



Norton Notice

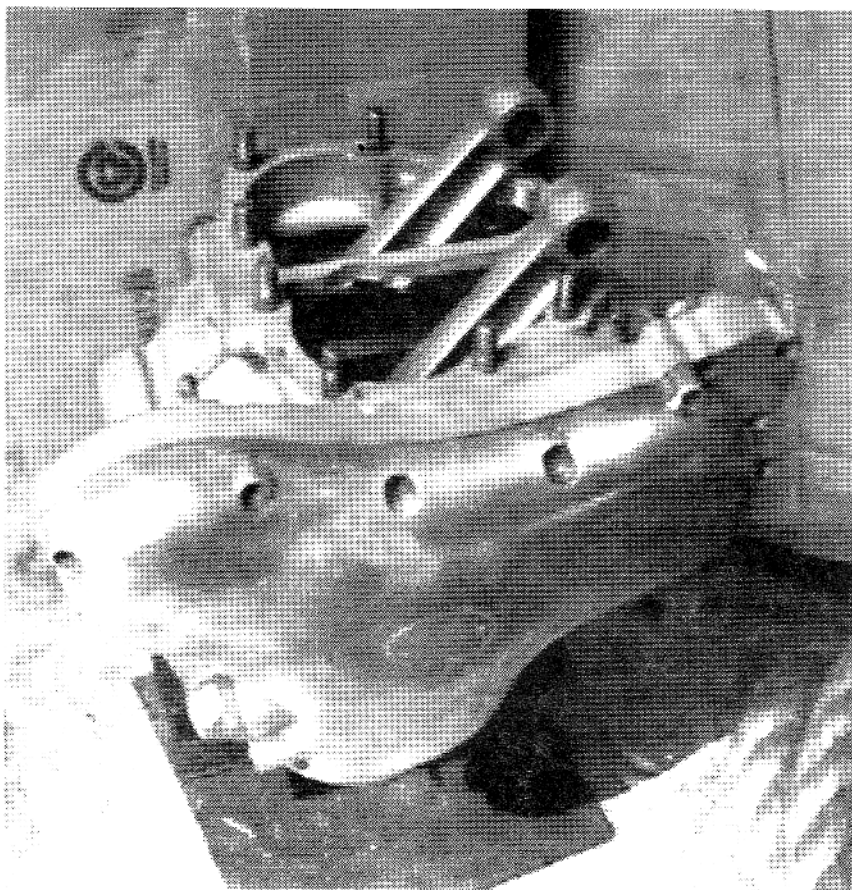


The Newsletter of the
Northern California Norton Owners Club

No. 275

August 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 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.

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Brian Slark
Jodi Nicholas
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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 its 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>
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 (except Jul 1)

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

There was no meeting this month as there was a ride/meeting at San Juan Bautista on July 1. About 10 members showed up braving the cold nasty weather in the Bay Area to get to the nice warm weather down south. Garwood Jorgenson reported that he rode through downtown Hollister and there was only one other motorcycle present. I am not sure if there was the normal 4th of July party on Wednesday or on the following weekend or at all. Mid week holidays are a bitch.

The Social Ride starting at Ken Armann's shop on July 15th was in my mind a great success. Only expecting to get coffee and donuts at Ken's shop, we arrived to a spread that included sweet rolls, breads, coffee, juice, and would you believe: smoked salmon with cream cheese, chopped onions, and capers. We made good use of the spread which was a good thing as lunch was late for reasons to be stated later. Many, many, thanks to Ken's wife Cindy for organizing the wonderful repast. It was quite professionally done.

Now to the reason lunch was late. During the early morning discussions at Ken's shop, Tom Dabel told us about being able to get into a 1/3 scale railroad located in Swanton about 5 miles north of Davenport. Tom was duly elected to lead the ride and off we went going over the hills to Felton, then up the Empire grade road to Bonnie Doon before heading down to the coast. The group got busted up a little when George Shoblo had to stop to tighten up a footpeg on his Thruxton. When the back markers got to Davenport we basically continued on with the rest of the group trying to climb on their bikes in order to catch up.

