



Norton Notice



The Newsletter of the
Northern California Norton Owners Club

No. 199

December, 1994

MERRY
CHRISTMAS



**Don't Miss the Annual N.C.N.O.C. Christmas Party!!
See Page 7 for Details.....**



Norton Notice

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 any 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 MS Word or Aldus Pagemaker on a Macintosh 3.5" disc is ideal. You may also send it directly to the editor via modem at the telephone number listed for the Editor; set your telecom software for 8/n/1, use the X or Z MODEM file transfer protocol, and just ring up the Editor who is home most evenings. Also E-mail can be received by using INTERNET to 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. **Advertising rates are \$60/year for a 1/4 page ad!**

Renewal dues are payable at the end of the individual's membership year, that month being designated by the last number of the individual's membership number as listed on the mailing label of the *NORTON NOTICE* and the membership card.

All changes of address should go to the Branch Treasurer- not the NOTICE editor.

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

CLUB OFFICERS

PRESIDENT: Maya Lai
1370 McKendrie, San Jose, CA 95126
(408) 241-1812

VICE PRESIDENT: Duncan Ferguson
2831 Petunia Ct, Union City, CA 94587,
(510)489-0135

TREASURER: Grover Buhr
307 E. 40th Avenue, San Mateo, CA 94403
(415) 358-0196

RIDES MARSHALL: Jim Carton
1749 137th Ave. San Leandro, CA
(510)483-2045

NOTICE EDITOR & SECRETARY: Alan Mueller, 128 Windsor Ct. San Carlos, CA, 94070-2198, (415)591-5444 or modem/fax (415)595-3368 or 593-4850, e-mail: norton2@aol.com

PARAPHERNALIA: John Bria
1801 Howard Ave., San Carlos, CA 94070
(415) 592-8793, e-mail: johnb@mtv.hp.com

PUBLIC RELATIONS: John Covell
1183 Alemany, San Francisco, CA 94112
(415) 334-1183
e-mail: senator@well.sf.ca.us

PHOTO-JOURNALISM: Gerald Mauricio
PO Box 655, El Granada, CA 94018 (415) 726-9337



IMPORTANT (Please take note of 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 use of these technical 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 authors' views 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

Christmas Party

DECEMBER 3RD

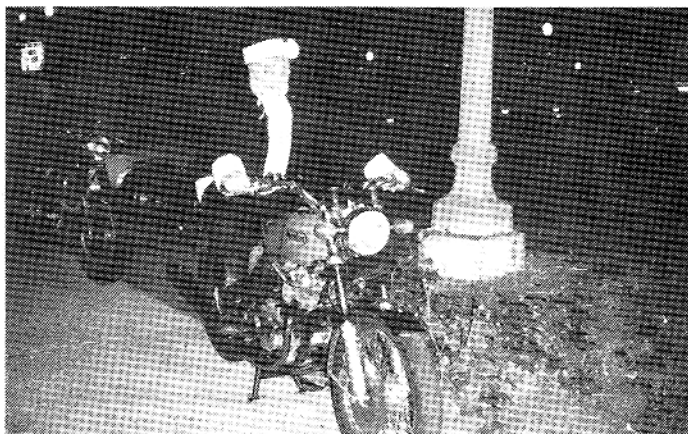
6:30 P.M.

128 Windsor Ct.

San Carlos, CA

See Page 7 for directions

Next months issue will include a complete listing of all scheduled rides and monthly meetings!!



Announcement!!

**20th Anniversary International
Norton Owners Association
Rally**

Paradise Park Campground, New York

July 19-23, 1995

As I am informed of events, I will include them in the Notice.....Editor

Meeting Schedule

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

There are no meetings scheduled for this month!

Graphics Contributions

Photography:

Gerald Mauricio,

Alan Mueller, Lou Caputo

Press Production and Halftones:

John and Carrie Follett:

White Oak Press, San Carlos, CA

Whistles and Whitetails”, Randall P. Schwalbach, DEER AND DEER HUNTING, Nov., 1989.

