



Norton Notice



The Newsletter of the
Northern California Norton Owners Club

No. 270

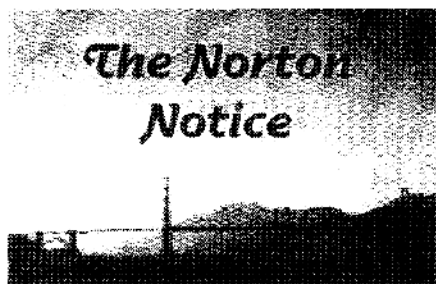
March 2001

30 YEARS OF THE NCNOC



All British Clubmans Show - March 24





is published by the Northern California Norton Owners Club. Its purpose is to inform and entertain members regarding all aspects of the Norton motorcycle, including history, technical advice, and preservation of the marque.

The NORTON NOTICE is a reflection of the readership, who are encouraged to submit 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. 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.

Advertising rates are \$60.00/year for a 1/4 page ad!!

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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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

2001 Club Rides Schedule

<u>DATE</u>	<u>TIME</u>	<u>EVENT</u>	<u>MEET AT</u>
Mar 11	10:00am	Mt Hamilton Ride	Dean's Cafe
Mar 24	8:00am	Clubman's Show	SC Fairgrounds
Mar 25	10:00am	Morning After Ride	Road Rider/San Jose
Apr 8	10:00am	Rally di Milani	Milani's/San Rafael
Apr 22	10:00am	Angel's Camp Ride	Geno's/Livermore
Apr 21-22	10:00am	BSAOC Midstate Ride	Carmel
Apr 27-29	9:00am	Sonoma Fest	Sears Point
May 20	10:00am	Cameron's Ride	TBA
May 25-28	anytime	Lake Cachuma	Lake Cachuma
Jun 10	10:00am	North Bay Ride	TBA
Jun 22-24	8:00am	AMCA Show & Swap	Dixon Fairgrounds
Jul 8	noon	San Juan Bautista Ride	Donkey Deli
Aug 4	10:00am	Santa Cruz Ride	TBA
Aug 10-12	TBA	Dardenelles	TBA
Sep 8-9	10:00am	North/South Ride	Oakhurst, Ca
Sep 23	TBA	Ride TBA	TBA
Oct 7	10:00am	Old Timers Ride	Alice's/Skylonda
Oct 21	10:00am	Delta Ride	Geno's/Livermore
Nov 4	10:00am	All British Ride	Lyons/Novato
Nov 25	10:00am	Turkey Ride	TBA

*NCNOC Points Rides in bold print

2001 NCNOC meetings

Mar 8th - Prince of Wales

Apr 12th - Athens Burgers Restaurant 6999-A Dublin Blvd., Dublin, Calif.

May 10th - Prince of Wales

Jun 14th - The Boat House

Jul 8th - Ride/Meeting to San Juan Bautista (this date might change)

Aug 9th - Prince of Wales

Sep 13th - Harry's Haufbrau, Mtn View

Oct 7th - Annual General Meeting & Old Timer's Ride San Mateo Memorial Park

Nov 8th - East Bay (TBA)

Dec 9th - Christmas Party

Press Production and

Halftones:

John and Carrie Follett:

White Oak Press, San Carlos, CA

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

Maybe the third time's the charm. Two years in a row and the Sweetheart Ride has been washed out. I understand that a hand full of riders and drivers showed up at the Florence on the first Sunday and did go on some kind of a ride and got wet in the doing. Unfortunately, because the ride was officially cancelled no ride points can be awarded. A record of those that did show up will be kept and might be used to break a tie if that happens.

On other fronts...

The February meeting at the Kings Head was a bust. The food and beer was OK but it turned out that Thursday night is Celtic music night and the place was packed and noisy. If we are to have any more meetings in the South Bay we will have to find another place. You South Bay riders are tasked with finding us a new venue.

I heard from the Manager of the Boardwalk Motors Indian??? Motorcycle Shop in Redwood City that the India built Royal Enfield has been passed by the CARB and will finally be on sale in California. If anyone wants a new old single, check 'em out.

In the last issue of the Notice there was a flyer about the Lake Cachuma Meet on Memorial Day Weekend. As Norton is the Mark of the year, the Club has been asked if we would donate an award of some sort for the best Norton. I believe that this would be good for the Club. Does anyone have an idea for a suitable award or trophy?

