



# Norton Notice



The Newsletter of the  
Northern California Norton Owners Club

No. 287

August, 2002

**SUPERBIKE  
INTERNATIONAL**

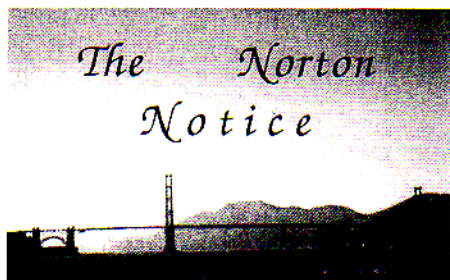
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is published by the Northern California Norton Owners Club. Its purpose is to inform and entertain members regarding all aspects of the Norton motorcycle, including history, technical advice, and preservation of the marque.

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](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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NortonClub

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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.

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# Upcoming Events

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## Club Meeting Schedule

**August 8<sup>th</sup>** – Prince of Wales, San Mateo

**September 12<sup>th</sup>** – Harry's Hofbrau, San Jose (Saratoga Ave & 280)

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

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

**December** – No meeting



- Jul 29** Velo OC annual rally, Oregon 360-675-3408
- Aug 03** Oregon Vintage MC Annual MC Show  
Picnic & Ride, Portland, OR 360-944-1862
- Aug 10** Flat track racing, Hannegan Speedway. Bellingham, WA
- September 15** West Coast Vintage Show and Swap Meet (661)268-0105
- October 11** BSA North Coast Ride with NC Vincent OC. To Fort Bragg  
(415)488-1519
- October 12** West Coast Vintage Dirt Track - Willow Springs (661)268-0105
- October 13** North American Vincent Rally, Kerrville, TX (530)723-3726

**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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### August Ride

#### **Dardanelle Weekend Ride**

**August 9<sup>th</sup> – 11<sup>th</sup>**

This is the weekend for the annual ride and camp out at Dardanelle Resort on SR 108 east of Sonora and just before the crest of Sonora pass. It's an informal affair with rides planned the night before around the campfire. No one is obligated to go on any of the rides and, in some cases, there will probably be more than one ride going on at a time so you can fall in with which ever suits you best. There is no formal leader on this weekend but you can call Ken Armann if you have questions.

**Dardanelle has new owners. Roger and Diane Spangler can be reached by calling (209) 965-4355.** Facilities include cabins, motel rooms, campsites and RV hook-ups. There is a store, restaurant and postoffice. Call for reservations.

### September Ride

#### **Mt Hamilton Ride**

**September 22, 2002**

Tom Dable will be at the head of the pack on this ride. When I last spoke to Tom he suggested that this year the ride will originate at **Dean's' Café in Pleasanton**. From there, Tom has tentative plans to take us over the Altamont Hills and into the great San Joaquin Valley for a ride down to Del Puerto Canyon Road. From there we will head west up the canyon to The Junction. At The Junction we will have the choice to go up over Mt Hamilton to San Jose or down Mines Road and back to the starting point in Pleasanton. Check next months Notice for more details.

**October 6<sup>th</sup> - Old Timer's Ride and AGM**

**October 20<sup>th</sup> - Delta Ride**

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

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

**December 8<sup>th</sup> - 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!*

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## An Announcement

Doc Wong is a chiropractor (although that is of no significance) who is big on motorcycle safety. He runs riders training schools at Sears Point etc.

Last year he had a Safety day at Alices with the Highway patrol, sheriffs department, fire department and others in attendance. It was quite well organized with seminars, displays, etc.

He is having another one a week from Sunday. They are even going to bring in a helicopter. The event will be at Skyline Drive and SR 84 in San Mateo County in the Woodside area on Sunday 7-28-2002.

.....

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.**

August 11<sup>th</sup> – British Triples Ride

August 23rd - 25th - Yerba Buena Chapter AMCA Overnighter  
Cloverdale KOA (415)469-8359

September 12<sup>th</sup>-15<sup>th</sup> – California BSA Rally

September 14<sup>th</sup> – Nick Nicholson Memorial Ride

September 15 - West Coast Vintage Dirt Track, Sacramento, (661)268-0105

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

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

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

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

Not much to talk about this month but, here goes anyway.

The ride/meeting at Peter and Joan's German Restaurant (The Donkey Deli) in San Juan Bautista went off OK on July 7. It was strange as there were fewer Nortons there than the total of Triumphs and BMWs. The weather was great and the food plentiful as it is an all you can eat buffet.