The above article may serve to answer some questions. Herewith some excerpts (at least until my fingers tire):....Lou

“Recently, several wildlife researchers questioned the validity of these claims [manufacturer claims that deer whistles work]. A need to physically test deer whistles and explore the absence of ultrasonic soundarouse from the absence of scientific literature coupled with the general unwillingness of companies that market deer whistles to provide any meaningful data supporting their claims.

Working independently and using different methods, researchers in both Georgia and Wisconsin arrived at similar conclusions.

These findings identify factors that indicate considerable doubt concerning the effectiveness of these whistles as deterrents to car/deer collisions:

1) Some deer whistles do not emit the ultrasonic sound under the advertised operating conditions [typically when the vehicle exceeds 30 mph].

2) The physical properties of ultrasonic sound negate its effectiveness at distances required to warn deer.

3) We know little about the auditory limits of deer, but what we do know indicates that deer hear approximately the same frequencies as humans.

4) If deer could hear ultrasound, we do not know that it would alarm them or induce a flight response.

The Georgia Game and Fish Department began their investigation by requesting data from the “scientific tests” the advertisers had used to support their product claims. In response, one distributor sent a packet of newspaper clippings and letters from sheriffs [sic] departments, all attesting the whistles were a godsend. One deputy had tested them by driving his whistle-equipped patrol car

toward a herd of deer in a field. The deer scattered, he reported with enthusiasm. Such testimonials — of no scientific significance — prompted responsible evaluation.

The [Georgia Game and Fish] department recognized that rigorous investigation of the whistles’ effect on animals was dependent on the whistles making the sound in the first place.... Using a Custom Telemetry Ultrasonic Receiver [plus more measuring equip], they did not detect any ultrasonic sounds [speeds from 25-55 mph]. According to Greg Schidwachter, “Apparently, the force of air through the device was too weak to produce sound of any frequency.” [Even if the device DID make the sound claimed at frequencies from 16 to 20 kHz] We found no published research indicating that frequencies from 16 to 20 kHz elicit a flight response in deer or other ungulates, such as cows and horses.

A study of the hearing ability of white-tailed deer at the University of Georgia sheds additional light. Unpublished results by Stattleman indicate that deer cannot hear sounds with frequencies of 6 to 20 kHz. In this respect, white-tailed deer hear approximately the same frequencies as humans.

To complete the study, the Georgia Game and Fish personnel blew the whistles by mouth near some captive deer. This did not affect their behavior in any way. The team concluded, “The whistle we tested does not emit an ultrasonic sound under the advertised conditions, and deer could not hear it, if it did.”

.....to be Continued Next Month

Bob DiMascio

Carol DiMascio

B&B GOLFWEAR

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PRINTING**

"T" Shirts, Golf Shirts, Sweat Shirts
Jackets and Caps

39120 Argonaut Way #287, Fremont, CA. 94538
(510)623-9777

Minutes of the November Meeting

The November 10th meeting of the N.O.C. was held at Harry's Hofbrau in Mt. View. The meeting was called to order at 8:15 P.M. by President Maya Lai. There were approximately thirty members present including four new members. I didn't get their last names but they are Robert, Mike, Dave and Mike. Welcome to the club!!

Don Danmeier reported on the Northern California All British Ride. For those of you who were wondering, the ride did take place. Despite the stormy weather which was the cause for some late arrivals, there were ten to twelve folks on the ride with a total of about thirty people who made the party. Don commented that this was the most "British" All-British Ride ever. Those who attended said they had a great time.

Maya reminded everyone that there was no December club ride scheduled but one could ride to the annual Christmas party on December 3rd. This year's party is being held in the home of Alan and Vicci Mueller at 128 Windsor Ct., San Carlos. A sign up sheet was circulated for those members who were planning on attending to bring either an hors d'oeuvres or a dessert.

Duncan Ferguson stated that he is still working on coordinating a club ride to Rio Vista and to meet with Craig Breddlove.

A mention was made that some membership renewals were due.

Maya advised that she won't be able to ride for about the next six months due to an operation she'll need to have to repair a ruptured disc.

Joe Edwards reported that he had a source for embroidered patches. The patches would be 3" square and would look like the Northern California N.O.C pins. The cost would be \$300 for 200 patches and the club could sell them for \$5.00 each. It would take 8 weeks to deliver. A motion was made and seconded to buy the patches.

