



Norton Notice



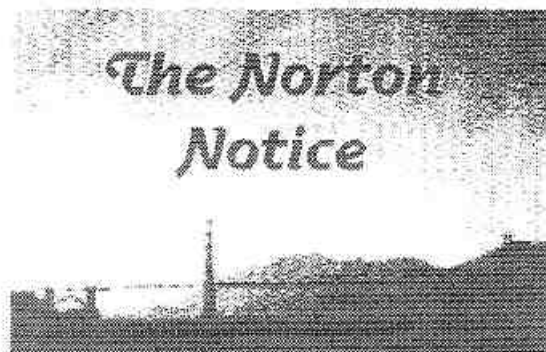
The Newsletter of the
Northern California Norton Owners Club

No. 267

December 2000

Merry Christmas
from Pappy





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 any article, technical tip, photograph (original or otherwise) as long as it is in good taste, so that other Norton enthusiasts may enjoy it. (Good taste is somewhat optional, but hey-this is a group of bikers we're talking about here....that's why we have an editor.)

The deadline for items to be submitted for publication is the 18th of each month. The **NORTON NOTICE** welcomes contributions submitted electronically. Please submit articles and photos in a format compatible with IBM PC. You may also send articles directly to the editor via E-mail. Send using INTERNET to dpcrader@thegrid.net.

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

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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Jodi Nicholas
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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 marquee. 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

DATE	TIME	EVENT	MEET AT
Dec. 10	9AM	City Bike Swap Meet	San Mateo Fair Grounds
Dec. 10	12PM	Christmas Party	Gerry Grainger's

Directions from Hwy 280 Northbound:

Exit Black Mtn Road and turn right onto Black Mtn Road

1/2 mile to stop sign, stay right onto Wedgewood

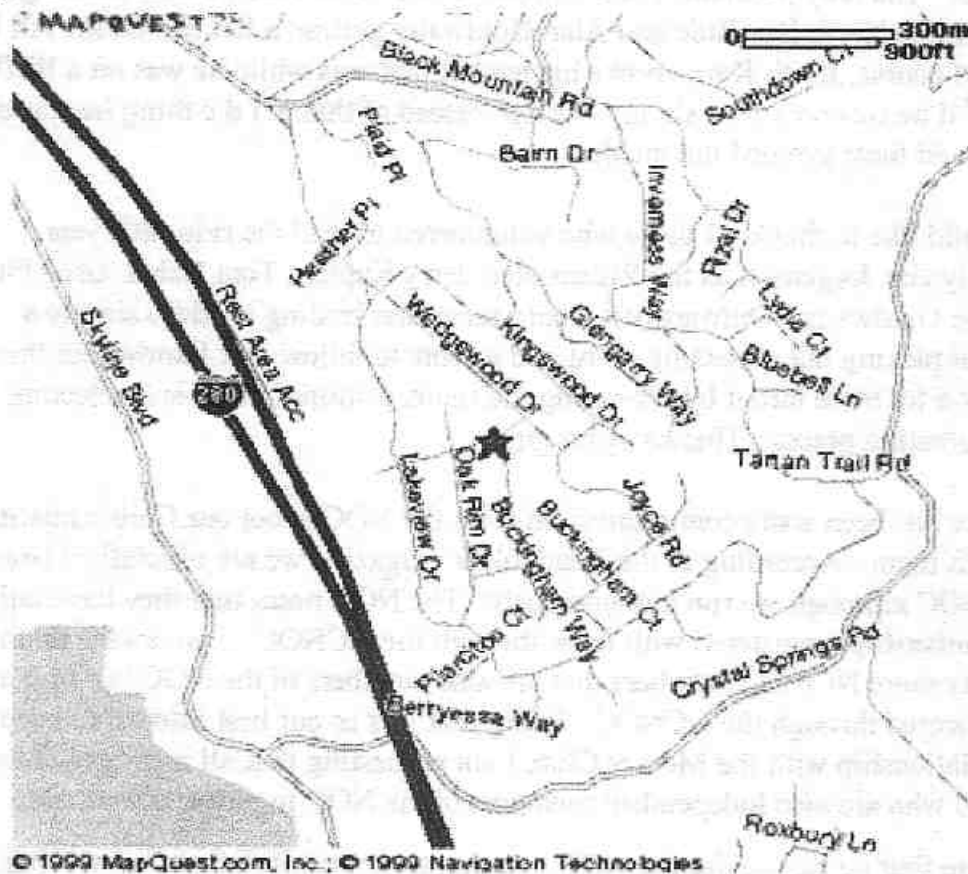
1/4 mile to another stop sign, stay right onto Lakeview

