

NCNOC RIDES LAGUNA SECA

NCNOC and Vmoto took to Laguna Seca on Sunday Feb. 12th. The weather was fantastic and the track condition was excellent. We had 10 riders on course for the club ride around. We got somewhat of a late start as there was a crash requiring ambulance service in the preceding group. Once on course we were expecting a good 20 minutes worth of fun and frolic. Lapping Laguna Seca is a wondrous experience the course lay out is very challenging and the corkscrew never fails to amaze with its degree of difficulty.

The riding session was how ever cut short as one of our riders found his enthusiasm a bit to overwhelming and proceeded to do the unthinkable. His off course excursion resulted in a crash a caused (in the name of safety) the sessions abrupt end. As goes racing I believe the saying goes. But the sessions end did not deter the fun and excitement, the thrill and frivolity of taking a course at speed (what ever that speed might be) and enjoying the thrill of the road and the bike and the man (or woman as the case may be). Pure riding pleasure at its core. No distractions, not deterrents, no cross traffic and no nuts. Just motorcycle riding in its purest form.

I highly encourage you to try it, Vmoto (www.vintagemoto.com) might be persuaded to offer a club ride again possibly at Reno/Fernley or even Portland. But where ever, if you really love to ride and you want to experience your pleasure at its highest and most pure form, track time = fun times and memories to last a lifetime.

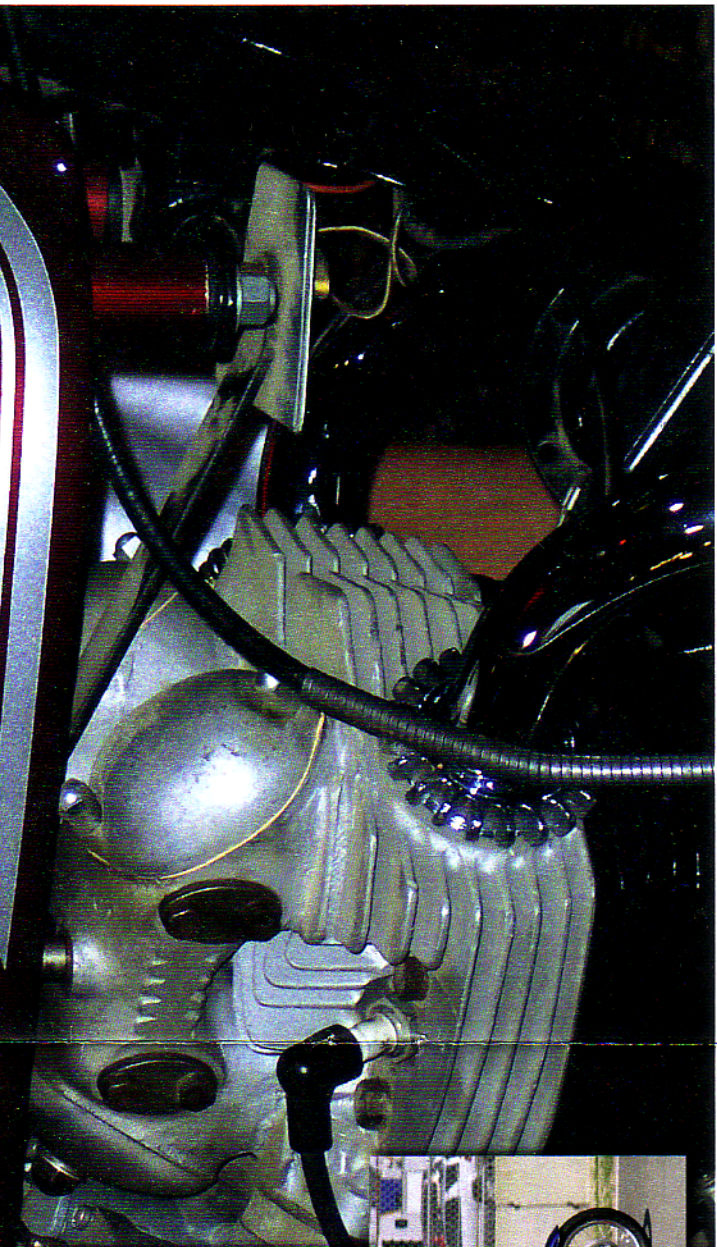
Thanks to all the riders and Vmoto staff and the staff of HMSA for offering the opportunity.



