



# Norton Notice

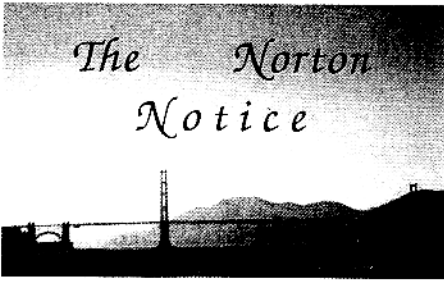


The Newsletter of the  
Northern California Norton Owners Club

No. 288

September, 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](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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## 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

**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

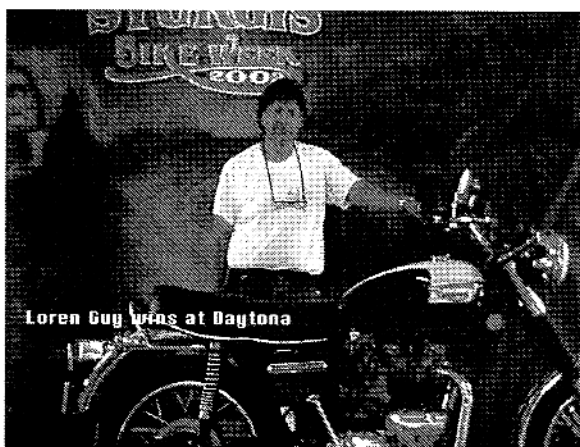
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## Ruth Green

On Saturday, August 10, 2002, Ruth's family and friends gathered at the Don Castro Park in Hayward to celebrate Ruth's life. In attendance were members of the Norton Club, the Buell Club and the Harley Club and there were also Ruth's co-workers from Allied Refrigeration/Marriott Hotel. There were plenty of good food and drinks. Everyone remembers Ruth for her warm hugs.

On Saturday, August 17, Brad invites all of their friends to join him on a memorial ride for Ruth to meet at Alice's between 11:00-12:00 noon.

*Sachie*



**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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### **September Ride** **Mt Hamilton Ride** **September 22, 2002**

This ride starts at 10:00 AM at Dean's Café, 620 Main Street in old downtown Pleasanton. Allow yourself an extra hour on the beginning end and have breakfast at one of the most popular places in the Tri-Valley.

Tom Dabel will be at the head of the pack on this ride. From Dean's, 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.

Del Puerto Canyon is a great ride and it offers some of you Valley members a chance to ride with the group a little closer to home. If you would like to meet up with the group in the Tracy or Patterson area, give me a call at 925-634-9395 and we will set up a meeting place.

### **October Rides**

#### **Old Timer's Ride and AGM** **October 6, 2002**

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

#### **Delta Ride** **October 20, 2002**

I can hardly believe it's my turn to lead a ride again. This year the Delta Ride will start out in Livermore and go somewhere in the Delta. I have a couple of ideas I am still checking out but the front runner so far is a ride to the Western Railway Museum west of Rio Vista on Highway 12. This is different than the State Railroad Museum in Sacramento and it is dedicated to preserving electric trains (real ones, not models). They have just added a large new display building and have quite a number of electric trains and trolleys from around the state. Check next month's Notice for the final details.

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

- September 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
- October 12 - West Coast Vintage Dirt Track, Willow Springs (661)268-0105
- October 13 to 17 - North American Vincent Rally, Kerrville, TX (530)273-3726
- October 19, 20 - 31st Sidecar Rally - Griffith Park. L.A. (818)780-5542
- October 25 to 27 - California Ariel Rally (714)530-5215
- November 2<sup>nd</sup> – All-British Ride
- December 15<sup>th</sup> – BSAOCNC Vintage Trial

**President's Message**

*by Mike Sullivan*

It's strange. I have found that I have been rather quiet and reflective for the past couple of weeks. I only met Ruth Green about a half-a-dozen times but I remember her as always having a positive outlook on things. I want to thank Brad for allowing those of us who showed up at Ruth's Memorial Ride to participate in the scattering of Ruth's ashes at the coastside beach. Following that we went to San Mateo Memorial Park where Ruth's friends and family planted a tree in Ruth's memory. The ceremony was very moving and peaceful. I am sure that those who knew her will miss her greatly and of course, Brad most of all.

