



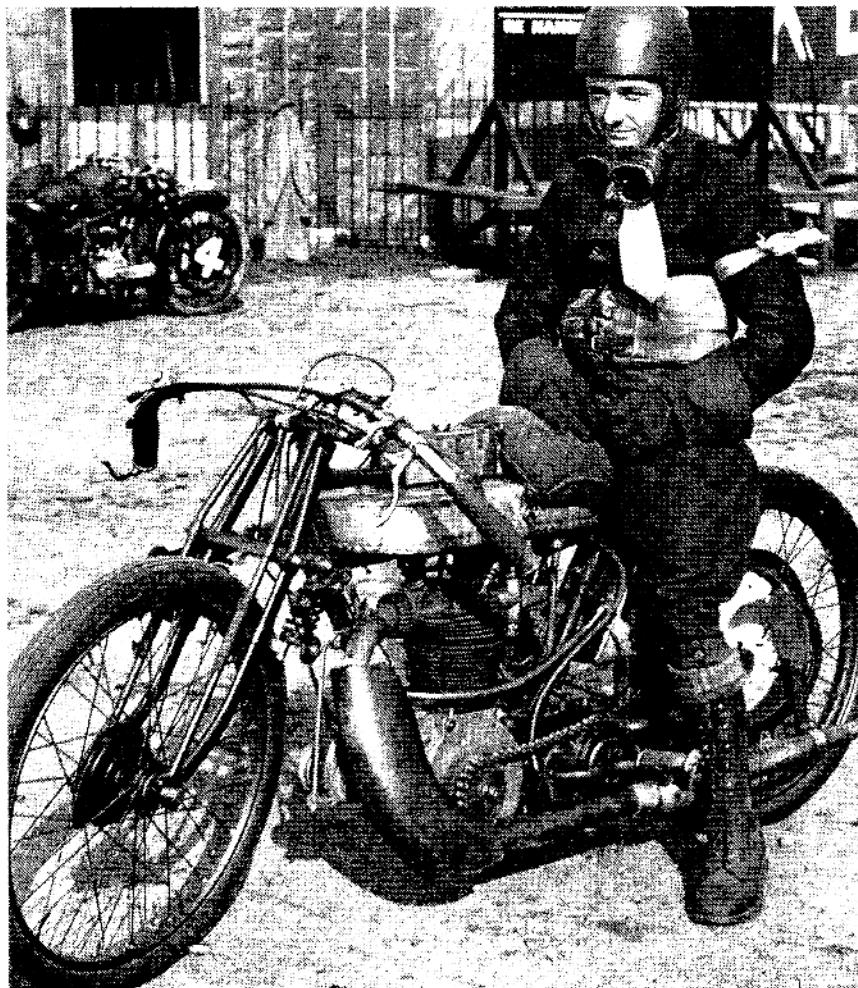
# Norton Notice



The Newsletter of the  
Northern California Norton Owners Club

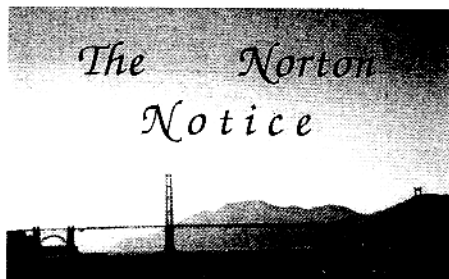
No. 289

October, 2002



Bert Denley on a Model 18

He was the first man to cover 100 miles in an hour on a 500cc machine!!



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 NortonClub

### 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.

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 marquee.

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. Articles and photos can be sent in almost any format and the Editors Mac can read it. You may also send articles directly to the editor via fax at 650-595-3368. E-mail can be sent using INTERNET to [norton2@earthlink.net](mailto:norton2@earthlink.net) or [norton2@aol.com](mailto:norton2@aol.com)

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 and the membership card.

