



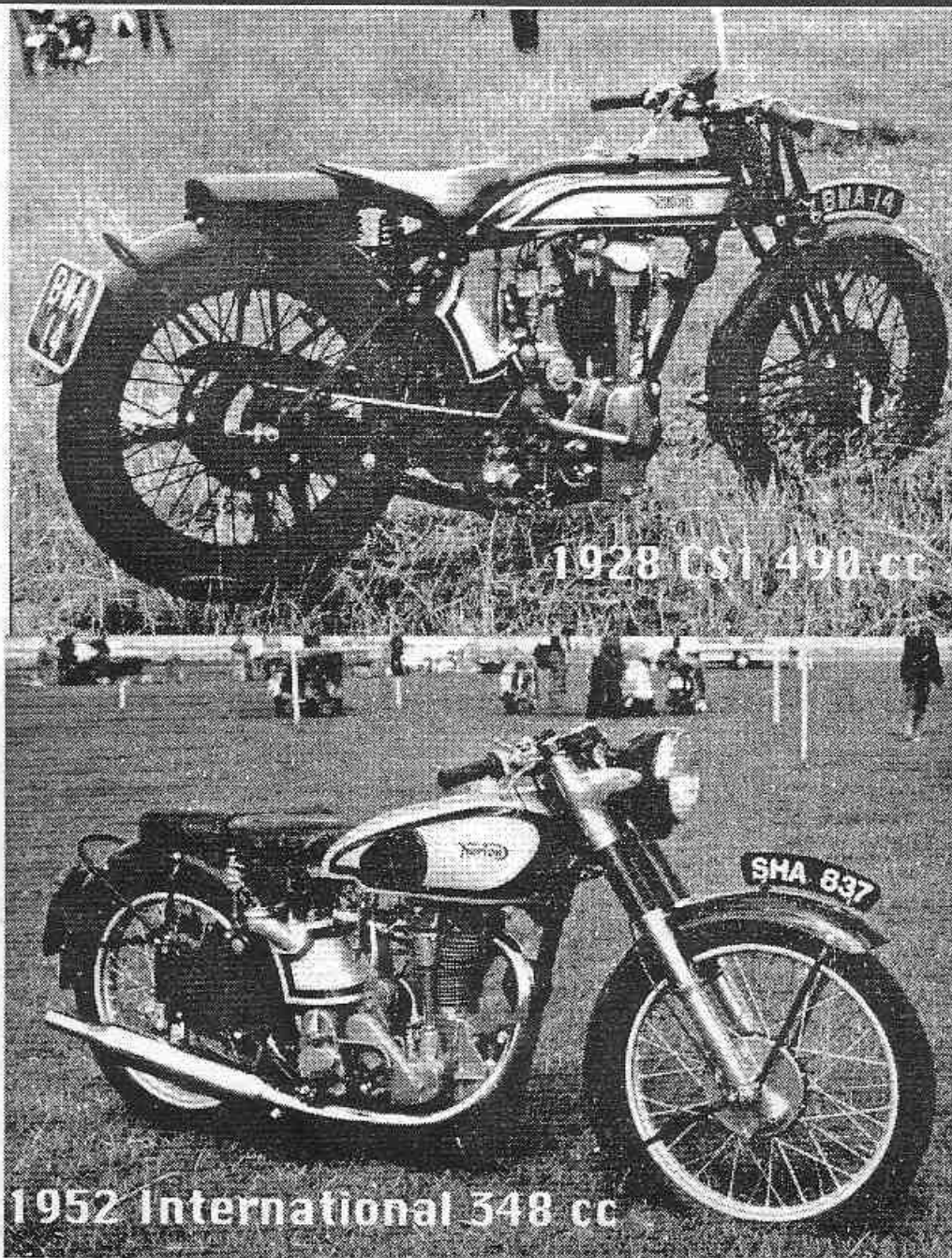
Norton Notice



The Newsletter of the
Northern California Norton Owners Club

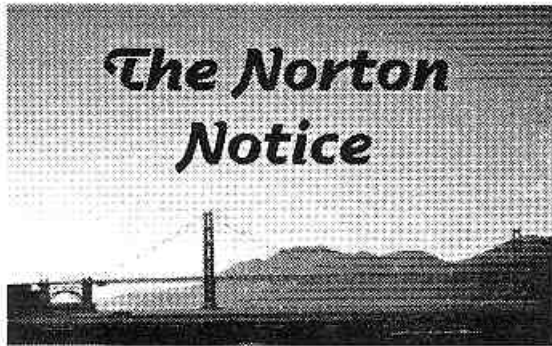
No. 243

December, 1998



1928 CSI 490 cc

1952 International 348 cc



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

The **NORTON NOTICE** is a reflection of the readership, who are encouraged to submit an 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 20th of each month.. The **NORTON NOTICE** welcomes contributions submitted electronically. Material in any format placed on a 3.5" floppy disc can be read by the editors' clever Macintosh. You may also send articles directly to the editor via modem or fax at 415-595-3368. Set your telecom software to 8/n/1, use X or Z modem file transfer protocol, and just call up the editor most evenings (don't wait until the 20th...there is a long line then). E-mail can be sent using INTERNET to norton2@earthlink.net or norton2@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.

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

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.

All changes of address or questions about membership or the Notice, call the President.....not the Notice 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 for publication. Advertising published does not imply endorsement of products, goods or services. Now you know.

Upcoming Events

Club Rides Schedule

Official NOC events are shown underlined and in **bold print**. You earn NORTON points only by participating in these events, as follows:

- Riding a Norton: 6 points
- Riding other bike: 4 points
- Riding on 4 wheels: 2 points

Weekend events are tallied per day. At the end of each year the member with the highest point total is awarded the Norton Cup and gets a free year membership.

December

- 13: Christmas Party at the Mueller's
1PM. Pot luck, gift exchange

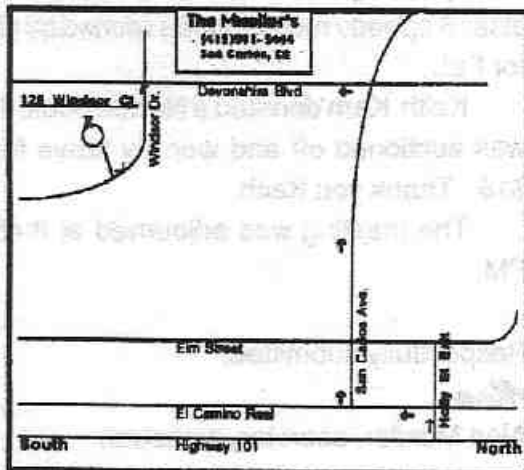
Club Meeting Schedule

The Club meets on the second Thursday of each month at rotating venues. The meetings will start at 8:00 PM.

December - No official meeting

CALENDARS