Maya also mentioned that she was going to have the Norton logo digitized. The print quality would be better when printing the club shirts, etc.

Alan Goldwater remarked that the workers at the Norton factory wished to thank the club for the N.O.C T-shirts. They were very appreciative.

Also, thanks to Phil Radford for leading the Mt. Hamilton ride.

The 50/50 drawing was won by Harry Bunting and a turkey, which Maya brought, was won by Mike. Sorry, I didn't get your last name.

The meeting was adjourned at 9:35 P.M.

Respectfully submitted,

Gerald Mauricio, acting Secretary

Whazz Happ'nin

....regional news of the NCNOC

A Plea From Your Editor:

As you can see, this all important page is void of regional reports this month! I really feel that this Notice should be a Notice of its members. I don't know what's going on around the Bay Area. For this next year, I would like to have four volunteers to send me each month an article about the East Bay, the North Bay, the South Bay and the Peninsula. These articles only need to be 150 - 200 words long...that's less than a page. Tell us about what's happening in your area. Tell us your gripes. Tell us your dreams....I don't care. Be creative. I hope to hear from a few of you soon. **Please, Please, help us out....I'm running out of material to fill these twenty pages!!**

Alan Mueller, editor

Late Braking News from Norton!

Alan Goldwater reports that after reading some "Doom and Gloom" in the Roadholder, he called the Norton factory to try to get some spare parts for his rotary before they were all gone. He was told that they still had "adequate" supplies of most engine parts except rotor shafts, and the parts guy said "we're hanging on, but just barely". The parts did arrive, so Norton is still there, **at least for now!**

.....

Top Ten reasons to buy a Norton over a Triumph

10. Less letters means easier to spell after swilling pints at the pub.
9. Impress people with your correct pronunciation of "isolastic".
8. Who wants a bike recommended by a guy named after a coffee product?
7. No parcel rack to threaten the old family life.
6. Cool Schwarzenegerian model names.
5. INOA patch more macho than 'TIOC' patch
4. Two words: butt sweat (I,ou?)

3. Have you ever tickled a Triumph?
2. Four out of five Nortons owners ride them.
1. Fonzie never owned one.

.....

The Norton Owners Club has made a two hour video tape on how to strip and rebuild a 750cc Norton Commando twin-cylinder engine.

Presented by John Nelson, who worked as a service manager at Norton from 1958 to 1975, the video will also be helpful to owners of earlier Norton Atlas and Dominator models, and later 850cc Commandos.

Priced at £15, including postage in the UK, the tape can be ordered from club official and electrical parts supplier Al Osborne at 4 Mill Road, West Drayton, Middlesex UB7 7EQ...I would advise that before you order this tape that you check to make sure the video format is compatible with the United States....editor.

.....

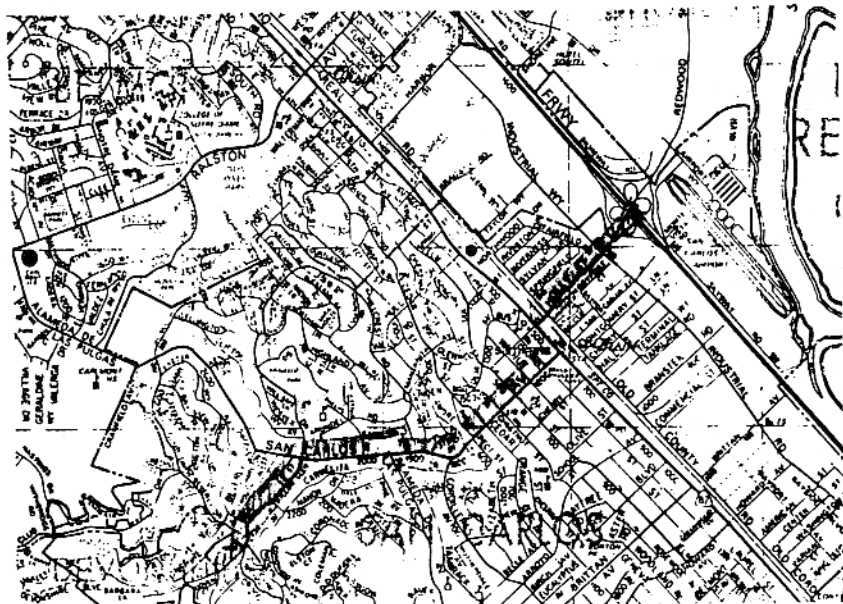
**"Today I feel like a Brit Bike rider."
"How can you tell a Brit Bike rider?"
"They smell like gas and leave little oily puddles."**