The next street is Windermere, turn left and go to the corner of Crystal Dr

1495 Crystal Drive

Hillsborough, Ca

(650) 348-5840



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

President's Message.....by Mike Sullivan

Damn, is it December all ready? It sure felt like it last Sunday on the Turkey Ride. Only 5 of us actually went on the ride to Boulder Creek after Gar Jorgenson had to carry Tom Dabel as a pillion passenger to get Tom's truck after his new BSA lost some spark (smoke?) pulling into the parking lot at Alice's. Maybe it had to do something with riding a BSA on a Norton ride. Alan Goldwater and Keith Karns stayed behind to help Tom load his bike while George and Sachi Shoblo, Frank and Elizabeth Recoder, Jerry Grainger, Don Goforth, and myself motored on down to Boulder Creek for burgers and beer. The roads were remarkably clear of Sunday drivers but give it a week or two and Skyline will be crawling with Christmas tree hunting SUVs. Oh well, we enjoy it when we can.

The year has passed quickly with many good rides and thankfully with no accidents. The only problems I can remember was Keith Karn's bike running out of smoke on the North Bay Ride and Alan Goldwater getting a flat tire on the All Brit Ride. Of course, Keith Karns broke his leg but that was while he was on a BMW. Perhaps if he was on a nice skinny Norton instead of that wide thing he was on Keith could have avoided the incident.

I would like to thank all those who volunteered to lead the rides this year, especially Gar Jorgenson as the Ridemaster, Jerry Kaplan, Tom Dabel, Greg Fuller and Alan Goldwater. Outwardly it would seem that leading a ride is simply a matter of picking out a meeting point and a route to follow, but I know that these guys put a lot more into it by pre-riding the route, printing maps, and selecting the stopping/eating places. Thanks again guys.

There has been some communication from the NOC about our Club's relationship with them. According to the Roadholder magazine we are officially a Branch of the NOC although we run autonomously. The NOC notes that they have only a few memberships registered with them through the NCNOC. I am aware that there are many more NCNOC members that are also members of the NOC but who are not registered through the NCNOC. Being that it is in our best interest to keep a good relationship with the Mother Club, I am requesting that all members of the NCNOC who are also independent members of the NOC to please advise Alan Muller so that he can advise the NOC. At that time we will let you know what, if

anything, will need to be done to get our memberships upgraded.

The next Club event is the Christmas party at Jerry Grainger's house at noon on 10 December, immediately following the CityBike Swap Meet at the San Mateo Fairgrounds. See directions to Jerry's house elsewhere in this issue. This will be a pot luck party. The Club will provide a turkey and a ham but we will need some appetizers and side dishes. If you wish to imbibe your favorite beverage, it's BYOB. There will be a gift exchange. If you wish to participate, bring a wrapped gift. Don't go to crazy buying something; just bring whatever you would like to get in return.

We will have the 2001 NOC Calendars for sale at the Swap Meet and at the Christmas Party. Buy one for \$14.00 and support your club.

Not having the schedule set up yet, we are not sure where the next meeting will be, but if we go in the same rotation as previously it should be at The Prince of Wales on January 11, 2001.

Remember, with the cold weather here and the rain not far behind, now is the time to get that maintenance item done that you have been putting off in order to ride. One other small item, I have had a communication that the auction of Domiracer was cancelled and that they are open for business with the old owners. Try your local sources first, and then try them for that much needed part. Keep 'em running guys.

