



Norton Notice



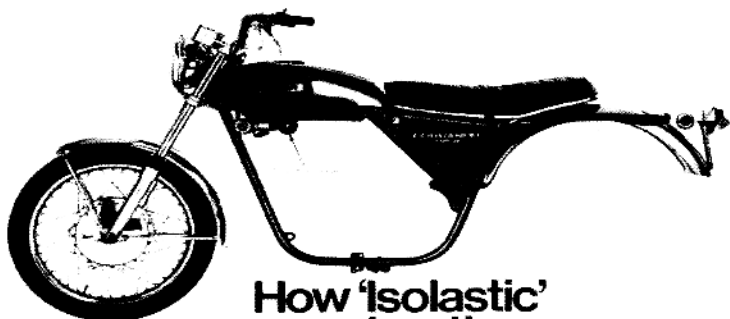
The Newsletter of the
Northern California Norton Owners Club

No. 300

September, 2003

HAPPY BIRTHDAY NORTON NOTICE

300 Issues Old



How 'Isolastic' construction cuts out more than vibration.

Put this at the top of the frame. It will
give you a more accurate construction isolates
engine vibration.

Engine vibration and noise. When the
you are with. It's been associated with the
frame.

When you see the engine that
is built with a more reliable design. Even
when compared with other similar
machines.

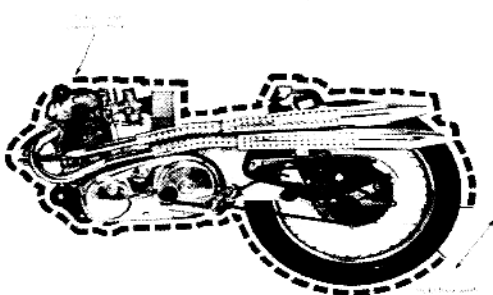
It's not just the more of the problems of
parts of the vehicle.

You get an extremely reliable Norton
engine. (Norton's have won a record 13
times of Motor Cycle.)

You get high performance. 0-60 in
4.5. Speeding up to 124. Top speed
was 120 mph.

And you get simple maintenance. Be-
cause two cylinders are naturally easier
to service than four.

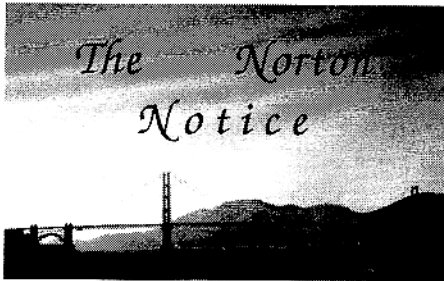
When it comes to isolastic construction that
does more than isolate engine vibration.
It also cuts mechanical costs.



Norton
Commandos
with Isolastic
construction

Write to: Norton Motorcycles Ltd., 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300.

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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 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

Membership in the Northern California Norton Owners Club is available for \$20.00 per year. Membership dues are payable to the Branch Treasurer. See application form on inside cover.

Renewal dues are payable at the end of the individual's membership year, which is designated by the last number listed on the mailing label of the Norton Notice and the membership card.

Advertising rates are \$60.00/year for a 1/4 page ad!!

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

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

Upcoming Events

2003 Meeting Schedule

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)

All meetings begin at 8:00pm after food and bench-racing

Aug 31	West Coast Vintage Dirt Track Series Paso Robles, CA	661-268-0105
Sept 12,13	California BSA Rally The Nick Nicholson Memorial Ride BSAOC Field Events with the BSAOCSC	415-898-0330
Sept 14	West Coast Vintage Dirt Track Series Sacramento, Ca	661-268-0105
Sept 27	BSAONC "British singles" Ride BBQ and Ride	415-472-0430
Oct 03	West Coast Vintage Dirt Track Series Del Mar, CA	661-268-0105
Oct 10	BSAOCNC North Coast Ride Marin-Sonoma-Mendocino Counties	415-892-2197
Oct 18	West Coast Vintage Dirt Track Series Willow Springs, CA	661-268-0105

**Press Production and
Halftones:**

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

Ride Schedule..

by *Gar Jorgenson*, ride coordinator

September

September 13th & 14th – North/South Ride

Ride Leader – Alan Goldwater

The ride **departs at 11 AM, Saturday September 13th from the Junction Shopping Center on the east side of Sonora, California on Highway 108.** For those arriving on Friday night, rooms are available at the Aladdin Motel in Sonora, phone number (800) 533-4971.

