



Norton Notice



The Newsletter of the
Northern California Norton Owners Club

No. 231

November, 1997

Rideability

There are words never found in any dictionary. Words that are born in the mind of someone's extraordinary experience.

Words available by yesterday's standards. Rideability is such a word and the Norton Commando is 200 years old.

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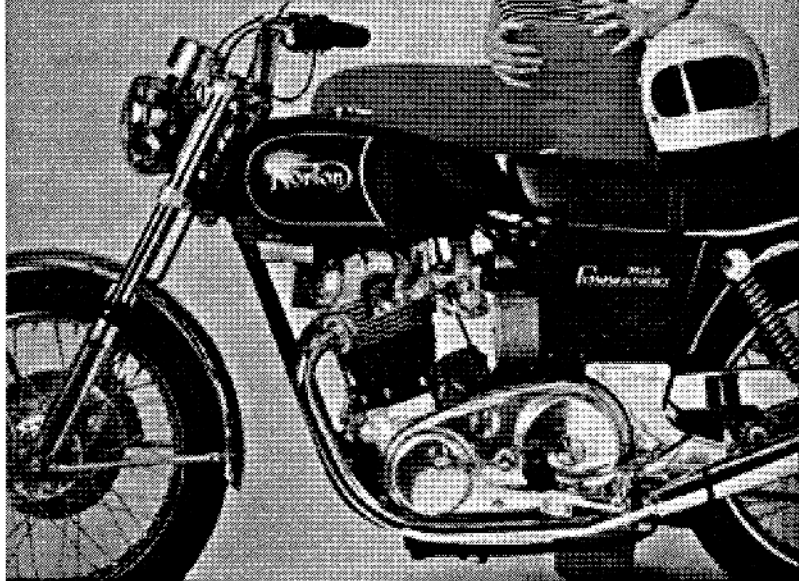
That's the last between the legs, the low weight, the excellent steering and road holding provided only by the Norton.

It's not rideability that gives the Commando its reputation. It's the choice to ride full-time. It's not rideability that gives the Commando its reputation.

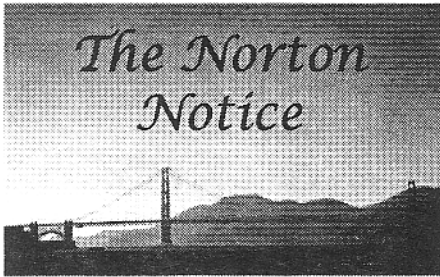


Commando 750s

For more information on the Norton Commando, visit our website at www.nortonmotorcycles.com or call 1-800-451-4511.



Cycle: 1972



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

Upcoming Events

Club Rides Schedule

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

Riding a Norton: 6 points

Riding other bike: 4 points

Riding on 4 wheels: 2 points

Weekend events are tallied per day. At the end of each year the member with the highest point total is awarded the Norton Cup and gets a free year membership.

November

- 2: **Don Danmeier's Annual 50th Birthday/All British Ride**
Call Don at 415-898-0330

December

- 7: **Alan's Ride** - Meet at Alice's
10 AM - Call Alan to confirm:
(408)475-7505

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.

November 13: Harry's Hofbrau
14900 E. 14th St
San Leandro
510-356-1707

December 20: Xmas Party
Harry's Hofbrau
399 W. El Camino RI
Mountain View
415-964-8455

Welcome New Members:

Bruce Wandmayer: Albany

Douglas Haines: Alameda

Art Flatray: San Jose

Press Production and Halftones:

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



Photo by:
Frank
Recoder

Joel Postman

Minutes of the October Meeting

The October meeting of the Northern California Norton Owners Club was called to order at 8 PM by President Alan Goldwater. This months venue was The Prince of Wales in San Mateo. There were 17 members and 2 guest. Two Norton and two Harleys were also present.

A discussion was started concerning the remaining venues for this year. Alan G. explained why we had to change this months venue from the preciously planned Connecticut Yankee. It seems that they got a better offer. It was decided not to use them any more. Next months meeting will be at Harry's Hofbrau in San Leandro and Decembers meeting will be at Harry's in Mountain View. We need a place that has a separate place for the meeting and preferably good parking for those riding their Nortons. Several places were suggested but none were accepted. PLEASE we need suggestions from the members. Call in or send your ideas to Alan G or Alan M.....your input is appreciated....this is your club.

