



Norton Notice

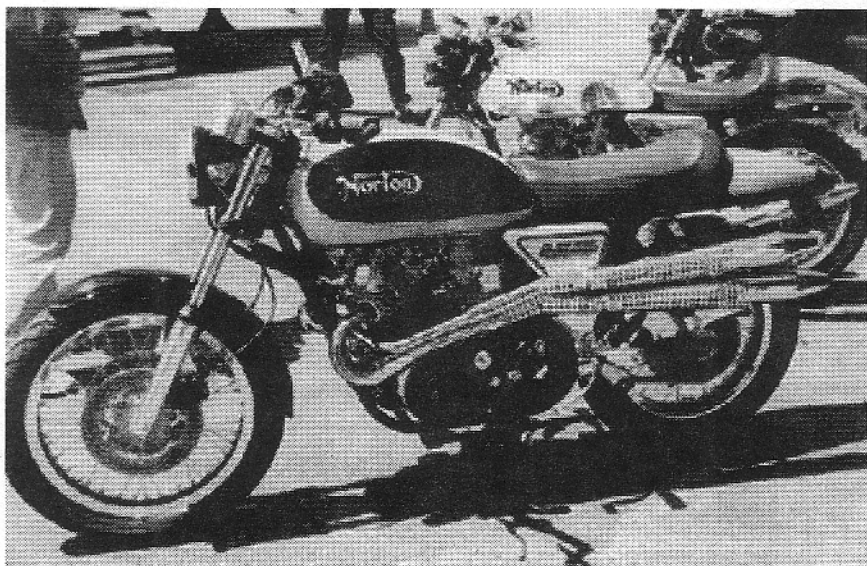


The Newsletter of the
Northern California Norton Owners Club

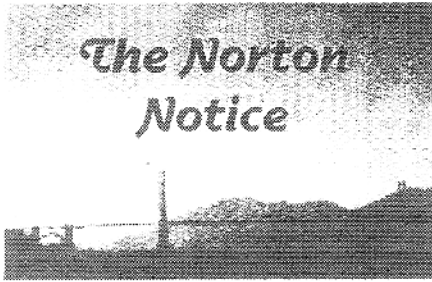
No. 263

August 2000

ANOTHER DREER NORTON



Yes, but this one belongs to Cycle World Editor-In-Chief David Edwards



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.

CLUB OFFICERS

PRESIDENT

Mike Sullivan
20 Bayview Ct
Millbrae, CA 94030
(650)872-3336, Mikemil20@aol.com

VICE-PRES/TECHNICAL EDITOR

Alan Goldwater
1780 Chanticleer Ave.
Santa Cruz, CA 95062
magicsound@aol.com

NORTON NOTICE EDITOR

David Crader
83 Palm Dr., Brentwood, CA 94513
(925)513-3148, dpcrader@thegrid.net

SECRETARY/TREASURER

Alan Mueller
128 Windsor Ct.
San Carlos, CA 94070
(650)591-5444/ fax (650) 593-4850
Norton2@aol.com

RIDES COORDINATOR:

Gar Jorgenson
2241 Biscay Ct., Byron, CA 94514
(925) 634-9395
losono@mindspring.com

WEBMASTER: Alan Goldwater
<http://members.aol.com/NortonClub>
(831) 475-7505,
magicsound@aol.com

PUBLIC RELATIONS: John Covell
1183 Alemany Blvd., San Francisco, CA 94112 (415) 334-1183; E-mail: senator@well.sf.ca.us

HONORARY MEMBERS

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

Upcoming Events

Club Rides Schedule

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

Riding a Norton: 6 points

Riding other bike: 4 points

Riding on 4 wheels: 2 points

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

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

DATE	TIME	EVENT	MEET AT
Aug 5	10AM	Santa Cruz Ride	Alice's
Aug 11-13	Anytime	Ken Armann Weekend	Dardanelles
Sept. 17	T.B.A.	Mt Hamilton Ride	T.B.A.
Sept. 30	10AM	Old Timer's Ride	Alice's
Oct. 15	T.B.A.	Delta Ride	T.B.A.
Nov. 4	T.B.A.	All British Ride	T.B.A.
Nov. 19	T.B.A.	Turkey Ride	T.B.A.
Dec. 10	T.B.A.	Xmas Party	T.B.A.

