



Norton Notice

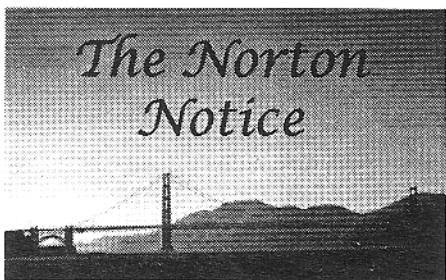


The Newsletter of the
Northern California Norton Owners Club

No. 228

August, 1997





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 ant 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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Jodi Nicholas
Bill Knight
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.

August

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

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

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

22: AHRMA Vintage Days, West
Sears Point Racemway
Swap Meet call 800-870-7223

23: AHRMA Vintage Days, West
Racing & Swap Meet
Call 800-870-7223

24: AHRMA Vintage Days, West
Racing continues
Call 800-870-7223

September

7: British Triples Ride
Call Stevan Thomas at
(415)923-1662

14: Old-timers Ride & Picnic

October

12: Mt. Hamilton Ride

November

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

December

13: (Sat.) Xmas Ride & Party

If rides are cancelled due to poor weather - plan on the ride taking place the following week - same time - same place, call the ride coordinator!!!

Club Meeting Schedule

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

August 7 - Prince of Wales
San Mateo

September 11 - Harry's Hofbrau
399 W. El Camino RI
Mountain View
415-964-8455

Press Production and Halftones:

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

Minutes of the July Meeting

The monthly meeting in San Juan Batista turned out to be a rather informal affair. Therefore there were no minutes taken. It was reported that those members that attended the meeting liked the venue so we might try this place again sometime in the future.

NOC Member Profile

by John Covell

Name: Hans Huber

Age: 33

City Resident: San Francisco

Marital: single

Occupation: software engineer

NOC Member since: early 1997

How first became involved with NOC: "I'd been planning to join since seeing the web page, which was favorably referred to on Brit-Iron."

Club offices held (years): None yet.

Norton(s) owned, described: 1973 Commando Combat roadster

Other makes of motorcycle: 1976 Yamaha XS650

What first interested you in the Norton? "I have a 1958 Austin Healy "Bug-Eye" Sprite I was restoring and was getting into riding again and wanted a simple, rideable, reliable bike."

Other hobbies/interests of note? car restoration, music (vocal and guitar)

Favorite motorcycling road/ride: In the Santa Cruz mountains, Tunitas Creek Road, Pescadero-Alpine Road, Page Mill Road... "

If you could redesign the Norton, what one thing would you most want to change? How and why? "It's nicely of a piece, I wouldn't change anything significant."

Favorite/most embarrassing episode on a Norton? "Riding with a couple of friends on Wildcat Canyon Road in the East Bay, they followed me up on a Harley-Davidson FXRP and a BMW K-bike, and their comments when they caught up with me were 'Hey, that things goes pretty good!'"

Alan's Wrench by Alan Goldwater, President

It's been a busy month, with three rides to report. The turnout for the Lake Selmac rally was good but a bit less than I hoped. About 20 made the long trip, with about half riding the whole way. I was especially happy to see some new members out on the road since this is the real goal of our club as I see it. We didn't get any real rain, but a few sprinkles convinced us to forego the field events. I had planned a Norton Darts Tournament to complement Steve Neals infamous Norton Jousting, but I guess that will have to wait for another year. In fact, Steve and the NWNO are hosting next years INOA National Rally and we have been asked to organize the field events for it. It isn't too soon to volunteer for this important part of the Norton National so please think about getting involved in some great fun and games.

To get back to Selmac, the riding was as good as the company, especially the Friday ride down the Rogue River valley. We went as far as the end of the pavement, at a spectacular overlook where the whitewater rafts could be seen a thousand feet below us. Then we backtracked to a (mostly) paved logging road which meandered through beautiful forest and hill scenery for almost 30 miles before crossing a ridge at 3000 feet for another spectacular view of Oregon country. A quick descent led us from there almost directly to Lake Selmac. Unfortunately several riders missed a turn along the way and didn't get to enjoy this part of the ride. My apologies to them for our failing to wait at the turn as we should have done.