Call in your order for the 1999 Norton NOC Calendars. I ordered 70 of them...so please buy one....HELP THE CLUB TREASURY. Alan Mueller
650-591-5444



THE XMAS PARTY

I'm hoping for a good turnout for the Christmas Party this year. It will be held December 13th at the Mueller's in San Carlos. The club will supply the main dish, probably ham and turkey and drinks (beer, wine and soft). If you wish something stronger, you must BYOB. Each guest (couple) is asked to bring a side dish. Either an appetizer, a salad or a dessert. A per person donation will be asked for (probably \$12) to help defray the cost of the entree and drinks. The party will start around 1:00 PM and we should eat around 2:00 PM followed by a White Elephant (Norton) gift exchange. The exchange is more fun if the gifts are silly (with a motorcycle theme). Try not to spend more than \$15. You must give a gift to receive a gift.

Directions to the Mueller's: From 101 - take the Holly St., San Carlos exit going west. Make a left at the El Camino Real and then a right at San Carlos Avenue. Go past several stop lights...past the Alameda to Devonshire which is a stoplight. Make a left and go one long block to a stop sign. This is Windsor Drive...turn left and as you go around the bend you will come to Windsor Court, a small cul-d-sac on your right. The address is 128 Windsor Ct. (650-591-5444)

If you are coming I280, take the Edgewood, Redwood City exit. Follow Edgewood Road to the Alameda de las Pulgas. Turn left on the Alameda...go a couple of miles to the end, this is San Carlos Ave. Turn left and go to the stop light, which is Devonshire. Turn left and go to the stop sign which is Windsor Drive. Turn left and as you go around the bend, Windsor Court will be on your right. A small cul-d-sac...we are at the end. 128 Windsor Court.

Please call Alan with an RSVP

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

Minutes of the November Meeting

The November meeting of the Northern California Norton Owners Club was held November 12th at Harry's Hofbrau in Mountain View. There was a good turnout of 21 members. The meeting was called to order by President Alan Goldwater at 8:15 PM.

