



Norton Notice



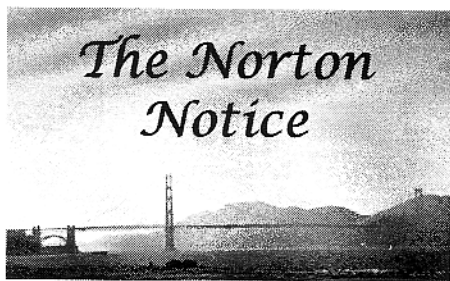
The Newsletter of the
Northern California Norton Owner's Club

No. 312

November 2004



In Memory
Dave (Weeksey) Weeks



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 PC can read it. E-mail can be sent using INTERNET to mikemill20@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

Upcoming Events

2004 Meeting Schedule

Northern California Norton Owners Club
2004 Meeting Schedule

NEXT MEETING

Thursday 11 November
Prince of Wales Pub
106 E. 25th Ave
San Mateo
650-574-9723

Note this is a date change from
previous issues

Meeting starts at 8:00PM

Bench racing starts whenever the second rider shows up

November 11th - *Meeting - Prince of Wales*

December 5th - *Christmas Party (no ride in Dec.)*

Ian Reddy's house

5114 Devon park Ct

San Jose, CA 95136

Party Starts at 1:30

*Ian requests no peanuts or nuts as their daughter has a
severe nut allergy*

Ride Schedule..
by Gar Jorgenson, ride coordinator

Points Leaders:	Alan G. 126	
	Ian Reddy	112
	Lorin Guy	86
	Tom Dabel	76
	John Maka	72

November

November 6th (**Saturday**) – All British Ride

Meeting point close by the intersection of Novato Blvd and DeLong Ave.
If you get there you will find it. Best to be there about 9:00am. English motorcycles only, no others welcome. \$10.00 lunch fee.

November 21st (**Sunday**) – Adopt-a-Highway clean-up day

9:30 AM before the Turkey Ride

November 21st (**Sunday**) – Turkey Ride

Ride leader – Lorin Guy

December

December 5th (**Sunday**) – Christmas Party (no ride or meeting)