The next ride, if we don't get rained or snowed out, will be on March 11 up to Mt. Hamilton. It would seem that we are going up the back way this year as Tom Dable has us meeting in Pleasanton. It will be nice to see the countryside in green instead of all brown as we have seen it in the past. Look for details elsewhere in this issue.

Coming up on Saturday March 24 is the Clubman's Show in San Jose. The NCNOC will have a booth similar to the one that we had last year. We are going to try to have something special to commemorate the 30 year anniversary if the Club. Remember, the show is on Saturday and the "Day After Ride" is Sunday. This year the Ride is hosted by the Ariel Club. A route has not been announced but you can be sure that it will be a good one.

Next meeting will be at The Prince of Wales on Thursday, March 8. See you there.

Mike Sullivan
President

Sweetheart Ride Report... Keith Karn

Gar and all, I know the ride was officially cancelled, but we had a good turn out and I wanted to file a report. I got to the Florence about 10:30 and Gary the bartender said it was cancelled, but I thought what the heck I rode this far and I'm already wet and bet at least Don Goforth will show up in his truck. So I got a cup of coffee and about 10 minutes later Harry Bunting and his wife Isabel walk in (they drove) about 10 minutes later Kim Williams rides up on his green '71 Interstate. George and Sachi showed up next on their Interstate, then a new guy Bill Wentworth rode up on his trick '73 850 with full Dunstall tank, rear section, fender, rearsets and LEFT foot shift conversion. He got it in Seattle in December and rode it back! He said the ride was just like the movie "The Perfect Storm"! This bike also had Kawasaki front wheel, rear brake and a Lester rear wheel. Bill said he's already joined the NCNOC and wonders if we sent out a membership card.

Don Goforth showed up shortly in his truck. By a little after 11 am we had 8 people drinking coffee and standing in the rain checking out the bikes. Actually Harry's wife Isabel is an antique junkie and was checking out all the antique stores in Niles. The other big action was some guy's car was being towed by the Fremont police because his plates were expired. Bill decided to head home as did Harry and Don, so around noon, Kim, George and Sachi and I rode out to Duncan's spot on Niles canyon road and stopped for a minute. The creek was way up and almost a river. We turned around and went back, up Palomares to 580. By then it had started raining and I was leading for about the first 100 yards. I had told George to pass me if he wanted to and he did. He was going slow, for George that is, so I could actually see him for the first mile thru the bad twisties and swarf covered sections. The road widened out and that was that. Kim and I caught up when he had pulled over at the stop sign at Palo Verdes road about 10 miles up! By then the rain had let up, but the back roads were wet. We all jumped on I580 west and headed home. I made it back to Oakland with only a little more rain, but my butt was wet from sitting in the seat puddle. At least my rainsuit was dry in the stuff sack!

It's up to the officers but I say at least half points for those who showed up, especially since I'll be in Death Valley next week for the Airhead BMW Rendezvous, and I've got to keep the pressure on Jerry Grainger and Don Goforth, though at this point it's anybody's race! Here's the official attendance:

Keith Karn - rode - '75 Norton Commando Roadster

Kim Williams - rode - '71 Norton Commando Interstate

George and Sachi - rode - '75 Norton Commando Interstate

Bill Westworth - rode - '73 Dunstall Norton Commando (trick!) hope he shows up at the Prince of Wales

Harry and Isabel Bunting - drove

Don Goforth - drove

*30 Years of the Northern California Norton Owners Club
by Robert Bausch founding member*

Start of the San Francisco Branch of the Norton Owners Club
continued from February

The Norton Owners Club had been founded in England in 1955 (I don't know why they say 1959 on their web site), and at the start of the San Francisco Branch, we were just that, an official branch of the parent club in England. That was an important point about starting the branch, a fact I think has been lost over the years. Each and every member of the SF branch in the early days was a member of the English club, and received the excellent Roadholder magazine from England. That was how I pictured the branch continuing, but as time passed this commitment became diluted, and this likely had some bearing on my eventually (in 1988) dropping out of the branch. More on this later.

We had meetings once a month back then as I recall, and one ride a month as well. Many of our rides started from Sausalito at the Ferry Landing, and our rides up into Marin County were memorable ones, some of them involving "The Sunday Morning Ride". I remember my fear of riding over the expansion joints on the Golden Gate Bridge with my skinny front tire, thinking I would get stuck in them! Never happened. Other annual rides were to Mount Diablo and Mount Hamilton, and I see the tradition has been carried on. We also had several rides to Laguna Seca for the bike races, and on one occasion members had the pleasure of meeting Dennis Poore, Chairman of Norton Villiers in England, who made all this possible.

