



Norton Notice



The Newsletter of the Norton Owners Club

No. 156

April 1991



GET WITH IT... get a Norton Commando

You're in command with the new Norton Commando 750. This revolutionary breathtaking model is a real change from the conventional big twin. New engineering brings to motorcycling a truly new standard of power performance, comfort and safety. □ On this latest masterpiece from world famous Norton you are rubber cushioned by the exclusive new patented suspension system, placing the Commando years ahead of any other brand. □ The Commando, with its "feather-touch" four plate diaphragm clutch and triplex primary chain, is a modern miracle on wheels, sufficiently powerful to thrill the most experienced. It assures maximum dependability for the long distance tourer and a record-breaking performance for the sports rider. To quote Motor Cycle News — "It is a roadburner without equal anywhere in the world, and it pulverizes all previous concepts of high-speed motorcycling." □ If you're not ready to buy it — don't try it! For if you simply try it, you'll never be happy with any other bike!

BERLINER
MOTOR CORP.
Sole U.S. Importer
HASBROUCK HTS., N.J.



Norton Notice

is published by the Northern California Branch of the 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.

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. For Branch members who cannot attend club meetings or club rides, the NORTON NOTICE affords an opportunity to share experiences and information with the membership of the Branch and to bring the Branch members closer together.

The deadline for items to be submitted for publication is the 25th of each month.

Membership in the Northern California Branch of the Norton Owners Club is available for \$15.00 per year. Membership dues are payable to the Branch Secretary/Treasurer.

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. For example, 745/2 denoted member 745 with dues expiring on the 1st of February.

All changes of address should go to the Branch Secretary/Treasurer, not the NOTICE editor.

The Northern California Branch of the 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: Lynne Miller, 639 Mangels Ave., San Francisco, CA 94127. (415) 334-2042;

VICE PRESIDENT: Marick Payton, 301 W. O'Connor, Menlo Park, CA 94025. (415) 321-5083

SECRETARY/TREASURER: Stan Beneveds, 36646 Darvon Ct., Newark, CA 94560. (415) 793-0704

RECORDING SECRETARY: Brad Green, 37028 Lassen St., Fremont, CA 94536 (415) 792-0501

NOTICE PUBLISHER: Andy McKerral, 28 Iris Lane, Menlo Park, CA 94025 (415) 322-4054

RIDE COORDINATORS: Mike Burnham, 2401A Bush Street, San Francisco, CA (415) 346-1224

PARAPHERNALIA: Leo Christiansen, 464 Alcatraz, Oakland, CA 94609 (415) 655-5083

PUBLIC RELATIONS: John Covell, 1183 Alemany, San Francisco, CA 94112 (415) 334-1183



IMPORTANT (Please take note of the following fine print):
The object of the Northern California Branch of the Norton Owners Club is to promote, encourage and develop motorcycling 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

April 14th: As yet to be determined. Contact the Rides Marshall for updated information on the route of this ride.

May 5th: Mount Hamilton ride.

June 8 & 9: The famous NOC/BSAOC Sierra ride and chili cookoff.

July 7: a possible Napa Valley/Sonoma ride. Stay tuned for details.

August: The Mother of All Rallies at Richardson's Campground in Lake Tahoe.

Graphics Contributions

Cover Photo: Cycle World- Oct., 1968
Tom Dable

Inside Center: The Raffle Bike
Andy McKerral

Photo of the Rides Marshall getting "tanked": *Gerald Mauricio*

ADVERTISING RATES

	<u>1/4 Pg.</u>	<u>1/2 Pg.</u>	<u>Full Pg</u>
6 Mos.	\$35	\$70	\$140
1 Yr.	\$60	\$120	\$240

Send ad copy and check to the Publisher

Meeting Schedule

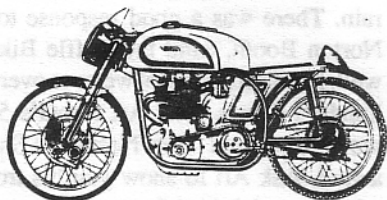
The club meets on the 2nd Thursday of each month, at 7:30 PM. The location rotates between Peninsula, South Bay, East Bay and S.F.

