



# Norton Notice



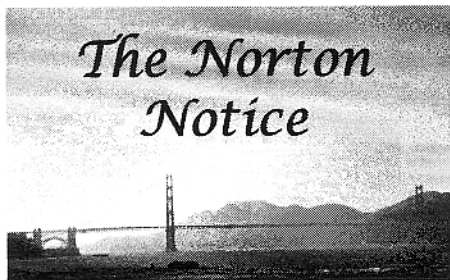
The Newsletter of the  
Northern California Norton Owner's Club

No. 322

September 2005



Yes it does exist.  
Ray Pallett with Unitized Twin  
Lucky Sod



## The Norton Notice

is the official publication of the Northern California Norton Owners Club and its sole purpose is to inform and entertain its membership. The Northern California Norton Owners Club is dedicated to the preservation, restoration, and use of Norton motorcycles and promotes events and activities twice a month that are open to members and guests of members.

Membership in the NCNOC is available for \$20.00 a year and can be sent directly to the treasurer (see application form in inside rear cover). Inquiries by new and/or prospective members can be directed to board members via e-mail. Membership change of address can be directed to the editor. The NCNOC is affiliated with the Norton Owners Club of England (NOC) and the International Norton Owners Association (INOA). Information about membership in the NOC or INOA can also be found on the membership form on the rear cover.

The Notice is published monthly and the deadline for articles and editorials and advertisements is the 18th of each month. The Notice editorial staff welcomes submission electronically in most popular formats. Pictures and articles are best sent as an attachment and e-mails can be sent to the editor at [mikemill20@aol.com](mailto:mikemill20@aol.com).

Advertising rates are \$100.00 a year for a 1/4 page ad, for other rates, formats, and dimensional inquiries contact the Editor.

The official website address for the Northern California Norton Owners Club is [www.noronclub.com](http://www.noronclub.com)

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## NORTON NOTICE

### Disclaimer:

The Norton Notice is the official publication of the Northern California Norton Owners Club. Articles and editorials submitted are published for the edification and entertainment of Club members. Technical articles are reviewed for accuracy and workability but are in no way guaranteed and no liability or responsibility for their accuracy is assumed or implied by publication or by the authors or by the NCNOC, or associated organizations. The Editor reserves rights, so granted by the standing board, to edit and/or otherwise accept or reject unsolicited submissions.

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# Upcoming Events

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## 2005 Meeting Schedule

Northern California Norton Owners Club

2005 Meeting Schedule

**September 8th**

**Harry's Haufbrau**

**1297 Chess Drive Foster City**

**650-349-8412**

Meeting starts at 8:00

Bench racing starts when the second rider shows up.

September

8<sup>th</sup> – Meeting – Harry's Haufbrau – San Mateo

October

2<sup>nd</sup> – Old Timer's Ride and AGM

November

10<sup>th</sup> – Meeting - Harry's Haufbrau – San Mateo

December

4<sup>th</sup> – Christmas Party (no ride or meeting)

Jerry Grainger's House

1512 Black Mountain Road

Hillsborough, CA 94010 650-348-5840

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## Ride Schedule by Ian Reddy, Rides Coordinator

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### September 18th Cameron's/Half Moon Bay Ride

)There will be three starting points for the ride this year. For the South Bay riders and anyone else who wants to come and play on the whole ride, we will be leaving Pete's coffee shop at the corner of San Antonio and El Camino at 10.00am sharp. If you want a cup of Java get there early!

From there we will ride up San Antonio to Foothill in Los Altos and then take El Monte to Moody and thence to the Page Mill playground! We will ride up Page Mill to Skyline and then on to Alice's. We should be there around 10.45am

Alice's will be the second starting point and we will leave there at 11.00am to ride down Woodside to the Wood side store at the foot of Kings Mountain. This will be the third and final departure point and we will be leaving there around 11.30am depending on how well we have kept to time up to that point. From the Woodside store we will ride up Kings Mountain Road to Skyline and then down the rough and twisty Tunitas Creek Road to Lobitos Creek Road, following this to the junction with Verde. We will take Verde to Purissima Creek Road and follow this back into the hills and around to the Junction with Highway one about a quarter of a mile or so North of Cameron's.

