



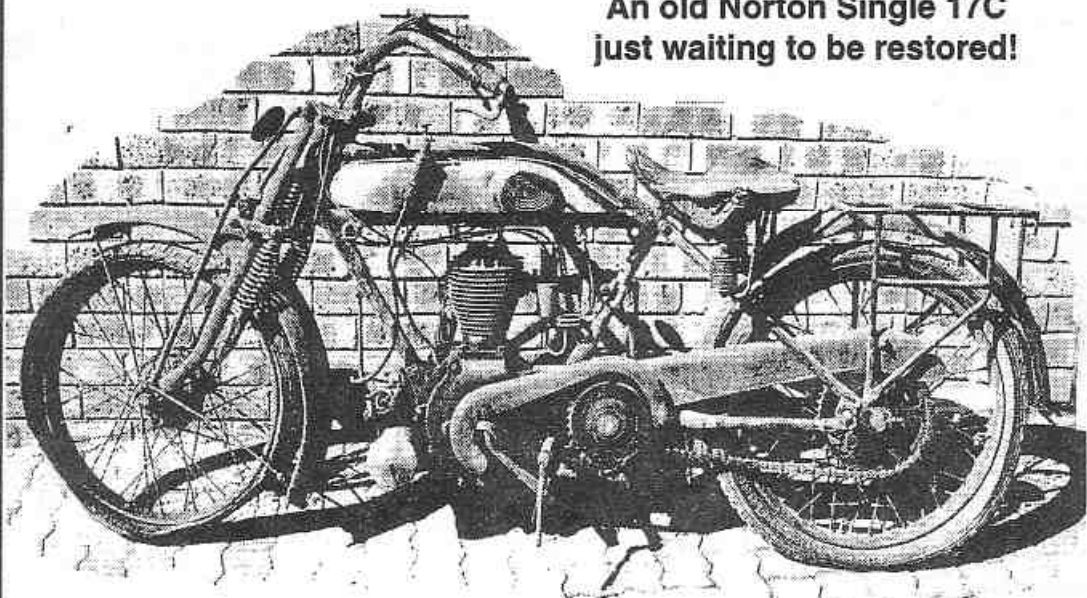
# Norton Notice



The Newsletter of the  
Northern California Norton Owners Club

No. 241

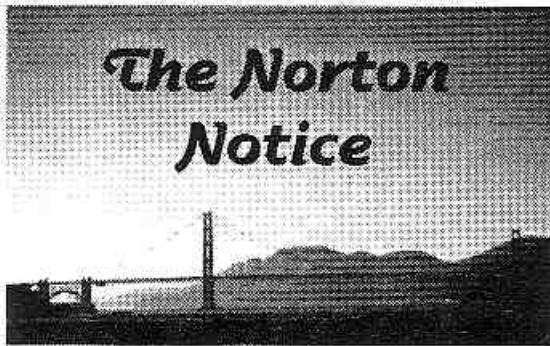
October, 1998



An old Norton Single 17C  
just waiting to be restored!

**INSIDE!!**  
**A Photo Gallery of Restored Singles**

*Don't Miss  
The Old Timer's Ride  
September, 27th*



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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Dick Slusher

## 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.

### September

27: AHRMA Vintage dirt track, Sac.  
 715-842-9699

27: Old Timer's Ride - Alice's 10 AM

### October

10-11: AHRMA dirt track, Del Mar  
 San Diego Antique Del Mar  
 Swap meet (see page 4)

11: Behring Auto Museum Ride  
 See Details Page 4

17-18: AHRMA Vintage Trials, Hollister  
 Hills 916-967-0262

18: AHRMA Vintage MX, Hollister  
 626-585-2234

### November

1: Don's All British Ride & Birthday Party  
 call Don - 415-893-1650

8: AHRMA Vintage Moto - Tulare

15: Delta Ride

### December

13: Christmas Party at the Mueller's  
 1PM. Pot luck, gift exchange

## Club Meeting Schedule

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

**October 8** - Harry's Hofbrau  
 San Leandro

**November 12** - Harry's Hofbrau  
 Mountain View

**December** - No official meeting

## CALENDARS

Call in your order for the 1999 Norton NOC Calendars. I ordered 70 of them...so please buy one...HELP THE CLUB TREASURY.  
 Alan Mueller  
 650-591-5444

## Welcome New Members

David Anderson - Petaluma

### Press Production and Halftones:

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

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## Minutes of the September Meeting

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The September meeting of the Northern California Norton Owners Club was informally held Sunday September 13th on top of Mt. Hamilton. President Alan Goldwater had to get back home to do some work so instead of waiting until the Junction, we held the meeting atop mountain. The day was spectacular and we had twelve bikes leaving Road Rider and then meeting two bikes at the summit.

Alan called the meeting to order at 11:45. The signup list was passed around. We discussed the upcoming Old Timer's Ride. Since there were absolutely no volunteers to help with the picnic, Alan Mueller volunteered to handle the picnic. It was decided to have it catered with a cost of around \$8 per person. It was mentioned how difficult it was to plan these kind of events as we never know how many people are going to show up. *(I would like to instigate some kind of phone in registration for events where the number of members present are important...editor).*

The October ride to the Behring Auto Museum was discussed. Several people have been there and told everyone how great a place it is. All members are encouraged to be there. We will meet in the East Bay at 10 AM at Bakers Square Restaurant. It is located at 3360 Castro Valley Blvd. Take 580 east to Redwood Road exit, left at the ramp, left at Castro Valley Blvd..then it is 2 to 3 lights on the right.