The ride will go over Hwy 108 with a lunch stop at the Dardanelles Resort around 12:30. From there it will be over Sonora Pass and on to Bridgeport. The Saturday night destination is Virginia Creek Settlement, about 5 miles south of Bridgeport on US 395. Telephone (760) 932-7780. Virginia Creek has a variety of accommodations from motel rooms to campsites. Call ASAP for reservations.

On Sunday, the ride will go south on 395 to Lee Vining and over Tioga Pass into Yosemite. From Yosemite it will be back to Sonora, arriving there mid afternoon. See Alan Goldwater's column else where in the Notice for details or call him at (831) 475-7505.

September 13th – Alternative Day Ride

I never got a taker for ride leader for the alternative day ride. However, a couple of people have expressed an interest in starting out with the main group and then heading back home after the lunch stop at the Dardanelle resort. So, if you have an interest in doing that, tag along.

October

October 5th – Old Timer's Ride and AGM

Ride Leader Jerry Grainger. This is usually a short ride from Alice's to Sam MacDonald Park in San Mateo County. Check next month's Notice for the details.

October 19th – Delta Ride

Ride Leader – Gar Jorgenson

This year we will start out in Antioch and go to Sacramento via the levy roads. We will be riding at least one of the ferries. The ultimate destination will be the Tow Auto Museum. This used to be called the Tow Ford Museum but they have branched out a bit. It's well worth a look. Check the October Notice for the details.

November

November 1st. – BSA Club All British Ride

November 23rd – Turkey Ride

Ride Leader needed.

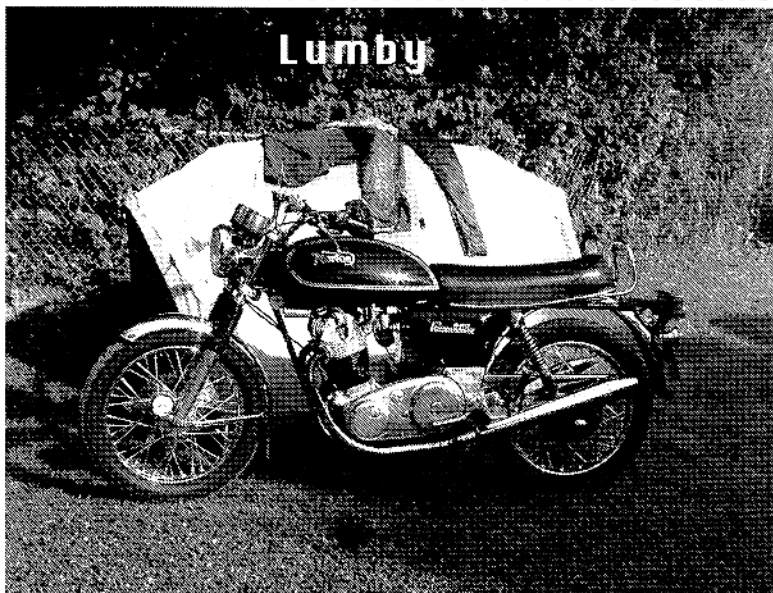
December

December 7th – NCNOC Christmas Party

December 27th & 28th – Death Valley Ride

At this point I plan to lead a couple of day rides to the some of the better known attractions in the park, including Scotty's Castle, Dante's View, Bad Water and perhaps the ghost town of Rhyolite. This will be a great opportunity for those who have never been to Death Valley to get in some great winter riding while getting a good introduction to a very unique place in California.