**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 Treasurer or the 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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# Upcoming Events

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## Club Meeting Schedule

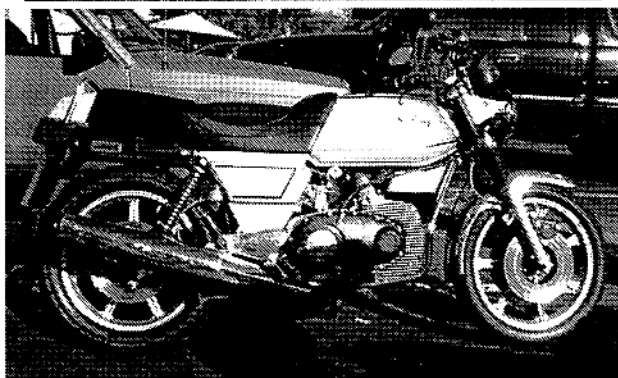
October 6<sup>th</sup> - AGM @ MacDonald Park, San Mateo County

November 14<sup>th</sup> – Coco's, Dublin

December 7<sup>th</sup> - Xmas Party at Maya's

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## Photos From The September Ride



**Press Production and  
Halftones:**

John and Carrie Follett:

*White Oak Press, San Carlos, CA*

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## Ride Schedule..

by *Gar Jorgenson*, ride coordinator

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### Old Timer's Ride and AGM

**October 6, 2002**

**10:30 AM**

This is the annual homecoming ride and meeting held in the mountains west of Woodside. President Mike Sullivan has been our BBQ chef the last few years and it has always been a great time. This is the meeting where nominations are made for Club offices for the next year, and since President Mike has let it be known that he would like to step down, it is especially important that we get a good turnout. If any of you are interested in holding a club office next year, be sure to get your name put up in nomination at this meeting. The ride starts at Alice's, Skyline and SR-84, around 10:30 AM.

### Delta Ride

**October 20, 2002**

**10:00AM**

This year the Delta Ride will start out in Livermore at **10:00 AM at Geno's Country Store and Shell gas Station, on Vasco Road just north of I-580 in Livermore.** We will be heading up toward the Antioch Bridge. An alternative departure point and time will be at **Carls Jr. at Hwy 4 (Main St.) and Neroly Road, in Oakley at 10:45.** There are plenty of places to park trailers at either location if anyone wants to trailer to the start.

We will be riding over the Antioch Bridge (\$2 toll) and heading for Rio Vista where we will have lunch at **Foster's Bighorn Restaurant and Bar, at 143 Main Street in Rio Vista.** I have arranged for a group table and lunch will be \$10.00, including tip and tax. There will be a choice of four entrees. Foster's has one of the largest collections of animal trophies in the world on its walls with over 300 specimens. Those of you in the Sacramento/DAVIS area (Jerry?) can meet the rest of the ride at Foster's around 11:30 AM. If you are planning to meet us in Rio Vista for lunch but won't be starting from Livermore or Oakley, please call me the night before so I can include you in the lunch reservation (925-634-9395).

After lunch we will head out about 10 miles down Hwy 12 to the Western Railway Museum. This is different than the State Railroad Museum in Sacramento and it is dedicated to preserving electric trains (real ones, not models). They have just added a large new display building and have quite a number of electric trains and trolleys from around the state. Admission to the museum and grounds is \$7.00 and includes a ride on a vintage electric train or trolley (depending on what they have running that day) down several miles of track remaining from an electric line that once ran from the Bay area to Chico. We will return to Livermore about 4:30 PM.

**November 2<sup>nd</sup> – All British Ride**

**November 24<sup>th</sup> – Turkey Ride**

**December 7<sup>th</sup> - Christmas Party**

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Harry's in San Jose  
September 12, 2002



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I received a list of up-coming events for that "other club" in 2002. It looks like they have some pretty good stuff scheduled so here is the list for those that would like to hang out with the BSA guys. For details on any of these rides, call the **Ride Committee Chairman, Steve Fischer @ 415-892-2197.**

