



Norton Notice



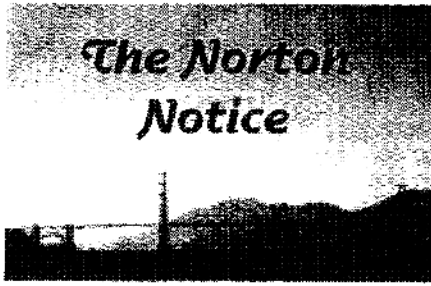
The Newsletter of the
Northern California Norton Owners Club

No. 269

February 2001

30 YEARS OF THE NCNOC





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>
Feb 11	11:00am	Sweetheart Ride	The Florence
Mar 11	TBA	Mt Hamilton Ride	TBA
Mar 24	8:30am	Clubman's Show	SC Fairgrounds
Mar 25	TBA	Day After Ride	TBA
Apr 8	10:00am	Rally di Milani	San Rafael
Apr 22	TBA	Angel's Camp Ride	TBA
Apr 27-29	TBA	Sonoma Fest	Sears Point
May 20	TBA	Cameron's Ride	TBA
May 25-28	TBA	Cachuma Lake	TBA
Jun 10	TBA	North Bay Ride	TBA
Jul 8	noon	San Juan Bautista Ride	Donkey Deli
Aug 4	TBA	Santa Cruz Ride	TBA
Aug 10-12	TBA	Dardenelles	TBA
Sep 8-9	TBA	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	TBA	Turkey Ride	TBA

*NCNOC Points Rides in bold print

2001 NCNOC meetings

Feb 8th - TBA see insert in this issue Harry's has been torn down

Mar 8th - Prince of Wales

Apr 12th - East Bay (TBA)

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 - TBA

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

Nov 8th - East Bay (TBA)

Dec 9th - Christmas Party

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

Brrrrr. Now I know why we call it the Polar Bear Ride. On the morning of Jan. 14 the temperature sign by the house read in the low 40s and by the time I climbed up to Skyline I'm sure that it was lower than that. There was fog in the trees and moisture on the road, especially under the trees. At one point as I was going around a corner my front end stepped out about 6" when I hit either a patch of ice or a wet spot at a slick place on the road. It just goes to show you that there are old wet weather riders and there are bold wet weather riders but there are no old, bold wet weather riders. If you are going to do it, make sure your tires are in good shape and your brakes are not grabby.

There were 16 members showing up at Alice's but not all on Nortons. In fact Don Goforth drove his truck and I'm not sure how many points to award to Jerry Grainger as he rode in on Phil Radford's Interstate and rode away on his new Honda ST1100. Of course Phil rode in on brand X but we will not mention that.

At the January meeting at the Prince of Wales on the 11th there were also 16 members present but with a little drizzle, Keith Karns was the only rider to show up. It looks like Keith, Jerry, and Don are back in the hunt for the 2001 Norton Cup. I brought along some iron on line drawings of a 500T, International, Manx, and Manx engine. The thought is that we could sell them at the upcoming Clubman's Show at the end of March. Does anyone out there have a line drawing of a Commando that we could copy? It was mentioned that we left out of the calendar of events the Rally de Milani and the Lake Cachuma rides; look elsewhere in this issue for those dates. I have been told that Norton is the Mark of the year at the Lake Cachuma ride over the Memorial Day weekend. As the National is way back east this year, it might be a good idea to have a good presence at this ride. I have never been on it but I hear that it is a pretty good deal with all meals included in the reservation price... Check it out.