Club Hats

Can be order through Gar Jorgenson. These are \$10.00 each which includes your name on the back. Contact Gar at (925) 634-9395.

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

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

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

Press Production and
Halftones:

John and Carrie Follett:

White Oak Press, San Carlos, CA

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

The Red Rock Rally....The Utah British Bike Club and Tom Kullen in particular needs to be commended for organizing an outstanding event. The location was great and the weather was not too hot. The Capitol Reef country is spectacular with scenery ranging from flat sandy desert full of pucker bushes to narrow canyons with red sandstone cliffs up both sides, to exceedingly narrow ridge tops with 1,000 ft drops down both sides, to 9,500 ft mountain passes all most above the treeline.

To my knowledge there were no major mishaps although we heard of one lady rider who hit a deer and one of our club members (Tom Dabel) who did a very slow get off in the gravel trying to get to an out house on one of the rides. The gravel along the sides of the road was very treacherous as it was the same color as the surface of the highway and you could not see where the road ended and the marbles started.

Our Club was well represented with about 20 members in attendance. George and Sachi Shoblo and Bruce McGreggor took three days to ride to the event, and Don Danmeier and Shirley (who won the long distance award) rode to the rally by way of Lake Louise in Canada. In my eyes these were both truly heroic rides as it was tough enough just driving across the Nevada desert in an air conditioned truck.

There was a fair representation of models, with most being Commandos of course, but also present were quite a number of Atlas types as well as Alan Goldwater's air cooled rotary and Tom Kullen,s F1. There were no pre-slimline twins and only four singles: a quite ratty 500T, a post war plunger framed ES2, a really nice 19S that was ridden in, and my Model 50 which suffered quite a number of mechanical problems as well as being totally out of breath at 7,000 ft altitude (Thank you Lou Caputo for the chase truck lift back to camp). Hey, when you only have 18 hp to start with you do not have much left over.

The Saturday night banquet was good although we missed Suzi Greenway the INOA President who could not make it after having a close encounter with a deer. Jerry Grainger entertained us with a story about picking up his sexy Norton in England, bloody buckets of rain, and astronauts on the moon (Hey! You had to be there). The Northern California Club got a good share of the door prizes. Sachi Shoblo won a set of the Snap-on Whitworth end wrenches that George says he intends to use on his Velo Thruyton and Lizbeth Recoder won the 50-50 pool worth over \$200.00.

As far as other INOA business was concerned was the fact that the mailing list and the membership list seems to have drifted their separate ways. If you are paid up but you have not been getting your Norton News, please let the INOA secretary know.

The next ride is to Britalia in Santa Cruz on SATURDAY AUGUST 5. Meet at Alice's at 10:00. The next meeting is at The Prince of Wales in San Mateo on Thursday August 10. See you there and if you have pictures from the Rally, please bring them.

