



Norton Notice

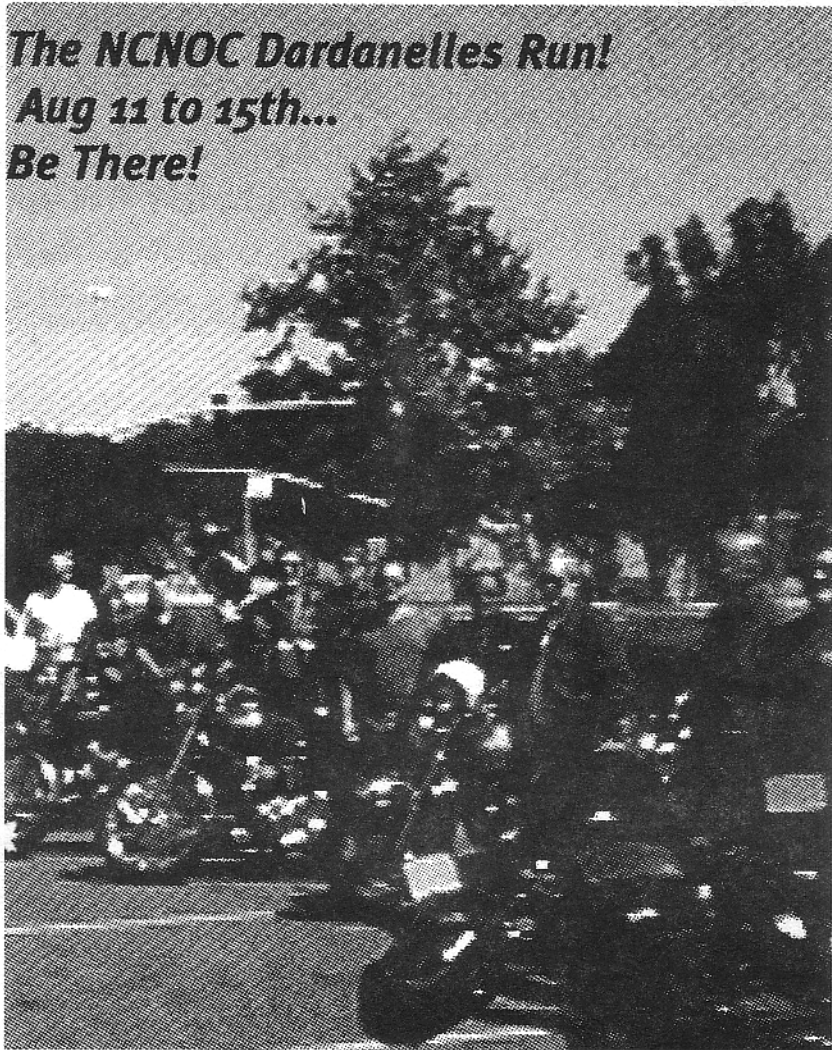


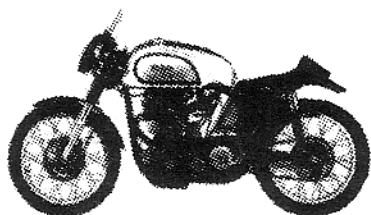
The Newsletter of the
Northern California Norton Owners Club

No. 251

August 1999

***The NCNOC Dardanelles Run!
Aug 11 to 15th...
Be There!***





Norton Notice

The Norton Notice is published by the Northern California Norton Owners Club. Its purpose is to inform and entertain members regarding all aspects of the Norton motorcycle.

The dead-line for submissions is the 20th of every month. Send articles, pictures etc. to: **Norton Notice Editor- 1318 Eleventh Ave. San Francisco, Ca. 94122** You can also send text or scanned art (any format) via e-mail to: dana@spazzco.com

Advertising rates are \$60 per year for a 1/4 page. Membership in the Northern California Norton Owners Club is available for \$20 per year. Membership dues are payable to the branch treasurer (see application form inside cover). 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 this mailing and on the membership card. **All changes of address or membership questions, please call the club President...not the Notice editor!!!**

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

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Bill Knight, Dick Slusher

Tech Tip Fine Print

IMPORTANT: Norton Notice members often submit technical suggestions for publication in the Norton Notice. Submissions published have been reviewed for technical content and are believed to be acceptable, 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 connections with club activities. Norton Notice articles and other materials express the authors view only and not necessarily the policies of the Northern California Norton Owners Club, NOC or INOA. The editor reserves the right to accept, reject or alter all editorial or advertising material submitted for publication. Advertising does not mean endorsement or products, goods or services.