I remember one ride, in the back roads of the East bay hills I think, when our esteemed Technical Officer Joe Tubb, ran out of gas, and I wound up towing him with a (fairly) stout rope, over some semi-dirt roads, back to civilization!

The branch had some pretty interesting early members. Earl Adkins was a mechanic at Dudley Perkins Harley-Davidson in the city, and he had a Norton Manx. We had some meetings at Earl's church in Pacifica! I think we even had a technical session meeting there, conducted by Joe Tubb. Jim Lowe had been an F-86 jet ace in Korea (9 victories) and he had a yellow Production Racer which he raced.

I was Membership Secretary at the start, but my wife Elisabeth really did the work! She has always been a great support in my crazy ventures. We had a small membership at the beginning, and it grew slowly, and waxed and waned through the early years. From records recently found, it looks like Gene Austin was Membership Secretary from around 1976 to 1979.

I guess our all time best (or seemingly most appropriate) meeting place was the Edinburgh Castle British style pub downtown on Geary Street in the city (I know it was mine), and fish and chips (wrapped in newspaper) from around the corner, and a pint or three of Bass or "Black and Tan" never disappointed. In later years I remember Rick's Swiss Chalet in Palo Alto as a good place (still have a few Spaten glasses from there which the Norton helped me take home). The Class Reunion on the corner of Page Mill Road and El Camino in Palo Alto was another place where we had some fine meetings, and we could meet and park our Nortons out on the grass in the back during the warmer months.

We had at least a couple of SF branch NOC displays at motorcycle shows in the city, the Cow Palace I guess, and, I think also at the old Brooks Hall under the Civic Center. We would shine up our prettiest machines and put them out for all to see.

A trip to England in September 1974, on a commission from the US Air Force to document the New York to London transatlantic record flight of the SR-71 Blackbird, enabled me to meet Dave Brian and his wife Sue, and he arranged a visit to the Norton factory at Andover, an event I still remember and cherish. Here I met Neil Shilton, the plant manager and Norton Villiers executive. At the time, they were making the Commando Interpol police bike there, and I saw some of these in use by the RAF police at Farnborough where the big airshow was going on. This visit reinforced my feelings about the importance of the SF branch of the NOC.

We still exchange Christmas cards with Dave Brian, and with Adrian Page, who was NOC Membership Chairman some years after the start of the SF branch. He and his wife Wendy visited us sometime in the late 1970s-early 80s, when we had moved to 18th Avenue, before moving to Belmont in 1982.

The point at which the Branch really started to grow was, I believe around the time we changed our name to the Northern California Branch, and when Steve Coburn joined and took an active role in increasing our membership. We had begun to have members further from the city, and the name change reflected that. If I remember right Steve Coburn also started the "Norton Notice" newsletter, and that became a great drawing card in gaining new members.

Our membership soared to over 200 in a rather short time. A far cry from the "either side of 35" where we were for some years. Though we did relax our standards, since a member didn't actually have to own a Norton, it was largely through Steve's efforts to increase our membership that the branch became more self sustaining.

Editors Column

David Crader

In January, during a business trip to Portland, I had some time before the flight returning to Oakland. A call to Kenny Dreer of Vintage Rebuilds and I was invited to drop by and see the VR880 Norton production line.

Before talking with Kenny, my concept of the operations was VR was doing a sort of restoration with go fast parts. The fact is there are very few original Commando parts involved with Kenny's creations. He is using a modified Commando frame that is altered to be similar to the late Triumph Bonneville with oil in the large backbone tube. The left engine crankcase is his own creation that is much beefier than the original and soon he will be casting the right side as well at a foundry in Portland, Oregon. The new cylinder Kenny will use is his own creation in aluminum alloy with NikaSil coated bores. Pistons are VR specials and Kenny is moving toward a shorter engine stroke. Wheels, brakes and even the cushdrive sprocket are all VR designs.

The current VR880 has about a 50% increase in horsepower over the original Commando and the next generation going to around 950cc will have more than double the power. To keep the gearbox in one piece with all this power, Kenny has again founded his own cases and will be using 5 speed gear sets.