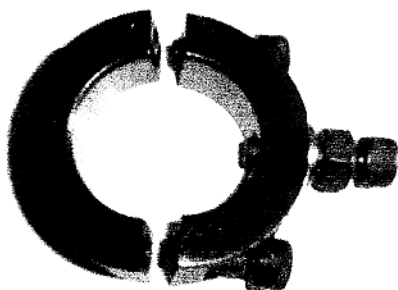
We have received a communication from Hal Wilson, the rider who won the battery charger that the club donated at the Red Rock Rally. He has three Nortons, a Gold Star, and a Kawasaki so he is putting the charger to good use. He wants to thank the Club and mentions that if you are ever around Albuquerque and need some help, give him a call. His phone number is 505-286-0693 and his e-mail address is halsal@swcp.com . I would like to thank again Bob Raber from Rabers Parts Mart in San Jose for his help in making the battery charger donation possible. If you need some parts give him a call. With his new stock acquisition he has a lot of unusual stuff. Last week I got a gasket set and a brake pedal return spring for my model 50, so check him out if you need that special part.

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Tech Tip.....Alan Goldwater

The Norton Commando is a remarkably successful motorcycle, but it has a few design weaknesses. Perhaps the best known of these is the swing arm bearing assembly. The bronze bushes require more lubrication than they usually get, and the hardened steel spindle is insufficiently supported in the gearbox cradle. The result is excess side play in the swing arm, which in turn degrades the handling of the machine. The usual fix (as detailed in the INOA Tech Notes) requires disassembly of the bearing and welding of some nuts onto the cradle. This is a good permanent fix, but exceeds the workshop capability of most owners.

INOA member Heinz Kegler has developed a repair kit for this problem that is field installable without removing the swing arm or the rear fender. It consists of a pair of split collars that clamp around the swing arm pivot tube of the cradle. A lock bolt is threaded through each collar to clamp the spindle in place.



Here's the procedure I followed to install the kit:

- 1) Put the bike on the center stand. Block the front wheel so that the bike cannot roll forward. This is important for your safety! Remove the rear wheel and oil filter assembly if fitted.
- 2) Mark and center punch for two holes in the spindle support tube. Drill to 17/64 in. as shown in the diagram below. Try to keep the drill perpendicular to the tube while drilling, so the hole doesn't wander. The tip of the drill will blunt itself on the hardened spindle, so you won't be able to drill completely through the tube.

Continued on page 8

*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

I've been meaning to write this for a long time. Alan Goldwater had asked me if I would a couple of years back, so I am very overdue. Anyway, here goes. To the best of my knowledge, this is how the NCNOC got its start originally, and operated in the early years, as the San Francisco Branch of the Norton Owners Club.

I bought my new 1969 Norton 750 Commando Fastback, Quicksilver and Burgundy #129917, from Frank Servetti Motors on Valencia Street in San Francisco on June 10, 1969 for \$1531 (got a \$50 discount for paying cash!). It was the first motorcycle I ever rode, and I learned how to ride on this bike, which I still have, and still ride. And I am still learning! I've only had 3 bikes in all those years, and the Norton was "the keeper" from the very beginning. I felt this marvelous machine would be a good partner in my new, potentially dangerous sport, with its power and its docile handling. I have not been disappointed. Yes, it is a bit faded now, as it is unrestored, but it is still "real" to me, as I have known it, and taken care of it, from the start. I think I can safely say this is the bike that started the club/branch/whatever all you folks belong to now! And for an unrestored 31 year old bike, it still looks good and rides good as far as I'm concerned. And the song of the stars still comes out the exhaust pipes-no other bike has that sound. Let's face it, the Commando is the cosmic classic.

Some months after buying the Norton I found out about the Norton Owners Club in England, and decided this was a group I wanted to belong to. I sent off my membership dues to England (my wife Elisabeth has found a record of what I believe was my first dues payment, \$6.46 (!) in February 1970), and over the next several months I had a correspondence with the club in England, first with Malcom Arnold, editor of the Roadholder club magazine, who rode a yellow Production Racer. Basically I was frustrated that I had this marvelous Norton, and no one to share the experience with. Malcom started the idea of the branch by merely saying in his letter of October 26, 1970 "unfortunately there are no other members in that area of the USA, but suggest that all you need do is to find two other Norton mounted riders to join the club and that is all you need to form a branch. This we would like to see and will give you all the help you need". I had told Malcom about an upcoming motorcycle show in the city in Spring 1971, and so thus was born the idea of a San Francisco Branch of the Norton Owners Club.