It's about an 8 to 10 hour drive from the Bay Area to the park, depending on if you are towing or not, so you will need to allow travel time on both ends of the event. I strongly recommend trucking/towing your Norton to the park. Once there you can stay in the campground, a motel, or (if you have the bucks) the Furnace Creek Inn. There are restaurants and stores, and gas is available everywhere we will need it. If there is enough interest we can reserve a group campsite.



President's Message

by David Crader

The INOA Lumby Rally is in the past. Congratulations to the NCNOC members that organized our club presence and came away the Best Chapter Award. That gives us two best club awards for 2003 adding to the trophy we received at the Clubman's Show in April. We're going to need a place to display these!

Last Saturday, I went to Gar's house in Discovery Bay to start the alternate Sierra Passes ride. Don Goforth also showed up and the three of us traveled east on Hwy 4 to Stockton. No other riders showed up at the Taco Bell in Stockton, Don Burtner in Elk Grove was a possibility, so off we went toward Angels Camp. Already heating up at 9:00am, I'm glad we got the early start.

We kept a steady pace from Stockton riding that great stretch of Hwy 4 between Copperopolis and Angels Camp. The spirited riding through this part had to be held down as at least two law enforcement agencies were busy on the job and we passed one racer type pulled over signing his ticket. At 10:00am the three of us passed through Angels Camp then stopped for gas in Arnold by 10:30. My schedule allowed for 11:00 at this point, so we were well ahead. I think Don could have used more stops, though.

Once into the actual Sierra mountains the forests change from pine to Douglas fir and eventually over 8,000 feet to alpine fir. Past Alpine Lake the road narrows to almost the width of a driveway. Just as well since the motors maintain their torque, but lose the horsepower. There's definitely a different sound coming from the exhaust. Moving ahead we crossed Ebbitts Pass and turned right on Hwy. There on the side of the road was a Commando so I stopped. Ron McHenry, one of our members from Carson City, was hoping our ride would pass by. He joined and continued to Monitor Pass where the Norton group camping at the Dardanelles was stopped sight seeing.

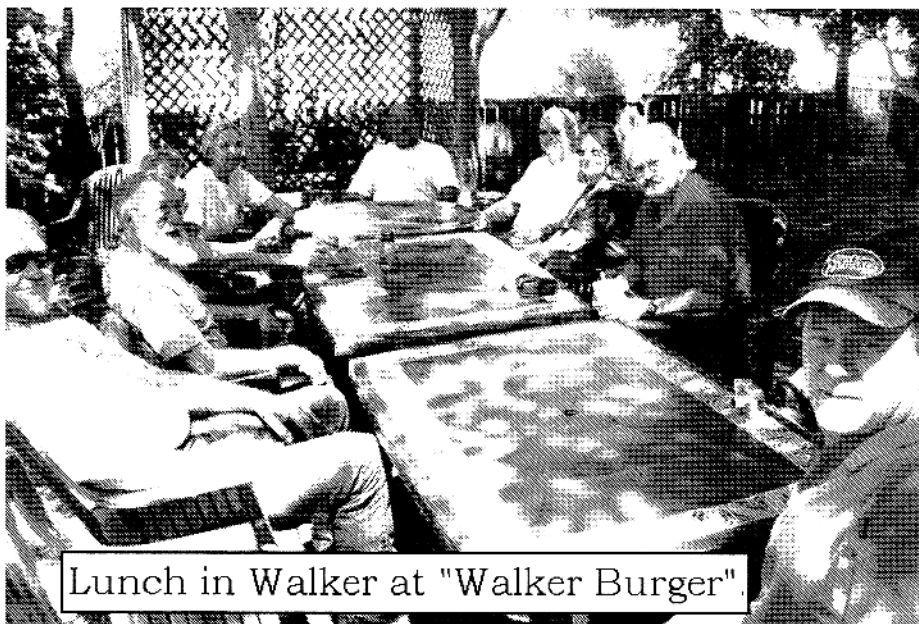
After lunch at Walker Burger the combined group minus Ron headed south on Hwy 395 toward the Sonora Pass turnoff. Just a couple of miles before, Don's engine developed a problem, so true to club norm we got out the tool kits as a group to diagnose the issue. Some problem with valve tappet clearance prompted Gar to recommend we leave Don's bike and come back with Frank Recoder's trailer for rescue. Don got a ride on Jerry Grainger's Honda to the Dardanelles after which Gar and I departed going back to Discovery Bay.

