

NCNOC MEMBERS GATHER AS THEY ARRIVE AT THE MORK RANCH.  
AS GUESTS OF THE MORK FAMILY WE TOURED THEIR INCREDIBLE MOTORCYCLE COLLECTION.

CHECK THE WEB SITE FOR OTHER EXCITING TOURS AND RIDE COMING YOUR WAY IN 2006



# The Newsletter of the Northern California Norton Owner's Club

No. 329

April 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](mailto: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).

## CLUB BOARD OF DIRECTORS

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Brian Slark                      Jodi Nicholas  
Dick Slusher

### 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](http://www.nortonclub.com). ©2006 The Northern California Norton Owners Club. Not to be reprinted without permission.

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# DIARY

SEE WEB SITE FOR THE LATEST DETAILS

..... APRIL .....

**13th - Meeting** - Doyle's Tire Service - 420 North First St., Dixon CA 95620, at 8pm

..... MAY .....

**11th-Meeting**- Napa, location TBD, at 8pm.

..... 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.

..... DECEMBER .....

**3rd NCNOC Christmas Party** Details TBD. Location in Norton Notice.

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# OUTINGS SCHEDULE

IAN REDDY, RIDES COORDINATOR

## APRIL 23, 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. SCNOC 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.

## NOVEMBER 4, 2006 - ALL-BRITISH RIDE

The 17th Annual All British Ride departs from 7th Street and Grant Avenue in Novato at 10:00AM sharp on SATURDAY November 4th. Take 101 to Atherton Ave/San Marin Dr Exit. Go west, then left on Redwood Blvd. Right on Grant Ave, then left on 7th Street. Details TBD, but likely to be similar to previous years.

This annual ride is organized by the BSAOCNC: <http://www.bsaocnc.org/calendar.asp> ... Note the standing rule for this ride is "All British",

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## NCNOC MINUTES

### NCNOC MEETING 3-9-06 AT THE ENGLANDER PUB IN EMERYVILLE

Meeting called to order by Pres. Lorin Guy at 8:05PM, with 13 members present

Minutes of the previous meeting were accepted as printed in the March Norton Notice.

1) Review of upcoming meetings at new venues:

April in Dixon, organized by Jerry Kaplan

May in Napa, to be organized by Don Danmeier

2) Our new web site continues to improve, thanks to Ian Reddy's efforts

3) Back issues of the Notice have been sorted and inventoried by Mike Sullivan. Several collections are being offered to members at the Clubman's Show

4) Report on rides and website development by Ian. Ride leaders are reminded to use the official club sign-in form and release, and return the form to Ian after their event.

5) New features such as a map of upcoming events locations, will be added to the web site in the future.

6) Booth staffing for the Clubman Show has been mostly set. We expect to win best booth once again, although the BSA Club has threatened to mount a serious challenge this year. Watch for an event report on our web site NortonClub.com

7) We have been invited to participate as a club in several non-vintage motorcycle events. Tom Dabel mentioned the Bike Blessing and the annual AMCA Mt Tam Easter ride. The AMCA also hosts a show and swap meet in Dixon later in the year (highly recommended).

8) The Mt. Hamilton ride (originally scheduled for 4-16) has been moved to April 23 to avoid inevitable conflict with family events on Easter Sunday

9) Liz Sain has volunteered to serve as club Quartermaster. Thanks all around. Watch the club web site and the Norton News for NCNOC apparel and paraphernalia.

Meeting adjourned at 8:45 PM

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## PRODUCT REVIEW

### CONDOR PIT STOP AND TRAILER SUPPORT

Recently I was offered the opportunity to use a Condor motorcycle stand. It was at the IMS show that the NCNOC participated in. I was impressed with the quality and how easy it was to use, as well as its adjustability.

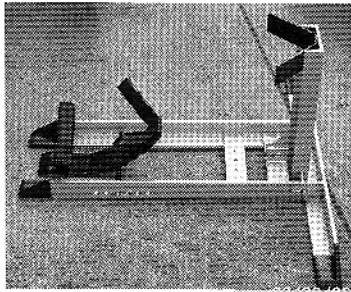
The Condor® Pit-Stop/Trailer-Stop is a fully adjustable wheel locking system capable of accommodating front and rear wheel sizes from 14-22"/ 80-230W. This system also enables you to adjust the tension on the tire for a more secure, tight hold or a loose hold (i.e. for racing tires).