Going north on Swanton road, the turn off to the Swanton Pacific railyard is on the left about 1/4 mile past the CDF fire station. Actually, the turn off is quite easy to miss, just ask Ray Pallet and another rider who missed the turn, continued on all the way to the coast road, went south, and then came full circle. It turns out that the trains and property were owned by the man who started Orchard Supply Hardware. When he died he willed the whole works to Cal Poly, San Luis Obispo. Now being owned by the State it is being turned into a museum of sorts. The interesting thing about the whole operation was the equipment itself. They had two 4-8-0 steam engines (one in overhaul) that were originally built for the Worlds Fair in San Francisco in 1915. There was also one diesel engined unit all in a 1/3 scale roundhouse. In another building was a whole string of excursion cars along with gondolas and work cars. The place is not officially open to tourists but if you are cool you can wander around without getting yelled at. Thanks for showing us the way, Tom.

Tech Tip.....David Crader

Smiths Magnetic Speedometers

Concern about the accuracy the speedometer on my '72 Commando came when running at an indicated 70mph on the freeway with cars passing on both sides. Later Gar told me after a ride together that his speed was 5 to 10 mph slower than I thought I was going. Someone had proposed the magnets get weak and the speedometer calibration changes. After putting this idea on the nortons.com website I received the following response.

"Magnetic speedos do not loose thier power to attract, but here is some info that I have come across in my thirty years in the car business:"

Maximum permissible speedometer error requires a certain amount of "speedometer advance" to compensate for negetive tolerances in the tire diameter, tractions and other factors. This advance reduces the risk of the speedometer displaying a speed that is less than the vehicle's actual speed. The maximum permitted speedometer advance is 10% of the actual speed plus 2.4mph.

Example: Actual speed = 50mph

$50\text{mph} \times 10\% = 5\text{mph} + 2.4\text{mph} = 7.4\text{mph}$

Therefore the permissible displayed speed is 50mph to 57.4mph. Note displayed speed must never be less than the actual speed. -DRM-

From the chart below you can discover the amount of speedometer error using calculated road speed versus engine speed. I made a small chart that I taped to the gas tank and found I'm off by 3-6 mph.

Sprocket Teeth	19	20	21	22	23
Overall Ratio	4.84	4.60	4.38	4.18	3.99
6000rpm	92	97	102	106	112
6500rpm	99	105	110	115	121
7000rpm	107	113	119	124	130

Letters

A couple of weekends ago, I road my T140E Bonneville up into the Berkeley Hills. After some pleasant, though abbreviated, motoring through Tilden Park, I pulled over at the Wall. The typical mix of mostly modern sports bikes were gathered and I chatted with a few proud owners about our respective rides.

Then along came Keith Karns on his rather nice Norton. After various greetings, Keith began to unpack some tools and proceed to tighten his rear chain. I watched with some awe as he loosened bolts and fasteners on what appeared to me, the shocks, engine mounts, license plate, triple clamps, mufflers, etc. A small crowd gathered around to gape in undiguised ignorance as more tools, rags and instruments appeared. Keith hopped around his machine with hands whirling and in a blur of activity. Several times he murmured something inaudible in an affectionate tone and several other times he seemed to suddenly snarl and mutter some sort of bizarre techno-expletive which caused a few of the onlookers to blush or wince... myself included.

Finally he appeared to conclude the drive chain maintenance, packed away the plethora of tools neatly and stowed them aboard. He then took a step back and seemed to glow with satisfaction at his beautiful machine while the spectators melted away looking abashed and somewhat diminished in comparison.

I hesitantly suggested to Keith that it was surley a job "well done", but wasn't it a bit of an ordeal?

At this, a chrome-like gleam appeared in his eyes and he softly said "Yeah, but it's great when you know you're well adjusted!!"

