



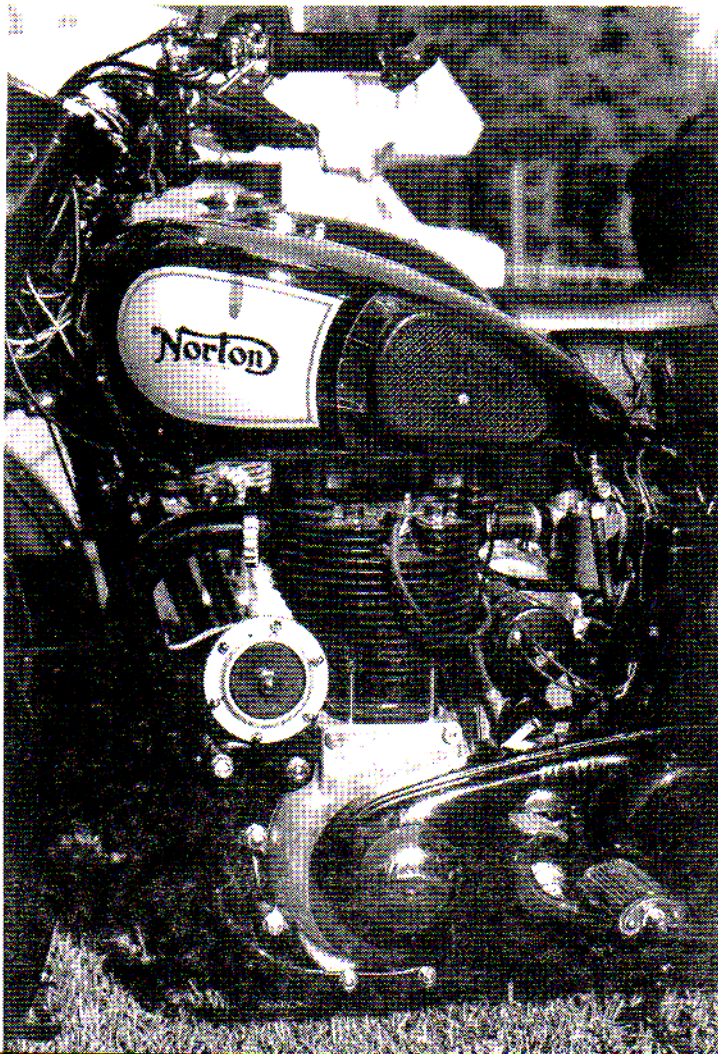
Norton Notice

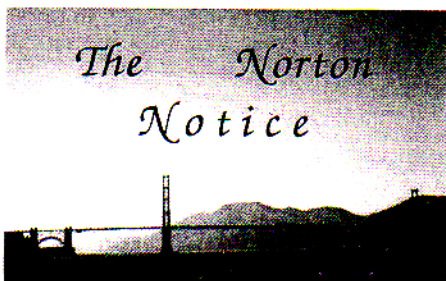


The Newsletter of the
Northern California Norton Owners Club

No. 285

June, 2002





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*. 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.

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NORTON NOTICE

IMPORTANT (Please note the following fine print)The object of the Northern California Norton Owners Club is to promote, encourage and develop motorcycle activities. The Club's members are owners of Norton motorcycles and they often submit for publication in the NORTON NOTICE technical tips pertaining to motorcycles of the Norton marque. Technical tips so published have been reviewed for technical content and are believed to be both acceptable and workable, but no guarantee is made or implied that they will work correctly, nor is any liability assumed by either the Norton Owners Club or the members for any problems resulting from the use of these tips. The Club also assumes no responsibility for the acts or omissions of its members in connection with Club activities. NORTON NOTICE articles or other materials express the author's view only and not necessarily the official policy of the Norton Owners Club or its Northern California branch. The editor reserves the right to accept, reject or alter all editorial and advertising material submitted for publication. Advertising published does not imply endorsement of products, goods or services. Now you know.

Upcoming Events

Club Meeting Schedule

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

!! ATTENTION !!

The members who renewed their membership (and paid by cash) at the Clubman's Show, please contact Alan Mueller. The signup sheet was misplaced and we have no record of your renewal.