Tom Dabel gave a report about the upcoming Mt. Hamilton Ride. It will start at the Road Rider in San Jose at 10 AM. It might start a little late due to shoppers at Road Rider. The ride will go over Mt. Hamilton to the Lick Observatory to the lunch spot at the Junction. Then on to Livermore and then back to The Florence in Niles. There was some concern about the mileage and the lack of gasoline stations. It was decided that as long as Jeff G was riding his Interstate everyone could siphon from him.

The Treasury has \$657 in the bank and is holding its own. Please renew your membership (with the appropriate form)!!! The club runs solely upon your membership money. \$20 a year for all that friendship, Norton riding and a great newsletter...what more could one ask for.

There are Norton calendars still available. At last count over 60 were ordered. The treasurer will add one dollar to each calendar to donate to the club. They should arrive any day and will be given out at a meeting or mailed depending upon the timing. We are all hoping for before Christmas.

Jerry Jollif thanked all the members for attending this meeting, considering the last minute venue change. He was involved in the telephone tree. He told the story of one member chewing him out because the venues are never close enough for him or her to attend. The club is trying to get these venues spread around. Again, give us some suggestions.

Next year the national Norton rally will be in Olympia, Washington. More details will follow. Our club has been asked to run the field events.

The meeting was adjourned by Alan G. at 8:30 PM.

Respectfully submitted,

Alan Mueller, secretary/treasurer

Alan's Wrench by Alan Goldwater, President

Another month has gone by in a flash, and with it another great ride. Thanks to Tom Dabel we had a classic run over Mt. Hamilton. You can read the details elsewhere in this issue, but I would just like to comment that one Norton rider rode past the lunch stop without pausing. I don't know who it was but I hope your pass was intentional. If not, I apologize on behalf of the club, and hope you made it home O.K.

The vintage motocross in Hollister was a fine display of dirt-riding prowess and nice old machines. Bill Knight carried the Norton name where no-one else has dared, competing with his modified Commando in a field dominated by lighter, purpose-built machines. Bill has once again earned a free membership to the club as our "Norton racer of the year". Longtime member Hank Wenzel showed his superb Inter-engined motocross special, but it isn't quite ready for the track yet. I'll have pix and more details of this unique machine next month. Nice work, Hank!

We have made some changes in the schedule for the rest of the year. Because of the conflict last month with the Conn. Yankee, we moved the meeting rotation up. This means that the November meeting will be at Harry's Hofbrau in SAN LEANDRO (East Bay). To get there, take 880, exit at Hesperian and proceed East to 14th St. The place is at the corner, "can't miss it" they say. The date is

Thurs. 11/13, 7 PM. (the December meeting will be at the Christmas party).

Next, since we had no road events scheduled after the All British Ride 11/2, I'm adding a club ride for Sunday the 7th of Dec, weather permitting. This will be a ridge run from Alice's down Skyline to Santa Cruz. Most of the ride will be above 2000 feet, so wear a sweater. There will be a lunch stop at Skinny McDougals biker bar on Portola Drive. Meet at Alice's 10 AM. In the event of rain the ride will be canceled. Call me Sun. morning at 8-9 AM if the weather is doubtful (408 475-7505).

Finally, because of the high A La Carte prices quoted by Fontana's for the Christmas party, we have moved it to Harry's Hofbrau in Mtn. View. The party is still scheduled for Saturday evening, Dec. 20 at 6 pm. This way, we have no worry that some of you might stay away because of cost. There will be the optional, anonymous gift exchange after dinner, followed by the 1997 Norton Cup award for most ride points.

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Editors addition: Here is some information about next years INOA rally. It will be hosted by the Northwest NOC. The date is July 22-26, 1998 and it will be held in Thurston County ORV Park near McLeary, Washington (16 miles west of Olympia, Washington). I will include more information as I receive it.

Alan Mueller: editor.