Mike Sullivan, President, NCNOC



Monterey Bay Classic European Motorcycle Club

PO Box 894
Pacific Grove, CA 93950

October ~4, 2000

N. Cal. Norton Owners Club
128 Windsor Ct.
San Carlos, CA 94070

Dear Friends,

This note is to inform you of the current status of the club. The 1999 rally, which was a wonderful rally but unfortunately had fewer participants that we had hoped for, was put together largely through the efforts of our president Tim Riley, with the help of many long-time club members and supporters. The rally was not financially successful, and did not result in the new membership hoped for either. Tim decided to devote his efforts elsewhere, and subsequently left the club. No other member was willing to step forward as president. At approximately the same time, the newsletter editor stopped putting out a newsletter, and again, no other member was willing to step forward to fill the position.

The club members decided that with no president and no newsletter, there was no reason to collect dues, so no dues notices were sent. The dues that had already been received, plus the money remaining in the club treasury, were kept temporarily until it was decided whether to have a party. Mario Saviano, who is well known to most of you as a former president and club stalwart, intended to write a letter letting members know of the status and possibly propose a party. Meetings continued, and still continue, to be held at the Round Table Pizza in Marina on the last Wed. of every month (unless those of us who attend have other commitments that day). Since no party has been held, and with the recent tragic death of R() Reinhard bringing many of us together for the memorial service, reminding us that we can still get together even without a newsletter, we are returning the 1999-2000 dues. This constitutes the primary portion of the club assets. The remaining funds in the bank account will be used to wrap up any remaining club business, with the balance to be used for pizza at Round Table meetings until it is used up.

Sincerely,

Vega M. Roecker
Secretary/Treasurer

1974 N. California Norton Dealers

Distributor west of the Mississippi:

Norton Triumph, Inc
2765 East Huntington Drive
Duarte, Ca 91010

Bansemer's Motorcycle Shop
2345 Grass Valley Highway
Auburn

Bryant Brothers
7558 Stockton Blvd
Sacramento

Claw Tuned
12758 Lacy Blvd
Hanford

Cycle Center Store
16520 E. 14th Street
San Leandro

Cycle Imports
1039 S. Highway 9
San Jose

Cycle Mart
542 S. Main Street
Milpitas

Cycle Sports
2355 El Camino Real
Santa Clara

Cycles Unlimited
215 Highland Ave
Burlingame

Fike's Honda of Monterey
915 Del Monte
Monterey

Fresno Cycle Center
2250 E. McKinley
Fresno

Gene's Automotive Service
4213 Taylor Road
Loomis

Hall-Burdette
2010 Del Paso Blvd
Sacramento

Honda Peninsula
1289 W. El Camino Real
Sunnyvale

International Cycle Sales
1615 Almaden Road
San Jose

J.K. Cycle Inn
12545 San Pablo Ave
Richmond

Joseph's Motorsports
1571 Oak Park Blvd
Pleasant Hill

McGill Motorcycles
1850 Cherokee Road
Stockton

Menlo Cyclery
670 El Camino Real
Redwood City

Motorcycles Unlimited
5768 Paradise Drive
Corte Madera

*15 more of these in N California in
next months issue.*

Editor's Line by David Crader

The holiday season is here and I've made good on my comments to a few club members. The Commando and ES2 are parked until close to spring. Since I can't afford as much time to go for a ride as I did in the 80's, it makes sense to ride in the best weather. Honestly it took from 1986 when I dropped out of the NCNOC to 1999 when I joined again to find the amount of time I put in currently. This is a life cycle of a sort. I see it with guys I work with that are at the early 30s age and recently married with young children and more on the way. The toys get sold off and with them a loss of some things we weren't really finished with. For me it was British bikes.

I did try some other makes from England. There was a '68 Bonneville restoration. A beautifully styled machine, but it wasn't fast enough to keep up with Commandos. Then there was a '70 Rickman Metisse with BSA 441 Victor engine. Another nice bike especially when ridden on the street with sticky Pirelli tires. The end result was I got bored with both mainly because they don't meet the standards of a Commando. Now this is personal opinion, but at least I did try other makes.