When we are at the Old Timer's Picnic it would be a good idea to take the short walk up to the main park entrance to see the tree.

Not wanting to make light of this unfortunate occurrence, it is still necessary to remind you that stuff happens when you least expect it. So, keep you mind on the road and your head out of the clouds while you are riding and all ways think safety.

Now on to other things.

In the last issue of the Notice I was interested to note Jeffery Potter's account of the flange breaking off his exhaust pipe as the exact same thing happened to me on my Model 50. The flange on my unit was broken about  $\frac{1}{2}$  of the way around. When I was in San Diego on vacation I took a look at the original exhaust pipe that came off my brother's ES2. His pipe had a proper flange welded on whereas my pipe was simply flared out. I believe that the aftermarket pipe manufacturers (mine was bought direct from Armour's in England) are simply cutting corners. The bend in the flare is too highly stressed and as such has too little physical strength. On Tom Dabel's and Ken Armann's recommendation I took the pipe to Puccio's Welding 357 North Montgomery San Jose 408-294-1660 I cannot recommend the place highly enough. This is an old time welding shop (although with all the modern welding equipment) where they are not afraid to take on small welding jobs. Their prices are reasonable also. Oh yeah, they are into motorcycles as well. If you need that special sheetmetal something welded, give them a try.

The next ride will be on Sunday September 22. Tom Dabel has volunteered to lead us from Dean's café in Pleasanton the back way around and up to Mt. Hamilton. It is bound to be hot so it would be a good idea to bring a bottle of water. You can all ways use it to transfer gas from an Interstate into a Roadster. Right, Dave?

The next ride after that will be the Old Timer's Ride and Annual General Meeting at San Mateo Memorial Park on October 6<sup>th</sup>. Nominations will be taken for your Club Officers for next year. If you think about it, the officers should be those people who 1. Come to the meetings and 2. Ride their Nortons. Start thinking about it.

Next meeting will be at Harry's Hofbrau in San Jose on Thursday September the 12<sup>th</sup>. See you there.

Mike Sullivan  
President

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## Ride to Work 2002

Jeffrey Potter

NCNOC Web Editor

1975 Norton Commando Interstate

As I was surfing the net I came across a web site, Ride to Work. The main purpose is to show the public the positive side of motorcycles as a commute vehicle. This is done every third Wednesday in July.

Since I agreed with what they were saying, I "signed up". I received some promotional items and a nice little newsletter. Unfortunately, last year I was unemployed so my Ride to Work was around the block. Short commute.

This year I was ready and was looking forward to riding to work on July 17<sup>th</sup>. So I rolled the Norton out of the garage. Attached my tank bag (filled with my normal briefcase items) and suited up.

Normally I take Highway 4 to the Pittsburg BART station, then ride BART into Walnut Creek. Since the company I work for, New Horizons, is in the office building next to the BART station, it is a very easy daily commute. But today I decided to take the backroads to work and avoid the freeway.

Since the commute traffic is always bad here in Antioch, I was not surprised to see the the surface road traffic was also backed up. As you all know navigating street traffic is a lot different then cruising through a mountain road. Everyone seems to have that crazed look in their eyes. They all are concentrating at getting to work as fast as possible and not caring (or seeing) what is around them. So I am extra careful when riding along side these folks.

The first turn I make is onto Buchanan. This ends up being a stop and go ride as we all are backed up because of a new stoplight installed (more new houses!). "California" Jeff Gruwell lives on the adjacent street and you can see the back of his house. Since Jeff is building a garage and is always outside working on cars or other projects, I give the Norton a little rev to let him know it is me.

I make it through Pittsburg and turn left onto Kirker Pass Road. This is a nice little stretch of road that goes between Pittsburg and Concord. As long as there are no accidents, you can cruise about 60 to 65 mph. So I cranked up the wick and left the cars behind.. Some fool in a Mazda Miata thought he could keep up with me, wrong. Someone needs to tell that guy about power-to-weight ratios. It is a beautiful morning, nice and cool, the ride through Kirker Pass was nice, but short.

