



Norton Notice



The Newsletter of the
Northern California Norton Owners Club

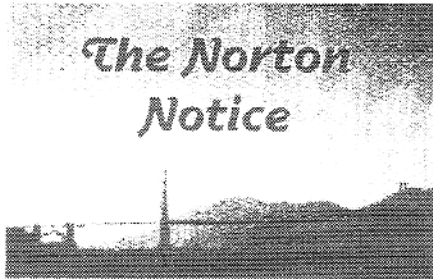
No. 261

June 2000

When you get down to it, it's all his fault.



James Lansdowne Norton
1869 - 1925



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 any article, technical tip, photograph (original or otherwise) as long as it is in good taste, so that other Norton enthusiasts may enjoy it. (Good taste is somewhat optional, but hey-this is a group of bikers we're talking about here....that's why we have an editor.)

The deadline for items to be submitted for publication is the 18th of each month.. The NORTON NOTICE welcomes contributions submitted electronically. Please submit articles and photos in a format compatible with IBM PC. You may also send articles directly to the editor via E-mail. Send using INTERNET to dpcrader@thegrid.net.

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.

Call Ride's Coordinator Gar Jorgenson (925)634-9395 for details

DATE	TIME	EVENT	MEET AT
June 2-4	T.B.A.	Rally Under a Roof	T.B.A.
<u>June 11</u>	10:30AM	Wine Country	Muscovite Corners
June 24	T.B.A.	Ft. Sutter AMCA	Dixon Fairgrounds
<u>July 12-16</u>	T.B.A.	INOA National Rally	Torrey, Utah
August 11-13	Anytime	Ken Armann Weekend	Dardanelles
<u>Sept. 17</u>	T.B.A.	Mt Hamilton Ride	T.B.A.
<u>Sept. 30</u>	10AM	Old Timer's Ride	Alice's
<u>Oct. 15</u>	T.B.A.	Delta Ride	T.B.A.
<u>Nov. ?</u>	T.B.A.	All British Ride	T.B.A.
<u>Nov. 19</u>	T.B.A.	Turkey Ride	T.B.A.
<u>Dec. 10</u>	T.B.A.	Xmas Party	T.B.A.

New NCNOC Website

The new NCNOC website is up and operating due to the efforts of Alan Goldwater. Gar Jorgenson has contributed a few digital pictures of club events. If you have the capability check it out at <http://members.aol.com/NortonClub>

Club Meetings

Club meetings start at 8:00PM

May 11	The Boat House, SF
June 10	Santa Cruz Ride/Meeting
July 2	Donkey Deli, San Juan Batista
August 10	Prince of Wales, San Mateo
Sept. 14	Harry's Hofbrau, Mountain View
October 12	Prince of Wales, San Mateo
Nov. 9	The Boat House, SF
December	No meeting

At this time, all rides and meetings are not cast in stone. Events and dates may change!!

**Press Production and
Halftones:**

John and Carrie Follett:

White Oak Press, San Carlos, CA

President's Message.....by Mike Sullivan

Not a lot to talk about this month so I will keep it short and sweet.

The meeting at the Boat House on 5/11 had a good turnout with six bikes and 15 members in attendance. Also showing up was Donn Tomlinson, the President of the New Zealand Norton Owner's Club. He gave us a nice talk and overview of the New Zealand Club and the riding on the North and South Islands. Reinforced by Don Danmeier's comments, it sounds like 1,000 miles of the roads in Marin County with some dirt, gravel, and sheep mixed in. Donn extended an invitation to come on down at any time. You can contact him at his e-mail address, nortyt@maxnet.co.nz or call him at 011-64-9-425-0114.

The only other item of interest that was mentioned at the meeting was the Norton Club swapmeet. It was mentioned to me by Ken Armann that he might be persuaded to host the event. He said that he would be able to have the forecourt in front of his shop cleared out so we could have some room to spread out. Keep this in mind and it will be discussed further at a later meeting.

The Mother's day ride was rather sparsely attended with only about a dozen riders shown up. The fact that it was on Mother's Day and the weather was quite pissy probably had a lot to do with it. The question of scheduling the

ride on Mother's Day was brought up at the meeting and will be discussed when we set up the next year's rides.