The gas tank is a beautiful creation. The gas tank is a polyethylene fuel cell with large racing type filler. Snapped around the top of the cell is a fiberglass shell that has been painted to one of three or five stock colors or can be custom done. The pin strip and "Norton" follow the tradition of the Commando, but the tank is stretched out like a custom Harley.

One thing that looks out of place is the lack of head steady mount. VR has replaced that with a third isolastic under the engine plates. It allows a little more vibration than the Commando setup, but Kenny feels it's a more logical position to attach the engine/gearbox unit.

The newer models will be equipped with VR's own electric start. The starter motor is a 2hp unit and has a direct gear engagement with a ring gear on the outside of the clutch basket. The demonstration shows it works as slick as the best car starters and as such the kickstart shaft is blanked off on the gearbox. To make sure the starter always lights up the engine, there is a 350amp linear output battery included.

Vintage Rebuilds page 10

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.

Norton Singles Parts

Dragon Motorcycle Services
Cobweb Cottage
111 Wereton Road
Audley, S.O.T.
Staffs, ST7 8ER
U.K.

phone 44 1782 722840

Norton singles parts are a bit thin here in the U.S. These guys are usually my last resort as they are terrible at responding, but my understanding is that they also have about anything you need for a Norton single.

Editor



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, Bedform MK42 7BD, UK. **(44) 1234 854138**. These are not the same as used on '57 -'58 Norton Singles and Model 77 twins.

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

VINTAGE BRAKE

15069 Lupine Lane, Sonora, CA 95370
Phone/Fax (209) 533-4346

If you have any malfunctioning electrical components on your British bike, Dave Lindley can repair them.. Over the past twenty years he has fixed rare Volocette horns, magdynos and voltage regulators for Art Sirota. He also offers some modern upgrades such as solid state voltage regulators.

His address is:

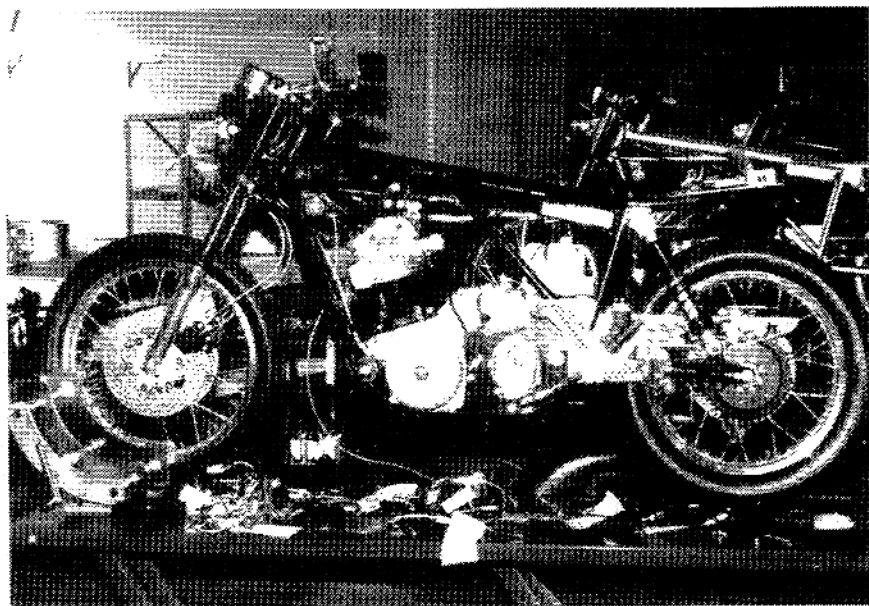
Dave Lindsley
196 Pilsworth Road
Heywood, Lancs. OL10 3DY,
England

tel 011 44 1706 365838
fax 011 44 1706 627500

Vintage Rebuilds

Those of you that have read articles in *Cycle World* by David Edwards, VR owner, know the starting price is \$20,000. Kenny said he is building around 4 bikes a month now and wants to get to 12. The turn time is around 4 months, now. The week before I was at the shop, Tim Allen (Home Improvement - Tooltime man) had bought one of the VR880s. That means custom Harleys are not the only marque celebrities are buying.

In Kenny Dreer's words, the VR880 is the machine Norton should have made if they had been able to keep going. The Nemesis that the Minnesota based group was working on had nothing to do with the tradition. As Harley Davidson is the epitome of success of modern technology and retro bike style, the Vintage Rebuilds bikes should do well.