Other than the general discussions at hand, Alan Goldwater made a presentation about the possibility of the Club hosting the INOA National Rally in 2005. It was discussed and a consensus was reached that Alan would make a bid at the INOA meeting for the Rally to be held at the Quincy Fairgrounds where we hosted the last meet in 1996. No other location could be found that had the combination of a great Rally site, wonderful roads, and a good central location as well as a race track on the grounds.

The Rally is a large undertaking that will mean a lot of work and planning. There is a large financial responsibility and if we do not do things correctly we could lose our shirts. It is my understanding that the INOA will front a lot of the money but there are still a lot of expenses that they do not cover. As I remember the Club, under Alan's leadership, did make quite a bit from the last one in '96. Jerry Grainger agreed to be co-chairman of the Rally committee. If we get the bid date, I am sure Alan and Jerry will be asking for all kinds of help in the planning and execution. Keep your eyes and ears open.

Closer to the present time, other events to consider are the Dardanelle Weekend over the August 9-11 weekend. There should be some great meteorite viewing at that time up in the clear skies of the Sierra. I believe that all the cabins are booked but you can call the resort at 209-965-4355 to check it out. If you are biking up and want to sleep on the ground I am sure a spot can be found for you. If you have any questions call Ken Armann at his shop 408-379-4300 for details.

The next local ride will be the Mt. Hamilton Ride on September 22. Tom Dabel has agreed to lead us the back way around, leaving from Pleasanton and then going out to the valley before heading up Del Puerto Canyon road to have lunch at the Junction. From there, it is an easy shot up to the top of the mountain and a visit to the Observatory.

The next ride after that will be the Old Timer's Ride and picnic at the Annual General Meeting where besides any general business that needs to be discussed, nominations will be taken for the next year's officers.

As far as the next monthly meeting is concerned, it will be on Thursday August 8<sup>th</sup> at The Prince of Wales in San Mateo.

See you on the road.

Mike Sullivan  
President

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## THE DARDANELLE

*By Ken Armann*

A long time ago, as a child, my parents would take my brother and myself camping, as a vacation/adventure, in the summer to the Sierras. Locations the world did not know existed. I REALLY LOVED IT!!!! The beauty of Yosemite is incredible, but even as a kid the crowds were more than anybody looking to get away from it all could stand. My parents, hooked on the idea of a family outing without a zillion people, discovered Kennedy Meadows and The Dardanelle.

Kennedy Meadows is literally at the base of the Sonora Pass; the Dardanelle is 4 miles before the pass. In the 30's and 40's the WPA (work Program Assistance) came to this remote area and built roads and some housing. In the 40's, with the WWII, several military training camps were hastily made to train troops for war in cold mountain terrain and snow type conditions. This is one of those spots. Kennedy Meadows looks like Yosemite (that was washed in HOT water) and has a wonderful heritage. For Whom The Bell Tolls (movie) was shot here. The Bonanza (TV show) movies were made here. It is a place that is indescribable to others, and is kinda cosmic to me. As a kid I was there when one of the Bonanza movies was made and watched Dan Blocker fall off his horse in the river (middle fork of the Stanislaus River) only to date his daughter Danna many years later and meet Dan and family at their home in Lugarno, Switzerland.

This story gets more than a little "out there", and as a nut that seems to rattle will try to not get crazy. The heaviest meteor shower night of the year is Aug 12 when Joe Edwards (Norton Owners President at the time) asked me for a place to have a Norton weekend and my choice was there and as close to the 12th as possible. I love the area and everything about it. As I get "old" I want: a shower, and a real bed on a daily basis. This provides all I could want and more, hiking, fishing, great roads to ride, horseback riding, and hunting for you Bambi, Bullwinkle, Yogi Killer types. A history of struggle (this is the entrance to the Emigrant Wilderness) a rich history is here. The family of "play well with others and bring a good outlook" is something I/We are working for please join us and if you really want to, (and if not too much snoring happens), I have stories about my experiences here that .....well the truth is still stranger than fiction.

