



Norton Notice

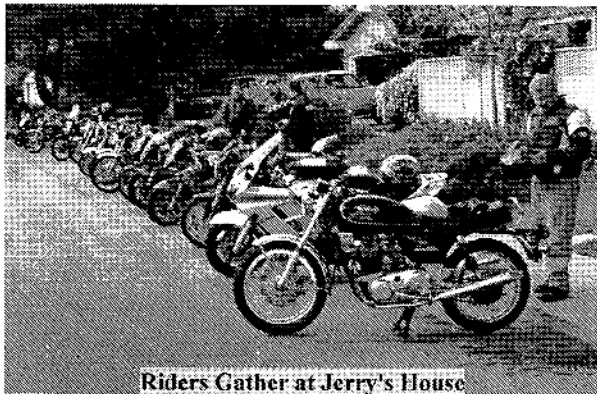


The Newsletter of the
Northern California Norton Owners Club

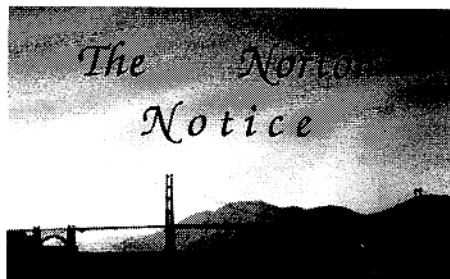
No. 296

May, 2003

Ride Leader Jerry Kaplan



Riders Gather at Jerry's House



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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.

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

The **NORTON NOTICE** is a reflection of the readership, who are encouraged to submit any article, technical tip, photograph (original or otherwise) as long as it is in good taste, so that other Norton enthusiasts may enjoy it. (Good taste is somewhat optional, but hey-this is a group of bikers we're talking about here....that's why we have an editor.)

The deadline for items to be submitted for publication is the 18th of each month.. The **NORTON NOTICE** welcomes contributions submitted electronically. Articles and photos can be sent in almost any format and the Editors Mac can read it. You may also send articles directly to the editor via fax at 650-595-3368. E-mail can be sent using INTERNET to norton2@earthlink.net

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 \$68.00/year for a 1/4 page ad!!

All changes of address or questions about membership or the Notice, call the Treasurer or the Editor!!

The Northern California Norton Owners Club is affiliated with both the Norton Owners Club of England and the International Norton Owners Association. Interested persons can join these two organisations per the terms described on the Branch membership application form.

Upcoming Events

2003 Meeting Schedule

May 8th – Dublin- The Englander 7294 San Ramon Rd., Dublin, CA (925)587-2333

June 12th – Prince of Wales

July Ride/Meeting San Juan Bautista

August 14th – Boathouse S.F.

September 11th – Prince of Wales

October 5th – Old Timer's Ride and Annual General Meeting

November 13th – Dublin

December 7th – Christmas Party (no December meeting)

Some Non-NCNOC Events

May 3	BSAOCNC Peninsula Ride - Alice's 10:00AM	650-363-9277
May 17-18	Hanford MC Show & Auction	805-646-9566
June 8	BSAOCNC "British Singles" Ride	707-428-6469
June 14	BSAOCNC Sierra Foothills Ride	916-791-0820
June 20 - 21	AMCA National Rally, Dixon, CA	
June 29	1st Annual Santa Rosa Swap Meet-Rick Haner Veterans Building, 1351 Maple Ave	707-588-8717
July 16 - 20	INOA Rally, Lumby, British Columbia	250-763-3711
July 21 - 26	Velocette OC, British Columbia	604-858-0868
August 8 - 17	Vincent OC Rally, Harrison Hot Springs, BC	604-856-2206
Sept. 27	El Camino MC, Torrance, CA	805-646-9566

**Press Production and
Halftones:**

John and Carrie Follett:

White Oak Press, San Carlos, CA

Ride Schedule..

by *Gar Jorgenson*, ride coordinator

Important Note on INOA Lumby Rally: The Twin Creeks Motel is now reported to be full up for the rally weekend. Those of you seeking shelter under a roof will need to look elsewhere, probably in the town of Vernon, which is near by.

