



Norton Notice



The Newsletter of the
Northern California Norton Owners Club

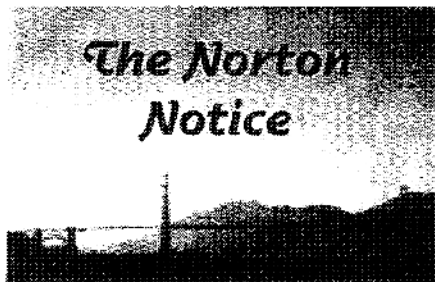
No. 272

May 2001

30 YEARS OF THE NCNOC



Rodz Grill in Angels Camp



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 back 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.

CLUB OFFICERS

PRESIDENT
Mike Sullivan
20 Bayview Ct
Millbrae, CA94030
(650)872-3336, Mikemill20@aol.com

VICE-PRES/WEBMASTER
Alan Goldwater
1780 Chanticleer Ave.
Santa Cruz, CA 95062
magicound@aol.com
NCNOC Website:
<http://members.aol.com/NortonClub>

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

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

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

PUBLIC RELATIONS:
John Covell
1421 156th Ave, San Leandro, Ca 94578
(877) 305-4944 senator@well.com

HONORARY MEMBERS
Brian Slark
Jodi Nicholas
Bill Knight
Dick Slusher

NORTON NOTICE

IMPORTANT (Please note the following fine print) The object of the Northern California Norton Owners Club is to promote, encourage and develop motorcycle activities. The Club's members are owners of Norton motorcycles and they often submit for publication in the NORTON NOTICE technical tips pertaining to motorcycles of the Norton 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>
May 19	8:00am	Hanford Show/Swapmeet	see page 14
May 20	10:00am	Cameron's Ride	Alice's/Skylonda
May 25-28	anytime	Lake Cachuma	Lake Cachuma
Jun 10	10:00am	North Bay Ride	TBA
Jun 22-24	early	AMCA Show & Swap	Dixon Fairgrounds
Jul 1	noon	San Juan Bautista Ride	Donkey Deli
Jul 15	10:00am	Social Ride	Ken Armann's
Jul 18-21		INOA Thousand Islands	Rally, Ontario
Aug 4	10:00am	Santa Cruz Ride	TBA
Aug 10-12	TBA	Dardenelles	TBA
Sep 8-9	10:00am	North/South Ride	Oakhurst, Ca
Sep 23	TBA	Ride TBA	TBA
Oct 7	10:00am	Old Timers Ride	Alice's/Skylonda
Oct 21	10:00am	Delta Ride	Geno's/Livermore
Nov 4	10:00am	All British Ride	Lyons/Novato
Nov 25	TBA	Turkey Ride	TBA

*NCNOC Points Rides in bold print

2001 NCNOC meetings

All Meetings start at 8:00pm

May 10 - Prince of Wales

Jun 14 - The Boat House

Jul 12 - Ride/Meeting to San Juan Bautista (this date might change)

Aug 9 - Prince of Wales

Sep 13 - TBA

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

Nov 8 - East Bay (TBA)

Dec 9 - Christmas Party

Prince of Wales - 106 E 25th St, San Mateo

The Boat House - 1 Harding Rd at Lake Merced

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

Well, the Clubman's Show is behind us, the Day After Ride is behind us, the Rally de Milani is behind us, Easter is behind us, and by the time you get the May issue the Angels Camp Ride will be behind us. It seems that a lot of things come close together.

The Clubman's Show was well attended and as a Club we did quite well getting 14 new members and 9 renewals. Even without anything to sell except a few calendars we were able to turn in about \$600.00 to the Club treasury. The swap meet part of the show was better attended this year with some spillover into the patio area. I saw a few good items being snapped up. The early bird certainly got the worm. Nortons were quite well represented in the display area and Kenny Dreer was outside with his great new rebuilds. Don Goforth's Commando showed well as did Dave Crader's good looking slimline ES2. There was a pair of wonderfully restored Internationals on show but we voted to give the Best Norton in Show to an outstanding Model 99 that looked like it was actually ridden from time to time.

