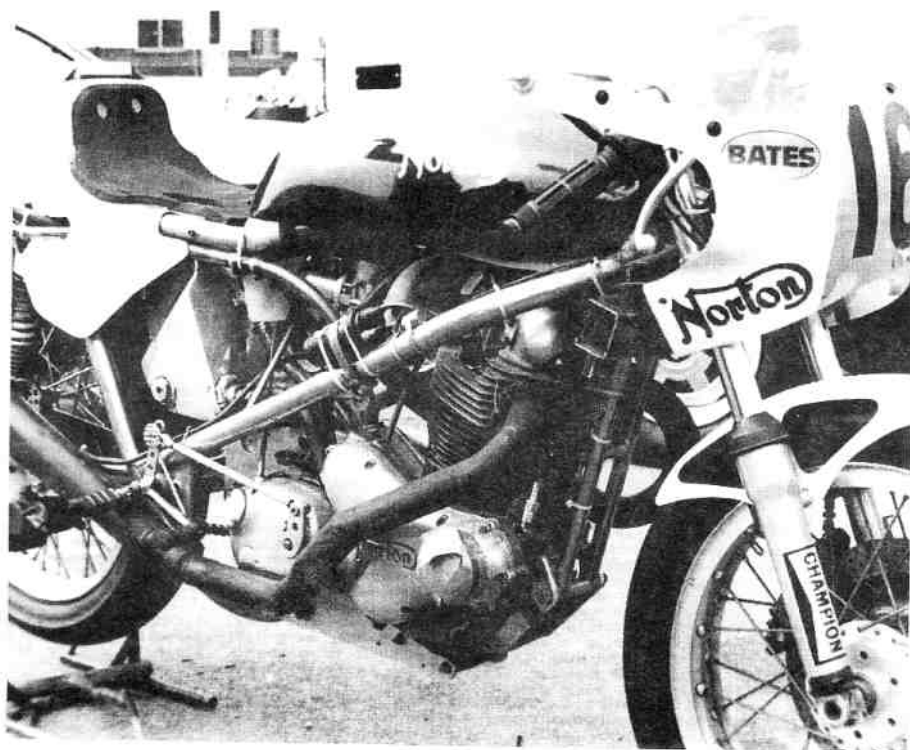


Norton Notice

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

NO. 102

OCT., 1986



Pictured above is:

1. An Unidentified Flying Object
2. An Identifiable Flying Object
3. A quick way to get from here to anywhere
4. A little something for a casual Sunday ride
5. A weapon



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



Norton Notice

is published by the Northern California Branch of the 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.

NORTON NOTICE is a reflection of its 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. For Branch members who cannot attend club meetings or club rides, the NORTON NOTICE affords an opportunity to share experiences and information with the membership of the Branch, and to bring the Branch members closer together.

The deadline for items to be submitted for publication is the 15th of each month.

Membership in the Northern California Branch of the Norton Owners Club is available for \$25.00 per year.

Membership dues are payable to the Branch Secretary/Treasurer.

Renewal dues are payable at the end of the individual's membership year, that month being designated by the last number of the individual's membership number as located on the mailing label of the NORTON NOTICE or the membership card. For example, 745/2 denotes member 745 with dues expiring on the 1st of February.

All changes of address should go to the Branch Secretary/Treasurer, not the NOTICE Editor.

Subscription to the NORTON NOTICE only is available for \$15.00 per year. This does not include membership in the Northern California Branch of the Norton Owners Club, nor does it afford any of the rights or privileges of membership in the NOC.

Membership in the Northern California Branch of the Norton Owners Club entitles a member to monthly issues of the NORTON NOTICE and bi-monthly issues of ROADHOLDER magazine, which is sent directly from England, keeping members informed of Norton owners' activities worldwide. Membership provides voting privileges at all NOC and Branch meetings, and allows one to purchase Norton spares directly from England, at significant savings, through the NOC Spares Program.



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PARAPHERNALIA

Volunteer
needed

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(408)978-5985

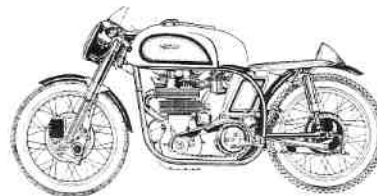
Dave Crader
3914 Jerabek Ct.
San Jose, CA 95136
(408)267-6049



Important!

(Please take note of the following fine print.)

The object of the Northern California Branch of the Norton Owners Club is to promote, encourage and develop all motorcycling 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 authors for any problems resulting from use of these technical 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 material express the authors' views 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.



1963 catalog drawing of 30M and 40M



UPCOMING EVENTS

NOTICE: IN THE EVENT OF RAIN ON THE DAY OF A CLUB RIDE, THE RIDE IS AUTOMATICALLY POSTPONED ONE WEEK. ALSO, RIDERS SHOULD HAVE PLENTY OF OIL AND CASOLINE BY THE SCHEDULED DEPARTURE TIME AND ALL PERSONAL PROBLEMS TAKEN OF. IN OTHER WORDS . . . FULL TANKS AND EMPTY BLADDERS!