This is the second year I lead this ride. Overall it was 12 hours, 8:00 to 8:00, from Brentwood and 375 miles. The pace was relaxed and we had time to commune with the weekenders at Monitor Pass, in Walker and the Dardanelles. I highly recommend all that didn't make it this year to put it on your calendar for next year. Trailer up for the weekend or trailer over to Discovery Bay or Stockton. If you haven't been over these passes, your missing a beautiful part of our state. Next year just to change up, I want to go up Hwy 108 and Sonora Pass first. That way we can pick up the weekenders and make the loop together.

Join me in September to meet up with the southern Cal club in Sonora on Saturday the 13th. We plan to meet at 11:00. I will likely just go up, kick tires then return. The rest of the group will be going over the pass. Call me if you want to meet somewhere on the way up.

.....

THE DARDENELLE RIDE & WEEKEND



Lunch in Walker at "Walker Burger".

VICE PRESIDENTS MUSINGS.....*By Mike Sullivan*

The following are miscellaneous items that I remembered from the monthly meeting last Thursday, 8/14/03:

1. The Boathouse at Lake Merced is out of business. Fortunately I visited it on the Tuesday before the meeting and found this out. A notice was sent to everyone on the Club e-mail list and I was able to post a note on the door at the Boathouse announcing a change in venue to The Prince of Wales. As it turned out we had eleven members show up even with some members leaving town on Thursday to go to the Dardanelles.

Obviously, we need a new meeting place on the North Peninsula. If you can think of a place that has reasonably priced food and beer and also has an area that we can get off by ourselves, please let one of your Officers know.

2. For those of you who are branch members of the mother club, the NOC in England, all memberships will expire on 8/31/03. If you wish to retain your branch membership status, please send a check made out to The NCNOC care of Alan Mueller. When he gets all checks in, he will pay the lot of them by credit card.
3. Garwood Jorgenson gave us a good rundown on the upcoming rides. Jerry Grainger volunteered to lead the ride the morning of the Old Timers meeting and AGM. The Turkey Ride is undecided at this time. Anyone have any ideas?
The Delta Ride will be going to the Ford museum in Sacramento.
4. Lorin Guy spoke to a number of different points. A discussion was held about the artwork for our highway signs for the Adopt-a-Highway signs on Highway 35 either side of Alice's. A quorum being present, it was moved, seconded, and approved unanimously that the Club expend \$100.00 for the Norton logo artwork. Hey guys, this will look good! We agreed that a letter should be sent from the Club to Dr. Steve Debella of B.C. for taking care of Sam and Diane Harris after their unfortunate experience at the Lumby Rally. It is people like this that exhibit everything that Club membership should stand for.

5. We then discussed sending a letter to Kenny Dreer of Norton America to formally ask permission to continue to use all things Norton as they pertain to the operation of the Club. Any of you legal eagles have anything to say as to whether this is necessary? We thought that Kenny Dreer, in the interest of good public relations, would not bother us in the continued operation of the Club but it was put forward that it might be a good idea to get the permission on record.

I would like to take this opportunity to personally thank Frank and Elizabeth Recoder for assisting me after my slow speed getoff on Summit Road after the meeting/ride in San Juan Bautista. Watch out on those narrow roads as the SUVs tend to take their half of the road out of the middle.