On display in our booth was Bob Bausch's original Fastback. Bob did himself proud by making a "30 Years of the NCNOC" poster. Many thanks to Bob for letting us show his bike and also many thanks for getting the Club started.

The Day After Ride was rather less attended this year than last as the weather was threatening, but the rain held off and the ride went well with Don Danmeier leading us up into the Santa Cruz hills, through the Big Basin Park, to Felton, and then Back over the hill to have lunch at the Los Gatos Brewpub. We had 12 members show up although a couple of them rode other makes. We forgive you Don. The only mishaps I was aware of was when Leonard got a flat on his Triumph and then later in the ride when Paul Zell suffered a locked up transmission on his Thruxton. It seems that he had just installed a new Quaife 5 speed gear set and the nut on the layshaft backed off jamming up the works.

The Rally de Milani was quite well attended with 18 Club members going along. It was a leisurely ride with stops at the Lakes, Mt. Tam, and Point Bonita before we went back to the B Street Bar for lunch. I am certain that a considerable amount of money was collected for Hospice. If you did not make this ride be sure to place it on your schedule for next year.

I tried at the last minute to get up some interest in an Easter Morning ride to the Skeggs Point lookout on Skyline and I actually made it to see the sun come up on a beautifully clear morning.

Continued on page 13

Rally di Milani

Our President, Mike Sullivan, reported there were several Brit bikes that showed up this year for the Rally di Milani. If you haven't been on this annual ride, it's the spring version of the All British Ride (aka Don Danmeier's Birthday Ride) held in the Fall.

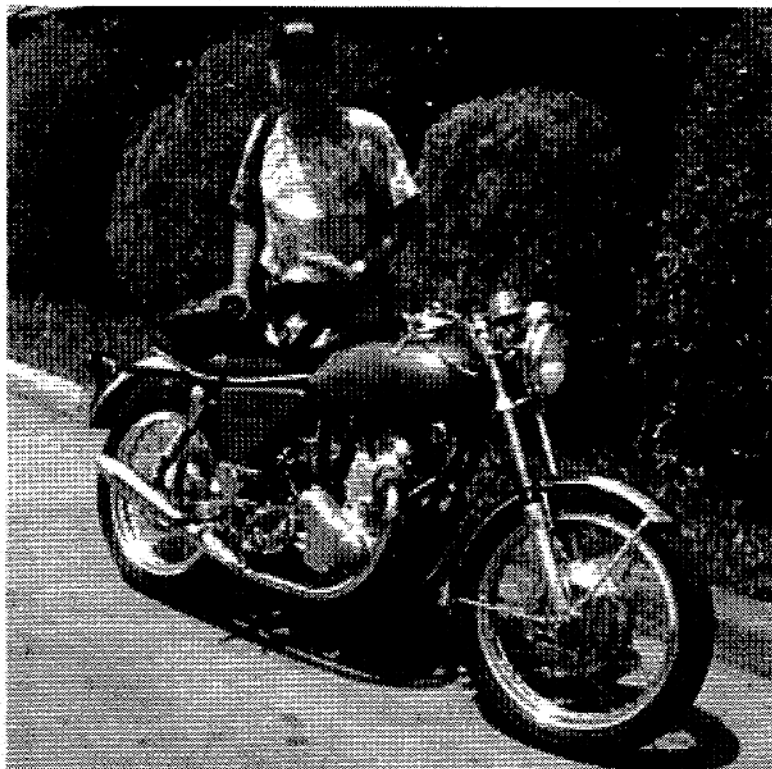
The weather in Brentwood was cold and we had hale the size of peas dropping. I think that excuses me from going this year. However Gar Jorgenson made it by trucking his Commando to San Rafael.

