club is affiliated with both the Norton Owners Club of England and the International Norton Owners Association. Interested persons can join these two organisations per the terms described on the Branch membership application form.

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NORTON NOTICE

IMPORTANT (Please note the following fine print) The object of the Northern California Norton Owners Club is to promote, encourage and develop motorcycle activities. The Club's members are owners of Norton motorcycles and they often submit for publication in the NORTON NOTICE technical tips pertaining to motorcycles of the Norton marque. Technical tips so published have been reviewed for technical content and are believed to be both acceptable and workable, but no guarantee is made or implied that they will work correctly, nor is any liability assumed by either the Norton Owners Club or the members for any problems resulting from the use of these tips. The Club also assumes no responsibility for the acts or omissions of its members in connection with Club activities. NORTON NOTICE articles or other materials express the author's view only and not necessarily the official policy of the Norton Owners Club or its Northern California branch. The editor reserves the right to accept, reject or alter all editorial and advertising material submitted for publication. Advertising published does not imply endorsement of products, goods or services. Now you know.

Upcoming Events

Club Rides Schedule

Official NOC events are shown underlined and in **bold print**. You earn NORTON points only by participating in these events, as follows:

Riding a Norton: 6 points
 Riding other bike: 4 points
 Riding on 4 wheels: 2 points
 Weekend events are tallied per day. At the end of each year the member with the highest point total is awarded the Norton Cup and gets a free year membership.

July

4: AHRMA Vintage Trials and MotoX, Carlsbad. Call Mike Fenner, (916)967-0262

5: Ride/Meeting

Meet at the Donkey Deli in San Juan Bautista at 11 AM. (see Alan's Wrench, page 7 for details)

20: Santa Cruz Ride

Skyline coast ride. Starting at Alice's Restaurant at 10 AM. Ride the coast to Callahan's Pub south of Santa Cruz.

August

9: AHRMA Vintage Moto-X
 (715)842-9699

16: AHRMA Vintage Trial
 Donner Ski Ranch...Call Mike Fenner (916)967-0262

22-24: Dardanelles weekend
 Call (209)965-4355 for reservations.

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.

July 5 - Donkey Deli Ride/Meeting
 San Juan Bautista 11 AM

August 7 - Prince of Wales
 San Mateo

**Press Production and
 Halftones:**

John and Carrie Follett:

White Oak Press, San Carlos, CA

Minutes of the June Meeting

The July meeting of the Northern California Norton Owners Club was called to order by President Alan Goldwater. The venue for this month's meeting was "The Clambucket" in Oakland. There were 14 members present and I counted 5 Nortons in attendance.

We first discussed the upcoming rally at Lake Selmac. We discussed what type of rally game we might host. It was decided to put on a dart game. The details would be worked out on the spot after we get there.

Alan offered our Norton Notice advertisers a deal that they couldn't refuse. Donate a door prize for the rally in lieu of the advertising cost. So far only one business has responded, Magri Motors. Hopefully there will be more. Anyone in the club who wants to donate a prize is certainly welcome.

The July 5th Ride/Meeting was discussed. It is meant to coincide with the big Corbin/Hollister bash over the 4th of July weekend. We are to meet at the Donkey Deli in San Juan Bautista at 11:00 AM for brunch. Afterwards, there will be a ride, perhaps over to the hill climb.

Later in the month, July 20th, there will be a ride starting at Alice's on Skyline Blvd. It will start at 10:00 AM and proceed down the mountains to Callahan's Pub just south of Santa Cruz. This should be a very nice ride.

We talked about the Dardanelle Weekend on August 22-24. If you want to reserve a cabin you should call soon and make a reservation (209)965-4355.

There was a brief discussion about the fate of Alice's Restaurant. It seems bad debts and sewer problems brought this great motorcycle tradition to its knees. Unless mucho dinero is found, the place will probably not open again. The Boulevard Cafe across the street (who used to frown upon us riders) might pick up the slack. They are putting in pizza ovens and will try to cater to the Easy Rider

group.

It was mentioned that if we like the articles concerning classic bikes in Rider magazine, we should write to the editors and tell them so.

The treasury has \$865 in it with all bills paid. This is good! Alan G. displayed the new T-shirt with new short sleeves being offered as well as the long sleeve. Call him if you are interested.