As Mike Sullivan mentions in the President's Message, it's time to do that winter maintenance. For my Commando, I intended to fix the oil leaks in the primary case and the timing cover. Bob Raber says he has a cure for the primary.

According to him the problem isn't the rubber seal. The culprit is the felt seal around the gearbox shaft (goes through the clutch). Bob has a modified seal to fix this. I suspect I'm not going to get to do this fix this year as money is tight. What will happen is the timing cover seal as I need to get in there and tighten the cam chain anyway (also already have all the gaskets, so no addition cost, just time).

From past experience the rubber grommet under the oil tank which is used as a bottom mount needs to be checked and replaced if getting hardened by oil overflow. My last Commando, a '73 750 MkV, split the tank due to vibration and a hard bottom mount. The result of that was a seized engine 125 miles from home.

While I'm in there, I'm not completely happy with the way I routed the oil tubes after adding a spin on filter. Hey, dismantling a Commando is somewhat therapeutic. It's like a guy I recently met said about his restored '75 850 MkIII, "they're like working on models when you were a kid, just a little bigger."

Anyway after the few month down time, I should be back up and visible by March and the Clubman's Show in San Jose. Next year I also want to get the ES2 out on the Sonoma Classic thing at Sears Point in April. This is the Cycle World magazine ride for classic bikes that runs through the wine country. Last year a guy on a flat tank Norton single went. Any of you singles owners up for a group ride?

Restorer's Column

This section is for people working on that Norton project and is an open forum. Send in your comments about your project or share some wisdom about your experiences.

Norton Singles Parts

Dragon Motorcycle Services
Cobweb Cottage
111 Wereton Road
Audley, S.O.T.
Staffs, ST7 8ER
U.K.

phone 44 1782 722840

Norton singles parts are a bit thin here in the U.S. These guys are usually my last resort as they are terrible at responding, but my understanding is that they also have about anything you need for a Norton single.

Editor

I just received a 1974 Norton Worldwide Dealers List. This is one of those e-bay buys. Anyone wanting name and address of any dealer send me an e-mail or phone. Phone and e-address is on page 2 of this Notice. - Editor -

57 - '59 Dominator and '59 - '60 Norton Singles **Chrome gas tank panels** complete with plastic edging can be obtained from Fred Williams at Millstream Motors, Kempston, Bedform MK42 7BD, UK. (44) 1234 854138. These are not the same as used on '57 -'58 Norton Singles and Model 77 twins.

Chrome Platers

Electro-Forming Co. Inc
130 Nevin Ave
Richmond, Ca 94801
(510) 237-4988

Superior Wheel & Bumper
1616 Pomona Ave
San Jose, Ca 95111
(408) 947-7781

Wire Wheel Building

Kelly Moss Wheels
3175 McKee Road
San Jose, Ca 95127-1929
(408) 254-0440

If you have any malfunctioning electrical components on your British bike, Dave Lindley can repair them.. Over the past twenty years he has fixed rare Volocette horns, magdynos and voltage regulators for Art Sirota. He also offers some modern upgrades such as solid state voltage regulators.

His address is:

Dave Lindsley
196 Pilsworth Road
Heywood, Lancs. OL10 3DY,
England

tel 011 44 1706 365838
fax 011 44 1706 627500

Tanks for the Memories or Hope For Fiberglass Fuel Tanks (from a defunct website on uswest.net)

There are three main requirements for a successful sealing job:

The most important requirement for sealing a fiberglass tank is to start with a solid tank. If there are any soft spots they must be removed and replaced with new fiberglass. If you're not into high-speed grinders and polyester resins then you're better off chucking the tank and looking for something better to start with.

The second requirement is that the inside of the tank must be extremely clean. Everyone has a different process for cleaning. I will describe the process I used.

The third requirement is that the sealer used must be compatible with the fuel types to be used in the tank. Not all tank sealers are compatible with fuels containing non oil-based compounds. Specifically, some sealers can be dissolved by very small amounts of alcohol such as is added to gasoline during the winter. These are commonly called oxygenated gasolines. Some products such as 3M's 776 sealer appear to be a good industrial-grade solution to the problem, however upon closer examination, the main solvents listed are all alcohols. 3M's technical assistance people say that small amounts of alcohol turn the 776 sealer into a big gummy ball.