September 28<sup>th</sup>-29<sup>th</sup> – Dual Sport Ride

October 5 - Dal Mar Weekend - (310)547-9898

October 11<sup>th</sup>-13<sup>th</sup> North Coast Ride

October 12 - West Coast Vintage Dirt Track, Willow Springs (661)268-0105

October 13 to 17 - North American Vincent Rally, Kerrville, TX (530)273-3726

October 19, 20 - 31st Sidecar Rally - Griffith Park. L.A. (818)780-5542

October 25 to 27 - California Ariel Rally (714)530-5215

November 2<sup>nd</sup> – All-British Ride

December 15<sup>th</sup> – BSAOCNC Vintage Trial

**President's Message***by Mike Sullivan*

Well, it's getting close, guys. What? I'll tell you: The annual Old Timer's Ride, Picnic, and AGM. AGM, you say? That is correct. The AGM is the Annual General Meeting

This the time, even more so than in our monthly meetings, to air your grievances, make recommendations, and to volunteer your services. Nominations will be taken for Club offices for the coming year. This is your chance to take the Club in a different direction if you feel it necessary.

At the picnic there will be the same menu as there has been for the last three years, i.e. polish sausages, hot links, potato salad, chips and salsa, and desert. And yes, Keith Karn there will be stuffed hard boiled eggs. Soft drinks will also be provided.

Lynn Miller has volunteered to lead the pack on the ride and he has said that this year's ride will be something different. Meet at Alice's (Hwys 84 and 35) at 10:30AM on Sunday October 6. For those of you who do not know, the picnic site is called Huckleberry Flat just south of the main entrance to the San Mateo Memorial Park on the La Honda Pescadero Road, about 5 miles east of Pescadero.

At the last meeting at Harry's Hofbrau on Sep. 12 Maya Lai graciously volunteered to host the Club Christmas Party at her house. The date is Sunday December 8. Normal routine is in order. The Club will front for a turkey and a ham. Please bring your favorite side dish, dessert and appetizer.

Don't forget to get your scoots all cleaned up for the All Brit Ride on 11/2. Remember, this a Saturday. Without having any information to the contrary I would say that the meeting place is as in past years. If you haven't been before, just get to Novato around 9:00am and wait around. There will be a stream of guys riding in that you can follow. This is a ride you do not want to miss.

The next ride after the AGM will be the Delta Ride on 10/20/02. See the info about this ride elsewhere in this issue. The next meeting will be at Coco's in Dublin on 11/14. This is for all you East and North Bay riders so mark your calendars and be sure to show up.

**Mike Sullivan**  
**President**



## AN INVITATION

Hello Guys and Gals,

Although I have been as scarce as hen's teeth, holidays are upon us. I would like to host the Christmas Party. In addition, I would like it to be a tree trimming party. THE CATCH is, your ornaments must be made from bike parts or be motorcycle related. For those of you whp wish to come, I would greatly appreciate as RSVP. It's been awhile since I've had a party so I hope I can make this one a great one for us all.

WHEN: December 7th    TIME: 2:00 PM    MAP: to follow

Maya



## Painting at Home

by Ray Pallett

I spent last weekend spraying mudguards and the tank. Sort of came up OK but I have a hell of a lot of work to do to get them finished. The silver adhesion to the primer I used wasn't wonderful in places but more of that in a minute.

I spent all Friday night masking the tank up - took for ever and as I peeled off the last bit of cut away for the fancy tank shape a couple of patches of silver paint lifted off the primer. Didn't worry me too much at first as the area was to be covered by the red. Well I finished off patching the mudguards Saturday morning and mixed the first batch of the red. Well it came up as a really clear tinted varnish like stuff. Panic set in as there was no way that it would cover the damage after all. So I tried touching up with a brush but it looked like shite so I set the gun up and resprayed it. Turned out OK so on with the rest.

Cleaned the gun and put the first coat of colour on - well there wasn't any colour. So back to the bench and try neat paint thinking the people I had bought it off had already cut it. No good - it was like trying to spray chewing gum.

So I thought I would try another mix with a bit less thinners. Got a bit more colour this time so rejigged the mix again and got some more. Then the penny dropped - the poxy stuff needed stirring. Came up the colour of blood in the end. After that it went on nice and came up looking great as it dried.

Next day I started to remove the masking from the tank and you guessed it the silver lifted again. Only very small patches so with luck I can hide it under the gold coach line between the silver and the red. I gave up then and decided to leave the paint to really cure off before I try to remove the other side of the tank and the mudguards. So it will be later in September when I get back from the UK before I can continue.