We will use Redwood Road, Bear Creek Canyon Road....probably stop at the Wall and then on to Danville where the museum is located.

Alan G. talked a little about the upcoming elections. The nominations will be taken at the Old Timers Ride. Alan M stated that he would stay on as Secretary/Treasure if the members want and Alan Goldwater said he would run for President if someone would step forward and volunteer as Vice-President. He needs someone who is willing to work. This year with his busy schedule, it was difficult to perform all the tasks required as president. A hard working VP is really needed. **COME ON ALL YOU MEMBERS, THERE MUST BE SOMEONE WILLING TO HELP!!**

The meeting was adjourned at 12 noon just in time for a bunch of the members to go on a wonderful tour of the Lick Observatory located atop Mt. Hamilton.

Respectfully submitted,  
**Alan Mueller, Secretary/Treasure**

The Treasurer reports that we have \$1340 in the bank. The membership is slowly dropping. Please renew your membership...the club need you. Also, if you don't want to ruin your Notices, make a copy of the renewal form before you send it in. There have been several complaints that members want to keep their Notices in pristine shape.

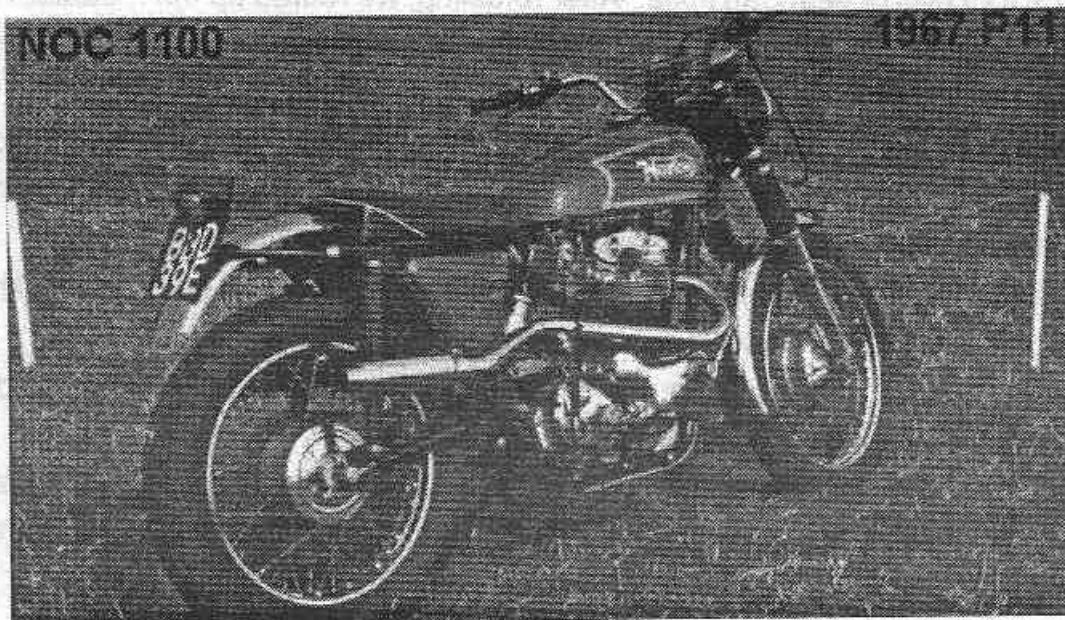
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## Norton P 11

The P11 prototype was assembled by ZDS Motorcycles of Glendale, California using the engine, gearbox and petrol tank from a Norton N15CS scrambler together with the Marchless G85 frame and forks and a G50 racer rear hub. Shipped back to the factory at Plumstead for evaluation, this resulted in the first production Model P11 in March 1967.

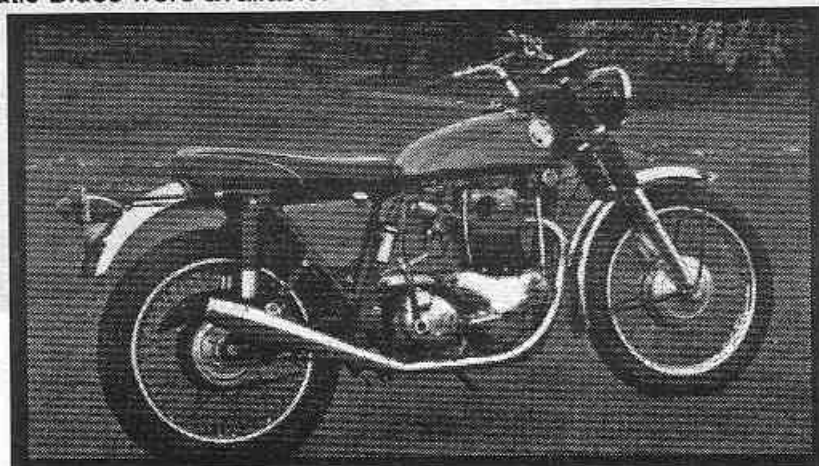
The G85 frame had to have a few structural modifications carried out to accept the Atlas engine, and the forks were strengthened. The wheels were not changed. A number of cycle parts were constructed from alloy, including a central oil tank, the mudguards and the front wheel rim. This all helped reduce the weight of the machine.