Up coming events include:

June 2-4 Fourth Rally Under a Roof, the joint north-south rally with the Socal Club at Cambria/San Simeon. Book your own motel or camp at San Simeon State Beach. Call Bill Bibbiani at 626-791-0259. This should be a good tune up for those of you who are planning to ride to the National in July. I read in the newspaper this weekend that Hwy 1 is open down the coast now but there may be construction delays. Check it out with the Highway Patrol.

June 11 Wine Country Ride. Check with Gar's column for details.

June 24 Fort Sutter chapter of The Antique Motorcycle Club. The meeting is at the Dixon fairgrounds

July 12-16 The Red Rock National Rally at Torrey, Utah
Send your fees in early.

Next Club meeting is June 8 at the Prince of Wales in San Mateo.

See you there.

Tech Tips.....Gene Austin (NN#68)

Have you checked your steering head lately? The best way to do it is to support your bike under the crankcase area with the front wheel off the ground. I use a hydraulic jack on the frame cross-tube beneath the engine, but any type of jack would work, as would the correct combination of blocks of wood. If you have a steering damper installed, disconnect it so that you can get a better feel of the condition of the bearings. Turn the handlebars or clip-ons left and right from center and check for any binding, notchiness, or detents in the steering, particularly near the centered position where the steering assembly spends most of its working life. Don't let any cable or wiring drag confuse you. Take your time and repeat this until you reach a clear decision.

The steering head bearings on the '71 to '75 Commandos are non-adjustable, but for the pre-Commandos and earlier Commando models the adjustment is checked by standing astride the front wheel (which is still off the ground) and grasping the fork legs and attempting to move them backwards and forwards against the steering head races. Another method is to stand beside the front wheel and put one hand on the upper fork yoke and hold the forward edge of the front fender with your other hand while attempting to rock the steering assembly fore and aft. A loose fender or excess clearances in the fork sliders might make you think you have a problem, but by carefully looking to

see where the movement exists you can eliminate these two areas. The steering head bearings can be adjusted on the pre-'71 bikes by referring to the manual and if after adjustment the movement of the bearings is not smooth, you just might want to take a closer look at your steering head bearings.

Disassembly of your front end is accomplished by referring to the manual for your particular machine. The '71 to '75 Commandos have sealed ball bearings with a spacer tube between them. The pre-'71 bikes usually have loose ball bearings with separate inner and outer races. In other words, on the pre-'71 bikes you'll find that the ball bearings will fall out while you're separating the yokes (or triple clamps). You can update the pre-'71 bikes (including Featherbeds) with the sealed ball bearings (bearing #6205) but you'll need to get a spacer tube of the correct length. The Commando shop manual gives the correct length or you can get Commando p/n 07001000. The earlier loose ball bearing weren't sealed and the ball bearings themselves were of a smaller diameter and didn't seem to last as long as the later type.

Another option concerning bearings is to update any Commando or pre-Commando to tapered roller bearings. The advantage of the tapered roller bearings is that they provide a larger bearing surface, at least in theory, and longer life. On the Commando with a spacer tube normally installed between the bearings, you have to leave the spacer out when installing tapered bearings so that you