- Oct. 4 Saturday So. Cal chapter of the Antique Motorcycle Club of America 125th Annual Show/Swap. El Camino Jr. College, near Torrance. Info, John Kagle, 17952 Bellis Ln., Orange, CA 92668. (714)538-0416.
- Oct. 5 Sunday Branch ride. Skyline To Skyline. Meet at TT Motors in Berkeley at 10:00 A.M. Ride finishes at Alices.
- Oct. 8 Thursday Branch meeting at the Class Reunion, Palo Alto. 7:30 P.M.
- Oct. 12 Sunday AFM Sears Point race. Call to confirm -- (707)938-8448.
- Oct. 18 Sunday Dick Mann's Vintage Rally at Sand Hill Ranch, Brentwood. (415)234-8556. An event not to be missed. Includes a swap.
- Oct. 28 Sunday AFM races at Sears. Originally billed as an endurance race it will probably be run under the same format as the regular races. This info. from the rider's meeting on 9/31 where it was felt that more spectators would come for class racing. Call.
- Nov. 13 Thursday Branch meeting.
- Nov. 23 Sunday Branch ride. Mt. Hamilton Freeze Ride. Meeting place to be announced next issue. This ride goes rain or shine; no rain date.
- Dec. 7 Sunday Branch ride. Pearl Harbor Day Ride. Meet at Alices; Skylands, at 10:00 A.M. Ride to CB Hanagan in Los Gatos, get bombed. (Don't even think of bringing your Nippon weapon.)
- Dec. 11 Thursday Branch meeting

OCTOBER

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CONTINUING:

CMC Night Motorcros. Every Wed. & Fri. night, Baylands Raceway, Fremont. Info: (415)671-2548

AMA Speedway Racing. Every Thurs. night, Baylands. 8:00 PM.

"Motorcycle World With Larry Hoffman". KTIM radio (100.9 FM). Sunday nights 12-11.



BRITISH BIKE by JIM REYNOLDS

IN 1935 the Norton 500 International had the same sort of appeal the LC Yamaha has today. There were bigger and faster bikes about then, but the Inter was a look-alike for the works racers that were dominating the TT and Grands Prix results.

It was road tested by Motor Cycling at 100 mph — with works jockey Jimmy Simpson in the saddle — and if you wanted to order the model in racing trim, it was the best bet for a private owner in the 500 class.

An Inter in good condition now — 51 years on — still shows its thoroughbred background. Like the model Rob Weaham of Motex took in part-exchange for a new Harley-Davidson recently.

Newly restored, it still needs running-in and fettling. But it's the sort of bike Grandad sacrificed and saved for, in the days before hire purchase.

Outside the Motex showroom in deepest Herefordshire, the Inter looked like an old fighter in a new suit.

An International needs the manual ignition control set just right if you want to avoid the dreaded kickback from

the 79mm x 100mm motor, with big flywheels to back up any show of bad temper.

In this case, the motor barked into life with the first swing. Good for the ego that!

The long gear lever engaged the first of four ratios with no hint of a crunch.

Away down the road, with slow gear changes to get the feel of the old Burman-made gears, as the longstroke single pulls strongly and the speedo needle swung to 50 with top gear engaged.

The Norton frame of 1935 offered a rigid back end, girder front forks damped only by the central barrel spring and small shock-springs as a

'Grandad's LC still a winner'

SPORTING STAR



supplement.

Not the ideal choice in the 1980's, but on smooth roads the result is a firm ride with good feedback of road feeling.

The narrow build of the single makes it a candidate for a little old-time scratching, but the low exhaust pipe and ground clearance suggest

otherwise.

The brakes, seven-inch drums with single leading shoe, may have been fine half a century ago. But traffic of the 60s suggested the top speed was a thing to dream of and I just savoured the gentle thumping and taut feel at country road speeds up to 60 mph.

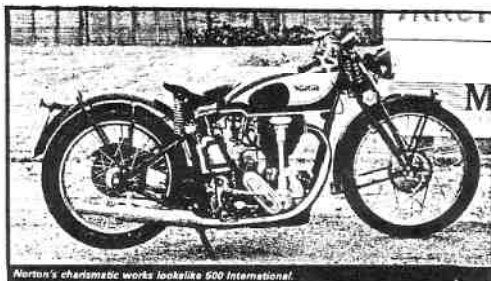
CORK for safety...



62'6
or with
feathers
65' -

The CORKER

has two solid layers of natural cow
laminated with two coats of rubber and
based on a hard inner shell.



Norton's charismatic works looklike 500 International.

A big single feels relaxed at such speeds, especially one with a set of decent flywheels to keep it pulling easily up the hills.

The detail work needed to sort the bike finally was evident in the occasional jumping out of top gear, and odd nuts needing retightening after a few miles.

A sporting feature like the genuine Andre steering damper easily reached in the centre of the bars was a touch of class, offering easy fine control with a big knurled adjuster you can nip up as a bumpy patch approaches.

The International didn't have the sheer speed of big V-twins such as Brough

Superior offered back in the 30's. But it was so far ahead of the humble sidevalve sloggers that many riders started with.

And with the 'sophisticated' overhead camshaft engine you can see why it was every sporting rider's ambition. Still is today, if you like old bikes.

The Norton experience

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



EDITOR'S NOTES



Many thanks to the kind folks who donated goods to the Rally. Everyone was a winner; this was certainly a bonus for those who attended.