April 11- San Francisco Lake Merced Boathouse. Off Skyline Boulevard.

May 9--Peninsula The Prince of Wales Pub on 25th Ave in San Mateo offers a wide selection of beers and a private meeting room with dart boards!

June 13--South Bay Harry's Hofbrau, El Camino near Castro Street, Mountain View

July 11--East Bay Spaghetti Factory, Jack London Square, Oakland (yeah, this is still tentative)



1963 catalog drawing of Manx 30M and 40M

Over the Bars

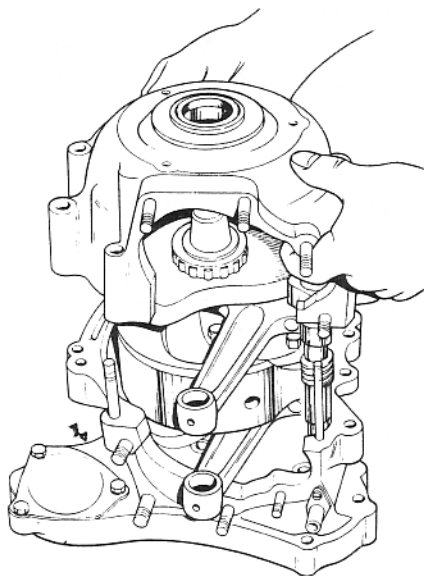
by Lynne Miller, President

The Easter Morning Ride went off without a hitch. It was a very successful event for the Norton Owner's Club. Congratulations to those of you who made the ride. It takes a lot of forethought and determination to actually get up and DO IT. Four hundred and twenty bikes made it to the top. Nortons everywhere! Next year, we may give some thought to group areas; that is, Nortons with Nortons, BSAs with BSAs, and so forth. This would give sort of a Show atmosphere, and allow an easier way to see all the bikes. Just a thought at this time. This event was also a good warmup for the Tahoe Rally. From the organization standpoint, it showed the importance of coordination with all the different road officials and agencies so that things can run smoothly and unhindered. State parks like to know exactly what is going on and, if not notified, a locked gate could cause a disaster. From the rider's aspect, it really brings out the need for complete preparation for both the rider and the bike. A poorly prepared bike and a tired rider can quickly produce a disaster and ruin not only your trip, but also someone else's trip. *Be prepared!*

The All-British Swap Meet in San Jose was a success, in spite of the torrential rain. There was a good response to the Norton Booth, and the Raffle Bike as well. I think at this point we have over five hundred tickets sold. Art Sirota's 500T won the coveted "Best Norton At Show" award. Ask Art to show you his trophy when you visit his bikes.

One last note on the Easter Ride: great club turnout, and a fantastic breakfast at the Lighthouse Restaurant in Sausalito.

Well, that's about it for this chat *Over The Bars*.



...your Notice Editor is
CRANK-y
about the deadline mess
in our club
See Page Thirteen

Minutes *cont'd* from page 5...

was to sell Marshall an ad space, then give him a copy of the Notice each month. "I can do that!" said Leo.

The meeting adjourned at 10 PM; attendance was 14.

John Covell, *in-absentia* Scribe for Brad Green

Minutes of March Meeting

Vice President Marick Payton called the meeting to order at 8:55 PM at "the Ol' Spaghetti Factory" in Oakland's Jack London Square. Rally Committee Chairman Alan Goldwater gave a brief report on preparations therefor. He mentioned the budgetary outlook- should be okay. The largest single components are the campground and catering expenses. Alan still feels that a Yosemite overnighiter should be on the schedule, and asked for a volunteer to be the "evangelist" for such a ride and organize it- a high profile high prestige post. (Volunteer-please contact Alan) Then, Joe Edwards described a good day ride for Saturday which he is scouting out... a Virginia City run over the Kingsbury Grade.

Loni Beneveds gave a Treasurer's Report, stating that the Notice's costs were up somewhat because extra copies were made for distribution at the Clubman's All-British Rally later this month. Advertisers are going to be chased for remuneration for their advertisements; administration thereof had fallen a bit behind. Circulation is up.