The ignition was coil capacitor and the carbs were Amal Concentrics. The color scheme was Candy Apple Red and a most striking feature was the high level exhaust system with its minimally sized silencers.



## Norton P 11A

Based closely on the P11, the main distinguishing feature of the P11A was the exhaust system, back to a low level design. The seat was longer, the forks stronger, the petrol tank was different and there were a number of smaller changes. Internally, the advance curve on the engine was less dramatic. The color was again Candy Apple Red but a few Polychromatic Blues were available.



## THE MT. HAMILTON RIDE

by Leonard Iosty

**F**ourteen beautiful bikes, Nortons, Triumphs, one BSA and a Velocette Thrupton showed up at the Road Rider last Sunday morning. The weather was perfect. After breakfast we fought our way through traffic to the foot hills of east San Jose. After refueling, we roared up the mountain to the Observatory on Mt. Hamilton. The Velocette sounded great with its throbbing sound as it roared past me.

The docent gave us a very good and interesting tour of the 56 foot telescope with its two 36" refracted lenses, explaining its construction and operation. The wood and craftsmanship in the dome is fantastic.

Down the east side of the mountain we went, winding our way to The Junction Restaurant where we had lunch.

On to Livermore, where we stopped for fuel and a cold drink. Most riders split up and went their own way home.

Tom Dabel and I returned home by way of Calaveras Road. Tom's Atlas sounded great in the canyon. Come to think of it, my Triumph sounded pretty good, too. It was a "GREAT DAY" and a "GREAT RIDE."



**The Group  
waiting for the tour of Lick Obsevatory!**

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## NORTON PAINT EQUIVALENTS

The following Table lists various paints, suggested from a number of sources

There are no guarantees offered that these match and from the descriptions,  
many of these colours may by now be obsolete or difficult to obtain

We are interested to hear about satisfactory matches from contemporary paint types

COLOUR	MODELS	APPROXIMATE EQUIVALENT
Silver	International	Volkswagen Beetle Silver
Polychromatic Grey	Wideline Twins	Volkswagen Platin 32686M or Talbot Steel Grey Metallic 397 or Ford Granada Pearl Grey Metallic
Dove Grey	Twins	Dove Grey C1063 or British Leyland AB32 Arabian Grey or Volkswagen Pearl White or Ford
Forest Green	ES2 and Model 50	Rover Cameron Green B266 or Vauxhall Laurel 4635
Norton Red	Jubilee and Model 88 De Luxe	Berger Post Office Red or Ford Monaco Red
Off White	Twins	British Leyland Pale Ivory YL1
Cream	Twins	Audi Atlas White 6808
Silver Grey	Electra, 650SS and Atlas	Ford Silver Fox GM25411
Atlantic (Tunisian) Blue	Model 99 De Luxe and Mercury	Chrysler Caribbean Blue 80 GL24435
Silver	1950 to 1955 fuel tanks	Silver Birch GL3404/M
Grenadier Red	Commando	Peugeot Talbot Cherry YAR054
Silver	Commando	Opel Silver 135
JPN Red	Commando	British Leyland Flame Red
JPN Blue	Commando	Rootes Ming Blue
Norvil Yellow	Commando	Renault Canary Yellow

## CYLINDER BARREL PAINTING

by Jeremy Nicholls  
(from The Roadholder)

I have tried brush on Hermetite in the past but found that the coating seemed quite porous and it was not very long before the fins were looking rusty and shabby. A spray on finish could be the answer. I popped into Mick Hemmings on the way to Norton day and he was just then in the process of painting some barrels. He recommends an undercoat of Wurth Heat Resistant Matt Black lacquer spray. This is a German paint, but if you can't find it in the stores than you can buy some from Mick. This should be followed by top coats of PJ1 Gloss Black Engine Spray. This is an American paint.

With both paints, Mick bakes the parts in an oven "at the highest setting for a long time". I have tried this on my barrels and although yet run the bike, it certainly looks very impressive. The Wurth is capable of withstanding 650C and seem to provide an excellent key to the bare metal surface. The PJ1 then gives a lovely thick "wet look" gloss covering that seems to seal the surface well. I used Gas Mark 8 for about 20 minutes.

Preparation is very important....I blast my barrels with glass bead media which worked well, but it took ages to make sure that ALL the grains of glass were removed as the glass media finds its way past the masking. Just a few grains down a blind threaded hole could easily come out during a rebuild and wreck an engine. Be careful and expect it to take time, don't just assume that a blasting firm will will cleas the parts up to the required standard.