Next meeting is at the Prince of Wales on Thursday, 9/11/03. See you there.

Meet Up on Monitor Pass



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

Wow, the folks in BC sure know how to put on a rally. Great roads, superb facilities, and lots of fine bikes and people all contributed to an excellent event. The hundred or so pictures I took are posted in rough order on the INOA web site, and will serve better than any words to share my Positive Earth experience with you. I'm sure those of you who were there join me in thanking the rally organizers and hard workers of the BMOC for their efforts to make this possible.

Our Dardanelles not-a-rally weekend was great, but turnout was smaller than usual with some familiar faces absent (you know who you are). You have another chance to enjoy the great riding though. Please join us for the North-South ride in September. We've found a nice resort just south of Bridgeport for the Saturday overnight stop with some rally atmosphere. Please see the details elsewhere in this issue, and plan on joining the 18 or so SoCalNOC members expected on this great ride.

The following is a condensed version of my column appearing in the next Norton News. To read the full article, please join the INOA:

For many years there has been a difference of opinion in Norton circles about progressive suspension. This term usually describes a kind of spring (both fork and shock) that increases in stiffness as it is compressed. Some like them, some don't, but everyone that's tried them seems to have an opinion. My own experience from several test rides over the years had convinced me that they didn't feel right, but I couldn't put my finger on why.

I recently decided to fix the handling of my touring bike (a MKIII), which had become pretty nasty. As a first step, I installed a set of IKON shocks, made in Australia to the Koni design. They feature externally adjustable damping, and come with a progressive type spring. They were easy to install, needing only a couple of washers to clear the chain guard on the left. They are a bit longer than the stock units, but the center stand still works.

I was immediately impressed with the build quality, and the improved suspension control and handling of the bike. However, I noticed again the feeling of something unbalanced in the bike's behavior. This time I realized that it came from some odd fore-and-aft rocking motion over bumps, and I eventually saw this was due to a mismatch of front and rear suspension springs. Obviously, the next step would be to match the front fork behavior to the new shocks in the rear. After asking around, I got a set of slightly-used Progressive (brand) progressive (type) fork springs, which came with some advice. "They were too soft, so the guy took them off."

Once I got the front preload adjusted, response felt a bit stiff, so I changed the fork oil from 20w to 15w. I used Belray fork oil rather than motor oil, as it seemed in the past to reduce stiction a bit. Now when I bump on the saddle, both ends of the bike compress and rebound together, something an old friend taught me is the holy grail of suspension tuning.

A long test ride with the new suspension on familiar roads has made a progressive believer of me. On average pavement the bumps are just about gone, I hardly feel anything less than 2". On some washboard corners where the rear used to hop around, I can now just drive through, not a problem anymore. Overall the suspension is much less of an issue than it formerly was, with no need to be alert for bumps & standing on the pegs to save my back. I am pretty amazed at the difference actually, and the bike corners much better than it ever did with the worn out stock shocks, sagging springs and thick fork oil. My only question is why did I wait so long to figure this out!

Here are the parts I used:

Rear shocks: IKON 7610-1283 with spacers for 10 mm bolts available from Norton stockists, or from Eurotech Motorsports (530-345-7145) \$279/pair

Front springs: Progressive Suspension 11-1119 with 1/2 inch preload using 2

So Cal Cycle TT 2003

What : a 650 mile rally for pre 1976 road going contraptions with two or three wheels.

When : 9:00 am Sunday, October 12, 2003 thru 10:00 pm Monday, October 13, 2003.

Where : Begins in Los Angeles, California in the vicinity of Echo Park; Over night in the Yucca Valley; Return to Los Angeles. The tour will consist of a variety of mountain roads (twisty), and some desert roads (straighter).

How much : \$100 for you and your bike. \$40 extra if you want to take a passenger.