Ian Reddy's House
5114 Devon Park Court
San Jose, CA 95136

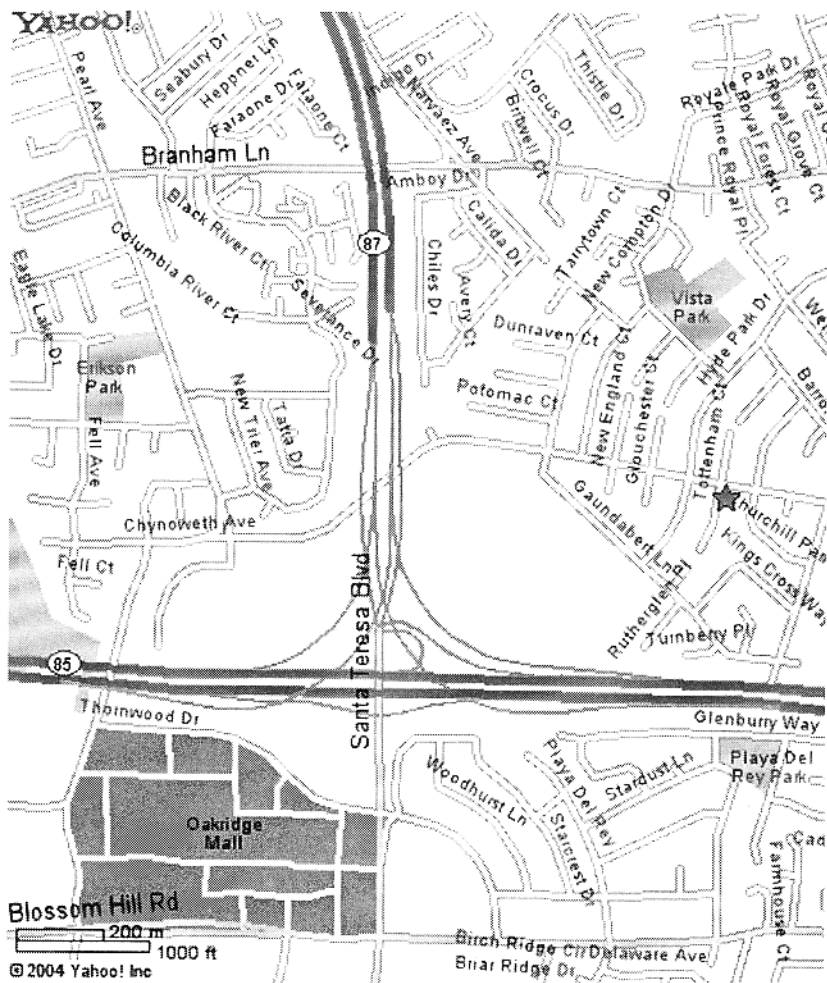
Party starts at 1:30pm

Ian requests no peanuts or other nuts as their daughter
has a severe nut allergy

Spouse and kids welcome

Please bring a dish or appetiser of your choice

MAP TO IANS HOUSE for Christmas party 5114 Devon Park Court



EDITOR'S CORNER

In Memorium

It is with great sadness that I report the death of Dave Weeks (Weeksey). He was killed in a road traffic accident on 24th September whilst riding to catch the Channel Tunnel train en route to an event in Belgium.

Dave was a 40 year Norton veteran being usually seen in the UK on a wide line Dominator. He had visited me on many occasions, attended our club meetings whilst in California and ridden with us on a number of NCNOC rides.

Weeksey was a bachelor and is survived by his father, brother and sister to whom I am sure we extend our condolences.

I guess winter is here. As I type this it is raining good and I never cleaned my rain gutters. Oh, well I guess that the sun will come out eventually. This is what we are hoping as last weeks Delta Ride was rained out and will, as normal, be rescheduled for the following week.

The next big event on the horizon is the All Brit Ride hosted by the Northern California BSA Club. This is a Saturday ride. We will meet in Novato as normal for a 10:00 departure. The ride will be thru the beautiful Marin and Sonoma countryside with a lunch at the French Cheese Co. picnic grounds. We are all ways looking for assistance to help man the NCNOC booth and to help out with the lunch. So if you feel inclined advise either one of our Officers or one of the NCBSAOC members.

Nominations for Club officers were taken at the AGM as reported in Alan Goldwater's minutes. If anyone would also like to run for an office, please let one of the existing Club Officers know and your name will be placed in consideration at the time of the meeting held during the Christmas Party at Ian Reddy's house on December 5th.

I see that in last month's Editor's Corner that I left out the date of the MidAmerica Auction in Las Vegas. It will be held on Thursday, Friday, and Saturday over the 13th, 14th, and 15th of January. If you have hit the Lotto and have to have that special unit, give it a try.

Mike Sullivan, Editor

President's Message by Jerry Grainger

Hi Riders

In case you missed it, one of the nicest outings ever took place on Sunday, Oct. 3, with a fine ride out of Alice's followed by our annual general meeting at the Loma Mar store, along Pescadero Road, complete with custom made Norton burgers, lovely weather, a very pleasant venue and the great company of 36 Nortons and their riders, along with other, lesser bikes trailing. Thanks to the efforts of many, this was a perfect way to spend the day, and we even took care of business, with a fairly brief meeting.

On Sunday, Oct. 17, however, we had our first rainout of the season, with the Delta ride being postponed to Oct. 24. See the annual meeting minutes and ride info elsewhere in this issue, and be sure to calendar Sunday, Dec. 5 for the NCNOC Christmas Party, at Ian Reddy's San Jose home, where we'll also hold elections.

And plan to attend the next monthly club meeting at the Prince of Wales Pub in San Mateo on Thursday, Nov. 11 (not another date mentioned earlier). Then join us for the Turkey ride on Sun. Nov. 21, preceded by our Adopt-A-Highway efforts at 9:30 at Alice's on skyline, Highways #35 and #84. Finally, while you still have your ride schedule in hand, be sure and attend the All-British ride on Saturday, Nov. 6, in Marin. It's always a blast to enjoy the vibrations and sounds of a hundred or more Brit bikes roaring out of Novato and into the north coast countryside, winding up at a fun BBQ and awards presentation. The BSA Club always does this one right - maybe they've been taking notes from the NCNOC?