Winner	Donor	Donation
Eric Hodges	Fair Spares	Nipac oil filter
Jerry Kaplan	TT Motors	Belstaff mittens
Mike Beth	Fair Spares	Carb gaiters
Scott Marburger	Fair Spares	Footpeg rubbers
Phil Radford	Rabers	Autosol
Don Danmeier	Rabers	Oil filter
Lou Caputo	TT Motors	Haynes Max Norton
Martin Segal	Fair Spares	Kickstart rubbers
Alvin Goldwater	Fair Spares	Clutch cable
Tom Dabel	Rabers	Valve guides
Robert Brinson	Fair Spares	Cush drive
David Kern	TT Motors	Haynes Inter Nort
Leo Christianson	Rabers	Autosol
Leo Christianson	Marshall's	MKIII poster set
John Covell	Rabers	750, 850 Manual
Terry Ihara	Munroe	Redline lead sub.
Mike Leard	Lou Caputo	Dunstall Tuning
Jim Meadows	Rabers	850 valve guides
Pat Hayes	TT Motors	Haynes Brough
Superior		

IMPRESSIONS AT THE RALLY

Clear skies Saturday morning; neat, clean lifting of the fog early Sunday. Dave's down-home pancakes which hit the spot. Sunday A.M. a pick for everyone at the raffle. Gene's one-handed riding around curves at 70, a lone-beamer rider at high revs heading for the coast from Ferndale... few cars on the road... friendly folks in Ferndale... congenial traveling companions... starting Tom Dabel's Atlas... two down riders who lucked out... Pat Hayes' friendly disposition... Phil's "Me-mum" dealer support... steaks, corn, beer... first or near first kick starts from an ageing beast; smooth, reliable running for hundreds of weekend miles... the lucky stiff who got to stay over Sunday night... the beach... twisting... stormy weather two days later.

After several missed races the AFM has once again resumed operations at Sears Point. I attended the August 31st race and it felt good to see and hear the bikes once again. Plans for the race had been completed only days before the event and yet over 300 riders showed up for the race, roughly half of the normal racer turnout. Unfortunately the future for bike racing at Sears seems to me to be tenuous at best. While motorcycle racing was apparently the largest source of income last year for the track (roughly \$200,000), the new owner feels that the liabilities involved are too high to continue running at the current income level. And so the AFM has been forced to guarantee a gate of \$100,000 for the 1968 season which increases progressively as the season continues to be scheduled. By next year the AFM will be expected to produce roughly \$200,000 per race (contingent profits included). The track is providing liability coverage, but the medical deduction has been increased to \$500. Spectator fees have been increased by \$3 to \$10. Racers had to pay \$40 for an "race" a doubling of cost for them.

Basically what all this means is that the AFM is going to have to launch a publicity campaign to promote spectator attendance. Some ideas they will be exploring include industry support, money events, media spots, etc.

It's a sad turn, but then those of us who follow these things probably could have predicted that the sport had come of age and that changes were inevitable. I saw the same sort of change occur in the mid-sixties in eastern Massachusetts when I used to follow the scramblers from track to track. In those days an "improved" track might feature a portable toilet, and if a racer crashed and you were the nearest spectator you rushed out to get him (and his Buick) (Z, or Greeves' scrambler) up and running again. Gradually the fences went up, the spectator fee increased, and lines formed on the dirt roads that lead into the race area. I left before the pads, knee-length boots, full-face helmets, and Japanese bikes took over, but it was clear that what had been operating as a backyard, down-home celebration of dirt riding was starting to turn itself into a media event.

And so while my sympathies are with the club racers and officers who are valiantly struggling to continue at Sears, it seems clear to me that we'll see radical changes there in the future. But it would be premature to give up hope completely and so I am brainstorming ideas to help the AFM generate more income (principally by encouraging more spectators to attend) and will send them my list of ideas. Perhaps as a club we could help by having a "Norton Day At Sears" as has apparently been done in the past. At the least I am sure it would cheer up those few Norton racers who provide the sweetest sounds heard at the track.

And speaking of racers, Lee Steinmetz won his race on the 31st. He was followed home by Eric Swortsfigure. Lee is closing the points gap on David Gibbons (Vision) but may not be able to catch him as Gibbons races at Willow as well as Sears. Dan Phillips gets smoother and smoother on his BSA.

Lee

Norton
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Power: 532 cc
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and Horn
CVT
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 City: _____ State: _____ Zip: _____
 Telephone: _____

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THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

PARAPHERNALIA

- | | |
|---|--------|
| 1. "My success is due to my unapproachable Norton" T-shirt, black with gold print, Large only. | \$8.00 |
| 2. NOC classic "N" T-shirt, dark blue with white print. Large and X-large only. | 8.00 |
| 3. " " " " " black with white print. Large only. | 8.00 |
| 4. " " " " " white with black print. Medium and large only. | 8.00 |
| 5. Northern California Branch Logo T-shirt, white with blue and red print, Small, medium and large. | 8.00 |
| 6. Northern California Branch Logo baseball jersey, white with blue and red print, X-large only. | 9.50 |

NOTE: All T-shirts are \$1.50 postage.

- | | |
|---|------|
| 7. Commando Service Notes, 45 pages compiled and printed in England by NOC. | 5.00 |
| 8. 3"x 3" NOC machine badge. | 6.00 |
| 9. 4 1/2" red NOC sticker. | 1.00 |
| 10. 2" " " " " | .50 |
| 11. 2 1/2" x 3 1/2" red, white, and blue NOC sticker | .75 |
| 12. 2" red, silver, and black NOC sticker | .75 |
| 13. 4" red and white embroidered cloth NOC patch | 2.50 |
| 14. 2" " " " " " " " " " | 1.50 |
| 15. red enamel NOC lapel pin | 1.25 |
| 16. " " " " " key fob | 1.50 |
| 17. red, white, and blue enamel John Player Norton lapel pin | 1.50 |
| 18. " " " " " " " " " " " key fob | 1.75 |

Soot Marburger
8422 Cypress Ct.
Dublin, CA 94568
(415) 833-0268

Call or write for details concerning availability and postage of items.