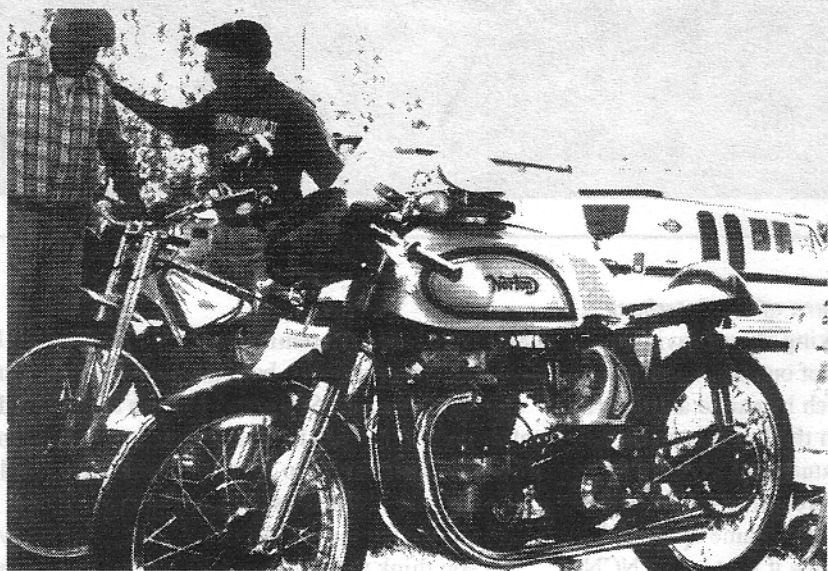
AMCA Show at Dixon..... David Crader

A few of the membership rode or drove to Dixon on June 24 for the AMCA swap meet and motorcycle show. The theme is old motorcycles and there were bikes from the teens to the fifties. I met a few of the names that have been involved with classic motorcycles for many years including Paul Adams, John Burdette and a one time Domiracer pilot named Douglas Van Tassel. Douglas had his race mount on display, a '56 Daytona 88 factory racer. This is an early 500 twin Domiracer purpose built by Norton for the Daytona race. It was purchased from the US importer, Berliner. Results of Douglas' campaign were a 7th place at the '61 Times Muir GP, a 2nd place at Willow Springs in '62 and 29th place in the amature class at Daytona in '65.

Paul Adams spoke with me for some time about restoration sources for Nortons. He is a wealth of information such as correct nut and bolt plating that Norton did at Bracebridge Street. He can tell you where to get that original dull chrome plating in both the US and England.

Paul had his late 20s Norton CS1 on display. This is a 500 single, overhead cam racer. It has the Moore engine which predates the Carroll engine used in the Norton Manx.

If you missed the show and your interested in seeing antique or vintage motorcycles, you might want to put this on you list for next year.

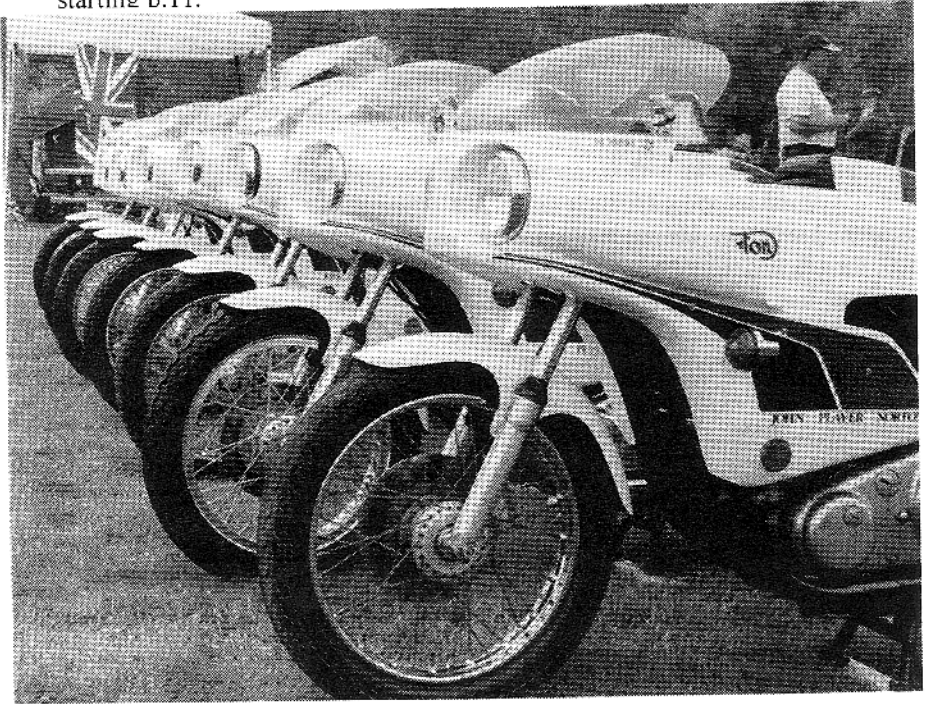


Douglas Van Tassel's Dayton 88

INOA Utah Rally

Seven John Player Nortons or a computer image trick?

You'll have to ask one of the members that was there. More Rally photos starting p.11.