The Newsletter of the Northern California Norton Owner's Club

No. 328

March 2006





THE NORTON NOTICE

Published by the Northern California Norton Owners Club Its purpose is to inform and entertain the club members. 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 will enjoy it. The deadline for items to be submitted for publication is the 18th of the month The Norton Notice welcomes contributions submitted electronically. Articles and photos can be sent in almost any format generally common to most computers. Contributions can be sent to LorinGuy@Yahoo.com

Membership in the Northern California Norton Owners Club is available for \$20.00 per year and open to all Norton Motorcycle enthusiasts. Membership dues are payable to the Treasures (see page right for address). Renewal dues are payable at the end of the individuals membership year, which is designated by the last digit on the mailing label of your Notice or on your membership card.

AD RATES

Advertising rates are 100.00 per year for 1/4 page ad. Contact Editor for larger ads and rates.

All Change of address or questions about membership, dues or the Norton Notice would be directed to the Editor or Club Treasurer.

The Northern California Norton Owners Club is affiliated with both the Norton Owners Club of England (NOC) and the International Norton Owners Association (INOA).

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IMPORTANT INFORMATION

The Object of the Northern California Norton Owners Club is to promote, encourage and develop motorcycle activities. The Club's members are owners or enthusiast of Norton Motorcycles and often submit for publication in the Norton Notice technical tips, which are published. These tips are reviewed for technical content and are believed to be both correct and workable, but no guarantee is made or implied that these tips or articles will work. The Club or membership assumes no liability or responsibility for issues or problems, omissions or deletions in connection with technical information. The Norton Notice articles or other materials express the authors views only and are not necessary the official policy of the Northern California Norton Owners Club The Editor reserves the right to accept or reject or edit and/or alter all editorial and advertising material submitted. The Editor serves at the discretion of the board of directors.

Materials may be published both in print and electronically on the NCNOC web site www.nortonclub.com. ©2006 The Northern California Norton Owners Club. Not to be reprinted without permission.

DIARY

SEE WEB SITE FOR THE LATEST DETAILS

.....MARCH

9th-Meeting— The Englander in San Leandro at 8pm.

25th - Clubman Show

We will need some volunteers to assist at the Clubman's Show Booth. These should be people willing to spend a continuous block of time at the booth to greet visitors, sign up new members and sell club paraphernalia. If you can help there, please contact Lorin Guy.

28th - Adopt-a-Highway Clean-Up Day

Meet at Alice's Restaurant (Skyline and SR-84 in Skylonda) at 9:30am.

.....APRIL

13th - Meeting - TBD - Fairfield

.....MAY

11th-Meeting- Harry's Hofbrau-San Jose

.....JUNE

8th- Meeting- Prince of Wales-San Mateo

.....JULY

17-21- INOA National Rally (10 points) Held in Michigan this year.

.....AUGUST

11-13 - Dardanelles Weekend/North-South Weekend

Our annual three-day, two-night, camping and party fun event at Dardanelle Resort. See <http://www.thedardanellesort.com/> for more information on the destination and accommodations or phone (209) 965-4205 for reservations. On Saturday, the NCNOC Alternative Day Ride will depart from here.

27 Adopt-a-Highway Clean-Up Day

Meet at Alice's Restaurant (Skyline and SR-84 in Skylonda) at 9:30am

.....NOVEMBER

26th Turkey Ride/Adopt-a-Highway Clean-Up Day

Meet at Alice's Restaurant (Skyline and SR-84 in Skylonda) at 9:30am. Ride plan and leader needed.

OUTINGS SCHEDULE

IAN REDDY, RIDES COORDINATOR

MARCH 19, 2006 - EAST BAY RIDE

Meet at 12 noon at the Lanesplitter Pizza, 4799 Telegraph Ave., Oakland. After lunch, around 1:15, we will ride about 12 miles to Fred (Vintage Racing Kingpin) Mork's ranch, off of the Bear Creek Road near Briones Park. He has offered us a look at his superb collection of road, track, and dirt racers. Rain may cancel - if in doubt, give me a call. Eric Rhodes - 510 559 8504

MARCH 26, 2006 - MORNING AFTER RIDE

TBA. This is a great ride that kicks off the Bay Area Riding season, so do not miss it!