It is tight and twisty but so long as the fog has gone it is a beautiful route. So practice your cornering and check your suspension for the Cameron's Ride 2005.

### September

18<sup>th</sup> – Cameron's/HMB Ride - Sunday

### October

16<sup>th</sup> – Delta Ride – Sunday

### November

5<sup>th</sup> – All British Ride - Saturday

27<sup>th</sup> – Adopt-a-Highway clean up day - Sunday

27<sup>th</sup> – Turkey Ride - Sunday

### December

4<sup>th</sup> – Christmas Party (no ride or meeting)

*Jerry Grainger's House*

*1512 Black Mountain Road*

*Hillsborough, CA 94010*

*650-348-5840*

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MINUTES OF THE AUGUST 11, 2005 MEETING

CALL TO ORDER: 8pm by President Lorin Guy, with some 18 attendees, at Tommy's Joynt, in San Francisco (Geary and Van Ness Avenues).

Prior Minutes: Published in August Norton Notice for July 3, 2005, by Alan Goldwater - **Approved.**

Treasurer's Report: Ray Pallett advised that we have 126 members, 20 complimentary, and \$2,301 on hand, with a net for the year of \$383, and \$36 due. **Approved.**

Also, Mike Sullivan reports that newsletter expenses are down, and that folks should keep articles coming for print.

Rogue Rally Reports - We've had tremendous positive feedback on a great show. (More below.)

RIDES: Ian Reddy reported that the Dardanelles Ride of the weekend of Aug. 12-14 is set, and includes a day ride on Saturday of 158 miles led by Dave Crader, departing at 10:30 from the resort, with the caution that there is no fuel available at Dardanelles.

Ian also advised of an Adopt-A-Highway day on Sun. 8/21, at 9am at Alice's. The Cameron's Ride is Sunday 9/18, to Half Moon Bay. Don Goforth proposed that we honor Alan Goldwater by naming this ride for him from here on. **Approved.** The All-Brit ride is Saturday, Nov. 5, and we may again help with food.

A ride leader is needed for the Nov. 27 Turkey ride, which follows a highway cleanup session.

A ride leader was also needed for the Delta ride, but Jerry Kaplan stepped forward for this. The October or November club meetings may be set for the North Bay? The Christmas Party will be Sunday, Dec. 4, at Jerry Grainger's home in Hillsborough.

See elsewhere in this issue for ride details.

The Annual General Meeting of the club will be Sunday, Oct. 2, and will again be back at Huckleberry Flat, along Pescadero Road, near San Mateo County that precious part you've looked for 15 years.

## EDITOR'S CORNER

The Model 50 is up and running, as am I. On the first run up to Alice's it ran without missing a beat. And then it wouldn't start. After getting it home and doing some checks I discovered that the brand new battery had a dead cell. After putting in the old battery it started first kick. On the second run to Alice's the exhaust nut came loose. This was my fault as I normally re-tighten the nut after the first ride but I forgot when it wouldn't start. All is well now. Expect to see me on the Old Timer's Ride/AGM. Doc Wong's Safety Day is at La Honda on 9/25.

The Antique Motorcycle Show and Swap Meet at El Camino College in Torrance, CA is scheduled for Saturday Sept. 24.

The All Brit Ride is scheduled for **SATURDAY** November 5. I am sure that the NCNOC will be there in force.

Ray Pallett has a good ride set up for the Cameron's Run on Sept 18th. See the rally points in the ride schedule on page 4. Should be a good one. See you there.

Mike Sullivan, Editor

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### *President's Message continued from previous page*

credit for all these successes to our great membership. It is your enthusiastic participation that makes these events and rides so triumphant.

I want to see the club grow and flourish. I want our club to be recognized for its spirit and dedication. The true heart of the club is its members and as its membership grows so does its heart. New and exciting events, different ride destinations, charity and community involvement; the future is wide open for strong committed club. So nominate, participate and come out and Vote and Vote often...