Continued on page 12

Rider's Rides

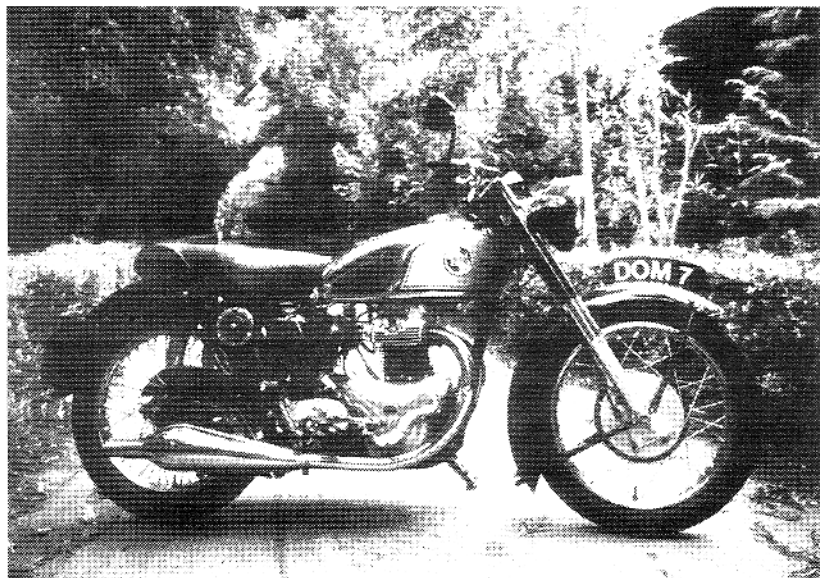
Here are a couple of photos of Art Sirota's 1955 Norton Dominator Model 7. He has owned this machine since 1985 and has put many miles on it without any major problems. About two months ago he decided to have Phil Radford overhaul the engine, gearbox and front forks for no other reason than to keep Phil from being bored working on yet another Commando. Art had a few upgrades installed, including superblend main bearings and a roller layshaft bearing in the gearbox. This bike has the original Amal monobloc carb, which has just been re-sleeved. The Dunlop rims were rechromed and Kelly Moss added stainless spokes.

The petrol tank fitted to this bike was only manufactured one year, 1955! The rear mudguard is hinged for easy wheel removal. In the front, the headlight has the underslung pilot light and the speedometer is a black faced Smiths chronometric.

Besides the wonderful sound, the engine makes as the bike putts down the road, the chief thing you notice is it's uncanny smoothness. So this is what Bert Hopwood had in mind!

1955 is the final year of production for the Model 7, which was being outsold by the featherbed, Model 88. This was also the first year Norton fit an alloy cylinder head to the 500cc engine.

Art says, while the Dominator is not going to set any speed records, it is still a very enjoyable machine on which to cruise through the redwoods with passenger, Jenny.



See another picture of Art and his Model 7 on page 14

UPCOMING RIDES

By Gar Jorgenson, Rides Coordinator

June Ride

North Bay Ride

June 11, 2000 10:30AM

Jerry Kaplan will be leading the North Bay Ride this year. Jerry would like everyone to **meet at 10:30 AM** at the corner of State Route 128 and State Route 121 in Napa County. The ride will leave the rendezvous point at 11 AM. Jerry has planned out a route that will take us down some nice roads, through the town of Middletown and on to Calistoga for lunch.

From the North Bay, take SR-37 to SR-121 and continue through Napa to SR-128. From the Peninsula and the East bay, take e/b I-80 to Suisun Valley Road. Go north on Suisun Valley Road. It will turn into Wooden Valley Road and will run into SR-121. Turn right on SR-121 and go to SR-128.

If you are coming in from the east, you may meet Jerry at his house in Davis no later than 0930 AM. From I-80 take SR-113 north and exit at Covell. Drive east on Covell and turn north on Catalina. Jerry's house is 2329 Catalina.

For further details, call Jerry at (530) 756-8894.

July Ride

National Rally - Torrey, Utah

July 12-16, 2000

The National Rally is coming up! The location is the Thousand Lakes Campground and RV Park, 1050 West Highway 24, Torrey Utah. This should be a great time, and for those of you that have never been to this part of the country, what better way to see it than on the seat of your Norton!

The rally fee is basically \$50 per person in advance or \$55 at the gate. There are special rates for children and families. Contact Tom Kullen at (435) 649-7169 or Steve Seely at (801) 521-7347 for details. You may also consult our web page for more info.

If some one who is riding over to Utah would like to lead a group, contact me and I will get the word out.

Alternate July Ride

We are still looking for someone who would like to lead a local ride on the 16th for those who can't make the National Rally. One suggestion might be an overnight ride to the British-European Vintage Motorcycle Show and Swap Meet in Carson City, Nevada, on the 15th and 16th. Let me know if you would like to put something together.