John Covell reported on club publicity efforts. Alan mentioned that the INOA's Norton News is still off it's schedule- presumably because Pete Kogurt is still in Saudi Arabia.

Paraphenia Chief Leo Christianson reported that we need to seek a different vendor for the Rally shirts since they'll be

4 color and our club shirt vendor might not be able to handle an order of that size and complexity. The up-front money for the shirt order might come from advance sales of the rally tickets. Joe Edwards volunteered to oversee getting the Rally shirts bidded and manufactured. This should be a good money maker. Those present voted between two proposed designs; Vice President Payton decided to defer final choice until more feedback can be obtained, possibly via the Norton Notice.

Loni reported on behalf of absent Notice Editor, Andy McKerral, that he'd like to receive material for publication by the 21st of each month, so that the Notice can be sent out in a more timely fashion.

The Club Raffle Bike is, per Harry Bunting, looking very good. Andy McKerral, Brad and Kathie Green, et. al., have worked very hard on it. After the Clubman's Show, the bike will be displayed at Raber's.

It was mentioned that the Ride Marshall should provide ride participants with maps, to avoid the perennial problem of lost riders. Various possible April rides were discussed. Jerry Kaplan may volunteer for a route. Mike Burnham was absent, so no April plan is known yet.

Alan mentioned the need for a volunteer to coordinate swap spaces for the Rally, so some extra revenue can be generated.

Finally, Leo mentioned that (Mean) Marshall might be a good person to make an honorary Club Member; Alan's idea

THE UNAPPROACHABLE



... Side Trips

... an occasional article dedicated to sarcastic, incisive, hopefully humorous insights into the joys and foibles of

NORTON ownership

By Andy McKerral

The recent All-British Clubman's meet in San Jose was a very different event for me this year. Although everyone was friendly, helpful, full of news and stories, and the general tone of the Norton representations were altogether very upbeat, I still left the place with a wee little level of sadness... after all was said and done, the Club Bike was completed. Alan Goldwater told me a week later that we'd sold \$650 worth of raffle tickets at the event- something which should make everyone in the Club feel pretty good... but I can't help but worry that the thing which I broke down, organized and fabricated over such a long period of time might eventually be the prize of some seventeen year-old adrenalin addict that discovers it's hidden powers, pulls it full throttle into a sharp curve, and violently ends the cumulative efforts of both his parents and my tired old hands. Yeah, it's a downer situation for me right now, but hey- I've been divorced before- and, what the hell- I'll get used to it.

More thanks for the effort should go to Mike Burnham for the rear fender and tail light assembly, Phil Radford for a substantial discount on a chain guard, Kathie Green for the cleanup of said chainguard, and Mr. Vice President, Marick Payton, for enclosed transportation of the bike on such a wet, stormy and miserable day.

Frankenbike presently resides at Rabers Parts in San Jose, at rest amongst the pile

of K-81s in front of the shop. Should you feel so inclined, stop by and purchase a ticket or two- and, while you're there, buy a gasket or something from Bob; the pound is somewhat weak these days- no doubt feeling a trifle anaemic after the recent boardroom shuffle at Norton PLC.

I gotta admit that it was a real close call between that incredible trick red 750 Commando with the Drouin supercharger setup and Art's non-dirt bike- but my personal vote for the Overall Best Norton of the show had to go to Art. Detail, finish, aesthetics and presentation always count in any show, but what made Art's eye-gasmic effort with his splendid 500T outstanding was the sheer understated class of his overall motorcycling Karma- after all, the souped-up Commando was for sale...

And so here it is, Easter eve... I hauled ass down to Raber's at the crack of dawn this morning to get points (yeah, Marick, I still run a Lucas 6CA setup for ignition), plugs, and other tuneup sundries for tomorrow's run to Mount Tam... got home around 9:30 and started turning bolts. By high noon, the ol' Mark 3 seemed very pleased to receive all this attention after that **other** bike commanded my attention for so long. I took her out for a shakedown cruise to San Carlos and back, and felt that my machine was adequately prepared to make the upcoming morning's journey.