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MINUTES OF THE NOC MEETING 7/7/01  
**SAN JUAN BAUTISTA**

After a fine breakfast, the meeting was called to order at 12:15 by Pres. Mike Sullivan, with 17 members present. Mike reported that the cabins at Dardanelles are probably full for the weekend of our not-a-rally on August 9-10. Tom Dabel reported on the plan for the Mt. Hamilton ride, which will leave from Deans restaurant in Livermore. Get there early if you want to eat, as there is usually a long wait for service.

Mike reported that the MacDonald Park upper picnic area has been reserved for the Old Timers Ride, and encouraged us to bring older bikes, to support the tradition of the event. He also talked about some neon signs of old bike logos being offered for sale. Contact him for details.

I then reviewed the status of our search for an INOA rally site for 2005. I've not found anything near the Oregon border that fits our criteria and is also acceptable to the Northwest Norton Owners. The two options that seem possible are a NWNO-hosted rally at John Day in North-central Oregon, or a return to Plumas Fairgrounds in Quincy, where we had our successful 1996 rally. Following some discussion, there was unanimous agreement for a NorCalNOC-hosted rally in Quincy. There were many offers of help, and Jerry Grainger and Harry Bunting graciously volunteered to serve on a Rally Committee. Based on the enthusiasm of the group, I will make an initial bid for this event at the INOA rally in New Hampshire. This doesn't mean it is 'cast in stone' though, as it's still 3 years off. Your comments, both pro and con are welcome and I will not pursue it if there are serious objections from the membership.

Following a mention of the Hanford show and swap meet by Margie Siegal, the meeting adjourned at 1 pm. A few of us rode in to Hollister to view the endless rows of Harleys and leather. It was hot and loud, so I left after a half hour or so. I wonder if Tom found the Iron Cross tee shirt he wanted?

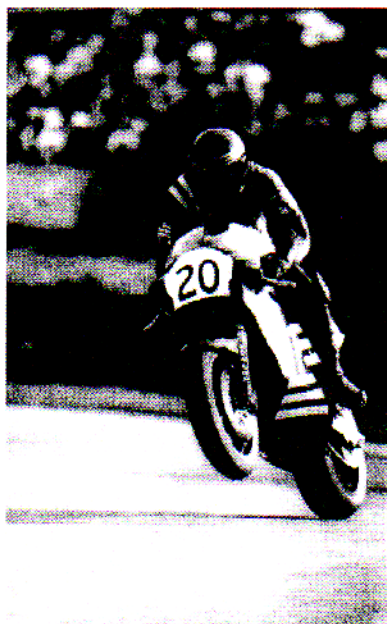
Respectfully submitted,  
Alan Goldwater / secretary

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1989 JPS Norton RCW 588 Collection: Own one of the most distinctive racing collections of motorcycle history. GP STAR is proud to offer the JPS Norton RCW 588 collection in its entirety. These are the only Norton RCW 588 s in existence, seven total. The Norton RCW made world motorcycle history by winning the prestigious British Superbike and the 750cc Shell Oil SuperCup at the hands of Steve Spray in 1989. The RCW also made an amazing appearance the same year by taking third place at the Ulster GP at the World Grand Prix with Steve Cull. Previously, the Isle of Mann TT was won by Steve Hislop taking the title away from the Japanese for the first time in years. 1989 brought the focus of the world motorcycle community back to the England, and at the center, the JPS Norton RCW 588. The Norton RCW 588 is a twin Rotax water-cooled (1 air cooled) 588cc engine. All bikes were settled (detailed and refurbished) by Norton, prior to the sale to the current collector. The collection comes with all authenticity paperwork, autographed race pamphlets and news clippings. We will consider the selling of individual bikes within the collection. Riders: Ron Haslam #0, Robert Dunlop #4, Trevor Nation #5, Steve Spray #20. We look forward to the opportunity to serve you. Please feel free to contact us with your questions or comments. You can find more information and a link to our website but clicking the auctiva showcase link below.