One important point to remember about any product sold as a tank sealer is that they do not cure to a hard state. You could use a polyester resin to slosh inside the tank and in effect build up a gelcoat layer, but this would dry to a brittle hardness and could crack if the tank flexes. Consequently most tank sealers air dry to a vinyl-like coating.

The product that I found recommended by the marine and aircraft people is: **Randolph Products 912 Alcohol Resistant Sloshing Sealer**

This is available from American Avionics on Perimeter Rd, next to Boeing Field and from Kenmore Air Harbor at the north end of Lake Washington. (obviously the author lives in the Seattle area, editor) I picked up a quart of American for \$16.92. It's a good sticky industrial product full of all your favorite aromatic carcinogenic solvents: MEK, toluene, cyclohexanone and xylene. Needless to say, you might not want to use this in the house.

The application procedure that I used is as follow:

1. Drain tank and remove cap and petcocks.
2. Rinse several time with hot water and dish detergent. Throw in a handfull of pea gravel with a little soapy water and shake the tank well so that the gravel scours all the internal surfaces and loosens up any residues. Rinse several times until all the soap is out of the tank.
3. Seal the tank drain holes with small cork stopper and pour in a quart or so of white gas (Coleman stove fuel). Slosh this around and let it sit for 30 minutes to remove any fuel dyes in the tank. Drain and let the tank air dry for at least 30 minutes.
4. Pour approximately 1 quart of MEK into the tank and slosh it around. Seal the tank and let it sit for one to two hours. Put a handful of clean pea gravel in again and shake vigorously. If the tank has been sealed previously, the MEK should soften any remaining sealer and the gravel should loosen it. Drain the tank.
5. Remove the gravel. If it has loosened any crud, pour in more clean MEK and gravel until no more residue comes out.
6. Make certain that all bits of gravel are removed from the tank. You may have to reach in the filler hole and pull out the last few pieces with your finger. If your fingers are not small enough, you can shake the remaining gravel overto the filler hole side and use a vacuum cleaner with a crevice attachment to suck up the last bits. Don't do this while there are still flammable vapors in the tank.
7. If there are still little bits of crusties coming out, keep flushing the tank with MEK or if you run out as I did, use acetone until the liquid come out clear.
8. In between filling the tank with the solvents I flushed it with lots of hot water - it's cheaper than MEK or acetone.
9. Finally, after the last rinse and when the inside of the tank is dry, plug the petcock holes with clean cork stoppers.
10. Pour in the quart of sealer and seal the filler hole by laying a piece of plastic across the opening and close the cap on top of it (I used a plastic sandwich bag - the heavier kind). If you don't want to ruin your paint, make absolutely certain that you have the tank well sealed since it will build up pressure as you slosh the sealer.
11. Shake and rotate the tank so that the sealer coats all internal surfaces and then drain the excess into a paper bucket. Pour the excess back into the can since it can be reused.

(continued on page 13)

News from the NOC

Keeping up with what's going on with the NOC in the UK; from Roadholder No. 203 (Sept/Oct 2000) an article from Jeremy Nichols, the Roadholder editor, says Mrs. Grace Stocks died late August at the age of 93. Grace was the last surviving child of James Lansdowne Norton, the founder of the Norton motorcycle. She was a great aid to the completion of the Osprey published book "Norton" by Mick Woollett (copyright 1992).

Grace was 18 when her father died in 1925 and could remember the early days of the motorcycle company. She maintained a strong interest in the machines of her father's namesake and took pleasure in the name "Unapproachable Norton" given to one of her father's "dogs" due to its ferocious nature.

Elsewhere in the issue, The International Norton Rally will be held on February 22-24, 2001 at the Dordogne region of France. This will be sponsored by the NOC French Branch and is one year ahead of schedule for that branch due to the failed attempt at Croatia for next year. If anyone is interested in going, let one of the club officers know and we will get you the registration information.