Kenny Dreer
President

17836 SE 82nd Drive, Gladstone, OR 97027
fax 503.650.7412 tel 503.650.5390 toll free 800.671.7285
kenny@vintagerebuilds.com www.vintagerebuilds.com

UPCOMING RIDES

By Gar Jorgenson, Rides Coordinator

March Rides

Mount Hamilton Ride

March 11th - 10:00 AM

Tom Dabel will be leading us to Mount Hamilton again this year. We will be starting out at Dean's Café, 620 Main Street, in Pleasanton, at 10:00 AM. Tom did a great job on this ride last year so we are looking forward to another great ride. Arrive about an hour early if you want to have breakfast at Dean's.

The Day After Ride

March 25th - 10:00 AM

This year's Day After the Clubmans Show Ride will depart from Road Rider, 2897 Monterey Hwy, San Jose (PH: 408-227-6936) at 10:00 AM. The Ariel Club is sponsoring this ride with Don Danmeier taking the lead as Ride Leader. Details are not available at this writing but Don says there will be maps available at the Clubman show as well as the day of the ride. Plan to be there early, as the ride will depart promptly at 10:00.

April Rides

Rallye De Milani

April 8th - 10:00 AM

This ride again starts out from Milani's Bar in San Rafael and take us through the sylvan back country of Marin County. This is always a great ride. Look for more detail in next month's Notice.

Angel's Camp Ride

April 22nd - 10:00 AM

Join your Norton Notice Editor, David Crader, as he leads us through the Great San Joaquin Valley to the Gold Rush town of Angel's Camp. The ride will start in Livermore at Geno's Country Store on Vasco Road. David has scoped out a good lunch spot and is working on a guest speaker. **See Bulletin Board page 14.**

BSA Club - Big Sur / Mid State Ride

April 21st & 22nd - 10:00 AM

Frank Forster of the BSA Club is leading this ride to Morro Bay. Frank has invited any NCNOC members that can make it to join in. The ride will leave Carmel and go down the coast, returning by a different route the following day. Hotel reservations need to be made on this before April 6th, so if you are interested in going, call Frank at (831) 688-2120 for the details.

30 Years of the Northern California Norton Owners Club

True, I did have a major disagreement with Steve and others when he started pushing for breaking away from the parent NOC in England, and I remember giving a talk at a meeting in Palo Alto (at another place than the two I've mentioned, whose name I don't recall) that was basically a plea for keeping things as they had been, and continuing as an official branch of the NOC. But eventually that's what happened, a break (if not actually officially put down in writing, at least seemingly the truth) with the club in England, and I felt the branch of the NOC I had started was not the same, and eventually dropped out.

In retrospect, it was perhaps too harsh a judgement (though my feelings about this have not changed!), as the important thing is to have a club for Norton owners in the Bay Area, and that is what we have today, thanks to the efforts of you fine people. I see that it is no longer called the NC BRANCH of the NOC, and that is apparently the actual case, though I see that some members of the NCNOC are also members of the original English NOC. Good show!

An interesting bit of info I discovered in my envelope of old stuff was a membership directory of the NC branch of the NOC from 1985. According to member numbers, these were the first 10 members of the original SF/NC branch:

1) Bob Bausch 2) Bob Getts 3) Eric Hjertberg 4) Melvin Dern 5) Norm Kelley 6) Don Danmeier 7) Leonard Allen 8) Mark Gribble 9) Peter Gheorghiu 10) Gene Austin

My wife Elisabeth has been very patient in putting up with my unfortunate interest in machines over the years, and with various clubs I've belonged to related to them. She just gave me some info gleaned from ledger sheets through the years, and it chronologically lists my club memberships. The SF branch of the NOC was my first experience, and the one I have been most closely involved with for the longest time, 1971 to 1988.

In 1978 I bought a new Ducati Darmah, and was in the Ducati International Owners Club for a while. It was run by a fellow from Florida, Joel Gonzalez if I remember right, and had an excellent magazine.

Then when I got a Kawasaki Concours in 1988, I joined the Concours Owners Group, and took the longest rides I've ever done with that club (nothing much for most of you folks I know!), and enjoyed being a member of this excellent organization through 1994.