Eric Rhodes



Norton Notice Editor Position

I've had a pretty good time putting the Norton Notice together over the last 19 issues and before it gets to be a pain (hasn't yet), I want someone out there to start considering being the next fortunate one to get this publication out to the membership. It's really just software driven, not like the cut and paste the guys used to have to do ten years ago. You'll need a personal computer and some knowledge of Microsoft software. I use MS Word and Excel for the articles and the publication is done in Adobe Page Maker with graphics manipulated in Adobe Photo Shop.

The good part and also something that many of you don't know is I get a lot of support from Mike Sullivan and Gar Jorgenson on articles and getting the printed draft to the printers, White Horse Press. Alan Mueller drops off the draft, picks it up then distributes to all of you by mail.

The new editor can start working with me as assistant editor, learning the software and format. That way the whole task isn't just dumped on someone. I intend to continue contributing and in this way we can get a Norton Notice staff put together. Trust me the editor job is pretty easy when others contribute the material. I also recently bought my wife a good quality digital camera which is why some of the photos recently are clearer. I also intend to continue to contribute artwork.

I'll be at the August 9 club meeting at the Prince of Wales in San Mateo, so if you're just interested in exploring the idea and want to know more, just ask.

Continuing on the subject of replacement of club officers, during the Old Timers Picnic on October 7, we nominate the next years roster. I'm sure Mike Sullivan is getting tired of getting in front of all of us at each meeting, so If you live in the immediate bay area and are able to get to all the meeting sites (or at least most of the meetings), you have a dynamic personality and like to get in front of a bunch of hecklers, go for the President nomination. Again, you'll get a lot of support from past club officers.

Other club positions are Vice President, Secretary/Treasurer, Rides Coordinator and Public Relations (currently unfilled). Pappy's looking for a few good men.



BSA Binoculars

Here's a little something for the BSA club people. Last weekend while shopping for soccer shoes for the kids at Big 5 in Antioch, there were some miniture binoculars at a great discount at the counter. Of the two brands on sale, the one that caught my eye had a familiar British motorcycle logo. From the picture below it's evident someone is either violating a trademark, it expired and no one cares or it was licensed. It's a good trivia challenge for you BSA guys.

To help you out the company is called BSA Optics, Inc and is in Fort Lauderdale, Florida. The product is made in China. A sticker states BSA Optics is not connected with Boy Scouts of America (whoever they are). I don't think the Boys Scouts have a winged "B" in their logo.

From a product point of view, I like the binoculars. They're very compact which goes well with packing them on a motorcycle. The price was very reasonable at \$16.99. If you need a pair to complement you BSA motorcycle you might want to get into a Big 5 soon. It looks like a rock bottom price to clear these.

David Crader



UPCOMING RIDES

August Rides

August 10th - 12th

Dardenelles Weekend

Dardenelles Resort on Highway 108

The Dardenelles Weekend Ride and encampment at the Dardenelles resort starts on Friday and goes through Sunday. This is an informal weekend with ride destinations determined shortly before engines are started. This is a great area to ride and is near Sonora Pass. **Contact Ken Armann at (408) 379-4300.**

September Rides

September 22nd - 23rd

North/South Ride

Oakhurst, California

The North/South Ride is a meeting of the Northern California Club and our counterparts from The Southern California NOC. This is a "motel camp-out" so it should be easy to ride in to this one. Look for additional details in next month's Notice or **call Alan Goldwater at (831) 475-7505.**

September 30th

East Bay Ride

Brad Green will lead the East Bay Ride this year. Brad promises a nice ride through the East Bay hills. Look for details in next month's Notice.