◆ 1999 Club Rides ◆

date	time	alt	event	meet at	contact
August 5 - 8	**	N/A	West Coast Norton Rendezvous	**	magicsound@aol.com
Aug 11 to 15th	**	N/A	Dardanelles Run	Call for reserv's or camping info	(209) 965-4355
Sept 2	10 AM	N/A	Mt Hamilton Ride		**Tom D. 408-272-0369
Sept 26	10 AM	Oct 14	Old Timers Ride Annual Meeting		**
Oct 10	10 AM	N/A	Delta Ride	Gar Jorgenson	(925) 634-9395
Nov 7	10 AM	N/A	Marin Ride	**	
Nov 21	11 AM	N/A	Boulder Creek	Alices	Alan G.

** to be determined

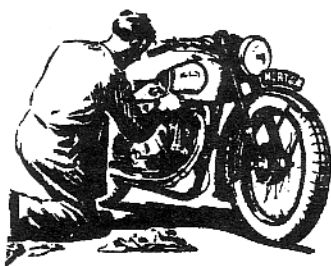
Earn Norton Points by attending OfficialNOC events Ride a Norton: 6 Points, Any other bike: 4 points, Ride on 4 wheels: 2 points Weekend events are tallied by day. At the end of each year the member with the highest point total is awarded the Norton Cup and gets a free year membership.

1999 Club Meetings

The club meets at 8:00pm on the second Thursday of each month at rotating venues.

Aug 12 After Dardanelles Ride
 Sept 9 Price of Wales, San Mateo
 Oct 14 Harrys Hofbrau Mtn View
 Nov 11 Harrys Hofbrau San Leandro
 Dec ?? Xmas Party

Alan's Wrench



My thanks to Mike Sullivan for running the July meeting while I was away at the INOA National rally in Virginia. It was really hot and humid there, which made camping and riding a bit of a challenge. The roads were great though, I managed to do around 700 miles on a rented B**. There were a lot of really nice Nortons there, including a P11 chopper and an incredible all-alloy café special with four front calipers and every trick mod ever invented. I have lots of photos, which will run in future issues of the Notice.

We had a nice ride in Napa on 7/25. The weather was perfect and we had 14 Nortons and a few lesser brands on the road. At the lunch stop in St. Helena, Wayne Seymour and Jay McArdle joined the club, and ex-member Bob White just happened to be passing by on his Duc. We finally got out of the 'taster' traffic and headed up Pope valley. Ah, a Norton road at last! We lost Margie somewhere along the way, and picked up George and Bruce at the Berryessa rest stop. We soon lost them again, when they stopped for the lunch they had missed earlier. Back in Rodeo, Margie finally rolled in, followed by the late-lunchers. Thank you Greg and Garwood, for a well-planned and interesting ride.

The weather in Selma, Oregon looks unusually warm this year - expect 90's during the day if you're going. On the other hand, I've heard that the Sierras are unusually cold at night this year. So if you're planning to camp at our Dardanelles event, bring an extra sleeping bag. See you there.



The "Hellarwi?" tribe

Travels with Norton

Frank Forster <fforster@cruzio.com>

I've had my Mk III Interstate for about nine or ten years and had four Commandos prior to this one. My experience indicated that the Mk III was the most practical and functional of the Commandos once a few of the silly little defects were cured. It's been pretty easy to keep in good operating condition for the past several years, and gradually become my favourite for long distance rides. I've equipped it with BMW bags (gross), a smallish double bucket seat, a slender dolphin touring fairing from Avon, single Mk II Amal, Boyer, big battery and cables, (don't have a kickstart lever anymore), Scarab front caliper, and right side shift to match my other bikes. Last spring, I got to talking to an old friend with a new Buell about a road trip. He lives in Portland, OR, about 700 miles north of me, and expressed a wish to visit Yellowstone. So, I got busy with the maps and got carried away. The route included ten states in twelve days and looked like about 3500 miles. The schedule called for leaving Portland on July 3 and joining the Chili Ride at Grass Valley on the 17th. Along about the first of June, I cast a critical eye on the Norton with the idea of tidying up a few heres and theres, and by the end of the day was looking at a BARE frame and empty cases. (sometimes I get a little out of control). On the morning of July 2, I pointed her north and pulled into Portland late that night. In the morning, John and I headed east on I 80N to La Grande, where we tuned north through the Wallawa mountains headed for Lewiston, ID. Had a beautiful ride through the Chief Joseph country, down a lovely switchback highway to the Grand Ronde River and back up the same kind of road to the top of the next ridge. Then north to Clarkston, WA, crossed the Snake to Lewiston, where we took a motel for the night. In the morning we went looking for the old hillclimb used by the Lewiston Motorcycle Club during the fifties. John's dad had competed there when John was maybe five or six years old and he remembered watching it. We knew it was on the north side of the river and got up on the levee trying to see where it had been. Couldn't locate it. I approached a couple of guys out for a morning walk, and one of them remembered it and gave us directions. What a letdown! (Continued next page)