I spent most of Saturday cooking but

I heard of several more great rides and new road discoveries. One of these led to a remote ski area south of Cave Junction, and I took some time off to explore this great road with a few others. Back at camp, I cooked up about 20 lbs of chili beans and our willing crew threw together 8 lbs of salad and 10 loaves of garlic bread to complement the 100 pieces of exquisite barbecued chicken prepared by the NWNO. You wouldn't think 50 people could eat so much, so fast! There was some chocolate cake left over, but only a bit. Thanks to Mike, Ruth, and the rest of you who helped to prepare such a fine banquet.

I always feel a bit sad breaking camp after a good rally, and this one was no exception. Watching friends old and new load their bikes and roar off toward all points of the compass feels like saying good-bye to family members after a holiday reunion. We all carry the memories and feelings of affection away with us and it helps to sustain our connection until the next time we meet. After this the ride home seemed quiet and peaceful, just watching the scenery roll by and reliving the shared moments.

The following week found me heading down some favorite back roads to San Juan Bautista. We had a good turnout of 10 riders for the lunch meeting at the Donkey Deli. There wasn't much business discussed but everyone liked the venue so we might try this one again. After lunch we wandered around town a bit looking at the Harleys. Then we headed out La Cieniga Road to Bolado Park, south of Tres Pinos where Tom Dabel got us

through the gate, smooth as silk. I don't know what he told the ticket-takers but it worked! The hill-climb racing was pretty outrageous, with great clouds of rocks and dust flying off the paddle-wheel rear tires of fuel burning cycles with 4-foot long swingarms. If you've never seen it, you won't understand the excitement, so don't miss any chance to witness this kind of racing. Many thanks to Tom for leading our ride there and getting us in.

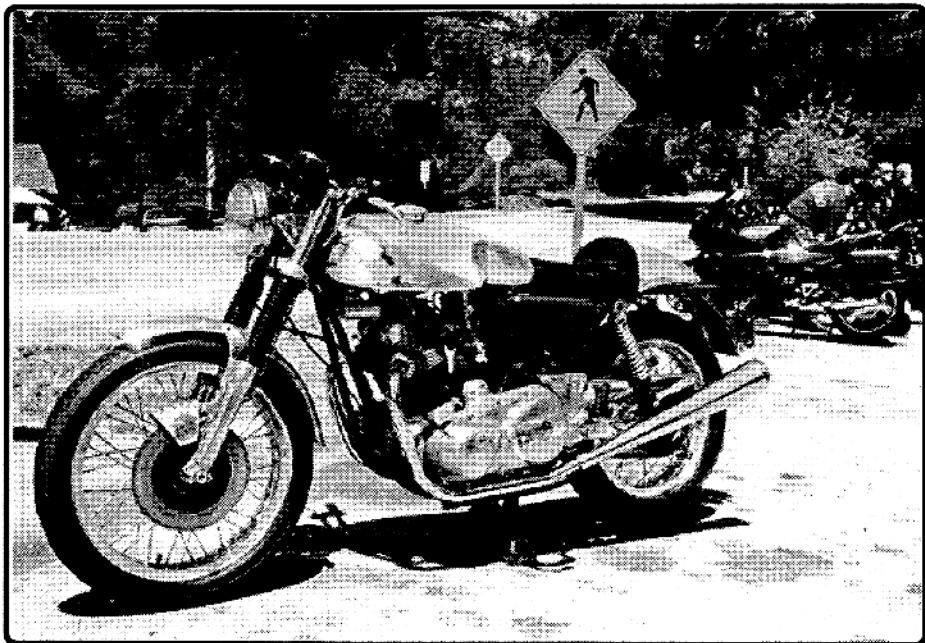
On the way home I drifted through the suburbs of Hollister to avoid the crowds downtown. There were still Harleys everywhere, parked on lawns, in driveways, in shopping centers and gas stations. It was a pretty impressive indication of the popularity of "biker lifestyle" today. I understand there was no major trouble and there is already talk of making Hollister an annual event. I guess the town must have made some money from it...