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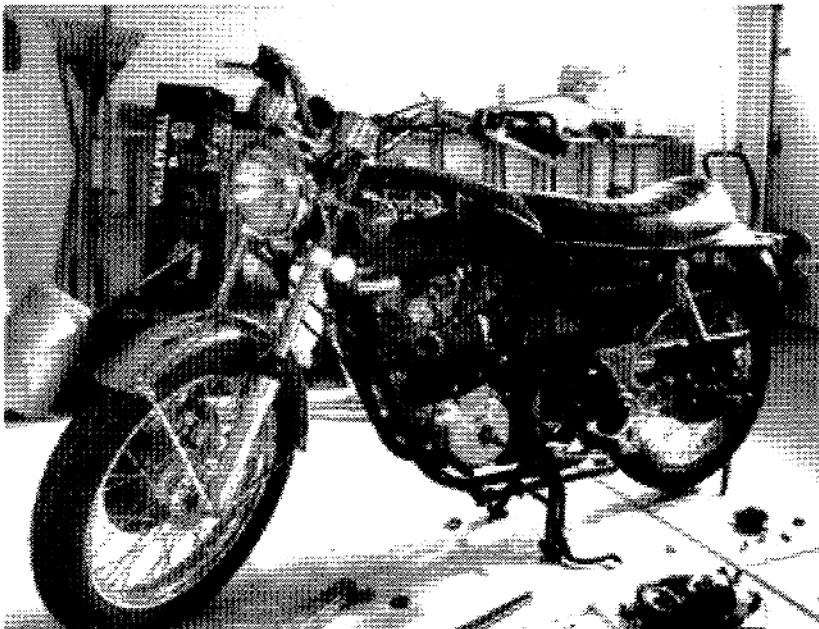
Editor's Line...David Crader

When rebuilding the '72 Commando, I was inspired by the result of polishing the red gel coat in the gas tank. The basket case purchased from Phil Radford was very complete and with the good results with the original finish, I was inspired to keep the whole bike original. That included keeping the 19 tooth gearbox sprocket.

Well, having driven this machine for for the last two years, the high speed stuff gets a little tiring and "buzzy". I found a 21 tooth sprocket on ebay and was the high bidder. It arrived this week and the progress can be seen in the picture below. Anyone wondering about how much more chain is needed going up two teeth, I can say it's just one link. What I'm going to have to do is get a half link and an additional master link, then cut out one link from the existing chain and install the new sections.

The reduction in engine speed should be about 600rpms at each speed in top gear. Another benefit I'm looking for is a increase in gas mileage. I've been getting in the low to mid 40s. From some of the publicity I got after running out of gas on the Mt Hamilton ride, this would have gotten me the last 0.2 miles to the gas station without the aquarium tube "iv" from Frank Recoder's fastback gas tank to mine.

Look for the results at the Dardanell's on August 10.



INOA Thousand Islands Rally

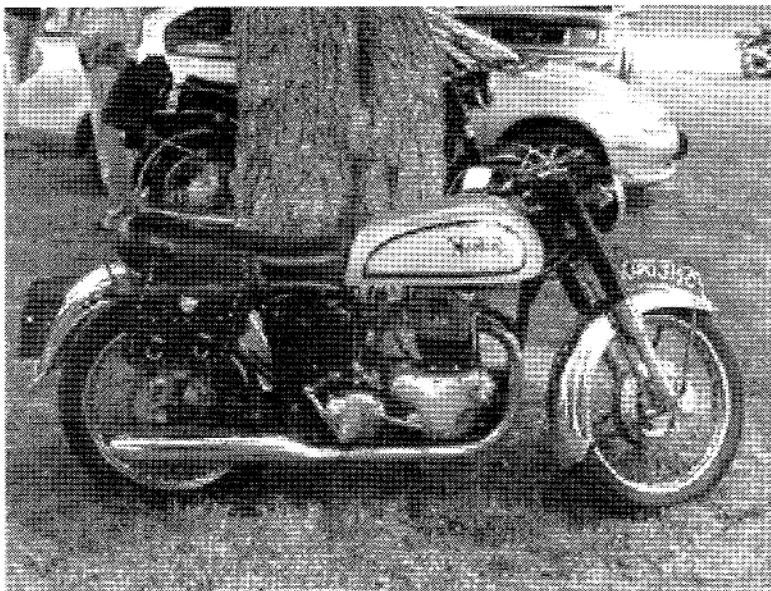
Alan Goldwater

This years INOA rally was a great success, with almost 400 attendees and well over 100 Nortons present. The rides and field events were well planned and executed, and the on-site catering was superb. Congratulations to Guy Fortier, Steve Jowett, and all the members of the Ontario Norton Owners for a job well done!