The ride course is one on the nicer areas in Northern California for back roads. This is in Marin County between Hwy 101 and the coast. Winding roads and Redwoods are all a part. Keep it in mind for next year.

Below: Old Ed Meager at the Rally start



My '70-S: The Norton that came back. By Jerry Kaplan



After losing all 3 of my Norton's (along with a car, 5 other motorcycles, my entire garage and a good deal of my house!) in my '97 fire, I was, for the first time since June of '68, without a Norton. Vowing to always have a Norton in my garage, it wasn't long before the grapevine turned me onto a guy, not too far away, who had acquired a running Norton along with a non-runner for parts. This non-runner was what he was willing to sell. It was apart in his leaky barn but it was mostly there. After some serious negotiations he would include all the bits and NOS Dunstall café racer tail with seat, fuel tank and front fairing for \$850. So, in Nov. of '98 I put a Norton project in my rebuilt and improved garage.

I spent a fair amount of time cleaning everything up and seeing what was there and usable and what I had to shop for. I went through everything; gearbox, motor, forks and Isolastics and whenever possible I used what was still serviceable and tried to locate good used parts. I decided early on that I wanted a good running, clean and reliable machine that I could fool around with over the years. I definitely

was not interested in some over restored 100-point concourse bike. While I'd love to own one of those fancy Kenny Dreer VR880's, when it comes to Norton's, I prefer to roll my own.

What I now had was a 1970 S model roadster that had the unique halo holding the headlight and all of the early Commando features like the lousy sidestand/centerstand and the square oil tank without a drain plug (for chrissake!) and a final drive with a total absence of any cushioning. The last registration on the CA license was '72! I'm pretty sure this bike was ridden, with youthful exuberance, by its original owner until it started breaking down. At that point the repairs were either botched or ignored and with 15,000 on the speedo it was relegated to the dustbin for occasional spare parts and convenient insect habitat. Fortunately, the machine was out of the sunlight all those years and the metal flake purple (fire flake in Brit speak) gas tank and side covers would not have to be repainted and the original seat was still in good shape. Much of the chrome, however, was rusty as hell and would have to be replaced or replated including the Dunstall 2-1-2 exhaust and the, unobtainable at any price, rear fender that has a unique pattern that allows a tire pump to be hooked onto the rear frame loop. The engine/gearbox were still in the frame, the primary was apart with no sign of the rotor or stator. The cylinders, pistons and head were off leading to an easy diagnosis of the long ago problems. Lack of oil to the head had seized one rocker, pistons and cylinders were badly scuffed & scored and the pushrods were nicked and gouged from failing to seat in the rockers. Ugly stuff but easily replaceable.

Putting the wallet and telephone in high gear, I got parts, services and advice from everyone I could think of. To say I spent around would be an understatement. I bought all over the west and threw in England and Illinois for good measure. Last time I checked my tally for goods and services topped 3.5K. On the credit side, I did sell all of the Dunstall stuff over the INOA website to a guy in NJ for \$750, reducing my original investment to \$100.

Here's the way she stands presently: 19" flanged alloy wheels with Avon Super Venoms, rear sets, Corbin gunfighter saddle with purple flames, Bub mufflers, Tympanium regulator/rectifier, Boyer ignition, swan style clip-ons purchased from Unity Equipe in the U.K, new top end (.020 over) with mild porting, 20 tooth countershaft sprocket and re-lined brakes.

The result: Except for specialty work like machining and plating I now have a bike I built myself that runs like a raped ape, has character in spades and is going up in value with each passing day. Plus, I grin like an idiot when I ride it. Turning the throttle hard yields the sound of God's very own twin hammers pounding through the tailpipes. It's a glorious ride, indeed. Plus, this bike still has a future as there are still numerous upgrades to be made (the feeble front brake leaps to mind).