-
- | | |
|-----------|--|
| Apr 26 | AMA Vintage Days West, Sears Point Raceway |
| Apr 27,28 | Sonoma, 1(800)870-RACE |
| 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

June Ride

North Bay Ride

June 9th – 10:00 AM

Jerry Kaplan will be our ride leader for the North Bay Ride again this year. Riders are invited to **meet prior to 10:00AM at Jerry's house at 2329 Catalina Drive, Davis** (Get off Hwy 113 onto e/b West Covell Blvd. Catalina Drive will be about the third left turn east of Hwy 113. Counting from the left, Jerry's house will be about 2 _ blocks north of W. Covell on Catalina). Or, if it is more convenient, **meet at Muscowite Corners, intersection of Hwys 121 & 128 at 10:30 AM.** After the group is all together, Jerry will lead us to Middletown for lunch and bench racing. For more details, call Jerry at (530) 756-8894.

THERE IS NO LONGER GAS AVAILABLE AT MUSCOWITE CORNERS. BE SURE TO TOP UP PRIOR TO GETTING THERE. From looking at the map it appears that it will be 50 to 60 miles from Muscowite Corners to Middletown.

July Ride

Ride and Meeting in San Juan Bautista

July 7th – 12:00 Noon

This is our annual Ride/Meeting and it will be at **Peter and Joan's German Restaurant, at 322 3rd Street in San Jaun Bautista (ph: 831-623-4521).** Anyone from the far east end of Contra Costa County or Alameda County (or other points east) that would like to ride down via some back roads in the San Joaquin Valley can give me a call at (925) 634-9395 (or e-mail at losono@mindspring.com) and we can set up a meeting point. Anyone interested in leading a group from the closer to the Bay, please give me a call and I will publish your start point in next month's Notice.

Also, per Hollister police and despite rumors to the contrary, the big 4th of July motorcycle rally in Hollister is still on. It is the same weekend as our ride.

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!

Tid Bits

There were 7 bikes at the ride Sunday and I hear they didn't even get lost! Sorry all of you couldn't make it. Here is a list of the brave souls who made the ride. Lorin Guy (Norton), Jeff Howard (Triumph), David Haley (Triumph), Ray Pallett (Norton), Harry Bunting (Norton), Don Goforth (Norton) and Tom Dabel (Norton). and Alan Goldwater (GMC truck due to a bad back). He led from behind and got everyone there for a nice lunch.

McCuff is a tool that will eliminate the frustration when filling your motorcycle gas tank. Check out "www.mccuff.com". If you find that this simple device will prevent gas-splash and smelly hands, I would appreciate you telling your friends about it. I feel that I have invented a device that every motorcyclist will find useful.

Pat Enos (McCuff Guy)

.....

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.**

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

President's Message

by Mike Sullivan

Well, I'm sitting here in front of a blank screen kind of bummed out. I got up Sunday morning, ate breakfast, suited up, changed the visor on my helmet, and went outside and got rained on. I vacillated about going on the ride anyway but then I went inside and looked at the weather report on the internet. There was a substantial yellow band of rain coming ashore around Pescadero and heading south. I understand 7 web footed riders did show up and go on the ride and get quite wet. I won't say how much anti-freeze was consumed at lunchtime. Oh well, you can't ride them all.

Summer is almost here and things are starting to pick up. By the time you get this issue of the Notice the Memorial Day event at Lake Cachuma will be over. I will report on it next month. Jumping up real soon in June is the North Bay Ride on June 9th. It is my understanding that there is still no gas at Muscovite Corners so fill up at the last station you come to. Please note that this ride is out of order from our normal sequence with the ride being before the meeting, which will be on the 13th.

Also coming up in June is Art Sirota's open house on June 23rd as well as a couple of BSA Club events; the British Singles ride to Mt Hamilton on June 2 and the North Woods Ride to the Lassen-Shasta area on the weekend of June 13-16. Also in June is the AMCA Swapmeet and ride on the weekend of June 22-23 at the Dixon Fairgrounds, swap on Saturday and ride on Sunday.