There are going to be hours of rubbing down now to first get the joint between the colours ready for the gold and then to get the whole lot ready for the top coats of laquer. Got a decal to tag on to the tank too. It is amazing how long it takes to move material with 1500 grit and then how quick it goes through when you don't want it to. Probably end up having to refinish bits of it. I am developing a talent for touching up. I'm looking forward to getting my new toy - an air brush to help with the patching and coach lining. Maybe I can get a side line going painting naked ladies on Harley tanks!

I think it will all look pretty good when it is done though. Not concours but OK. All I have to do then is get the dammed thing together and running. Thanksgiving? Maybe if I get lucky

Keep the rubber side down.

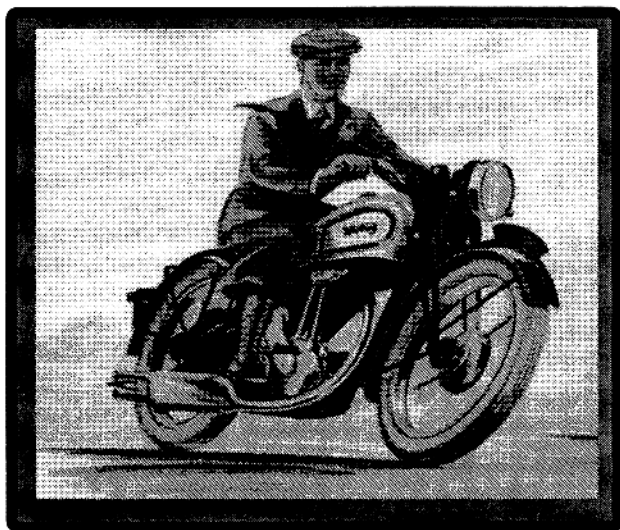
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## Minutes of the NorCalNOC Meeting September 12, 2002 at Harrys Hoffbrau San Jose

The meeting was called to order by President Mike Sullivan at 8:10 PM, with about 14 members and 4 guests present. Mike started with a reprise of the memorial ride for Ruth Green. The ride ended at Memorial Park in Pescadero, where we shared in planting a Redwood tree in Ruth's memory. If you're riding through the area, stop and visit the tree, it's the first one you come to in the Grove.

We then previewed the upcoming club events including the Mt. Hamilton ride on September 22 and the Old Timers Ride and AGM on October 6. Lynn Miller will be leading the ride again, and is considering a poker run format. Dave Crader has accepted nomination for President, and Mike has offered to serve as V.P. The remaining club officers have offered to continue serving for another year, that is Garwood Jorgenson, Alan Mueller and myself. Nominations will formally be presented at the AGM, and unless a position is contested we will not need a formal election.

Other upcoming events include the All British Ride on November 2, which will probably start at the same location as last year, in downtown Novato. Maya Lai has offered to host the NOC Christmas party at her home in San Jose, but warns that you will be expected to bring a tree ornament made from a Norton part.

There were several opinions offered on whether the Sacramento Mile race will be held this year, and if it will be for vintage and/or modern race bikes. Tom Dabel mentioned that short track arena racing will be available at several local venues, including the Cow Palace this winter. Tom also mentioned the El Camino swap meet Sept 28-29 and the Del Mar mile the following weekend (both in Southern Cal.)

The next club meeting will be at Coco's in Dublin on October 10.

There was a brief discussion of future INOA Norton National rallies, to be as follows:

2003 Lunby, British Columbia

2004 Mid-Ohio, to be held during race week

2005 Quincy, CA hosted by our club.

In late news Gordon Smith of AHRMA has offered to put together a vintage race program for our Quincy rally. This is a promising development, and will aid us in filling the enormous capacity of the Plumas Fairgrounds and help with expenses as well.

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On September 14, I went on a ride with the SoCalNOC, up highway 49 from Mariposa. There were around 12 people from their group, with 3 Atlases and only one Commando, plus several Hinkley Triumphs and a few others. The ride was hot but the roads were mostly traffic-free and in excellent shape. But after experiencing the valley heat, we agreed on a different, 2-day joint ride for next year, to Bridgeport via Tioga pass, and returning the next day over Sonora. I would like to see this scheduled as an official NOC event for mid-September in next years club calendar.