A View From The Back of the Pack

by Mike Sullivan

('60 Model 50)

The Mt. Hamilton Ride

Well guys, if you weren't there, you missed a good one. The group gathered at the Road Rider shop on the Monterey Highway in San Jose at 10:00 Sunday morning. The shop was open and a few riders took the opportunity to either buy some accessories or partake of the free coffee.

There were 15+ riders and we left following Tom Dabel at about 10:30. Tom took us on a circuitous route to get to the east side of San Jose where we bought gas. I swear we went by the same pumpkin patch three times. We all topped up on gas as we knew the next gas stop would be in Livermore. The actual ride started up Quimby Road until it joined Mt. Hamilton Road, Highway 130. The route was quite twisty with a lot of first and second gear stuff. Fortunately there was little traffic. The weather was sunny but cool enough that all the bikes ran great. At the observatory at the top of the mountain the view was super. You could actually see the San Francisco Bay Bridge which must have been a good 50 miles away.

We headed east on Highway 130 going down the mountain. The road down was a little twisty but the road was good and wide which made for a faster ride down than the ride up. When we reached the bottom of the hill the road changed to a wonderful series of sweepers all the way to the junction of the Del Puerto Canyon Road, where we had lunch. The restaurant was quite crowded with some other bikers and a bunch of farmers watching the 49ers beat up on the Rams.....yeah!!!!

After lunch a couple of riders left the bunch and went east to the road to Patterson in order to make the loop back up to the Patterson Pass Road back into Livermore. The rest of us went north on

the San Antonio Valley Road which turns into Mines Road. In my opinion, this stretch of road is one of the best rides I have been on. Mile after mile of sweepers and large radius curves. Just south of Livermore Tom led us via some back roads to Vallecitos Road and then past Sunol and into Niles Canyon. It was in Niles Canyon where we had the only mechanical problem on the ride. At first, it was a minor thing as the right hand exhaust nut on Tom Dabel's nice looking Commando loosened up. After we got it tightened up with the nut wrench that George Shoblo had with him, Tom put too much Wheaties into kicking his unit over and broke the starter pawl. George and I volunteered to pushstart Tom and he got it started just about the time George and I ran out of gas.

The last stop was at a bar, The Florence, in Niles where the beer was good and cold. Being smarter than the average bear, I left before we had to pushstart Tom's bike again. I figured from my house and back, the ride was around 220 miles. All in all it was a GREAT ride and one that I am looking forward to next year. Many thanks to Tom Dabel for organizing a truly outstanding time.

Singles Only Ride on June 15th.

The group assembled on an overcast morning at the lighthouse restaurant in Sausalito. There were fewer bikes than last year, but there was a good representation of makes. As best as I can recall there were two Nortons, me and my model 50 and an International. Also, in the group were three Velocettes (one Thruxton and two Venoms), two Royal Enfields, three Goldstars, and a couple of B model BSA of various sizes.

As the ride left Sausalito, someone blew a baffle out and by the time I retrieved it the group was nowhere to be seen. The ride up Mount Tamalpias was very wet, not rain really but in the clouds. The group was caught up with at the road junction

that drops down to Bolinas. Everyone that was riding behind the guy with the baffle missing from his B40 was glad to see me.

We coasted down the mountain with engines off (don't ask me, thus was Steve Thomas' ride) and then rode up towards Point Reyes Junction. About 5 miles out of town, I found Steve Thomas and a couple of riders getting into the Goldstar that Steve had ridden. It seems that it had run out of sparks, after checking everything that we could it was decided that the capacitor inside the magneto had died. Steve was able to get the bike started but it wouldn't make enough spark to pull any power.

When we got to Point Reyes Junction we met up with about a half a dozen BSA riders. At this point Steve headed for Novato and the rest of us headed for Freestone. I left first and about half way there I was passed by those guys on their Velos. Now I know why their footpegs were scrapped off. When I got to the lunch place in Freestone there was no one in sight. I waited around and a couple of BSA riders showed up. The girl in the coffee shop said that a couple of English sounding guys had been there looking for us but had left. About that time I got a call from Steve in Novato stating that he was now headed back, the very nice girl in the coffee shop bringing out her portable phone.

About that time the two English guys showed up (I believe that one of them was from New Zealand). One of the guys turned out to be Fred Twigg and he invited us to his shop in Graton for beer and tea. This sounded like a good idea so with instructions on how to get there we set off towards Occidental. In Occidental we picked up the Velocette guys and a couple of others.