Editor's Line

By David Crader

It's Saturday morning and the weather is finally warm and sunny, actually it's supposed to be a scorcher today. This is the weekend after Cameron's ride, of course, and no club ride is scheduled. I've been thinking of where to take the Commando. The roads around Brentwood have been used plenty of times this year, so I'm looking for some new territory.

One of the problems with getting the Norton Notice to the printer is I have to get the proof to Alan Mueller in San Carlos. A past experience in trusting the US Mail yielded a one week delivery and one of my goals as editor is to see that all of you get your Notice by the beginning of each month.

I have not been to Alice's in many years and definitely not since moving from San Jose two years ago. Seems like a worthwhile ride. I'm not particularly fond of riding freeways, however. The direct route is out Vasco Road, 580 west, over the San Mateo Bridge and on up Hwy 92. You can see what I mean by freeways. At least it also gets me in the vicinity of Alan's house.

Another goal for going to Alice's is to run into old friends that I want to entice back into the club. Misery....I mean Norton owners like company. I also recall past rides with about 25 Nortons and the reverberating sound of exhausts. It's like a squadron of WWII bombers. I'd like to do that again and several of these past acquaintances still have their Nortons.

OK, that's enough reason. I'm going. Hope to see some of you up there. Look for me on a red '72 Roadster.

June 24

Fort Sutter Chapter AMCA Annual Swap Meet and Show

I'm planning to go to this and will be riding from Brentwood up Hwy 160, Hwy 12 through Rio Vista then north on Hwy 113 to Dixon. If anyone wants to join me drop me a line (925) 513-3148 and I can adjust my departure accordingly. It's a nice back road as some of you have experienced on the Delta Ride.



Photos in this issue:

Cover:

Founder of Norton Motorcycles, James L. Norton.

Page 12:

Start of a good ride.

Page 13:

Phil Radford on his 1938 ES2 taken at Skylonda in mid 80's. This is one of the bikes in the 2000 NOC Calendar (Pescadero shot).

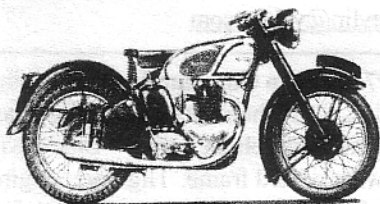
Page 14:

Top, Art Sirota and '55 Model 7
Bottom, Kenny Dreer's Commando, shot at Sear Point. Cycle World cover bike.

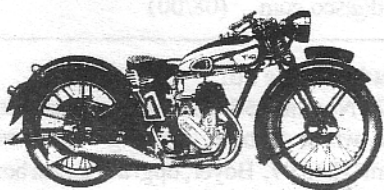
Restorer's Column

This section is for people working on that Norton project and is an open forum. Send in your comments about your project or if you have some wisdom to share about your experiences.

Bob Belle in Saskatchewan has started a new Model 7 club. This is the 500cc twin made from 1949 to 1955. The website for the club is
<http://www3.sk.sympatico.ca/belle/index.htm>



Art Flatray is working on a 1932 16H. This is a 500cc single side valve engine. Anyone having or knowing where there is sheet metal for this machine, contact him at 408 264-7856.



Jason Len just acquired a 1953 ES2 project. He needs some help with finding the missing parts: rear brake assembly and controls, complete front wheel, foot pegs and brackets, kick start lever, shift lever, clutch and primary drive, front and rear fender stays, side stand, chain guard and tool box. Contact Jason at (805) 544-0332 or e-mail at camplen@aol.com

Chrome Platers

Electro-Forming Co. Inc
130 Nevin Ave
Richmond, Ca 94801
(510) 237-4988

Superior Wheel & Bumper
1616 Pomona Ave
San Jose, Ca 95111
(408) 947-7781

Wire Wheel Building

Kelly Moss Wheels
3175 McKee Road
San Jose, Ca 95127-1929
(408) 254-0440

Wanted:

Front fork tubes and lowers for Norton P11 hybrid. Chuck Sappah
beerdear@aol.com

Advertisements

Motor Traders Network's new on-line motorcycling magazine features news links, used bike and parts/accessories classifieds, Australia's most comprehensive trader directory plus a club directory.