Lorin Guy, President 2005

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**President's Message** by Lorin Guy

Summer is almost over and fall is coming. How many times have you heard that? The weather is still great and perfect for riding your Norton. If you have been on club rides you know they are fun, if not you still have a few left to get it together and come play. The club has a number of rides still on the calendar and as the weather gets more motorcycle friendly it's your duty to bring that Norton out and play with it! The September calendar has the general meeting at Harry's Hofbrau in Foster City on the 8th and the Cameron's ride on the 18th. Ray Pallett will lead the ride and Ray never fails to offer challenging routes and a great time. The meetings are fun and great for socializing and bench racing. (Although most talk about fixing their bikes?). But never the less it's a great time.

It's September and the AGM (Annual General Meeting) event is right around the corner so it's time to think of 2006 and new club officers. Election time nears and if you feel you or somebody you know would like to serve and be a good officer for the club, the officer positions are open for nominations. Send nominations to the Notice editor along with a brief bio and statement for publication. Voting is held at the AGM Ride and BBQ, so put this important date on your calendar. (October 2nd).

I can only say that the hard work that has gone into this year (2005) has netted this club some notoriety and respect among other clubs and the motorcycle community. Although the year is not over we can sum it up by saying 2005 has been a banner year. As a club we have dominated the Clubman competition, we have Co-chaired and run the fantastically successful INOA rally, we have effectively put on rides and events, we have held well-attended meetings in new and different venues. We have modified the bylaws to help insure the continued growth of the club. As a club we have opened the lines of communication and offered a hand to other British bikers, showing how truly dedicated the NCNOC is to this hobby/sport. We have made the highways safe for bikers and others by successfully executing the volunteer clean up campaign, and the year is not over. I give

*Continued on previous page*

*Meeting minutes continued from page 5*

**RIDE POINTS:** Ian also advised that the points tally (I don't see it here) is current as of July 4, and that Lorin has the paperwork.

**NEW EVENTS:** Lorin mentioned V-moto racing in Reno on Sun. 12/4, on a 4.4 mile track. More details elsewhere.

**EMAIL NCNOC YAHOO GROUP:** We've started one, courtesy of Lorin, and it should be a vehicle for club growth. See: [nortonclub.com](http://nortonclub.com)

**OTHER ELECTRONIC STUFF:** Should we go to an electronic Norton Notice, and avoid expensive postal charges? This could happen soon, and then your hard copy of the Notice will become as valuable as your motorcycle.

Also, a recent copy of the award-winning Wisconsin Norton Owners Club magazine was circulated.

**OTHER BUSINESS:** Volunteering for the KQED Auction, manning the phones, was suggested by Lorin.

Sam Justice is handling Rogue Rally T-shirts sales.

There was quite a bit of additional discussion of the operation of the Rogue Rally, including such issues as day passes, publicizing of the rules in advance, etc.

Ian spoke of what a good family event this was, and recent member Dan Bockmier contributed a check for \$100 to the club, saying he was very pleased to have attended the Rogue Rally and enjoyed our company so much.

The Isle of Man 2007 races are something to plan for, and Lorin will be providing additional information about upcoming highlights of this great institution of a race.

**ADJOURNED:** 9:00 pm

**NEXT MEETING:** Thursday, Sept. 8, Harry's Hofbrau in San Mateo. See Notice for details.

Respectfully submitted:

Jerry Grainger

Vice-President and acting Secretary

August 25, 2005

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## TRAVELS WITH SHIRLEY

### Epilogue

by Don Danmeier

Not every story deserves a sequel, despite what the guys in Hollywood think. Nevertheless, this being a motorcycle newsletter, I'd be remiss if after our travelogue I didn't provide some followup, if not actually a sequel, on the bike.

After a lot of looking around back in the early 1980's, I finally found my Norton in Southern California. In those days, Len Iosty was running a silver Mk3 Interstate that epitomized what I wanted, so naturally he became my hero. We've been friends ever since. Anyway, I bought the bike after a short test ride, in a complicated deal that involved the Norton, a 1951 Triumph, a 1970 Mercedes sedan, and money. I slipped on my leathers at the seller's place in Ventura, and except for gas stops, rode straight back home to Marin. When I pulled up at the last light on Sir Francis Drake Boulevard at 11:00PM that night, the bike still had a nice, even idle - despite the seven hour thrashing it had just received. Oh, I was as happy as a clam.