This is the way things developed: The motorcycle show would take place at the Cow Palace in April 1971, and as said above I had been in correspondence with the NOC in England, and received encouragement from them to represent the club at the show, and recruit new members for the NOC. At this time we were thinking of Associate memberships with the club in England, but the idea had been talked about, and as things developed it seemed the possibility of a San Francisco branch could become a reality.

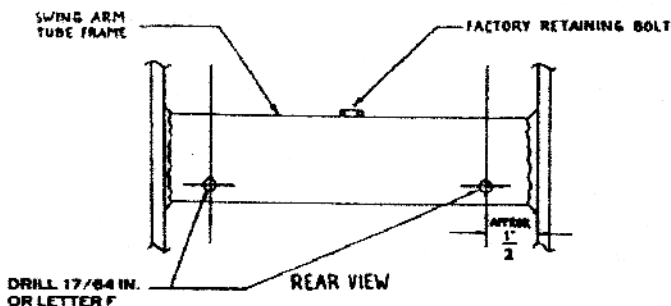
I had been an Associate member of the NOC in England for over a year at this time. I just found an envelope with some correspondence from the NOC in England from late 1970 and 1971, and have pieced together the scenario of these early beginnings. Unfortunately I don't have copies of my letters to them (this was before computers, and even for me sometimes, before typewriters!), so I am guessing, that with Malcom Arnold's seed planted, I started to think of the possibilities, and wrote to the NOC further about this. The catalyst was the motorcycle show at the Cow Palace April 8-11, 1971, where I helped at the Norton Villiers display stand, and had a little corner of it to inform and recruit members for the NOC.

As Malcom had said would happen, I was contacted on December 21, 1970 by Dave Brian, Branch Liaison Officer of the NOC in England (who rode a red Fastback), and on January 7, 1971 by Pete Scatchard, Public Relations Officer. They were enthusiastic about the possibilities, and Dave arranged for materials to be sent in time for the show. These were application forms, sample issues of the Roadholder, and other paraphernalia. Pete also put me in contact with Norton Villiers in Long Beach, the West coast distributor, and I was in touch with Mike Jackson (General Manager, who agreed to allow some space for the NOC at Norton Villiers' show display), Max Maxsted (Sales Manager), and Brian Slark (Service Manager). Max Maxsted, who had worked for Smiths Instruments in England before coming to Norton (he was an expert at rebuilding the "chronometric" Smiths meters that "clicked" the change in speed), was a wonderful person, and it was he who I worked directly with at the Norton Villiers display at the show, helping them sell Nortons, and also enlisting new members for the NOC. Though the idea of a SF branch of the NOC existed at this time, the branch in fact did not, and the memberships I sold at the show were Associate ones in the parent NOC, though I must have been telling everyone a SF branch was due to start.

I remember at the Cow Palace helping the Norton people get their booth set up. I think that was the first time I heard the word "plinth", which Max Maxsted used when referring to the platforms the bikes were placed on, a very British sounding word, and I've never forgotten. And the Teamster's union, very strong in the city, wouldn't allow us to wheel the bikes off the transporter, they had to do it!

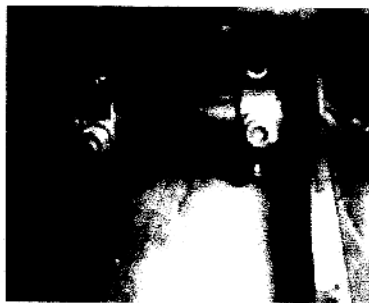
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3)



'Skin sharpen' the drill by grinding it flat across the tip, or buy a skin sharpened drill at a tool supply house. Using this drill, bottom out the holes against the spindle. There will still be a small burr at the bottom of each hole, but this is OK.