(continued on next page)

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I followed Kirker Pass into Concord and then I got caught up in the commute traffic again. Every time I stop at a light, I'd watch my rear view mirrors to make sure the person behind me stops.

The Norton is running great. I have had some problems lately in the mid-range where the bike seemed to want to die on me. Speaking with Alan Goldwater, he suggested I change my needle setting in the carbs. This has seemed to fit the problem. Thanks Alan!

I make it through the traffic to Walnut Creek. The traffic starts to get a little heavier since we are nearing the freeway. I make my turn onto California and into Mt. Diablo Plaza building. I just had to rev the engine once I got into our enclosed parking lot. Great echo. Hey, it is 6:00 am and no one else is in the parking garage but me, so I did it a few more times. I love that British thunder!

I got the great parking spot next to the elevators. As I was getting the Norton locked up, one of my fellow employees pulled up and parked next to me. Carl is a technical instructor at New Horizons and we chatted about bikes. I got to hear his Indian stories and how he should have never sold it. Carl asked the typical questions and we made our way to the office.

Since I too am an Instructor (Desktop Applications and database programming) we have a pretty tight dress code. Must look professional. I decided to start my class wearing my motorcycle gear. Once the class started I walked in, the folks stared at me as I flipped up my helmet visor. "Greetings and Welcome to New Horizons. Since we are under tight security, we are required to wear this protective gear. This will insure that no Instructors are injured during the day from flying objects from students and computer crashes."

It got a pretty good laugh. I then removed my gear and started the class for real. That day I was teaching Access Database. So I kept the theme of motorcycles and commuting. I had the students generate a database of motorcycle manufacturers and equipment. Along with gas mileage figures of popular autos and motorcycles. We all had a great time with it.

At our lunch break several students asked to see the Norton. Interesting that they are all women. As you all know, we love talking about our bikes and they were all curious and had plenty of questions. Of course most of them never saw a Norton before.

The class ended at 4 pm and we said our good-byes. Good bunch of students and the class was great. I went to the garage and got my gear on. The drive home was nice, though a little hotter outside. Seems to always be more traffic in the evenings. The drive through town was nice, but slow. Some one decided to try and make a left hand turn from the wrong lane and blocked traffic. Not on

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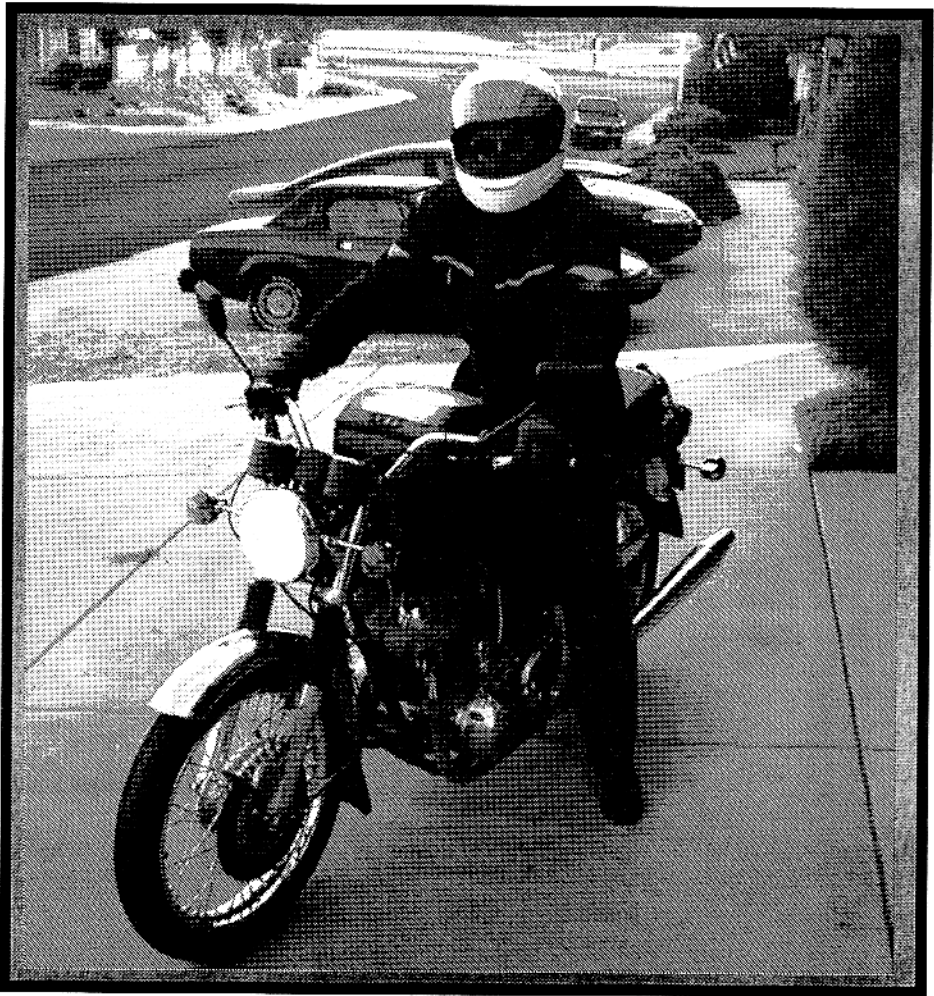
a motorcycle! I was able to go around the mess and left everyone else behind. Another advantage to riding a motorcycle. The rest of the trip was uneventful, just the way I like it. Got home in record time.