Continued next page

My '70-S: The Norton that came back

But to me, the most amazing part about this little saga is its connection to a mistake I made in my past. In 1971, while still living in Chicago, I had my P-11 but I was lusting for a Commando. I should have known better, but these sleazy guys I knew offered me a new Commando for \$300 bucks!!! The story was, it's owner was travelling cross country and didn't want it anymore and he'd like to get his money from the insurance company, and all I had to do was sit on it for a month or so till the heat died down. Of course, it was bullshit: the bike was stolen. The police auto theft unit had these guys under surveillance the whole time. I spent the night in a holding cell in the notorious Cook County Jail, worried about being raped! My father bailed me out in the morning. The only thing that saved my ass was the fact that I paid for the bike with a check (I even had the serial number on the check). I was able to easily prove whom I bought it from and that I did not steal the bike. Needless to say it was the most humiliating experience of my young life and I did learn the valuable lesson that if it sounds too good to be true it probably is. But get this, the stolen bike was a metal flake purple 1970 S model roadster! What goes around comes around. I have no theories on this one, perhaps it was just meant to happen. Anyway, I'm glad it's now legally mine.

In closing, I would like to encourage anyone out there who might be thinking about doing a Norton project to jump in with both feet. It's not that hard to create what you want, there are lots of good resources along with great parts availability. The British motorcycle industry didn't disappear it just moved into small cottages.

A Rebuttal to our Club History....Steve Coburn

Dear fellow NCNOC members,

I believe there are some significant inaccuracies in what Bob Bausch has written about how the San Francisco Branch of the NOC became the club it is today. For what it's worth, I'd like to share my own recollections.

First and foremost, I never pushed for breaking away from the parent NOC in England as Bob wrote. Perhaps someone else may have suggested or pushed for such a break, but I surely did not. I resent the implication that I did not want to have our club continue as an NOC branch. That's a 22 year old myth! On the contrary, I pushed for two changes:

1. That we become the Northern California Branch rather than go on as the San Francisco Branch, as most of our members lived, not in SF, but in Northern California. Bob may recall that he did the artwork for two new Northern California Branch logo designs, which were printed in the Norton Notice of which I was the editor in 1978 and 1979. We voted on them and selected one. Bob was not opposed to this name change.
2. That we consider becoming a chapter of the USNOA (now INOA). The USNOA was about 3-4 years old and was growing quickly. Carolyn Scott, Jeff Pierce, John Padilla and myself went to the 3rd annual rally of the USNOA in Woodland Park, Co in 1979 and were very impressed.

I met Art Sirota from Burbank at the Colorado rally and rode back to the Bay Area with him. The following year I chaired the USNOA's 4th annual rally with the help of Art Sirota, Dian Stark and some members of the Northern California NOC. We had it up in Leggett. The weather was great, over 300 Norton riders from all over the US and Canada came and almost everyone had a good time. My predecessor as branch secretary/treasurer did not enjoy it. He brought his 1928 CS1 to the rally and could not start it, so he kept it under cover and refused the Oldest Norton trophy during the awards ceremony.

Bob also mentioned that from the records recently found, Gene Austin was membership secretary from 1976 to 1979. In fact I was in that position from the end of 1977 after Gene resigned. No one else seemed to be willing to serve as club officers, so I offered to be secretary/treasurer and Bob Marshall offered to serve as president. We were both duly elected at the Edinburgh Castle in San Francisco where all meetings were held during this time.

Together Bob and I started the Norton Notice and after helping for the first six months or so, Bob got tired of it or busy at work and I continued to do it through 1979. I have all the back issues if the club archives are incomplete and am willing to supply copies on request.

In 1980, I was elected to serve as President and the newsletter responsibilities were taken over by Brian Halton, Michael Heth and Dick Swanson. I am please to see that it has continued to this day with 271 issues published. Bob is correct about the rapid growth to over 200 members in the late 70's. I am proud of my efforts to help that happen.