Frank Recoder's trailer is also reported to be full, but he may provide a larger one if there is still interest in trailering your bike to the rally. Contact Frank if you are interested.

May Ride – Mt Hamilton

May 18th, 10:00 AM. Ride Leader Tom Dabel (I say Tom D-A-B-E-L) reports that he will be leading us west to east this year starting from his house in **San Jose at 730 Linda Flora (Ph: 408-272-0369)**. To get to Tom's, take I-680 to McKee and go east. Turn left on Toyon and then left again on Golf. Turn right on Linda Flora and go to the place with all of the Norton's out front. Tom asks that you be there by 10:00 AM so that we will all be ready to leave when Frank and Elizabeth arrive.

The ride will go up the westside of Mt. Hamilton with stops at the observatory and "The Junction". The ride will return to San Jose via Mines Rd and Pleasanton, or you can bail out at "The Junction" and head down into the San Joaquin Valley via Del Puerto Canyon.

June

June 21st & 22nd – Mono Hot Springs Ride

Ride Leader – Tom ~~D-A-B-E-L~~ (I'm learning). Tentative plans for this ride are to meet at 08:30 AM, June 21st (Saturday) at Santa Nella (Where I-5 and Hwy 33 meet just north of Hwy 152). Tom will lead the group to the Sierras and the hot springs. It will be a camp-out on Saturday night with the return trip on Sunday. Check next month's Notice for the details.

June 22nd - Alternative Day Ride – Pt. Reyes

Ride Leader – Steve Marsh. This ride is designed for those who are unable to make the overnight ride to Mono Hot Springs but still want to do a day ride. Steve plans to start the ride in Mill Valley and take us to the Point Reyes Lighthouse. After the lighthouse, it will be on to Drake's Bay for lunch, then back to Mill Valley. Check next month's Notice for the details.

July

July 6th – Ride/Meeting San Juan Bautista

I will try to coordinate a meeting point (or two) for the ride to San Jaun Bautista.

July 16th, 17th, 18th & 19th, INOA National Rally, B. C., Canada (10 Bonus Points)

People are already making plans for the National Rally at Lumby, B.C. Norton Points for the rally will be awarded as follows: Six points for each day of the rally that is ridden on a Norton. Six points for each day riding on a Norton to the rally (up to three days, maximum). Ten bonus points for attending the rally. Lesser numbers of points will be awarded in keeping with our normal procedure if you ride something other than a Norton.

July 20th - Cameron's/Half Moon Bay Ride

Ride Leader – David Crader

August

August 15th, 16th, 17th – Dardanelle Weekend (date to be confirmed)

August 16th – Alternative Day Ride – Ebbets/Sonora Pass Loop (date to be confirmed)

Ride Leader – David Crader. This will be an alternative day ride that will take us over the Sierras for lunch in Coleville, and then back home. David Crader and I did this ride in August 2002 and had a great time. We will be making a stop at Dardanelle so those who can't make the whole weekend ride and camp-out can be made jealous of those who can!

September

September 13th & 14th – North/South Ride

Ride Leader – Alan Goldwater. This is going to be a meeting of the Southern California Norton Owners Club and the NCNOC for an overnight ride in the Sierras. The current plan is to meet in Sonora and head up 108 for an overnight in Bridgeport. The following day will be a return to Sonora via Tioga pass and Yosemite.

September 13th – Alternative Day Ride – TBA

Ride Leader Needed. This will be another day ride for those who can't make the full weekend North/South Ride. Possibly this ride will go part of the way with the main group and then return to Sonora on the same day.

October

October 5th – Old Timer's Ride and AGM

Ride Leader Needed.