The patented locking mechanism effortlessly and securely supports your motorcycle in an upright position on the ground or on a trailer. I have used this stand both on the ground just to hold a bike and in my trailer for a long haul. In both situations it was easy, and I felt very much at ease thanks to its patented locking system.

The Pit-Stop also serves as a Trailer-Stop and easily snaps onto trailers or pick-up beds with the adapter kit. With the Trailer-Stop, tying down a motorcycle becomes a simple and easy task needing only one person.

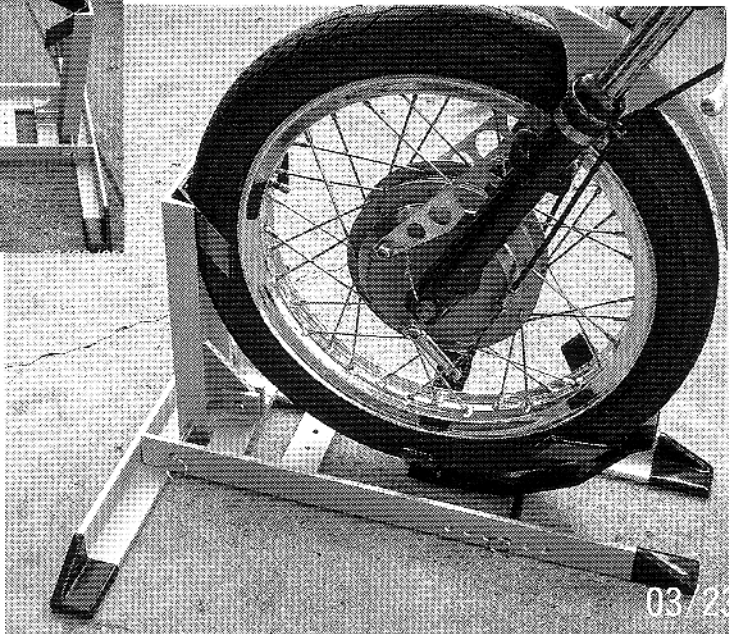
You will be amazed at how secure and safe your ride will be once tied down in the Condor® Trailer-Stop cradle. The Condor® Pit-Stop/Trailer-Stop accommodates bikes up to 3000 lbs., folds down for easy storage and weighs only 21+ lbs. The Condor Company is making a number of products for Motorcycle storage and support.

Go to [WWW.Condor-lift.com](http://WWW.Condor-lift.com) for more information.



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and Trailer-Stop  
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## PRESIDENT'S MESSAGE

By LORIN GUY

The Clubman show and swap is over and boy, what a week. The prep was overwhelming and although we had the best effort in a booth and offered more to see and do than any other club the award went to the Rudge Club. I have to applaud them on their efforts and the import of English club members and a real TT winning bike to their booth was a good idea. I think it's very healthy for the event to have another club step up and do something. It's interesting that with the event now in it's 19th year that many British clubs are still just a table with a few brochures.

NCNOC booth offered event goers an opportunity to see some of the rarest Norton Motorcycle around and also view the NOC heavy engine rebuild video, clips from Leather Boys, Quadraphinia as well as the Wild One. The club offered a membership deal and our new regalia. Everyone worked hard and it was successful from the membership renewals and regalia sales.

I'd like to suggest to next year's president that a celebration of the TT would be great, as it's the 100th anniversary. I'd like to see the club gather the largest collection of Norton Racing motorcycles ever in one place and invite NOC President Peter Williams (Ex Norton Racer) to the event to sign autographs and have dinner with the club.

I have, should the club decide that this is a good idea, reserved with BSA club the large area at the North end of the hall near the entrance for the display and our traditional booth space (which we were not offered this year, although we were the returning Champion club). Should we decide that this is a good choice for the Clubman event we should start contacting racers and race bike owners soon. I have already tentively reserved six Manx racers but I know of many more. The number of Norton race bike in the western states should number about 50 I'd suspect.