Respectfully submitted,

Steve Coburn member #28

Editor's Line....David Crader

There has been some discussion in the recent past about how many of our NCNOC members are also NOC members and have or have not branch member status with the NOC. This sounds nit picky, but originally the NOC required at least half of a club branches members to also be members of the NOC. Since this is the 30th Anniversary of our club and it has been a branch club of the NOC almost the entire time, I'm in favor of maintaining this relationship.

According to the NOC officers, our branch has only 3 branch members. That didn't sound correct to us, so I asked Treve Whitford (NOC) to send a list of non branch members living in California. We found 19 people that show up on both NCNOC and NOC rosters. If the following people would let me know their NOC membership number, we will send it to the NOC and get your status changed to branch members which for you will just change the last digit of the number from "O" to "NC". This helps the NCNOC legitimize our claim as a branch.

Paul Brown, David Crader, Tom Dabel, David Eller, Steve Forrest, Alan Goldwater
Eric Hjertberg, Anthony Hoult, Gar Jorgensen, Leonard Lloyd, Alan Mueller,
Phil Radford, Jack Steinmetz, Mike Sullivan, George Von Klan, Bob Bausch,
R Patton, D Hand, B Burdett

For the rest of you NCNOC members, if you're interested in becoming a member of the NOC in England and supporting our branch status, the benefits are access to factory records through the club historian and their website, six issues per year of the best club magazine (Roadholder) and access to the club's spares. The annual cost is \$20 (additional to the \$20 for NCNOC membership). This is best paid through the NOC website, but make sure you let them know you want branch membership through the NCNOC and let me know when you do this so I can followup. You can use you credit card and the cost in pounds sterling is 13.50.

<http://www.noc.co.uk>



UPCOMING RIDES

May Rides

Cameron's/Half Moon Bay Ride

May 12th - 10:00 AM

In what is becoming a tradition with this ride, Club President Mike Sullivan will take the lead from **Alice's Restaurant (Hwy 84 and Skyline Drive, Woodside)**. This ride hasn't been much of a challenge lately, with Mike managing to get everyone to Cameron's together and on time. Hopefully we won't need umbrellas this year!

Lake Cachuma Rally

May 25th - 28th

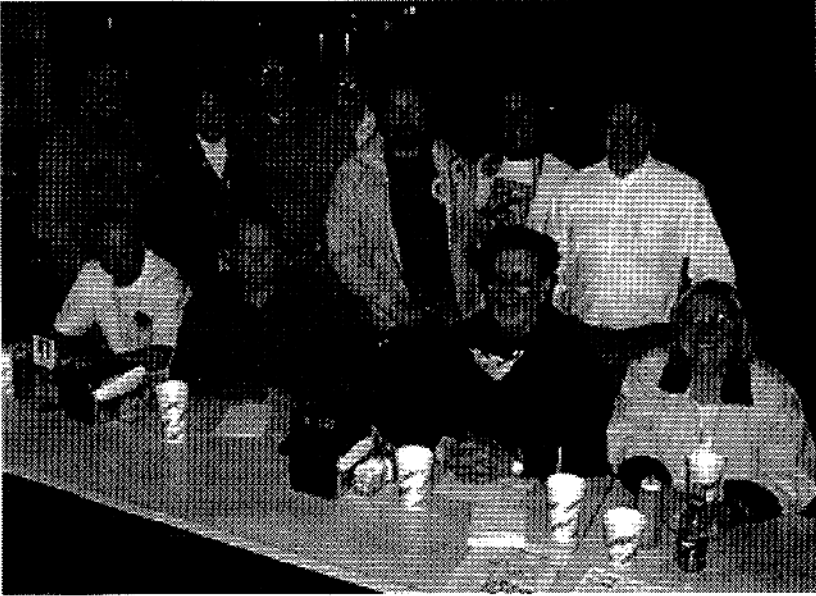
This is a three-day event with all camping facilities and three meals a day included for \$100 per person. The site is **Live Oak Campground on Hwy 154, off Hwy 101, northeast of Santa Barbara**. This event is sponsored by The British Connection in Southern California (1-888-627-2559) and Raber's here in the north. There is usually a group ride leaving from Raber's on Friday. Call Raber's (1984 Stone Street, San Jose - PH: 408-998-4495) for details.