What you get for your entry fee : Tee shirt; Accommodations at a hotel in Yucca Valley; Patch; Rally stickers; Chase vehicle support; Awards dinner and ceremony; whatever else I can supply for a measly hundred bucks.

Your application must be received by October 2, 2003.

For more information call 213 975 1144 or E mail at tanjent@sbcglobal.net or visit socaltt.com

RIDE YOUR NORTON ON LAGUNA SECA

Vmoto is pleased to announce its November 8th and 9th Vintage Motorcycle race at Laguna Seca, in Monterey, California. See "vintagemoto.com" for entry form and information. NOTE: There is a STREET BIKE class for those of you who have always wanted to ride this famous track.

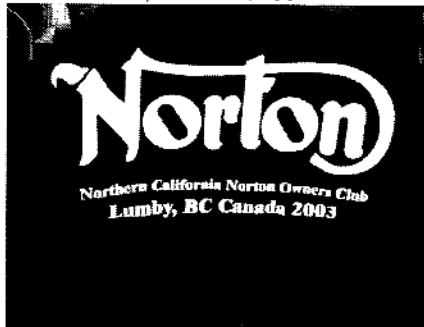
This is a great opportunity to ride this famous course in a controlled and safe environment. The regularity ride is not about speed, it's an exercise in consistency....similar to "bracket racing" from Dragster days. You are timed for ten laps, and your three most consistent laps are entered into a grid, the person with the most consistent three laps takes home the prize! Very cool, no passing zones on the track makes this event an exercise brain power and restraint as well as raw guts and desire.

See "vintagemoto.com" for info. Space is limited and cut off registration is October 24th 2003. Celebrity riders will be announced later. See ya there....or be square!!

SHIRTS FOR SALE***Limited Availability***

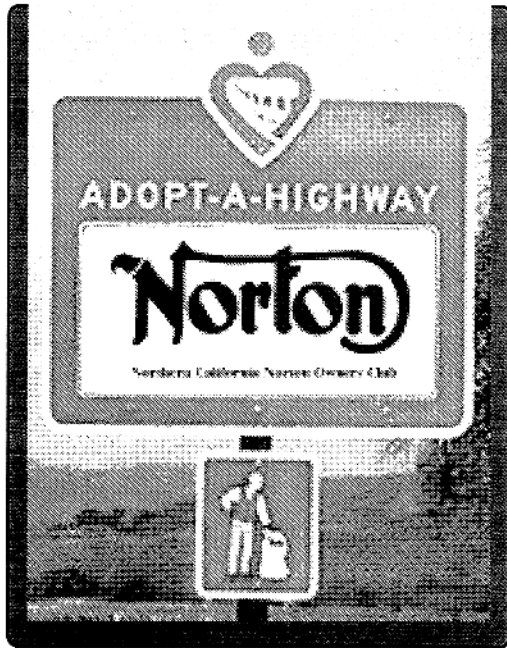
Here is the Nor-Cal Lumby T-shirt.. Has Norton script with "Northern California Norton Owners Club" below "Lumby BC Canada 2003" great keep sake make a great gift for Club members.

Black w/gold or Black w/white letters. Men's Ts (L or XL) or Women's scoop neck T's (M or L). Help your club, a portion of the receipts going to the NCNOC. e-mail Lorin Guy at loringuy@comcast.net or call,408.961.3468



NORTON CLEAN UP DAY September 20, 2003

Saturday September 20th is the official Adopt-a-Highway Clean Up Day. All those interested in helping, meet early Saturday morning for a short work detail. We need to police our area. The more the merrier!!! Come one, come all!!! Do your civic duty!!!!.....and any other cliché that might you out on a Saturday morning.



The North South Ride

September 13 and 14

Here are details of this joint ride with the Southern California Norton Owners:

Departure 11. AM Saturday from the Junction Shopping Center on the east side of Sonora. This is on the right, across from the Shell station, just past the construction where the new Sonora bypass rejoins old Highway 108.