Our club meeting in April is an incredible opportunity in a number of regards. First, the NCNOC board is on tour, results of a demographic study by Ray Pallett and Ian Readdy that show the majority of the membership in NCNOC are not living in San Jose or it's closely surrounding cities. It's a fact the majority of NCNOC members are in the North and East bay areas. Offering the meetings in these areas gives these members a chance to attend within a reasonable distance from their homes and business. I'd like to see this rotation become a regular thing with the club. Secondly, an offer secured by vice President Jerry Kaplan by Mike Doyle and his family to tour his legendary motorcycle collection is a rare and unique opportunity. This is a private collection not open to the public and is rumored to have some extremely rare motorcycles. Mike Doyle has been collecting motorcycles for about 60 years.

We have a cool ride coming up, Tom Dabel has again offered to lead the Mt. Hamilton ride, this ride for the last few years has been a great outing with the most twisty road we ride on (350turns from bottom to top) and some spectacular views along the way, it's April 23 detail on the website.

For more information on the club and activities see [www.nortonclub.com](http://www.nortonclub.com)

Lorin Guy, President

AS ALWAYS I AM OPEN TO ALL SUGGESTION, INQUIRES OR CRITICISMS. CALL OR EMAIL ME  
[loringuy@yahoo.com](mailto:loringuy@yahoo.com) 408.961.3468



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The Newsletter of the Norton Owner's Club

A vintage Norton motorcycle is displayed on a wooden stand. The bike is dark-colored with chrome accents and features a large headlight and a prominent front fender. The number '0371' is visible on the front fender.

A group of people are seated around a table, engaged in conversation. The setting appears to be an indoor gathering or meeting.

A group of people are seated around a table, engaged in conversation. The setting appears to be an indoor gathering or meeting.

Two men in suits are engaged in conversation. One man is wearing glasses and has a mustache.

A group of people are gathered around a table, possibly at a social gathering or event. There are drinks and plates on the table.

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The Newsletter of the Norton Owner's Club

A large group of people are gathered around a table, possibly at a social gathering or event. There are drinks and plates on the table. The date '03/19/2006' is visible in the bottom right corner of the image.



## ONE RIDER'S TALE.

MY TIMES AND TRIALS WITH P11 NORTON'S.

By, Jerry Kaplan, Davis, CA

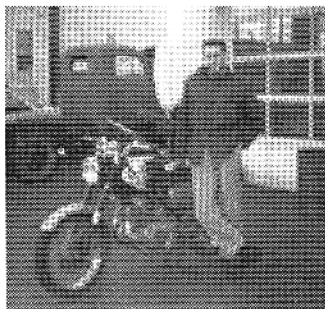
The following is my contribution to Anthony Curzon's efforts to create a comprehensive history of the Norton P11 motorcycle. Anthony's overwhelming enthusiasm, knowledge and commitment to Norton motorcycles have been an inspiration to many of us over the years.

Anthony, who resides in Croydon, England., has become the foremost authority on the development and production of the unusual motorcycles that were created by the Norton factory while under the ownership of. Associated Motorcycle Company. The parent company (AMC) also owned Matchless and they combined parts from both brands into the very potent and successful P11. Many years later those of us who still operate, maintain and talk about these machines now call them hybrids.

I discovered motorcycles entirely on my own. There was no family history of riding, my friends weren't riders and Chicago, IL is not the ideal city or climate to develop a passion for motorcycling. Riding was something that I, quite suddenly, decided to do.

It was early spring of 1965 around my 21st birthday. I had dropped out of college the previous year to work for a while. I never really understood why I was still in school anyway. I was so ready to strike out on my own. I already had a keen interest in all things mechanical. The previous year had seen me helping one of my best friends drag race a wonderful '63 Plymouth with a 426 max wedge racing motor. I was the mechanic, a bit green, but I was turning the wrenches and busting my knuckles while gaining valuable experience. My buddy paid the bills, drove the car and reaped the

glory. We were very successful the summer of '64, winning several major events that year, as well as being the class champion almost every weekend. We came awfully close to getting full sponsorship, but it never materialized and drag racing on our own became prohibitively expensive. It was around that time that I began to realize that motorcycles had a lot to offer. I had seen them running at the drags and was impressed by their quickness; I also remembered how much fun I had on the occasional moped or scooter ride that came my way as a teenager. It suddenly made sense...I want to buy a bike.