APRIL 16, 2006 - MT. HAMILTON

Ride Leader Tom Dabel reports that he will be leading us again this year starting from his house in San Jose. Tom asks that you be there by 10:00 AM so that we can leave shortly thereafter. To get to Tom's house, exit I-680 in San Jose on McKee Rd and go east. Turn Left On Toyon and left again on Golf. Turn right on Linda Flora and stop when you get to a bunch of Nortons parked on the east side of the road! Call Tom at 408-272-0369 if you need additional info.

MAY 14, 2006 - NORTH BAY RIDE

Details TBD. Leader Jim Carton.

JUNE 2-4, 2006 - CAMBRIA (w/SCNOC)

Joint weekend event with the SCNOC. NCNOC will depart from the Bay area and ride south down to the Cambria area. Details TBD. Leader Alan Goldwater.

JUNE 23RD & 24TH RUMBLE TO THE SUMMIT 10

JULY 2, 2006 - SOUTH BAY MEETING/RIDE

Ride is on your own. Meet at Peter and Joan's German Restaurant at 11:30 in downtown San Juan Bautista. Following brunch there will be a club meeting in the patio.

JULY 16, 2006 - NORTH COAST RIDE

Details TBD. Leader Jerry Grainger.

! July 17-21, 2006 - INOA National Rally (10 points)

Held in Michigan this year.

AUGUST 12, 2006 ALTERNATIVE RIDE

If you cannot make the whole weekend, make the day ride. David Crader will lead, details TBD. Contact David if you have questions: (925) 513-3148

SEPTEMBER 10 OR 24, 2006 - GOLDWATER RIDE

Ride plan and leader needed.

SEPTEMBER 15-17, 2006 - SIERRA LOOP RIDE (w/SCNOC)

OCTOBER 1, 2006 - RIDE AND AGM DETAILS TBD.

OCTOBER 15, 2006 - DELTA RIDE RIDE PLAN AND LEADER NEEDED.

NCNOC MINUTES

NCNOC MEETING 2-9-06 AT TOMMYS JOYNT IN SAN FRANCISCO

MEETING CALLED TO ORDER AT 8:00 BY PRES. LORIN GUY WITH 18 MEMBERS AND GUESTS PRESENT

- 1) Welcome to new and old members. Lorin apologized for any spelling errors and late delivery in his first two issues of the Notice.
- 2) Comments and accolades for the new web site were offered. Added content is needed to fill out the new sections, and all contributions will be appreciated.
- 3) Portions of the Notice will be posted online each month, to give prospective members a sample of membership benefits. Information and pictures on each model are particularly needed.
- 4) Minutes of the last meeting were accepted as printed
- 5) Ray Pallett reported 151 paid members and close to \$4000 in club funds. He suggests that all members of the NCNOC email group be encouraged to join the club.
- 6) Lorin is currently tabulating the results of the questionnaire circulated to members earlier this year. One of the questions concerned raising the annual dues of the club to compensate for increased costs. The Club Executive Committee will prepare a budget estimate for the year, to investigate whether a dues increase is needed.
- 7) Upcoming events: The All British Clubman's Show - volunteers are needed to staff our award-winning club booth. Contact Lorin if you can help.
- 8) Ian has asked whether the club wants non-NCNOC events to be included on the web site calendar. The consensus was to evaluate these on a case-by-case basis
- 9) Don and Ray report that the Sweetheart ride (moved to 2-19) would circle the southern Santa Clara Valley and be just about 100 miles. Look for a ride report elsewhere in this issue.

Meeting adjourned at 9:00 pm

RESPECTFULLY SUBMITTED BY ALAN GOLDWATER / SEC.

LETS VISIT THE GARAGE

By ROLLAND CHICANE

After my interview with Lorin and Kathryn Guy last month I had a chance to meet with Ian Reddy. Ian has been a British motorcycle enthusiast for many, Ian's father owned several motorcycles while in the RAF during the Second World War, and the stories of riding the deserts of Africa intrigued the young Ian, and in fact his father owned a bitsa Norton and Sparkbrook.

Ian and his lovely wife Yvonne have three wonderfully talented children and their home in San Jose is filled with artwork and music. There is quite the family atmosphere at the Reddy's home. Ian's motorcycle activities are completely supported by his family and they made the INOA rally their family vacation last year. His lovely family volunteers at most NCNOC events and has hosted the club holiday party at their home.