The club Mac was again discussed. It will sell for \$300. However, if we get a serious volunteer to publish the Norton Notice next year....we just might offer the computer to that person. This is a great way to help the club and increase your computer literacy. The current editor offered his educational services.

Finally, the Christmas Party was discussed. It will be on December 13th. We need to find a place to have the party. If anyone knows of a suitable place, please call either Alans.

The meeting was adjourned at 8:45 PM.

Respectfully submitted,

Alan

Alan Mueller, *secretary/treasurer*

editors note: This venue turned out to be quite unsatisfactory. First, the location was hard to get to and the traffic was terrible. Secondly, the owners were not happy with the amount of money we spent. I guess, the kitchen usually closes at 8 pm and they offered to stay open a little longer. However, at the last minute, they told us that it would be \$5 for those who didn't eat. Several of us didn't eat (not knowing it would cost us) mainly because it was so late by the time we got there that the kitchen was closed. Our President tried to explain this to a rather angry woman (probably the owner) with little success. I think we need to look for another East Bay venue.

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

This month's cover bike is a bright orange Norton drag racer I saw at the Hanford show last month. The owner/builder Dan Lynch of Reedley CA tells me that it has been in development for over ten years, and the many interesting details attest to this work. The motor is a mostly stock '71 750 with a drag cam by HP (George Gjonovich) and a Hunt magneto. The carb is a Posa nitrous oxide injector, and the stock tranny has an RC Engineering air shifter, controlled by a push-button on the left grip. This is a serious dragster which did sub- 12 second 1/4 mile runs before the nitrous system was added! Dan is offering "Cheap Thrills" for sale at \$4500. If you're interested, call him at (209) 638-6011.

About half way down to Paso Robles on the Cambria ride, I started to notice some quirky handling from my Norton. At first I attributed this to the poor road surface. Then as it got worse I started to think in terms of loose steering or swing arm bearings. I checked these at a rest stop, but everything seemed OK. Tire pressures were good and I wasn't carrying that much weight so I just rode on (cautiously). After arriving safely home, I took a closer look, and found the culprit.

For several years I have been using Avon Super Venom AM18 tires, both front and rear. They usually give predictable, stable handling, superior

adhesion, and reasonably long service, and come in correct sizes for Nortons. The tread pattern has two sets of grooves, one of which is about half the depth of the other. I found that my front tire had just worn to the bottom of the shallower set of these, and the handling went from normal to unstable in the course of 100 miles or so. The bike was still safe to ride, just not as much fun.

Since I care about fun, I have ordered a replacement tire. I now get them by mail from a well-known midwest accessory dealer, for \$85 with shipping. The last one I bought locally was almost \$120, and this is too big a difference to ignore. The tire took about 2 weeks to arrive but the wait saved me about \$35. There are several accessory shops in the South Bay who sell Avons for under a C-note but they don't usually have them in stock. Another source is CCM in San Jose who has them for \$89 (408) 453-TIRE.

As soon as I changed the tire, the handling problem went away, confirming the effect of a half-worn tread. The very next day, I found the following article by Clive Foster in the Norton Rotary Club newsletter:

"Time was that the Avon Super Venom was reckoned to be a pretty good tyre for the Norton Commander, combining long life and good handling. However time marches on, tyre

development continues and over the past couple of years it has become apparent that Avons and Commanders don't mix as well as they used to. Recent conversations with Avon indicate that they no longer consider the Super Venom as suitable fitment for the Commander....

"I have been using the Avons for about 7 years and watched the steady decrease of mileage between new and the onset of wobble. With the original compounds I got around 13,000 miles which is quite acceptable. The last front managed around 4,500 miles before clenched buttock set in...

"The wobble is a function of tread wear and basically is a designed in characteristic of the front Super Venom in that the thing wears in a 'pro-wobble' manner. Unfortunately the weight and steering characteristics of the Commander increase the rate of wear of the anti-wobble bits so that the tyre becomes dangerous long before the end of its life.... The new Silica-containing tread compound appears to have less hysteresis and more non-linear compression so that the

(front-heavy) Commander now overloads it. The main advantage of the silica compound is stable performance over a much wider temperature range.

I think Clive is talking here about the AM20 (front only) Super Venom which has a V-pattern tread like the Metzler Laser. Since I use the AM18 both front and rear, I get a bit more (perhaps 8000 miles) on the front, but Clive's comments are still relevant. He mentions using the Michelin Macadam as a preferred substitute, but it doesn't seem to be available in 19" size for Commandos.