My assessment:

Cons – carrying equipment is difficult, and dealing with caged drivers.

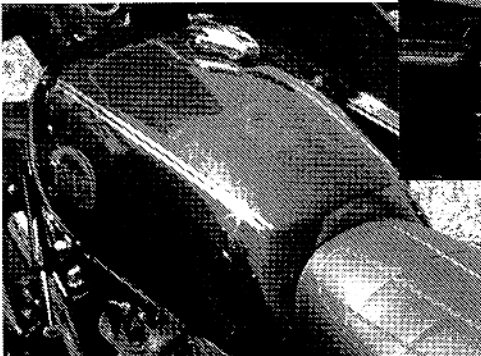
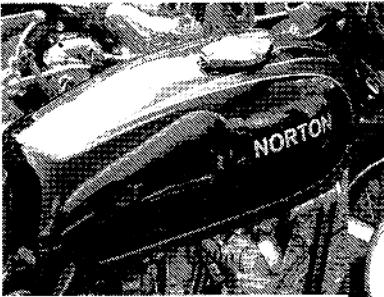
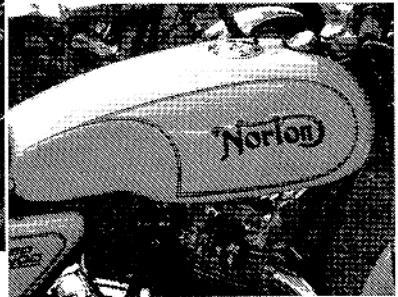
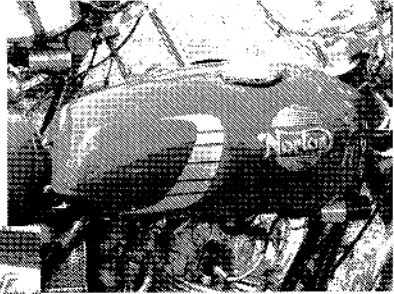
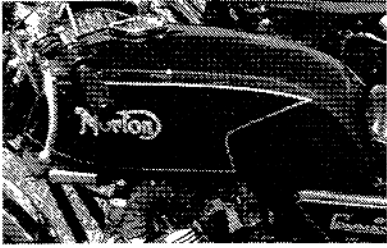
Pros – gasoline savings, maneuverability, size (you can put more bikes on the road than cars), street wear and tear (since motorcycles are lighter), but most important FUN!