Christmas Party

128 Windsor Court
San Carlos
591-5444

**Saturday, December 3rd
6:30 P.M.**

**Inexpensive "Motorcycle Theme" gift for
exchange**

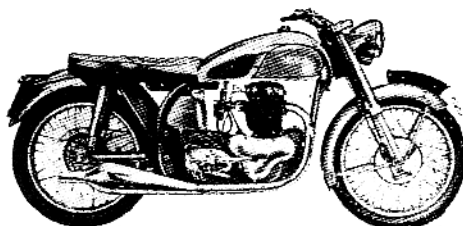


Directions to The Mueller's

From 101 take Holly St. exit, turn left on El Camino, turn right at next street which is San Carlos Ave., go 6 lights to Devonshire and turn left...go to first stop sign.. turn left on Windsor Dr. then turn right onto Windsor Court...128 Windsor Court.....

Norton

**DOMINATOR
DELUXE**



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

Some more cute stuff from Brit-iron. Some of the words have been changed for easier reading....editor

IN THE BEGINNING...

An Editorial by Terry Roorda

When Adam first approached God about getting a motorcycle, God was understandably reticent. "They're dangerous, son," God preached, "And besides, where will you get a leather jacket? I haven't invented cows yet." God figured that would be enough rain to wash out Adam's parade, but Adam was persistent. "I'll be careful, I promise! And I'll always let you and Mom know where I'm going and when I'll be home," he avowed. "You don't have a Mom," God countered, hoping

that would be the end of it. But Adam was adamant. "If there were other kids, I bet their parents would let them have a motorcycle...if there were other parents. Please?! I'll do extra chores! I'll mow Eurasia! **OH PULLEEZE?**" he beseeched. God looked into Adam's face and saw an earnestness of desire he hadn't seen before, not even when Adam badgered him to create Eve. Then God

began reflecting on how little time he'd had to spend with the boy, what with creating light and firmaments and such, and felt a twinge of paternal guilt. "We'll see," he finally said. And with that, Adam skipped off pumping his fist in the air and yelling "All Right" and "Yesss!" because any response besides a flat "no" from God was a "yes" in the offing.

And so it was that God created the first **Norton**. And the first cow. "Gee, Thanks loads, Pop" Adam gushed as he

beheld his shiny new scooter. God beamed as he watched the lad buff the paint on the tank with the shirttail of his big fig leaf. "Have fun, son, and be careful. Don't do anything I wouldn't do, heh, heh! I have to get back to work. No rest for the divine, you know." And

God, feeling pleased, strolled off to resume his labors. "Whoa" cried Adam, "Dad! Yo! Wait a sec! Where am I gonna ride it?" God paused mid-stride, turned, and mused, "Good point, son." He scratched his great head and considered for a moment. A smile grew across his countenance, and a twinkle entered his eyes. **And God created Northern California!!**



Nuts and Bolts and Odds and Ends

Whats New at Norton?

Word is vultures have been sighted over the Shenstone factory. Norton has sold off its aircraft engine manufacturing business and are reduced to service work on the remaining Rotaries. Brian Crichton and Colin Seely are off to Honda Britain for next years season. This after winning British superbike and 14 1-2 wins with the Norton. In their last race, a post season Race of Champions, the Norton finished a close second to a 500 GP bike. It was always Crichton's dream to make the Norton competitive in GP racing and he seems to be on the verge. No word on how this affects Andover and Norton spares.