While on the subject of tires, I'm one of the few club members who does his own tire changes. With some practice I have got this down to a fairly simple process which takes less than an hour and doesn't hurt too much. One trick I've learned is to lubricate the tire bead (both the old one and the new) before trying to pass it over the rim. After trying soap (rusts the rim) and Armorall (ditto), I now use product called Gummipflege. This is a rubber dressing which is available at any BMW car dealer. It looks and smells about like Vaseline and is great for preserving the sidewall as well as lubricating the bead. Just don't get it on the tread surface!

Another useful product is a gadget I won as a door prize at last years Monterey Bay Rally. This is a pocket-size helmet cleaner called "Wee Willy" (British lads will have a chuckle here...).

It consists of a mini spray bottle with a sponge on one edge and a squeegee on the other. There is a chamois cloth folded around it for final wipe, and the whole thing fits comfortably in a jacket pocket. I was skeptical at first, but after a year of hard use, it still works great and I highly recommend it. You can get it locally from Pro-Moto (408) 772-0343. Or order direct from CFS Innovations, PO Box 245, Ellington CT 06029, for \$19.95 + \$2.95 shipping. (<http://www.weewilly.com/index.html> on the internet)

Here are the Norton Points totals up to June 1 1997. The current points leader is Mike Sullivan with 40, followed by George & Sachi Shoblo at 38. Mike should get a bonus for most points per cc as he rides a 350 single Norton. But then George & Sachi should also get a bonus for most points 2-up, so it evens out I guess.

Ken Armann	2
Ron Bastiaans	6
Grover Buhr	6
Harry Bunting	10
Mike Burnham	6
Don Burtner	6
Lou Caputo	8
John Covell	12
Tom Dabel	6
Don Danmeier	8
Ron Douglas	12
Robert Fedyna	2
Cindy Grant	6
Brad Green	8
Jeff Gruwell	12
Michael Halbrook	12
Ron Halem	10
Pat Hart	10

Jerry Joliff	12
Gar Jorgensen	12
Bill Knight	4
Steve Marsh	6
Pat McDowell	6
B. McGregor	12
Ruth Middleton	8
Sean Moynihan	2
Al Mueller	28
Dana Muise	6
TJ Noto	6
George Poore	8
Phil Radford	14
Frank Recoder	12
Peter Rivera	6
Al Roth	4
George Shoblo	38
Art Sirota	10
Michael Snyder	6
Eric Sorensen	2
Mike Sullivan	40
Stevan Thomas	6
Kurt Wicklund	6
Kim Williams	12
Bob Yates	2

Finally, some notes on upcoming events. The July meeting is on Saturday the 5th at the Donkey Deli in San Juan Bautista (11am). Tom Dabel has some ideas concerning events in and around Hollister and will lead a short ride following our brunch meeting. The Santa Cruz-Coast ride will leave from Skylonda (Alices, corner of 85 and 35) at 10 am on the 20th of July. Don't forget to check your tires!



WELCOME NEW MEMBERS:

- R. Byron Brown - Richmond
- Bart Selby - San Carlos
- David Turner - Potter Valley
- Ian Sunderland - San Francisco

GRUWELL'S GARAGE BY JEFF GRUWELL

WHERE???AT THE WHAREHOUSE!!!!

Shortly after becoming a Bay Area resident, a friend of mine from work (Ron Peconti, a BSA club member) told me about this groovy place where motorcyclists would congregate on Sunday afternoons and bench race. Well one sunny Sunday I decided to check this place out. I broke out my Combat commando and headed down Highway 4 east of Martinez and took the McEwen Road exit headed north. This road turned out to be a real scenic beauty with a hilly terrain and plenty of Commando friendly curves. By this stage of the trip, the Norton and I were really starting to enjoy one another. It felt as if we were one as I listened to her song that I composed. I purred in, put her in neutral, extended the side stand and let the combat idle as I slowly removed my protective gear.