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

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### **Oil Tank Anti-Drain Ideas**

*When Norton twins are left standing for some time, oil drains from the tank to the sump. Anti-drain valves to prevent this are available; opinions as to their benefits vary wildly. Taken from the NOC web page!*

#### **Disastrous failure of an anti-drain valve**

When my Atlas snapped a con rod, I stripped it and there was no oil in the sump. Before I took out the crank and timing gear I turned the engine using a ratchet on the cam shaft. There was no oil coming out of the pump. I then [Oil Draining] replaced the one way valve with a straight through pipe and oil flowed.

My theory is:- This was the first long run since the engine was rebuilt 550 miles previously, so it was the first time the 20/50 oil got truly hot. I stopped for petrol and the valve would have closed. I started the engine, the valve did not open, so the timing side rod snapped 3 miles later. Why did the valve not open? again I can only guess that there was not enough suction from the pump. Why? perhaps air was being drawn in from any of the four clipped connections which must be made when you put in a one way valve although I could not prove it had in my tests: or perhaps the valve got stuck. It did take more pressure to move the ball the first time than after I cleaned it

It may be worth noting that I also have a Velo which has a one way valve as standard. The spring in this looks like a watch spring and needs much less pressure to move the ball than the one I got (which will not be going back in).

**Peter Sprot**

**(sales@millergraphics.com)**

### **Anti-drain valves - not recommended**

In my opinion, any non-return valve, on the suction side of a pump, ie between oil tank and pump, is a disaster just waiting to happen. I've seen in my workshop examples of Norton Twins, Triumph Twins and Triples, and an A65 BSA that had expired with bearing failure due to an aftermarket anti-wet-sumping valve not functioning. Although a crankcase full of oil is a real pain, a slight excess on start up after a period of standing is a positive advantage. The crankshaft will throw oil all over the crankcase components, resulting in excellent secondary lubrication. Cams and followers will especially benefit!

**Philip Pick**

**(p.m.pick@triples.demon.co.uk)**

### **Anti-drain valve - used without any problems**

I have been using anti-drain valves in a number of bikes for a long time with no problem. I do several things to make sure that I don't have problems. I only use anti-drain valves from Velocettes or a new anti-drain valve that uses the same ball and spring as the Velo. Where I do use an anti-drain valve, I also run an oil pressure gauge on anything other than my Velos. I have never had one of the Velo valves stick, but the gauge makes me feel better.

**Brian Tyree**

**(mcdonald.tyree@worldnet.att.net)**

### **Wet sumping prevention - electrical interlock to a manual valve**

I am at present investigating the possibility of utilising or manufacturing a manual valve incorporating a micro-switch, which can be connected in series to the ignition circuit, thus preventing driving off

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with the sod still closed. I have sourced a miniature valve which is too small and another which could pass about 400 gal (UK not US) a minute (both with switches). I am still hunting for the ideal candidate - knowing my luck, I'll have to make it from scratch.

**Lawrence Ward (holyx@rmpic.co.uk)**

**Anti-drain valve with ignition interlock - a possible source**

There was an advertisement in the AJS & Matchless Owners club magazine for an anti-sumping valve fitted with ignition cut-out switch, for AMC singles & twins. Whether this is suitable for Nortons, I don't know. Details can be obtained from: A.Dove on 01922 623571(evenings) or 01902 451281(days).

**Ronald Whiteman**  
**(100623.734@compuserve.com)**

**Anti-drain valves - must default to 'open' on failure**

Things designed to prevent oil from going through your oil pump always make me wonder, no matter how ingenious they may be. Ought can fail. This is the problem with all these valve things. The only really safe option is a valve which has a default setting of OPEN, i.e. one which needs a power supply to it, to keep it closed. But that in itself, defeats the object of the valve.

**D.J. Walker (djw12@leicester.ac.uk)**

**Wet sumping prevention - mechanical interlock to a manual valve**

One possible alternative would be to arrange your valve so when you turn it to the off position the lever blocks the ignition switch so you can't put the key in. Fewer things to go wrong, and considering the odd places some of our bikes have their ignition switches now, probably not that

much less convenient.

A similar principle is used on some Cessna planes, where installing the locking device designed to immobilize the controls between flights also places a red flag in front of the ignition switch.

**Mike Taglieri (miketync@aol.com)**

**Wet sumping prevention - electrical interlock to a pressure switch in the oil line**

A different approach would be to put a cut out switch at the end of the line (off the rocker feed) so that any loss of oil pressure would kill the ignition. The only problem with this method is the need for a momentary bypass for startup, otherwise you would have to kick until you had enough pressure to trigger the switch. Using this method you wouldn't lose a motor for lack of pressure, regardless of what caused it.

**Ken Dubey**  
**(kdubey@exchange1.pria.com)**

**Wet sumping prevention - a low-tech but simple approach**

I've seen keys on the end of chains which were just long enough to reach the ignition switch when the oil valve lever is swung over to the open position, and chains between the lever and the kick-starter. Admittedly low tech, but effective, I suppose....

**Greg Meyers**  
**(advo@mail.cloudnet.com)**

**Leaving the engine on the compression stroke prevents wet sumping**

Before rebuilding your pump, or in the interim period, you might want to try something a little more simple first. Change the engine oil to a good SAE 50 monograde such as Pennzoil. When you leave your bike standing for any length of time, gently

move the kickstart so as to leave your engine on the compression stroke.