NORTHERN CALIFORNIA BRANCH TOOL LOAN-OUT PROGRAM

Get in touch with Harry Bunting if you need one or more of the following tools for working on your Commando. A refundable deposit equal to the replacement cost of the tool is required at the time you pick it up.

TOOL	DEPOSIT
exhaust lock ring tool.....	\$10
timing cover oil seal guide.....	5
clutch spring compressor.....	12
clutch locking tool.....	10
valve spring compressor.....	22
rocker spindle puller.....	25
crankshaft sprocket puller.....	12
timing pinion puller.....	20
gearbox layshaft bearing extractor..	15

Harry Bunting (415) 968-2020
1401 Gilmore St.
Mountain View, CA 94040



Afternoon entertainment at the rally.

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- The shop for classic and antique British bikes: AJS, Ariel, BSA, Norton, Matchless, Royal Enfield, Triumph, Velocette & Vincent.
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More ads page 14

FOR SALE/TRADE

I am selling or trading parts from a 1970 750 Roadster. I am willing to trade any of these parts for 850 parts listed. I need 1974 850 parts. I will also deliver parts if the deal is right. Let's trade.

PARTS FOR SALE/TRADE

1. Complete engine -- very clean, 15,000 miles on it. \$170 or ?
2. Transmission -- gd. cond. outer cover has marks on it though. \$70 or ?
3. 1970 frame -- gd. cond. \$75 or ?
4. Roadster tank, side cover, seat -- gd. cond. \$75 or ?
5. Front forks -- gd. cond. \$60 or ?
6. Front rim and brake set up -- gd. cond. \$45 or ?
7. Back rim and brake -- fair cond. \$40 or ?
8. Headlight -- gd. cond. \$20 or ?
9. Smiths tach -- gd. cond. \$40 or ?
10. Smiths speedo -- broken. \$15 or ?
11. Two sets of back shocks and springs -- fair cond. \$20/pr or ?
12. Chainguard -- fair cond. \$15 or ?

PARTS NEEDED FOR 1974 850

1. Frame.
2. Interstate tank, side covers, seat.
3. Forks and yokes.
4. Front disc -- complete.
5. Back rim and brake.
6. Smiths speedo and tach -- black housing.
7. Stock filter box.
8. Headlight.
9. Handlebars -- brake and clutch levers and clusters.
10. Chainguard.

Call:

Bill Bernard
9298 #A El Bordo Ave.
Atascadero, CA 93422
805-461-0283

FOR SALE

1972 Combat 750cc. Basket. Motor and trans complete and intact. All parts except for some small bolts or nuts. Call for details. May part out if motor goes first. *About \$500.*

Wayne Seymour
603B Broadway
Santa Cruz, CA 95060
(408) 458-7069

FOR SALE

1968 G-15. Could easily turn into a CSR; have engine cases, 2 tanks (scrambler, roadster), low pipes, nice mufflers, magneto, chrome trim pieces. RESTORABLE. Many extra pieces. \$650 for G-15 and parts. Also have second G-15 in Minnesota; \$400.

1973. MKIIA Interstate tank ("dinged" but restorable). 2 sets side covers, custom short seat, roadster seat (from MKIII), rearsets, Dunstall decible silencers, Rita ign., 2 into 1 intake manifold, cafe seat-tank. Slightly "bent" bike but VERY fixable. 850cc. \$800.

Minnesota titles for each bike. Have many extra parts. \$\$\$ negotiable on above bikes and parts but would much prefer to make package deal (except the second G-15).

Greg
(916)345-9919

FOR SALE

- 1) Chrome plated 1969 Commando frame incl. tranny subframe, swingarm, 5 type oil tank, and battery platform (all plated). \$175.00. Can also supply early Commando wheels, forks, and triple clamps to make complete rolling chassis for extra \$100.
- 2) NOS Interstate mufflers, original and unused. \$65. ea.
- 3) NOS Interstate header pipes. \$75. pr.

Phil Radford
(408)293-4548
morns or wknds

FOR SALE

1968 Norton 750 Atlas, all original, stock, good condition with extra motor, transmission, and misc. Norton parts. \$1200.

Greg Butcher
2032 Koopmans Ave.
Santa Cruz, CA
(408)476-2098

FOR SALE

1. 1975 Roadster, rear sets.
2. 1974 Interstate, black.
3. 1975 Roadster, white, basket case.
4. New SS cam.
5. Comet 3 rail trailer, 12" wheels w/spare.
6. 1967 BSA Spitfire Special (A65SA)
7. Misc. tools.

BEST OFFER

Jeff Popjoy
1218 Asbury Ct.
San Leandro, CA 94579
(415)352-2299
8 A.M. to 8 P.M.



LETTERS

ON BRINGING IT OVER - PART 2

Dear Lou,

You wrote to me recently, effectively asking for a sequel letter in which I described my attempt to import a Velocette "Valiant" (April, 1986). For your interest, and for any points of information the club members may find useful, I'll attempt to bring the story up to date in the following paragraphs.

As you may recall, the situation which I had described in my last letter was purchase of a Valiant from a private owner in December, 1985, and arrangements to have the bike shipped here through a company which dealt with container shipment of household effects. No particular arrival date was negotiated with the shipper, and my last secure knowledge of the whereabouts of the bike was in early February of this year, when the bike was moved from the previous owner's premises (he'd been kind enough to store it for a few weeks), to the premises of the container shipper.