Seeing as all officer positions were uncontested, all officers were accepted by acclamation. They are: Alan Goldwater, President; Mike Sullivan, Vice President; Alan Mueller, Secretary/Treasurer; Dana Muise, Notice Editor; Tom Dabel and Gar Jorgenson, Ride Coordinators; Public Relations, John Covell.

There was discussion about the City Bike Swap Meet on December 6th. We will man a booth. Alan G. asked for volunteers.

The November 15th Delta Ride was previewed by ride leader, Gar Jorgenson. It sounds like a great ride and that the turnout might be good.

There will be a meeting before the Xmas Party to work out the ride schedule for next year. Bring any suggestions with you. It was agreed that the ride this year have been wonderful but in some cases poorly attended. The question is, why?

The August Ride to the Dardanelles next year will coincide with the meteor shower according to Ken Armann, our resident meteorologist. There was some talk about the meteor shower occurring this week.

The INOA has asked Norton to be the official marque at the AHRMA meet in Sonoma. This was a great event last year and it should be bigger and better next

year. This will take some planning on our part if we are to accept the responsibility of being the host club. This is a great opportunity for our club.

Ken Armann should have some passes for the International Show in December at the San Mateo Fairgrounds.

The INOA Norton News has asked Alan G. to write a column about product recommendations. He hopes to get new products and let members test them. Again, a great opportunity for our club.

Ken Armann brought in some stainless rear sets from Phil Radford. They were passed around.

Alan Mueller discussed the sale of Calendars. The sales are going well. There are a few left...so call him for orders or buy one at the Xmas Party.

The Xmas Party was discussed. (see details page 3). Everyone is asked to bring a side dish. Please call Alan M. (650-591-5444) to RSVP. These party's are hard to plan when the attendance is unknown.

Maya told us about Pat Monroe's accident. It seems he is recovering fine but he is passing ownership on to someone else. A speedy recovery was wished by all for Pat.

Keith Karn donated a Norton book. It was auctioned off and won by Maya for \$18. Thank you Keith.

The meeting was adjourned at 8:45 PM.

Respectfully submitted,

Alan

Alan Mueller, secretary/treasurer

Alan's Wrench ... by Alan Goldwater, President

It's been a fine month for the NOC, with two great rides and perfect fall riding weather. There were 36 Nortons including four Atlases at the All British ride (thanks again Don, Shirley, Mike, and everyone else who helped!). This is down a bit from last years record of 50, but still a good turnout. There were some lovely examples of other marks of course, but I always look at the Nortons first. There was even a rare BSA v-twin which looked and sounded suspiciously like a H***** Sportster. Naaa, couldn't be, not on this ride. Anyway, the roads were great as always, and I have finally learned to give the pack a healthy 10 minute head start so as to avoid breathing clouds of well-burnt bean oil. I still caught up near the first stop, which only goes to show the wide range of riding style and pace in a group of 100+ vintage machines.