A couple of locals introduced themselves to me and made me feel welcome. Jeff Messinger invited me into the Wharehouse which is a very rustic bar. When I saw the beer menu,

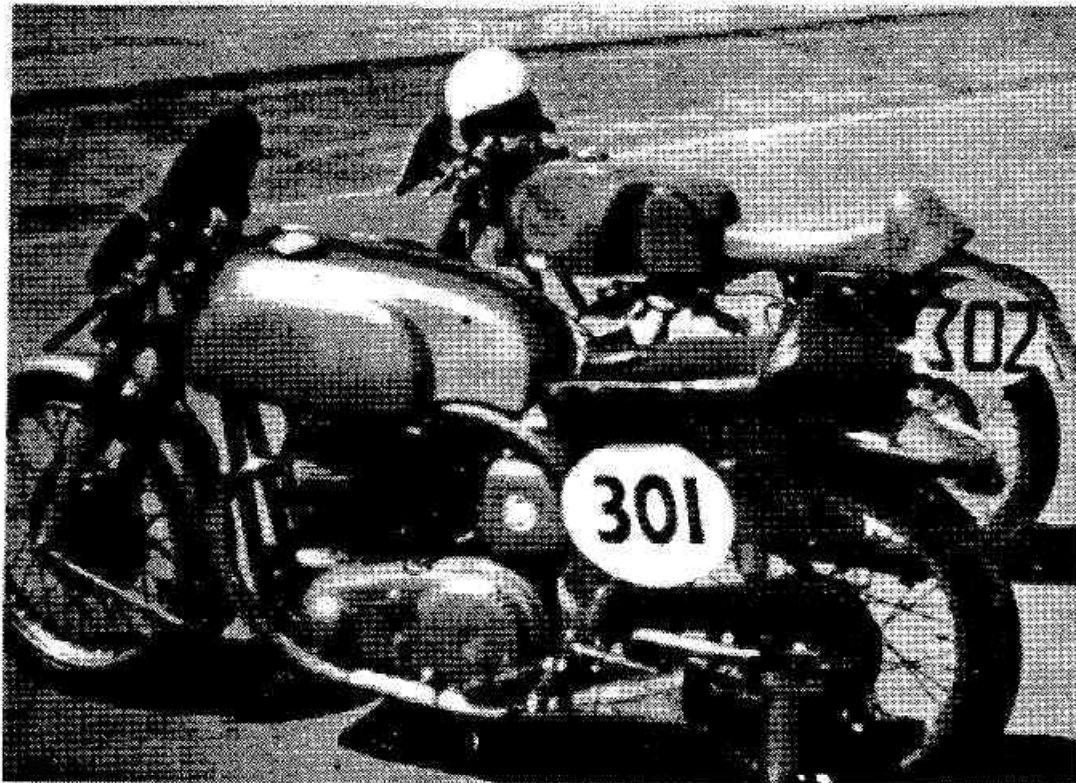
I was flabbergasted!!!! What a selection!!!!. And it didn't stop there, either. This place puts out some serious chow and the seating capacity is not a problem. The elevated patio overlooks the motorcycle parking area/biker playground and the Carquinez Straits which is a very serene backdrop.

When my schedule permits, I always try to make it to the Port Costa Wharehouse on Sunday afternoons. I've met allot of interesting people and made a few friends there. John Padilla from our club shows up there regularly on his Norton Mark III or his Hardly Road King. I feel as though this place would be an ideal location to have our quarterly Ride/Meeting. The name of the joint is:

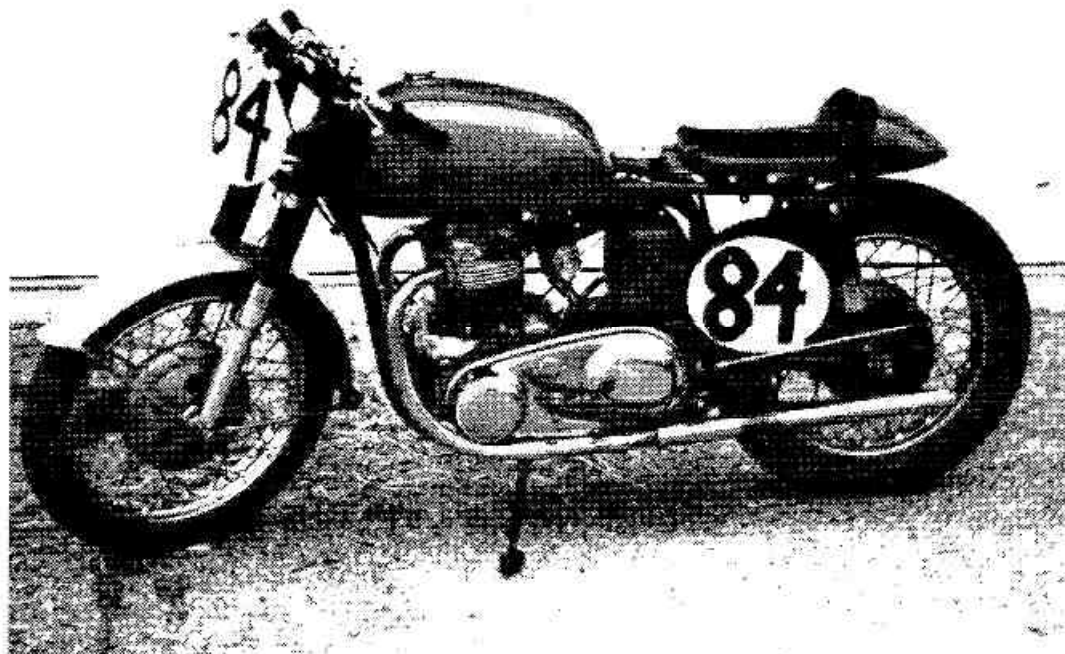
**The Wharehouse Cafe
Port Costa, CA
(510)787-1827**

If you can get to Port Costa, you can't miss the Wharehouse. Saddle up and come on down, we'll have a fantastic time.

Photos sent by Ed Meagor



**1955 500 Daytona Twin
Stockton RR 1960**



750 Atlas Won Stockton RR in 1961

NORTONS

by Mike Halbrook

The first Norton I ever saw was in 1971, the day my family moved to San Mateo, CA. It roared around the corner with just enough time in view for me to guess what it was. I came to be good friends with the owner of that bike (a 1969 Commando). He was a student at the same high school, I was a senior and he was a junior. We spent a lot of time in his garage working on that Norton. Some of my best memories of that time involve hanging out in that garage, BS'ing about bikes amid the smells of warm oil and gasoline.

We soon were joined by another Norton owner, he was a college freshman and he had a 1970 Commando. We took this bike completely apart and replaced all the bearings and gaskets in the engine and transmission. I can still remember his frustration and disappointment when he found out the cam from the 69' Norton would not fit his 70' due to the difference in the points and tachometer drive. Looking back it is impressive how many factory tools a 16 year old had for this bike.

We went on a lot of rides together, me bringing up the rear on my little Suzuki (all I could afford back then). I had several chances to ride Nortons and was always impressed by the power and easy handling they displayed.

The quickest bike on the road at

the time was supposed to be the Kawasaki MK III 500. All the spec sheets said so. In all of the "real world" encounters I saw, the Nortons won. The Kawi also had a well deserved reputation for terrible handling. It's amusing to see how much bikes have "grown" since then. A 750 was a really big bike, now it's almost a beginners bike.

In 1973 I joined the Navy and went off to "see the world". I lost track of one of my friends completely, the other one was traveling the world as a civilian. I saw an occasional Norton, usually in very poor condition. I followed with dismay the gradual extinction of the type. The last one I saw in 1978 was a brand new 74' model the fellow had bought at a reduced price because it had been on the shop floor for almost five years!

I finally got out of the Navy and started to put my life back together. My friend was back from his world travels as well, he now pulled me into flying. I became involved with flying for the next ten years. I flew trainers and stunt planes, biplanes and warbirds. I bought a stunt plane, and I shared a hangar with a fellow that owned a Norton, the first one I had seen in years. This continued until 1990 when I was laid off. I was out of work for two years. I quit flying, and shortly after getting back to work I sold my plane.

In 1991 I went to visit an ex-girlfriend. One of her house mates was just

bringing home a 1974 Norton 850. The bike had spent 8 years in a backyard covered with a tarp. The weather damage was extensive, but not as severe as the "modifications" made by the prior owner. The wiring had been changed and the battery removed. The battery box was full of bones. This puzzled us considerably, we later found out that the people where the bike had been kept had dogs, well they put out scraps for the dogs and the squirrels would steal them and use the motorcycle as a safe haven from the dogs. Thus was born the "Crunchy Motorcycle", "because if you took the bones out it wouldn't be crunchy" a reference to an old Monty Python routine better left dead. I spent a lot of time helping clean up this bike. I found out the price of a used Norton was still pretty reasonable and parts were still available.