Finally, the Coast Ride on Sunday also drew a moderate crowd of 8 bikes (all Nortons). About six additional club members were at Skylonda but didn't go on the ride due to other commitments. After looking at a map we agreed on a shorter ride and Steve Marsh volunteered to lead. He chose a route down Alpine, through Pescadero and up Stage road past San Gregorio. Then we turned up Tunitas Creek and followed Verde to Purisima-Higgins Road, which brought us out to the Coast Highway right at Cameron's Pub. This destination lived up to its reputation, with a large selection of beers and good burgers. This ride also attracted some new members, including Matt and Wendy Kocks on a lovely red Dominator for their first club ride.

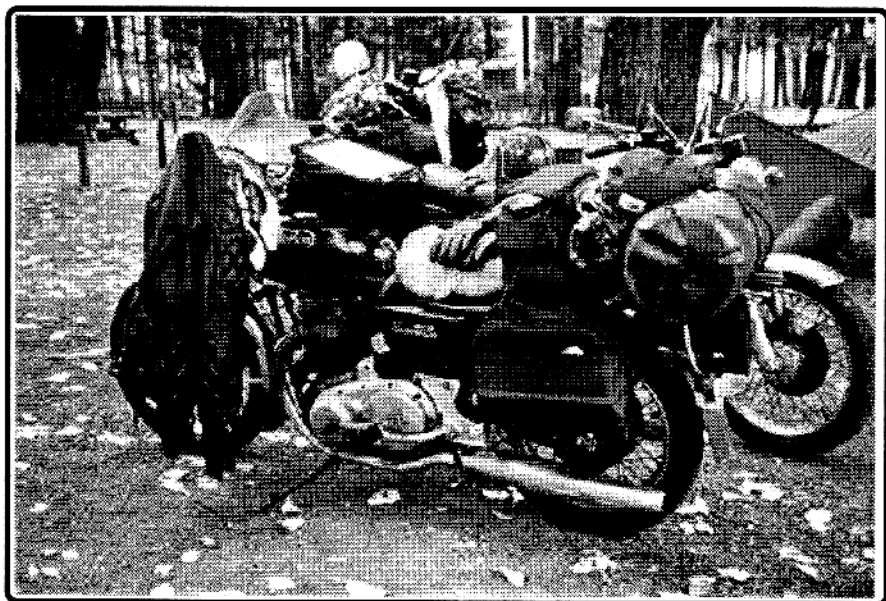
My ride back to Santa Cruz was brisk, to say the least. I played tag with a guy on a Honda, cutting through traffic at speeds which were probably unsafe and definitely illegal. I was riding my MKIII for the first time this summer, and it felt like it needed to stretch its legs a bit. I didn't quite "do the ton" but we came close at several points, and I gotta say that a good-running Commando is really a neat ride, and definitely more nimble than my smooth-as-silk but heavy Interpol rotary. My Commando has Dunlop 591 tires and I felt an increased sense of stability and confidence over the Avon Super Venoms about which I complained last month. Perhaps it's time to change back again, despite the relatively high wear rate of the Dunlops. Let me know what you think.

On a final note, the Old Timers picnic is coming up in September and we need a few volunteers to help with the food. Potluck items such as salads would be especially appreciated: the club will supply the barbecue fixings and possibly beverages but the rest is up to you.

Coming up in August is our annual weekend at the Dardanelles resort. For those of you who are new to the club, this is a nice facility located at 7000 foot altitude on Highway 108 in the Sierras. There is a good campground, with hot showers, a store and restaurant on site. Cabins with kitchen may be available for about \$100 per night, but they tend to fill up so call in advance to reserve one (see calendar for phone#). The schedule is pretty loose, but I will be there Friday-Sunday. There will be a group ride Saturday over Sonora Pass and out into the Nevada desert, so try to make it up Friday if you can.



Gary Meehan's Special



Hmmmm...Now Where's the Salt?

We get Letters.....

Norton Editor,

The June meeting of the club at the Clam Bucket was fine; I hope a tradition of toasting great motorcycle riders and races may continue at the gatherings. All it requires is some historical data to demonstrate the superiority of your favorite ride....