June Rides

North Bay Ride

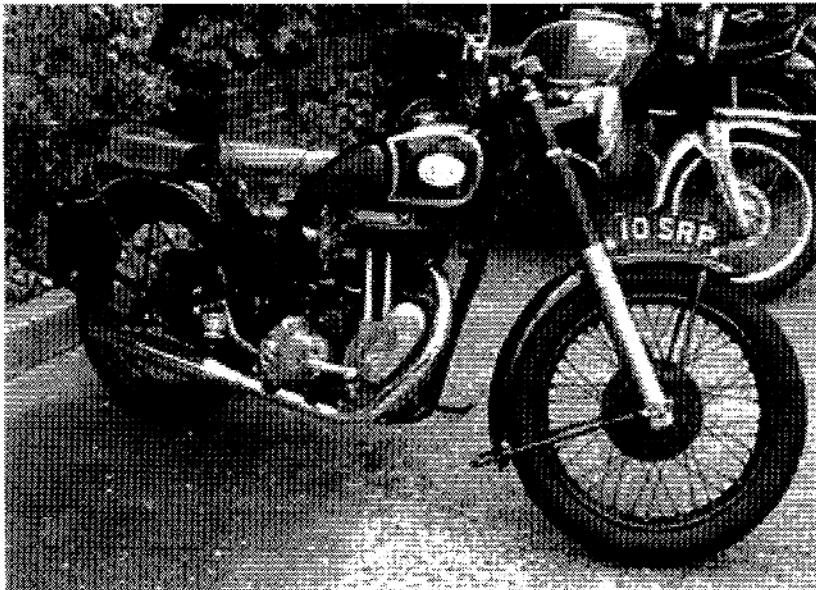
June 10th - 10:00 AM

Jerry Kaplan will be leading this ride again this year. There will be two meeting places. You may meet at Jerry's house in Davis at 10:00 AM or meet at Muscowite Corners at 11:00 AM. Once the group is all-together, Jerry will lead us to Glen Ellen and lunch at the Jack London Pub. Look for complete details next month or call Jerry at (530) 756-8894.



Above: Members at Athen's Burger in Dublin for the April Meeting

Below: Nice old ridged frame AJS at the Rally di Milani



Presidents Message.....Continued from p. 4

No one else showed up so I rode over to Alices and man was it COLD! When I took off my helmet, the residual moisture inside it froze on the visor. It took about two miles of riding before it would clear up. The only other bikes I saw were a Velocette Venon Clubman and a Series C Vincent. These two guys also tried to interest their respective Clubs in the Morning Ride but they too struck out. Perhaps next year we can get it organized a little earlier in order to get some turnout.

On other notes: There were only 9 members showing up at the 4/12 meeting at Athen's Burgers in Dublin. There were 4 bikes ridden though. Although the numbers were down the bike to member ratio was up. Hey guys, this place has great burgers and the room that they let us have the meeting in was enormous. The next meeting there is scheduled for November 8. You should try to make it.

As I mentioned in the last President's message, the ride meeting to the Donkey Deli in San Juan Bautista has been moved to July 1 and a ride will also be held on July 15, meeting at Ken Armann's shop at 10:00 and then riding out from there. We are looking for someone to lead this ride, any volunteers?