The last Club meeting was at the Prince of Wales in San Mateo on May 9th. The meeting was quite well attended with about 20+ members present as well as about a half-a-dozen Nortons ridden. A few things were brought up. The Christmas Party was discussed. I guess it is not too early to figure out where the party is to be held. More on this later. Also, one of the new members mentioned that the actual street addresses of the ride meeting locations need to be given in the Notice. I guess it is too easy for us old timers to assume that everyone knows where all the meeting places are and the point is well taken.

On a personal note, I have to extend a great big thank you to Ray Pallett who, while home in England, volunteered to meet a fellow at the Stafford Motorcycle Show and purchase for me a fender and some other parts I needed for my new acquisition, a 1961 Ambassador Model Super S. Not only did he pick the parts up for me but he brought them home in his luggage, saving me a pretty penny in shipping costs. It only goes to show you how some good friends in the Club can help out a fellow member when needed. Thanks again Ray, I owe you one.

The next meeting will be at the Boathouse at Lake Merced in San Francisco on Thursday June 13 at 8:00PM. The next scheduled ride after that will be the ride/meeting to San Juan Bautista on July the 7th.

See you there

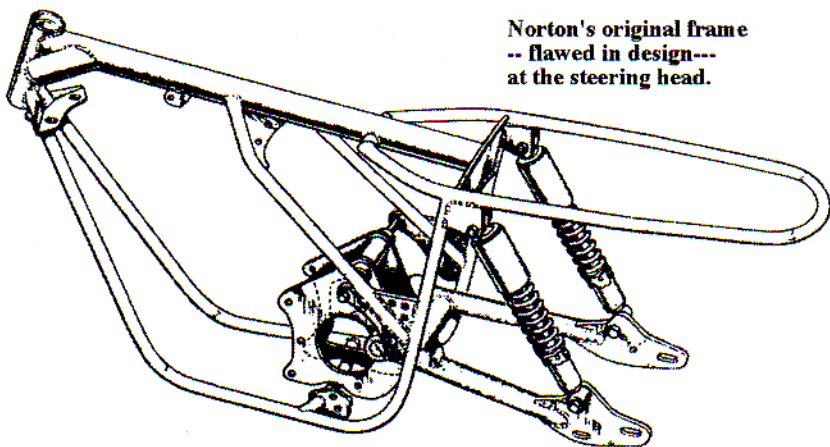
Mike Sullivan

FRAME DRAMAS

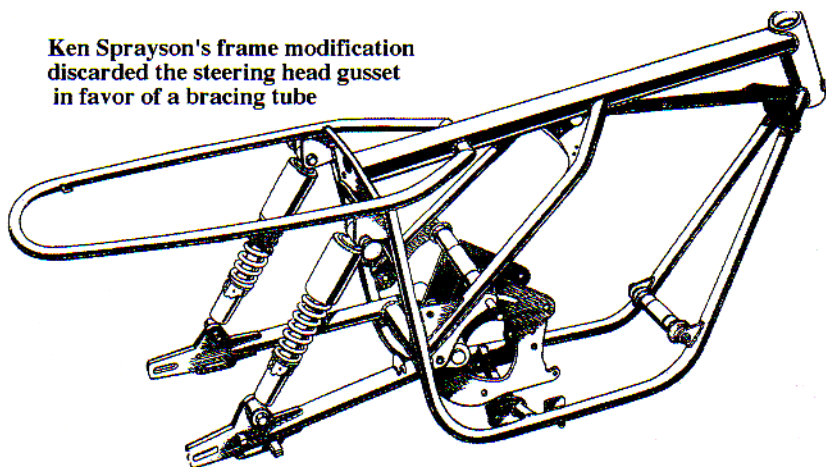
The 1968 750 Commando went on sale with a potentially lethal frame design. It had gone undetected in the rush to get the new Superbike into production.



Norton's original frame
-- flawed in design---
at the steering head.



Ken Sprayson's frame modification
discarded the steering head gusset
in favor of a bracing tube



from Classic Bike May 2002

ABOUT MYSELF

Well, my name is Andrew Tittensor, I am from Stoke on Trent in Staffordshire England I am 36 and have been involved in mouldmaking and casting of sculptures for other companies for what seems like decades. Until now I have never done anything for myself, I have always harboured a desire to sculpt something that interests me. As a keen biker, what could be better?. Early in 2001 I set about on some sketches and ideas for a full workshop environment of a "winter project" biker.