The following was printed in a recent copy of THE MANIPULATOR, the official journal of the Council of Canadian Marketing and Subliminal Advertising...editor

"A team of wealthy investors, rumored to include Nelson Skalbania, Steven Spielberg and H. Ross Perrot have announced a new line of motorcycle-related tobacco products targeted to compete against the new Harley Davidson cigarettes. The new line will use packaging designed to recapture the glory of British motorcycling. Preliminary brands will include 'Triumph Tridents' which will feature 3 into 1 piping. This will allow simultaneous smoking of three cigarettes. Soon to follow will be 'Triumph Speed Triples'. These will closely follow the lines of the Tridents, but will have methamphetamine as an extra ingredient. 'Nortons' will feature an isolastic filter coupling designed to shield the smoker from annoying vibrations which might interfere with the ability to smoke and drink beer simultaneously. Trial marketing has

shown some consumer resistance to the 90 degree Nortons, although it was found that many biker smokers used them as turn signals. Simulation of flashers was achieved by alternating puffs in a rhythmic fashion while pivoting the burning end toward the intended turn direction. The 360 degree Nortons were universally rejected. Consumers complained that they couldn't figure out where to light them.

Vintage marques will be represented by 'Excelsiors' which will be made from recycled packaging material instead of traditional tobaccos. It was decided that no use will be made of the 'Black Shadow' name since the public might subconsciously associate the name with chest x-rays. The newly patented self-lighting cigarettes which ignite when hands are clapped will bear the 'Matchless' logo. For the upscale market 'Ariel Square Fours' will break the convention of cylindrical shape by being rectangular. They will be packaged four to the box to add to their exclusivity."

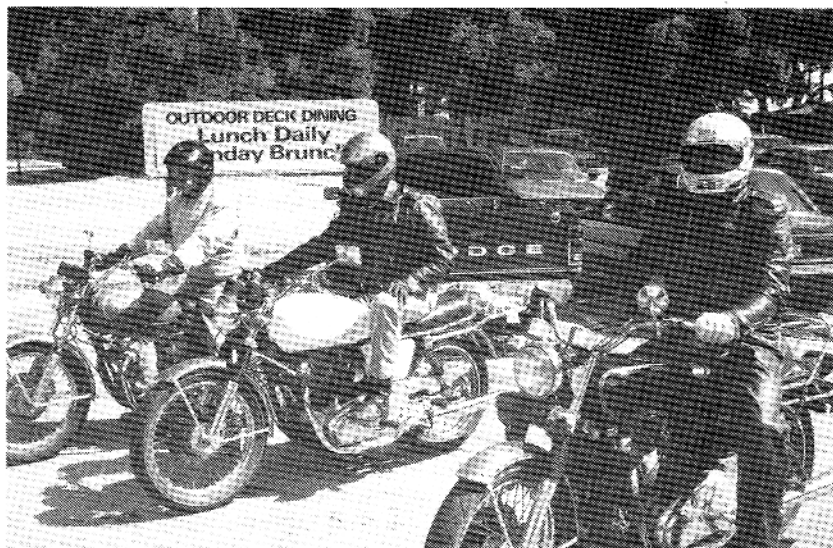


Dear Editor,

A quick note of thanks to Jim Carton for putting together an impromptu ride on Sunday, 10/23. A bunch of us wandered south to Hollister and caught a great AHRMA event. The bulk of riders headed south for more riding, but I was overjoyed to see all the vintage machinery in action at the track and stayed on. Messrs. Radford, Mauricio, Phillips, Knight (that incredible Norton), and other club members put on a gutsy show, tackling some hills that would have scared the daylight out of most mortals. Fantastic way to spend the day. Thanks, Jim!

Lou

A.H.R.M.A. Races
Hollister - October 23, 1994



Tarmo, Grover and Harry just rarin' to go!!



34W is our very own Phil Radford...go Phil!



Getting some air with Dan Phillips



Does Bria really want to take that P11 into the dirt?

With this article, I am beginning a series of technical articles. This information is taken from the "Technical Digest, the First Five Years" compiled and edited by Jim Balliro. If these articles are informative and you would like them to continue, please let me know....editor.

SECTION A - HEAD

1. Fitting 750 Commando Cylinders to an Atlas Engine.

The four head bolt holes astride the spark plugs must be drilled to 3/8" to accommodate the larger Commando bolts. Up to Atlas S/N 114869 you will need the following parts:

Commando Cylinders P/N 060396A or 061705
 (larger base cutaways)
 Rings (2) P/N 25494
 Bolts (4) P/N 060401

The rings fill the recesses in the head for the Atlas spigots. From Atlas S/N 114870 on, you will not need the rings.