The next scheduled Club ride will be the Cameron's ride on May 20, led by yours truly. Meet at Alices at 10.00 I promise not to get us either lost or rained on this year. The following weekend will see the Lake Cachuma ride. This is a three day deal over Memorial Day Weekend. The nice thing about this ride is that all meals are included in the ticket price. Norton is the marque of the year. Since not a lot of us will be able to make the National this year, this will be a good alternative. For reservations, call 909-627-2559, or email jmulrean@home.com, or see the website at www.members.tripod.com/BritisConnection

Next meeting will be at the Prince of Wales on May 10,
See you there.



NCNOC Bulletin Board

BATOR INTERNATIONAL PRESENTS

The 33d Annual Vintage Cycle Rally Antique Motorcycle Show & Swap Meet

Kings Fairgrounds, Hanford, CA - Saturday, May 19, 2001

<http://www.batorinternational.com/>

Sellers, Show Entrants, Sale Bikes: To Pre-Register, **PRINT OUT AND MAIL** the form below with your payment, made payable to: **Bator International, 338 Montana Road, Ojai, CA 93023<O:P**

Keep a copy of this form as a receipt, Please present at check-in. Pre-registered spaces are \$45, At the gate spaces are \$50. For Information contact: Glenn Bator: Telephone/Fax (805) 646-9566

Email us at: batorintl@batorinternational.com using the form on the main page. Click here to view registration form without frames for easier printing.

Pre-Registration Deadline is May 10, 2001 ~ All Fees Non-Refundable ~

The editor and ride leader wish to appologize to the proprietor of the below establishment for any disparagement implied or perceived by the April NN cover. It was was intended as a lead into an American tradition.....April Fools!

Genuine Norton parts means
FAIR SPARES AMERICA, INC.

NORTON TWINS SPECIALIST



Phil Radford
(408) 292-6563
Fax: (408) 292-8514
P.O. Box 8224
San Jose, CA. 95155

Send two first class stamps for current lists

- Full range of stainless parts and fasteners
- Norvil Production Racer parts
- Visa - Mastercard - Amex accepted

Editors Grumble.....

The greater east Contra Costa County membership gathered Saturday morning for breakfast in Brentwood, then off to Geno's for the start of the April club ride to Angle's Camp. We waited from 9:00 to 10:00, the scheduled start time. One Bay Area member, Don Goforth, showed up.

On the way we were joined by Don Burtner from Elk Grove picking him up at the Taco Bell on Charter Way and I5. Don has a beautiful plum colored 850 with clubman bars and rearsets....a purpose looking mount.

Some of the trip was admittedly mundain through Stockton and out into the big valley. We started getting into some interesting roads as we started up the foot hills. The most enticing section, one of my favorite California backroads, the section between Copperopolis and Angles Camp. It's been a while since I cut loose, but that road is so much fun.

Lunch at Rodz Grill in Angels Camp was joined by Cal and Les Lewis from Auburn and two BMW riders professing Norton affiliations. Mike Morse of Vintage Brake made his appearance and we're all a bit more savy about modern brake materials and the trade offs to stop faster.

The grumble is.....where were you!



1984 Stone Ave * San Jose * Calif
 Phone: (408) 998-4495
 Fax: (408) 998-0642
 Web: www.rabers.com
 E-mail: <ukspares@rabers.com>

**LARGE STOCK NEW
& USED PARTS**



EXPERT SERVICE
MAJOR CREDIT CARDS ACCEPTED
MAIL ORDERS WELCOME

9 - 6 Tues thru Fri * 8 - 5 Sat

Norton Commandos Only

- Restoration
- Repair
- Tune-up
- Maintenance
- Instruction
- 23 Years Experience
- Factory Trained



Call for quotes

Jim Carton
(510) 483-2045

Classified

Editors note: We actively encourage non-Club members to post ads to sell Norton motorcycles, Norton parts and Norton-specific services. All ads will run for 3 months. Please notify the editor if your item has been sold. Your ad will automatically be removed after 3 months if I haven't heard differently. Note the expiration date at the end of each ad.