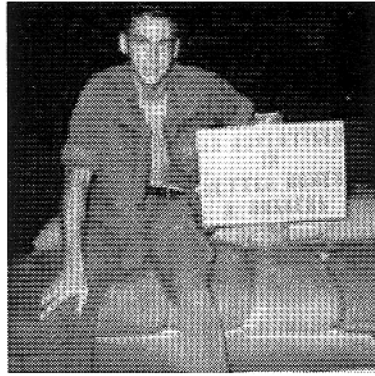


My parents, of course, were upset but there was little they could do to stop me, I was old enough to buy one without their help. Father was good enough to spot me the money so I would only have to pay him back and avoid the interest rates charged by the finance companies. At that time great British bikes dominated the market. If you wanted high performance it certainly wasn't a Harley and the Japanese had just begun to prove themselves to a very skeptical audience. Uncharacteristically, I realized that I should not start at the top with a powerful British twin, so I went to my local dealer, Ace Cycle World, with the idea of checking out the Norton Electra 400. It looked pretty cool in the magazine ads but it failed to impress me when I saw it for the first time on the show room floor. It was a bit stodgy and dated. Especially when you compared it to the Honda 305 Super Hawk. I strolled into the service area in the back to have a little chat with Willy, the German head mechanic. He told me most emphatically to get the Honda. As I recall he asked me if "I really wanted

### MY TIMES AND TRIALS WITH P11 NORTON'S. (CONT.)

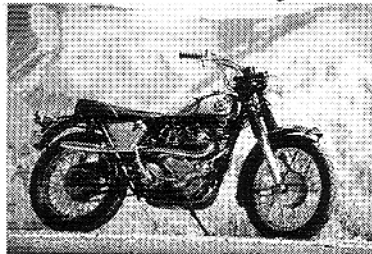
to ride or spend all my time fixing a poorly designed, broken down English piece of shit?" 825 dollars later I was out the door with my brand new "305".

Heaven, once I taught myself how to shift the bloody thing. No one had bothered to teach me anything about riding and protective clothing and helmets were for sissies. As usual, I learned my lessons the hard way. Less than a week after learning to ride, a little old lady in a Pontiac never saw me and turned left, knocking me over. Several months later I was to crash again at a much higher speed due to my inexperience as a rider. Hmm, if I'm to keep doing this I better take riding a bit more seriously.



Well, serious came my way quickly. Many of my friends enjoyed deferments while they were still in school; I was drafted into the US Army during the huge troop buildup for Vietnam. Yes I survived, but I spent a good part of my early twenties serving my misguided country fighting a war that our nation would later abandon.

One of the things that kept me going through my darkest days was daydreaming about that fine bit of British steel I would buy as soon as I returned to the good old USA. To that end I began writing the various American importers of English bikes. I sent letters to BSA, Triumph, Royal Enfield and Norton asking for a serviceman's discount on a new machine. I waited patiently for replies, fantasizing about throbbing red & ivory BSA Spitfire scramblers, beautiful Bonneville's or even a totally cool Royal Enfield Interceptor.



Truthfully, the bikes I thought about the least were the Nortons. Possibly because Commandos hadn't been developed yet? At long last, a lone letter did arrive and it was from Berliner Motors, Hasbrouck Heights, NJ. Basically it stated that as a token of appreciation for my service to our country I was to present this

letter to a Norton dealer of my choice and choose the machine I wanted. I could then purchase it at the same price the dealer paid for it and the difference would be made up to the dealer by the Berliner Corporation. Signed, Joseph Berliner.

In May of '68, armed with my letter, I strolled into a Chicago area dealer located in the northwest suburb of Niles, IL. There on the showroom floor among all the new Honda 450s, Ducati 350s and a scruffy collection of used bikes stood the toughest looking British bike I had ever seen. A newly uncrated and assembled P11A Norton. The sun shone in through the showroom window illuminating its

gorgeous candy red paint and alloy fenders. I was awestruck at its purposeful beauty. Mr. Berliner's letter sealed the deal at 1,250 dollars, a savings of almost 15% off the list price of \$1,450. The letter also served as a great introduction to the shop owners that has led to a strong friendship that is still ongoing. Sadly though, I never thought to ask for the letter back and it probably ended up in a trashcan after the deal was concluded. Little did I know that it could have become a precious memento of a bygone era. Oh well, at least I had the bike and what a diversion it proved to be.