Meanwhile, club-spirited members are donating cool stuff, such as heavy-duty sealed batteries, an exhaust system and an Atlas cylinder head, in order to keep the treasury healthy, since we are running close to the bone. Again, see Secretary Alan Goldwater's minutes in this issue for details, and also for the names of our newest members, whom we welcome. And if you meet another Norton person in your travels, be sure and encourage them to join our friendly and useful gang.

You can tell them about the great ride schedule, the informative newsletter, the wealth of technical assistance and knowledge available from our committed membership, and best of all, the wonderful camaraderie of a fine bunch of folks, riding and enjoying the coolest old motorcycles in the galaxy. And finally, be sure and mark your calendar for the INOA Rally in southern Oregon next July 13-17, 2005, for a special event for the whole family.

See you on the road.

Jerry Grainger
President,

Norton Owners Club of Northern California

Minutes of the Annual General Meeting October 3, 2004

The meeting was called to order by Pres. Jerry Grainger at 2PM with 35 members and the following officers present:

Lorin Guy vice president

Alan Goldwater secretary

Mike Sullivan editor

- 1) Call for contributions to help defray costs, with Keith Karn serving as treasurer pro tem
 - 2) Thanks to Wendy Grainger and other volunteers who helped prepare and serve an excellent picnic lunch.
 - 3) Reading of last months minutes was waived without objection from anyone present.
 - 4) Tom Dabel reported the death of Dave Weeks, a UK friend of Ray Pallett who visited us in past years. Condolences of the Club were offered to his family and friends.
 - 5) Gar Jorgenson reported on upcoming rides:
 - a. He will lead the Delta Ride, to leave from Carls Jr. in Antioch Oct 17 ??
 - b. The All-British Ride, sponsored by the BSA Club will be Saturday, Nov 6 leaving at 10 AM from downtown Novato as in past years.
 - c. The Turkey Ride November 21. Details elsewhere in the Norton Notice.
 - d. The Christmas Party will be hosted by Ian and Yvonne Reddy on Dec. 5
-

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- 6) *Gar is planning to retire from the ride leaders position by 2006. Ian Reddy has offered to share the job for 2005 and will consider taking over after that.*
- 7) No further old business was reported.
- 8) The following nominations for Club Officers were made and seconded:
- | | |
|----------------|----------------|
| President | Lorin Guy |
| Vice President | Jerry Grainger |
| Secretary | Alan Goldwater |
| Treasurer | Ray Pallett |

MIKE Sullivan offered to continue serving as Norton Notice Editor

- 9) Mike also reported that producing the Norton Notice costs around \$150 per monthly issue. He reminded us that the Club treasury is depleted to around \$600
- 10) In response, I said that the Club has several donated parts and accessories for sale, and was seeking donations of other items to be auctioned. The following items (and their current bid prices) are now available:
- Atlas cylinder head, less valves and rockers but in excellent condition \$85
- Heavy-duty sealed batteries (4 available) donated by Frank Recoder, each \$60
- 2-into-1 Commando exhaust system, with fancy baffling peashooter \$200
-

NorCal Riders invade Southern California Cycle TT

OK the SoCal TT is now for the history books, (October 9-11) but it'll be a long time before I forget any of it. What a great ride, the event was the biggest TT ever. I believe we were 35 bikes and one scooter (CT110 Honda). Many of our Northern Cal Norton members were in attendance and it's great to see everyone out and riding.

The people who put it on as well as ride it are a wonderful eclectic group of vintage bike enthusiasts who really love to ride. I'm not sure of the complete mileage this year I heard 600 miles but my bike does not have gauges so I can't say. Every mile was a joy to ride; ok maybe not every mile, there was this 10 miles stretch of non-paved road, really has no place on the regular route (should be bonus)... But tied in a nice piece of paved, rarely traveled road that was a full throttle experience so I guess if you weigh the good and bad and come out with a "cool" it's acceptable. So, every mile of the route, save 10, was a joy to ride, the Angeles National Forest and Crest are a wonderment, the majesty of the desert and all it holds were a beautiful experience, love the straight fast roads as well as the twisty turny stuff, I believe this route has the exact right amount of both. The maps were good the best being the printed instructions (If I can follow them and not get lost they are good). They could use a larger font size, as some of us are getting older.... The gas stops were evenly spaced and at no point did any one run out of fuel or fear for a stop due to low fuel. Again the Yucca Inn was host to our over night stay and they did a great job of getting everybody in and settled for a night of merriment at the pool and spa side patio area. The diner, now open, had good service, reasonably priced food, was clean and offered to accommodate our large boisterous group without hesitation.