In 1995 I purchased “the car of my dreams”, a Saab 9000, and became very involved with the Bay Area Saab Club, as they hosted the national Saab Owners Club convention at Lake Tahoe in 1996. I was commissioned to design the logo and graphics that were used for signage, t-shirts, beer mugs, wine glasses, pins, etc. The Bay Area Saab Club has faded out as their reason for starting was to host the convention, but I have continued with the Saab Club of North America, and they have a really fine magazine, Nines, which alone makes membership worthwhile. An interesting fact: Erik Carlsson, Saab’s legendary rally champion, raced Nortons during his early days in Sweden!

But my first love was the Norton and the Norton Owners Club, and the great folks I’ve known through the years have made the journey a lot of fun. I’m happy I was able to contribute to it in the way I did, and start the San Francisco Branch, and also happy to know its offspring still survives in the NCNOC. Keep up the good work!

Sincerely, and with best wishes,

Robert Bausch



NCNOC Bulletin Board

Sonoma Fest at Sears Point

I spoke with Corey Eastman, Marketing Manager of Cycle World Magazine. Some advanced information.

Rolling Concourse on Saturday April 28

Sign in at 8:00am

Ride starts at 9:30am

This is an 80 mile loop through the Sonoma countryside led by Cycle World Magazine and is in conjunction with the Vintage Weekend Apr 27-29 at Sears Point.

Cost: \$25 in advance, \$30 at the gate

Awards Categories

Vintage (pre 1932)

Classic

American Classic

Japanese Classic

3 Specials awards

More information and registration forms in the April issue of Cycle World or on their website. I'm planning to go on the ride. Anyone else let me know. It's another good way to get some publicity for 30 years of the Northern California NOC. If I get at least half a dozen responses, I'll contact Corey Eastman, Marketing Manager at Cycle World to see if we can get some publicity.

David Crader

April 22 Angels Camp Ride

I will be leading this ride. The start will be at Geno's on Vasco Road right at Interstate 580. We depart at 10:00am going over old Altamont Road into Tracy then Hwy J2 and some other back roads to Hwy 4 going through Stockton. It's a straight shot out Hwy 4 through Copperopolis to Angles Camp. Please confirm if you're going on this ride as I want to ask the owner of Vintage Brakes in Sonora to join us if we have at least 6 riders. I'm going to ask Vintage Brake to talk to us about their brake relining/arcing service for motorcycle drum brakes. They advertise much improved braking performance.

David Crader

925 513-3148

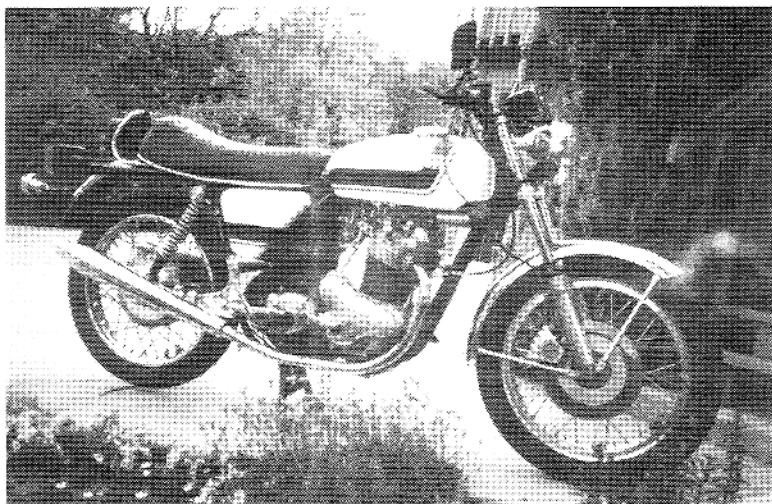
The Club is ALIVE

Hello David;

As part of the apparent silent majority of Commando Owners (44 yrs old) I must apologize for not being more vocal or visible. I live in Atascadero CA and get to the Bay Area to buy parts at Raber's and to Sears Point where I met Mr. Goldwater and perhaps I met you a couple of years ago. I have owned my 1974 MK2A for about four years. The bike is the red/white/blue model and its in real good shape. I have installed a Boyer's electronic ignition which allows me to start the bike on the first kick most of the time, as long as the battery is charged and both carbs are primed & choked. Other than the super venom Avons, Corbin seat, halogen headlight, new peashooters, clubman bars and a new front disk rotor the bike is stock and in need of some new valve guides and a rebore to help a minor smoking habit and to improve compression.