- 4) Loosen the locking bolt in each collar, but leave the end projecting through its threaded hole. Using some locktite on the clamp screws, install each collar. Make sure that each spindle locking bolt is correctly located in the hole you drilled.
- 5) Tighten the spindle locking bolts (about 20 lbs. torque). Finally, tighten the lock nuts on the bolts. Wiggle the swing arm to make sure everything is tight. If you still have too much side movement, the bushes are worn and must be replaced.



- 6) Replace the oil filter assembly (if fitted) and the rear wheel.

Total time for the installation was under three hours. There isn't much that can go wrong, and the quality of the parts is high, so the fix should last as long as the bike. For details, contact Heinz Kegler at (505) 892-8447, or email at heinz500gp@aol.com. Finally, I'd like to thank Ken Armann for letting me use his shop airlift for the installation.

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

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

Editor's Line by David Crader

As editor of the Norton Notice, I'm on my 13th issue here. One thing I knew about this club from Alan Goldwater is the majority of us are very quiet when it comes to communicating our interests in the club. There are just under 200 active members and I see and hear from maybe two dozen maximum. My interests are a group of Nortons to go riding with as well as a group of people that can appreciate my machines as well as their own. As far as club functions, the basics of having organized rides and a good source of club information (Norton Notice and the website) meet the basics. However, after being involved for the first year (back in 1981) I also got a flavor for the history of Norton Motorcycles. The best example is, I didn't know until joining the club that Norton made a single cylinder machine. In fact that's what Norton is most famous for.

Most of us are Commando owners. For some reason we have bought these, maybe from someone's glowing tales of how fast and cool they are. Some of us are fairly new at owning a Commando and those are the people I'd like to communicate with. You old timers that are original owners usually are vocal about why you still have them and your years of experiences. So, you new guys, let's talk.

What made you buy a Commando? If you're 45 plus years old, I think I can guess, but what about the 30 something crowd in the club or younger? How do you feel about owning/riding your Norton now that you've had a chance to see the evil side of the beast? Is it still cool? Would you like some advise from the "old timers" on how to make it more pleasant to operate? What's your preference for communication media - written here in the Norton Notice or are you more comfortable with a website chatroom?

OK, I'm soliciting the majority of you to talk. Without Norton talk the club can be a dull experience. Don't worry about dumb questions or statements, there aren't any! If you've reinvented an old cure to the Commando failures, let us know. Also if you're having problems with your Norton and can't seem to get it running right or even back together, let us know if the membership can help.

Send me snail mail or e-mail to:

David Crader
83 Palm Drive
Brentwood, Ca 94513

dpcrader@thegrid.net
or call 925 513-3148 after 7:00pm

Next month: Visit to Vintage Rebuilds and a conversation with Kenny Dreer - things I didn't understand about the VR880 and beyond.

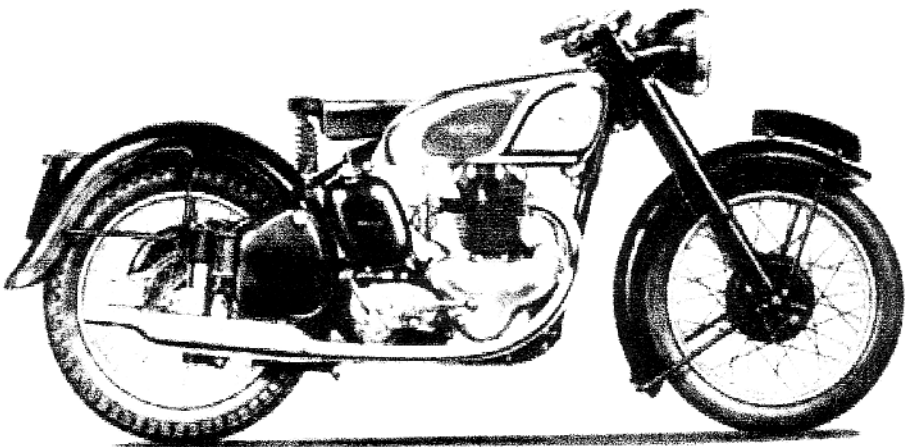
President's Message.....by Mike Sullivan

It was nice to see Bob Bausch (NCNOC Member #1) at the last meeting. He kindly agreed to jot down his memories of the start of the Club and has subsequently done so. Look for his memoirs elsewhere in this issue.