Then, I made the mistake of lying down and taking a nap... when I awoke two hours later, I found myself cursed with the same 101 degree fever that everyone else in this house had been running off and on for the past four days.

The irony of it all! I'm convinced that

whoever designed the human immune system used to work for Lucas.

At any rate, barring any further disasters, wars, sin taxes or volatile exchange rates, I should be able to attend the meeting in San Francisco which is coming up soon. *See ya there, y' all...*

Almost incredibly fine-print Department

Art Sirota asks to notify those interested persons that on Sunday, July 14, 1991, there will be an event called "Matchless Day" up at Alice's Restaurant up at Skylonda Corners. This will be a first-time get together for breakfast and ride. Matchless owners and their machines should get there at ten AM. No pins, no tee shirts, no free beer, no trophies... no kiddin' ! Any questions? Call (415) 327-3167.

The March Ride Report

by Mike Burnham, Rides Marshall

I find that there is something exciting about getting up at some unreasonable hour to go on a motorcycle ride. How does four o'clock sound? No... I mean, *on the road* at four. Earlier in some cases- and, for others, I suspect that they never got to bed at all. That's all part of the fun. The excitement builds on this ride as you travel from one meeting place to another, and the crowd grows ever-larger. You spot friends that you haven't seen in awhile, and you see people that you haven't seen since the last Easter Ride. And, yes... you even meet new friends. If that doesn't sound exciting, then imagine riding up a winding mountain road with sheer drops all about, through dense, bone-chilling fog with the road illuminated only by your Lucas headlamp....okay, listen: any event that can get Art Sirota and Phil Radford up

at these hours must have some redeeming qualities!

Statistically speaking, it was an overwhelming success. I counted approximately thirty Nortons... "approximately" because it was difficult to pick them out from the four hundred or so other bikes. No, that's not a misprint. Patrick McDowell counted four hundred twelve, while Lynne Miller counted four hundred twenty. (Miller always did exaggerate) While not all the bikes were British, the marques were well represented, including a Brough Superior and a big sloping Panther with a side hack. There was, of course, a brace of Beamers, including a 1938 side valve with a side car... and, Ducati's. Quite a few, in fact. Always a welcome sound, that. Also, a handful of Harleys, including an XR750, and the obligatory Purple Chopper that leaks more oil than any British Bike could ever hold.

There was just one little snafu, however: the ride was supposed to leave Tam Junction for the summit at five twenty. A couple of face downs on Hondas decided they were going up early, and at five-oh-five, they zoomed off. And so did four hundred other people. I've never seen so many bikes start up so quickly. While Lynne Miller raised his hands in disbelief and disgust, Radford quipped, "Maybe we should rename this the Easter Morning Lemming Run!"

For the April Peninsula Ride, meet at Alice's on the 14th. The ride will leave at 10- come earlier if you want breakfast.

For the May Fifth ride up Mount Hamilton, meet at Howard Johnson's/ Bob's Big Boy at at North First Street and 101 in San Jose. We leave at 10-10:30. If you wish to eat, come at nine.



All riders are welcome to join us for the

8th Annual Rally of European Motorcycles

Sunday, April 28th
Monterey Fairgrounds
 (There will be no wind or rain, only sun)

Presented by the Monterey Bay European Motorcycle Club

Don't miss this fantastic rally, informal bike display, field events and poker run featuring a scenic road course on Monterey County backroads. Scheduled events include the poker run with prizes, a raffle for door prizes and an afternoon barbecue which will be available at the additional cost of \$4 per-person per-plate.

Trophies and prizes will be awarded for the best poker-hand in the following categories: British, German, Italian and Non-European Motorcycles. Participation pins will be awarded to all Rally entrants. Complimentary coffee and pastries offered in the early morning.

The **MBEMC's 8th Annual Rally of European Motorcycles** will begin and end at the Monterey County Fairgrounds in the enclosed grassy area at the northeast corner (Fairground and Airport Roads), on **Sunday, April 28, 1991**.

Registration and check-in begins at **7:30 am**, with the poker run starting at **9:00 am**. Cutoff time to start is **10:30 am**. Awards at **2:30 pm**.