Take a look for yourself now at

www.motortraders.net

Motor Traders Network

mail@motortraders.net

Jim Noll has the plastic levers for the handlebar switch clusters. These are the hi/lo headlight and turn signals blades for '71 to '75 Commandos. Jim says these are the long type used on '73 and up, but will work for the earlier models as well. (\$15.95 for the pair) Find his website at <http://www.mindspring.com/~7Ejrollbbc/parts.htm> or call **British Bike Connection** at (716) 288-4546 Rochester, NY.



For Sale

1959 Norton Nomad, 600cc twin, twin carb, single downtube s/arm frame, very complete and original, almost all restored, **\$3500**

1959 Garrard GP sidecar, excellent, looks like Steib, but monocoque and 100lbs lighter! Black, repainted/chromed. **\$3000**

Paul (415) 753 0477; pdzoe@aol.com
(08/00)

For Sale

1971 Norton Commando Roadster, runs and looks good, needs minor work. Front brake light doesn't work, no horn and front fender has dents. The bike has 18K miles, and only 2k miles since rebuild. The bike has some non-standard parts, such as a 16" back tire, wide fender and different tail light and chrome kick stand. It also has dunstall mufflers, new front tire, rim and spokes and a lucas electronic ignition. **\$2800/obo Kevin Heylin** in Elk Grove CA **916-683-1704** or e-mail at (08/00) kheylin@yahoo.com

1973 Norton Commando, 18K original miles. Less than 2yrs on complete new engine and rebuilt trans. Black with powder coated frame. High perf engine, stock carbs, polished cases-very fast. Originally a Hi Rider, but has roadster setup. The original engine is included. Extras include cafe tank, seat, rear sets, front fender, original Hi Rider seat/bar and all manuals and brochures. A stunning bike...needs nothing. **\$5500**

Jim Demeter (831) 475-3048

jimd@sco.com (08/00)

Traderonline ad:

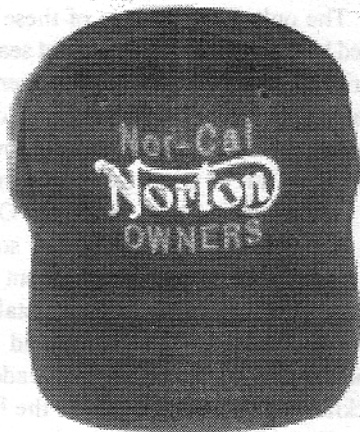
1974 Norton 850 Commando Roadster red, white & blue, all original, stored from '78 to '97. Boyer, upgraded gearbox, thoroughly serviced in '97, european gators, new Mikuni, new tires & exhaust. Original mirror. 2nd owner.
(650) 988-1046 Mt View

More classifieds on page 16

Club Hats

For those of you who are interested, I have attached a couple of pictures of what we have settled on for club hats. They cost \$10.00. \$11.00 if you want your name on the back. This is our cost on these and the club treasury is not involved. I can mail them out for another \$2.50, or I can bring them to a ride or a club meeting. These can be made up in any quantity at any time. If you would like one (or more), let me know and I will get back to you on where to send the funds.

Gar Jorgenson
(925) 634-9395 or
losono@mindspring.com



Pa Norton says he really needs one of these hats. Can he get one with "Pa" and JLN on the back?