Failing the success of these simple interventions, consider rebuilding the oil pump rather than using an in-line anti-wetsumping valve. This list has heard of too many horror stories of these on the Commando.

**Adrian Morgan**  
([a.morgan@cowan.edu.au](mailto:a.morgan@cowan.edu.au))

### **Compression stroke method - another recommendation**

My bikes take about 2 weeks to drain the oil tank and I use 50W monograde and I try to remember to leave them on the compression stroke. I am interested in hearing from others if they have ever had any problems that could be attributed to starting a Norton with a full sump. I don't worry about it myself, other than taking care to keep the revs down and allow the bike to idle until all the excess oil has returned to the tank. This has worked for me for many years. Of course if you live in a cold part of the world kicking a bike with a sump full of thick oil would probably be an impossible task.

[The editor of Roadholder has reported having blown his crankcase oil seals with this trick, but keeping the revs down is something he wouldn't understand ..... Editor]

**Gary Slabaugh**  
([gds1abaugh@sprintmail.com](mailto:gds1abaugh@sprintmail.com))

### **Oil pump modification to prevent wet sumping - a product recommendation**

"When you leave your bike standing for any length of time, gently move the kickstart so as to leave your engine on the compression stroke"

I first came across this suggestion in the Norton News about eight years ago

and scoffed at it as silly. But as my Nortech modified oil pump and timing cover had failed to stop wet sumping as advertised, one day I gave it a try. Lo and behold, it worked! Now I always bring it up on compression as soon as I shut the motor off. This doesn't completely end the draining, but it sure does slow it down.

For those of you scratching your heads and wondering what I meant by Nortech: from perhaps 1984 to 1994 this outfit ran an ad in the Norton News with the heading Is Your Norton Dumping its Load?. They offered a service which included rebuilding the oil pump with internal seals to prevent cross-leakage from feed to return side, and machining of the timing cover to include a one-way ball-check valve, which I believe is similar to the design Norton themselves came up with for the 1975 Mk.111 models. It all makes sense, but as I indicated, my results were not what I hoped for. Efficacy of the timing cover modification depends on the seal of the ball against the famous Norton oil pump output grommet. Nortech supplied a special one, and failed to reply to my request for additional ones or information on use of standard Norton grommets. Years after installing the Nortech setup, I suffered a clogged oil filter, and in the process of diagnosing the problem, I tried to take the oil pump apart but Nortech had tightened the screws so hard I could not shift them at all. I didn't suspect a problem in the pump and as it turned out there was none, but I would have liked to see what their work looked like.

Although they no longer advertise, they are listed in the last INOA Directory: Nortech Engineering, Box D-29, Vail, Arizona 85641 U.S.A.

**Ben English**  
([ben.english@dmvms.mallnet.state.ny.us](mailto:ben.english@dmvms.mallnet.state.ny.us))

### **Anti-drain valve - never again!**

I bought a non-return valve and the engine

seized, snapping the con rod 50 miles after putting it in (the spring was too stiff). I now find it reassuring to have the smoke telling me I have lots of oil splashing around when I first start the bike!

**Peter Sprot**  
([sales@millergraphics.com](mailto:sales@millergraphics.com))

#### **Anti-drain valve - another never again!**

The contents of the oil tank drained far too readily into the sump, so I fitted the anti-drain valve which I had set aside when I renewed the pipework. A further 20 miles and the engine seized. Being three miles from home at the time I made another mistake by waiting for the engine to free and proceeding gingerly. Sadly the next seizure was sudden, with the conrod caught in two minds whether to stay with the piston or the crankshaft - it snapped.

**John Davey** ([john.davey@arup.com](mailto:john.davey@arup.com))

#### **Anti-drain valve - a happy customer**

To add to the controversy I have been using a number of anti-drain valves in bikes without trouble for years. I have one on a Model 19, a 90o Atlas, the one that came originally on my Mk.111 Commando, and also 4 Velocettes). I do however not trust them completely and I run an oil pressure gauge on all of the twins. The oil pressure gauge has saved one of my motors when the feed to the valves split. The anti drain valves that I have been using are the Velocette type that I have bought from Hemmings; they seem to work fine.

**Brian Tyree**  
([mcdonald.tyree@worldnet.att.net](mailto:mcdonald.tyree@worldnet.att.net))

#### **Anti-drain valves - beware airlocks in the oil lines**

I too have a Velocette anti-drain valve fitted to my 600cc twin. I use Castor R40 and even though it can get quite thick

when cold, I have had no problems at all over the last six years of use. The Velo valve fits very nicely into the standard Norton featherbed oil tank with just a requirement for a thread adapter to bring the small thread size of the valve up to that of the oil tank outlet (it even looks the part).

I have never heard of a Velo owner having a problem with the stock anti-drain valves, fitted I believe as standard to the bottom of most Velocettes; perhaps Velo knew how to make them, and the pattern parts boys of today have got it wrong.

But beware on fitting any type of anti-drain valve, you must prime the line with oil, or you run the risk of getting the oil feed line air locked, and then a severe shortage of oil to the pump, followed shortly by a big bang!