The cost is **\$9.00** or **\$7.00** if pre-registered (must be postmarked by **April 20**). Cost includes free raffle ticket and participation pin, but does not include lunch.

For further information, call Gerry Reynolds at **408-373-8197**.

Registration: fill out below and mail with your check or money order for \$7.00 (plus \$4 for each BBQ plate) to: Monterey Bay European Motorcycle Club, P.O. Box 894, Pacific Grove, CA 93950. Must be postmarked by April 20th, 1991 for \$7.00 pre-registration (otherwise show up with \$9.00).

Name _____ Phone _____

Address _____

City _____ State _____ Zip _____

Motorcycle Make _____ Model _____ Year _____

Motorcycle License Number _____ State _____

Would you like more information about the Monterey Bay European Motorcycle Club? Yes No

All contestants will be required to sign a waiver of responsibility at the start of the event.

© 1991 Monterey Bay European Motorcycle Club

International **Norton** Owners Association



Richardson's Resort, South Lake Tahoe, CA

**Rally fees: Adults \$40.00 (\$35 before 7/1/91)
Children 5-16 yrs \$10, under 5 free**

Note: Full RV hookups and family cabins are available separately. Contact Richardson's Resort at 800-544-1801 for reservations (required).

Fees include the following:

- Four nights camping
- Daily rides and tours
- Complimentary raffle ticket
- Awards and door prizes
- Friday barbecue with live music
- Saturday banquet

Special events and features:

- 1971 Commando Roadster raffle
- Five passes poker run with cash prizes
- Overnighter to Yosemite Park
- Breakfast served every day
- Free Casino shuttle

**To preregister, complete the form below and mail to:
Harry Bunting, 1165 Crandano Court, Sunnyvale, CA 94987**



Mail this form to: Harry Bunting, 1165 Crandano Court, Sunnyvale CA 94987

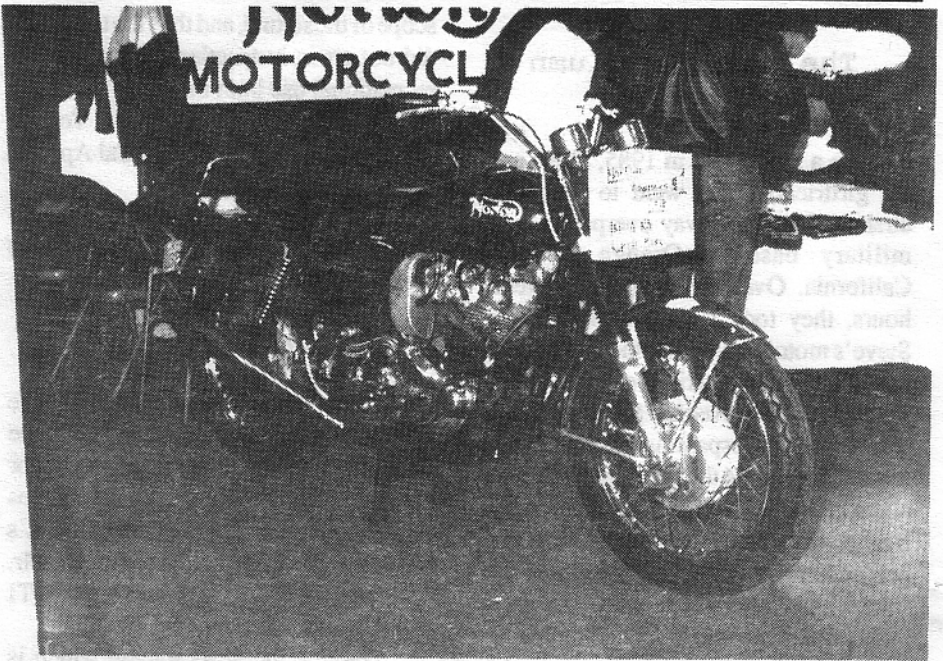
Name: _____
 Address: _____
 City: _____ State: _____ Zip: _____
 INOA #: _____ Number in party (adults) _____ (children) _____
 Amount enclosed: _____ ALL FUNDS IN US DOLLARS