Kim Molnar, wife of Andy, sent an article to the Roadholder regarding racing successes of Team Molnar Manx. Some of us remember Andy Molnar attending the NCNOC rally in 1983 at Pinecrest. He is famous at this rally for his term "enthusiastic riding" and his ability to straighten bent pushrods on the side of the road past Ebboits Pass using very crude tools. The Molnar team took 1st place in the first support race of the InCA classic at Donington Park then a 1st and 2nd in the second race. The riders were Steve Tomes and Barry Sheene. Both were riding Molnar Manx Nortons.

Looking at the overseas branches list, there are just two US clubs as part of the NOC. Our own NCNOC with contact Alan Mueller and the Chicago club and Colin Sharpe. There is no US liaison officer for the NOC in the US, which I recall was filled in the past by a guy (don't remember his name) that I bought my '57 Model 50 from in 1984. I guess this means Norton clubs are more affiliated with the North American organization, INOA, than with the parent UK NOC. The NOC is still a very active group and I recommend joining just to get the contacts and probably the best club publication produced, the Roadholder.

Here and There

Looking at the event calendar from the Bulletin, BSAOC of Northern California newsletter, upcoming events:

Dec 10	All Brands Motorcycle Show and Swapmeet in Ventura contact (805) 650-6777
Dec 17	AHRMA Hare Scrambles, Brentwood contact (925) 634-9395
Mar 24	14 th Annual Clubman's All-British Show & Swapmeet contact (408) 377-9457 Santa Clara County Fairgrounds (as always)
Apr 27 to 29	AMA Vintage Motorcycle Days West Sears Point Raceway in Sonoma Sponsored by Cycle World Magazine

Tank Seal (continued from page 11)

12. Allow the tank to drain and dry with the corks removed for 30 minutes or so.
 13. Repeat the sloshing process (steps 10 - 12) and let the tank dry with all openings uncovered for at least 24 hours - longer if the temperature is less than 70 degrees. The instructions on the sealer only say to use two coats. However, I used four in my tank since the internal surfaces were less than perfect. I also let my tank dry for a couple of weeks.
 14. When you are confident that all the sealer has dried, clean the excess from the threads in the drain holes with a small wire bottle brush or whatever else is handy, put the petcocks back in using teflon pipe thread compound on the threads as a backup to the paper gaskets, put the tank back on the bike and GO!
-

NCNOC Bulletin Board

Any east Contra Costa or Alameda County NCNOC members, there is an AHRMA hare scrambles at Sand Hill Ranch in Brentwood on Dec 17. This is right in our backyard, so I'm planning to go. Anyone else meet me there, local resident or not. See the announcement in the "Here and There" column on page 13.
David Crader (925) 513-3148



A late congratulatory note to Jack and Debi Curry of the Prince of Wales Pub. Our host for most of the NCNOC club meetings has been in operation for 26 years.

Norton Notice supporters

At the close of this year, I want to thank the businesses that have supported the publication of this newsletter. The revenue from their ads makes it possible for the NCNOC to produce the Norton Notice. To the membership, keep in mind this support when you have a need for the services these businesses offer. (pages 17 & 18)

Merry Christmas and a prosperous New Year
Editor



NOC Affiliation

A letter dated June 14, 1999 to Chris Grimmett of the NOC

About six weeks ago I received a copy of the e-mail you sent to our Sec. Al Mueller concerning our branch relationship with the NOC-UK. I apologize for the tardiness of my reply and hope it will be received in time to be of some help.

Our club was originally founded in 1971 and soon thereafter we became a Branch of the NOC. By the time I first became Branch President (1989) this relationship had become somewhat tenuous, and following the difficulties of the NOC at that time, most of our members chose not to continue their individual NOC memberships. After a lengthy debate in 1991 we associated with the INOA, which as a North American organization, seemed to better satisfy our members needs. After much discussion and some correspondence with Dave Fenner, we decided to continue affiliation with both organizations.

