



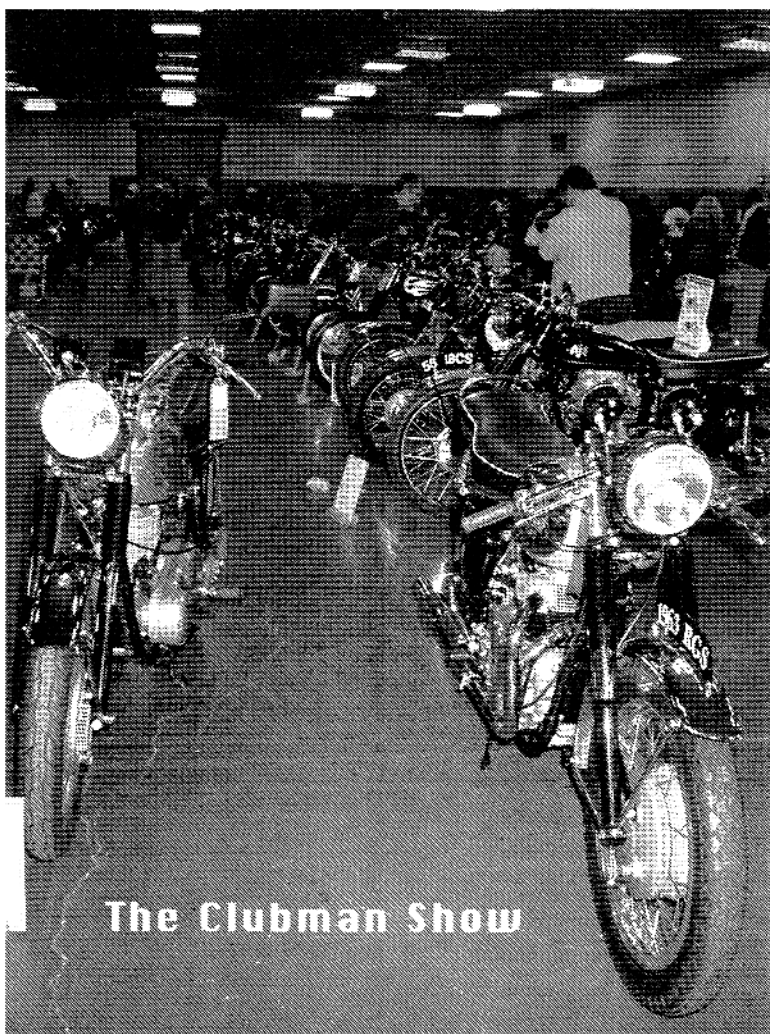
Norton Notice



The Newsletter of the
Northern California Norton Owners Club

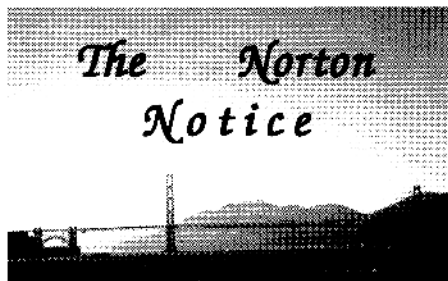
No. 283

April, 2002



The Clubman Show

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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 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 or 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.

Upcoming Events

Club Meeting Schedule

April 11th – Coco's, Dublin

May 9th – Prince of Wales, San Mateo

June 13th – The Boat House, San Francisco

July 7th – Peter & Joan's German Restaurant, San Juan Bautista

August 8th – Prince of Wales, San Mateo

September 12th – Harry's Hofbrau, San Jose (Saratoga Ave & 280)

October 6th - AGM @ MacDonald Park, San Mateo County

November 14th – Coco's, Dublin

December – No meeting

.....