Fred Twigg's shop was very interesting. It seemed to go on forever. He has tons of interesting goodies. I saw some cammy Velocette engines standing in the corner and bunches of Norton stuff. It would seem to me that if you live in the North Bay this would be the place to go if

you are looking for that special part or for some service.

After bench racing for a while the ride broke up. Things were a little disorganized what with the leader's bike breaking down, but overall, it was a good day. I will be looking forward to next year.



Dear Norton Notice,

In recent "Notices" a '69 Norton "S" ex-Zach Reynolds has been advertised. This rang a bell and I tracked down an article taken from an April 1974 "Cycle" in which Cook Nielson interviews the unique and somewhat eccentric Zack and describes his rather amazing collection. Reynolds was not short of funds, being heir to the Reynolds tobacco fortune, but back in the sixties and early seventies he picked up an MV Augusta Sport for \$4500, a Velocette Thruxton for \$1300 and so on. Zach was a keen scrambler and drag racer in his youth and many of his bike reflected that interest. The Norton advertised is referred to in the article with a comment that "a supercharger is in its future". I'm intrigued as to what have been the fortunes of Zach and his 'cycles since his get-together with Nielson 23 years ago? Perhaps the Norton seller John or others can provide an answer?

Regards,
Sam Jowett, Vancouver, B.C.

CALENDARS

The calendars have arrived. For those of you who ordered them, I will bring them to the next two meetings. The mailing cost is quite high. If you want them mailed, please let me know. The cost of the calendars is \$12.00. The cost of mailing is an extra \$3.50. If you can't make a meeting and you ordered a calendar, have a friend pick them up. Have a check ready for the full amount made out of NCNOC.

View from the Bridge....by Alan Mueller

The Early History

Part II

This article is taken from "Norton Singles" by Roy Bacon.

The slogan 'Unapproachable' came into general use around 1911 but was first employed by Norton in 1908 to advertise a hillclimb success of Rem Fowler. It was to stay around for a long while and for many years was a justifiable truth rather than a sales slogan.

The takeover of 1913 by R.T. Shelley, brought a subsidiary benefit to Norton in the shape of Shelley's brother-in-law, ex-Singer works rider D.R. O'Donovan. Within a very short space of time his tuning ability enabled him to sort the Norton to his liking after which it was fast. He went from success to success to become a legend in the twenties as a tuning wizard, just as Joe Craig did in later years.

His activities led to the introduction in 1913 of the Brooklands model which was supplied stripped for racing with a certificate that 65mph had been reached. From this was to come the legendary BS Brooklands Special and BRS Brooklands Road Special models of the twenties that represented the pinnacle of the side valve single with belt drive and flat tank.

In 1914 the engine was

cleaned up by use of new castings and it took the shape it was to maintain in outline for four decades. The frame up to that period had a straight top tube similar to a bicycle, but for 1915 the rear end was bent down to lower the riding position. O'Donovan kept to the earlier frame for his own records. One was the world kilo which was taken at 82.85 mph in 1915, and by that year the trademark on the tank had changed to the curly 'N' form it was to retain for all time, a great improvement over the earlier crude script.

At the same time the Norton numbering system came into use in place of the earlier practice of just describing the machines by specification. Some confusion arises with these numbers, which run from 1 to 25 (less 23), but then changed to a letter sequence for four models before reverting to numbers with less logic and more gaps in the order 30, 34, 40, 44, 50, and 55. An early confusion arose because the Big 4 was called model no. 1, but at least the number was then retained for all time for a basic machine form. Thus no. 2 had the 490 cc engine and three speed Sturmey box but the chain drive version was no. 16 and became in 1921 the famous 16H which continued as that until 1954.

After the war the Norton range comprised five models little changed from 1915. The Big 4 was the largest but fitted with all chain drive, as was

the model 16. For riders who preferred the silence and peace of the belt with just the click of the fastener they listed the model 9 using the same engine. For faster men there was the model 8 BRS guaranteed for 70 mph and fully road equipped within the meaning of the times, and for racing the stripped model 7 BS without brakes or silencer but good for 75 mph. The last came with the Binks 'rat trap' carburetor favored for track work as it could not be eased off over the bumps. It was simply a long trumpet with completely clear tract and a jet. It could be closed off to give a choke effect to start, after which it would eight-stroke until it cleared and ran full bore. To stop it the rider choked it to death.