The ride started in LA area known as Echo Park, a nice older community; at Chango, a classic small coffee shop off Echo Park Ave. just off Sunset. The service was great and the fact that 45+-motorcyclist show up at 8am Sunday morning for coffee, sweets and stuff did not phase the great staff at this shop. The first part of the ride, up into the mountains, was as is the case in LA (you can't get away from it), about 10 miles of freeway, this is a sorting thing as the faster stronger bikes surface to the lead and the lesser powerful bikes break into splinter groups of skill and power, but once we turned off the freeway, it was all mountain roads with a cornucopia of different corner types; as any mountain goat could want. Heading up into the mountains was a wonderful feeling of being a part of something really fun, exciting and challenging all at once. The bikes roaring through the quite serene piney woods of Angeles National Forest, little squirrels stop to watch and wave as we pass on our noisy loud, smelly, oily old vintage iron.

They stand there with their Yamahwhosits, and Suzukawoolkies and Italian Desmonoisies.... What a feeling to see them point and say, "What's that?". These are some of the best mountain twisties in Southern California and the early morning "squid run" was on for a few hours as we made our way up the long and windy road. Gas stops gave us all a change to exchange a few stories say hello to fellow riders, first gas stop was at Wrightwood. As we get above the timberline the landscape changes and big rocks line the roadway. The roads twist and turn their way to the summit at 8400+ feet. The bikes are gasping for air and power is down, we struggle to maintain a good pace as the group again breaks into segments of powerful and less powerful bikes. Now with a line of motorcycles stretching for miles we forge forward and over the crest. The lunch stop and first Re-group stop is at DJ's coffee shop in San Bernardino, nice place with an out door seating area and lots of parking. We continued on 30 East, till 330 North and off into the high desert. The riding was brisk to say the least and traffic was thin. Off on 38 north to Big Bear and Baldwin Lake then down the mountain into the desert and Old woman springs road, this is were we can really let the bikes out. Watching for CHP. But still touching the "ton" is not a problem here. As the sun goes down we have had a full day of riding and some good laughs. We stop at Pioneertown for a beer and some re-grouping before heading into Yucca and our motel.

The night stay in Yucca is always a really great party. The Yucca Inn Motel alerts the other guests of our presents and those brave enough to wonder to the pool and spa area are greeted openly. 20+ pizzas and more beer cases than I care to count as well as the cigars and good ole bottles of Irish greet the riders; some of whom rested up before heading to the pool for the nights gathering. About two AM all seems to have died down save for a few still chatting and looking at bikes. The morning comes early and the 6am breakfast call does not see many in attendance. The 9am riders meeting sets the tone for the days ride. Tad gives us a pep talk about being safe and watching for the inconsistencies in the instruction, as some of the roads are not well marked. The desert is fast and we can't wait to hit the road.

Day two, we hit highway 68 south and make a left on Dillon rd. (one of those not marked so well). Then 32 miles of desert and a chance to sort out our bikes a bit. It's hot and 1000 Palms is a busy little town, as is Palm Desert, but we are soon out of that and heading up Haystack Mountain. This is a great twisty road but traffic Monday morning is thick and we bunch up. Passing is an individual thing and the road is tight so caution is the name of the game here. The views are spectacular as we crest the Santa Rosa and San Jacinto Mountains National Monument. At 90 miles into the days ride we have a gas stop and re-group, everyone is excited and the roads were great and the weather is warm. We continue on 371 as we approach

TRAVELS WITH SHIRLEY

Part 2

Don Danmeier

I suppose that back in the 18th century, whoever was responsible for drawing up state lines as territories were being admitted to the Union had to have first tramped around in the wilderness, making sure that borders occurred in logical locations. Despite the fact that California and Nevada are separated by two straight lines, there is no mistaking which state you're in when you are down there on the ground (except perhaps for the interior of the CalNeva casino, but even there, a painted line runs right through the building to show you where you can gamble, and where you can't). On the eastern side of the Sierra Nevada, the climate and the topography change dramatically to high desert conditions. There is a stretch of Highway 120 below Lee Vining that leads you through the Joshua trees with twists and turns; it rises and falls, bearing little evidence of the cuts and fills in its creation: it just follows the landscape. Although it's desert country, this is a wonderful route to take on a bike, because visibility is good enough to let you enjoy the road and make good time in the bargain. But this is still California. The major fun ends at the sleepy little burg of Benton, where we had lunch in the funky gas station/café. Rolling out of town toward the east, you encounter a sign saying Welcome to Nevada, and it's a long, dry slog from there to Utah.