I bought my Commando because of my memories of the early 1970s and a particular yellow Commando that some lucky classmate borrowed from his Dad. That yellow bike still remains etched in my memory! I own several 'vintage' Japanese bikes in addition to my Norton. It really is amazing how much better the Norton handles on the road. All if its weight is low and it runs smooth as glass at speed. They really got it right with this bike I think! Keep up the good work.

Michael Harper
Atascadero



Classified

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.

Traderonline

In a search for 1969 to 1975 Commando prices (12 samples on Feb 3, 2001):

Low: \$3,000

High: \$5,990

Average: \$4,403

Median: \$4,375

For Sale

1973 850 Commando, parts bike. Incomplete, dismantled, rough. Missing seat, front fender, one carb. \$500

Terry (916) 727-2673 Citrus Heights (05/01)

Wanted

Norton Atlas, Commando with right side shift or Triumph custom. Must be in nice condition.

Terry (916) 727-2673

Wanted

1968 Atlas front and rear mudguards

Terry (916) 727-2673

WANTED

'75 Commando, Roadster or Interstate. Complete. 925/625-4772.

Leonard

Norton Commandos Only

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Norton

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Jim Carton
(510) 483-2045



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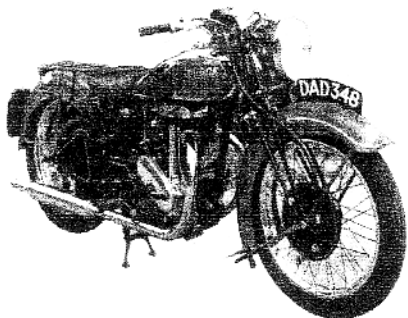
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The Fourteenth Annual Clubman's ALL-BRITISH MOTORCYCLE SHOW & SWAP MEET

Saturday March 24, 2001

Photo
Courtesy of



*Honoring
Rudge Motorcycles*

**Campbell Pavilion, Santa Clara County Fairgrounds
San Jose, California**

Indoors - Rain or Shine

OPEN FOR SHOW & SWAP ENTRIES 6:30AM
DOOR PRIZE ELIGIBILITY WITH ADMISSION

GENERAL ADMISSION \$5.00 8:00 AM
KIDS 12 OR UNDER FREE

AWARDS

Street & Competition Classes

Restored and Unrestored Divisions

Trophies for Best in Class, Best of Marque, and Peoples' Choice

RAFFLE

Win a 1979 Triumph Bonneville

Tickets \$1 in advance or at the show

Raffle Tickets via: BSAOC, P.O. Box 594, Novato, CA 94948

BUY & SELL

Register Early

PRODUCED BY THE BSA OWNERS' CLUB OF NORTHERN CALIFORNIA

WITH THE SUPPORT OF THE ARIEL AJS/MATCHLESS GREEVES ROYAL ENFIELD RUDGE NORTON TRIUMPH VELOCETTE AND VINCENT OWNERS' CLUBS, THE A.H.R.M.A. AND THE BSA OWNERS' CLUB OF SOUTHERN CALIFORNIA

FOR DETAILS CONTACT:

BOB TOMICH (415) 749-4682 (DAYS) (408) 377-9457 (EVE & WK ENDS)
ALL ENTRIES/CHECKS PAYABLE TO: BSAOC, P.O. BOX 594, NOVATO CA 94948

Sunday March 25, 2001

The "Morning After Ride"

Organized by the Ariel Owners Club
Meet at RoadRider Accessories
7897 Monterey highway
Race departs 10:00 A.M.
Info: Dan Danmeier (415) 896-0330

Show Bike Classes

Divisions: A - Show/Concours/Restored
B - Ridden/Licensed/Raced/Unrestored

Classes: Pre War Roadrace
Military Street
Scrambles/Trail Modified/Cafe
Speedway/TT/Plat track

*The
Prince of Wales
Pub*

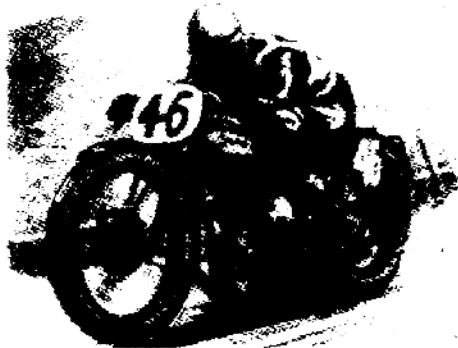
*The Peninsula meeting
place for the Norton
Owners Club*

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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 Stark, 12603 Bel Aire 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