For those driving/trucking up Friday, rooms are available at the Aladdin Motel in Sonora (800) 533-4971 on 108 about 1/4 mile east past the meeting spot. They have plenty of parking available for trucks/trailers. Rooms are \$68 single / \$76 double

We will stop at Dardanelles for lunch around 12:30, then on to Bridgeport.

Our Saturday night destination is the Virginia Creek Settlement, about 5 miles south of Bridgeport on the right side of 395. They offer motel rooms for \$70-75, cabins that sleep 4 at \$106, tent cabins with shared bath for \$24/person, and campsites for \$15. There's a full restaurant on site.

There are only about 10 rooms available, so if you want one, you must reserve immediately. Call 760 932 7780 or <http://www.virginiacrksettlement.com/index.html>

IMPORTANT: Be sure to mention 'Norton Group' when calling as I have asked them to hold the rooms for us.

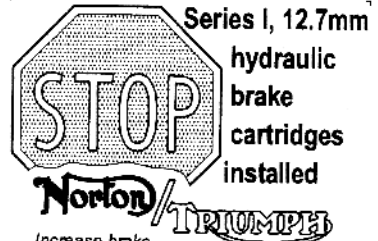
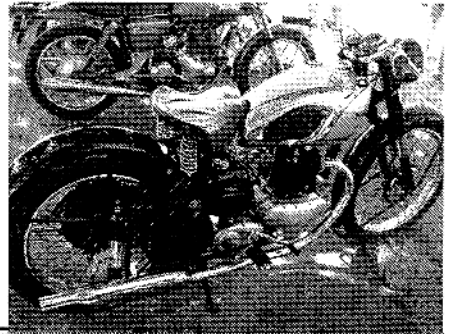
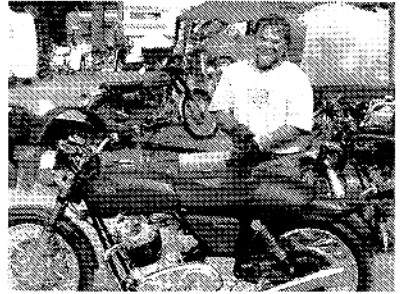
Sunday we will ride south on 395 to Lee Vining, then over Tioga Pass (Hwy120). Some of us will ride into Yosemite Valley to visit the world-famous Ahwahnee Hotel. Brunch is available there, pricey at around \$40 but worth it if you've never been and want a special treat. The route back to Sonora on 120 is fairly short, and we should be back at the departure point by mid-afternoon.

Call or email me if you have any questions.

Alan Goldwater (831) 475 7505, magicsound@aol.com

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by Alan Goldwater



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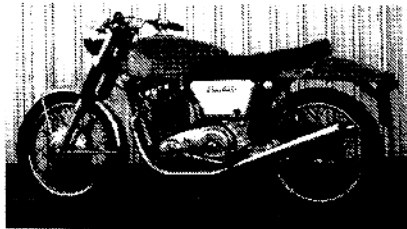
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CLASSIFIEDS

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: 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) dwdsms@novato.net

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)

British Bike Connection

58 Merwin Ave.

Rochester, NY. 585-288-4546

jnoll@britishbikeconnection.com

www.britishbikeconnection.com

Mushroom head tappet adjusters:

These adjusters have a perfect radius edge to control valve stem and tappet pitting. Made from carbon steel and hardened to 58/60 Rockwell. The radius is machined to #10-#16 micro finish. They are made to factory length & thread specs. they will add life to the valves and guides by alleviating for the poor geometry of the original valve train, because of the design they also quiet the valve noise.

06-7545M (NMT 2074M) Norton twins set of 4

70-1513M (E1513M) Triumph unit T120, T140 to 1977 \$25/set

70-8783M Triumph T150 BSA Rocket3 to 1973 \$36/set of 3

68-0155M BSA A65 & A50 \$25/set of 4

Coming Soon: Handle bar switch clusters for the MK3 Commando

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