My personal hope was that a formal relationship could somehow be established between NOC-UK and INOA, yielding a world-wide Norton Owners Association. This has not come to pass and there seemed to be little interest in pursuing it. I still think the idea has merit, especially in the possible sharing of content between the respective publications (the NOC Roadholder and the INOA Norton News). With the advent of desktop publishing, shared content can be easily accomplished, and the savings gained by regional printing and distribution would be substantial.

Aside from this sort of structural change, I don't see much hope for increasing our members participation in NOC activities. We do offer help in joining NOC-UK to our members, and I would be happy to include any changes, new services and other pertinent information in our monthly Norton Notice.

Finally, the historical importance of the NOC-UK to Norton owners is substantial, but unfortunately, this in itself is not sufficient inducement to join for many of us. Experience has shown me that hands-on technical assistance, local parts suppliers and enjoyment of shared riding events are some of the reasons our members join. Because of physical distance, NOC-UK cannot provide this sort of support, which puts you at a disadvantage in seeking to keep a viable member base overseas.

I hope the above has been helpful, and that you too are enjoying some fine spring riding.

Best Regards,
Alan Goldwater/Pres NorCal NOC

Classified Advertisements

Editors 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 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.

For Sale

1975 850 Commando MkIII, red roadster, rebuilt with many upgrades, some modifications, 17K miles. **\$3800**
Richard (707) 725-5283 Fortuna, Ca
Humbolt Co. (12/00)

'68 Norton Commando Fastback, 10 year old restoration, original frame replaced, Norvil rearsets, reverse gearbox camplate, Dunstall fairing, Borrani alloy rims, MkIII isolastics, Boyer ignition, sleeved Amals, new wiring, JPN front fender, Norvil pipes with reverse cone mufflers, new British Racing Green paint. **\$5,000**
Chris (510) 845-1000 or (510) 845-1088 s/n 126382
Berkeley (12/00)

Complete Mikuni setup from '74 Commando. \$150/offer.
925/625-4772. Leonard (01/01)

WANTED: '75 Commando, Roadster or Interstate. Complete. 925/625-4772.
Leonard (01/01)

N15CS parts bike- good engine, trans, primary, magneto, matching # frame, oil tank, tool box, seat. Forks and wheels rusty, missing gas tank.
\$600 Paul Zell 415 897-2101
pwzell@aol.com (01/01)

Traderonline ads:

1973 NORTON, COMMANDO 850 mech. stock, fresh restoration, Dunstall equipped, runs/looks great, have fairing, \$3800. 425-742-9892, BOTHELL, WA

1974 NORTON, 850 COMMANDO, been stored for yrs, not running, 95% complete, great project bike, \$1950, 209-632-1153 DENAIR, CA

NORTON model 7 rolling chassis and gear box. \$400. Shipping available.
British USA 713-944-7951
SOUTH HOUSTON, TX

Baxter Cycle
(712) 871-2351
Marne, Indiana

1975 MkIII Interstate:	\$4950
1975 MkIII Roadster(2):	\$6995/\$2895
1974 850 Interstate:	\$3450
1973 750 Interstate:	\$3650
1970 Type"S" 750:	\$3895
1969 P11 Ranger :	\$4895
1968 750 Fastback:	\$5500
1968 P11A 750	\$3895
1966 750 Atlas	\$4495

See these online at:
<http://www.baxtercycle.com/-bikes>

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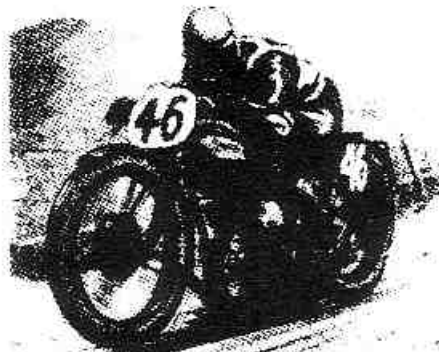
Monroes three mechanics have been familiar with Nortons for a number of years. We can replace exhaust port threads *with the head on the bike* we don't know of anyone else who can. The job looks like original factory. Call for shop prices. We also have a good supply of Norton parts.



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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
(650)591-5444