President's Message*by David Crader*

There have been many events since my message last month. The 16th annual Clubman's Show was on March 29. It was a great show for the NCNOC this year, although some of the vendors were complaining about no buyers for whole motorcycles this year. I guess it's the economy. The club provided a best Norton of show award, which was the Norton clock with plaque. That went to Paul Adams and his 1952 Norton Manx. Paul enters nearly every year and I believe doesn't get the recognition his machines deserve, so I was glad to see our award go to one of his motorcycles.

This year the BSAOC had a new award for best club booth. I'm proud to say the NCNOC won this trophy which I will be bringing to the meeting at Harry's April 10 and also to the Englander on May 8. If you didn't make it to the show, our booth had Frank Recoder's red '72 Fastback on a stand behind the table, Lorin Guy's '70 Type S to the right and my '74 JPN to the left in front. Lorin provided several mylar British union jack balloons. See pictures on the club website at www.nortonclub.com <<http://www.nortonclub.com>>.

The Day After Ride on March 30 had fantastic weather and a fair turnout for Nortons. I'm sure there was a Rudge somewhere in there as the Rudge Enthusiasts Club was the leader. There is nothing like getting into a crowd of British vertical twin engines with the reverberating sound bouncing off your helmet. We started at Baker's Square Restaurant in Los Gatos, went to Big Basin Way in Saratoga then up Hwy 9 crossing Hwy 35 onward to Big Basin Park Headquarters. After a bit of tire kicking and a push off from the park ranger many of us returned to Los Gatos via Bear Creek Rd instead of the planned run south to Mt Hermon and return on Hwy 17. I can say there was some "enthusiastic riding" up to the top of the hill. I let a 500 Velocette pass then played cat and mouse with it.

During the April 10 club meeting at Harry's Hofbrau in San Jose I mentioned I was going to back off on the official President's Tour idea and we will plan on meeting at the Bedford Gallery in Walnut Creek for the Wild Ones exhibit, historic racing motorcycles. Let's plan on meeting there Saturday May 10 at 1:00pm. Call me if you need more info or look them up on internet.

This month we will be going up Mt Hamilton. Tom Dabel will lead and we start at Tom's house in San Jose leaving at 10:00am. This is one of my favorite rides especially in the spring with the greenery and wild flowers in the Antelope Valley, backside of Mt Hamilton. You need to get away for this one on May 18 and join us.

See you on the road.....

The Editors Plea

Well, I am writing this article as a plea to the membership. **The Norton Notice must go on.**

I have been editing the Notice for ten or eleven years with a two year break while President Dave Crader took over the job. The Notice is the heart and soul of this club. I think members look forward to the Notice. It keeps us informed. I have tried to keep the tradition of Notice editors at its highest level. It is now time for a change.

Due to new business constraints and the lack of extra time, I am going to have to step down as editor. I will publish the Notice until December 2003. I would like to pass the job to an experienced Norton enthusiast or to a new Norton member. I took over the job as a complete novice. I had just purchased my first Norton from Ken Armann. He and John Bria told me that this job is a wonderful way to get oneself involved with the Club and Norton owners. When I started, I knew nothing about Nortons or motorcycles in general. Now, I still know nothing but I have had the chance to meet many wonderful people in the Club.

There are many advantages to editing the Notice. One of the first things I can think of (other than Nortons) is how to publish a newsletter. I have learned the skills of Desktop Publishing and Digital Photography. I have been able to use these skills in other ways. I have published pamphlets, programs and newsletters for other groups. I have received pay for these skills....not much, but every little bit helps. I could pursue these opportunities further if I was so inclined.

Anyway, new skills and knowledge are a good thing.

I am willing to help anyone interested in the job. It will take several issues to get a new person up to speed.

Again, The Notice Must Go On!!! PLEASE!! Volunteer your service. It will be a wonderful experience.

Alan Mueller, editor/treasurer

October 19th – Delta Ride

Ride Leader – Gar Jorgenson

November**November 2nd – BSA Club All British Ride** (*date to be confirmed*)**November 23rd – Turkey Ride**

Ride Leader needed.