**Eddie Stephenson**  
([esteph@globalnet.co.uk](mailto:esteph@globalnet.co.uk))

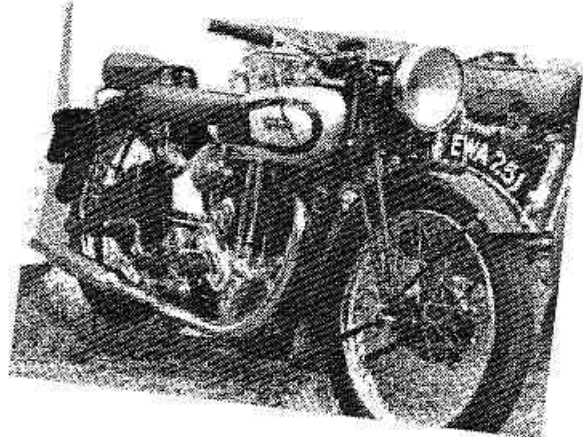
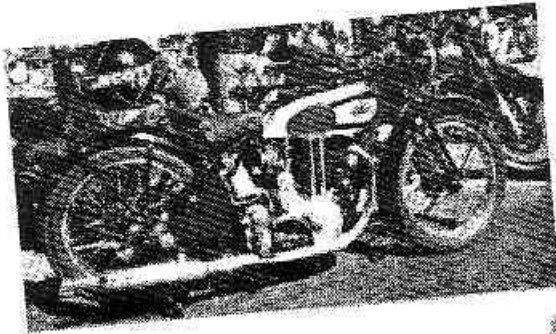
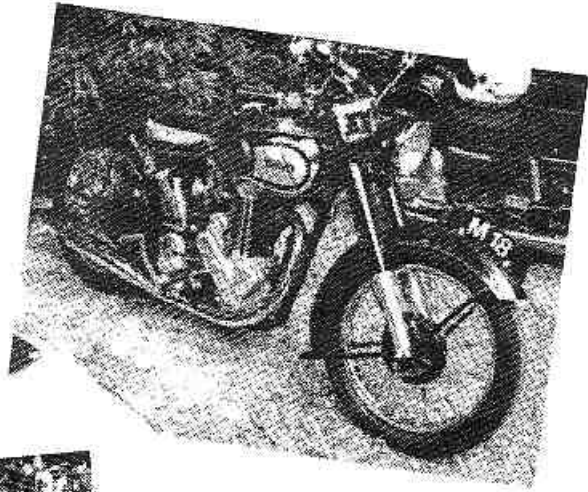
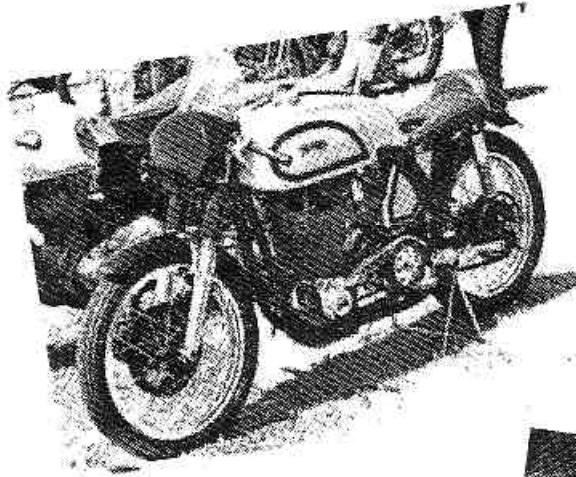
#### **Anti-drain valves - more about airlocks in the oil line**

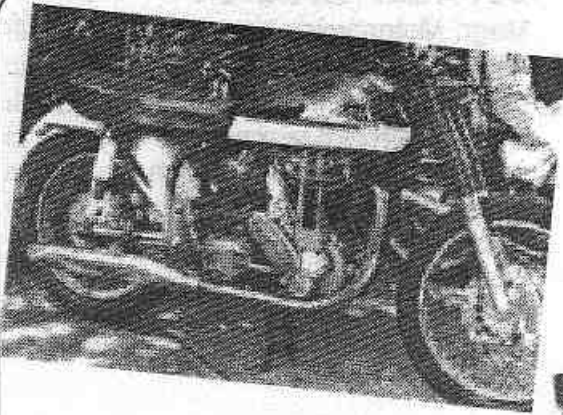
Further to my earlier tale of engine seizure following the fitting of an anti-drain valve in the oil tank to engine oil supply line, I have a theory as to why mine caused trouble while others work perfectly well.

The oil supply line on my 1972 Commando is somewhat 'S' shaped at the best of times. Having fitted the valve via a short length of pipe to the bottom of the oil tank, I then squirted oil into the main length of pipe before attaching it to the valve. However, I fear that with the open end of the pipe quite low down at the time I attempted to fill it with oil, the exaggerated 'S' shape could have trapped an air pocket, giving me a false impression that the pipe was full. Given that the reason for fitting the valve was the fact that the oil pump was 'loose' it would then have had little chance of sucking hard enough to open the valve.