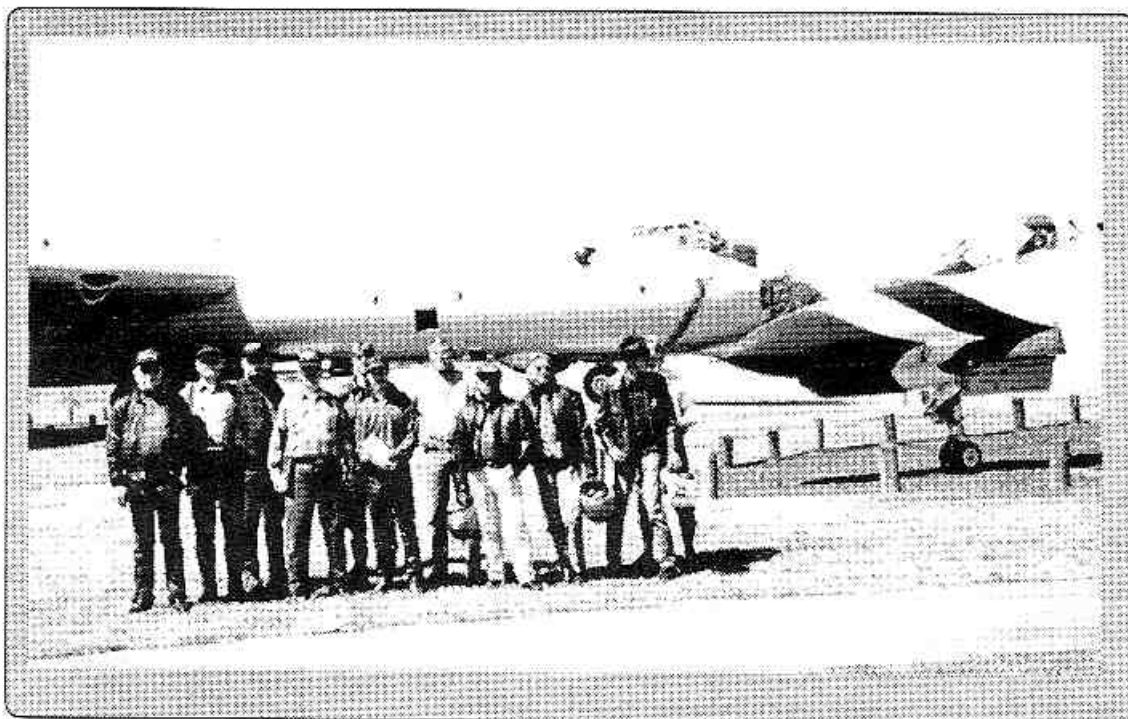
The Delta Ride was also well attended, with 16 bikes on a very interesting route "where no ride has gone before". The pace was well-balanced, just moderate enough to enjoy the scenery, just brisk enough to keep the adrenaline flowing. By the time we got to Old Town Sac, I had to remove a few layers as the sun peeked out. And by the end of the ride back in Livermore those layers were back on. I was glad I had brought my trailer for the long haul back to Santa Cruz as the temperature (and sun) dropped quickly. Thanks to Gar Jorgenson, we had a well-organized and enjoyable ride.

I have been asked by the INOA to

increase our chapter participation in national Norton activities. First, we have been offered a chance to host the Product Review feature in the Norton News quarterly magazine. I will take care of writing up the reviews but I would like to have club members who do substantial miles to help me evaluate the parts and accessories which will be submitted by suppliers. I'll provide more details as they become available but please let me know if you're interested in participating as a tester.

Second, The INOA has arranged for Norton to be the featured brand at AMA/AHRMA vintage events in 1999. These include the Vintage Days at Sears Point, and we have been asked to provide a display of 20 Nortons of all years and models, as well as interesting Norton literature and memorabilia. We will be provided with a covered pavilion and security for the weekend, and a reasonable number of free passes. This is a fine opportunity to promote the Club and our favorite motorcycle. If you have a bike you are interested in displaying (restored or unrestored) please let me know. It can be stock or modified, new or old, but I would like to specially feature competition and cafe Nortons, in keeping with the race setting.

Thanks to everyone who helped make this a successful year for the Club by leading a ride, especially Tom Dabel who did more than his share. Best Holiday wishes to everyone. See you at the party.



Castle Air Force Ride



The Delta Ride (Ryer's Island Ferry)

The Distaff Side of the Wrench

by Margie Siegal

I showed up at Don Danmeier's Annual 50th Birthday Bash [Don never gets any older, and his parties are always wonderful!] and had a good time, as usual, but noticed a couple of things...

I had some minor stuff happen on my bike and pulled the wrenches out. People commented that it was unusual to see a woman working on her bike, and were appreciative.

Several other women were riding either their own bikes, or borrowed bikes. There were more women than had been riding in past years. All commented that they were either learning to work on their bikes, or would like to learn to work on Britbikes, or felt intimidated by the prospect of working on bikes.

Industry statistics show that the number of women who ride is now about 9% of all riders, and is growing. Clearly, there are a lot of women out there who are interested in bikes in general and Nortons in particular. I think that lack of mechanical experience may be deterring a lot of these women.

Learning something at the age of thirty or forty poses challenges that do not exist for teenagers. In the case of mechanics, women have to overcome a lot of early (bad) training about getting dirty, appearing unfeminine and "hurting yourself." Once past all this,

figuring out how to fix something and fixing it can be a very empowering experience. It has been for me.

If there are any women out there who are interested in learning motorcycle maintenance, or if there are any guys out there who would like to encourage their female friends, I have some suggestions:

(1) Every woman should have her own service manual. A little quiet time with the manual is very helpful. I have found the best place to read the manual is sitting next to my bike, so I can identify what parts the manual is discussing.