February became May when I received a letter from the container shipper announcing the container number, name of the vessel on which shipped, ETA at Oakland, and address of their SF agent. The bike arrived in the warehouse of the SF agent in early June, was collected by me, and now resides in my lock-up. There are a number of points worth relating. The bike was in excellent condition so that both Roseline, the U.K. road transport company, and the container company had clearly taken care. On this basis alone, I would repeat the procedure for importing a bike.

The fact that I didn't see the bike for six months after purchase again didn't bother me because it had not been purchased as everyday transport. I surmise that the company I hired simply let items accumulate until there were sufficient sources to fill a container and space on a West Coast bound vessel could be found. I suppose the moral here is for anyone contemplating the same procedure to negotiate a reasonably fair and satisfactory ETA.

A few points of detail: it seems that U.S. Customs are feeling the results of federal budget cuts. The procedure at one time was to provide a physical survey of container contents from which duty would be assessed. Now, however, they require the container contents to be impounded in a bonded warehouse and that a detailed description of each item be sent to them by the import agent. A physical inspection is then only performed on unusual items. This new procedure cuts into the 14 days during which the importer can take delivery of his goods without paying storage charges. He warned a 14 day grace period can easily become only 3 or 4 days.

Charges at this end of the transport scheme were about \$125.00, as I recall \$75.00 for customs duty and \$50.00 for the agent's fee. Reasonable I suppose.

To sum up, I'd do it again and what I have not registered the bike with the DMV, there exists I believe sufficient formal documentation that there should be no undue difficulty.

You note in your letter that several members have concluded that it might be more sensible economically to purchase a bike for use abroad, and then ship it back than to take a bike abroad by Ward Air or some other carrier. It

seems to me that if it is imagined that someone desired say a Norton Model X, a comparison can be constructed. For this Model X in similar condition in the U.S. and the U.K. (greatest uncertainty), we have the comparison U.S. purchase price and Ward Air Freight versus U.K. purchase price plus (say) \$500.00 return shipping costs. I'm persuaded that U.K. bike costs might be a big factor here. The so-called "Classic Bike" collection and restoration pastime seems to be surging, with the inevitable effect on costs.

Anything else I can add, I'd be pleased to set down later.

Sincerely,

Peter Hughes
Mountain View

Thanks for the followup, Peter. My guess is that you are correct in assuming that the prices in England play a big factor. Asking prices I see in CLASSIC BIKE and MCN are similar to those here for comparable models. The advantage might occur if the purchase is used as transportation abroad or if the bike is rare. I've heard tales of entire internals being resine on cars and indeed it does seem that spares purchased abroad are remarkably priced. Whatever the case, it appears that importing does not now constitute the advantage it once did.

Lou

STORY

1978 Honda 350 4. Engine/cases black, Kicker 4 into 1, low barn, chrome fenders, no fenders, green tank and sidecovers, temp. registration \$100.00 reward. Lifted in Berkeley 5/11. This was Robin Willis's everyday transportation. The poor guy had been forced to use his skateboard and you know how dangerous they are. 845-6545

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The new Norton Commando Roadster



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After much time and testing of intake systems, we have developed the ultimate in dependability and performance for your British motorcycle. This Dellorto pumper carburetor gives amazing response in all throttle ranges. Kit comes ready to bolt on with simple frame modification.

- Kit consists of:
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 - Barnett throttle cable

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Thanks for your interest in our products.

Sincerely,

Perry Kime
FLO Dynamics

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For Norton Commando and Triumph Twin. These USA Import model British motorcycles were designed to use premium gasoline with 98 octane with 4 grams of lead per gallon included. As of January 1, 1986, the EPA has limited our gasoline to 92 with 0.1 grams of lead and caused big problems for the Norton-Triumph owner. Top end overhals don't come cheap but our Auto Advance Conversion does. We can overhaul your auto advance and modify the spark curve to use no lead gasoline and return it to you the following day for only \$35 plus shipping. Send \$35 and avoid COD charge.



LET'S GO

Robin Tuluie came to the U.S. 4 1/2 years ago from Germany with his family. He finished high school locally and then enrolled at UC Berkeley. He is currently a senior completing his studies in physics. He is a relative newcomer to racing, having attempted a dozen or so races in the last year.

Robin became interested in motorcycles in Germany where he owned and modified a 50cc Malaguti. German vehicular law was rigorously enforced in an effort to curb "hotrodding". Robin says that in looking for violations they might even count rear sprocket teeth. Even so, his and his friends' bikes were capable of speeds far in excess of what the brochures claimed (and law allowed).

Robin is an inveterate tinkerer and has that "motorcycle nut" gleam in his eye. His is a low budget operation made necessary by his starving student status. But he takes obvious pleasure in fabricating his own parts and one senses that even if parts procurement were no problem he would still make them himself. In short, he has the enthusiasm for the machine and the sport which is what club racing is all about. He also shares with many other racers the need to "do it on the track" and not in the hills above Berkeley.

LC: Tell us a little about the bike.

RT: I bought it stock. It was a Commando with a Combat engine. The camshaft I have in it has an N stamped into it but no Norton camshafts have that. I called up Norris but they don't stamp their camshafts with N's. I've changed the exhaust system and put on velocity stacks. Other than that the engine is box stock. But it pulls great-- at one time Lee (Steinmetz), Eric (Swortsfigure), and I were on the front row and I pulled Eric off the line and fell only about a wheel short of Lee going into the first turn. It has lots of torque but not much top end. I've never had the lower end apart. I think I'll take it apart this winter.