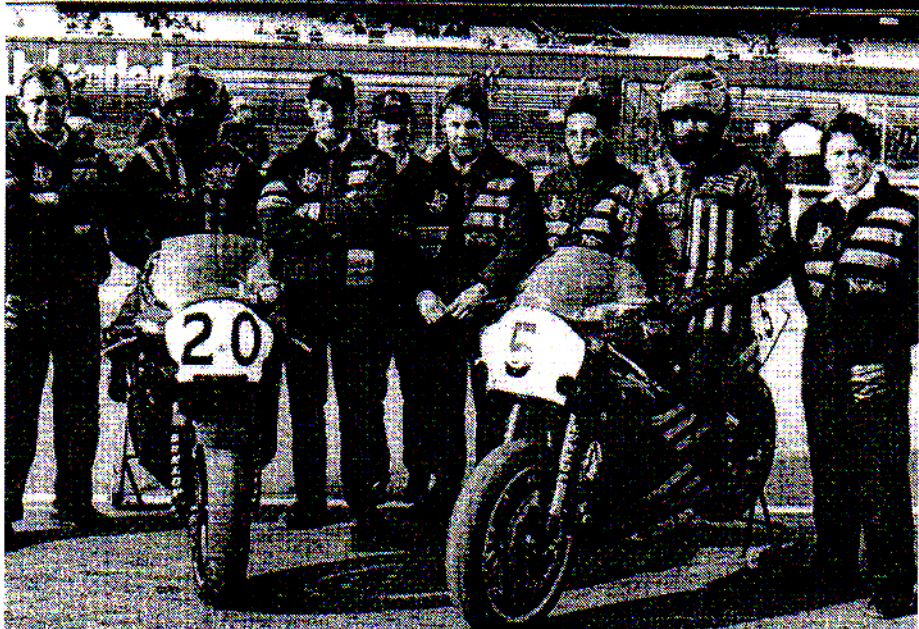
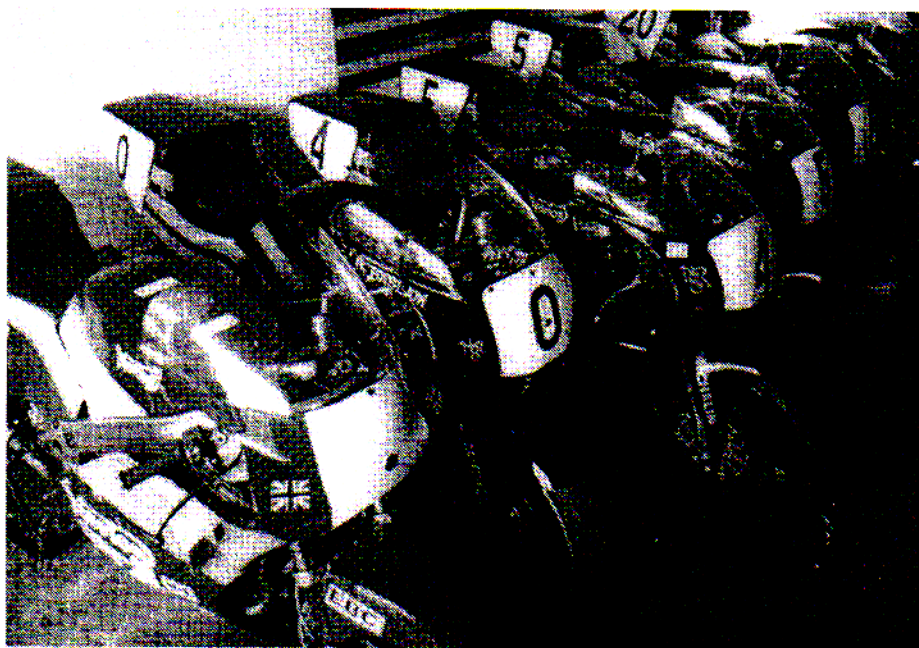


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## THE NORTON TEAM



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## THE CHAMPIONS

1989 Celebration Edition  
(The Norton News)

**JPS Norton are celebrating an amazing double debut season success after scooping two of the country's top bike racing Championships at the first attempt.**

Team rider Steve Spray, 26, from Nottingham, dominated the British Formula One Championship, winning four of the first five rounds to take the crown with two races still to go.

And he followed that up with victory in the televised Shell Oils 750cc Supercup series, this time leaving it until the final round at Brands Hatch to tie things up.

"I couldn't have hoped for a better season," said Spray who has set the British racing scene alight in his first season at top level.

"For a new team with a new bike, new sponsor and new rider to do so well is a tribute to the quality of British engineering. We said at the start of the year that we wanted to prove that British still could be best. I don't think many race fans would argue with that now."

The JPS Norton team is already preparing for their second season and possibly an even greater challenge – the blue riband 500cc World Championship.