(2) If you are a guy trying to teach a female friend, do not "show" your friend what to do. It will all go by too fast, and she will never remember. She has to hold the wrench or screwdriver while you tell her what to do with it.

(3) A lot of women have trouble with clockwise/counterclockwise. I envision a clock on the top of whatever bolt or nut.

(4) If you are a guy trying to teach a female friend, you have to be patient. When was the last time you tried to learn something totally new, and how easy was it for you? If you can't be patient, and have a tendency to yell or make sarcastic comments, bribe a patient friend with a set of decals or Whitworth wrenches to show her for you. Women don't respond well to yelling or comments, and you may find yourself in the doghouse with no supper.

View from the Bridge.....by Alan Mueller

Coils & Ignition

There are alternatives to the standard Lucas ignition coils from the NOC web page !!

Preventing coil breakdown

If your coils are breaking down at a certain frequency of engine vibration, make sure they aren't earthed, take them out of their clamps, and tape the bodies to stop them earthing. Apparently the coil windings vibrate, and at the correct frequency they short out to the body, especially where the body is badly damaged due to over tightening the clamps). If you find the flat spot goes when the coils are de-earthed, you'll need to replace them.

Dave Taylor
(isd.taylor2@virgin.net)

Harley coils - will they work on a Norton?

"Has anyone else tried a Harley coil with an electronic ignition? The Harley coil is a single 12 volt coil, it is encased in plastic, it had no markings for positive or negative. Since the coil is insulated from ground by the plastic, does it make any difference which wires go to which terminal? I went ahead and just hooking it up and got very good spark and the bike ran fine. Is there a way to determine which post is neg and which is pos? What happens if it is connected improperly?"

I took the Boyer dual lead coil off my bike when I realized I wasn't having carburation problems but ignition malfunction. At about 4500 r.p.m. my engine would go flat at over ? throttle or so. It didn't always do this, but after 10,000 miles on the Boyer coil.

The Accel Harley coil is a dual lead coil. It has 2.8 ohm primary resistance. It starts on the first kick 90% of the time and pulls like a train all the way to the red line. Find out more about it at <http://www.nettally.com/dioc/coil.html> where there is also some math on

power output of coils.

Now, everybody talks about the maximum resistance on coils for Boyer ignitions. Can you have too little resistance? Too much current going through the box? It isn't getting hot while I ride. It's mounted on the backbone under the seat instead of over the engine. It seems to be happy there.

Bob Patton
(bpatton@humboldt1.com)

Coil requirements with Boyer ignitions

The Waldrige Motors catalogue contains an informative discussion on coil requirements with Boyer kits:-

"The kits for twin cylinder machines work best with a total coil resistance of between 3 & 7 ohms. If under 3 ohms too much current will be drawn through the box and it will be damaged. We also sell Boyer's own two lead coil. This works well where space is a concern but it is critical that it is properly heat sunk in accordance with the instructions."

Mike Partridge of Waldrige's once told me that he'd received a fair number of returned Boyer twin lead coils - likely due to improper mounting.

Fred Mohlmann
(bpatton@humboldt1.com)

Experiences of the Boyer coil

I read the instructions when I got the Boyer coil, which is the exception for me. I got the heatsink from British Marketing when I got the coil, which I mounted in turn to a 3" x 2" x 1/2" aluminum plate. When I first started running the coil I checked it for getting hot and it never got past warm. I ran it in ambient temperatures over 90o for hundreds of miles with no problem but could not find the source of the malfunction.

The technical information available on the Boyer ignition is shall we say 'scant'?

continued on Page 10⇒⇒

CALENDARS

1999 NOC Classic Calendars

Help Support Your Club. Great Xmas Gifts. Gorgeous Photos

Only \$12

Call Alan Mueller 650-591-5444 to order



There are no curves, no static, no idle, not even the basic advance range. I think the reason they do this is because for any given unit, they don't know either. 2.8 is close enough to 3 for 'they like' for me.

Bob Patton
(bpatton@humboldt1.com)

Boyer coil resistance rating

In a conversation with E.J. Bransden a few years ago, he told me that he recommended at least 4 ohms on the coil.