**John Davey** ([john.davey@arup.com](mailto:john.davey@arup.com))

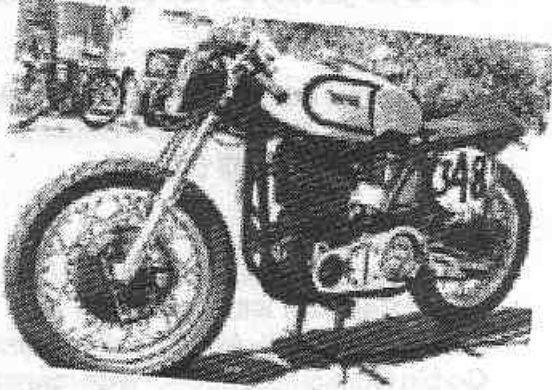
## Gallery of Norton Singles





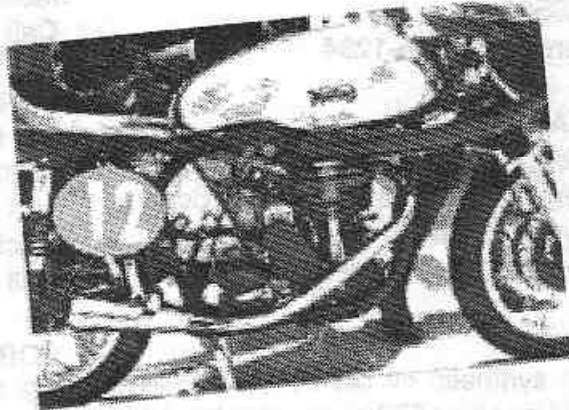
FOR SALE  
1971 Norton 650 cc. 2 stroke  
Norton 650 cc. 2 stroke

FOR SALE  
1971 Norton 650 cc. 2 stroke  
Norton 650 cc. 2 stroke



FOR SALE  
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Norton 650 cc. 2 stroke

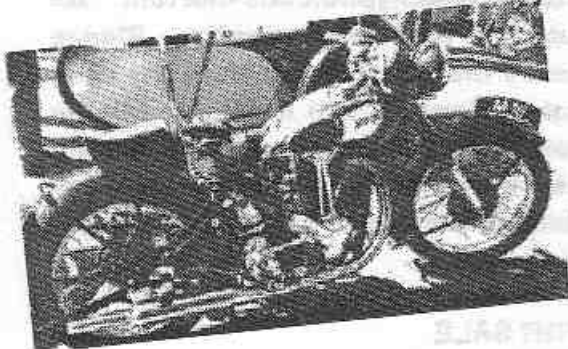


FOR SALE  
1971 Norton 650 cc. 2 stroke  
Norton 650 cc. 2 stroke

(from the Lou Caputo Collection)

Advertisement

Advertisement text, partially obscured and mirrored.



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FOR SALE  
1971 Norton 650 cc. 2 stroke  
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## Classified Advertisements

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

### FOR SALE

1972 Commando. Excellent condition. Many improvements, including: Norvil floating disc front brake, Mk III isolastics, 3-phase high output alternator, Boyer ignition, Sleeved Carbs. \$3000 or B/O  
Call Marick (650)723-8115, days or (650)321-5083, eves (7/98)

### FOR SALE

1974 Commando, excellent condition, Chrome everywhere, extra parts, Koni shocks, sleeved carbs, everything else stock \$3500  
call Harry (408)615-1234

### FOR SALE

1972 Norton 750, 10K, Dunstall tank, seat, fender, 1/4 fairing, rearsets, 212, Boyer, new Avons, \$3.5K.  
Call Lou (510)527-6803

### 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)

### FOR SALE

1967 BSA A 65, red & chrome, clean, \$2500/OBO: Call Alan (650)591-5444

### FOR SALE

'75 Norton 850 "Electric Start", red,, 6800 miles, Mikuni carbs, runs, looks excellent  
Call Bob (530)676-9406 (eves) (11/98)

### FOR SALE

'72 Triumph Trident: 17,000 original miles, fresh motor. \$3000/ OBO Contact:  
Brad (510)537-0253 (10/98)

### FOR SALE

1972 Commando Roadster, 11k original miles. Beautiful with many add ons. All original parts. New Avons Stainless lines, Corbin Gunfighter saddle, Hyde rearsets, factory shop and owners manual. \$4150  
Call Jerry (707)578-3708 (3/98)

### FOR SALE

'76 850 Dunstall Norton MkIII, full kit, fairing, tank, seat, fender & silencers. 10K orig. miles. New top end. Beautiful black machine in good shape. \$4000  
Call Peter (510)649-8953 (10/98)

### FOR SALE

'72 Combat 750 BOTT Racer. Large valves, Grimeca brakes, fox shocks, 4 & 5" rims, fork brace, gusseted frame, street legal, registered, runs well.....\$2500  
Call Mark (415)919-5510 days or (408)996-8203 evenings (4/98)

**WANTED**

Mk III 1975, clean, low miles..call Jim (510)483-2045 and tell him what you have..