The key to a Grand Prix return for the British challengers lies with the sports ruling body, the Federation International Motorcycliste), who, as we went to press, were poised to rule on the eligibility of the revolutionary JPS Norton rotary engine for GP racing.

"This season has got the team off to a great start and we have been delighted with the support we have had from British racing fans. Now it is up to us to build on those foundations."

The victorious JPS Norton racer makes it's final 1989 public appearance in the International Motorcycle Show at the NEC from October 31 to November 5.

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## RACING TO WIN

From Steve Spray's win in the opening 1989 Formula One British Championship round at Mallory Park, the JPS Norton team has gone from strength to strength.

Spray pulled off a major shock when he pipped Yamaha's Terry Rymer to the chequered flag, but he soon proved it was no fluke result.

But Spray wasn't the only JPS Norton man to hit the headlines this season. His team-mate Trevor Nation fought off a series of injuries to win a round of the Donnington Park TT Superbike Challenge and Irishman Steve Cull took third place in the Ulster Grand Prix, a round of the Formula One World Championship.

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# Hollister





## My North Bay Ride Experience

The North Bay Ride is one of my favorites. Most rides for me begin with a +60 mile freeway ride to the beginning of the ride. Not really fun. Plus, the North Bay has some great roads, so I had this day marked on the calendar.

Sunday morning I was up and ready to go. Got my gear together, filled the gas tank and I was off to Jerry Kaplan's house, the Ride Leader. My first obstacle is the Antioch Bridge. Ray Pallet once told me that he was not to keen on going over bridges. Well this one is a little scary to me on a motorcycle. In addition the day of the ride the wind was extremely gusty.

I got to the Toll Booth and paid my \$2. I pulled over to tighten down my mirrors. The wind was so bad it loosen the left side mirror. There were two other motorcyclist pulled over. Once I stopped they both walked over. They were riding Honda Goldwings with matching leather suits. One asked about the Norton and was really interested in the motor being separate from the gearbox. We talked as I fixed the mirror. So I put my helmet back on and the Norton started with one kick. The one man said, "Wow a kick starter!"

I replied, "Really motorcycles have kick starters."

He looked over at his Honda and I said, "Sorry buddy, they don't have them." I dropped it into 1<sup>st</sup> gear and headed up the bridge.

Fortunately early Sunday morning there was not much traffic so I took it really slow, not doing much more than 45 mph. I followed 160 to 12. Went through Rio Vista then I turned north on 113. I love this drive because of the farmland and it reminds me of Wisconsin. It is a nice ride, as long as the Butterflies are not out. Went through Dixon and on to 80. Then continued on to Jerry's house. Since this was my second time it was a little easier finding my way.

When I got to Jerry's, there were already a few Nortons, a Triumph, and a collection of various brands. Jerry came out to greet me, but because of my new haircut and beard, I had to remind Jerry who I was. I must say that Jerry is one of the nicest person one could meet, always with a smile and friendly words.

So we all chatted then headed on out to Muscowite Corners. Going through city streets in a Group is always challenging. We went through several backroads. We all pretty much kept in line. Such a wonder sight to see riders come to a corner, lean over, and turn. It looks like a ballet. We continued on to 128. I was riding mid-pack when we came up to a hard left hand turn. I had my position setup for the turn when I saw a patch of gravel on the road. I took the outside line which did not give me enough room to

(continued on next page)

make the turn. I probably could have made it, but decided to follow my line and ease off the road for a few feet, then back on. Probably looked worst then it was, but as expected, the Norton behaved and I was back up to speed. Though I did leave a nice dust clouds. Sorry guys.

We then hit traffic and got split up. I got stuck behind someone pulling a boat. No place to pass. He finally moved over and off I went and caught everyone else at Muscowite Corners.

We meet the rest of the Norton Club members. Others had taken a different route to the Corners. Lorin Guy had some electrical problems. With help from several folks Lorin got the problem resolved.

Jerry gave a rider's meeting and told us the route. Our end point is Middletown for lunch. The ride was great and the weather was perfect. We rolled through the back roads. I allowed those that wanted to pass. I am by far the slowest rider and did not want to prevent others from going fast. I finally hooked up with a group of about five riders with Mike Sullivan leading. He was setting a good pace for me.