The next meeting will be at Harry's Hofbrau in Mountain View on Thursday Feb. 8. The Sweetheart ride is the following Sunday, meeting at The Florence Bar in Niles at 11:00am. Jerry Jolif agreed to lead the ride this year. As I recall this ride got rained out three weekends in a row last year. We can only wish for better weather this year.

See you at the meeting and the ride.

Mike Sullivan, President



THE UNAPPROACHABLE
Norton

30 Years of the Northern California Norton Owners Club

An interesting aside, at the show Brian Slark looked at the 3rd and 4th gearsets from my original gearbox, which had the layshaft bearing seize at 8000 miles. I had a replacement installed at Motorcycles Unlimited, a newer unit from a bike that had crashed. Brian told me they would give me new 3rd and 4th gearsets in exchange, to update the box to the latest spec. This they did, and I learned some more about my Norton, dismantling and rebuilding the unit myself to install the new gearsets.

Just before the show, March 17, 1971, Dave Brian also wrote me about Jerry Kaplan, who was going to be moving out to San Francisco from Chicago, where he had been involved with the Chicago Branch of the NOC (I now hear from Jerry that this was an independent club, not a branch of the NOC). I don't remember meeting Jerry until some time after the show (Jerry says August or September), but his timely offer of help was very welcome and appreciated, as according to Dave's letter of July 27, 1971, I was concerned with finding the time to form the SF branch on my own. I had started freelancing as a graphic designer in 1968, and was beginning to get very busy. Dave thought Jerry and I could share the effort, and that's the way it worked out.

As I remember, Jerry and I did a mailer to advertise the "inaugural meeting" of the SF Branch of the NOC, and, using owner lists we obtained from the Norton dealers in the Bay Area, sent out invitations to this meeting. According to Dave Brian's letter, we had a list of 20 people to send to. Seems very low, but tallies with Jerry's memory of "10 to 20" present at the meeting.

The first meeting of what was to be the San Francisco Branch of The Norton Owners Club was held at the Wawona Clubhouse on Wawona Street, west of 19th Avenue in the Sunset District of San Francisco. This was in late September or October 1971 to the best of my recollection.

We lived on Telegraph Hill Boulevard at the time of the start of the Branch, and I contacted the city's Park and Recreation department to reserve the clubhouse. I have a receipt for the rent of the clubhouse for \$5 from September 16, 1971, which suggests the late September or October 1971 date. Jerry Kaplan remembers it as an "autumn weeknight" which further confirms it.

The scene was like this: the Wawona Clubhouse had a small auditorium with a stage, and my Fastback was on the stage. We had tables set up and Jerry and I were sitting behind them explaining our idea to start a branch of the English NOC here in the city, and extolling the virtues of being one of the first to join this elite group! Well, we got

a few members that night, and member #2 was Bob Getts. Joe Tubbs, who had a Norton dealership in Burlingame, Cycles Unlimited (not to be confused with Alex MacLean's Motorcycles Unlimited in Corte Madera) was an early member, and Joe, an excellent mechanic, was our Technical Officer for some time at the beginning. Gene Austin also joined at an early date. Both Bob Getts and Gene are still good friends.

Using some old membership cards as a guide, I see that my last card as an Associate member #A112/6 was from 1 April 1971 to 31 March 1972, and my first in the SF branch is #SF 1/6 from 1 April 1972 to 31 March 1973. So I guess I could say my membership in the SF branch of the NOC officially started on April Fool's Day 1972! That suits me fine, as the Royal Air Force, my favorite, started the same day in 1917. Typical British humor.