Stan Smith (sks3rd@aol.com)

Fitting Boyer electronic ignition to Dominators

It depends on whether your machine is a coil and points ignition model or still has the magneto. If it is coil and points it should be a relatively simple task and you would proceed as for an early Commando, with the points housing located in the small canister in the location formerly occupied by magnetos.

If you have a magneto ignition, you will have to convert entirely to the early coil and points system used on some late P11s, Atlas and early Commandos in order to install a Boyer ignition. There is a good side and a bad side to the latter situation. The bad side is obvious, the good side is that since you don't have any of this stuff and are starting from scratch, you have a more wide open choice of components than otherwise. It means you can use some substitute ignition coils, for instance. And you don't need quite all the parts, and can dodge buying some expensive ones such as the auto advance unit and the points breaker assembly as neither are used.

While you don't really need to replace or rewire the main harness, do yourself a large favor and do a tidy job of it or hire someone experienced and competent. Stick to the original colour code by scrounging a partially toasted harness from the scrap heap at a shop; they all have them. The wiring scheme for magneto

ignition Atlas, coil and points Atlas and early Commando are substantially the same, with the addition of the wires for the coils; not a big deal.

The instructions would be the same for setting up Boyer for the early style Commando as for a later one, as the function of the components is the same, however some of the places things are mounted would differ because of your chassis, so use common sense. Make sure it grounds to an unpainted frame point if they tell you to. It is only the location of the points housing that is really different between early and later Commando with points outboard on the timing cover.

Tom Davenport
(tom@thekinetics.com)

Ballast resistor bypass modification

"I have heard that you can bypass the ballast resistor to give the coils a blast of 12 volts on starting, and making it so that it works when the spare button on the switchgear is pushed. What are the starting difficulties this is supposed to alleviate?"

I can't speak to this particular modification, but you're asking the right kind of question - what is this supposed to alleviate? A Commando should start readily without any 'boost'.

John. S. Morris (jsm@mediaone.net)

Ballast resistor bypass might just be useful on an 850 ES Commando

The modification seems easy enough although I'm not sure it's needed, since a reasonably tuned Commando starts with very little trouble. Cars used to use this system in the old days, and likely use a variant even today. The logic in cars was that the starter drops the voltage enough so that the spark is inadequate. Using this logic, it might be a good mod on one of the later Electric Start 850s.

Eric William Lamberts
(ewl@med.unr.edu)

The ballast resistor modification is probably unnecessary

I think the ballast resistor could do this automatically. That is, being wound of a coil of wire that heats up under current, it has the characteristic that, when cold, it has less effective resistance and allows more voltage to appear across the coil primary. This state of affairs will only last perhaps a minute or so until it heats up, and if the bike in question is not running by that time it will not be showing maximum volts at the coil.

Cars have a different setup, whereby a ballast resistor is shorted out of the primary circuit when the starter is used, and comes in-circuit again immediately upon releasing starter switch. The 'works' is in this switch. There shouldn't be anything wrong with doing something similar on the Commando.

Jordan Princic (jordan@zip.com.au)

More on shorting out the ballast resistor

This is a standard feature of most cars and bikes with electric starts. The idea is based on the fact that the battery voltage drops while the electric start is being cranked. Using a handlebar button to feed battery voltage directly to the coils (ie: bypassing the ballast resistor) is an attempt to circumvent the voltage drop/loss to the ignition system while cranking, and maintain a hot spark.

However, you should know that the Mk.111 includes this feature already ... there is a feed from the starter solenoid to the coils ... it is a white/purple lead. Further, if you have a Boyer, the ballast resistor gets trashed anyway.

On a standard kick start Commando, the modification won't do any harm, but as John Morris suggests, if your coils are good, I can't imagine what benefit you could get. There is nothing that happens when starting with a kickstarter that is different than during normal running conditions.

Greg Kricorissian
(grkricor@ccs.carleton.ca)

Inductive coil problems

My after-market coil (Accel) went dead-short. I was able to secure a pair of 12 volt coils and hooked these up to the Boyer output (Boyer—Coil 1—(jumper)—Coil 2). The bike started right up, and seemed to work fine except for missing at high speed and on heavy roll-on of throttle at low speed. I mucked about with this for what seemed like ages and then finally hit on the real problem.

The primary field in Coil 1 was collapsing and drawing current from Coil 2, resulting in a weak spark from Coil 2. Splitting the Boyer output and making the connection to each coil using a 'Y' instead of the jumper helped a lot, and although it's still not perfect, but at least serviceable.