Return of the Interback

Talking about David Edward's 880 Commando, it reminds me of a style coined by one of our past NCNOC presidents. Scott Marburger built at least two of this style which he called an "Interback" in the early 80s. Scott's old bike is still around with the Interstate tank with seat and tail unit from the fastback. I saw it at Don Danmeier's birthday ride. The other one belonged to Tom Borman, but I recall it got crunched in Felton around '85. It might be interesting to know if David Edwards came up with this independently or if he had seen Scott's work. Anyway we saw it first in the NCNOC. Do you think we could interest Dave in a membership in the NCNOC? That kind of makes me nervous, though, as an amateur editor of this newsletter.

David Crader

UPCOMING RIDES

By Gar Jorgenson, Rides Coordinator

August Ride

Alice's to Santa Cruz

August 5th, 2000 - 10 AM

Alan Goldwater will be leading this ride. Alan would like to meet at **Alice's Restaurant** at the intersection of **Skyline Drive and Hwy 84 in San Mateo County**. Departure is scheduled for 10 AM so plan get there a little earlier than that. Alan will take us down the Mountain ridgeline into Santa Cruz and to Britalia Motors.

September Ride

Mount Hamilton

September 17th, 2000 - 10 AM

Ride leader Tom Dable provides the following regarding the Mount Hamilton Ride. This year the ride will start in Pleasanton at **Dean's Café, 620 Main Street**. Tom will be leading us through Sunol, down Calaveras Road to San Jose, and then on to Mt. Hamilton. From there we will ride to "The Junction" for lunch about 1 PM. We will return to Pleasanton via Mines Road and should arrive back at our departure point between 3 and 4 PM. If you would like to start the ride with breakfast at Dean's (highly recommended) plan to arrive there about 0830 as Dean's is a very popular place in the Tri-Valley. Tom will be starting the ride promptly at 10 AM. Tom promises to set the pace so NN Editor, David Crader, can keep up on his newly restored ES2!

September Ride

Old Timers Ride

September 30th, 2000 - 10 AM

Details on this ride are not completely worked out yet but rumor has it that President Mike Sullivan will again be putting on the caterer's hat for this event. Last year he was our BBQ chef and, since no one died, he has volunteered again. Plan on leaving Alice's at 10 AM for the ride to McDonald Memorial Park in San Mateo County. Check next month's NN for details.

Editor's Line by David Crader

Classic motorcycle interest has been around for quite a while. It doesn't seem to diminish, rather is growing like a good mutual fund, steadily. I remember selling my '73 750 Commando for \$1400 in 1986. This was a bike with 39,000 miles, but a lot of expensive goodies added over the five years I owned it. That bike in that condition now would go for \$5,000. That's just an example of the increasing interest.

This month's cover is one of Kenny Dreer's Vintage Rebuilds 880cc Commandos. What's special about this one is that it was commissioned by David Edwards, Editor-In-Chief at Cycle World Magazine. Dave got enthusiastic about his 49,000 mile '73 850 Commando after doing the first article on Kenny's work in 1998. He waited 18 months for this creation, then did a shoot out article comparing expensive bikes. In Dave's article in the August issue of Cycle World, he says he spent "twenty large" for this creation.

There are some influences out there that are putting Norton Commandos in the forefront of attention. Vintage Rebuilds obviously is doing a lot to bring out the attributes of this great British vertical twin and the publications are responding. A point to be made here is we're not seeing this attention being laid on Triumph or BSA, or even exotics like Velocette and Vincent. The Norton Commando is getting the attention.

Of all the British twins, the Commando is one of the last generations. Triumph Bonneville lasted a bit longer, but as far as attributes, the Commando is a better mount. Norton pulled a magic trick by transforming a vibratory vertical twin Atlas engine into a fairly smooth running Commando. Of course the engine still shakes, but that isolastic mounting keeps that away from us. Compared to the late seventies and early eighties Triumph, the Commando is a superior ride. I'm sure the tractability of the Commando's design is the reason Vintage Rebuilds can command prices into the twenty thousand range.

What should this say to us NOCCERs? We chose a good machine to ride, yes. It also means we chose a good investment as well. What this means to me is we, as Norton riders, are going to get an increasing amount of attention because the Commando is getting the same. From that attention will come more enthusiasm and hopefully get more Nortons out of their hiding places and into the light.