My bike wears a front 19" Dunlop K391 Sport Elite 100/90, and rear Metzeler Perfect Messa 400/18. While the numbers don't match, the combination does not wobble at maximum speed. I don't think this tire set out performs good old K81s, but the fatter middle tread may provide longer life.

Eric Rhodes

Letter to Editor,

On behalf of the students and staff of the Full Circle Programs, I would like to extend my sincere thanks to **The Norton Notice** for its support in publicizing the June 22, 1997 "Sunday Morning Ride for Full Circle Programs." I would also like to thank the following members of the Bay Area motorcycle industry who contributed accessories and gift certificates which made the fund raising raffle possible: Arlen Ness Enterprises, Bavarian Cycle Works, California Kawasaki, Cycle Gear, Golden Gate Cycles, Golden Gate Harley-Davidson, Hayward Honda, Fog City, Monroe Motors, Motion Pro, Motorcycles Unlimited, Pineapple Honda-Kawasaki, Raber's Parts Mart. Most of all I would like to thank all the

cyclists who showed they care about the valuable Full Circle Programs for boys by attending the ride and contributing to the success of the event. Also thanks to Highway One for the regular throttle therapy sessions it makes possible. Finally, a special thanks to Dan Murphy for his time in distributing posters and fliers and picking up contributions from participating dealers.

Appreciatively,
Dave Neal

EDITORS PLEA

Well, I have published 8 issues of the **Notice** and have 4 to go. I still have not received any offers from the members to take over this position in the club. My schedule next year will be very busy (I am musical director for a local production in April). I will not be able to continue as your editor. I can, if wanted, continue to act as your Secretary/Treasurer.

Please, the **Notice** is a very important part to this club. We need to have member participation. Let me know if you are interested. The club still has the computer if it is needed.

As always, I need material for the **Notice**. Send me articles, tech tips, photos whatever you have. The job as editor is much easier if there is sufficient material to place in the **Notice**.

Thanks in advance!!

Alan

Lake Selmac Norton Rally by Lou Caputo

Whassat? You couldn't make the Lake Selmac rally? Oops. Time to reorganize your priorities, seize the opportunities, and worry about the details later.

But you done missed it. Rumor has it that the new resort owner will convert the campground into an RV wonderland, and that leaves us out. But the event is such a good one we'll HAVE to find a new site nearby and you'll be there then, right? If you're traveling in northern CA/southern OR keep your eyes open—we'll need that new site for 1999.

There were about 20 NorCal riders and about 30 NWNOC folks gathered around the campfire Sat. night and you could feel a comfortable, warm glow from both the folks and the fire. With Steve Neal and Alan G. handling the closing ceremonies, we laughed our way through the handing out of poster after poster (Sounds of the Past promos— road racing at SIR and PIR), all "suitable for framing", along with a variety of donated goods. I always feel that that last group meeting is a good gauge of the success of a rally and the tone and feeling present that night left no doubt in my mind that the people around the fire really enjoyed each others' company and had no regrets over having seized the opportunity. And for once we had no field events (Steve had them planned but we had some mist which kept the grass wet.) and no concours and **WE DIDN'T NEED THEM!** Saturday night's dinner was excellent and we even had a great big cake.

Some had spent the days

wandering through a fantastic assortment of backroads either in small groups or alone. We had riders who had traveled 2-up over 600 miles from Idaho who were still going strong, and a group which managed 300 miles on a Friday romp around the countryside (But it did rain on them!). And, of course, there's the getting to and returning from and in my case whoever said the RVs move on rt. 1 on Mondays was dead wrong— I had the road to myself and enjoyed almost every mile of it in glorious sunshine. Damn, it felt good!