Apr 26	AMA Vintage Days West, Sears Point Raceway
Apr 27	Sonoma, 1(800)870-RACE
Apr 28	
May 03	AMA Superbike Challenge, Sears Point Raceway
May 04	Sonoma, 1(800)870-RACE
May 05	
Jun 02	Huntington Beach Concours

**Press Production and
Halftones:**

John and Carrie Follett:
White Oak Press, San Carlos, CA

Ride Schedule..

by *Gar Jorgenson*, ride coordinator

April Ride

Cameron's/Half Moon Bay Ride

April 21st - 10 AM

Well, the Half Moon Bay Ride is definitely on with Mike Sullivan as the ride leader. Mike assures us that we won't need the foul weather gear as he has ordered up a fair weather day for the ride. Meet at Alice's a bit before 10:00 AM for a 10 O'clock departure for the coast.

May Ride

Monterrey Bay Ride

May 19th - 10 AM

Not many details to tell yet on this ride. Alan Goldwater should be our ride leader with a starting point somewhere in the South Bay or perhaps in the Mountains in San Mateo County. Look for details in next months Notice.

June 9th - North Bay Ride

July 7th - Ride and Meeting in San Juan Bautista

August 9th - 11th - Dardanelle Weekend Ride (tentative date)

September 22nd - Mt Hamilton Ride

October 6th - Old Timer's Ride and AGM

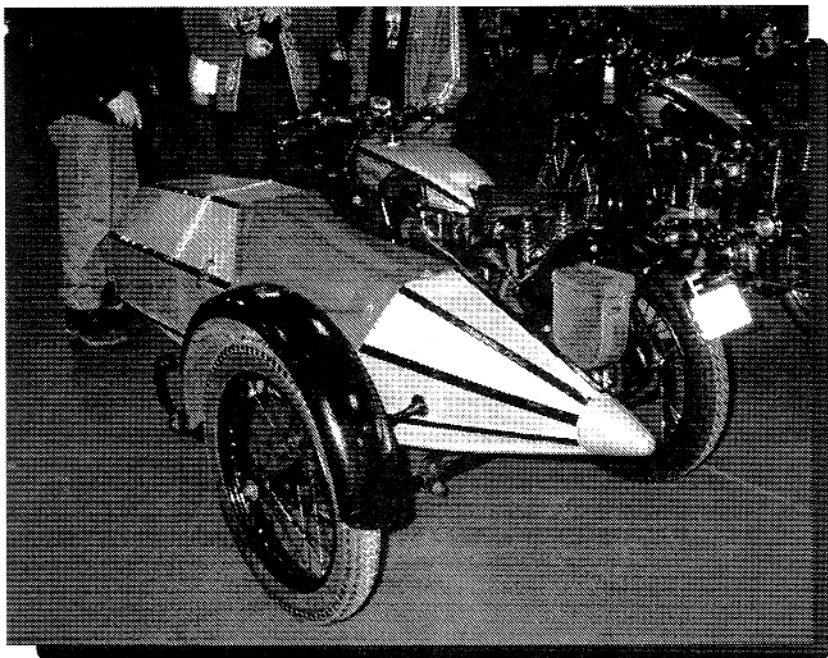
October 20th - Delta Ride

November 2nd - All British Ride

November 24th - Turkey Ride

December 8th - Christmas Party

If rides are cancelled due to poor weather - plan on the ride taking place the following week - same time - same place, call the ride coordinator!



.....

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.**

April 13th-14th – Central Coast Ride
April 26th-28th – Vintage Days West
May 4th-5th – Dual-Sport Ride
May 31st-June 2nd – North Woods Ride (Lassen-Shasta)
June 16th – British Singles Ride
July 19th-21st – Sierra Ride
August 11th – British Triples Ride
September 12th-15th – California BSA Rally
September 14th – Nick Nicholson Memorial Ride
September 28th-29th – Dual Sport Ride
October 11th-13th North Coast Ride
November 2nd – All-British Ride
December 15th – BSAOCNC Vintage Trial

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LUNCH BUFFET
DINNER: ITALIAN FEASTS
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DEADLINE MAY 15

\$100.00 PER PERSON FOR THE WEEKEND : SATURDAY ONLY \$80.00 : CHILDREN
UNDER 14 \$35.00 FOR THE WEEKEND: CHILDREN UNDER 5 FREE
*RESERVATIONS POSTMARKED AFTER MAY 15 OR AT THE GATE ARE \$125.00

President's Message

by Mike Sullivan

Whoopee and yahoo! What a wonderful weekend. The Clubman's Show was great as always and the Day After Ride was wonderful.