If you have a Commando or any other model squirreled away, get it out, look at it and consider letting the world know it still exists and you're the proud owner. The Norton Notice has a restorer's column just for talking about projects. Preservation of Norton motorcycles after all is one of the charters of this club.

Send me a note describing what you have and if and what you would like to do with your Norton. Come to the next club meeting and let's talk. You could be the next featured project, whether full restoration or just got it out and worked on it to get it running again.

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 share some wisdom about your experiences.

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/%7Ejnnollbbc/parts.htm> or call **British Bike Connection** at (716) 288-4546 Rochester, NY.

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'57 - '59 Dominator and '59 - '60 Norton Singles **Chrome gas tank panels** complete with plastic edging can be obtained from Fred Williams at Millstream Motors, Kempston, Bedford MK42 7BD, UK. **(44) 1234 854138**. These are not the same as used on '57 - '58 Norton Singles and Model 77 twins.

Wanted:

For 1948 ES2, front mudguard with stays. Pete Schmdtje (800) 737-6789 or (504) 621-3520. schmedtje@aol.com (08/00)

Wanted

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 (08/00)

Pappy



Welcome New Member

Tim Gray

Dear Pappy,

My Commando woke up Sunday morning with a bad attitude. It wasn't running quite right and was getting terrible gas mileage. The weather was OK, not too hot and I didn't push on the speed much. Why is the beast acting this way?

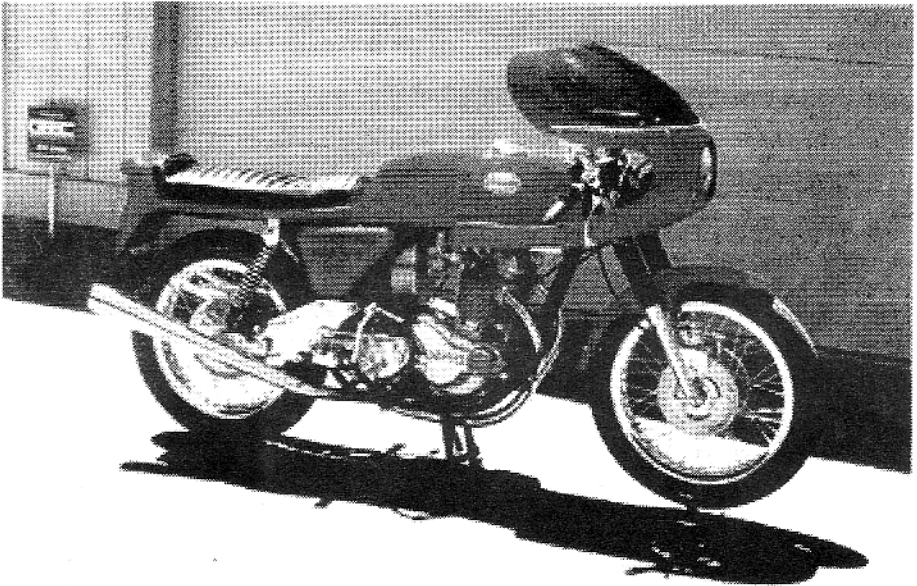
Stressed NCNOCCER

Dear NOCCER,

Well, my children are high strung, especially the young Commando. Be patient and the issues usually work out. I love a motorcycle with a little attitude anyway, don't you?