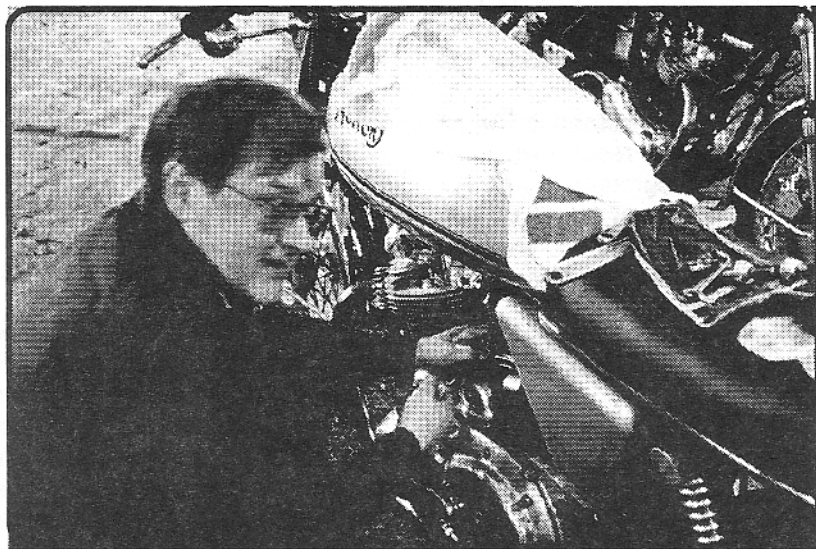
The Selmac events have been significant Norton gatherings. They have joined together two large Norton chapters and made it possible for those who can't get to the National to share and enjoy the hobby (mania?) locally. We owe thanks to Steve and Alan for promoting these events and I for one certainly hope to see them continue.

Rally attendees included the following from Nor Cal. Ask them about Selma:

Harry Bunting, Tom Dabel, David Bright, Grover Buhr, Brad Green and Ruth Middleton, Jerry Kaplan, George and Sachi Shoblo, Jerry Rainforth, Mike Sullivan, Mike Burnham, Neil Kelly, and Frank and Elizabeth Recoder.

The National rally in 1998 will be outside of Olympia and I'm already looking forward to it. There will be dirt riding along with some marvelous area roads (The stretch of 101 from Astoria north to Aberdeen is simply fantastic!). Start planning now.

More from Lake Selma.....



John B. relaxing in camp....



Why are these guys smiling?

We put a 745 cc ohv, 60 bhp twin in the Commando. To rocket you from 0-60 mph in 4.8 seconds. Through a standing quarter in 12.8. And take you way past 120 mph. (Motor Cycle News 29 May '68).

Then we changed the course of motorcycle history. Using a unique and revolutionary concept devised by our research engineers, we coupled the rear suspension directly to the power plant and introduced a patented rubber mount between it and the frame. Giving you the best steering

and the smoothest vibration-free ride you've ever had. We put in a leather-tough diaphragm spring clutch. To give shattering starts. No matter how roughly you treat it. Then we updated the forks. Redesigned the braking system. And incorporated a whole range of extras. But Commandos still have two wheels and handlebars. We apologise for the hang-up.