I rode the bike on the street for awhile and then got into an accident which wasn't my fault. The money from the insurance company enabled me to rebuild the bike starting with a nickel-plated frame. I replaced everything that was broken and tried to make it as lightweight as possible. I changed the front forks to a set from a Ducati and got some new rims. Then I put it back on the street after the money ran out. Since then most of what I've added or changed has been homemade. I had the head in then shop once to get the valve seats done; other than that I've done all the work myself.

When I put the wheels back on and had a rolling chassis I noticed that the front wheel was slightly tilted. I talked to John Gallivan at RT and he said they all had that little bit and not to worry about it. So I put it on the track but I got a lot of wobbles. I thought it might be the isolastics so I made a head steady for it and I shimmed the isolastics real tight. I put on new shocks with more dampening. But nothing seemed to work. So I straightened my frame.

LC: How did you do that?

RT: I bought a 3' long I beam, put a bolt through the rear isolastic, a bolt through the front isolastic, and a long bolt that would press on a tube that I stuck down the steering stem. I heated up the frame right behind the steering head with a welding torch until it was red. Then I just tightened up the bolts until it was within half a degree of true (originally it was 1 1/2 degrees out). And that stopped the wobbles.

LC: Was it a new frame?

RT: No, it was a used one but with no signs of damage so that may just be what the new Nortons' clearance is. It may have been twisted without showing any damage. But it's certainly worth checking when you do any wheel alignment. Don't go by the markings on the rear swingarm because they're usually off. Take some string from the front wheel and run it to the rear wheel. Have your steering straight and measure the distance between the string and the wheels. Put a dropline on the front wheel and make sure it's vertical. It shouldn't be off by more than half an inch relative to a dropline put on the rear wheel. I think that worked out to 1 or 1 1/2 degrees.

I've got stock points. I had a Boyer for awhile but I ran it with a capacitor on the street and it started misfiring after about a month of service. So I put the points back in and the missing stopped. I figure I may have burned out the Boyer by running it this way.

I have a dry loss system now. That seems to work fine although I sheared off a narrow belt. I don't think the power did it; I think maybe the mainshaft was slightly out of true or that there was some slop in the main bearings so that the clutch basket would rotate because it sheared it off at a very high rpm when I was going from acceleration to compression which is sort of a weird time to do it. I don't think the narrow belts are really good for racing. I've ordered a wide belt.

RACING!!

LC: Why did you switch from the primary chain?

RT: Because the belt setup is lighter and it makes it easier on the transmission. I was starting to miss shifts between second and third and I thought the belt drive would help. Plus it didn't cost me anything; I traded it for my stock front end to a friend of mine, Andy Smith, who has helped me out a lot. He got me into Nortons in the first place.

LC: Did the shifts improve?

RT: Well, they didn't get worse. Once I burned my clutch because I shifted without it. I just put my gearbox together. I had to replace three gears. They were pitting and one gear was chipped. I replaced them before I went on the racetrack a year ago and in just that one season they really took a beating. That was about 12 races.

LC: What about the forks?

RT: They're from an 880 Ducati. I find they work much better than the Norton forks. The Norton forks were hard to get going; they had a lot of stiction and the fork spring rate was a little too stiff. I made my own two part springs with just the right spring constant and I played around with the oil. The brakes are fine too. They're stock Ducati discs which have been drilled and I'm using the soft Ferodo racing compound pads. It wasn't too difficult adapting them to the Norton steering head either. I'm using the Ducati tapered roller bearings. I had to machine a spacer for that.

LC: What about the rims?

RT: The front is an 18" WMS Boriani and it's real light. It's not very strong--it dents easily. The back rim is a WMA DID. I've had the Michelin slicks on them and it worked fine with those but I switched to Dunlops and the



Page 10

rims are too small for them - they bulge a lot. I really should be running a WM4 and WM5. It was a matter of having the 3 and 4; I couldn't get a WM5 DID cheaply.

LC: What about the rear shocks?

RT: They're the larger S&W shocks, freon filled. They've got a real good decompression dampening but the compression dampening is very stiff so I have to run light springs with them. In fact I used 60# springs. I went to 80# for Laguna which was perfect but for Sears I use 80#. There are a lot of ripples in the carousel (turn 6) at Sears and with 80# springs the bike tends to chatter a bit. I'm also using lighter springs because of the clips which puts a lot more of my weight on the front. I should probably get some new shocks but I got them almost new and they were cheap. Unfortunately they're not rebuildable.

The rear brake, wheel, and sprocket are stock. I never use the rear brake. Once I ran off the track because my front brake (a stock Norton one at the time) failed on me and I forgot to use the rear brake.

LC: Why did the front brake fail?

RT: I think probably that throwing it around in the turns allowed some air to get in the pickup, or maybe it overheated and the fluid started to bubble in the caliper. I didn't know but that's when I decided to change it.

LC: You've improvised the exhaust system.

RT: Yes, it's a homemade two-into-one. To calculate the lengths and the diameters I basically used V8 formulas. I called up Norris and they gave me another formula to use. Then I used some basic physics and some common sense to get it to work. That system and the camshaft are the reasons that it runs so strong for a stock engine.

LC: How would you describe it?