Respectfully submitted,  
Alan Goldwater, NCNOC sec.



**Our Tech Specialist Alan G. said nothing broke this month so No tech news. Here is something from the NOC web pages....editor**

### **Warning Light Assimilators**

The warning light assimilator controls the charge indicator light very crudely. It contains a pair of normally-closed bi-metal contacts which allow current from the battery to light the charge indicator light when the ignition is switched on. The assimilator also has a fine heating coil near the contacts. This coil is connected directly to the alternator stator. Its job is when it senses sufficient AC output from the stator to heat the coil, the bi-metal contacts open, extinguishing the indicator light. Anyhow, you can see that a burnt out bulb or even a defective assimilator has no effect to the operation of the system.

[Whereas the Lucas alternator is of the permanent magnet type, - *Ben English*] by contrast many Japanese alternators use a rather clever 'wound' rotor, [or excited field - *Ben English*] which is fed only enough current to generate the voltage required by the system at any point in time. This function is handled by a regulator (usually solid state). The charge indicator light in these systems is in 'series' with the regulator's power feed from the battery (gives the regulator its 'exciting current'), and hence will light when the ignition is switched on. When the engine starts, the alternator produces electricity, and feeds the regulator end of the indicator light, nullifying the voltage across the lamp, and causing it to extinguish. Thus, you can see that if the indicator light is burnt out, there will be no feed to give the regulator its exciting current, and hence the alternator will not start producing electricity.

### **Lucas Alternator Types**

Initially with the introduction of zener regulation, Lucas used the RM 19 unchanged, and paralleled the windings externally (by connecting two of the wires together) so the unit ran at full power all time. Later, they connected the wires internally, which resulted in the two wire alternator we all know and love.

2) True three phase alternators, such as those used in cars for years, require special rectifiers and regulators. Generally Japanese units are not suitable for use on Lucas alternators.

### **Alternator Output Considerations**

An often-overlooked cause of low charging may be a weakened rotor (be sure to get a 'welded' rotor to ensure yours does not loosen and fly apart, the way they did on countless machines in the 1970s.)

Possible reduction in a rotor's magnetic strength may account for the discrepancy whereby some people have removed their zeners with no ill effect, while others have boiled batteries with their systems. Another reason could be that there are different

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capacities of alternator stators, with rotors made to match. You can usually discern the difference by the thickness of the parts (thicker is better).

By mixing up the intended pairing of the stators and rotors, you can end up with combinations that produce more (or likely less) power than needed. Moral: there are many inter-related factors at play, even in a simple system such as the Lucas. Some factors are electrical, others are mechanical.

## **Boyer Electronic Ignition**

Boyers require a battery in order to generate an ignition spark, simply because of the electronics they contain. The alternator rarely produces enough power from a kick start to satisfy the Boyer and as has been pointed out, once the engine is started, an alternator alone cannot keep the Boyer fed at low revs if it also has to contend with the demands of a headlight. In a standard points ignition, all the alternator's current is available to generate a spark, so a battery is not really required; but you'll find that starting is a real chore if you leave your lights on.

5) Whether or not a Boyer can withstand voltages much higher than 12 volts is a moot: I'm certain that Boyer's followed current engineering practice, and built in a greater safety margin than this. However, that's not what I would worry about. I do know that bulb life falls off rapidly as you exceed rated voltage. As I recall from my early engineering days, a 10% increase results in a 30% decrease in life. Thus, your bulbs will likely die before your Boyer.

## **Rectifiers**

There seems to be a bit of confusion over selenium versus silicon rectifiers. Selenium was the material of choice in the 1950s, but the industry (Lucas included) quickly moved to silicon as the preferred semiconductor material because of improved efficiency. Thus, the silicon units are 'better' than the selenium ones.

You can differentiate them easily, since Lucas's older selenium units are fairly large (3" dia), and if not painted over, have a medium-grey granular (selenium) coating on one surface of each plate. The silicon Lucas rectifiers are quite a bit smaller (1 1/2" dia), with 4 thin circular plates. On each plate is a small bump with a wire attached: these are the individual silicon rectifiers. I can't remember the exact date by which Lucas started making rectifiers using silicon, but they were well entrenched by 1966.