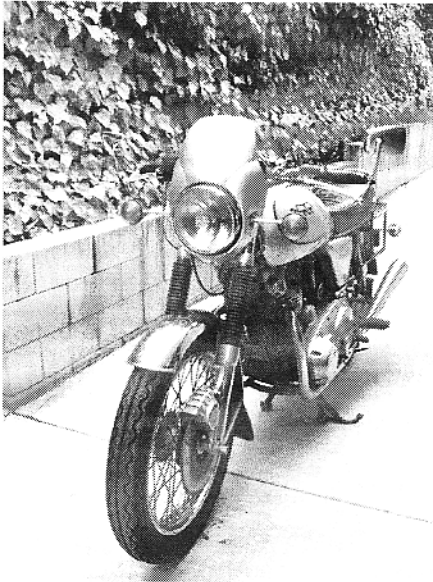
Next morning, Shirley was greeted by the sight of a bike on the sidewalk that had a funky home-brewed red paint job on the gas tank (no decals), a reversed front fender, ignition switch wrapped in cardboard and taped to the frame below the seat, a Mk2A seat, and evidence of having been dropped on its left side (scoured off edges on the front caliper and clutch lever, footrest dings in the primary cover, etc.). She took my word for it, "Ain't it great?!!!"

I set about cleaning and straightening things, and in the process developed the Radford Relationship that many of you are familiar with. We've been friends ever since.

The First Makeover involved fresh consumables (fluids, tires, etc.), one of my backyard paint jobs, and relocation of the switch to a binnacle on the fork crown along with new (LED) idiot lights. What a difference! Almost immediately afterward, we rode down to Morro Bay for an Ariel club rally. My beauty was a real hit. But I was dismayed to find that parking it in the sun on the side stand with a full tank meant a free gas wash of my new paint job, which took off the paint, decal, and striping on the left side. But we did haul ass all the way back on Highway One while getting about 50 miles to the gallon, having six to work with. Try that on yer piddly little p-nut tank. After that, I managed to repaint the left side of the tank, and blended both old and new coats pretty well, but it would be the last time I did any striping.

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It got a Boyer, which still regulates the sparks 20 years later. I learned the value of stabilizing the wires from the pickup unit (inside the points cover) after one embarrassing flameout while passing a Pontiac Firebird up on Highway 88,



and several annoying ones, including one on the open range in Nevada where the cattle got a little too inquisitive for Shirley's comfort while I was on my knees splicing wires. Back home, I replaced the pickup leads, soldered them in place, secured them with silicone, and soldered on new bullet connectors. I stuck a little cube of foam rubber in there per Phil's suggestion. No more trouble, but I'll tell you this: with every Boyer I've installed in other bikes since then, I always start by cutting off all the wire terminals provided, and soldering on new ones. The Boyer is not tolerant of significant voltage drop, which means that (1) all connectors in the system have to be as good as you can make 'em, and (2) the battery and starter have to be

in good condition if you want to dispense with kicking it to life.

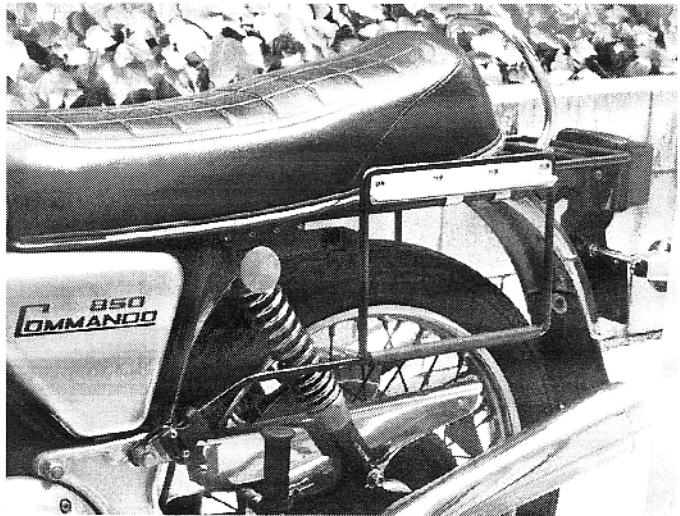
After hitting an off-ramp on Highway 395 south of Hallelujah Junction at 100 mph and finding that both slides were stuck wide open, I figured, Sceereew That. Mike Gaylord sleeved the carbs for me. Other than the paper gasket fiasco in Colorado, I've never had a lick of carburetor trouble since. As I've said, it gets new needles and needle jets periodically, and the carbs are synchronized with a manometer, which I'm convinced is the ONLY way to get smooth acceleration off idle reliably. In this form, the Norton got us around the countryside of England, Wales and the Isle of Man in 1985.