I've tried a few other approaches (large PNP power transistor-amp circuits to drive each coil independent from the single Boyer output but the moral is - don't parallel wire coils.

Forrest D. Whitcher
(fw@world.std.com)

If I've read the above correctly, this is the source of the problem: 12 volt coils, were used and wired directly in parallel. This would definitely cause the sorts of problems observed. Some people also inadvertently use 12 volt coils in series and have similar symptoms. Boyer suggest wiring the ignition coils in series, and using a pair of 6 volt units, (which are standard on the Commando, since the stock points ignition uses a ballast resistor).

The wiring loom that comes with a Boyer is a little confusing, since it includes a jumper wire. This jumper is supposed to go from the positive terminal of the 'upper' coil to the negative terminal of the 'lower' coil in the series pair. With a Lucas RITA ignition, when you wire 12 volt coils in parallel (such as on a Triumph twin), Lucas specify using an isolation diode in series with each coil primary lead.

Greg Kricorissian
(grkricor@ccs.carleton.ca)

The Delta Ride

by Gar Jorgenson

The ride leader awoke with a start at 4 AM. The last two days had been dismal and foggy. It was mid-November in the California Delta. How could he have been so foolish as to volunteer to lead his first club ride here and now? He went down stairs, unable to sleep. Outside it was clear but the mercury indicated 41 degrees. Maybe it would warm up.

Four sleepless hours later he called his partner, Greg Fuller. "Hey, how does it look in Livermore?" (Translation: "Are you up yet?"). Fuller replied, "It looks great! Just getting ready to leave the house", (Translation: "I'm ready, so why don't you just relax?")

At 9:40 the ride leader drove into the lot at Carl's Jr., the classy eating spot he had chosen for everyone to meet in Oakley. A few Nortons were already there. "Wow," he thought, "some people are actually going to come on this ride. This could be really embarrassing". The sun was out but ominous clouds hung over the north.

A little before 10, Greg showed up with his group of riders that had met in Livermore. Good old Greg! Right on time! Even more witnesses for the coming debacle.

The ride leader held a brief riders' meeting and passed out route maps. "Hey, look at this! We get maps!" (Translation: "We are in big trouble!

The ride leader needs a map! ")

At 10:15 they were off and over the Antioch Bridge, en route to Rio Vista and points beyond. At Ryer Island the group of 16 motorcycles rode onto the Ryer Island Ferry. Alan Goldwater had everyone pose at one end of the boat for a group picture. "Better get it now", he thought, "before the ride leader puts us all into one of these sloughs".

Off the ferry and on to the first rest stop at the rural La Amistad Cafe. No takers on the Menudo. The clouds over Sacramento looked darker still. After a short stretch, they were on their way again.

On Courtland Road, the leader took them into the middle of a foot race. Mercifully, he was the front rider so he couldn't see, or hear, how the riders behind him were responding to this little faux pas. He had a hunch though, when a few miles later, Jerry Jolliff told him that, "due to time constraints", he had to head back home. (Translation: "I'm getting' out of here while I still can"). Jerry took a couple of the smarter club members with him.

Somehow they got to Old Sacramento without further mishap. Two hours to shop, eat, and steel themselves for the return ordeal. The clouds had gone and it was distinctly warmer. Heading out, the ride leader decided to take the scenic route over the cobblestones. It might have been dangerous but for all of the stopped cars trying to find parking. Finally, with

engines over heating and the ride leader feeling a dozen daggers aimed at his back, they broke free and headed south along the Sacramento River levee.

At Walnut Grove they stopped for gas, Jeff and Rhonda parked away from the rest of the pack, no doubt hoping the locals would think it was just a coincidence that they had arrived on a Norton at the same time as the rest of this horde of fools led by the geek.

It was getting late so they didn't tarry. As they rode out of town, the ride leader waved to Jeff and Rhonda, who appeared to be getting on their Commando. They zipped down the levee, back past Rio Vista and over the Antioch Bridge. In Oakley they stopped for good byes. Tom Dabel approached the ride leader. "Not bad for your first ride, kid". (A great wave of relief High praise from the master!) "Of course, it would have been better if you hadn't lost Jeff and Rhonda back in Walnut Grove. But don't worry. They live near here so they can probably find their way home!" (Translation: "Who let you lead this ride, anyway?")