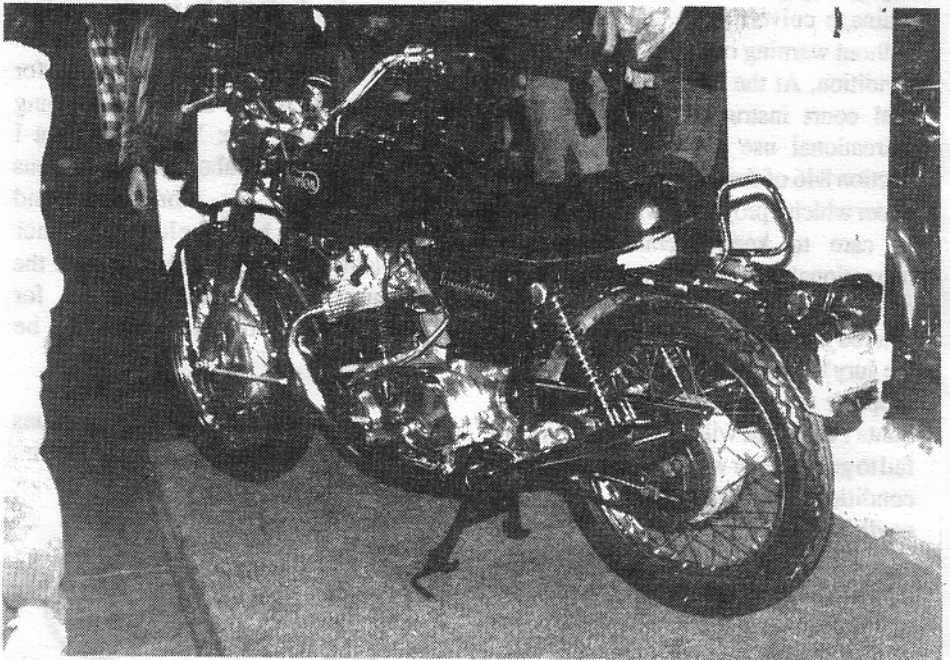
I Can't Stand It Anymore!!!

Okay, so I've looked at this picture at least a jillion times, and I see another caption in every instance- stuff like, "No WONDER his bike was swerving all over the road!" or, "If this works, boy- won't the Arabs be PISSED!?" or, "I wonder if it's after 1:00 yet..." In any event, this is an excellent example of the old saying, "A picture is worth a thousand words". So, rather than be presumptuous enough to single-handedly caption this excellent piece of work, I've decided to hold a contest.

The person who, in my opinion, presents the funniest caption to this photo by June 21st will receive \$10.00 out of my pocket, and they will be expected to use that \$10.00 to buy Mr. Burnham a 5 gallon jerry can to carry along with him on the next Club Ride. (I'll kick in any cost over the \$10!)



Two Views of the Club Raffle Bike, exhibited in San Jose at the Clubman's Meet last month



The Covell Column

by John Covell

On a spring day in 1985, Steve and his girlfriend Laura went to watch an airshow from a railway overpass near a military base in Orange County, California. Over the course of several hours, they took a couple of rides on Steve's motorcycle along the shoulder of the Santa Fe railroad right-of-way, which was unenclosed. Neither Steve or Laura saw any "No Trespassing" signs. On the second ride, while the bike was moving at about 25 MPH, it went into a ditch created by a drainage culvert running perpendicular to and underneath the tracks, and Laura was injured.

Laura sued Steve and Santa Fe, alleging that Steve negligently operated the motorcycle and that the railroad negligently or willfully maintained the drainage culvert on its property without warning others of the dangerous condition. At the railroad's request, the trial court instructed the jury on the recreational use immunity created by Section 846 of the California Civil Code, under which a property owner has no duty of care to keep premises safe for recreational use by others or to warn them of hazardous conditions. The trial court entered judgement for both defendants on the jury's finding that Laura was on the property for recreational purposes; that Santa Fe did not willfully or maliciously fail to guard her or warn her of a dangerous condition; and that Steve was not negligent.

A panel of the California Court of Appeals affirmed. It held that the shoulder of the railroad right-of-way fell within the

scope of the statute, and thus the trial court did not err in instructing the jury on the recreational use immunity.