In 1993 I got back into motorcycles. I bought an "American made" motorcycle. I started riding up in the hills along the San Francisco Peninsula and down to Santa Cruz. I had not been on some of these roads in ten years. I started to go to Alice's Restaurant and the Skywood Trading Post. I started seeing Nortons on the roads and up at Alice's. I called up my old hangar partner and offered to let him ride my Harley in exchange for a ride on his Norton. He had a 1974 850 roadster, the same model as the "Crunchy Motorcycle", but in excellent

condition. It is amusing to look back on that ride. I had not ridden a kick start bike since about 1972, about as long since I dealt with the one up, three down shift pattern and the bike seemed tiny after riding my enormous hog. The bike quit in traffic (of course) and I found that I really could get it to start! When I relaxed a little, I really liked the power and feel of the bike.

We rode over to Campbell to meet his Norton mechanic. He introduced me to Ken Armann, a long time Norton mechanic and acupuncturist. Ken told me in his own colorful way that the "Crunchy Motorcycle" would probably be a lot more expensive to get running than buying a working Norton. He offered to help me find a working bike. I took him up on his offer, and about three months later I went back to his shop to look over a black 1975 MK III roadster. The bike was in running but slightly ratty condition, after about two days of consideration I bought the bike. The bike required some very minor tweaking by Ken and I was off! I rode it home in the middle of February, it was a while before I rode it again. It took me a little while to get used to the bike, but no problems came up in the process. The bike started well, (kickstarting, the electric starter was missing) and ran very strong, the only concern was high oil consumption. I found I would need to put a quart of oil in at the end of a one hundred mile ride. The bike didn't smoke, but it did deposit a lot of oil around the cylinder

head. It was a couple of months before I had a problem because of this. I rode up Skyline Blvd. to Hwy. 92 to my Dad's house in San Mateo and just around the corner from his house I fouled a sparkplug. I checked it at his house and found the plug was oil fouled. I cleaned the plug and went on home. I added a spare set of plugs to my tool kit and a wrench I THOUGHT would fit them, I found out later it would not.

In July of 1994 I went on the Northern California Norton Owners Club Santa Cruz ride and picnic. This was my first ride with the Club, though I had been a member for a few months. I wore a backpack with about a gallon of spare oil in it along with my contribution to the picnic at the end of the ride. The ride started off really well, beautiful weather and lots of Nortons. I had been riding the roads in the hills of the San Francisco peninsula for many years, but I had never been on some of the roads we went on that day. Everything was fine until we went to leave after a rest stop at Jamison Creek Rd. and Empire Grade Rd. I was a little slow getting started and just as everyone had left, I fouled a plug. Dave Hedges noticed I wasn't with them and came back to check on me. I thought I would be on the road as soon as I changed out the fouled plug. I got out my tool kit and tried to remove the fouled plug. The socket I had just slipped, it wouldn't grip the plug enough to turn it! The

Dave offered to go to his house and bring back the correct socket, he said he lived about 30 minutes away. I sat back on my bike and waited. A couple of bicyclists came by, I talked with them for a while, and in between just listened to the silence. It was a beautiful, quiet afternoon, and I had nowhere else I had to be. An occasional motorcycle would come by, but all of them were Japanese bikes with smaller plugs than mine. After what seemed like two or three hours Dave returned with the right socket, I changed the plug, and we headed to Santa Cruz to meet up at the picnic site. We met the rest of the club riders just as they were finishing the ride (I guess I wasn't stuck ALL that along) and we had a very nice picnic on the beach at Santa Cruz. After my experience on the Santa Cruz ride I was convinced the time had come to rebuild the head. The bike was deposited with Ken Armann, he had a hard time believing I was serious about the oil consumption. When he opened up the head, he changed his mind. I got a call from him shortly afterwards and he told me someone had installed new valve guides, apparently without heating the head, with the use of a large hammer! The tops of the valve guides were completely broken off, with the oil seals just sitting on top! So much oil was being pumped into the cylinders that the new rings installed at the same time had never seated and the cylinder

wall crosshatch was still clearly visible!