Back at home, the ride leader collapsed onto the couch. All the mistakes of the day came flooding back. With Dabel's connection to the post office, the letter throwing him out of the club would probably arrive in tomorrow's mail. His wife asked, "Well, how did it go?"

"Perfect!"

NOC Member Profile

by John Covell

Name: Greg Fuller

Age: 40

City Resident: Livermore

Marital: married, no kids

Occupation: Police officer, Livermore P.D.

NOC Member since: 1997

How first became involved with NOC: "Through Gar Jorgenson—I admired his Norton and had liked BSAs and Triumphs as a teenager, that got me interested."

Club offices held (years): None yet.

Norton(s) owned, described: "Still looking for one!"

Other makes of motorcycle: 1971 Triumph 650 Bonneville

What first interested you in the Norton? "It's the epitome of British bikes (image, look, reputation)."

Other hobbies/interests of note? Restoring mid-'70s muscle cars (1972 Barracuda, 1972 'Cuda)

Favorite motorcycling road/ride: Mt. Hamilton Road

If you could redesign the Norton, what one thing would you most want to change? How and why? "They should've made more of them."

Favorite/most embarrassing episode on a Norton? — [All still to come.—Ed.]

Classified Advertisements

Editors note: We actively encourage non-Club members to post ads to sell Norton motorcycles, Norton parts and Norton-specific services. Ads will also be posted on our new web site, at <http://ru486.hypno.com/~norton>. All ads will run for 3 months. Please notify the editor if your item has been sold. Your ad will automatically be removed after 3 months if I haven't heard differently. Note the expiration date at the end of each ad.

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1972 Commando. Excellent condition. Many improvements, including: Norvil floating disc front brake, Mk III isolastics, 3-phase high output alternator, Boyer ignition, Sleeved Carbs. \$3000 or B/O
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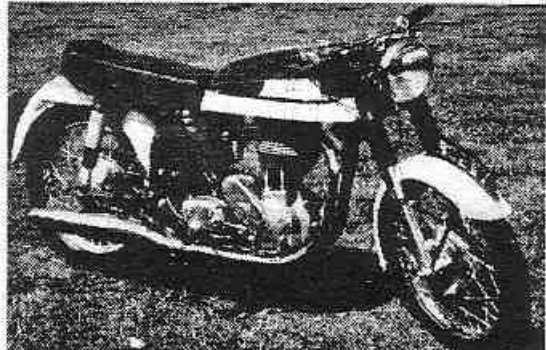
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THE NORTHERN CALIFORNIA NORTON OWNERS CLUB
Membership Application

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 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 \$20. Send that to: **Dian Slark, 12603 BelAire Circle, McCalla, AL., 35111...Phone (205)477-4340.**

We look forward to seeing you and your Norton out on the high road.

NAME _____

ADDRESS _____

CITY STATE and ZIP _____

TELEPHONE _____

MOTORCYCLES OWNED

Make	Year	Model	Engine/Frame/Plate Numbers

Attach another sheet if you want to list more.

I hereby apply for membership in the Northern California Norton Owners Club (NCNOC). This is a _____ new _____ renewal application.

The undersigned applicant certifies that he or she is a legal resident of the US over the age of 18, has a valid motorcycle driver's license, and will use legally required safety equipment in connection with club activities. Participant does hereby execute this release, waiver, and indemnification for himself or herself and his or hers, successors, representatives, and assigns, and hereby agrees and represents as follows: To release the Northern California Norton Owners Club ("the Club") and its officers, agents and members from any and all liability, loss, damage, costs, claims, and/or cause of action, including but not limited to all bodily injuries and property damage arising out of participation in the club's activities, it being specifically understood that such activities include the operation and use by applicant and others of motorcycles. The undersigned further agrees to indemnify the club and its officers, agents, and members and hold them harmless for the results of the undersigned's participation in those activities. This indemnification shall include attorney's fees incurred in defending any claim or judgement and incurred in the negotiation of any settlement. It is understood and agreed that the undersigned shall have the opportunity to consent to any settlement; provided, however, that such consent shall not be unreasonably withheld.

I have read and agree to the additional terms and conditions set forth on all parts of this application. Other affiliated clubs and organizations are also represented and protected by this release.

Dated _____ Applicants Signature _____

Send all applications or inquiries to:
Alan Mueller, 128 Windsor Ct., San Carlos, CA. 94070
(415)591-5444