The modern encapsulated silicon bridge rectifiers use the same technology as the Lucas devices, except that the individual rectifiers are in an epoxy case, instead of on circular plates and so are more robust, and easier to mount. They have one additional advantage: the Lucas rectifier takes its ground/earth from its central mounting stud, which means you are essentially stuck with the polarity the rectifier is built for (unless you mess around with an insulated mounting). Instead, a modern encapsulated bridge rectifier brings out all four leads, so you can run positive or negative earth, to suit your needs.

Gregg Kricorissian (gregg-k@spyder-it.com) on NOC-L 10th. Mar 1999

## Fuel Range Improvement for a '72 Combat Roadster

By David Crader

Rarely when working on Norton problems do I come up with a solution to a nagging problem that gives dramatic improvement. This article is about one of those cases.

As a few of you know, my '72 combat roadster has rather poor fuel range. The mileage has been between 37-45mpg. I ran a long string on the nortons.com chat room asking others if they had similar results with most of the respondents saying their combats showed equally poor mileage. All other Commandos I've owned typically got around 50mpg, so I chalked it up to the double S cam. Like anything that isn't quite right and seemed to be getting worse, the problem continued to bother me.

Gar Jorgenson has done some successful carb work on both his Commandos and suggested that a new set of needle jets and jet needles might be a cure. His '70 750 roadster was getting poor mileage and this improved it. At a cost of around \$40 at Rabbers, I bought the new parts and put them in last weekend. On the test ride I immediately noticed how much smoother the midrange was. Previously there was such a surge in the midrange I was always shifting up to 4<sup>th</sup> to smooth it out. Not needed now, the engine can be run up slowly and held smoothly at any RPM in any gear.

On this Friday morning, I rode the Commando 56.8 miles to work over Vasco Road in high winds, over Pigeon Pass on Hwy 84 and then high speed down I680 and Hwy 237 to Sunnyvale. At 1.056 gallons consumption, I got 53.8mpg. That's a big improvement over what I was getting. Last year I switched to a 21T gearbox sprocket and there was no improvement to the mileage. That should have been a clue.

On the return home I hesitate to state the number, but got 65mpg in Friday heavy traffic. I don't expect this last number to be typical and will have to gather more data points before bragging.

Since my main concern is range, last weekend I emptied the fiberglass roadster tank and took it to the gas station to verify it's capacity. It took 2.55 gallons to fill the tank to the filler neck. Norton advertised fiberglass roadster tanks to hold 2.7 gallons. As usual Norton was optimistic. Previously I was running dry after using up the reserve at 100 miles. With the improvement I should go more than 130 miles per tank.

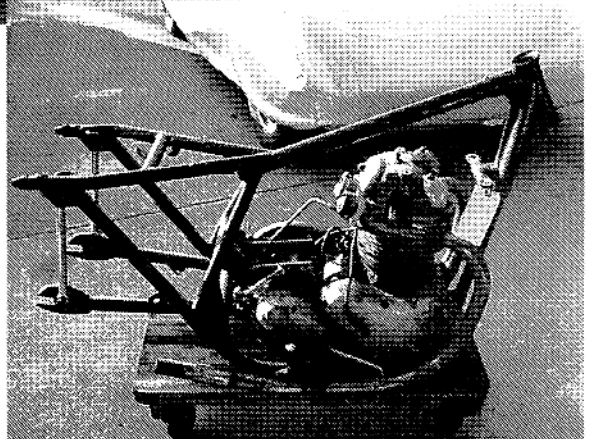
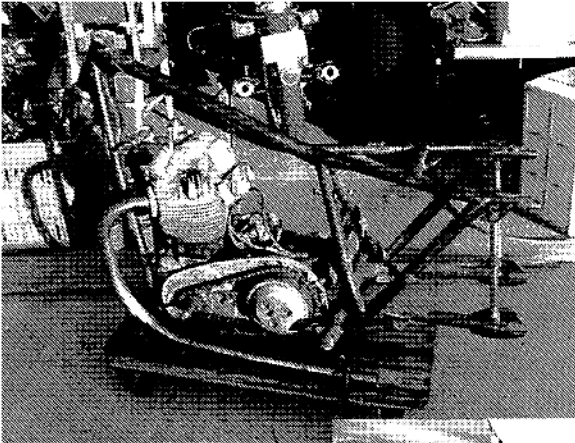
By the end of September I should have more results with the SoCal Norton Owners on Hwy 49 on Sept 14 and the Mt Hamilton NCNOC ride on Sept 22.