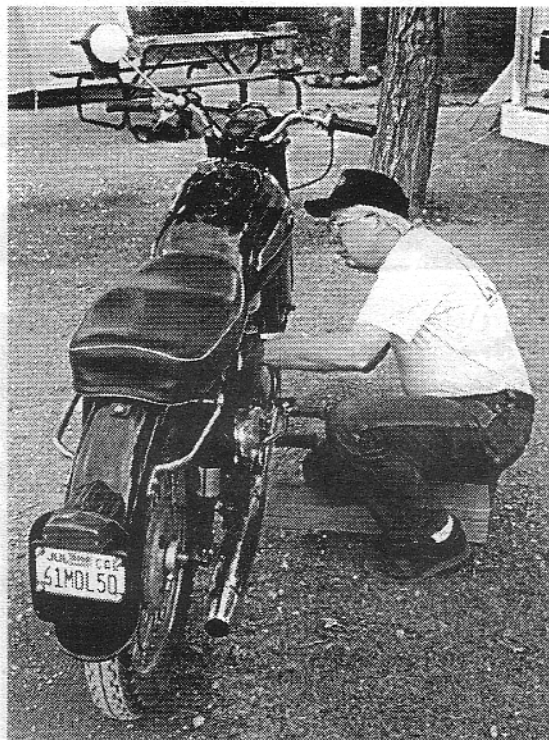
Pappy

Midwest INOA member Ben Zimmerman's gorgeous 810 Dunstall. It has all the good stuff...look at the Dunstall dual discs, alloy cylinder and Dr. Blair exhaust. It's red, of course!





Above: Phil Radford, Don and Shirley Danmeier and Art Sirota, the BSAOC contingent of the Norton Owners Club.

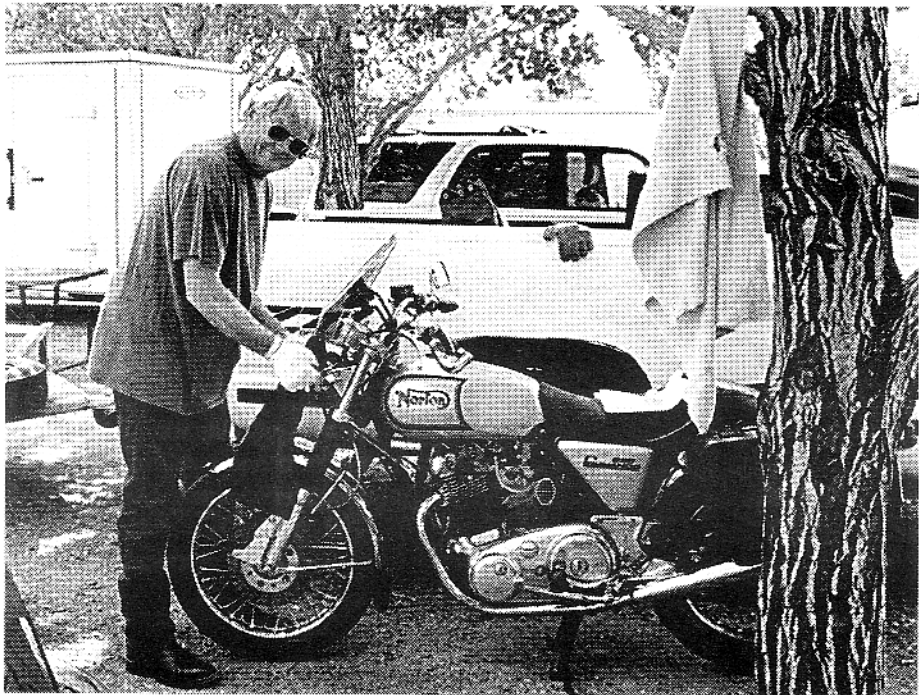


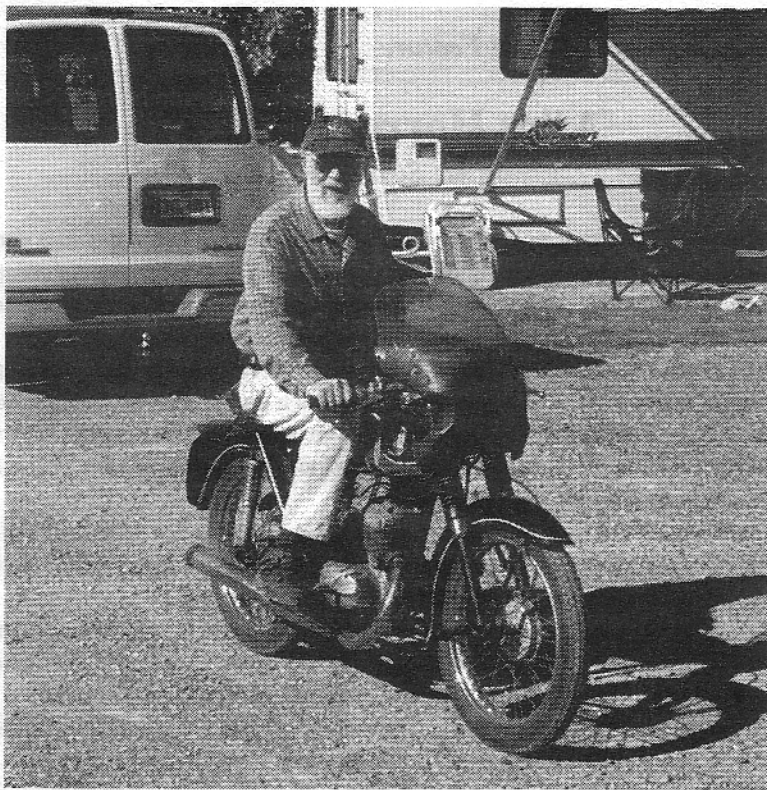
Left: Our President, Mike Sullivan and his 1961 Model 50. Note the license number.