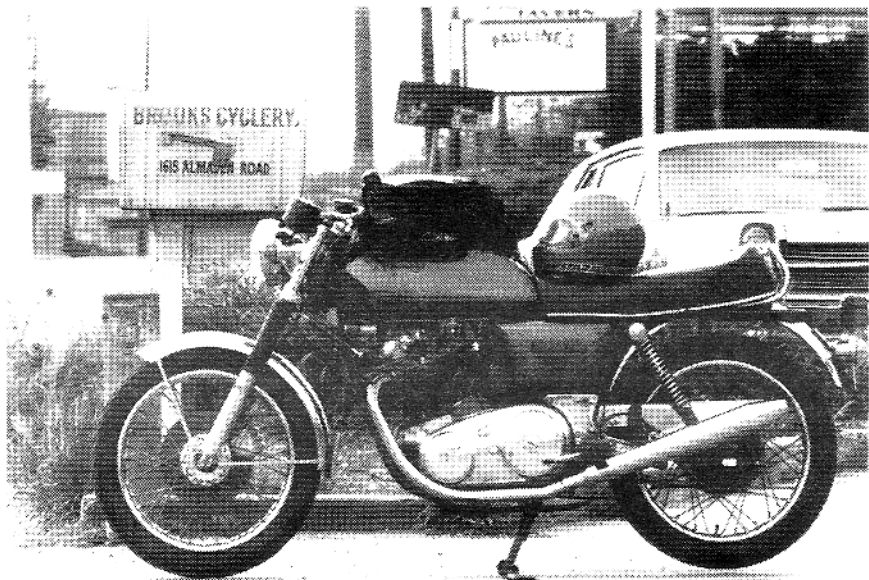
Tech Tips...Continued

can adjust them. So on the pre '71 bikes it's just a matter of replacing the old style loose tyhpe with the tapered roller type. The Timken p/n is 07204 for the outer races and 07907 for the tapered bearings.

The only disadvantage of these tapered bearings is that they are not sealed bearings. There is a dust cover presently located above the uper bearing on Commandos and Featherbeds and the lower bearing on can be protected by making a flat washer that is 1" I.D. by 2 1/16" O.D. out of some thin metal. I used some hardend .025 aluminum and left out the thin washer that is normally installed between the upper dust cover and the upper bearing to compensate for the added thickness of the new washer at the bottom. By adding a homemade dustcover between the lower bearing and the lower yoke, you effectively increase the dis-

tance between the upper and lower yokes. This makes for loose headlight ears if you want to use the stock units. By leaving out the upper washer I was able to maintain the correct distance between the yokes, but this wouldn't be a problem if you have clamp on type headlight mounts or no headlight at all. After installing tapered roller bearings, they must be adjusted per the manual on the pre '71 bikes. On the '71 and later Commando, they are adjusted by using the steering head stem to maintain the correct setting. A little Loctite on the threads wouldn't hurt to hold the adjusment either.

A few words of caution to end this. Don't mix different types of bearings, especially the '71-'75 Commando bearings with either of the two types. These bearings are cheap enough. You ought to be able to buy two of the same.



May Ride Report

Mother's Day-Cameron's Ride May 14th

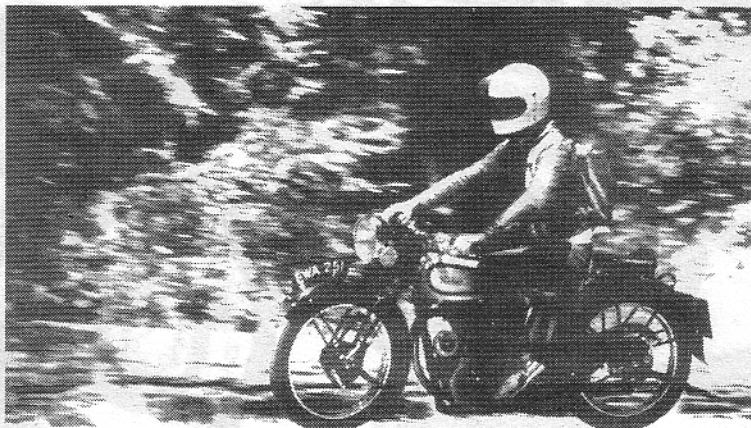
By Gar Jorgenson.