The pictures on the next two pages are a few of what were taken. There are more and in color in the NCNOC website.

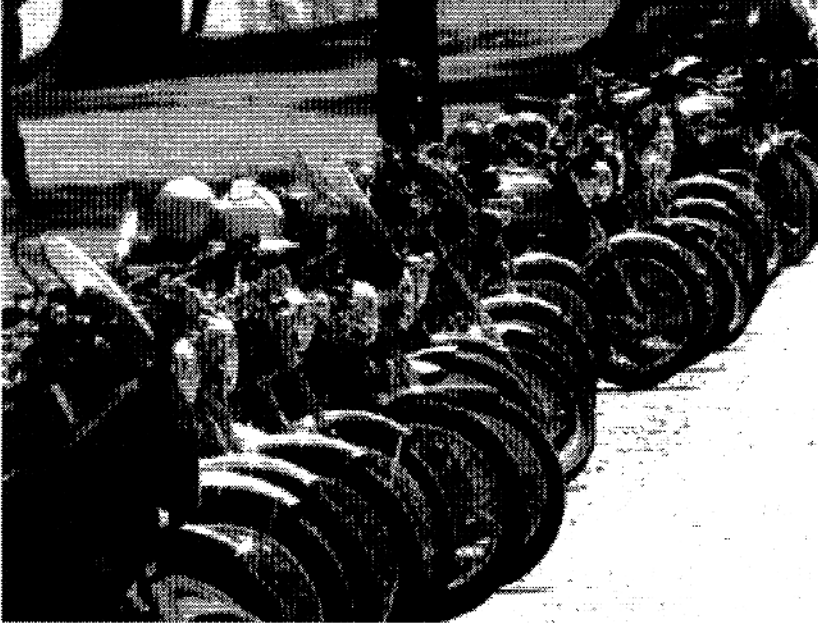
- 1) Part of the lineup at Fort Henry, on the Friday group ride. Around 80 bikes were there.
- 2) One of the field events had a few wet surprises for the participants. This guy is about to get a bath.
- 3) A super Model99 in the Concours.
- 4) Howie from NJ/Delaware Valley Nortons. The 27 on his cafe special is the age of the bike when the paint job was done.