We, of course, have to thank Don Danmeier and the crew from the BSA Club for organizing the show and allowing The Northern California Norton Owners Club to participate. Financially, the show was very successful. We grossed about \$1,000.00 which included sales, new memberships, and renewals. I would like to thank the following people for helping out in the booth: Jerry Joliff, Don Goforth, Alan Mueller, and that super salesman, Garwood Jorgenson. Man, that guy can sell ice cubes to Eskimos. It was a rare occurrence if someone walked up to the table and did not walk away with something.

The late model short-stroke Manx that was displayed in front of the booth garnered much interest during the day. Many thanks to Paul d'Orleans for allowing us to have it. As it was, it worked out all around as I understand that it was sold to some lucky guy that wants to go racing.

The Club selected a very nice 1958 International as our selection for best Norton in the Show and a super clean Commando with a Interpol tank was selected as the Peoples Choice. With the raffle bike being the silver Fastback, it was Nortons all around. The International was from Arizona and the Commando was from Oregon which goes to show that this show that this Show is getting wider attention every year.

The Day After Ride was well attended. There were 52 registered riders and I'm sure we missed a couple. The day started on an adrenaline pumping, sphincter tightening happening when an Ariel Square Four caught fire in the parking lot of the Bakers Square Restaurant. I was watching as this rider from Nevada unloaded his bike and then tried to start it. When he tickled the floatbowl, gas was pouring out of the carb, which I mentioned to him. He reported that because of the way the carb is mounted sideways on the Square Four, the dripping was a standard occurrence. When he started the bike the dripping stopped and then the engine backfired and caught fire. How helpless one feels as you stand there watching this fine machine burn is hard to imagine. A bystander rescued the situation with a spray bottle of Windex! The bike suffered only minor scorching and the rider was going to go on the ride as the bike started right up. It was then that I mentioned that it was not charging, the fire having burned around the generator. With that the rider loaded up his bike and headed back to Nevada.

Alan Goldwater, the Ridemaster, gave us a talk about where the ride was going and off we went followed by the chase truck manned by Garwood and Greg Fuller

who was amongst the walking wounded. The chase truck was pulling a trailer and had 20 gallons of gasoline on board that was donated by Lorin Guy from FUNCARSTUFF.COM. Since the route that Alan had laid out was about 90 miles without a gas stop we were worried that someone would run out of gas. Fortunately that did not happen. The ride down past Uvas Reservoir was wonderful as the weather was perfect and there was very little traffic. When we got to the Madonna Inn we found out that a lady on a Triumph Model 21 Bathtub had broken down and had to be picked up by the chase truck. Also at the Madonna Inn Alan Goldwater did a quick technical check on a Commando and found that the electrical system had died. That made two bikes on the chase truck.

From that point on the ride got a little disjointed as there was an unforeseen road closure caused by, I understand, some power line laying across the road. A quick detour was organized and off we went. I had to laugh as at one time when I was manning a three way intersection, bikes came from all three directions. Anyway, off we went headed for the deep dark canyons of Santa Cruz County. While heading towards Corralito, most riders came across a country gas station and those that needed it bought gas. It was here that I found Ray Pallett working on his bike. I stayed with Ray as he worked on his bike as I was afraid that the chase truck would miss him because of the confusion of the detour. Anyway, Ray traced the fault to a bad connection or a bad battery. He got the bike started and made it all the way home (I hope).