The Second Makeover occurred just prior to our ride to the Norton Rally at Lake Tahoe in 1991. We left there and continued on to the Pacific Northwest and back, tracing the Nez Perce retreat. The sheet metal had been painted again, but professionally striped this time, and I'd found a better gas cap (Jaguar?) at a car swap meet, which only needed removal of the automotive slosh tube it was mounted to. I use those all-metal BAP gas taps that are common to the later Triumphs, they never leak; and I periodically make up my own fuel hoses, to keep 'em fresh and pliable. Mr. Norton also gained those Dunstall-copy mufflers. The

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original black-cap units had a habit of rusting out. By the way, don't let anybody tell you that the original Norton and Trident mufflers are the same; the tapered sections are of different lengths (Norton's are shorter). Phil re-threaded the exhaust ports. I installed a set of K&N 'Superbike' bars, a bend that I've also used on the BSA, Trident, etc. Elimination of the flatulent cat that used to reside below the oil tank was followed by mounting a pair of Fiamm horns where the stock airbox used to be. They are LOUD. The bike came with a K&N air filter anyway, so the space was available, complete with a couple of mounting studs. I bought a set of Hyde rear-sets from a NOC member in Berkeley, who was clearing out his stash before moving away.

The following year we shipped the bike to my daughter's place in Philadelphia, and did our Founding Fathers tour in the northeast, going to and from the Rally in New Hampshire. On that trip, we rode the Blue Ridge Parkway down to my brother's place in South Carolina before heading west and back to the coast.



Somewhere about that time, I tried Progressive Suspension fork springs. Bad move. They had really improved the ride of my '71 BSA, but the stockers went back, and I later learned from Phil that those aftermarket springs didn't work well on the Norton. Why hadn't I asked him first?? I think it was at this point that I installed gaiters on the fork legs in place of those wimpy stock dust excluders. I also tried Avon Super Venoms, but my favorite passenger didn't think that they had enough tread for the rain. So I went back to Avon Roadrunners. Initially (1982) I'd run Dunlop K81s, as on the Trident, but I definitely think that the Avons have a nicer cross section, and by that I mean they make the lean-turn-upright transitions more smoothly. By then I'd also managed to get a few stainless bits from Phil, partly to clean things up, and partly to preclude trouble (I'm thinking of the rocker oil feed lines). I also

farmed out the gearbox to him, having ridden behind Leo Christriansen and seeing his kickstarter did the fatal loop-the-loop when the original Portugese bearing let loose inside. I replaced the battery with a sealed unit. Lastly, I hung another mirror on it, not only for better touring vision, but also because Nevada is a two-mirror state.

For the Third Makeover, I got a Mk3 seat from Phil, had the sheet metal repainted yet again (totally farmed out this time), and installed Hagon shocks and sealed wheel bearings. Note: there is no sealed replacement for the inner (center) bearing in the rear hub. I also installed one of those 'cruise control' units on the twistgrip, to ease the wrist on those long, lonely stretches. That paid off on our return from the Rally in Utah (but to get there, we'd detoured around Nevada via British Columbia). I also got around to having Phil supply me with a sleeved-down front brake cylinder, which really tuned things up in the stopping department. I had previously fitted stainless braided brake hoses.