We have all been there, cold evenings in the garage tinkering with boxes of bits and pieces from old bike auto jumbles, etc, with the intention of getting the best example up and running for the summer. I wanted to capture the mood and atmosphere of the workshop, and to include as many familiar bike components and tools as possible without looking too cluttered, (a kind of organized chaos, that I am familiar with in my garage). The bike I chose was, I think, the ultimate classic bike. The Norton Commando 750 was chosen.

The photograph does not do the detail justice and a close inspection reveals details like, forks, mudguards, engine head, exhausts, tank, hubs, callipers, levers, a box of carbs, the chain, a drawer with several tools, too many tiny nuts and bolts to list, oil can oil applicator, sandpaper, engine casesit goes on....and on....and on....!

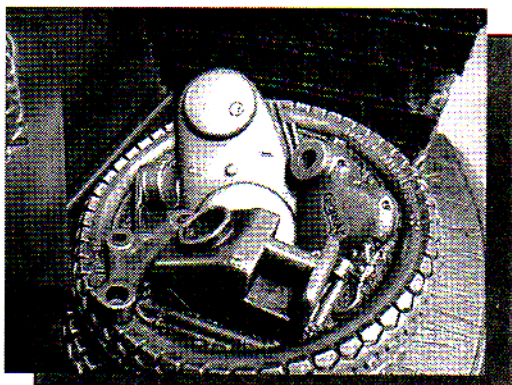
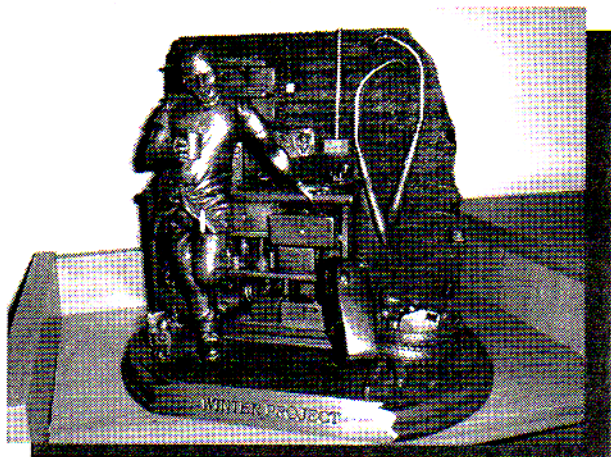
The back of the sculpture reveals a comment that rings true to most garage dwellers! This remains a mystery until delivery! So, 1 year later I was ready with the finished sculpture, this needed to be moulded to give me the ability to replicate it. I intend to make only 250 worldwide of the cold cast bronze figure (made from cold cast porcelain and bronze filled). Also 250 of a hand painted version from the same sculpture. This one is cast in cold cast porcelain and individually hand painted. Believe me, this takes an age to do.

Each figure will have the limited edition number inscribed into the back, and will certainly be a good topic of conversation in any bikers house. Due to the time that it takes to make each one, you may well have to wait some time for delivery, but if waiting lists are good enough for Ferrari, then, well, this is hand made and quite special.

If you would like to order one or just ask me any questions, then feel free to e-mail me at mouldart@aol.com I get on line very regularly and you should get a reply quickly. Prices are £250 plus shipping for the cold cast bronze(\$363 u.s. dollars) and £350 plus shipping for the hand painted version (\$507 u.s. dollars) Postage obviously depends on location but a guide price of £15 for u.k. delivery, and around \$55 (u.s. dollars)for transatlantic delivery (air mail)is expected.

Thanks for your interest,
Hope to hear from you soon
Best regards
Andy

His Work



Belt drive in the rain.

This is the saga of an old man and ancient machine.

On Frank's ride a month or so back I became convinced that I had a problem with the transmission on the Commando. I decided it was time to sort it out when I got back. I was in the UK for Stafford a week later and took the opportunity to visit Mick Hemmings and bought one of his belt drives pricey but I figured the upgrade would be worth it.