All in all, the weekend was a grand success and except for Paul d'Orleans falling off his 1928 TT Velocette again, I am looking towards doing it again next year.

The next meeting will be held at Coco's Restaurant in Dublin on Thursday 4/11. The next ride will be The Cameron's/Half Moon Bay Ride starting at Alice's at 10:00 on 4/21. See you there.



The Prince of Wales, March 2002

ALAN'S WRENCH.....*by Alan Goldwater, tech editor*

Recent club meetings have been well attended, with last month's at the Prince of Wales no exception. Most of the meeting time was devoted to planning for the Clubmans Show and Morning After ride. This planning paid off, as both events were successful. Thanks to the efforts of our hardworking staff, we signed up many new members at the show, and most people seemed to have found a needed Norton part or two in hand by the time they left.

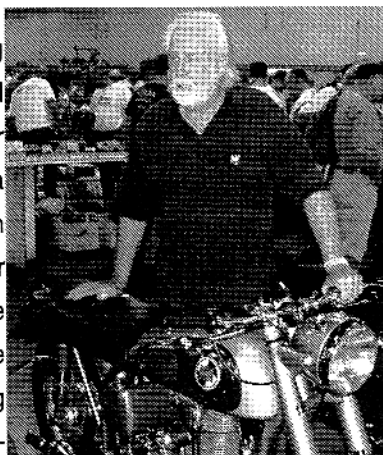
The club's choice for Best Norton was Dave Merritt's 1958 International. This bike was the last (unfinished) project of Carl Mazel (late NOC rep. and well known Manx collector), and is one of the very few featherbed Inters to have the chrome tank panels usually seen on Dominator twins of the period. Nice bike,



beautifully restored.

There was also George Kraus's nice LR Fastback special from Oregon, and a cool 'Featherlastic' café special by SoCal builder Ron Fratturelli (for sale at \$11K).

The Morning After Ride had a good turnout with around 50 bikes, many singles including some rather quick Velos. About six of them passed me in a pack on one corner, with a sound I won't soon forget. We had one unexpected detour due to a fallen power line, but otherwise the route was traffic-free and well liked. Chase and truck pilots Gar Jorgenson and Greg Fuller were kept busy by a couple of no-mo-go's. They got everyone home safely, and their stellar service to our ride guests deserves recognition, so be sure to thank them if you get a chance. I also want to thank Loren for



After Ride had a good turnout with around 50 bikes, many singles including some rather quick Velos. About six of them passed me in a pack on one corner, with a sound I won't soon forget. We had one unexpected detour due to a fallen power line, but otherwise the route was traffic-free and well liked. Chase and truck pilots Gar Jorgenson and Greg Fuller were kept busy by a couple of no-mo-go's. They got everyone home safely, and their stellar service to our ride guests deserves recognition, so be sure to thank them if you get a chance. I also want to thank Loren for

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Great Roads in Northern California Bolin Ridge Road

Golden Gate Nat Rec Area
(www.pashnit.com)

Out of all the roads within this entire state, I have long been transfixed by this little spot within the Golden Gate National Recreational Area just north of San Francisco. The treeless expanse of green meadows never ceases to amaze me, while only minutes away are lush forests of redwoods. This diversity is a seeming dichotomy of two ecosystems living side by side.

And maybe for a moment, you can try to imagine standing upon these ridges with this area covered in redwoods for as far as the eye can see instead of what tiny preserves are left such as the awe inspiring Muir Woods. This 560 acre remnant lies



below the northern portion of this section of road.

Bolin Ridge Road-Ridgecrest Boulevard is a three blinks ride that is paved across the top of the ridge line up to the top of Mount Tamalpais which like Mount Diablo and Mount Hamilton, is the third primary mountain that overlooks the Bay Area.