The case: *Myers v. Atchison, Topeka and Santa Fe Co.* (1990) 224 Cal App. 3d 752.

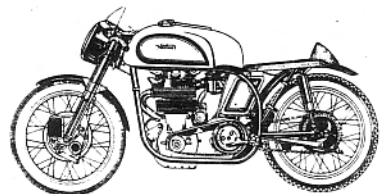
(Ed.'s Note: You hear that, Art? No goat-roping down the Caltrans line at midnight on that award-winning 500T!)

...other matters of interest...

Off the Nexus wire, we learn that the DTI is considering placing Mr. Philippe LeRoux under contempt of court for refusing to answer investigator's questions regarding the affairs of Norton PLC. (Ed.'s Note: before this report, as we recall, Mr. LeRoux *agreed* to assist the DTI investigators. My, my, my...)

Quoting the news release which is excerpted from the February 12 issue of "The Independent", Mr. LeRoux purportedly declared, "It is ludicrous that I should have less rights in this matter than people who might be investigated for attempting to mortar bomb 10 Downing Street." (Ed.s' Note: Yeah, Phil- but I recall that they went about their netharious affairs with a bit more flash and substance...) Mr. LeRoux further complained that the methods which the DTI uses in collecting evidence for prosecuting authorities should be investigated.

It seems clear that Mr. LeRoux has never had to deal with an IRS tax audit...



This full-page ad sponsored by The Committee to Eliminate Publisher's Ulcers P.A.C.-
by Andy McKerral- sole member, sponsor, booster club and all-around perfectionist

Are You Tired of being Pissed Off?!

Do you find that the following Symptoms apply to *YOU*?

- * You feverishly wait all day and night by the post slot for your Notice;
- * You curse because your classified advertisement didn't produce the immediate sale that you wanted;
- * The format changes you wanted to your paid ad didn't happen;
- * The Rides Schedule is inaccurate or outdated;
- * Your favorite submittal has seemingly been deep-sixed;
- * You think that the Editor is doing wierd chemical substances...

Then you need to get a grip, get tough, and listen up to the

Norton Notice Facts of Life

1. The deadline for ALL material to be published is the 21st of the month...
NO EXCEPTIONS. PERIOD.
2. All regular articles must be submitted in one of the following Three Formats:
 - * Macintosh 400K disks in Microsoft Word;
 - * Hard Copy (i.e.: LEGIBLY handwritten, typed, or word-processed);
 - * 5-1/4" or 3-1/2" IBM floppy disks converted to ASCII for downloading into a Macintosh format.
3. The only acceptable method of delivery of material to the Publisher shall be by First Class Mail or hand delivery by deadline time. The reason for this is because in the past, I've accepted sub-submitted material from Fax machines, tapped telephones, and carrier pigeons- yet none seem as traceable and reliable as the good ol' U.S. Mail.
4. To prove that I'm not bullshitting, and that I intend to adhere to these guidelines, any regular article which does not meet the above criteria will be "blanked out": i.e.: there will be a caption entered below the regular heading: "Not Submitted In Time For Publication". Then you get to take up the matter with the person responsible for screwing up... and also embarrass the bejeezus out of 'em.

Please understand that your Publisher is committed to producing a publication of the highest possible quality. My goals are to make the Notice informative, readable, amusing, pleasing to the eye, and a FUNCTIONAL TOOL WHICH ENHANCES THE ENJOYMENT OF OUR BIKES. Without established guidelines that are attendant to an organized publication, we may as well put ourselves in the same class as Ninja owners... and we all know how careful and considerate THOSE folks are...

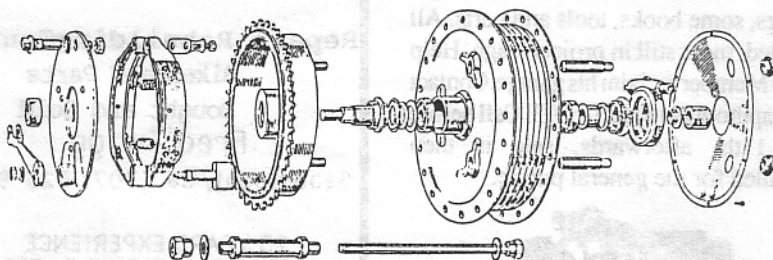


Fig. H5 1970 type rear wheel exploded

I'm putting the brakes to a sloppy schedule!