RT: First of all, the stock exhaust pipe for the Combat head is smaller than the exhaust port and so that's going to take away some power. I made a special spacer to allow me to put the larger pipe on the head. The spacer fits into the head and the exhaust pipe slips onto that spacer. I gained about 1/8" in diameter. The two-into-one gives you a lot of torque in midrange. The collector in a merging one which is about 4" long. It fits into a 2" pipe with an S bend for ground clearance. Then it goes into a modified stinger from a VW Bug that had the right length and expansion rate. I played around with it a lot on the street (with a baffie in it). Actually I put up an ad at TT Motors and would be willing to make an exhaust system for anyone who's interested. I'd like to make some for singles and other twins. If someone wants one my phone number is 845-6549. I made one for Andy (Smith); he has a 750 with a ported head on which he tried several other aftermarket pipes and we put it on and it runs fantastically. His doesn't have an S bend because he doesn't need all the ground clearance. We put on a Supertrap muffler - a megaphone with a two inch baffie in it (runs an ECUA race car). A lot of people put reverse cones on but I find that it works best with the least back pressure. But then people have different heads and carbs; what works for me doesn't always work for them.

LC: Tell us a little about your experience racing.

RT: I started about a year ago. It took me until about now to set up the bike, suspension, getting the wobbles out, placing the controls, and so forth. It's a lot of small things you have to worry about. Now I can concentrate on riding better. I'm not really worried about winning now. At this point it's me who's slow, not the bike. Now that the suspension is set up I can handle the ripples. One thing I have to do is establish brake points. I brake by sight now.

LC: Did you like the chicane the AMA put in?

RT: Yes, I did because they put in (brake) numbers so I could remember brake points. I liked Laguna a lot. It has a lot of fast sweepers. The corkscrew is hairy but I really like it. Unfortunately I crashed in turn 9 at the end of the first lap of the race. The bike and I were okay, but I was pissed because I didn't get much racing done that weekend. Last weekend (Aug. 23/24) I went down to Willow Springs for the first time. That's a very fast track (average speed about 90mph) with several long and fast sweepers. I liked the track but it's in the Mojave Desert so it gets very hot there. I ended up finishing second, behind a souped-up Vinion but in front of two Pi Ducatis and six other bikes.

I think this was my last race, though, at least for this season. School started this week and, as you can imagine, racing and studying are two mutually exclusive activities. But I hope to continue next year, if not with the club races at Sears then at least with the National at Laguna Seca.

(Photos next issue)

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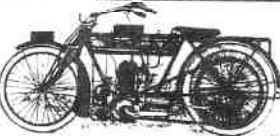
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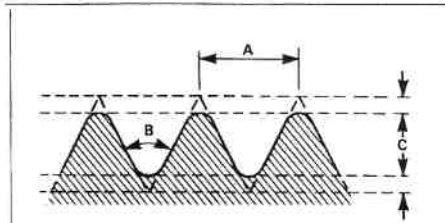
THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

THREADS

Dear Lou,

I noticed, in the May issue of NN, that a reader is inquiring about British thread forms, etc., and I hope that the following will be helpful. I am sorry about the delay but this is due to many absences from home.

There are mainly four types of thread: Whitworth, Pipe, B.A. and Unified of which the first three have rounded peaks and valleys to both nut and bolt and the Unified type has rounded peaks and valleys on the bolt but the nut has a rounded valley with a flat crest. For Whitworth and Pipe threads the angle A (see diagram below) is 55°, for B.A. it is 47 1/2°, for Unified 60°. Whitworth threads are used mostly for alum and soft metals; B.A. are used generally for small items like wheelspokes, etc.; Pipe are used mainly for pipe work (such as plumbing), and Unified is the more generally used type of thread.



Basic thread form: A is the pitch, B the included angle, C the thread depth. These dimensions vary to give different standard forms.

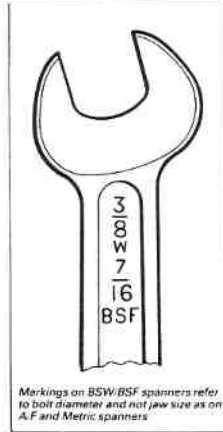
All of these threads have differing pitches and I expect the reader is really more interested in knowing these but I hesitate to table them as it would seem to be boring, but if there is any interest, I will gladly let you have these.

The same reader was also inquiring about material specs and my comments are as follows:

Duralamin is a very strong and ductile aluminum alloy and is really a copper-alum mixture containing small percentages of magnesium and manganese. The following is its analysis:

	%
Copper	5
Alum	93.3
Magnesium	.33
Manganese	.54
Iron	.52
Silicon	.31

Duralamin may have been overtaken by new modern alloys with new names, but it was the strongest and (more important) the most ductile of all the alum alloys. It is equal in strength to ordinary mild steel but when it is re-hardened by repeating to about 480°C and quenched, the tensile strength is greatly increased, but unfortunately the elongation properties are reduced. This must be borne well in mind when choosing the heat treatment for parts particularly subject to alternating stresses.



Markings on BSW/BSF spanners refer to bolt diameter and not jaw sizes as on A/F and Metric spanners.

I don't know the significance of the numbers your reader quotes (2024T3, 7075 Al), but it is highly likely that these refer to heat treatment.

The third part of your reader's query dealt with axle spindles. One of the most suitable materials for this purpose is E.N. 16 (There must be an American equivalent and perhaps access could be gained to S.A.E. literature to achieve this.) E.N. 16 is manganese molybdenum steel with 1.30/1.6% manganese and 0.2 to 0.35% molybdenum. It also has 0.25 to 0.4% carbon in its structure.