I took time off working on the Bonneville and set about the Commando. I had to make an additional adjuster for the primary drive side as the standard set up only has the one on the other. The gearbox shaft seal in the inner chain case was knackered and I hadn't been able to keep oil in the thing, so I replaced this with the two new discs and seal I bought at Stafford. Since I put the single carb on I have had the feeling that the bike was a touch under geared especially on the freeways so I stuck a 23-toothed sprocket on as well.

The main job is to align the crankshaft drive sprocket and the new clutch basket hence the additional adjuster. I found about a 10 – 15 degree toe in which I wound out eventually. After that is all about getting the tension right. I was amazed at how loose the belt has to be (a quick call to Northampton put me straight).

So last Friday night I figured I had it sussed and done and just needed a test ride. While I was at it I thought I would do an oil and filter change. Down on my knees (no easy task these days) to undo the sump plug I noticed a large hole in the gearbox plates. The last time I looked there was a half-inch bolt in there. The main lower gearbox bolt had basically dropped out somewhere - probably on Frank's ride, which would explain why I thought I had a transmission problem. So I have spent best part of \$400 on fixing something that would have cost me \$1.50 down at Orchard. Mind you I have a bloody lovely clutch now. It remains to be seen if I have got the belt just right and how long it will last.

I had a short ride up onto Skyline to make sure everything was hanging together on Saturday afternoon. All was well apart from my not being too sure about the bigger sprocket the real test ride was yesterday on the NCNOC Monterey Bay ride. The weather forecast wasn't wonderful but it never rains here does it? Seven of us met at Road Rider in San Jose to ride to lunch at Moss Landing. Usually we get about twenty bikes out so you can start to understand

the Californian fear of rain. A bit overcast but otherwise a fine morning for a ride we took one of my favorite routes South down Coyote valley and Uvas Road alongside the reservoirs. Apart from getting tangled up with a 5 mile run going on alongside the lake and the CHP controlling the traffic we had an uneventful trip until we stopped to check maps, take a bio break and say farewell to two guys on Triumphs who decided not to go the whole way.

The remainder of the outwards leg took us along a very pretty route down Elkhorn Slough and on to the coast. Traffic on Highway 1 was heavy and making the turn at the intersection by the power station took a while but there we were and lunch at Phil's fish warehouse and eatery. Some of the best fish and chips I've ever had and that includes Ramsbottom's or whoever it is in Manchester.

By the time we left the skies to the North had darkened a good bit and the wind was up. We lost Tom who stopped to put on yet another layer of clothes and went to gas up in Castroville before heading back to the bay. Once we hit the freeway section of Hwy 1 South of Santa Cruz the rain started and by the time we had slogged through the traffic to 17 it was really coming down. By now there was me, Don with no waterproofs at all and Lauren. They went over 17 but the rain and spray I could do with out and opted for the Scott's Valley turn off and picked up Hwy 9 to Saratoga. It was wet not much traffic and no spray so I could at least see where I was going. I like 9 and with my new Dunlops I could crank on a bit even on the wet roads. Fun or what? My boots had filled with water early on and my feet were freezing. Up on Skyline I was in the clouds and it was then I started to wish for a bit more that a tee shirt under my leather - maybe Tom was right after all. The nice thing about going up is coming down into the warmer air on the Bay side so it didn't last long even though I was really ready for a good cup of tea to thaw me out when I got home.

So the belt drive seems OK but I will watch it for a while longer and might just invest in a spare. The clutch is really great. The bigger sprocket the jury is still out on although the old nail ran like a dream and was much more relaxed on the freeways. The Commando pulls like a train and the bike waltzed up the hills in 2nd and 3rd without problem. It is just missing a bit of snap in the acceleration department. Maybe I will get some of that back when I eventually get the head done.

Keep the rubber side down.
Ray Pallett

Alan's Wrench.....

by Alan Goldwater, tech editor

Norton Owners Club of Northern California Minutes of the Meeting 5/9/02 at the Prince of Wales, San Mateo

The meeting was called to order at 8:10 PM by Pres. Mike Sullivan, with 20 members in attendance. Mike opened the meeting by passing around the April issue of Classic Bike magazine, featuring a Norton in virtually every article.