Norton Commando

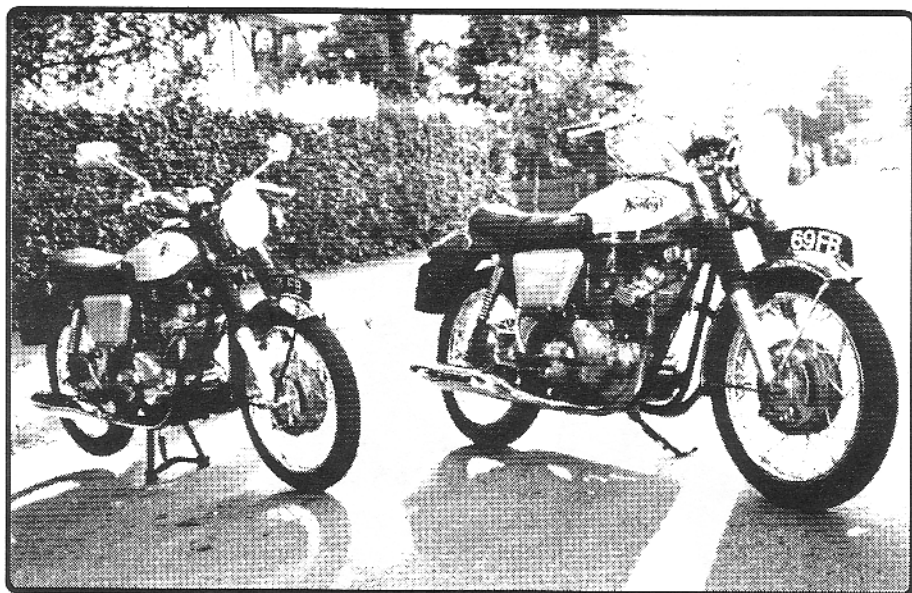
CIRCLE NO. 32 ON READER SERVICE PAGE

**Some things
never change**



Fastbacks

by
Art Sirota



As most Norton club members know, the first Commando manufactured by Norton Villiers was the model known as the Fastback. Initially, these machines were offered in either solid signal red or British racing green. A little known fact is that a select few were made available to special order with a two-tone paint scheme on the tank and tail section. It was metallflake Burgundy red and silver and was extremely eye-catching. No one knows exactly how many Fastbacks were sold with this two-tone paint job, but it couldn't have been more than twenty or thirty. There are no photos of them in any of the

Norton books on the market. I have only seen two examples in my whole life. Norton did feature one of them in an early advertisement. It's always been my favorite Fastback, but I never hoped to own one due to its extreme rareness. I never dreamed I'd own two.

The 1968 Fastback has the plastic tank badges recessed in to the fiberglass petrol tank and a third badge mounted on a raised platform on the tail section. This bike has engine #126910 and frame #137174. The original frame was getting ready to fracture at the headstock when it was replaced by the later, reinforced 1970

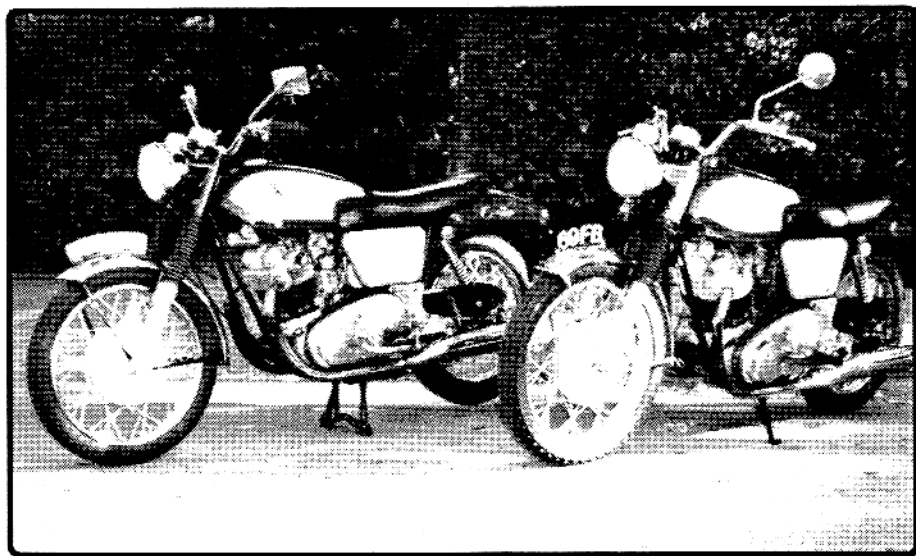
frame. I've owned the bike since 1984 and had painted it red. Over the years I fitted a Boyer ignition, MKIII isolastics, and stainless spokes.

The 1969 Fastback has old style Norton transfers on the gas tank and has the same upgrades as the earlier machine. I've tried to keep both bikes stock so they run with re-sleeved Amal carbs, original speedos and tachs, and stock chainguards and air filters. There are a few minor differences between the two bikes, however. The '68 has an Atlas-style circular heat sink mounted near the ignition switch while the '69's heat sink is as any early Commando mounted on the right hand footrest support plate. The '68 has a solid brass body for the engine's sump filter. Both bikes have the earlier, narrower front mudguard which requires a

3.60x19 tyre. The '68 has sand-cast kick-start lever, gearshift lever and footrests while the '69's are chromed. I bought the 1969 bike in 1979 and painted it BRG. Both bikes feature the earlier-style outer primary chaincase.

So I was quite surprised last December when Phil Radford mentioned to me that he was planning to sell two complete sets of two-tone Fastback glasswork, one for a '68 and one for a '69. It seemed to me like a clear case of Norton Serendipity!! So off came the old glasswork and on went the gleaming new stuff.