December**December 7th – NCNOC Christmas Party****December 27th & 28th – Death Valley Ride**

This will be two days in Death Valley. The meeting point will be Furnace Creek Campground. If there is enough interest we can reserve a group camp sight. Camping this time of the year is good. Pleasant days and cold nights. The campground is nice with all the amenities, or you can motel it at one of several motels in the valley. Watch here for additional details.

From Margie Siegal

The Pony Express is a fundraising event for Susan G. Komen Breast Cancer Research. This is an all volunteer effort, and all funds go to research. I am thinking of riding the NorCal leg. Present schedule:

Monday July 28	Chico to Quincy, CA
Quincy to Sparks, CA	Sparks to Roseville, CA
Tuesday July 29	Roseville to San Rafael, CA
San Rafael thru San Francisco	to Mountain View, CA
	Mountain View to Watsonville, CA

I need to raise \$250 to go on the ride. Send checks to:

Women's Motorcyclist Foundation, Inc.

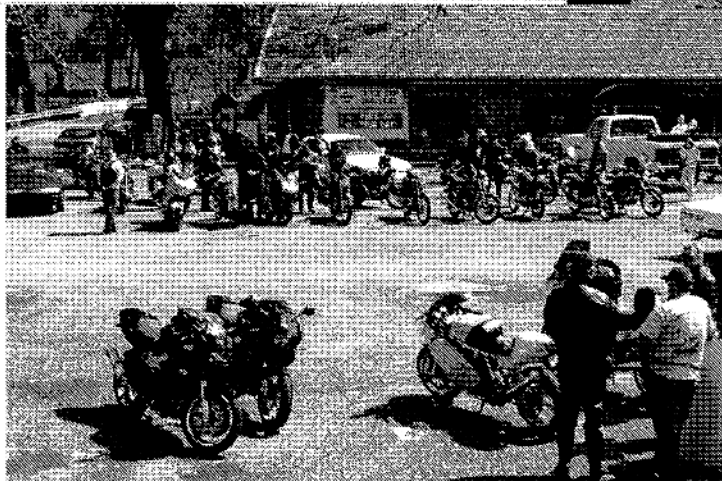
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LeRoy, NY 14482-1009

or online donations to: <http://www.ponyexpressrides.org/>

Although I understand we can't support the Pony Express as a club, if a few members kick in \$25.00 each, I will have raised enough to go.

The
North Bay
Ride



Mikuni Carburettors

a review of letters to Roadholder

Letters to Roadholder describing experiences with Mikuni conversions on Commandos

Fitting a Mikuni carb to a 750 Commando

I have owned a 1973 750 Commando for 17 years. During this time I have amassed a large collection of worn-out Amals, like many other owners I presume. Over the years I have experimented with various carbs with little or no success, with the exception of the Mikuni.

The Mikuni conversion kit was purchased from Allen's Motor Cycles, which advertises in Classic Bike magazine. They offer two carb kits for the 750cc Norton. The standard kit has a 34 mm carb. and they offer a kit with a 36 mm carb. for those who want the extra power. I opted for the 36 mm kit. It contains the carb, manifold, air filter, a selection of main and pilot jets and an information booklet on the various settings and how they affect carburation.

Fitting was simple. The throttle cable that I used was from a Triumph Tiger export model. The outer cable needed about an inch removed because of the height of the slide chamber, but this could vary depending on the type of twist-grip fitted. The best way to fit the petrol pipes was to use two right angled petrol tap unions, a metal 'T' piece and a rubber fuel pipe. The 'T' piece needed to be aligned so that the outlet was to the left of the carb, and pointing slightly up, otherwise the pipe fouled the choke lever. Initial setting-up was done using a 'Colourtune', followed by various test rides to get the jetting correct. The jetting as supplied was very close to being correct and the only alterations needed compensate for the state of the engine tune.