First meetings were held as I remember at our home on 38th Avenue. When I bought the Norton in 1969 we were on Telegraph Hill, and we moved out to 38th Ave. in the Richmond District in either late 1970 or 1971, when our son Geoffrey was born. I don't think we had any meetings at our apartment on Telegraph Hill. As an aside, I remember riding the Norton down early one Sunday morning from Telegraph Hill to the Embarcadero (waterfront) which was just a short distance away, to see and photograph the famous British railway train "The Flying Scotsman" which was on a travelling visit.

We also had meetings at Bob Getts' home, in Redwood City, and at a few other member's places. Charles Hatvany is a name I remember, and we had meetings at his home in the city which I believe was on Russian Hill. Charles had an unpleasant experience when he ran his Commando out of oil on the way home from a Mt. Hamilton ride—"forgot to check it this morning" he laughingly said! Bob Getts remembers Joe Tubbs doing a rebuild on the engine shortly after.

At 10,000 miles, I got more Norton experience, on the engine this time, when a tappet facing separated and came apart—a new camshaft, tappets, etc. were involved, which meant removing the engine from frame, splitting the crankcase, all that fun stuff. For a guy that had never worked on cars or anything much mechanical this was intensely interesting! I became an expert at reading the workshop manual, and collecting (or making) strange tools. (By the way, I seem to remember Jerry Kaplan helping me do a valve seat regrind on his breakfast table during this engine rebuild!)

Continued in the March issue of the Norton Notice

UPCOMING RIDES

By Gar Jorgenson, Rides Coordinator

February Ride

Annual Duncan Ferguson Memorial/ Sweetheart Ride

February 11th - 11:00 AM

This ride will again start out at The Florence, 37349 Niles Blvd, Fremont (PH: 510-792-5522). Jerry Joliff will be our Ride Leader. Plan to leave The Florence promptly at 1100 AM. The ride will start out in Niles Canyon where we will stop briefly to remember Duncan Ferguson. We will then continue east through the hills, beyond Altamont Pass and then back into Livermore for lunch at the UK Café. For those that can't make the ride but want to make lunch, the UK Café is at the corner of 2nd and "J" Streets. We should be there around 12:30 or 1:00.

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. More detail in next month's Notice.

The Day After Ride

March 25th

I don't have any details on this ride yet, other than it starts at Road Rider, in San Jose, and it will be lead by the Ariel Club. Look for more details next month.



**2001 CACHUMA LAKE
VINTAGE BRITISH MOTORCYCLE RALLY
A SALUTE TO THE *NORTON* MOTORCYCLE**

Memorial Day Weekend, May 25-28

With enthusiasts from the Sidecar Association
and members of the Treadrop Trailer Club

Friday Night: Cook's choice barbeque

Saturday:

Breakfast

Lunch Buffet

Field Events

Dinner: Barbequed steak and chicken with live music and dancing

Sunday:

Breakfast

Rides and Tours

Lunch Buffet

Dinner: Italian Feasts & Vintage Bike and Trailer Show

Monday:

Breakfast to say thanks and safe journey home

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Live Oak campground has 200 acres, over 400 oak trees to camp under, hot showers, clean rest rooms and electrical hookups please, **no dogs** will be allowed this year

CALL TOLL FREE 1-800-MCRALLY (1 888 627-2559)

EMAIL jmulrean@home.com
WEBSITE www.members.tripod.com/britishconnection

*\$100/person for the weekend: Saturday only is \$50: Children under 14 \$35 for the weekend: Children under 5 are free. Make check or money order payable to **The British Connection, 9530 Cypress St, Lakeside Ca 92040.***

Deadline is May 10, 2001.

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.

For Sale

1973 Norton 850 Commando, parts bike. Incomplete, dismantled, rough. Missing seat, front fender, one carb. \$500
Terry (916) 727-2673 Citrus Heights

Rear licence plate holder for an International, a late type
daveking6@gte.net or contact the editor

Wanted

Norton Atlas, Commando with right side shift or Triumph custom. Must be in nice condition.
Terry (916) 727-2673

'68 Atlas rear mudguard (chromed)
daveking6@gte.net or contact the editor.