I got the bike back with the rebuilt head as winter settled in. I would pull the bike out and start it every now and then. The bike seemed to want a different combination of events to start each time. On one of the days that was actually warm enough to ride, I pulled it out and tried to start it for 45 minutes without success. I put it away at that point because didn't feel like riding anymore. I felt more like lying down and dying. The joys of kick start motorcycles! It turns out it was nothing of importance, the bike needed to be more completely flooded than before to start when cold.

In the time since then I've gradually upgraded the bike, repainted the tank and made other improvements. I've come along way since the time I went to Santa Cruz with four quarts of oil in my backpack! I get positive comments about the bike wherever I go.

I like the bike a lot, it is a good compromise between a classic and a practical motorcycle. It is a classic British vertical twin, but it has halogen lights, turn signals, disc brakes, and with a little work it could have an electric starter again. The isolastic system works quite well out on the road and the bike is very comfortable to ride. The bike has plenty of power and good handling, if not directly comparable to a modern sportbike. I've really had a lot of fun and I look forward to my next adventure with my Norton.

NOC Member Profile

by John Covell

Name: Phillip Horton

Age: 39

City Resident: Lafayette

Marital: Married, 1 son

Occupation: biospectrometry engineer (Perceptive Biosystems, Inc.)

NOC Member since: 1995

How first became involved with NOC: "I needed to figure out how to fix my Norton, how to make things better."

Club offices held (years): None yet.

Norton(s) owned, described: 1970 Commando Fastback

Other makes of motorcycle: BMW R100/7, Honda GB500

What first interested you in the Norton? "Seeing one before I owned any motorcycle, I was impressed by the way it vibrated then smoothed out—a classy mount."

Other hobbies/interests of note? Auto restoration

Favorite motorcycling road/ride: Morgan Territory Road, from Clayton to Livermore

If you could redesign the Norton, what one thing would you most want to change? How and why? "They should all have rearsets, to save my back!"

Favorite/most embarrassing episode on a Norton? "I enjoy starting off the line in 2nd gear, and still leaving the Japanese bikes behind."

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 Red Roadster. New Munroe built 4 brush electric start. 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. Immaculate, pretty bike (one small dent in tank).

Call Munroe Motors (415)626-3496

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)

FOR SALE

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

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

FOR SALE

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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)

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Marshall Dawson (707)642-94815 (4/97)

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Your editor must downsize....'64 TR6, last years winner at the Monterey European MC event,...'67 650 BSA, red/chrome. For details & price call,

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

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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)

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Norton 750 Dragster, Mhunt mag, nitrous injector, HP cam, air shifter..Featured on July cover, \$4500..call

Dan Lynch (209)638-6011 (10/97)

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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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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.
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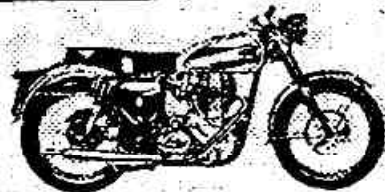
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FORT SUTTER CHAPTER



The 15th Annual Sacramento Antique Motorcycle Show, Swap & Field Meet Saturday, July 12th, 1997

Saturday, July 12th • Show Swap & Field Meet at Covered Location
 23rd Street at I-80 - Vendors 7:00 A.M.

Saturday Night Banquet at the Pheasant Club, West Sacramento
 Cocktails 6:00 P.M. — Dinner at 7:00 P.M.

Sunday, July 13th, Poker Run & Road Ride • 9:00 A.M.
 Meet at Show Area - Stock Pre '63 Motorcycles Only!

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Jack Gormley (916) 455-7398

RETURN REGISTRATION FORM TO: FORT SUTTER CHAPTER, P.O. BOX 163846, SACRAMENTO, CA 95816

REGISTRATION FORM AMC MEMBERSHIP REQUIRED TO REGISTER, MUST SHOW CARD No. _____

NAME _____ PHONE _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

YEAR-MAKE-MODEL & CLASS ENTERED OF EACH M/C

EACH MOTORCYCLE MUST BE REGISTERED FOR JUDGING _____

The undersigned agrees to hold harmless the Motor Vehicle Dept. and the Antique Motorcycle club and all its members for any mishap, accident, fire, theft, or any loss while participating in the show, field meet and ride on July 12th and 13th, 1997.

SIGNATURE _____

Judging & Show Entry

\$10.00 - 15.00 at Gate

\$ _____

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