I've been riding both machines a lot lately and there're both perfect runners with no oil leaks, no clutch slip, and plenty of torque. Thanks to Phil for helping make this dream come true.



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)

FOR SALE:

Front mudguard for Norton 21" front wheel Complete with brace and stays. Condition 6/10+. No free rust. Some pitting on lower stay. Painted black. \$125.00

Call Mike (415)872-3336 or fax (512)547-2007 (9/97)

FOR SALE

Bultaco Sherpa T. Needs main bearings and seals. \$300.

Stevan Thomas (415)923-1662 (7/97)

WANTED:

500 or 600 twin motor or parts. Need for my 58 Nomad. Also looking for the tool/battery box (non featherbed frame). On page 80 of the Norton Buyers Guide.

Steve (408)476-1319 or fax (408)476-9446 (9/97)

FOR SALE

Knobbies!! Bridgestone rear tires: 100/90-19, 110/90-19, 120/90-19. List \$70-\$80, only \$50 each.

Stevan Thomas (415)923-1662 (7/97)

FOR SALE

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

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

FOR SALE

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 volks1984@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-into1 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/stdnd, 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

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 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)

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.

Norton

Genuine Norton Parts Means
FAIR SPARES AMERICA, INC.
 Norton Twins Specialists

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 FAX (408) 292-8514

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- ◆ Norvil production racer parts
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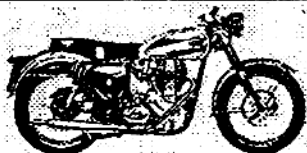
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Schedule of Events

DATE/TIME	EVENT	FEATURING
August 22, 7am	AMA Vintage Days, West	Sears Point Raceway gates open for all vendors, exhibitors, auction and show bike drop off. Swap meet opens.
August 22, 8am	AMA Vintage Days, West	AHRMA practice.
August 22, 7pm	Cigar Dinner	At Cline Cellars, Proceeds to benefit the Sonoma Winery Foundation. Special Industry dinner, \$100 a plate, featuring a special vintage auction preview.
August 23, 7am	AMA Vintage Days, West	Sear Point Raceway gates open for full day of AHRMA Racing, and Swap meet.
August 23, 4pm	AMA Vintage Days, West	Vintage Auction begins, AHRMA Racing concludes.
August 24, 7am	AMA Vintage Days, West	Full day of AHRMA Racing. Swap meet opens.
August 24, 2:30pm	AMA Vintage Days, West	Dick Mann exhibition ride.
August 24, 2:45pm	AMA Vintage Days, West	Dick Mann autograph session.
August 24, 3:15pm	AMA Vintage Days, West	Bike Show Awards with Dick Mann.
August 24, 5pm	AMA Vintage Days, West	AHRMA Racing concludes, award presentation.
August 25, 8am	SonomaFest '97	Sears Point Raceway, SonomaFest Information Center opens, with suggested rides and daily special events.
August 25, 8am	CLASS MC School	Reg Pridmore school opens for session. Must reserve your spot with with CLASS before attending. Call 805-933-9936.
August 26, 8am	SonomaFest '97	Sears Point Raceway, SonomaFest Information Center opens, with suggested rides and daily special events.
August 26, 8am	CLASS MC School	Reg Pridmore school opens for session. Must reserve your spot with with CLASS before attending. Call 805-933-9936. Special Ladies Only Day.



THE NORTHERN CALIFORNIA NORTON OWNERS CLUB
Membership Application

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

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

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

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

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

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

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

NAME _____

ADDRESS _____

CITY STATE and ZIP _____

TELEPHONE _____

MOTORCYCLES OWNED

Make	Year	Model	Engine/Frame/Plate Numbers

Attach another sheet if you want to list more.

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

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

I have read and agree to the additional terms and conditions set forth on all parts of this application. Other affiliated clubs and organizations are also represented and protected by this release.

Dated _____ Applicants Signature _____

Send all applications or inquiries to:
Alan Mueller, 128 Windsor Ct., San Carlos, CA. 94070
(415)591-5444