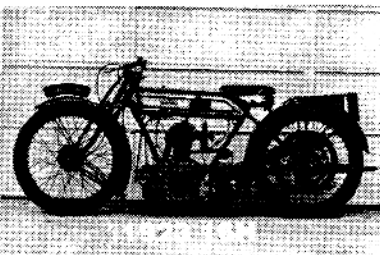
The speed guarantee given with the BS and BRS models did not in fact apply to the machines themselves but to the engines. These were fitted to a slave frame O'Donovan kept at Brooklands, in early days it was *Old Miracle*, run in, dismantled and checked over, then reassembled and taken out for a timed lap of flying kilometer. Some seven a week would pass through this system and then go back to the factory to be assembled to their correct cycle parts. The numbers were one reason that belt drive was favored as it made the job much quicker, although O'Donovan had a good idea by then what internal shapes gave a quick engine.

The variation, which could

amount to 10 mph, arose from the casting techniques of the times allied to the fixed cylinder head. If the combustion chamber roof sagged during the casting process the compression ratio was raised. Sometimes this advantage would be canceled by the resulting poor chamber shape, but every now and then a high ratio and a good shape would come together. Such freaks would often become record breakers, although the reasons of flame front control, mixture turbulence and squish bands were still locked in the future. For these reasons the engines were never certified for a maximum speed, only that they had exceeded the required norm by an amount not specified.

In 1920 the marque returned to the Isle of Man keen to do well to augment their Brooklands reputation but still keeping their policy of using standard models. These may have incorporated ideas for future production but then, and until Norton's death, they did not use special models or, at first, star riders. Later on the policy was changed and special racing machines appeared ridden by professionals. However, the notion of improving the breed was maintained and for years the works features would appear on the production model the following year and spin off to tourers the year after.

To be continued!



A Date With a Mojocycle

by Jeff Grewell

Sounds like a Good Time, right? You Betcha! It was a beautiful morning in July, a cloudless blue sky and a great Bay Area Day for Motorcycling! I broke out my Enchanted MKII and took a jaunt to the South Bay, intending to pick up my new friend. My plan was to take her out on a friendly date.....with a motorcycle. She informed me that She wasn't the biker type, never heard of a Norton, and expressed concern about Fear and Danger!.....so naturally I figured I could straighten her right out. When I arrived at her pad, we briefly looked at a map and talked Motorcycles. After donning our protective gear, I Welcomed Her to the Machine. With the pat of my hand on the pillion, she comes on board my Norton for the first time. I suddenly occurred to me that I should have taken up the clearances of the Isolastics just to make sure that she would love my Norton. After all, I've heard so many wonderful things about BSAs and Triumphs! After a few miles of driving my Norton in a Most Meek and Mild Manner, I asked her if she was afraid....and she said NO!!! We got on highway 17 and charged down to Santa Cruz, then took highway 9 north. The traffic was light, the weather was splendid and the stock Girling shocks didn't seem to notice my petite passenger. As we approached Boulder Creek, I noticed a BSA Rocket III and it's owner at the