It looked like you could ride over it on the Commando. Course THEY started with the front wheel almost touching the hill! And it was a regional championship event. We got on and headed east along the Lolo Pass highway (12) looking for Missoula. Got there in time for a late lunch and found out that it was the venue for the national BMW convention later that week. For the next two days, there was a steady stream of Beemers approaching us as we headed east to Butte and Bozeman on I 90. Montana had eliminated their daytime speed limit, and we ran between 90 and 100 all the way, hour after hour, stopping only for chain lube and gas. At that speed, the Norton settled into a very tireless run, showing no distress. We rode sans helmet from Idaho to Nevada and it was a wonderful feeling. The weather was great during the entire ride.

Wyoming was pleasant, starting at Jackson at high elevation and working south east to Laramie at lower elevation. Mostly straight roads, but attractive sweeping vistas. We maintained 80-90 MPH until we got into Colorado. Slowed down in CO due to a more heavily populated area and environmental concern, (mostly to my license). We headed due south to Fort Collins, then west to Estes Park. (EXPENSIVE motels). The most dramatic part of the ride was the Colorado Rockies starting with Rocky Mountain National Park, Dillon, Aspen, Carbondale, Hotchkiss to Grand Junction. Crossed numerous passes up to 12,000 feet and the roads and scenery were truly awesome. The word magnificent comes to mind. Tour America was in Aspen, and combined with miles of highway construction created enough gridlock to minimise the fun factor. We moteled in Grand Junction, (not cheap), and on the morning of the 11th, headed south along 550 to Ouray. From Aspen to Ouray, we saw hundreds of hot rods and custom cars of all sizes and shapes that were doing the Tour. South of Ouray we rode in country very like the Sierras with twisty roads and old mining towns; Silverton, Durango, etc. Stopped at the Black Canyon of the Gunnison, a very narrow and VERY deep cleft in the earth. Well worth a stop.

We visited Mesa Verde, from which we could see into four

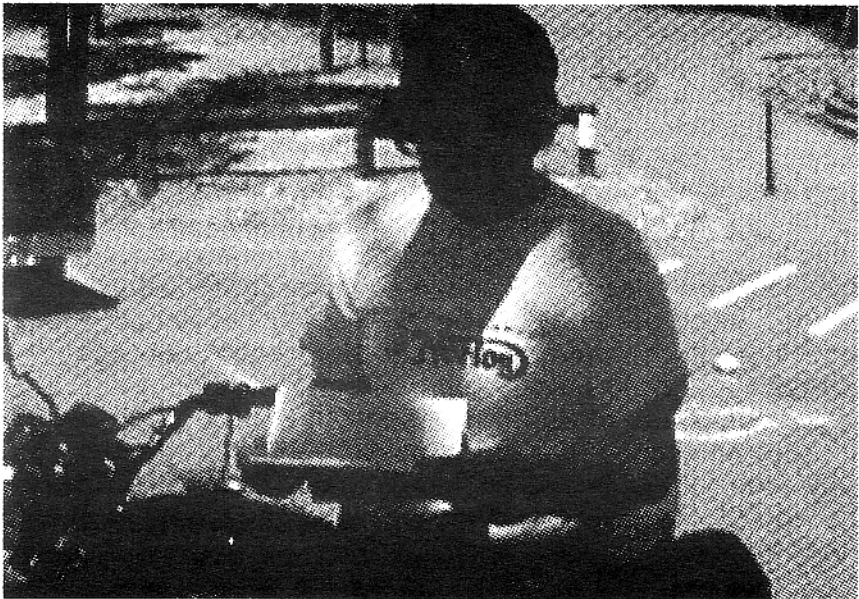
states. It was surprising to look south into New Mexico and see Ship Rock about 50-60 miles away, standing straight up out of the barren plain. Stopped for dinner in Cortez, CO, and then on to Panguich, Utah, where we stayed at Color Country Motel, owned and managed by One Of Us. Very biker friendly. By then, the exhaust valve covers were leaking oil, and I found the best sealant yet. It's Permatex Ultra Grey. Try it, you'll like it. Spent Monday doing the canyonlands National Monuments; Capitol Reef, Bryce, Cedar Breaks, and Escalante/Grand Staircase. Utah Is truly grand.