To be continued in the next issue

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## TECH TIP FORK SEAL LEAKS

When those pesky fork seals start leaking and it's time to change them a very helpful thing to have is an old top bushing. Cut in half (from top to bottom) and placed around the fork stantion, the wide side down, under the seal holder nut the seal holder nut becomes a very nice little "Slide Hammer" to pop the seals in without any dammage at all. If you want a tool for yourself and do not have one contact our "Fearless Leader" (Mr Lorin Guy) and I will make a bunch of them available to any interested parties willing to make a "donation" to the club kitty.

Try to not dammage the seals by slamming the forks down when tying the bike for transit, the pressure is more than significant and can blow the seal before you get to where you are going.

Remember a little bit of cyanne pepper in your shoes will keep your feet warm on these cold days. Works wonderful on our spouses feet and that really makes your life better.



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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 hundreds 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

### 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 FredFl.atta@aol.com

### 1960's NORTON

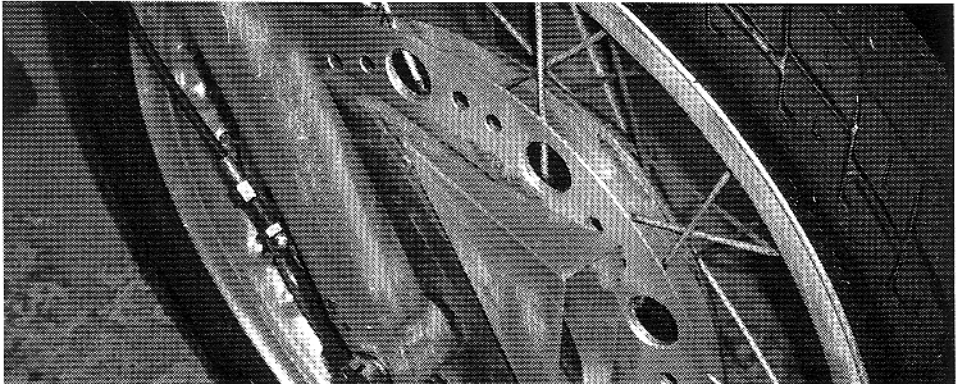
I have a 1960's Norton I think it is a 650 but I'm not sure it has not been registered since 1967. The bike is complete, with some rust but needs a caring home as I'm old and not able to take of anymore call Delvin 916-991-1003, You could also call Jim at 831-338-4598 and maybe he could get and send you a digital photo. cherokeejp@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** by Don Morley Published by Osprey Publishing © 1991

128 pages still in print and available at Rabers in San Jose

This book is written in the first person, singular, and is filled with many clear photos of Nortons, some touted as being once owned by the author. Many of the shots were taken by T)on Morley, and he never misses an opportunity to point this out. Unfortunately, he seems to be in love with the introductory adverbial clause which makes his prose awkward and confusing. Take this example: "Mentioning this will, I hope, go some way to explaining, if not necessarily excusing, how one arm of any company could continue manufacturing for so long what, in Norton's instance, were often under-developed, staid, and, indeed, downright stolid motorcycles, whereas at the same time, their other arm ruled the racing roost with exotica." Whew! Not easy to read, is it?

The book is filled with mistakes about Norton motorcycles. For instance, the author mentions the electric starter fitted to the Electra and says it was exactly the same, incidentally, as those fitted to Mk3 Commandos". He also maintains that the International was still in production in 1959.

Quite a few grammatical mistakes made their way into this book even though the original hand-written manuscript passed through the hands of a professional proofreader. Take this example, "In some ways, the 350 was the nicest of the two."

Still, the paper quality is very high, and the photos are sharp and clear. I only wish Mr. Morley had not sprinkled quite so many of his own opinions throughout the book. If you can stand to have the author mis-identify a Commando Fastback as an early production racer, then this is the perfect book to grace your coffee table.

Rating: 3 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.*