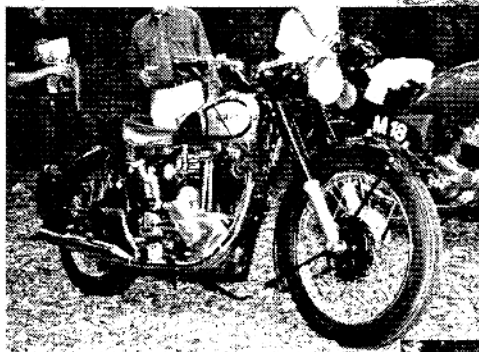
roadside, so we pulled over to B.S. for a bit and stopped for lunch. After rejuvenating ourselves at a trendy sandwich shop, we took to the road continuing up Highway 9 to the Skyline blvd. highway 35. By the time we got to the junction of 35 and 84, we were ready for another break, so we stopped at Alice's Restaurant. My date was surprised to see how much attention the Norton gets from other Motorcycle Enthusiasts. After a few beverages, it was time to take to the road again. Taking La Honda Highway 84 west bound, we proceeded to San Gregorio for a walk on the beach. What a beautiful beach!!! Upon leaving the San Gregorio State Beach parking lot, I felt like enjoying the acceleration potential of my Commando. The 20 tooth counter shaft sprocket really compliments the Reverse Cone Silencers. I Tached her up, creating a crisp and throaty mechanical ,medley, crescendo, decrescendo, crescendo, decrescendo!!!! Thrashing through the gears, feeling the inertia, wind pounding me in the chest, I held fast to the grips as I piloted the non fared Machine southbound on Highway 1 to Santa Cruz. We then charged up Highway 17, enjoying the sweepers together. I knew that our date with a Motorcycle was quickly coming to a close as we approached I-280. We pulled up to her pad at 6:30 PM, just in time for dinner. I was in the Mood for a Sumptuous Meal. What a Great Day!!!!

Ride for the Rush!!!!!!



Photo Gallery

Old Timer's Ride



Sunday

Sept. 14, 1997

Huckleberry Flat



TOURING WINDSCREENS

By Art Sirota

A few months ago I decided to fit a windscreen to my touring Norton Commando. After checking out many different brands and all the many options, I selected a Plexistar 2 manufactured in Illinois by National Cycle. Here are my thoughts and reactions on this product.

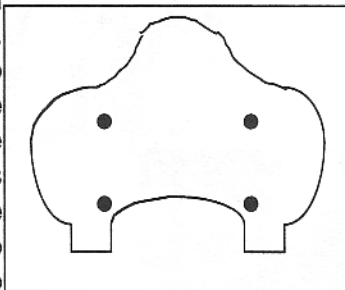
I learned that different models of windscreens have different mounting systems. I researched several options, and decided that I wanted one with "4points". That is, there need to be four separate places where the windscreen attaches to the motorcycle if the windscreen is going to be large enough to provide adequate protection from large bugs, rain, and hail. What I especially liked about the Plexistar 2 equipment was the feature that all the mounts are qd, (that's British for "quickly detachable"). So with no special tools and very little effort, the entire windscreen can be removed with no fuss or bother. All the different knobs, balls and sockets, and clamps seem to be well made and very sturdy.

One complication is that there are many different shapes of

Plexistar 2, each quite different. None is listed by the manufacturer as being appropriate for the Norton. So it seemed to me that trial and error were going to be the guidelines needed to achieve a good fit.

The salesmen at Road Rider in San Jose were very interested when I informed them that my touring motorcycle was a Norton. They began to look at me with the same respect and admiration that one normally gives to an escapee from a mental institution. So I rode my Norton down to their shop, and helped the salesman carry a dozen examples of Plexistar 2's down to the parking lot in front of the store. They were all basically shaped like the illustration. But each one was slightly different. With this salesman's patient assistance, I tried each one on my Norton until I found one that fit better than the rest. It cleared the Lucas turnsignals and didn't rub against the chrome headlamp.

The price with tax was \$107, and the salesman informed me that for purchases over \$100, shipping was free. So I flipped them my credit card, and the next day the new windscreen was



waiting for me on my front porch when I got home from work.

Assembly instructions were clearly written, and the job was completed within 30 minutes. By the way, the unit I selected was part number 552262 and came with the stock number 8262.

I have taken one long trip with the windscreen on my bike, and I have nothing but praise for it. It keeps all the nasty road grit off me, and I arrive at my destination feeling less tired and more refreshed. I rode it in high winds, and found it had no effect at all on how my bike handled. (It handled like shit in high winds before I fit the windscreen, and now it handles like shit in high winds after I fitted the windscreen.)

I am always very careful not to use anything but pure water or special plexiglass cleaner on the windscreen, because I know how easily it scratches.

As far as looks are concerned, I feel that any windscreen ruins the looks of a nice Norton. But this one ruins it the least.

So it's a bit of a trade-off and compromise. Still, I feel that the Plexistar 2 has me spoiled now and there's no turning back. It is, in my opinion, an essential piece of equipment for any long distance touring Norton.