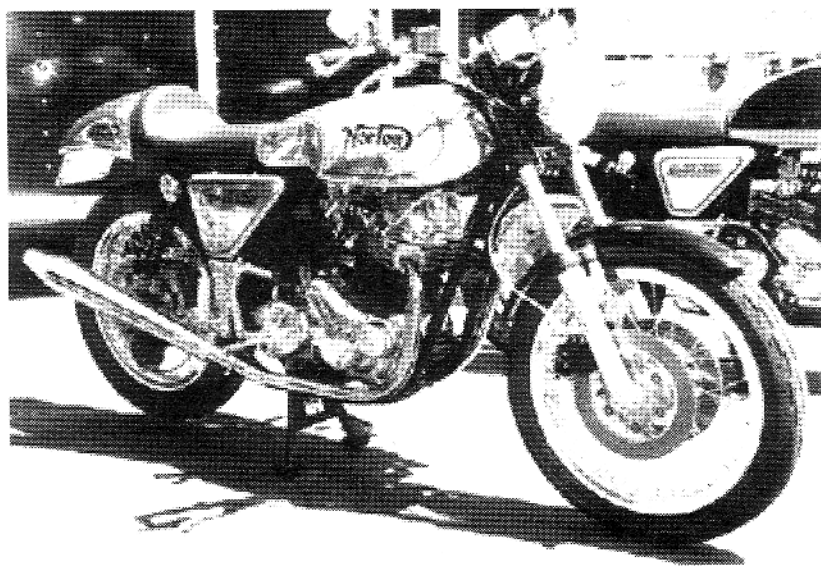
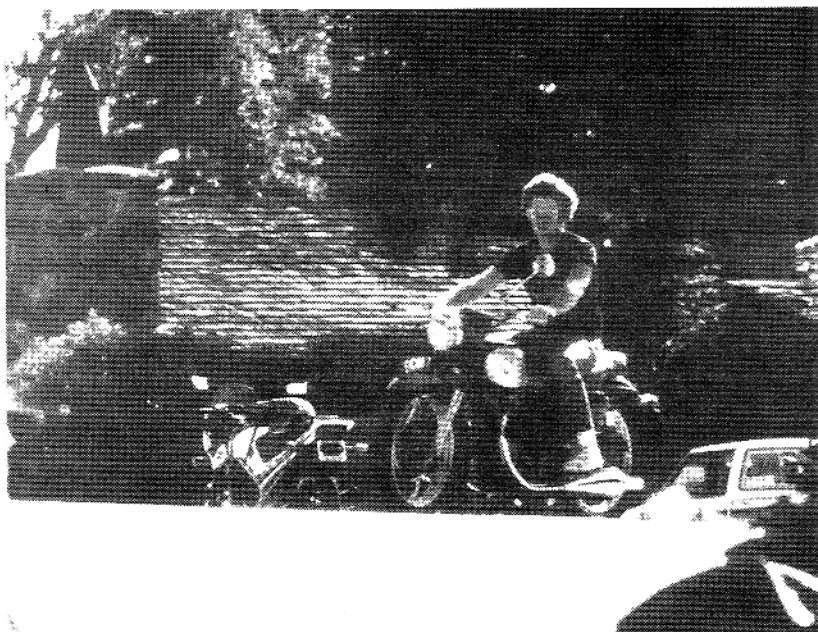
Well, you be the judge. Alan Goldwater gets you lost on the Cameron's ride and Mike Sullivan gets you wet! Could be that the ride is just cursed.

About ten riders showed up at Skylonda for the start of the ride. Those of us coming from the East Bay enjoyed a beautiful morning ride all the way. Once there, however, the sky grew dark before we could leave. One drop of rain fell and I immediately bailed along with the two guests that came with me. We thought we could make it back to the Livermore area ahead of the storm but it didn't work out that way. A few others decided to bail also but six stalwarts headed out for Half Moon Bay. The rain came!

At Gazos Creek and Hwy 1, Pat Hart lost footing with the front wheel and went down in a patch of wet gravel. Pat was uninjured but his bike suffered a broken foot peg. At Pescadero, the six became only two as Jerry Grainger and Mike were the only ones to continue on to Cameron's. After lunch, when it really started raining, Mike and Jerry headed for home.

I guess you could say that Mike met his goal. He said he would get the club to Cameron's in one group. The question is this: Does two bikes qualify as a group?