There was only one snag. This was that when changing down and closing the throttle, the revs were still there. As you can imagine,, this made for some interesting riding! The cure was suggested by Allen's. This was to insert an Amal carb. spring inside the Mikuni spring. The problem of the engine running on only appears when you ride the bike and only affects 750cc models. I find that the throttle action is very light even with two springs fitted. The bike always starts at first kick from cold, no matter how long it has been standing. But I find it better to warm the engine for a minute or two before riding because the choke lever on the carburettor is sometimes a little hard to locate, depending on the type of

gloves been worn at the time. The solution would be to fit a cable operated choke. if available, or to lengthen the choke lever. I have done neither, which is a measure of how important I consider the problem.

With the Mikuni fitted, the bike's performance, from a standing start, seems no different from when twin carbs. were fitted. But the only certain way to find out is to use a stopwatch. The general response right through the range, especially on twisty country roads when I am constantly up and down the gearbox, is definitely better. The dreaded flat spots, which the Amals produced. are a thing of the past. The conversion was never done on the grounds of economy but to make the bike better to ride. With the Amals fitted, I never went much above 70 m.p.h. as the machine never felt right, unless it was the rare time after I had just fitted new carbs. Now the speed is up to 80+, but the limiting factor is the brakes! For general riding, the fuel consumption always works out in the middle 50s m.p.g.

Two years ago I acquired an 850 and during the rebuild a 36mm Mikuni was fitted, together with a decent front brake. I can now use the power and stop. A trip to Holland in June with the bike fully loaded, and observing the Dutch speed limits, saw the consumption of this bike rise into the 60s. At a price of £230 each, I do not regard the Mikuni kits as cheap, but they do allow me to get more from my Nortons, which is what I want.

Michael Hull in Roadholder No. 195, Sep/Oct 1997

More on Mikunis - Twin carbs

I am now running a 750 Norvil Commando which is fitted with two Mikuni VM32 carbs. My reason for attempting the conversion was the usual desire to release more power and to solve a slight problem of not being able to pull full revs in top gear. The engine has an S4 cam, big valves, a well skimmed head [no squish bands] and Rita ignition.

The carbs. were supplied with two slightly splayed inlet tracts and there were no big problems when fitting them, and it was possible to fit the right side carburettor, even while it looked as though it would foul the frame. The existing throttle cable that had been used with two Amal Concentric Mk.IIs did not require alteration. But I had to get Norman White to make up a set of fuel pipes for the Mikunis because it was not possible to adapt the pipes fitted to the Amals.

The existing air-filter box had to be junked, but Phil Allan, who is a distributor for Mikuni, supplied two filters made of foam material (which should keep most

things out) and being soft and flexible helped in getting them to fit. I found it necessary to swing the battery through 90o and to place it at the rear of the tray to make more room for the filters. This was an easy modification.

The carbs. are not 'handed' which- makes setting them up a real pain. The fuel tank has to be removed and then it is possible to get at the idle adjustment and mixture screw with a screwdriver from above. Rigging-up an overhead fuel can, fitted with two supply pipes and taps made the job easier. Mikunis have a starter system instead of a choke and, rather than using a lever, it is easier to pull up the starter on the right side carb by pushing down on the end of a plunger. But this cannot be done with a glove on, and definitely not when riding along!

After the modification, the bike started easily. Feeling that the carbs were over-jetted, I went down in stages from 250, via 230 and 200, to 180 and reduced the pilot jets from 30 to 25. I think that I probably went down too quickly in jet size because with 180s fitted I could wind the throttle down from fully open without initially slowing down, and the engine appeared to run hot. Also, the bike would not pull past 5500 r.p.m. without any conviction and it was a pretty safe to assume that it was running too lean. Lifting the needle to its highest point reduced pinking and mid-range response. But I am now back to 230 jets and there appears to be more grunt. At a guess I would say that the correct size lies between 230 and 250. Jet changing is simple because there is a large screw on the underside of the float bowl that provides direct access.

Just to make the arcane subject of tuning more mysterious, it would appear that the pilot jets need to be smaller. With 30s the bike is definitely idling too rich, but even with 25s it needs a minimum of 2.5 turns of the air screw to idle cleanly. As the optimum number of turns lies between 1.5 and 2.1. I would guess that size 22.5 would be right for pilot jets.