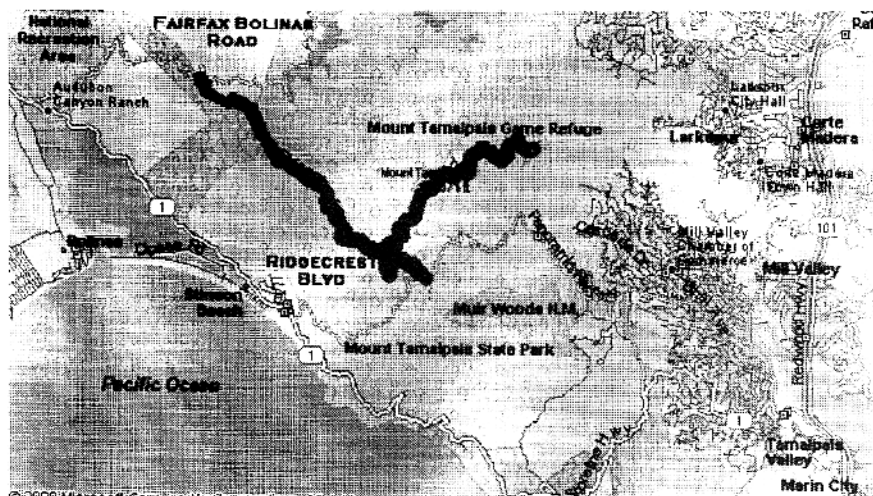
Described north to south, to reach the top of the ridge, you'll first need to ride Fairfax Bolin Ridge Road up either side of the ridgeline from Highway 1 or the town of Fairfax. At the top of the hill is a three-way intersection in the redwoods-southward is Ridgecrest Boulevard.

A moment later this scene presents itself and my jaw drops. Winter and Spring are best of course when these meadows are an intense green. Late Summer, the grass is a little more, shall we say, golden. Numerous walking and mountain bike trails

crisscross the hill sides. Several fingers extend out from Bolinas Ridge and in the distance are narrow walking trails across these fingers with hikers enjoying the view.

The view. I can see for miles and miles. I can see Lake Alpine along Fairfax Bolinas Road. I can see on a clear day over the top of Lucas Valley Road across San Pablo Bay all the way up to Napa and Sonoma. Below the road to the west is the ever-present world of blue- the Pacific Ocean. Below, but out of site, is Highway 1, - the Shoreline Highway running parallel along Bolinas Lagoon and Stinson Beach.

A short distance later, you may see hang gliders that seem to paint the sky. Just south of the ridge is a small parking lot that they frequent (slow down). Another bend in the road and a large parking lot appears- and if this is a weekend-is jam packed. Heading off to the southwest, is the short twisty connector to the Panoramic Highway. Many of you escaping the Bay Area will be coming up this road headed up to Mount Tam.



Past the jammed parking lot through a canopy of tree and - another amazing view. There are fewer pullouts along this short section up the top of the mountain and it is secretly a fast ride-you didn't hear it here. That is, if you don't get stuck behind that same 80 foot camper with the family of 60 you keep getting stuck behind.

The elevation has risen and you've left the green meadows behind for a scrub forest. There are several terrific views along the ride and below you'll be looking down on the wildly congested Panoramic Highway. Muir Woods can be picked out in one of the valleys below. Along the edge of the ridge, a swoopy down and up and then you're at the parking lot for the 2571 foot Mount Tamalpais.