NOC Member Profile

by John Covell

Name: Bob Fedyna

Age: 39

City Resident: Daly City

Marital: single

Occupation: hospital security

NOC Member since: early 1980s (for a couple of years), rejoined 12/96

How first became involved with NOC: Went to bike shops (e.g., TT Motors), saw notice for membership.

Club offices held (years): None yet.

Norton(s) owned, described: 1971 Commando 750, 1972 Commando 750

Other makes of motorcycle: No others.

What first interested you in the Norton? "A college friend rode a tricked out TT Triumph, sold me on British bikes. I found a very cheap Norton in 1979 (the '71), \$500."

Other hobbies/interests of note? Old cars (e.g., a 1950 Mercury 4-door, daily driver; 1947 Ford)

Favorite motorcycling road/ride: "Everything off Skyline; Crystal Springs Road."

If you could redesign the Norton, what one thing would you most want to change? How and why? "Can't think of anything!"

Favorite/most embarrassing episode on a Norton? "With my '71, racing my brother on his Triumph, staying ahead of him on Skyline Boulevard (San Francisco-bound)."

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 750 Norton, clip-ons, Ceriani road race forks, 13" front disc, stainless rear sets, custom brackets galore, 1 1/2" black chrome exhaust, powder coated, fresh paint, 3500 miles since rebuild, new clutch, balanced crank, polished rods, new bushes, 850 breathing system, Powermax pistons, 4s cam, lightened & polished rockers, Titanium collars, custom stainless battery box, Rita ignition, mightMax voltage control, Akront alloy rims, Buchanan stainless spokes...all for \$4800

Call Chris at (415)965-4611 (9/97)

FOR SALE

'72 B50SS, Powder coated, custom silver & British racing green, custom seat, custom low exhaust, Akront alloy rims, Buchanan stainless spokes, Boyer ignition, 2500 miles since complete restoration...some minor attention needed...\$2500

Call Chris at (415)965-4611 (9/97)

WANTED: BUY OR TRADE

Norton twin crankcases stamped G15CSR, G15, or 33 near the serial number. I have G15CS, N15CS and Atlas cases or engines to trade.

Call JohnMcCoy, Britalia Motors (408)476-3663 (12/97)

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

1971 Triumph 650, Tiger, New top end, many new parts, excellent cond. \$3000

1968 BSA 441 Victor Basket 90% comp. \$500.

1958 Royal Enfield 700 Constellation, Basket 80% comp, \$500 & other Enfield parts for Conie,

Call John Ahern (415)355-6774 (8/97)

FOR SALE

Redline synthetic oil (20W50) at dealer cost. \$6/quart or \$72/case, plus tax and shipping. Protect your Norton with the best oil made!

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

BUY A BETTER BOYER

Magri Motorcycles has the NEW Boyer Microdigital Electronic Ignition. Better than standard Boyer or Rita systems. Uses microprocessor technology to compensate for cam timing variations associated with timing chains. Fits under stock points cover. Necessary hardware included.

Magri Motorcycles, 1220 Pennsylvania Ave., San Francisco, (415)285-6735

(4/97)

SERVICE AVAILABLE

FOR COMMANDOS. Have your bike apart? It's time to ensure your handling is up to snuff for the great riding you'll do later this year. Get Kinetic Analysis to fix your cradle and improve your handling (see NN#220). We machine the two isolastic tube faces on the cradle and the two faces on the front motor motor mount. \$150 plus shipping.

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

FOR SALE

1969 Norton "S" Model, from Zach Reynolds Collection, as new, 2700 miles..\$6500; '68 Triumph TR6C Restored...\$3400; '70 Tr. Bonneville, original but faded...\$2600
Call John (916)753-9696 (12/97)

FOR SALE

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)

FOR SALE

Norton Commando 750 cylinder head, used but in good condition, \$50. Shipping costs are extra!
Art (415)324-0567 (6/97)

FOR SALE

'72 Norton Special - custom nickel frame, teal green painted proddy bodywork, stainless highpipes, alloy wheels, alloy oil tank, Engine performance mods to numerous to list. Contact:
Brad (510)537-0253 (10/97)

CHEAP THRILLS

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

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

WANTED

Yellow production racer gas tank, seat, fender, all or some or info..any shape.