Finally, the engine is prone to stalling, even when the idle is set at 1,000 rpm, notably when breaking hard to a stop. This may be due to pilot jets being too big or that the float heights need a tweak. An ex-trials rider suggested putting a shaped nick at the bottom of the slide to improve air flow over the pilot jet at very low r.p.m. - apparently this is a well-proven bodge - but I wouldn't have thought it necessary. Overall, it is difficult to make a judgement about this conversion until all the running parameters are established. The bike really needs to go on the dyno for this - maybe soon.

Andrew Higgs in Roadholder No. 196, Nov/Dec 1997

Mikuni - Single carb

While in Daytona for 'Bike Week' last year, I enquired about single Mikuni conversion kits for my 850 Commando and was fortunate to meet a retired former boss of British Marketing. He said that he had sold 'hundreds of them' and from memory jotted down the specification for the VM34 which was recommended for 750 and 850 road use.

The details were: main jet 240, pilot 35, slide 2.5, needle jet P-0 and needle 6DH3. Following this, I telephoned M.A.P. Cycle Enterprises, Inc. of St. Petersburg, Florida and they forwarded a complete kit, including air filter, throttle cable and an assortment of jets for \$175 (approx. £110). This is less than half the price paid by Michael Hull [see Roadholder No. 195]. The result after fitting the carb. is miraculous, with first kick starting, no flat spots and totally reliable tick-over.

Roger Evans in Roadholder No. 196, Nov/Dec 1997

A New Event

The 1st Annual Santa Rosa Motorcycle Swap Meet and Show. Sunday June 29th at the Veterans Bulding in Santa Rosa. The address is 1351 Maple Ave in Santa Rosa. Venders setup at 6-9am and is open to the public 9am to 5pm. For vender information cal Rick Haner at 707-588-8717. "rvhaner@aol.com

An Invitation

Art Sirota and Lynda will be hosting a barbeque at their house Sunday May 11th at 1:00 PM. The BSAOC are also invisted. There will be free food and soft drinks and juices. No alcohol or smoking will be allowed. This event will be cancelled in case of rain. It is open to all club members and their guest only. Please call Art with any questions. (650)363-9277.

Alan's Wrench.....by Alan Goldwater

(abridged from Norton News #130, with apologies to those who've already seen it there)

I've been testing an interesting LED voltmeter from A.O. Services in England. Proprietor Al Osborn served for many years as an officer of the NOC (UK), first as Roadholder editor in 1979, and in 1984 as Chairman. He became known as Al MK1 to distinguish him from successor editor Al Tritten (Al MKII). Looking back through some of those early issues, I came across many reminders of how the enthusiasm and dignity of the NOC drew me into the Norton community.

Regular contributors to the Roadholder included Steve Coburn, Phil Radford, Ben English, Andy Molnar, and many others who remain active to this day on both sides of the pond. Pete Thistle, who was NOC Secretary at that time is now publishing their excellent annual NOC Calendar, with its superb pictures of our favorite bikes. And Al Osborn is still providing electrical spares, upgrades and technical advice for Norton and other British bikes, including ignition and alternator parts, a solid-state Dynamo regulator ('V-Reg II') and a solid state replacement for the dreaded assimilator.

The Battery Status Monitor (BSM) is a deceptively simple device that hooks to ground and any convenient switched hot terminal. A 7/8 inch cube wired in line holds the electronics which control the single multicolor lamp. The display changes from red through orange, yellow and green, depending on the voltage. The version I'm testing is described as a 'deep-discharge' unit with narrower voltage-sensing range than the automotive version.

Red less than 10.75 volts
 Orange to Yellow 11.0 to 12.0 volts
 Green 12.25 to 15 volts
 Red over 15 volts



These numbers should be considered approximate, as the range of colors is continuous, so 'greenish yellow' might be 12.3 volts, and 'yellowish green' 12.7 volts. You get the idea, I hope!