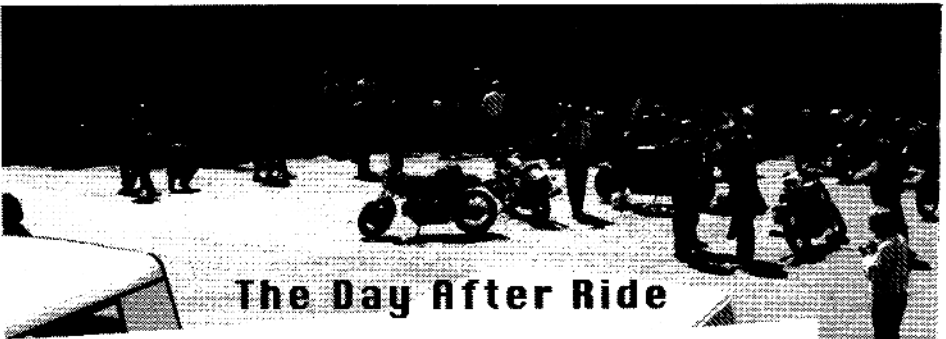
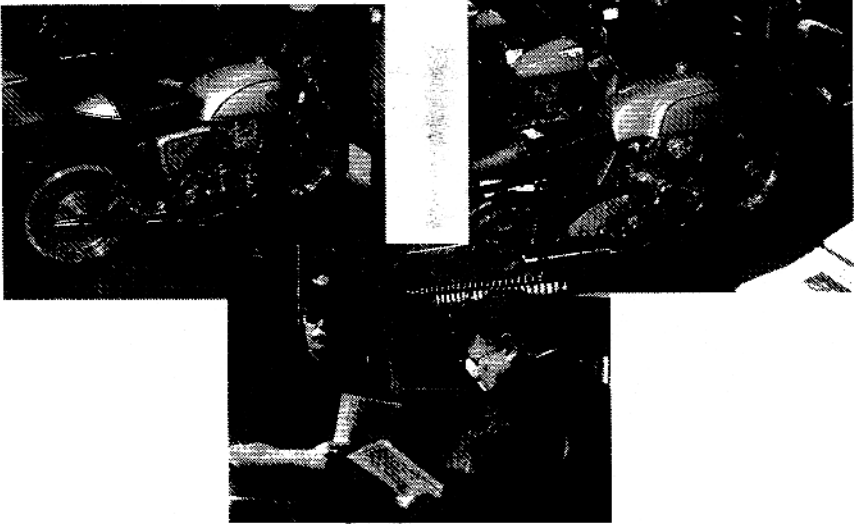
The view is incredible if the day is clear. This is one ride you shouldn't miss.

This article is taken from "www.pashnit.com". A web site for Great Roads to Ride.

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helping with the pre-ride and also Jerry, Jeff, Frank and Elizabeth, who helped the ride go smoothly by marking the corners and pointing the way.

Many of you will remember the great Lake Selmac rallies we jointly held with the North West Norton Owners a few years ago (last century!). We are hoping to jointly sponsor the INOA National Rally in 2005, perhaps around Crater Lake. I'm organizing an expedition **June 20-24** to look for a suitable site, and could use some company. We'll be looking in the area between Crater Lake and Bend, which covers a lot of territory, but the search should be narrowed down to a few specific possibilities by the time we go. So if you have any suggestions or would like to head North with me, give me a call or email.



Second Annual
BIG SUR & MIDSTATE RIDE

APRIL 13-14, 2002

BSAOCNC

Last year we enjoyed beautiful sunny weather after a deluge the day before. This ride includes big views of the Big Sur coastline and mountains with a lunch stop in the historic Hearst Ranch house restaurant and an afternoon ride through the wine country west of Paso Robles to Morro Bay.

The Sunday ride runs northeast on Hwy 41 to the James Dean Memorial at Cholame, then north to the 'Earthquake Capitol of the World', Parkfield, and then along the San Andreas Faultline to King city for the lunch stop. After lunch, we return to Carmel via Carmel Valley Road.

This early in the season, the hills and valleys are green and lovely, and the cage traffic is light.

Saturday start time: 10AM from Baker's Square Restaurant, located at the corner of Hwy 1 and Rio Road in Carmel

Sunday Start time at Morro Bay: 9:30 AM

Morro Bay Motels:

Ascot Inn, 260 Morro Bay Blvd. \$69 and up. (800) 887-6454, (805) 772-4437

They are blocking 11 rooms for us until March 13 at that price.