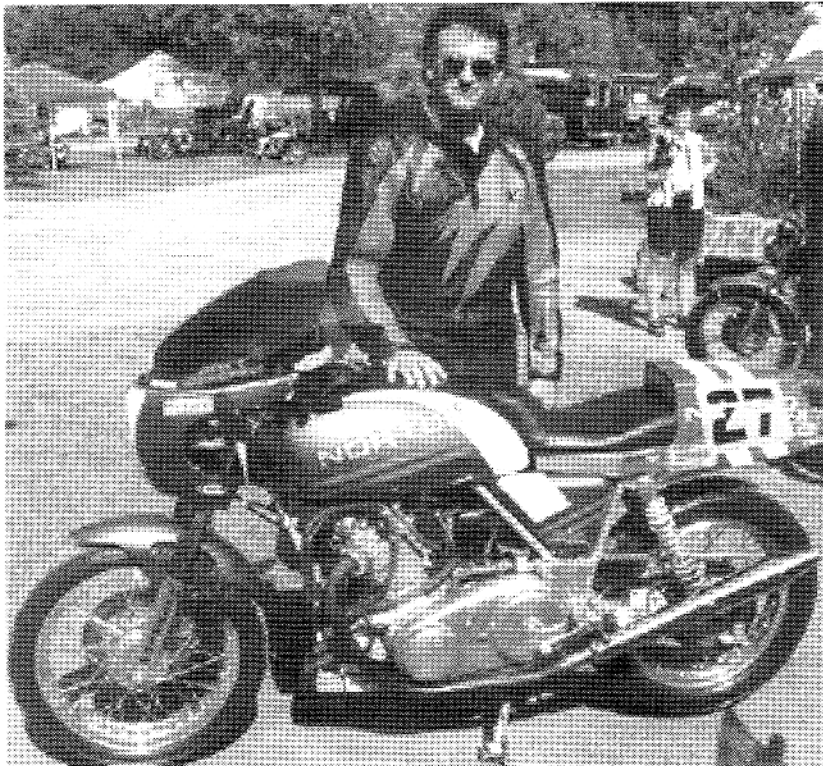
Below: A nice Atlas in Dominator livery



Images of the INOA Thousand Lakes Rally

by Alan Goldwater





NCNOC Bulletin Board

Wanted Electric Starter Parts for 1975 MKIII
Previous owner removed everything and I want
to have it back. I need all of the gears and
various parts inside the chaincase.

Jeffrey Potter
dgtalmn@ecis.com
510 814-5872
925 778-5004 (After 6pm)

From someone on ebay, I received this information about a camchain tensioner product. This was news to me although I'm sure several of you already know about this company. The good news is it's close in San Jose. The idea of this tensioner is to reduce the variation in the cam timing by reducing the chain slop.

RMA Engineering, 447 Santa Mesa Drive, San Jose, CA 95123. (404) 478-4032
Price was \$79.95 for the kit.

Motorcycle Ride for Breast Cancer Treatment Benefiting The California State Breast Cancer

Gold Discovery Motorcycle Ride for Breast Cancer Treatment is a motorcycle ride that will start at the California State Capitol in Sacramento and end in Apple Hill, part of the gold country in Northern California. As gold fever pitched in 1849, we can cause a new fever to rise. A fever for helping to treat breast cancer.

There's a place and a need for everyone on the road to a cure! The Gold Discovery Motorcycle Ride for Breast Cancer Treatment will take place on October 20, 2001 with kickoff events planned at the California State Capitol in Sacramento, California. You may participate in this event by registering for the ride at the Cure Breast Cancer, Inc. official website.

Presidents Message continued from page 5

Heading for Boulder Creek and lunch we had a couple of mechanical problems. The first one was when one of the riders had a rear tire flat just after getting back onto Hwy 1. This was not one of those slow letdowns but rather one of those tale wagging, sphincter tightening, instant goflat. We couldn't find anything in his tire and presumed that it was a pinched tube. Ken Armann's Rescue Service was called and by the time I got back to Ken's shop the bike had been retrieved and the flat fixed. The cause was a finishing nail about 1-1/2" long. Apparently when the tube lost air, the tire spun on the rim ripping about a 3-4 inch hole in the tube. No major damage occurred other than to the rider's lifespan.

The other problem was to Don Goforth's clutch. It acted up coming into Boulder Creek. Ray Pallett and Don did a curbside adjustment and away we went. By the time Don Got to Skyline it was out of adjustment again. Don and I adjusted it again and we headed for Ken's shop. Getting there OK, Ken was persuaded to look at it. It was found that the clutch hub nut had worked loose. After a complete clutch overhaul and some other adjustments, Don was on the road. Ken reported that he thought that Don Would not have made it home and by repairing it when he did, a nasty failure was avoided. Ken really came full circle on this day. Thanks again Ken.

The past weekend I went to Carson City for the BMT Promotions British-European Vintage Motorcycle Show and Swap meet. Although I trucked it, I saw Phil Radford and Tom Dabel ride in along with some BSA Club members. There was not a lot of Norton stuff for sale but I did see a very complete and original Fastback change hands. Keep this meet in mind for next year.

The ride for August is scheduled as the Dardenelles campout on the weekend of Aug. 10-12. There is a meteor shower that weekend and with the clear air in the Sierras it should be something to see. Call Ken Armann (there's that name again) for details. The next meeting is at the Prince of Wales on Thursday 8/9. We still do not have a meeting place for the South Bay meeting on 9/13. Any help out there?