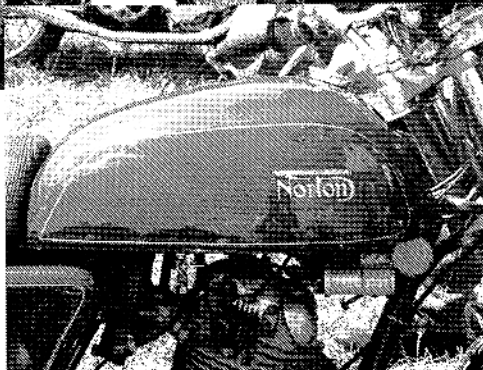
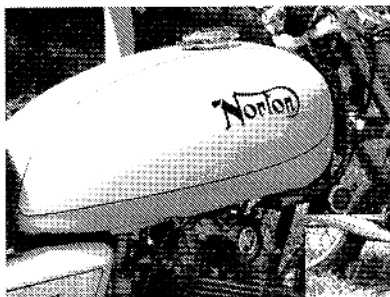
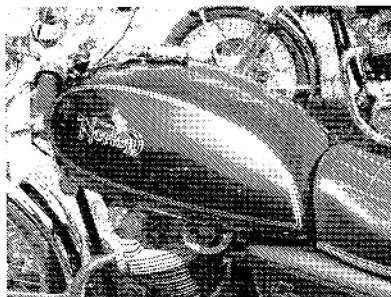
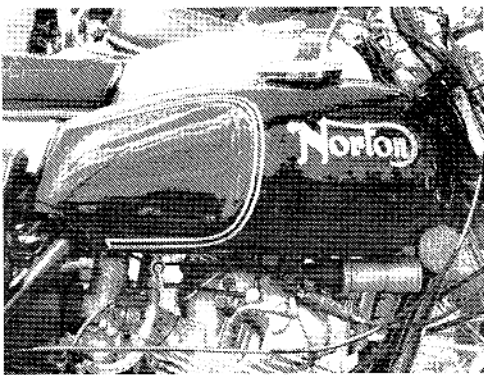
If you are interested in Ride to Work – go to [www.ridetowork.org](http://www.ridetowork.org) for more information.



# Many Ways To Paint a Norton

Photos by Goldwater





## Alan's Wrench.....

*by Alan Goldwater, tech editor*

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This years INOA National Rally was held at Davidson's Campground in Bristol New Hampshire. This is toward the center of the state, in a region of many lakes amidst the foothills of the Green Mountains. The roads were pretty nice, with lots of smooth, tight sweepers just made for a Norton. But the strictly enforced speed limits and heavy tourist traffic kept my riding enthusiasm in check. Once away from the lakes district things opened up nicely though, and my last ride was one to remember, winding through country towns and colonial farms with no McAnythings to spoil the ambience.

Attendance was around 320 people, apparently off from last year due to the schedule conflict with Mid-Ohio Vintage Days. The range of Nortons present was also less varied than last year, as most of the racers were off in Ohio racing. There was a fairly new Dreer 'Norton', with the proprietary gearbox and e-start, but not the new cylinder head. Many black Roadsters of course, but most of the Interstates seemed to favor other colors. There was a good assortment of Dunstall/Norvil café bikes but nothing radical. One that caught my eye was John Corbin's Roadster from Florida, with a BMW K100RS upper fairing, in iridescent midnight blue. Strangely enough, he had a Hyde seat on it, not a Corbin. Pictures of this and other eye candy are available on our web site.

Several vendors chose the Rally over the races, including Fred Eaton of Old Britt, who helped underwrite the event, and Clubman Specialties of course, based just down the road in Connecticut. And while the swap meet vendors were few, Pete Kogut did bring a trailer full, so some other people went home happily with more stuff than they brought. I was tempted by a nice Windjammer fairing, complete with mounts for Commando. But I realized that what I really want is that K-bike piece. Now where is Chris Canterbury (Eurotech)?