Mention the BSA Club when reserving.

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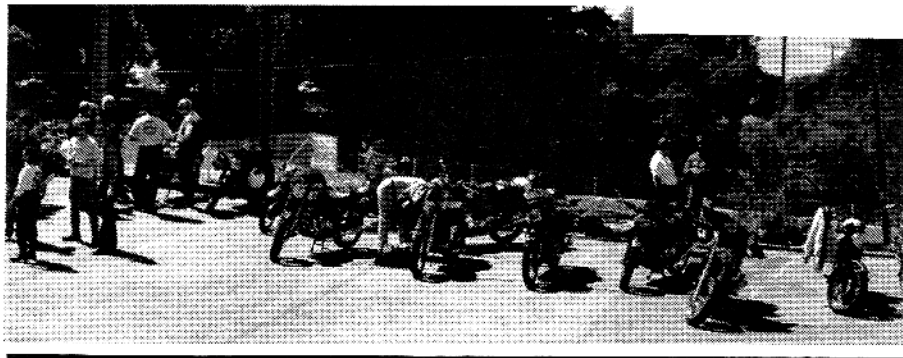
www.ascotinn.com

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Motel 6, from \$44, about a mile away at Hwy 1 & Hwy 41

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THE GUGGENHEIM

by Jerry Grainger

A visually stunning display, the Guggenheim - Las Vegas show of 120+ motorcycles from the past 120+ years is a must-see if you are within hailing distance of Las Vegas. Allow a good four hours if you really want to see, read and listen to the whole show.

Arranged in segments by time periods, there are several 19th Century machines, including a wooden-framed bicycle built as a test chassis for an engine, an early Gottlieb Daimler effort, which is credited with getting the whole thing started in a big way, and some steam-powered bicycles for good measure. At the newer end of the spectrum, high tech and high gloss creations from Italy, Germany, Japan and America, including some custom builders, are represented with bikes into model

year 2000. Along the way is a luscious sampling of real racers which have actually competed in every gearhead's romantic dream venue in the world.

A representative sampling of everything you always coveted from the age of eight can also probably be found, including motor scooters, mass production street and dirt bikes, fine selections from the golden age of British iron, classic racers, cool choppers and exotics of many lands and every era, going back to the brakeless barnstormers of yore, complete with an in-town exhaust set-up, so as not to scare the horses. Brakes on the early motorized bicycles seem to have been entirely optional much before 1920.

Every vehicle is attractively displayed with its year, engine displacement, country of origin and current owner, along with a paragraph or two discussing the noteworthy and/or historical features of this particular motorcycle. A self-guided audio tour is also available, and worth the extra five bucks, if you want to get it all under your belt.

The two story display is strikingly enhanced by huge ribbons of mirror-polished metal, upon which the bikes are subtly cable-mounted, often at exotic angles, even going up the walls at times, as the broad metal sheets climb towards the rafters, far above. A somewhat overly-loud and a bit monotonous (after a few hours) sound track throbs throughout, lending some degree of vitality, I suppose, to what is still, after all, mostly a static museum exhibit.

A real bonus, however, is the series of film clips showing in continuous loops on one high wall, with many hilarious and memorable

scenes from every movie which ever featured motorcycles in any capacity. The crashes of the Keystone Cops, the buffoonery of the Marx brothers, the badass Brando scenes, along with his later imitators, Steve McQueen being himself, various crashes, dashes, riding through walls of flame, stoppies, burn-outs, camel drives, etc., - they're all there, and its a good break to view and hear this feature.

If you hoped to take your own photos, you'd better have a spy camera and be pretty cool about it, as photography is not allowed. I was even warned, upon inquiring, that note-taking was not permitted, although a Friday afternoon stroll of four+ hours, with a fairly light crowd, demonstrated a reasonably unobtrusive presence of rent-a-gendarmes. Visitors are cautioned, upon entering, not to touch, breathe heavily upon, or otherwise molest the bikes. This is not a touchie-feelie exhibit.