NCNOC Member Profile

An Archive Edition

Name: Ken Armann

Age: 54

City Resident: San Jose

Marital: yes

Occupation: restoring antique motorcycles

NOC Member since: 1977

How first became involved with NOC: Bought a Norton at Rabers. Later saw a Norton Notice there, and that was it.

Club offices held (years): None

Norton(s) owned, described: Several (a J.P., a 650 SS, several 1974s, two 1970s—a lot of these in pieces!

Other makes of motorcycle: Royal Enfield, BSAs, Triumphs—all British

What first interested you in the Norton? A coworker let me ride his in 1970, and I had to have one. The handling!

Other hobbies/interests of note? Acupuncture/acupressure

Favorite motorcycling road/ride: Old Santa Cruz Hwy near Lexington.

If you could redesign the Norton, what one thing would you most want to change? How and why? The Mk3 engine head-steady: they should've put it on earlier.

Favorite/most embarrassing episode on a Norton? Every time I overfill the oil tank and it pukes it all over the place!

Thank you!

Classified Advertisements

Editors note: We actively encourage non-Club members to post ads to sell Norton motorcycles, Norton parts and Norton-specific services. 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:

My friend has asked me to sell his Norton due to illness. It's located in Northern California, Davis to be specific. I just picked it up and it checked out real well. I'm actually thinking of keeping it as in many ways it's a better bike than my '70. Anyway, here are some details: The Norton I'm selling is a **1972 roadster**. It's black with good paint (only a few chips), has good super venoms, sleeved amals, hydraulic steering damper, 18,000 on the speedo, both instruments work and it already has a Boyer ignition. This bike runs well, is very complete and only needs minor cosmetics. I feel it's worth **\$3,750**.

Jerry Kaplan (916) 756-8894 (8/00)
oi2dle@aol.com

Norton Atlas exhaust pipe set - \$90.
Cylinder head, complete early type - \$85.
New chaincase rubber \$25. AAU complete magneto, twins - \$45. N15 - P11 - Atlas late cylinder head \$125. Commando complete gear set - \$200. 30mm cylinder head, bare - \$150. Early 50's 7" half hub wheel, complete \$85. Plus shipping. **Ken (510) 523-4937 (07/00)**

1975 Commando 850 MkIII, 3600 miles. This was originally sold by TT Motors in Berkeley and still has the dealer sticker on the rear fender. Looks and runs great! **\$4,000 OBO** rwilksn@uswest.net or phone (503) 244-8624 in Portland, Ore. (09/00)

1951 Norton Model 7 Dominator, matching numbers, low miles, restoration project. 99% complete with excellent sheet metal and components. Powder coating complete, many new parts. **\$2500 Chris (415) 350-1695 (07/00)**

From AHRMA website

1951 Norton Big 4, 600cc side valve. very good cond, runs great, very complete. **\$4750 Rick (918) 597-2749 Oklahoma**

Norton race project parts

Barrani wheels, WM-2-19 drum front and WM-3-18 drum rear \$400. New Sun wheels/stainless spokes: 2.15-18 disc front and 2.15-18 Z! drum rear, 42 tooth sprocket \$200. 750 engine, balanced and lightened crank, rods, piston, rings (never started) \$450. 850 cases with stock crank \$250. 750 head, recent valve job \$275. Mikuni single carb \$50. New billet aluminum hand made rear sets \$150. New clubman racing rear sets \$80. Many extra bits, call with needs. **Christian (805) 692-6856 Santa Barbara (07/00)**

More classifieds on page 10

Genuine Norton parts means
FAIR SPARES AMERICA, INC.

NORTON TWINS SPECIALIST

Norton

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 Fax: (408) 292-8514
 P.O. Box 8224
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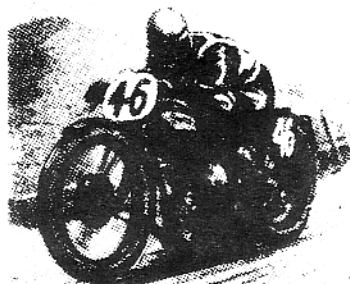
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THE NORTHERN CALIFORNIA NORTON OWNERS CLUB

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 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

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 unreasonably 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
(650)591-5444