13mm Master cylinder with stainless steel hose for Mk III used, works perfectly, one finger will lock up front wheel, \$200 call Jim (510)483-2045 (11/98)

**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)

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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)

**WANTED**

SF '71 Norton Commando owner and neophyte motorcyclist seeks help in learning to repair & maintain Nortons. Would like to develop friendship around motorcycling. SF preferred. Call Jiro Yamamoto (415)-826-5562 (10/98)

**FOR SALE**

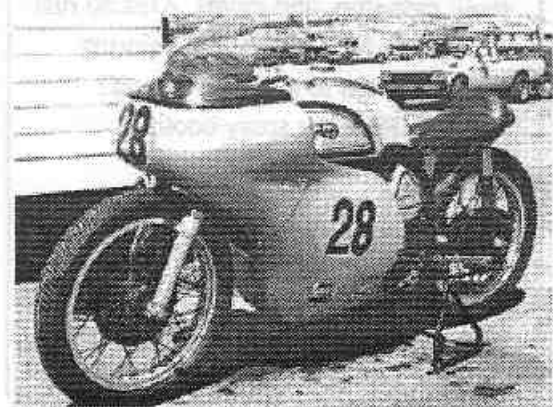
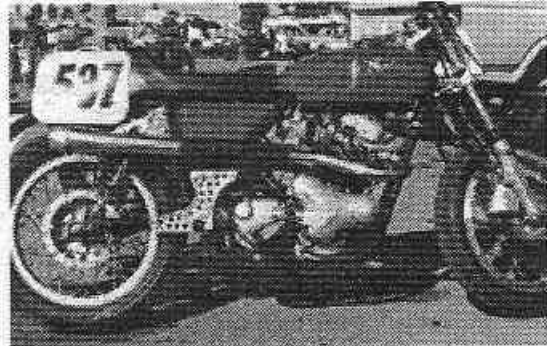
The Club Mac....Mac Classic, Stylewriter printer and enough software to make you a desktop publisher. \$300. . Call Alan Goldwater.

**FOR SALE**

1965 Norton Atlas, basket case, head restored, 90% complete - \$1200.

1963 Norton ES2 Featherbed basket-case engine and gearbox restored, 70% parts, missing forks - \$1200. Sell onlt as complete bikes.

Call Charlie McHose anytime 805-663-7616 (12/98)



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steel, cast-iron, and more! Also do rust  
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**SINCE 1958**

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

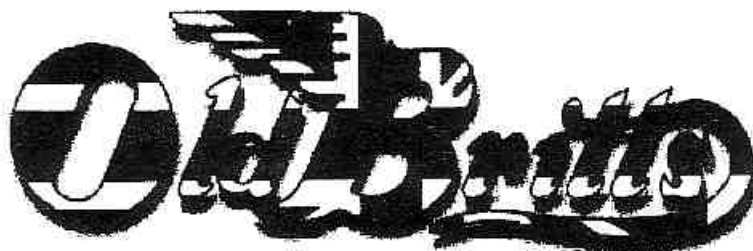


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**Technical Articles**

**Bike Articles**

**Upcoming Events**

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**Swap Meet**

**Clubs and Links**

As a member of the Northern California NOC, you'll receive a 5%  
discount on all stocked parts, and your club will receive a 5% rebate.  
Just let us know when you order that you are a member.

See you at the INOA Pacific Rim Rally in July!

(253) 804-8715

Fax: (253) 939-6117

**THE NORTHERN CALIFORNIA NORTON OWNERS CLUB**  
Membership Application

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

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

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

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

The NCNOC maintains a relationship with the U.S. Norton Owners Association (USNOA, also known as the International Norton Owners Association, or INOA) as well as the original Club in England. Our club secretary will tell you how to join the UK organization, if you have an interest.

The USNOA puts on a North American Rally each year and publishes a fine quarterly magazine called the *Norton News*. This gives you access to national want-ads and to Norton merchants all over the country who advertise in the News. You also get the national membership list. It is well worth joining and will cost you another \$20. Send that to: **Dian Slark, 12603 BelAire Circle, McCalla, AL., 35111...Phone (205)477-4340.**

We look forward to seeing you and your Norton out on the high road.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY STATE and ZIP \_\_\_\_\_

TELEPHONE \_\_\_\_\_

**MOTORCYCLES OWNED**

Make	Year	Model	Engine/Frame/Plate Numbers

Attach another sheet if you want to list more.

I hereby apply for membership in the Northern California Norton Owners Club (NCNOC). This is a \_\_\_\_\_ new \_\_\_\_\_ renewal application.

The undersigned applicant certifies that he or she is a legal resident of the US over the age of 18, has a valid motorcycle driver's license, and will use legally required safety equipment in connection with club activities. Participant does hereby execute this release, waiver, and indemnification for himself or herself and his or hers, successors, representatives, and assigns, and hereby agrees and represents as follows: To release the Northern California Norton Owners Club ("the Club") and its officers, agents and members from any and all liability, loss, damage, costs, claims, and/or cause of action, including but not limited to all bodily injuries and property damage arising out of participation in the club's activities, it being specifically understood that such activities include the operation and use by applicant and others of motorcycles. The undersigned further agrees to indemnify the club and its officers, agents, and members and hold them harmless for the results of the undersigned's participation in those activities. This indemnification shall include attorney's fees incurred in defending any claim or judgement and incurred in the negotiation of any settlement. It is understood and agreed that the undersigned shall have the opportunity to consent to any settlement; provided, however, that such consent shall not be unreasonably 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**