ACCOMODATIONS: Don't stay at the Venetian Hotel and Casino, where the show is held, unless you can help it. At \$250 +/- per night, this all-suite facility is no bargain, with its \$30 extra charge (daily) if you want to use the exercise equipment, and, literally, automatic charges to your room account if you so much as touch any item in your servi-bar, even if you don't take it out and use it. Isn't technology wonderful? This is quite apart from the \$400+ in long distance phone calls they tried to insist we pay for, although we made no such calls, and had to waste an enormous amount of time hassling over.

There are several decent-looking lodging alternatives quite nearby, including the Tam O'Shanter next door, where Gigi would be happy if you offered her a ride on your bike (she may have specified Harleys - I wasn't able to accomodate her, in any case); \$65.40 a night, call 1-800-727-DICE. Gigi awaits your call. Next door to that is the Vagabond Inn, \$64 to \$84 per night, depending on how many beds you crave, 1-800-522-1555, www.vagabondinns.com - this place might compare with the Mountian View Motel in Bishop, and has a mini-mart and liquor store out front. Inquire further concerning other amenities - I just stopped on the way out to the airport to gather this info.

A final suggestion for Death Valley trekkers in April - it may make sense to head for Vegas on Saturday, spend the night there and then catch the exhibit when it opens at 9:30 on Sunday. I suspect it will be more crowded during the weekend, and a two-hour ride on either end of this show stretches into a fairly long day, especially if you're heading back towards the Bay Area on Sunday. Also, BTW, who knows anything about the Chandler Museum in Oxnard? They happen to own an awful lot of these show bikes, so their collection must be pretty impressive. See you at the show, as I think its worth a second visit.

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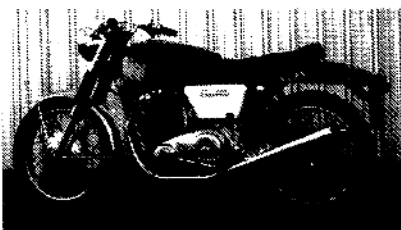
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EDITOR'S NOTE: We actively encourage non-club members to post ads to sell Norton motorcycles, Norton parts and Norton specific services. All ads will run for three months. Please notify the editor if your item has been sold. Your ad will automatically be removed after three months if we have not been informed. Note the expiration date at the end of each ad.

FOR SALE: 1953 Norton Cafe Racer. Restored in mint condition. It's located close to Toronto at \$6500 US dollars. If interested you should ask for info at BarneyH@UTCSports.com

WANTED: Two gears, a 14 and 27 first gear set, an International ratio. Colin Sullivan, "colinael@alphalink.com.au (7/02)

FORSALE: 1961 ES2 completely stock. 600 miles since complete restoration, \$5,500 (US\$) 604(946-5570 in Vancouver, BC (7/02)

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: Not much looks and sounds better than a well-tuned Norton. 1971 Classic Commando 750. The original British Superbike. This is a Vintage bike and you will be noticed;-) Excellent condition. Runs great! 23,000 miles on the odometer. \$5,500 OBO. Remember, they ain't making these anymore. Extra ape hanger and sissy bar.... "lfein@imsync.net" E-mail for photos and original ads from the '70s. I want to make sure it has a good home!. Lenny in Austin, Texas. (02/02)

FOR SALE: Layoffs force us to liquidate our cycle collection. '69 Norton Fastback, 1K on .001 over top end job...silver/gold decals. Great runner. Good Avons with full fairing, disc brakes. \$2,200 OBO contact Dean Goodsell (bestsell@webtv.net) (4/02)

WANTED: a gas tank for a 1975 850 Commando. Joe Valinski "joseph.valinsky@axcelis.com" (7/02)

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

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 live 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 Slark, 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