Breakfast in St. George and then down I-15, the Virgin River highway, into the furnace of the Nevada desert. An hour before Las Vegas, John pulled off under a highway bridge, suffering from heat and dehydration. After an hour's rest we went on to a restaurant just down the road, where we each put down a couple of quarts of lemonade, sitting in the air conditioning for another hour. We left there, and 45 minutes later, John was so out of it that he almost ran into me as we turned into Circus Circus. That dehydration is bad news. On Wednesday, we rode from Vegas to Reno, a 12 hour ride. Took it easy on Thursday and got to Grass Valley Friday morning for the Chili Ride. A pleasant day in the Sierras followed by way too much Chili, Salsa, and Brew at the Meadows' home. Saturday took us to the swap meet at Minden, and home to Santa Cruz on Sunday. It was time for a new chain, some clutch work, and a forkseal and then off to the Dardanelles for the Velocette Summer Rally. Five relaxed days riding in the Sierras, camping every night and lots of impromptu roadside Velo repair. A nice way to come down from the hectic pace of the prior two weeks. The Norton ran fast and steadily without tiring for the entire three weeks, covered about 7000 miles, and turned in 45-50 MPG running regular gas all the way. It's now the middle of June '99, and I've covered about 12,000 miles in the last twelve months, under mostly high speed and fairly extreme conditions. The bike still runs steadily and reliably. It uses about a quart of oil in a thousand miles. I'm pleased.