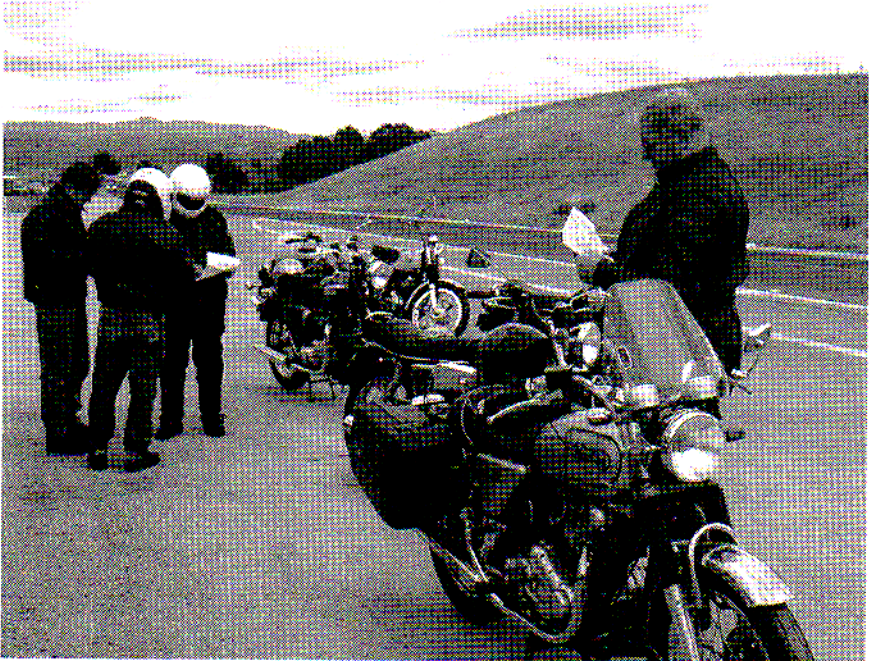
Art Sirota announced his annual party on 6/23, open to all British motorcycles and their owners of course, but "no alcohol or tobacco please."

I then presented an update on our joint summer excursion with the Northwest Norton Owners to search for an INOA National Rally site in south/central Oregon, on the weekend of June 21-24. Several sites under consideration will be visited, including one in Lakeview OR. I also previewed the route for the Monterey Bay ride. (See the ride report by Ray Pallett elsewhere in this issue)

Mike then described the proposed change for NOC-UK membership renewals, with all branch memberships to be extended to Sept. 03, and renewals to be done through the club treasurer. Finally, we discussed the AMCA show and swap in Dixon CA on 6-23. This isn't an official club event, but was considered worth seeing based on past years experience of several present.

The meeting was adjourned at 8:45

Respectfully Submitted,
Alan Goldwater, NCNOC Sec.



Helping Your Mechanic

By Ken Armann

When dealing with a British motor device it is important to remember a group effort is required and the ability to communicate with others cannot be overstressed. First find somebody you trust and work WITH them. Asking questions is very helpful... consider the answer and where it stops making sense to you, ask for clarification. Immediately arguing about the answer is counter productive, just 'cuz "some guy" told you if you remove the spark plugs and test for spark... (and none occurs) his next advise of removing the carbs may not be in your best interest. A small bit of diagnosis is usually very helpful to your mechanic. If the Bike won't start... check power- lights work -it has power -if not working - check battery, fuse and key if all ok: check spark - pull plugs connect to wires lay on head turn on and kick over— has spark- place thumb over plug hole and kick- pops thumb out-compression ok ... carb problem. If no spark...open point cover - if points...use screwdriver or similar probe to "open points" or "short out points" should spark at points and plug... point spark no plug spark.. coil or wire/plug problem... nothing probably no power to points... bad ignition switch or bad wire most likely. Have Boyer?