Items I'm testing include the McCuff gadget for gas pump nozzles, and a 30 watt halogen tail-light bulb from DesignTech International. The first one, bought from JC Whitney arrived broken, and the replacement they sent had a bad solder joint. After fixing that it works OK, but it is a vital safety part, and I have no confidence in the product at this point. I'll leave it in for now though, and give you an update next month.

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## MINUTES

August 8, 2002

### Prince of Wales Pub

The meeting was called to order by acting President Alan Mueller at 7:58 PM. He passed out some NADA appraisal booklets that had been sent to him. 11 members attended the meeting. Not bad for a Dardanelles weekend.

The Mt. Hamilton Ride will be Sunday Sept. 22nd starting at 10AM from Dean's Cafe in Pleasanton. The ride will be led by Tom Dabel. The ride will include Highway #33, Santa Rita Road, the Junction, possibly Mt. Hamilton.

The tragic death of Ruth Green was discussed. The memorial plans were discussed. A memorial on Saturday, 8/10 and a special ride to start at Alice's on the 17th of August (11 AM to 12) proceeding to the coast to spread her ashes and then into the mountains at Memorial Park to plant a Redwood in her memory.

We received an e-mail from someone offering us a Safety Coordinator Program. We were not really sure what the purpose was so we decided to not take this idea any further.

Alan M. gave a treasurers report. We have \$2300 in the bank. We will use some of it to fund the Old Timer's Ride. It was suggested that we make sure all vintage MC clubs are invited to the event. They should contact President Mike with a rough count.

The next meeting will be at Harry's Hofbrau in San Jose located at #280 and Saratoga Avenue.

Ray Pallett informed us of a swap meet in the UK around Sept. 10th. If you need anything special you can contact him. (Call Alan Mueller for his number ((650-591-5444)) )

Greg, Gar and Leonard are going on a 4 day loop of the Sierras Sept. 13 to 16. If you are interested in joining them, call Gar J.

There was no further business and the meeting was adjourned at 8:25 PM.

Respectfully submitted,

Jerry Grainger, acting Secretary.

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## The 5/8ths Mechanic

(The Norton Colorado Newsletter, July 2002)

### FUEL PRESSURE CHART (for those who refuse to use a pressure gauge)

Due to the fact that most technicians do not want to take the time to correctly test the fuel pressure, we have developed the following.

With the engine running, eith push the Schrader valve in or loosen the fuel line. THEN IF:

- +Fuel does not come out of the test area = Pressure in aprox 0 psi
- +Fuel hits the hood insulation = Pressure is 5 – 8 psa
- +Fuel squirts over the fender = 10 – 15 psi
- +Fuel splashes off the fender onto the hood insulation and into the next repair bay = Pressure is 25 – 30 psi
- +Fuel squirts to the garage roof, all over the bike and hits shop owner = Pressure is 35-50 psi

### VACUUM TEST “rule of thumb”

Put thumb on vacuum hose leading to direct vacuum

- +Don't feel anything = Change thumb and retest
- +Still don't feel anything = Vacuum is very low to none.
- +Hose has slight suction = 1" to 5"
- +Suction causes skin to wrinkle = 5" to 8"
- +Suction turns thumb blue + 8" to 10"
- +Suction creates hickey on thumb = 10" to 12"
- +Suction creates pain = 18" to 20"
- +Suction will not release and begin to move toward index finger = 20 to 25"

### ILLUMINATION CHART

With the vehickle prepped and ready to be tested, hook the negative lead of the test light to a good ground and proceed with testing.

- +The bulb DOES NOT light = 0 – 1 volt
- +The bulb MIGHT be glowing = 1 – 3 volts
- +The bulb BARELY GLOWS (or there is a reflection from the overhead light) = 3 – 5 volts
- +The bulb GLOWS MUCH BRIGHTER than #2, but only a little brighter than #3 = 5 – 7 volts

- +The bulb GLOWS WITH THE SAME INTENSITY AS A BALD HEAD ON A SUNNY DAY = 7 – 9 volts
- +The bulb GLOWS BRIGHTLY and is GAINING IN INTENSITY = 9 – 11 volts
- +The bulb is almost BRIGHTE ENOUGH TO READ BY = 11 – 13 volts
- +The bulb is BRIGHT ENOUGH that you see a spot when you look away = 13 – 15 volts
- +The bulb SHINES WITH THE INTENSITY OF A HALOGEN HEADLAMP = 15 – 17 volts
- +The bulb is so bright that it MAY BE A SIGN FROM GOD = 17 – 19 volts
- +The bulb flashed with the INTENSITY OF A MINOLTA FLASH POINTED 3 FEET FROM YOUR FACE = 20 – 20,000 volts, may be testing coil pack.