Before our trip to Ohio last year, I decided that I'd had enough of draping the saddlebags over the seat. I like those soft bags (mine are from Eclipse) because they haul so much, have separate compartments that we can use for specific items (rain gear!), and they fold up and stow away so easily at the end of the trip. But the bags had worn through where they contacted the shocks; Shirley had to sit on the connecting straps; and checking the oil meant disconnecting the whole works and lifting them off each time. Besides that, the airline people didn't like the straps flapping around when we checked the saddlebags as baggage. Off with them! Actually, I kept the bottom straps, but now they attach to each other when off the bike, and I can snug 'em up before we fly. But the real answer was a pair of racks at the back of the bike that act as carriers to which the bags are attached; they also keep them from fouling the shocks. I formed patterns with wire, from which local fabricating guru Don Clancy made the finished items. They are of 3/8" cold rolled steel, with an awing/tarp rail to accept vinyl bulb sections that Don stitched to the back of the bags with his upholstery sewing machine.

I modified the seat to lift off, deleting the MK3 hinge on the left. Clancy made me a little bracket that bolted to the seat's hinge mount, and I also had him take off the cover, slice the foam horizontally at the front half of the seat, carve out an oval, install a gel pad I'd gotten from J.C. Whitney, and refit the cover. I painted and installed the racks, and in addition to the usual routine of stem-to-stern maintenance, installed the fairing. It's a modern Triumph unit, available from your friendly local dealer. I trimmed the trailing edges, tossed the Triumph bottom clamp, and made an aluminum piece that grips the bottom edge, connecting to the bottom of the steering yoke. Two stainless headlight spacers from Phil let me

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mount it to the turn signal stalks. My painter polished off the Triumph logo and shot it to match the sheet metal. It killed lots of bugs, especially in Louisiana. You can see the Radford-inspired mudflaps that I installed at the Rally.

The Norton has never let us down with a mechanical failure. It broke a pushrod in the Middle of Nowhere, Idaho, on the 1991 trip - but I can't blame that on the bike. I'd given it a top-end job, and had failed to properly seat one of the pushrods. The factory manual is in error when it says, "the pushrods cannot do otherwise than locate on the cam followers at the lower end." Thanks to a phone call to Phil and UPS overnight service, we were back on the road in 25 hours. It also fouled its plugs at the Lumby Rally, but that was because of a cheap set of valve stem seals. The head was redone by Mike Crowther of Engine Dynamics in Petaluma. It got another set of rings in 2004, just because I had the head off. It's still running the original pistons. I've never opened the bottom end, or for that matter taken it out of the frame. Today there are 56,955 miles on the clock.

When I bought it that day in Ventura, it had 8,320 miles on it. We've been friends ever since.



Don and Shirley: Thanks for the Travels

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## Highway Clean up, August 21, 2005

The morning started off a bit overcast with the fog drifting over the road and though the tree tops but soon burned away and with clear skies above us, the clean up got underway on time, (although next clean up will start a little later I think).

We had a good turn out to support our efforts to keep one of the best California roads clean and safe. Eleven members actually helped out with the clean up, but about fifteen were actually at Alice's to enjoy a Sunday scoot or just breakfast. It was nice to socialize after the work was all done with them too. Of those who made the trip to help were Ken Armann, Harry Bunting, Don Goforth, and Mike Sullivan, this group went North, and Sachie & George Sholbo, Lorin Guy, Ray Pallett went South, with Alan Goldwater and Jerry Grainger doing the parking lots and intersection, Kathryn Guy administrated the sign in table and coffee and sweets bar. The collection netted some fine trash and the pile got high as we found some old tires and a real-estate sign.

It's amazing how this stuff piles up even though we do a great job each time we clean up. It boggles the mind to think of all the trash on California state roads that goes unattended due to lack of funds or volunteers like the NCNOC. It's nice to know we are doing our part. We received a few "thank you" comments today; some of the locals and a few bicyclists said a few kind words. It's a wonderful opportunity we have to help Cal Trans and the State of California. It's a service we do for our fellow riders and ourselves. Each and everyone who comes out to help should be proud of the work done and time offered.