Classified Advertisements

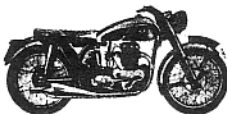
For Sale: 1971 Commando Roadster: new top end, clutch, tires ans seat. Licensed. It runs well. \$1800. Call Tom Spoichich at (415) 537-4559 (Castro Valley)

For Sale: Norton s.v. and ohv singles oil tank cap (A@/291), fits Model 18, 16H, ES2, 500T, etc., 1946-1955 Just re-chromed, \$50.00. Art Sirota, 1281 Laurel St., Menlo Park, Ca. 94025 (415) 327-3167

For Sale: 1973 Commando Interstate. Very clean, runs perfectly, factory updates, receipts, overall excellent shape. 16K miles, 2nd owner. \$3400, trade for BMW R100/R90, or best offer. Contact Mark Johnson at (707) 226-6982

For Sale: Disc Brake conversion parts: 3 sliders, 2 brackets, 2 calipers, axle, hub, 1 rotor, master cylinder, brake lines. For earlier Commandos. Contact Eric Reiner at (209) 522-4498

For Sale: '71 & '72 Norts 750 (\$1500 & \$1300), '72 Dunstall 750 (\$2600), '71 Bonnie (\$1300), '68 T100C w/'72 motor (\$1300), '66 T100R-dirt setup (\$750), '78 Yam TT500-dirt (\$500), '78 KTM250-dirt (\$400), tankbags, fairings, some books, tools and parts. All are titled, most still in project stage. Help a Club Member reclaim his garage. Contact Lou Caputo at (415) 527-6803. Call before May 11th- afterwards, sale is then scheduled for the general public.



CLUB GOODIES

(formerly called "Paraphenelia",
but hey, we're upgrading our image!)

1. T-Shirt, New Design. Silver on black- also, Red on Silver
Long Sleeve: XL-5; L-4; M-5; S-2 \$18.00
Short Sleeve: XL-4; L-3; M-6; S-4 \$15.00
2. T-Shirt "My Success is due to my Unapproachable Norton"
Gold on Black, very shrinkable XL-1 special \$8.00
3. Norton Hat: black on silver. One size adjustable. **SOLD OUT** \$6.00
4. New Ca. NOC Pin. Red, white and blue on gold; 7/8" square \$6.00
5. Old NOC Classic "N" pin. Red on Silver \$2.75
6. Commando Service Notes, 45 pages, printed in England by NOC \$5.00
7. Decals- Classic "N": small- sold out- .50; large (4"x4") \$8.75
8. Cloth Patches- Classic "N": small-sold out- \$1.50; large (4"x4") \$2.50

All orders sent UPS or Postal and charged accordingly.
Call (415)655-5083 to place your order.

The above list of Club Paraphenelia is all available at this time. In past years, the assortment was more varied, but it didn't sell well, or there was inadequate profit margin to justify continuation of the individual product. This Club activity is not a big revenue generator- but, like any business, we try to carry high quality, high demand items bought at low cost and sold at reasonable market prices. This is a Club Service for it's members, as well as a revenue generator for Club Activities. So, now you know- but there again, you already did...but you may not have let anyone else know that you knew! The remaining question is: what can you do to make the Club better?

Leo Christiansen

Norton

Owners Club

NORTON

TRIUMPH

A.J.S.

B.S.A.

VELOCETTE

British
Motorcycle
Specialists

Repair Rebuilding Tuning
Bikes and Parts
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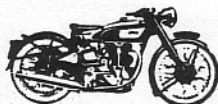
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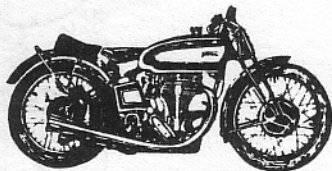
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