People often ask me about the little black plastic lever on the handlebar, next to the throttle: "What's that for?" My standard answer is : "Nevada". That little gadget functions as a "cruise control" by allowing me to set the throttle and hold it in place by friction. It makes life much easier for the wrist, especially in the wet, because without it, the use of rain gloves requires that you develop the Vulcan Death Grip to hold a uniform throttle opening. This time, there was no rain in sight, but it was surely going to come in handy again. We were pushing a headwind, but at least it was not intolerably hot. We stopped in Tonopah for gas, and noticed that even more of the old motels and other businesses in the downtown district had been closed down and boarded up than when we last passed this way a couple of years ago. It wouldn't be the last time we saw that kind of thing on this trip. We also noticed a couple of Harleys pull in for gas, and the younger and presumably more

enthusiastic of the two riders dropped his kickstand, jumped off his bike (on the right side - why do they do that?), and running up to me hollered "WOW! A NORTON! What's a Norton??" His buddy rolled his eyes, and tried to explain its British heritage to him, but I'm not sure that it fully registered. He admitted that he'd just begun to ride six months ago, and the Harley was his first bike. That kind of encounter often has me gritting my teeth, but as we loped out of town Shirley generously explained to the side of my helmet that despite the lack of historical perspective on his part, Donald, the guy was on a motorcycle, and he was having a grand time. She was right, as usual.

Accommodation for the night was still quite a distance away: Cedar City was 350 miles to the east, and there ain't a lot to recommend in between. We stopped again for gas in Rachel, and while Shirley kibitzed with Fay Day, the little old lady that owns the place, I lubed the chain. If you're crossing Nevada on route 6, you can't miss Rachel, because if you don't take on fuel there, you won't make it to the next gas stop - going either way. It's a settlement that grew around the mines in the area years ago, and didn't amount to much even then. It was named after the first white child born there and who, Fay says, had since died. Fay herself came out west from Alabama with her husband as a young woman, and because he died before reaching retirement, she was sorta stuck there. She never got to do the traveling they had planned on. So she hangs on, making a living out of an old convenience store on the fringe of Area 51, the Nevada Test Range. Her advice to us was: Keep on moving, you two, while you're still young enough to do it.

We left UFO-land and continued our way east on the "Extraterrestrial Highway". We finally found a room in Caliente, figuring we'd make Utah easily the next day. Later we would realize that this was our second longest day of the trip (468 miles). The longest would eventually be 486 miles, during which we were to cross Nevada from east to west. Listen: if you're riding east out of California, you have to consider Nevada the major obstacle. Maybe I've already mentioned that.

to be continued

the "dirt section" there is a Bonus, alternate route but it's longer in miles and some with larger tanks choose it. Those of us who brave the regular route are greeted with 10 miles of soft, dusty, sandy road. Twisting and turning over a small mountain with large rocks still in the roadway. Many a close call on this road including one crash. (He's ok and will be riding is about 8 weeks when his shoulder heals.) Once the dirt is over it empties onto Forest land and a road very seldom-traveled buy cars, this is six fast miles with sweeping turns the perfect Norton road. Full throttle road with seldom a reason to brake unless your nerve wavers. Back into the mountains and heading to Idyllwild and lunch. The lunch stop is generally at the Idyllwild café but some choose the Greek restaurant for lunch. The re-grouping does not go so well at this stop and many just pass by. The excitement and anticipation of the mountain sections and the ride back to LA is on everyone's mind. Speeds pick up and now it becomes the mad rush back to the city. Angles Crest Highway and the last gas stop, the sun is going down and Tad's words about making the Crest before 4:30pm is heavy on everyone's mind. As the sun sets the road gets hard to see (heading west), and it gets cold way up there. (7000ft). we all press on regardless. The Nortons, Ducatis, and MotoGuzzis offer a low drone in the quite canyons and the night animals stay put till they pass. It's down the mountain and into the Valley. It's fast and twisty, a great way to finish off a fantastic two days of hard riding. The MASA restaurant is ready and waiting as we start to arrive. The parking has been reserved and as all the bikes and rides arrive everyone is outside and applauding as each one rides in and parks. Hand shakes and hugs, tales of close calls and wonderful times are exchanged. The dinner is famous and the beer flows. Tad address' the group and offers updates on the poor souls who for one reason or another did not make the whole trip, the awards for riders who went above and beyond expected are passed out and everyone is happy and tired. The Chase truck drivers (the unsung hero's) are still rolling in and they also have tales to tell. The night is joyous and everyone is happy. As dinner winds down the goodbyes start. The Northern Cal rider's part shaking hands and hugs as the Southern Cal people ready to depart. Many of us heading north make arrangements to meet in the morning at Chango (coffee shop) before heading home. The night brings good deep sleep as the two day ride has worn us and the drive home just is not something we are looking forward to. This is riding at it best, pitting the hard road and the pace against pure joy and excitement.