### IGNITION VOLTAGE OUTPUT TEST

Scopes may be inaccessible from time to time, so here is test for Ignition Output

1. Hold medium wrench in one hand. Sears wrench preferred for accuracy of test because other smooth wrenches are to slick for throwing.

2. With thr engine running, grab hold of the plug end of an ignition cable and with the other hand, hold on tight!

3. Pull plug wire, this will more than likely cause you to throw the wrench, KV output is based on how far the wrench was thrown.

=10 feet – approx 10,000 volts

+20 feet = approx 15,000 volts

+30 feet = approx 25,000 volts

+40 feet and beyond = caution!! Must be one of them new ultra high output ignition systems, use bigger wrench.

### HOW TO TORQUE WITH AN IMPACT WRENCH

With a skilled ear and a quick finger, you can use your impact gun to torque nuts and bolts. Please note these values are for Ingersol Rand brand impact guns only!

+25 to 35 ft/lbs = BAP!

+35 to 45 ft?lbs = BAP! BAP!

+45 to 60 ft/lbs = BAP! BAP! BAP!

+60 to 75 ft/lbs = BAP! BAP! BAP! BAP!

+75 to 90 ft./lbs = BAP! BAP! BAP! BAP! BAP!

+110 to 300 ft/lbs = BAP! BAP! BAP! BAP! BAP! BAP! BAP!

+stripped/broken bolt/nut = BAP! BAP! BAP! BAP! BAP! VRRRRRRRRRR!!!

Crap!!!

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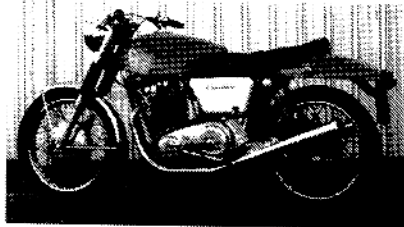
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## CLASSIFIEDS

**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)

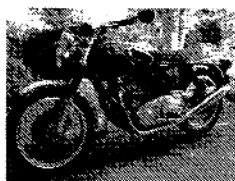
**WANTED:** Two gears, a 14 and 27 first gear set, an International ratio. Colin Sullivan, "colinael@alphalink.com.au (7/02)

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

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



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

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

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

**THE NORTHERN CALIFORNIA NORTON OWNERS CLUB**  
 Membership Application

The Northern California Norton Owners Club (NCNOC) was started in San Francisco in the early 1970's, and grew geographically larger to become the Northern California Club.

Club membership is technically limited to Norton owners, but we look the other way all the time, at least as long as you would like to have a Norton, own other British bikes, or are just a great person to have around. So if you like to ride, repair, eat, drink, be merry, and admire Norton motorcycles, it will cost you \$20 to join.

The club has monthly rides (sometimes more often), monthly meetings on the second Thursday of the month (at rotating venues), an award winning monthly newsletter, and a Website.

If you would like to learn more about your Norton and how to take care of it, would like to buy a Norton, or just want to have a good time with other Club members, join now!

The NCNOC maintains a relationship with the U.S. Norton Owners Association (USNOA, also known as the International Norton Owners Association, or INOA) as well as the original Club in England. Our club secretary will tell you how to join the UK organization, if you have an interest.

The USNOA puts on a North American Rally each year and publishes a fine quarterly magazine called the *Norton News*. This gives you access to national want-ads and to Norton merchants all over the country who advertise in the News. You also get the national membership list. It is well worth joining and will cost you another \$20. Send that to: **Dian Stark, 12603 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**