2. Summary of Cylinder Head Applications

Identification marks are stamped on the Right Hand exhaust rocker box face.

I.D.					
Mark	P/N	Model	C.R.	Ports	Application
RH1	060988	750	9:1	30mm	1968-71
RH3	063327	750	10:1	32mm	1972 Combat
RH4	064038	850	8.5:1	32mm	1973 & '75 850
RH5	064048	750	8.9:1	32mm	1973 750 low C.R.
RH6	064097	750	9.3:1	32mm	1973 std.
RH10	065062	850	8.5:1	30mm	1974 850

3. 1972 Combat Compression Ratio Chart Cylinder Head 063327 (RH3)

	With Base Gasket	Without Base Gasket (use Loctite Plastic Gasket)
Original Head		
Gasket 060400	9.8:1	10:1

1mm copper gasket 064071	9.5:1	9.8:1
2mm copper gasket 064072	8.8:1	9.0:1

4. Standard 750 Commando Compression Ratio Chart

Cylinder Head	Application	Head Gasket	Base Gasket	Compression Ratio
060988 (RH1)	1968-72	060400	NM24249	8.9:1
		064071	none	9.2:1
			NM24249 or 067869	8.7:1
064097 1973 (RH6)	Copper	064072	NM24249	8.1:1
		064071	none	9:1
		060400 or 063844	NM24249	9.3:1
	Copper	064071	NM24249	9.1:1
		064072	NM24249	8.5:1
		064071	none	9.4:1

N.B. From S/N 219999, the cylinder base gasket was discontinued entirely (use Loctite Plastic Gasket).

5. Intake Manifold Identification

P/N	Description
065196	tapered 32mm-30mm
062819	parallel 30mm
062711	parallel 32mm

6. Intake Valve Oil Seals

In May of 1971, the factory began fitting intake valve seals P/N 062726. These seals should be installed in all engines. Care must be taken to seat seal in the groove all the way around the guide. All Worn components must be replaced at the same time.

This section will be continued in next month's issue....editor

PURPLE HAZE

"FREAK AND DEAD-EYE"

Part I

When people look at my 1974 Norton and ask why I had it painted 1971 Norton Purple, I just smile and remember "Freak".

Freak and I spent four years together in College and Graduate School, putting miles on motorcycles. Freak had one 1971 Purple Norton during those four years. He put approximately 100,000 miles on that bike during that time period.

We had many riding adventures during those four years, luckily none of them were tragic. Although looking back today, 20 years later, I'm sure Freak and I used up eight of our nine lives. To put it bluntly we had a lot more testosterone than common sense.

This story, "Freak and Dead-Eye" took place in 1974.

Freak was from New Jersey. We didn't have too many people from New Jersey at our small Florida College, and only one who drove a Norton. In the fall of 1974, when we learned there was a new Harley rider at school, from New Jersey. We knew we had to invite him out to join in our adventures (?). I freak and I located this fellow; his name was Paul, and he had a brand new Harley that he'd driven down from New Jersey. Paul was a new rider, but since he'd just driven 1200 miles down the East Coast, we figured he was a good rider.

We took Paul down to a local dive called "Jack's" we had a few beers, shot some pool, watched some bar fights, had a few more beers, shot some more pool, watched some more fights — you get the picture. We staggered out to the bikes around 2:00 AM and got ready to go back to campus. Freak couldn't get his Norton to start. I had bought my first Norton by then, and it started right up. We kicked Freak's for about 10 minutes then he got off and started checking wires. After about

5 minutes he looked up and asked, "Was Chopper Jim in "Jack's tonight?" Jim ran a local bike shop and loved to play practical jokes. I said, "Yeah, with his girlfriend." Freak said, "Yeah, I thought so! That %\$@ hole!" With that comment he grabbed both spark plug leads, reversed them, and started the Norton on the first kick.