Ian has been member of the NCNOC for three years and this lively Canadian dove in with both feet it would seem. Winning the "Most Active New Member" award in 2004 and being the co-Rides Coordinator for 2005, as well as the Webmaster and Rides Coordinator for 2006.

Ian's motorcycle collection although in it's infancy has a great start. He has a very clean and very nicely appointed 1974 Norton Commando 850, the cleanliness and tidy work Ian has done to the bike makes it a joy to observe. Ian has shown this bike at

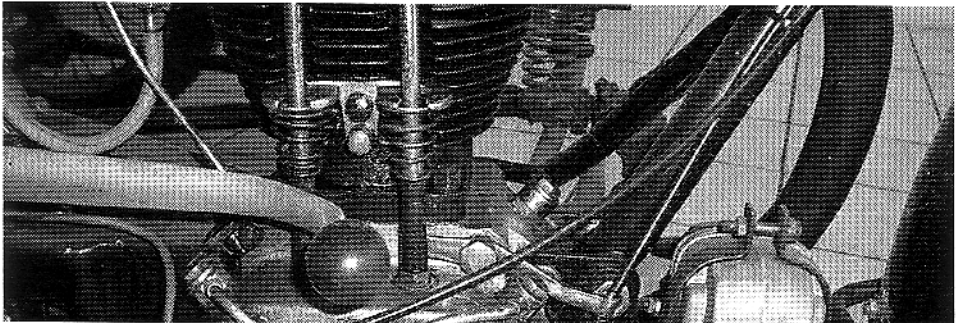
the Lumby and Oregon INOA Rallies and the IMS show in San Jose, in addition to several appearances at the Clubman event, and last year it was actually in the NCNOC booth.

Ian's other Norton is a 1969 "S" type, in restoration, Ian has ridden the S on a few club rides this year already, his impression of the early bike compared to the later edition was one of total amazement. Ian says "The "S" is a beast, a hooligan in Commando clothing, rough and ready to go at a twist of the throttle". Although not complete and not in "S" attire the bike is certainly in the numbers range and there are plans.

Ian has another bike although it's on the back burner for now and it is in need of a complete restoration. Ian has owned this 69 BSA Thunderbolt since he was 18; he disassembled the bike almost immediately after purchase and has yet to complete the restoration.

From our conversations I can tell this collection has plans to grow, he admits to lusting for a small Italian bike, (don't we all!) and even attended the Las Vegas Auction in February making notes and watching the market.

Through motorcycling Ian holds a fine balance between work, children and family activities. It truly has all the makings of a wonderful life.



PRESIDENT'S MESSAGE

BY LORIN GUY

March is here and this year is already "OUT OF CONTROL"! So many motorcycles events and opportunities for more motorcycle fun keeps coming. Could we be a luckier group? It's a wild year that's for sure, it can only get better.

Have you had the opportunity to see our new website? If you have not please take a quick tour, it's one of the most professional club website in the world. You can be very proud of your club and it's website. We are making plans for more content such as model Ids, tech tips, a web store for your club regalia w/ paypal. You will be able to join and update your dues on line too.

We are looking for a few model experts, those who are knowledgeable in specific models to be our designated experts or at least answer e-mails and refer inquiries to quality sources. (This would require your e-mail to be published on the web.) If you would like to field questions from the worlds Norton enthusiasts, e-mail me.

The board meeting at Tommy's Joynt in San Francisco was great, not only well attended but we got some club business done as well. It's always good to be in the city.

The board is talking about a small dues increase, as I mentioned in my last note. It's been years and the club needs to make some adjustments for our future. Dues are one way we can fund some of the events and other activities. As I'm sure you've noticed, the cost of living has increased over the last 10 years yet the dues have remained the same.

I am looking at value for your dollar and we are offering big value for \$20.00 as it sits now. But soon we will have our club membership cards out and loads of businesses are jumping on the bandwagon to offer discounts to card-carrying members. First in line are our Norton Notice advertisers and very soon most of the British supply people, we'll keep you informed. Also your new world class website and new and improved Norton Notice. Other value added benefits like a mass of experts to call on, great rides, fun parties and a yahoo group.

We meet next month is the East bay (place TBA) watch the yahoo group. Hope to see some of you East bay people out for it.

The Clubman Show, is almost here and we are still making a list of volunteers to work the booth, E me on that one too. The show is our big push for members and to show the other clubs in the State just how enthusiastic and dedicated we are. It's looking very good, but Shhhhh it's a secret. I believe we will again be in the running for the over all Club Trophy.