The SoCal TT is one of a few rides offered to vintage bikes that give you this opportunity. I have to thank all the riders and chase truck drivers for making this a fantastic couple days and especially to Tad Yenawine for putting in the monumental effort it takes to offer this ride. I'll be back next year.

Lorin Guy

PS: the Scooter guy (Wyane) rode every mile seldom stopping because of his slower pace.

Crader's Garage Sale

- Commando front brake hub with bearings – no brake backing plate - \$25
- Atlas battery box, in fair cond with some welding repair - \$15
- Atlas primary cover, rough finish but straight - \$10
- Atlas alloy alternator bracket - \$10
- Atlas alloy clutch pressure plate with springs and nuts - \$10
- Atlas head steady bracket - \$10
- Cutaway timing cover for 50s, 60s Dominator (to adjust chain tension) \$25
- Magneto chain cover for 50s, 60s Norton Model 50, ES2 or Model 19 - \$20
- 57-63 ES2, Model 50 or 19 valve spring set, new \$25
- ES2, Model 50 or 19 valve guide (only one) new \$10
- ES2, Model 50 or 19 exhaust valve lifter lever \$10
- Triumph front fender brackets, long one needs some repair 66-70 \$20
- Triumph upper fork triple clamp p/n H3667 69-70, \$20
- BSA A65 front fender, mid 60s - \$20
- BSA 441 front axle p/n 67/5566, new \$25
- Lucas horn p/n 70159 dated 10/63, 12V in very good cond - \$25
- Café racer fiberglass front fender, for 7" center fork tubes - \$10
- 50s Lucas headlight switch p/n 51004A, three position rotary type \$10

Call David at (925) 513-3148 evenings & weekends

Dave also reports that a good source of British taps, dies, and fasteners is British Fasteners. Their email address is www.britishfasteners.com/merchant2/merchant.mvc or you can just go to www.britishfasteners.com. They have a good selection of Whitworth and BSF Taps and dies as well as special fittings, spokes, etc.

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*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: Send Want Adds to your editor.

For Sale:

'74 Commando Roadster

Good tires, good runner, decent appearance. Driven to British Columbia and back in '03 with no problems, not driven since.

Boyer, Superblend mains, but basically stock with matching numbers and original paint.

\$3,800.00

Call Robin at 530-389-2304

*Advertisements needed
Send Sales or wants to
your editor*

FOR SALE: 1971 Commando Roadster. Engine by Ken Armann. single Mikuni. Original carbs included. Sealed battery from Frank Recoder. New rear tire, front tire 80%. Boyer. Easy starter and good runner. \$4000 or best offer. Mike Sullivan 650-872-3336

FOR SALE:

Latest ads from ebay:

'61 ES2 Great shape

Spokane, WA

Last bid \$5,100.00

Reserve not met

'31 16H with Watsonian sidecar

Asked \$4,550.00

South Dakota

Reserve not met at \$3,050.00

'74 850 Roadster with John

Player Paint. Few dings

Wisconsin

Reserve not met at \$2,247.00

'73 850 Roadster

Good shape

Montana

Asking \$4,500.00

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 _____ E-mail _____

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:
Ray Pallett, 462 Del Medio Ave. #2, Mountain View, CA
94040
(650)947-9780