We left "Jack's" and started racing back to campus. Paul's Sportster was completely stock so he had trouble keeping up with our Norton's. We were probably hitting 80 - 90 mph on some of the residential streets. Nothing could happen to us. We were in our twenties and immortal, or so we thought. We came to a "T" in the road where we had to stop and turn left. If you kept going straight, instead of turning, you would drive into an orange orchard next to an old farm house. Behind the orchard was a golf course.

As Freak and I came to a stop at the "T", we could hear the Harley screaming up behind us. We sat there waiting, because Paul wasn't familiar with the town and we didn't want him to get lost. While we were sitting there, Paul went by us at about 75mph, then I heard the Harley shift into fourth gear. The Harley was still accelerating, as its tail light faded into the orange grove, I remember thinking, "He'll be all right if he gets through the grove; he'll stop out on the golf course." What I didn't realize was that there was a 30 foot wide and 15 foot deep ditch between the orange grove and the golf course. Suddenly, we saw the Harley's tail light disappear, we heard a big crash, then silence.

Freak and I looked at each other and simultaneously yelled "SHIT!"

(To be continued.....)

by Leo Sowers

Next month watch for "DEADEYE II"

Maya's Minutes..... by Maya Lai, President

The meeting went well at Harry's. We welcomed four new members: Mike Bigler, Michael Sullivan, Dave DeBella and Robert Fritz. Welcome!

Don Danmeier told us about his birthday ride. Quite a few turned up in the rain and boy did it! He said the ride was cut short because of it.

Motions were made to have a N.O.C. patch made. We will make about 200, so get one while they last.

We sent around a sign-up sheet and a map to Alan Mueller's house where the Xmas party will be held on December 3rd. It looks like we will have a good turnout.

We had a 50/50 drawing and a

20lb turkey...which of course went to one of the few who were riding. I just happened to have a bungee net, but he had a friend in a car present. After all some passengers can be real turkeys.

We congratulated our AHRMA riders on the fine job they did in Hollister. Phil Radford, Bill Knight, Dan Phillips and Gerald Mauricio, who did excellent on his first race. As for your truly, I will not be seen on 'Snort for a while because of neck problems. Looks like I ruptured a disc out of existence and an operation will be needed.. No Nichols, I didn't fall that hard in the dirt, but I must have stuck my neck out wrong in some direction. Bye.

Maya

Pipes Up by Duncan Ferguson, V.P.

I got a call from a friend last Saturday. "HELP! Please bring your truck and tools...bike broke down.

This is just a reminder that this is a good time to check the battery on your putt. Cold weather does take its toll.

My friend said, "the battery is only two years old and should be OK". After looking at the water level in the battery, we decided that we had found at least a small part of his problem. We were able to get him back on the road. *Remember to check the battery when checking the oil ..etc.*

The best tip I could give you would

be the ride on down to Campbell. Say "Hi" to Ken Armann and let him look at your ride. It works for me (Knock on wood).

No breakdowns or will not start problems in over four years..I think that's a pretty good record. Thanks again, Ken!

Keep it in the wind!

Duncan

Ken Armann Restoration & Repair
851 McGlinchy Lane
Campbell, CA (408)371-6786

NOC Member Profile

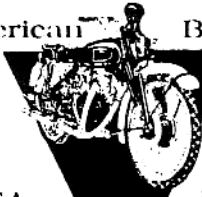
by John Covell

Name: Carolyn Scott, P.E.**Age:** to be determined**City Resident:** Los Gatos**Marital:** Single**Occupation:** Structural engineer, in business for ten years**NOC Member since:** 1977**How first became involved with NOC:**
Boyfriend suggested a Norton because Triumphs vibrated too much!**Club offices held (years):** Treasurer about 1978-79**Norton(s) owned, described:** '71 Commando 750 Roadster**Other makes of motorcycle:** None**What first interested you in the Norton?** See above**Other hobbies/interests of note?**
Cinema, NFL, cats**Favorite motorcycling road/ride:**
around La Honda, also Napa

If you could redesign the Norton, what one thing would you most want to change? How and why? A reliable electric start

Favorite/most embarrassing episode on a Norton? "Coming back from Colorado, I sheared through the kickstart pawl for the umpteenth time; a guy I'd just met at the rally had to push-start me all the way back to California, and we weren't even sharing a tent! *(And I've forgotten his name—but what a sweetheart.)*"