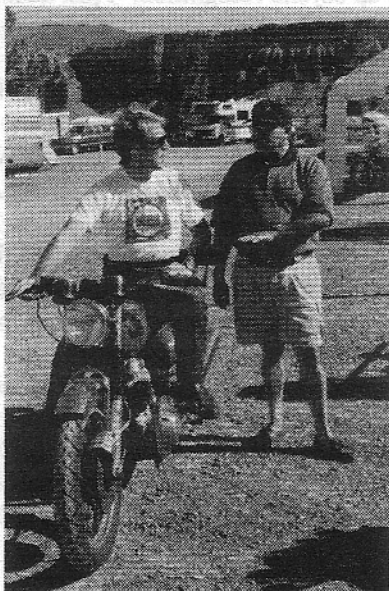
Above: Northern California Branch headquarters.

Below: Tom Dabel looks like he had a good time at the Rally.





Above: Mr. Goldwater on a rare Norton model.



Left: Frank Rocoder imparting some advise?

Restorers Column Special Feature

Atlas Horror Stories

by Art Sirota

Enclosed is a photo of my latest Norton project. It's a 1966 Atlas in a condition usually referred to as "nearing completion". Mine has been nearing completion for about two years. There always seems to be some other pressing task to prevent me from working on this bike. But I will finish it!

When I first started riding Commandos in the early '70s, I concluded that Atlases were pieces of s__t. They vibrated too much and lacked the elegant beauty of the shiny new Commandos. But tastes change, and now I realize that all those pre-Commando 750s that I saw and rode looked and handled so poorly because they had been neglected by ham-fisted owners!

So, when a 1966 Atlas came up for sale in San Carlos a few years ago for \$1,000 in running condition, I snatched it up and congratulated myself on getting a good deal. What I really got was a good deal of trouble!

I took it for two short rides, and the vibration level was acceptable. The engine sounded okay. However, I noticed that the finned exhaust rings were from an 850 engine, and since I had a spare pair of new, original 750 exhaust rings in my garage, I decided to make the switch. That's when I discovered that the threads in both ports were stripped. (Lesson #1: don't go there if you don't have to!)

When I looked closely at the exhaust pipes, I saw that they were slightly dented in a few places. Okay, they were smashed up beyond recognition! I just hadn't noticed their imperfections while wearing my rose-colored glasses! So into the trash can they went.

I took the cylinder head and barrels to Phil Radford to have him re-thread the ports and inspect the barrels. He tossed them both into his trash can. Luckily, Bob Raber located some good used ones in the upstairs treasure trove at Rabers. While Phil was busy rebuilding the heads, I went home and inspected the lower end. (Lesson #2: don't go there if you don't have to!)

The crankcase halves were mis-matched and when I rotated the crank, I felt a distinct tight spot. Hmmm. My \$1,000 bargain was beginning to cost me a lot of money. So I sold my house, my car, cashed in my savings and started working weekends.