Traderonline

In a search for 1969 to 1975 Commando prices (31 samples on Mar 18, 2001):

Low: \$1,250.00

High: \$10,000.00

Average (mean): \$4,610.32

Median: \$4,795.00

For Sale

1973 850 Commando, parts bike. Incomplete, dismantled, rough. Missing seat, front fender, one carb. \$500
Terry (916) 727-2673 Citrus Heights (05/01)

Wanted

1974 Norton 850 Commando MkIIA roadster. Must be in excellent condition and under 6000 miles, prefer black.
Tim (530) 865-7709

Wanted

1968 Atlas front and rear mudguards
Terry (916) 727-2673

WANTED

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

For Sale

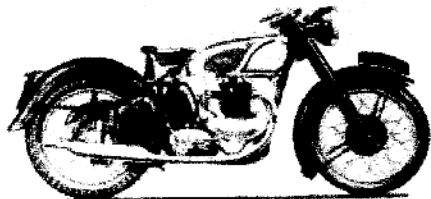
'73 850 Norton Commando. Dunstall equipped, including fairing (not mounted currently), fender, tank, seat, 2-1-2 exhaust, crossover rearsets with left foot shift. Also has Boyer electronic ignition, alloy wheels with disc brakes front & rear, and Dunstall replica mufflers, K&N air filter, and oil cooler. Blue, fast, & fun. \$4200. Call Bill @ (510) 489-6121 or e-mail



Ken Armann

Restoration & Repair

BSA Norton Triumph



Campbell, California

(408) 379-4300

**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

**LIVE OAK CAMPGROUND NEAR CACHUMA LAKE
18 MILES NORTH OF SANTA BARBARA ON HWY 154**

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.

Tech Tip.....David Crader

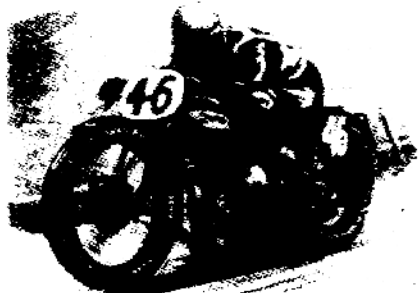
I've been on the trail of an elusive oil spray that's coming out somewhere near the back of the engine case and getting everything wet; case, barrel, oil feed lines, engine breather pipe and front of the air cleaner box. I used this as an excuse to finally get a new braided stainless rocker feed pipe, but that didn't cure the problem. I suspect the cover over the magneto position on the back of the timing case (this is a '72...850s don't have this)

One of the modifications I did was move the engine breather from the combat type, lower part of the engine case, to this plate. Detaching the breather from the oil tank, I inserted a compressed air line and ran 10psi. It was easy to find the leak and the cover was confirmed. I probably warped the plate with the heat from brazing a tube through it for the breather.

If you try this don't use a lot of pressure as you could blow out some seals, but if there is a leak this will find where it. Another suspected leak was at the engine case joint just below the carbs. This is a common leaking point as gas drips from the carbs above and can dissolve the sealant. In this case it was ruled out.

Magri Motorcycles

NORTON • TRIUMPH • BSA
PARTS AND SERVICE



(415) 285-6735

1220 PENNSYLVANIA AVE.
SAN FRANCISCO, CA 94107
VISA • MASTERCARD

The Prince of Wales Pub

*The Peninsula meeting
place for the Norton
Owners Club*

65 Beers - 11 Drafts
Authentic fish and chips
Bangers
Seven Dartboards
Quarter Foosball

106 E. 25th Avenue
San Mateo, CA.
(650) 574-9723

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 or see their website at <http://www.noc.co.uk>.

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

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

NAME _____

ADDRESS _____

CITY STATE and ZIP _____

TELEPHONE _____

MOTORCYCLES OWNED

Make	Year	Model	Engine/Frame/Plate Numbers

Attach another sheet if you want to list more.

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

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

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

Dated _____ Applicants Signature _____

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