We are frantic for a "regalia officer", someone to order club shirts, hats, t-shirts and other stuff, store it and bring it to the clubman show and all Brit-ride. Also as our E store opens the "regalia officer" would need to ship items. Money will be handled by paypal. Again E me.

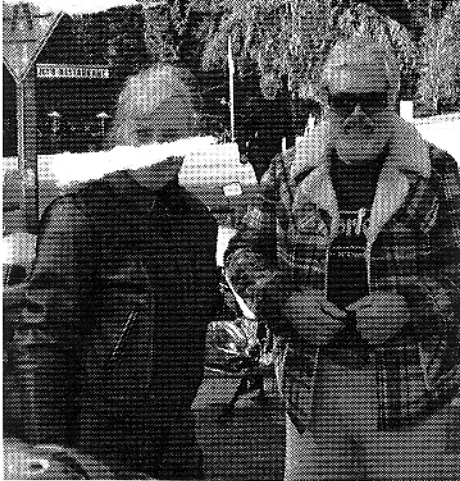
So I've rambled enough to fill a page and it's getting time to ride...

AS ALWAYS I AM OPEN TO ALL SUGGESTION, INQUIRES OR CRITICISMS. CALL OR EMAIL ME

loringuy@yahoo.com 408.961.3468

POLAR BEAR RIDE





DIARY OF A NEW (NORTON) RIDER

BY Nanci Teter

I'm a gal in love. It took me a long time to find this new love, but I'm oh so smitten. Let me start at the beginning. Some 20+ years ago, when I met the man that eventually became my husband, he came with a Sansui receiver, a waterbed, two Yamaha dirt bikes and these two other motorcycles called Norton's, all items of great value to start a new household.

As with most young families, motorcycle riding happened on the rare weekend, there just seemed like so many other things to do and I was not a rider. My husband would ride with friends, do an enduro or two and even did Barstow to Vegas one year. But he was always the most happy when he rode one of his prized Norton's, he would come home beaming to tell me about all of the people he met that would want to talk to him about his motorcycle.

I thought that I might like to try to learn to ride a motorcycle, but there seemed to be so many reasons why I wouldn't be able to. What if my feet didn't touch the ground and I tipped over, the clutch seemed so hard to pull in, would I be afraid to be going fast with nothing around me. So the years went by and I never did anything about it but I always wondered, would I love it or would I hate it. Don't get me wrong, I'm not a timid little thing, I raced and won my first drag race at San Fernando Drag strip when I was 16 years old and have had fast cars and felt the need to go fast ever since. As a matter of fact, I have a close personal relationship with CHP Officer Gannon and I'm quite sure that the tickets fees I've paid over the years have funded most of his future retirement.

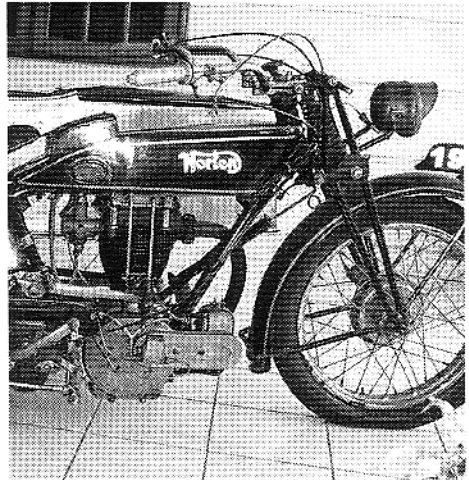
As I've matured (gotten older and none the wiser) I made "THE LIST" of "Must Do" things, that I believe most of us do. The things that we want to do before we get too old to do them (or get smart enough to know we shouldn't try). Two years ago I decided it's now or never, at 50 something years old, I signed myself

up for the riding class at my local airport and away I went. There were 12 people enrolled in the class, 7 men and 5 women, some young, some old and I was the only person who had never ridden before. I was pretty sure that I would have some type of panic attack and not make it through, but I listened, watched and tried to do as I was told. There were times that I would get frustrated and was sure that I wouldn't pass the riding test, but never once did I feel afraid.