I quickly discovered that the BSM is very useful on a stock Commando, in ways that the designer may not have intended. I can see at a glance if the alternator is working, if the zener diode is open, if the headlight switch or bulb is open, if the stoplight is working, or even if I've left the turn signals on. That's a lot of information to get from one indicator, and it works so well for a combination of reasons:

- 1) This is an 'analog' device in that it displays a continuous range of colors, unlike the typical digital meter with discrete LED steps.
- 2) The voltage range is perfectly matched to the limited output of the Lucas alternator system, which typically puts out less than 12 volts at idle with the headlight on. Anything over 14.5 volts on a Norton means the zener diode is broken or disconnected.
- 3) There's enough resistance in the wiring harness that the voltage at the front of the bike will vary measurably with the amount of load.

I have two reservations about this device. First, it's not quite bright enough to use in full direct sunlight. This is mostly due to the translucent diffuser built in to the back of the lens. When sunlight hits it, the color is mostly washed out. A tubular light shield would help, but I'd really prefer a super-bright led lamp without the diffuser. And second, about eight percent of human males have some degree of color-deficient vision, which almost always impairs distinguishing red from green. The BSM display will be pretty static to these people. It's otherwise a very useful device and I plan to get more of them for use on all my bikes. Al Osborn says that new versions with additional features, including a 6 volt one and another with integral handlebar mount are currently under development.

The BSM is available in the US (\$46) from Sterling MotorWorks 740-602-1060 or www.sterlingmotorworks.com/battery_status_monitor. A.O. Services can be reached at 35 Griston Road, Watton, THETFORD, Norfolk IP25 6DN England, or at www.aoservices.co.uk.

I been speaking at every meeting about the International Norton Rally in Lumby BC this summer. I recently talked to the NWNNO about routes through their area to the rally, and they suggest Hwy 97 which goes from Shasta through Klamath Falls pretty much all the way to Lumby. This road avoids most of the urban sprawl, and is prettier and cooler than 395 to the east. Anyone familiar with this route and suitable campsites along the way please contact me. I'd like to start laying out a schedule before it's too late.

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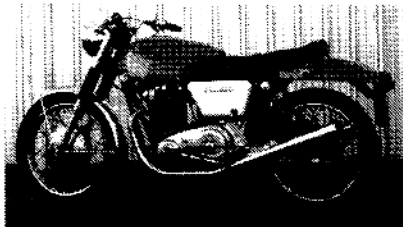
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San Mateo, CA
(650)574-9723

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: Are there no Nortons or Motorcycles for sale. I am not receiving any classifieds. PLEASE send some. Alan Mueller

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: 1965 Norton Electra. Complete and original except for (aftermarket) front fender and (Harley) silencers; this bike was renovated for riding, it's not a concours restoration - but everything works, including the starter and those cute bar-end signals. \$2,000. Don Danmeier, 415-893-1650 (days), 415-898-0330 (eves to 9) dwdmsms@novato.net

FOR SALE: '73 Commando. Hasn't started in 5+ years so needs attention. Black /gold pistripe. 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: Norton 600cc 19S, Located in Southern California, Tidy, good runner, needs clutch work. asking \$3500, open for offers. E-mail Clay at calamal@juno.com (1/03)

FOR SALE: One pair of spanking new "Interstate" mufflers, \$125/pair. One pair of beautiful but slightly used "Interstate" mufflers, \$90/pair. One pair of used "Interstate" headers, \$75. One brand new roadster grab rail, \$35 Call Harry Bunting, 650-485-5030 (days) or 408-615-1234 (eves) or e-mail: HarryB2378@aol.com (1/03)



Here are the Norton Cup point leaders as of April 2003

Jerry Grainger	48
Keith Karn	36
Mike Sullivan	32
Don Goforth	30
Gar Jorgenson	26
Ray Pallet	24
Tom Dabel	22
Lorin Guy	22
George Shoblo	22
Sachi Shoblo	22

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/INOA 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 \$25. 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