MAGRI MOTORCYCLES

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San Francisco, CA 94107
(415) 285-6735

Tues - Fri: 10:30-6:00, Sat: 10:30 - 4:00

*We ride our Nortons everywhere
and So Should You!!*

Classified Advertisements

Editors note: All adds will run for 3 months. Please notify the editor if your item has been sold. Your add 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: 1966 BSA Thunderbolt stored since 1983. 5000 original miles, all original except paint: \$3,500/B.O. **FOR SALE:** 1973 XLCH, professional restoration, new engine, lots of chrome, one owner, \$5,700/B.O. call Jim (510)534-8030 (6/94)

FOR SALE: 850 MK2A, head, engine cases, crank, pistons; 750 head, good threads, broken fins; 850 MKIII engine cradle; 2 front isolastics, clutch basket and primary chain, brake caliper; one filter setup; early Dunstall exhaust system; early twin timing cover...also '69 fastback, not running, all there, green, \$2500...call Dennis at (510)525-1164 (Berkeley) (12/94)

WANTED: After a small mishap, I need a new speedo and bracket for a '74 Commando, also a sissy bar (rusty ok), rim (would love alloy), and misc. hot parts (racing brake, fork brace, Boyer, single carb...) Contact Chris Wilcox @ (916)448-2182 (or E-mail...cvwilcox@ucdavis.edu)..(3/95)

FOR SALE: 1972 Combat Roadster, 10K on rebuilt Eng-Trans, Black gold, Clean-strong and FAST!!! \$2,300.. call Jerry (415)578-8584. (3/95)

FOR SALE: '73 Norton Dunstall Commando, \$5000; '91 Ducati 851, 5K miles, extras, \$8,800; '65 Norton Atlas, disk brakes, \$3,500; Featherbed frame, Atlas, rolls, \$350; Norton Interstate tank, seat, side covers, \$350; Dunstall tank, seat (Commando) \$350; SS III rider tank, side covers, fresh red, \$500; Drouin

Supercharger, \$950; Bultaco 250, El Tigre (dead) \$500; call Tom Terry (408)446-2738 (9/94)

FOR SALE: '74850 John Player Special, less than 10,000 original miles, \$8,500 or B.O; call Ken Armann at (408)371-6786

FOR SALE: Commando 750 Roadster, '86 AFM Twins State Champ. 38mm Marzocchi front end, 36mm Amal MK II's, belt drive, oversize in and ex valves, ported, DID, 22.50 front and 3.00 rear rims X18, Grimeca brakes, Kosman rotors, QD rear sprockets and gearing, complete spare lower end + spacers, too much to list. \$6000. The price has now been reduced to \$4500!! Call Lee Steinmetz, day (510)845-0992, eves (510)548-6019 (12/94)

FOR SALE: "Sorry Children, Daddy has to sell you for medical experiments" - 1975 Norton MKIII Roadster, 6000 original miles, stock RED & gorgeous, Lucas RITA, Hi-Output alternator, single AMAL, better brakes, re-inforced oil-tank and chain guard by Dennis E., Sleeved tach and many spares...\$4000 takes all; call Nathan eves at (510)843-8612, (1/95)

FOR SALE: 1968 Commando Fastback, excellent condition, 2nd owner, very low serial number 126178 - the 54th Commando off the Production line!! \$2,800. Call Howard at (408)298-6850

FOR SALE: 1972 BMW R75 5 with 6-gal tank, small fairing, Krauser bags, new battery and rear tire. Has reverse cone (Norton) mufflers and Amal concentrics, runs and sounds great \$1600 or trade. Make me an offer...Alan Goldwater (408)475-7505 (3/95)

FOR SALE: 1963 Ford Falcon Sprint, Last year for the "round" body style, 1st year for V8 power..302cu.in., C-4 auto trans., \$5000...call Woody at (408)378-3035 (3/95)

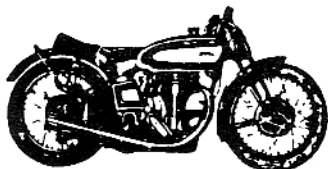
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