Contact Dick Slusher at folks1984@aol.com or (503)284-9624 (7/97)

FOR SALE

Two sets of tanks and tail sections for Fastbacks. One set is solid signal red, comes with plastic tank badges, and is for a 1968 model - \$225. The other is BRG and is for a 1969 or later - \$200. BUB 3-in-to-1 chromed exhaust for BSA Rocket 3 or Triumph X-75 Hurricane, excellent
Call Art at (415)324-0567 (10/97)

FOR SALE

'72 650 Bonnie (5 sp), '72 Daytona 500, and '70 500 Daytona....all for \$2500.

'69 roller 650 Bonnie, '72 cases, not matching, rough, single leading shoe w/ giant air scoop.
 Call

Chuck (510)837-2190 (10/97)

WANTED

Joe Hunt magneto for pre-unit Triumph. Atlas or P11 side stand

Call Tom (415)924-6558 (11/97)

FOR SALE

All Black powder coated; '61 slimline featherbed frame, S/arm, bat/box, oil tank, C/std, tool tray, dash, fork shrouds, yoke, headlight holders. New shocks, Timken needle bearings installed in new fork-all new stainless hardware & headlamp switch, clean undented tank. \$2000
Call Ken Armann (408)379-4300

FOR SALE

1971 Norton Commando 750. Hall-Burdett overhaul. Pristine condition!! \$3,800

Call Dave (510)672-8817 (1/98)

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)

FOR SALE

'63 BSA 650 star, complete, recent engine overhaul. Original right down to the fasteners..\$3000/'64 BSA 500 Star, early sixties unit twin, 2000 miles since overhaul, 99% complete...\$3000

Call Greg (510)447-4802

HAS EVERYTHING

darwin Motors has Davida helmets, LewisLeathers, FemGear, boots, goggles and other objects of desire for the retro/classic motorcycle enthusiast. Everything from parts and machine shop service to accessories. SOMA? South Park? Where darwin? Internet Gulch in S.F.! Metered parking is best on either Bryant or Brannan. We are on Rich St., between 3rd & 4th St. 10% discount to club members.
Come visit! (415)284-9514 (4/97)

FOR SALE

The Club Mac....Mac Classic, Stylewriter printer and enough software to make you a desktop publisher. \$300. Also John Covell has a modem to add for an extra \$40. Call Alan Goldwater.

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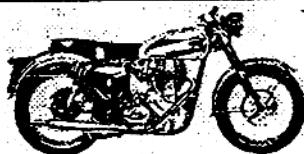
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NORTHERN CALIFORNIA ALL-BRITISH RIDE & THE EIGHTH ANNUAL DON DANMEIER 50TH BIRTHDAY PARTY

SUNDAY, NOVEMBER 2, 1997

ARIEL
BSA

British bikes only

No exceptions. Don't embarrass your non-British mounted friends by inviting them, unless you are willing to loan them a bike. Any British make is welcome.

British bike club membership required

Application forms for all clubs available on the day of the ride.

Non-member spouses/girlfriends/significant others welcome if accompanying a member.

No racing

This isn't the time, or the place; besides, the cops are wise to it.

No ride pins

Your host is too cheap to buy 'em, but that doesn't mean there won't be a few surprises.

No charge

The price you pay for going along with the rules.

Try it, you'll like it.

And

Because your presence is present enough,

No presents, please!

Greaves

Norton

ROYAL ENFIELD

M

VINCENT

TRIUMPH

A.J.S

Excelsior

Velocette

RIDE DEPARTS 10:00 AM

Lyons' Restaurant, 940 Seventh Street

Novato, California

Please park your bikes AT THE CURB, not in the parking lot.

For those trucking in bikes, plenty of parking at Don's house.

PARTY/BENCHRACING BEGINS 1:00 PM



FOR OUR OUT-OF-TOWN FRIENDS: Travelodge 415-892-7500 Quality Inn 415-883-4400

QUESTIONS/INFORMATION: Don Danmeier, 415-893-1650 (days) 415-898-0330 (eves to 9)

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
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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