#1) pull wires to pickup off and with key on, touch together and pull apart "spark" box ok ...replug point wires kick over no spark pickup bad

#2) If #1 no spark check for power going into Boyer box (light bulb will work) if power bad box if no power check kill button white wire in (headlight or under tank goes up to right hand switch and comes back as white yellow pull w/y wire and plug into white wire bundle) if spark can be ridden (just no kill button) if no spark you missed something find where the power got "lost". Has spark pops thumb out of hole (and sparks about the same time (if spark and pop not same timing problem somethin' spun out of place check auto advance or magnetic trigger tightness) carb problem... gas on plugs and gas smell flooded open throttle 1/2 way and kick with plugs in and usually runs (works when you forget the thing is warm and tickled it anyway and now won't start) if no gas smell or wet plugs tickle it till it laughs (gas commin' out of ticklers) and try again. If it kicks back... low battery especially with electronic ignition. When you have not ridden in a while and look in the oil tank and do not see oil pull drain plug from bottom of motor catch oil and pour back into oil tank before trying to start... adding 2 more qts to a 3 qt system has unpleasant results as the extra oil escapes. Carry a plug tool with a spare plug for each cyl. screwdriver, fuse taped to power wire from battery with 4-6" of electrical tape, usually this ensures you won't need 'em.

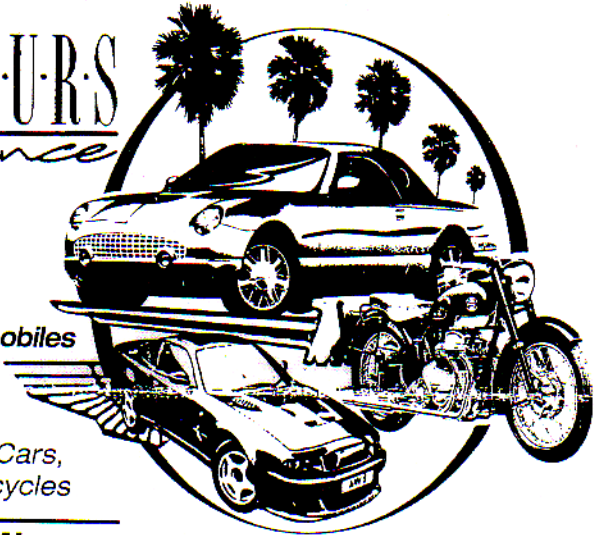
Good luck and play well with others.

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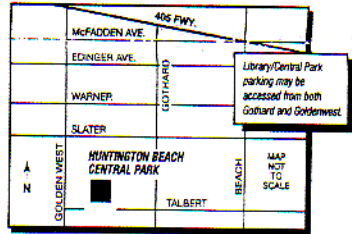
Proceeds after operating expenses will be donated to the Huntington Beach Library's, "Children's Resource Center". This children's library is ranked No. 2 in the nation, and is a state-of-the-art learning center for all children (including gifted & disabled). The many services the Center provides for children includes a constantly expanding and updated book, periodical and resource collection, computers, children's theater, study labs, and specially-trained library staff to help children. The Children's Resource Center needs our continued support to develop and maintain this wonderful facility.

TICKET INFORMATION

All tickets are \$10.00; Children under 12 enter free.
Tickets available beginning May 1, 2002 at the:
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A Source

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Norton P-11

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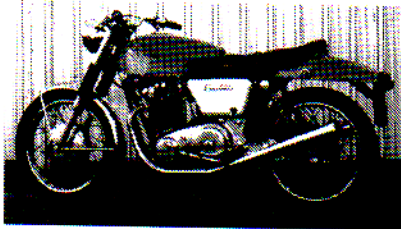
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MAIL ORDERS WELCOME
9 to 6 Tuesday - Friday & 8 to 5 Saturdays

**MAGRI
MOTORCYCLES**

Norton • Triumph • BSA
PARTS & SERVICE



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Pub**

*The Peninsula meeting
place for the Norton
Owners Club*

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**Authentic Fish and
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Quarter Football

106 E. 25th Avenue
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(650)574-9723

CLASSIFIEDS

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.*

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)

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: '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)

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 (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).

WANTED: Norton N15 parts. engine cases, lower end or complete engine, fenders, chain guard and wheels...also Norton Atlas. Terry (916)727-2673 (8?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 BelAire 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