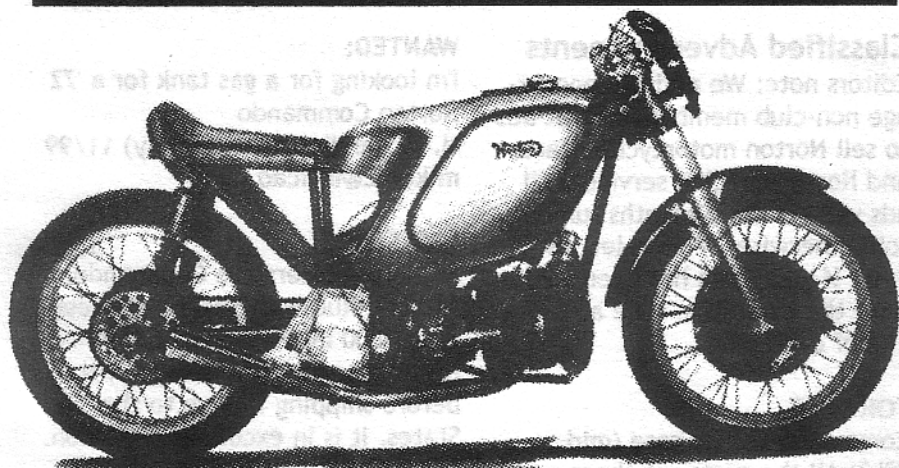
Frank Forster



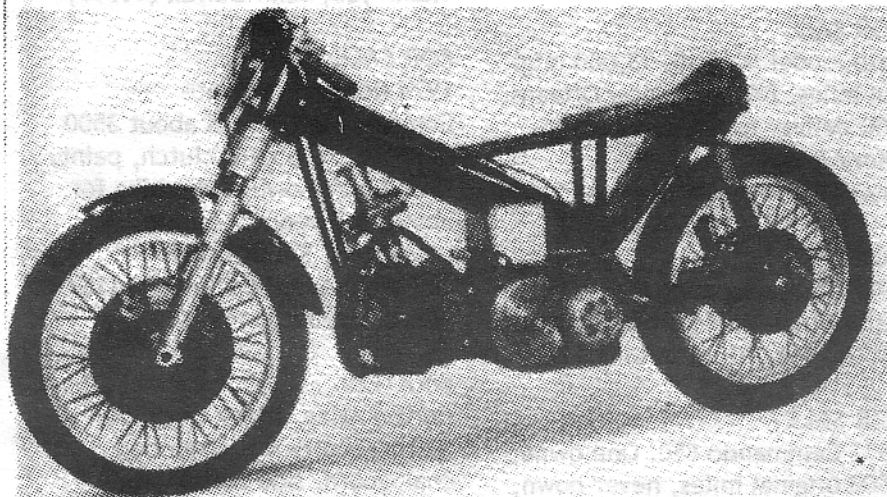
"George, do you know where we are?"



Maybe Mike knows where we are...



In 1955 Norton factory designer Joe Craig's 500cc Single cylinder D.O.H. cam in unit with 5-speed transmission, never even saw the test track at Bracebridge Street.



On the bench the '500' gave as much power at the rear wheel as the then 'works' team bike gave at the engine shaft, whether it would have been a better racer we shall never know!

info courtesy www.caferacer.com

Classified Advertisements

Editors note: We actively encourage non-club members to post ads to sell Norton motorcycles, parts and Norton-specific services. All ads will run for 3 months (unless told otherwise). Please let us know if your item has been sold. Note the expiration date at the end of each ad.

FOR SALE

Commando Basket case (mid 70's?) All the parts are there and everything is in good shape and clean. Have all papers. Make an offer. Call Steve Barchi
Boulder Creek, CA
(831) 338-9150 11/99

FOR SALE

Late model Mark III. 18,000 original miles. Bike is in New Orleans, Will deliver to Ca. Make Offer
"Nord Sovik"
<nord@prince-pauper.com 11/99

FOR SALE

1973 850 Commando Roadster,
\$3500, call Jeff before 8 pm at
209-533-3690 for details. 11/99

FOR SALE

1972 Commando 850. One owner, 6500 original miles, never down, no dents in tank, Any offer around 4k considered. Philippe.
(310)403-1970 or 310 452-8629
PRLemieux@aol.com 11/99

WANTED:

I'm looking for a gas tank for a '72 Norton Commando
M. McCandless (e-mail only) 11/99
mikemc@inficad.com

FOR SALE

73 Norton Interstate Commando, 750 cc, Blue with Silver, with less than 6000 miles. I bought it in England and toured Europe with it before shipping it back to the States. It is in excellent condition. It has the 6 gallon fiberglass tank and saddle bags. I have to sell it because my wife needs a car. I'm asking \$5500. call (505) 292-8676 or contact me by e-mail, jgowan@earthlink.net
Thank you, John Gowan (11/99)

FOR SALE

1974 Norton Interstate Commando. There is about 3500 miles on: top end, clutch, paint, tires. I have owned the bike for about 3.5 years. It looks and runs great. \$4000 obo
call anytime (650)856-8578 (10/99)
ErrolArm@aol.com

WANTED:

Norton Atlas, Triton or similar featherbed twin. Also need chainguard, side stand, rear shocks and handlebars for a 1967 Atlas.
Call Terry (916)727-2673 (10/99)

FOR SALE

1972 Commando. Excellent condition. Many improvements: Norvil floating disc front brake, MkIII isolastics, 3-phase high output alternator, Boyer, sleeved carbs. \$2700. Marick Payton: (650) 723-8115 work; (650)321-5083 home.(10/99)

WANTED:

Atlas Clutch Assy with the single # 40 chain Robert A. Harms rharms1@tampabay.rr.com
Dear Norton people:

FOR SALE

1973 norton 750, ported polished-dunstall exhaust- balanced crank, rod & pistons- new top end -100 miles on rebuilt tranny one owner-- 22k miles- very nice, all receipts, manuals, some special tools, spare tank, seat. (10/99)

\$3500 (503) 772 3147
email: deapow@teleport.com

FOR SALE

I have a one owner '73 750 Norton for sale in portland it is in great shape with only 22k miles..never been mistreated. new top end , new tranny, ported, polished, dunstall exhaust, balanced crank etc, only \$4500.00 contact Robert Shafer at: rjames@teleport.com (503) 772-3147 (10/99)