I remember so well, the exact moment as I was riding around the course, leaning into a curve with the wind blowing in my face, the excitement that I felt because it was then that I knew why my husband so loved to ride. I was feeling so proud of myself and couldn't wait to tell my husband about my prowess on 2 wheels, and then I looked at the speedometer and saw that I was going a whopping 18 mph, O.K. so you're laughing now and I'm thinking 'Well, maybe I won't love it as much when I'm going 55'

But I do, I love it!

And guys, I know your secret now.



Band of Brothers Run



Departing from the Vietnam Memorial @ the CA State
Capital on Saturday May 13, 2006. Run ends at the VFW Hall
8990 Kruitof Way
Fair Oaks, CA 95628

(916) 966-1663

Sign in between 9am-11am. Run departs @ 11:30am Sharp!!
\$20.00pp, \$30.00 per Couple, will include Ride Pin, lunch,
Vendors, Music by Harlee & The Sugar Daddies, no host bar
& more!!!!!!

Monies raised by the "Band of Brothers Run" supports the National Veterans
Awareness Ride/Northern Route
Sacramento to Washington DC, Departs Wednesday May 17th 2006

Proceeds from the Band of Brothers Run will also be donated to the Sacramento
Veterans Medical Center War Memorial @ Mather AFB

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TECH TIP

CLEANING A STEEL TANK

As gas tanks age they can develop rust inside; just like most of us. The method I use to correct this problem is quite simple.

Step 1. Drain the gas and remove the tank from the bike.

Step 2. Unscrew the fuel taps. Make sure to plug the threaded openings with an expandable rubber plug. Available at any hardware store.

Step 3. Use "Shipmate's Rust Gone" Metal Prep. Available at Marine supply stores. Mix the metal prep with a 4-1 ratio of water. Or mix to your desired strength. Let the solution stand over night for 8 hours or more.

Note: For heavy rust, drop in 3/8 bolt size washers and rock the tank back and forth. This technique helps to scrub off the larger areas of rust.

Keep in mind that these take a lot more time to get out of the filler opening. Care must be given so that the metal prep does not stand on the paint for any amount of time. If this may occur, immediately wash with water.

Step 4. Drain the tank into a 5 gal. plastic pail. Rinse out the inside with water. Look inside of the tank with a flashlight to check that the rust has been removed. If not, repeat steps 1 through 4.

Last but not least, dry the tank with compressed air A.S.A.P.; for rust will form again promptly after rinsing.

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CLASSIFIEDS

NOTE

The club actively encourages members and non-members to post ads for motorcycles, motorcycle parts or accessories in our for sale section. Send correspondents to the Editor for inclusion in the following months issue. Ads run for three consecutive months if editor is not notified of sale. Ads submitted may also appear in our on-line for sale section of accompanied by a picture. This is a free service of the NCNOC.

1975 TRIUMPH TRIDENT T-160

5-speed, E-Start. Picture is of bike as it rolled out of basement where it had been under a cover since 1987. Spent three weeks and hundred\$ getting all dried out rubber replaced and bugs out of the workings. Looks much better, runs great, with some missing OEM parts replaced. No tach, only a center mounted speedo. New rear Dunlop TT100, front good TT100. No directional lights needed here in MO. 3-1 exhaust, but have OEM 3-2 header pipes. \$75 manual goes too. Price is \$3495 firm and can arrange shipping or may deliver myself! Mike, INOA #2634 417-742-4542 or email mkhansontx@hotmail.com

1973 NORTON COMMANDO

New battery installed, very clean. Available on consignment at Santa Rosa BMW. Call for more information. Suzanna at 707 838-9100 ext 2

1972 TRIUMPH BONNEVILLE

Low original miles, engine and transmission were gone through 500 miles ago. Runs strong, very original, matching numbers. \$4250. Call for more information. Jeff at 408 973-1938 or 408 921-4996

1972 DUNSTALL COMMANDO

1972 Norton Dunstall Commando \$3000. 750 engine supposedly Combat spec, stock 4 speed right shift, 1 up, 3 down. Dunstall rearsets, headers, tank, seat, aftermarket Decibel mufflers and fairing. Bike somehow got registered as a 1974 long ago. Everything works except speedo and I'm in process of replacing the speedo drive, again. No idea what real mileage is as speedo broke 2 other times, maybe 20,000. Very hard seat and uncomfortable riding position. Needs swing arm bushes and rear isolastic and a little more carb adjustment. Also the clutch slips a bit when revved hard, maybe time for new friction plates. Made the All British Ride in Marin County last week just fine. I've had it 2.5 years and put about 3500-4000 miles on it. I have 3 other bikes. Not a bike for "regular" people. You gotta be willing to put up with having to fold the right footpeg to kickstart it, etc. Price firm. Bike's in Oakland, CA. Keith at unclpeatsbike@yahoo.com