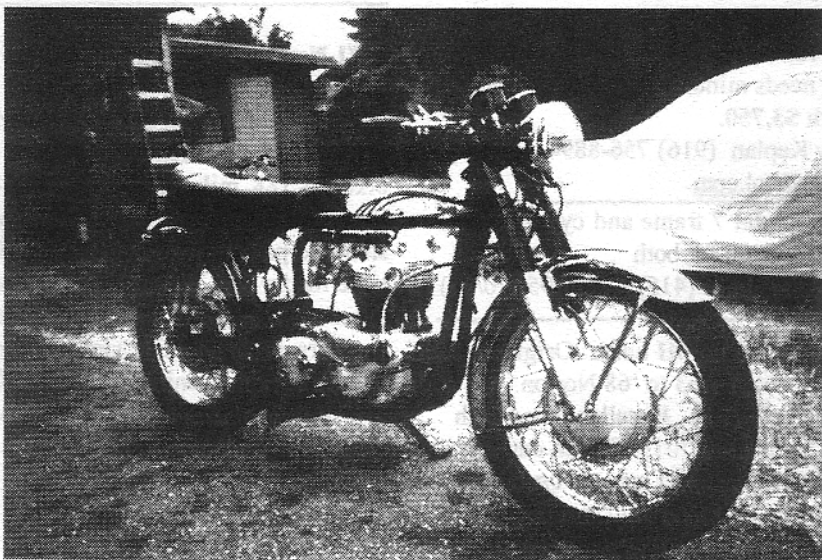
Phil rummaged through his collection of used junk and came up with a used set of matching crankcases which were in perfect condition. The original engine number on my machine was 20 115863 and the new crankcase was stamped 20 115858, only 5 number off! These pieces had waved hello to each other back in '66 at the Norton factory! It was beginning to look like Olde Home Week in Phil's garage.

Unfortunately the original crank had been re-ground too many times and had to join the rest of the worn-out parts in the trash can. Two of the pushrods were bent and had to be replaced. The cam followers were not useable either and had to be replaced. There wasn't much left of the original engine except for the oil pump. Oh well, at least the camshaft was in good shape.

Raber's supplied a new inner primary cover and instrument panel.

Pretty soon the engine was back together with new superblends, new Commando connecting rods and +.040" Norton pistons. Phil went through the gearbox and fitted a roller bearing on the layshaft end. The carbs were re-sleeved, fenders re-chromed, wheels laced with stainless spokes, speedo and tach rebuilt and clutch plates re-corked. I purchased enough stainless parts from Andy Molnar in England, so now his son's college education is assured. I rebuilt the front forks myself and fit a new wiring harness along with new stator, rotor and headlamp with halogen bulb.

I'm beginning to see a light at the end of the tunnel. You could say I was foolish to get sucked into such a disastrous money waster, or I was smart to do everything right and save an old Norton from the scrapheap. I don't know which. I know that I've had a lot of fun rebuilding the old girl and it's kept Phil from getting into trouble for a while.



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.

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

1951 Model 7 frame and cylinder head (iron). \$300 for both

Chris Knoerdel (415) 350-1695 (10/00)

Lucas 12v type 6H horn. Original equipment for '63 to '68 Norton featherbed twins. Excellent cond with new paint. P/N 70159D with date 10/63. Will trade for Lucas 6v type 8H horn, P/N 70140A ('61) or 70163 ('62) in good cond. Sell outright for **\$70.00**. David Crader **925 484-9176** (10/00)

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)

1971 Commando parts bike. Newly rebuilt engine (not started), chrome swingarm, painted frame, fork legs (no triple trees), no wheels or fenders, other pieces chromed. **\$1500** for everything Shorty Tompkins (916) 489-8371 Sacramento (10/00)

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

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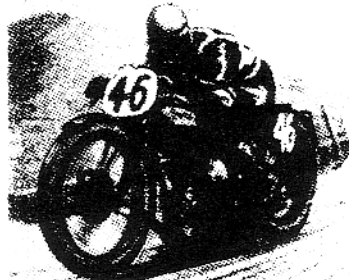
Monroes three mechanics have been familiar with Nortons for a number of years. We can replace exhaust port threads *with the head on the bike* - we don't know of anyone else who can. The job looks like original factory. Call for snap prices. We also have a good supply of Norton parts.



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

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

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

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

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

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

NAME _____

ADDRESS _____

CITY STATE and ZIP _____

TELEPHONE _____

MOTORCYCLES OWNED

Make	Year	Model	Engine/Frame/Plate Numbers
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Attach another sheet if you want to list more.

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

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