FOR SALE

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

FOR SALE:1973 850

Commando, very good condition, black/gold, low miles rebuilt engine, runs strong, electronic ignition, good rubber \$4250, obo Call (602) 870-0595 or (10/99)



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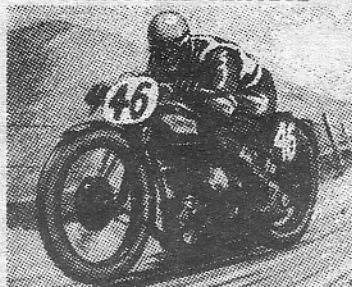
Monroes three mechanics have been familiar with Nortons for a number of years. We can replace exhaust port threads *with the head on the bike* - we don't know of anyone else who can. The job looks like original factory. Call for shop prices. We also have a good supply of Norton parts.



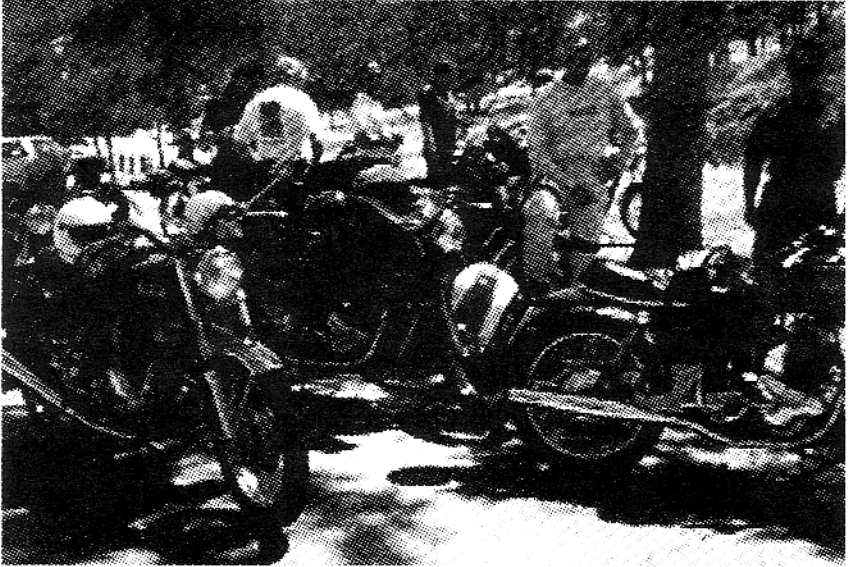
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THE NORTHERN CALIFORNIA NORTON OWNERS CLUB

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 typically limited to Norton Owners, but we look the other way all the time, at least as long as you would like to own a Norton, own other British bikes, or are just a great person to be around. So if you like to ride, repair, eat, drink and be merry and admire Norton motorcycles, it will cost you \$20 to join. The club has monthly rides (some times more frequent), monthly meetings on the second Thursday of each month (at rotating venues) and award winning 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 the INOA) as well as the original club in England. Our club secretary will tell you how to join the U.K. organization if you have an interest.

The USNOA hosts 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 merchants all over the country who advertise in the News as well as a national membership list. It is well worth joining and will cost another \$20. Send that to: Dian Stark, 12603 BelAire Circle, McCalla, AL. 35111 Phone: (205) 477-4340. We look forward to seeing you and your Norton on the high road.

Name _____ Address _____
 City _____ State _____ ZIP _____ Phone _____

Motorcycles Owned

Make	Year	Model	Engine/Frame/Plate Numbers
------	------	-------	----------------------------

Attach additional sheet to list more.

I hereby apply for membership in the Northern California Norton Owners Club (NCNOC). Check One: New Membership Renewal application.

The undersigned application certifies that he or she is a legal resident of the U.S. over the age of 18, has a valid motorcycle drivers 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 it's officers, agents and members from any and all liabilities, loss, damage, cost, claims and/or cause of action, including but not limited to all bodily injury and property damage arising out of participation in the Club's activities, it being specifically understood that such activities include the use by applicant and others of motorcycles. The applicant further agrees to indemnify the Club and it's officers, agents and members and hold them harmless for the results of the undersigned's participation in those activities. This indemnification also includes attorney's fees in defending any claim or judgment in the negotiation of any settlement. It is understood and agreed that the undersigned will have the opportunity to consent to any settlement; provided however, that such consent shall not be unreasonably withheld.

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

Applicant's Signature _____ Date _____

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