Thank You

Lorin Guy, President

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### AGM Meeting Note

It's September and the AGM (Annual General Meeting) event is right around the corner so it's time to think of 2006 and new club officers. Election time nears and if you feel you or somebody you know would like to serve and be a good officer for the club, the officer positions are open for nominations. Send nominations to the Notice editor along with a brief bio and statement for publication. Voting is held at the AGM Ride and BBQ, so put this important date on your calendar. (October 2nd).

Elected positions are per bylaws article VII A and B Officers of the Club

A. The following officers of the Club shall be elected at the Annual General Meeting of the Club, to be held in December of each year:

President

Vice-President

Secretary

Treasurer

Newsletter Editor

Rides Coordinator

Recording Secretary

Quartermaster (paraphernalia)

Public Relations Officer

B. Officers shall serve until the next Annual General Meeting of the Club, at which time they are eligible for re-election.

Which brings us to this point. I can only encourage you to attend the AGM, voice your opinions and exercise your right as paid members. This is your club and it's your direction by which it will be governed.

On a lighter note... the AGM is one heck of a BBQ and ride. So politics aside there is a load of fun to be had.

Lorin Guy, President

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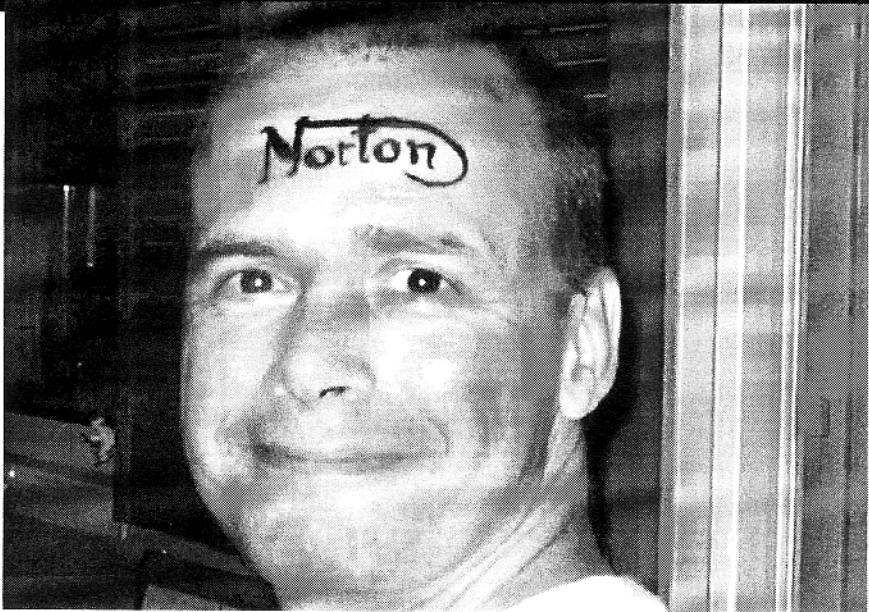
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## CLASSIFIEDS

*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.*

For Sale:

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66 Norton Atlas 750 Nicely rebuilt  
0 hours on engine \$4,000.00  
69 Triumph Triple, new top end,  
good unrestored cond. includes  
spare 5 speed mostly complete parts  
engine \$3,000.00  
68 BSA 250 very nice original  
unrestored condition \$2,500.00  
3-4 BA B50 basket cases,  
incomplete but engines in good  
condition \$1K each or offers for lot  
Many parts for BA B50, B44, B25  
and Tri. Bike in Santa Clara  
Chris 541-592-3985

**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:

1975 Norton Commando MkIII  
Project  
Mikuni Carb.  
New Bub exhaust  
Head fully rebuilt but not installed  
Call Leonard 925-625-4772

For Sale: 1975 850 Commando  
Boyer, Hagons, Barnett clutch, new  
battery, stator, electronic voltage  
regulator, ss rear brake line, new  
tires, top end rebuild 250 miles ago,  
For photos go to  
[www.geocities.com/smileyz4780](http://www.geocities.com/smileyz4780)  
\$5,100.00 Call Terry at 707-523-  
0700 or email  
[mileyz4780@yahoo.com](mailto:mileyz4780@yahoo.com)

## 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**