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## Need a New Project??

Norton2 engine and frame. P11 project? This could be yours. Atlas engine with tranny. Mag. with Commando head (engine turns over). The frame is a P11 style. I will sell whole or will separate. No title and I have bill-o-sale. The whole project for \$800 or the frame only \$500. The engine with tranny and mag. for \$400. Call me at (408)961-3468 and leave a message. I can deliver within 100 mile of San Jose for gas consideration. I will consider trades. For more pictures or info call me.

Lorin Guy.



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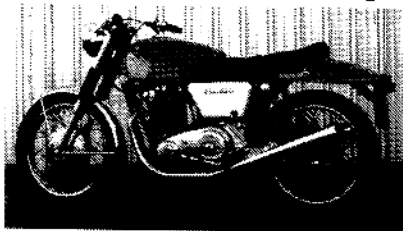
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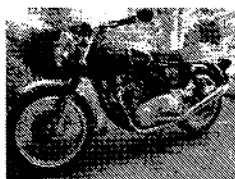
**FOR SALE:** '61 ES2. 1st year slimline featherbed frame, 500 single. Full rest. to near factory specs. Verified by NOC librarian. Built Feb 28, 1961. Originally shipped to Pickelshimer in Guam. Powder coated frame, new chrome, rebuilt eng. gearbox and front forks. Electrics working properly, 6 volt. Special Callicense# 1961 ES2. Starts a first kick after ritual. See photo on NCNOC website or call me, David Crader (408)743-8636(office) or (925)513-3148 (home) all for \$6,500. "dcrader@aitna.com

**WANTED:** An un-restored '69, '70 or '71 750 Commando Scrambler!! No basket case!! A complete bike needing restoration. Don De Martino, 541 Baldrige Dr. Henderson, NV 89014 (9/02)

**FOR SALE:** 1971 Norton Commando Roadster, runs & looks good. No horn or front light, some fender dents. 18kmiles and 2k since rebuild. 16" back tire, wide fender and different tail light, chrome kickstand. dunstall mufflers, new front tire, rim and spokes and Lucas electronic ignition. \$2800 or OBO. Kevin 916-683-1704 or "kheylin@yahoo.com (7/02)

**FOR SALE:** '74 John Player Replica, excellent unresotod condition. Parked several years. \$5000/OBO: '73 Dunstall 810, excellent condition. Pareked for years, \$4000/OBO. '72 750 Roadster, very good condition, \$3000?OBO. Gene Ross (559) 734-5165 (Visalia, CA) (8/02)

**WANTED:** I just bought a 1968 Atlas from fellow DVNR member Butch Verdecchia in Florida. It's from the Steve Atkinson collection. It is complete except for a front fender. I need help finding this fender. I will be happy with one in any condition from NOS to restorable. Hans Winberg, Delaware Valley Norton Riders. "hans@motherandbabyco.com" (9/02)



**FOR SALE:** '73 Commando. Hasn't started in 5+ years so needs attention. Black /gold pistrife. Original owner. Manuals. Always garaged. Borrani rims, Marzoochi rear shocks, new tires, fog light. Best offer over \$2000. Call Mark (415)896-0499 (12/02)

**FOR SALE:** 1974 Norton MK2, 850 last registered in 1996, w/38k miles. Mitch Braiman "mitchco@bbs-la.com (7/02)

**FOR SALE:** 1975 Commando, original spec, exyensive upgrading incl. engine head, all electrics, exhaust, brakes. Superb rider. call 650-465-6578 or "nvasant@earthlink.net...serious Norton fans only (7/02).

**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 Bel Aire Circle, McCalla, AL., 35111...Phone (205)477-7780.**

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 reasonably 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**