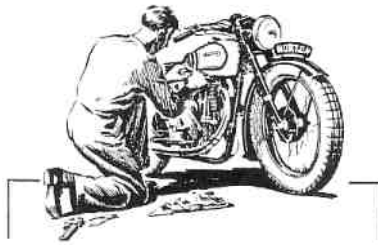
With the correct heat treatment, this steel is ideal for wheel axles as these are very highly stressed components and need a material of at least this quality. Care must be taken in heat treatment to give a high elongation and yield point in use. The ultimate breaking strength is not the most important to achieve as this is governed by heat treatment and always a high ultimate strength figure is gained at the expense of yield point elongation figures so that it is best to sacrifice ultimate strength to gain high yield elongation. In simple terms, materials with the highest ultimate strength will tend to be brittle and will not give best service where loads are alternating and reversing in tension and compression.

I do hope that this helps your reader, but he may need more details, in which case I will be glad to help.

Best regards,

Bert Hopwood





TECH TIPS

Boyer-Branden Electronics Ltd

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Kent, ME14 3HE.

Tel. No. 0622-30939

Mr I. Caputo
1059 Beralta Avenue
Alhambra
CA 94706
U.S.A.

9th September 1986

Dear Mr Caputo

Thank you for your letter of 10th August regarding our ignition system and the answers to your questions are as follows:

- 1) A low battery will produce hard starting and total failure when the voltage drops on load, to less than 9-9 volts. This is due to the electronic switching circuits being regulated in the black box to run at 6.5 volts therefore the supply must remain above 8-9 volts for good operation.
- 2) priming the capacitor by kicking with the ignition off will help, but the outputs of the alternator at low speeds does vary, making some bikes more difficult to start than others.
- 3) The 2 mc capacitors can go low value. A good quality 4,500 to 10,000 MFD 25 volt working capacitor with 3 to 5 amp ripple current specification would in some cases improve the operation. Misfiring can be caused by pulses from the alternator not being smoothed out by the capacitor.
- 4) No, there are no changes that would affect the older units in operation, but we do have available now, better switching high voltage transistors and in general we keep a close control on ignition boxes.

We are enclosed a fault finding sheet for your information.

I hope this information is of help, but please do not hesitate to contact us if you require any further assistance.

Yours sincerely

K. J. Branden
K. J. Branden
Managing Director

Registered Office
27, Oldry Lane, Colchester
Cherry Market, Essex
Registered Number: 081211
Director: K. J. Branden, K.C.

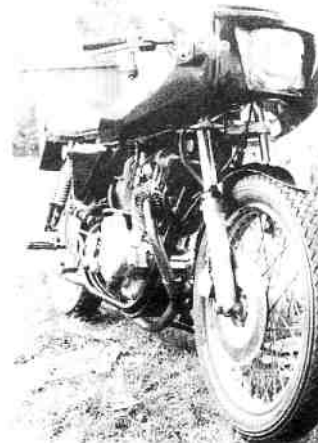
WORK ON THE BOYER

I recently asked Boyer Branden Electronics Ltd. to answer some questions that had cropped up with regard to their ignition components. Unfortunately I didn't keep a copy of the questions I sent but they can be reconstructed from the answers as follows:

1. What effect does a low battery charge have on the Boyer?
2. Can "priming" the capacitor (kick engine over with ignition off) in a no-battery ignition system help with starting?
3. Does a capacitor with a greater value enhance starting with a Boyer? Could a capacitor be responsible for misfiring?
4. Are there any other modifications which can improve the operation of the Boyer?

The object of this exercise was to find out if Norton racer Robin Tulque's misfirings could be attributed to the combination capacitor/Boyer, and b- if it is feasible to run a Boyer reliably without a battery. E.J. Branden's quick reply (they really are quite good about customer service as I mentioned in a previous issue) included a fault finding sheet which is reproduced in this issue. If you have had any experiences with Boyers that the membership would benefit from hearing about, by all means drop me a line and I'll pass your comments along via the NOTICE.

Leo



Dunstall equipped Combat Command



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

SIMPLE TESTS ON THE ROYER BRANSDEN MKIII IGNITION UNITS FOR BRITISH MOTORCYCLES



1. Switching the ignition on should produce a steady current through the ignition coils except for the Norton unit. This remains off until triggered by turning the engine or disconnecting the yellow/black or white/black wires. No current through the coils could be caused by:-
 - a) No power to the white wire. (Battery voltage low, less than 8 volts).
 - b) No earth to red wire.
 - c) Poor connectors. Tinning gone black or very corroded.
 - d) Coils or link wire open circuit.
 - e) Black coil wire shorting to earth + (Black box very hot).
 - f) Coil connected to black wire shorting inside from primary winding to case (very common on Norton machines) (black box very hot).
2. Wires can rub through to frame, check by removing unit and look round all the transistor box wires.
3. All battery cells should be in good order as one poor cell will produce a high resistance supply to the ignition. This can make the ignition spark on switching lights or horn and in some cases may produce a continuous run of sparks.
4. Switching off ignition should produce a spark at all spark plugs. The Norton unit would require triggering by turning the engine or disconnecting yellow/black or white/black wires. (Firing on one cylinder only, one coil shorting to earth could be either coil).
If test No. 1 is correct but no spark is produced on switching off, the transistor box is faulty.
5. The transistor box can be tested in circuit by disconnecting the yellow/black and white/black wires and with the ignition on they can be touched together and broken, this should produce a spark at the plugs. If not the box is faulty.

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11. Brooks leather jacket, sz 38. \$35.
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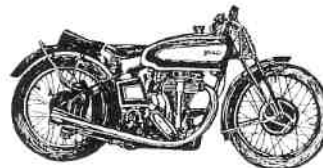
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