As we came up to a corner I had noticed several riders pulled over and were assisting Pat Quinn. I did not see what happened but was told that someone driving a Lexus crossed over into Pat's lane. Pat said that he laid the Triumph down to avoid being hit head on. The bike stopped just a few feet from a drop off to a stream below. Quite scary looking. Pat seemed OK, might be a little sore in the morning. The Triumph had a few extra scratches, dents, and bent footpeg. Pat was able to get the bike restarted and was able to finish the ride. The Lexus driver never stopped, typical.

This is were my day changed. We all remounted and started off. First, could not get my Norton in neutral. Finally got into neutral and then I took off. Well my front tire began to wobble badly. So I pulled over to have a look. Everything looked OK. So I continued on, but the wobble was still there. So I found a nice spot to pull over and check it out again. I got some help from Rick Harris, he checked the tire pressure and it was OK. So I took off again and it seemed OK from then on. Rick followed me to Middletown. Good thing we were pretty close to Middletown. We got to the restaurant and parked out front and checked it again. Everything seemed OK so I took off my riding gear and headed in for lunch.

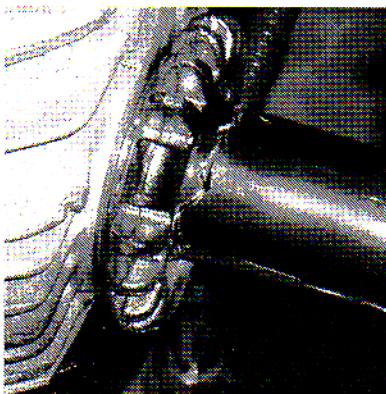
We all had a wonderful lunch at The Mount St. Helena Brew Pub. The Nortons out front of the restaurant caused quite a scene. All the folks out for a walk and drive could not help but notice the line of British bikes. Always a beautiful sight to see all those Nortons lined up.

As I packed up I talked to Pat Quinn about his fall. Good to see he was

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OK. So I started up my Norton and headed on home. Being on a Sunday, Highway 29 was full of folks visiting the Wine Country. Which made for some slow going.

I started to hear a little more exhaust noise than I normally do and that started to concern me. Seems I have had some bad luck on our club rides. Everything else seemed to be OK but I decided to have a look. I pulled over just before Marine World to check out the noise before I got on the freeway. All seemed OK, I checked the clamp that holds the exhaust pipe to the muffler and it was tight. So I started back up and onto 880 South. Traffic everyone was heading on home. As I got off onto 780 I merged onto to increase down and the pipe had completely way around and the loose. So I slowed the next bridge.



I checked out the figure out how to get

I could hold the pipe back in place and secured it with some wire it would work. So I opened the tool kit and got out some wire. I was able to secure the top of the pipe to the engine. I added a few extra wires near the base to help secure it for the ride home. Just as I was finishing up and I heard and saw another motorcyclist coming. It was one of the guys from the ride. I told him thanks for stopping but I got things covered. He waited for me to start up and we took off together.

The ride was uneventful the rest of the way home. Though it was a lot louder than normal. When I got home I removed the pipe. Then noticed that the other pipe was cracked too. I guess these were not the best quality. These were pipes I bought from an eBay auction from British Parts Chicago. So I put my old pipes back on.

Well I will say that I enjoyed the ride and the scenery was great. Would be nice to make it back without a problem.

Jeffrey "The Slow Guy" Potter  
NCNOC Web Editor  
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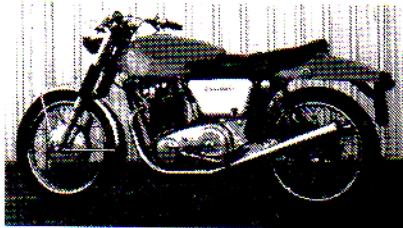
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Chips**

**Bangers  
Seven Dartboards  
Quarter Football**

**106 E. 25th Avenue  
San Mateo, CA  
(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)

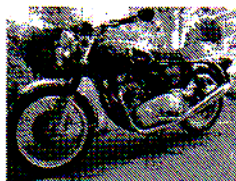
**WANTED:** Two gears, a 14 and 27 first gear set, an International ratio. Colin Sullivan, "colinael@alphalink.com.au (7/02)

**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 condtion. Parked several years. \$5000/OBO: '73 Dunstall 810, excellent condition. Parked 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 pistrripe. 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 Slark, 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 |
|-------|-------|-------|----------------------------|
| _____ | _____ | _____ | _____                      |

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**