1975 COMMANDO

I have a 1975 Mk3 850 Commando for sale. It has a Boyer ignition; Norman Hyde seat, Mukuni 32mm carb but I will include the stock Amals and manifolds, \$1500 in recent receipts for front fork rebuild and sprag gear and bearing. Alas the starter only works occasionally but the bike starts right up first kick, even when cold. The Mukuni might still be a tad lean but I have many extra jets to go with the included spare parts and a couple tools. It has 21300 miles on it and I don't know if or when it was rebuilt. It runs very well and doesn't burn oil. It does however leak a little. I'm sure you folks understand. All electrics work well. Tires good to fair. Disc brakes and left-hand shift. \$5250 obo. Fred in Felton, Ca. at FredFLatta@aol.com

1960's NORTON

I have a 1960's Norton I think it is a 650 but I'm not sure it has not been registered since 1967. The bike is complete, with some rust but needs a caring home as I'm old and not able to take of anymore call Delvin 916-991-1003. You could also call Jim at 831-338-4598 and maybe he could get and send you a digital photo. cherokeepj@msn.com

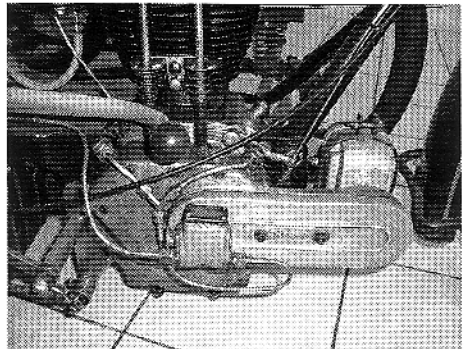
WANTED

Command MK III front hub and/or Norton brake discs
Please contact Leo at: leoriley@hotmail.com

Dunstall type gas tank and seat/tail section, rearsets for 1971 Commando, building a cafe bike. Any parts considered must be good cond. Fast cash payer
Don in CA. 805-466-4758 or maxzz@charter.net

Tank and Seat, Steel Interstate tank in decent shape. Also needed Interstate seat, prefer MK III.

Contact Steve at snksims@yahoo.com



BOOK REVIEW

BY ART SIROTA

NORTON TWIN RESTORATION BY ROY BACON

240 pages Published by Osprey Publishing Limited ©1987 still in print available at Rabers

This book covers all the detailed changes to all the Norton twins from 1948 to 1977 and includes the lightweight as well as the heavyweight twins. It's filled with all kinds of detailed, close-up photographs to aid the restorer. The text is well organized and clearly written. If you're only going to have one book on your bookshelf to help you restore a Norton twin, then this is it!

Did you know that there are internal screws holding the crankcase halves together in the lightweight twins, and that these screws can only be accessed after the pistons have been removed? Did you know that in 1961 the Norton Jubilee on display at the Earls Court show was completely gold-plated? Do you need to see a close-up of the rear-set brake pedal on a 1970 Commando Production Racer? Then this is the book for you. Of course there are entire sections on carburettor settings, transmission sprocket sizes, frame and fork dimensions, and all sorts of obscure information so necessary to the restorer but so boring to dinner guests.

There are lots of wonderful period photos like the one with Ray Petty and Mike Jackson alongside the last Commando made. There's one with Neale Shilton getting a Commando Interpol ready for a show at Brighton. My favorite is the one taken at Earls Court in 1966 when Bill Smith presented Giacomo Agostini with a short seat and rearsets for his own 650SS.

There is a lot of text giving accurate technical information, and it is all easy to read and straightforward.

Congratulations to Roy Bacon on a fine effort. We are all in his debt.

RATING: 5 stars

ART'S RATING SYSTEM EXPLAINED.

1 star A waste of good paper. Save your money for the next time your Norton needs an oil change.

2 stars Not very good, but at least it takes up space on your bookshelf and fools all your guests into thinking that you know how to read.

3 stars The pictures are pretty and the text will help you fall asleep at night.

4 stars A very good effort and probably worth buying.

5 stars Snap this one up before it goes out of print.