Trader on line:

1974 Norton 850 Commando
Interstate, Runs great, single Mikuni carb, electronic ignition. \$4000 OBO.
Email for pics. Call for more details:
(503) 702-5445 (503) 613-1952
Portland, Oregon



1984 Stone Ave * San Jose * Calif
Phone: (408) 998-4495
Fax: (408) 998-0642
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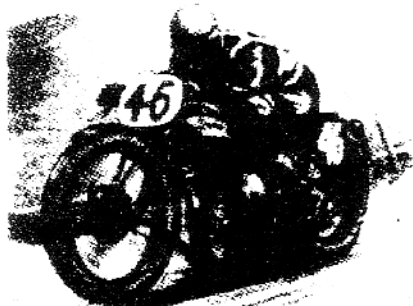


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Norton Factory records project update from the NOC England

Hello there TEAM! I thought this might be an opportune time to update you on the state of play with THE project.

Although it might not appear so from where you are sitting a great deal of progress has been made and the first of the records are about to start landing on peoples doormats. John Woodgate our illustrious vice chairman has joined the TEAM and will be mailing out the records and recording who's got what and log them back in again as they are completed. You will probably receive an e-mail with the database and the "Hints and Tips" and "Rules and Regulations" a few days before you paperwork arrives.

Before we could begin we had to be sure that sufficiently large numbers of people would volunteer to make the project viable. When we had reached 50 and there was still a steady flow of new names we decided to go ahead. After careful consideration of a number of options it was decided to proceed with buying a new Canon MS400 Microfilm Scanner which because it was close to year end was being offered at a large discount from the manufacturer. In the event although we ordered and paid for the MS400, Canon delivered an MS500 which has a lot more bells and whistles most of which I am finding very useful. This machine was installed and got working about a week before Xmas.

Earlier this month I visited Neville Hinton, our librarian, in Worcester and we spent the day looking at the microfilms, 15 in all, to give me a flavour for the design of the database. It was clear that over time the data being recorded had changed so there would have to be modifications made to the database according to which films were being processed. A very useful day on top of which Neville and his wife treated me to a pub lunch, very nice it was too.

We decided that the best way forward with THE project would be to copy the records chronologically. To do otherwise would be to incur some serious control problems. We also decided to start at the end and work towards the beginning. The reason for this was to get the records done first that Neville gets asked to research most, namely the Commando and Dominator era.

Meanwhile the list of volunteers continued and continues to grow, we are up to 230 now which is fantastic but nevertheless not enough, so if you know someone who can help get them to volunteer. Like I said before you don't need to be an expert nor do you need to be British, this is an international TEAM.

The MS500 is a state of the art digital scanner which outputs directly to a laser printer. The results are generally very good with some exceptions. You have to remember that we are dealing with microfilm copies of handwritten books that are decades old. The youngest are 30 years old and the oldest 80. Some of the pages are damaged and some of the handwriting not exactly copper plate. Whoever was doing the writing in 1928 had a style all of his or her own. Some of the fields hold data that was not supposed to be in them, for instance, the dealer field sometimes holds information on colour and extras. This we have allowed for by inserting fields that were not in the original books. It is my view that this task will be best done by your good selves in the "little and often" mode rather than trying to do large chunks at a time, but that's for you to decide.

Anyway that's all for now, I hope you enjoy THE project, without you nothing would get done.

Happy typing!

Treva

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 BelAire Circle, McCalla, AL., 35111...Phone (205)477-4340.**

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

NAME _____

ADDRESS _____

CITY STATE and ZIP _____

TELEPHONE _____

MOTORCYCLES OWNED

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

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

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

I have read and agree to the additional terms and conditions set forth on all parts of this application. Other affiliated clubs and organizations are also represented and protected by this release.

Dated _____ Applicants Signature _____

Send all applications or inquiries to:
Alan Mueller, 128 Windsor Ct., San Carlos, CA. 94070
(650)591-5444