See you on the road.

Mike Sullivan

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

1971 Triumph Bonneville 650

Very Clean, mechanically perfect.
Bronze/Black/White original paint
scheme (repainted)

**\$3800.00 Greg Fuller (925)449-1762
(9/2001)**

1974 NORTON, VR880. Cover bike on Cycle World, September, 1999 issue. Very few miles since the article was written. Be the only one on your block with this one-of-a-kind Norton. \$16,500. 716-752-3135.

Traderonline

Prices for 1969 to 1975 Commandos on July 29, 2001 (40 ads appeared)

Low: \$1,500

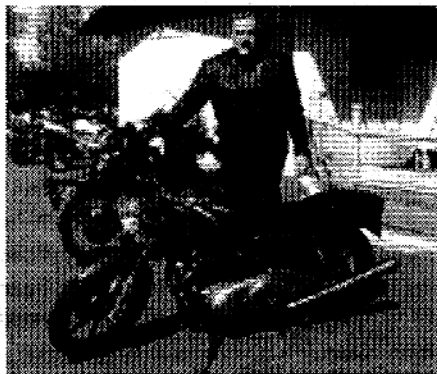
High: \$20,000

Average (mean): \$4,884.88

Median: \$4.350

For Sale

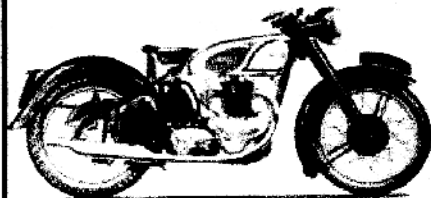
'73 850 Commando. Dunstall equipped, including fairing (not mounted currently), fender, tank, seat, 2-1-2 exhaust, crossover rearsets with left foot shift. Also has Boyer electronic ignition, alloy wheels with disc brakes front & rear, and Dunstall replica mufflers, K&N air filter, and oil cooler. Blue,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



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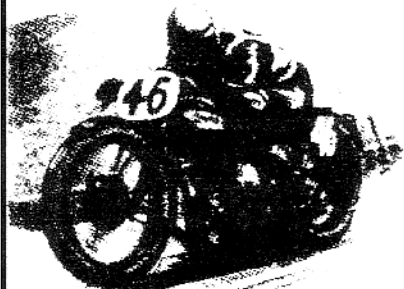
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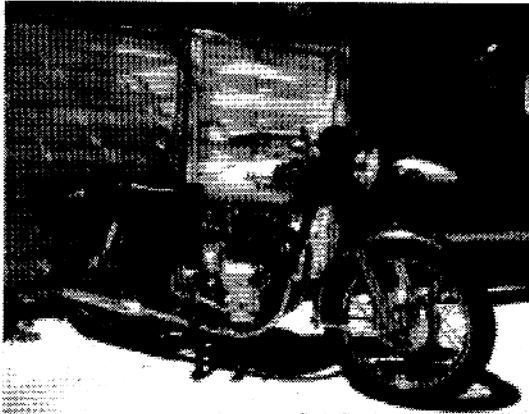
**106 E. 25th Avenue
 San Mateo, CA.
 (650) 574-9723**

For Sale

1968 Royal Enfield Interceptor MK1A. This machine is complete and 99% original, with new continental (low pipe) exhaust and n.o.s. seat, fresh paint on the original 3 gal tank, and new Dunlop Sport Elite tires. Also included are 4 and 5 gal. Enfield tanks, with a good set of chrome trim panels and badges. The bike is currently registered and carries the original black CA plate. You can see it at

<http://members.aol.com/NortonClub/RE.html>

\$4500 Alan (831) 475-7505



For Sale

Lucac Competition Magneto Excellent condition can ready to install. Clean and rebuilt. Throws a mean blue spark. \$800.00. Lorin 408.961.3468 (10/01)



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 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/Framc/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