



Norton Notice

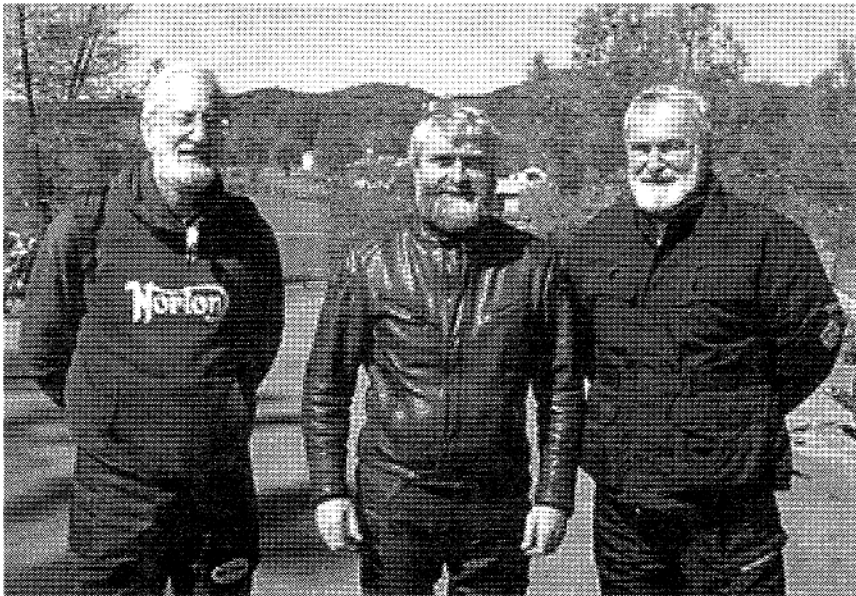


The Newsletter of the
Northern California Norton Owners Club

No. 271

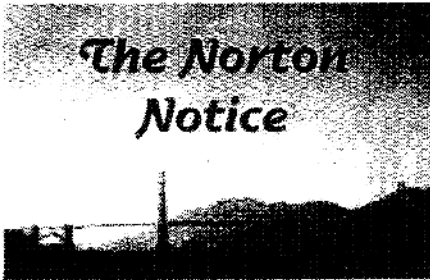
April 2001

30 YEARS OF THE NCNOC April Fools?



Will the real Phil Radford step forward.





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

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

The deadline for items to be submitted for publication is the **18th of each month**. The NORTON NOTICE welcomes contributions submitted electronically. 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 back cover. Renewal dues are payable at the end of the individual's membership year, which is designated by the last number listed on the mailing label of the Norton Notice.

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

All changes of address or questions about membership or the Notice, call the 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

2001 Club Rides Schedule

| <u>DATE</u> | <u>TIME</u> | <u>EVENT</u> | <u>MEET AT</u> |
|-------------|-------------|------------------------|--------------------|
| Apr 8 | 9:30am | Rally deMilani | San Rafael |
| Apr 22 | 9:30am | Angel's Camp Ride | Geno's Livermore |
| Apr 21-22 | 10:00am | BSAOC Big Sur Ride | Baker's Sqr Carmel |
| Apr 27-29 | 9:00am | Sonoma Fest | Sears Point |
| May 20 | TBA | Cameron's Ride | TBA |
| May 25-28 | anytime | Lake Cachuma | Lake Cachuma |
| Jun 10 | TBA | North Bay Ride | TBA |
| Jun 22-24 | early | AMCA Show & Swap | Dixon Fairgrounds |
| Jul 8 | noon | San Juan Bautista Ride | Donkey Deli |
| Jul 18-21 | | INOA Thousand Islands | Rally, Ontario |
| Aug 4 | TBA | Santa Cruz Ride | TBA |
| Aug 10-12 | TBA | Dardenelles | TBA |
| Sep 8-9 | TBA | North/South Ride | Oakhurst, Ca |
| Sep 23 | TBA | Ride TBA | TBA |
| Oct 7 | 10:00am | Old Timers Ride | Alice's/Skylonda |
| Oct 21 | 10:00am | Delta Ride | Geno's/Livermore |
| Nov 4 | 10:00am | All British Ride | Lyons/Novato |
| Nov 25 | TBA | Turkey Ride | TBA |

*NCNOC Points Rides in bold print

2001 NCNOC meetings

Apr 12th - Athens Burgers Restaurant 6999-A Dublin Blvd., Dublin, Calif.

May 10th - Prince of Wales

Jun 14th - The Boat House

Jul 8th - Ride/Meeting to San Juan Bautista (this date might change)

Aug 9th - Prince of Wales

Sep 13th - Harry's Haufbrau, Mtn View

Oct 7th - Annual General Meeting & Old Timer's Ride San Mateo Memorial Park

Nov 8th - East Bay (TBA)

Dec 9th - Christmas Party

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

By the time you get the April Notice the Clubman's Show will have been over. I hope that I was able to see you there and also on the Day After Ride. A show report and pictures will be in next month's Notice.

Only a few things to talk about this month, so here goes:

The meeting at the Prince of Wales was well attended but with only two riders braving the elements, Keith Karns and Don Goforth. Don's bike is so shiny that he might not have had to turn on his lights to get home.

There have been some date changes on the Ride and Meeting Schedules. As best I can make out from my notes the following changes were made:

The San Juan Bautista/Donkey Deli ride was changed from July 8 to July 1, and is not a Ride Meeting but ride points will be awarded.

The July 8 Meeting was changed to July 12th and we had planned to ask Ken Armann if we could meet at his shop but he was unable to make the meeting. See next month's Notice for further information on this.

At this point we do not have a meeting place for the September 13th meeting that was to be at Harry's Haufbrau in Mountain View. I have yet to hear from any of you South Bay members about a substitute location.

The Mt. Hamilton Ride on March 11 was spectacular. There was a good turnout, the weather was great for riding, and the roads were dry and clean. When the weather is good the Junction is turning into Alice's East. Tom Dabel was not able to lead the ride as he was off to Idaho? To pick up a Nomad that he had bought on E-bay. Hope to see that bike on a ride later this year, Tom. Maybe the Old Timer's Ride? Gar Jorgenson and his daughter Hanna did a yoeman's job filling in and keeping us back markers rounded up. Thanks Gar.

Don't forget the Rally di Milani on April 8, as this is a charity ride for Hospice. From personal experience I can tell you that this is a good group and they can use our support.

A proposal has been put forward that those members who lead a ride get awarded more ride points. 10 points sounds about right to me. This will be discussed at the next meeting.

Mt Hamilton Ride Report...Gar Jorgenson

After three months of crummy weather, Mother Nature and the Club's ride schedule finally got on the same page. On March 11th, thirteen Commandos and seven other Marks met up in Pleasanton for the annual Mount Hamilton Ride. Scheduled ride leader Tom Dable FTA'ed (but for a good cause) so yours truly headed up the ride. After a large breakfast at Dean's café, the group headed out about 10:00 AM.

This year we reversed the route, heading out from Pleasanton to the steep and twisty Mines Road south of Livermore. Mines Road climbs quickly into the sparsely populated San Antonio Valley, one of the few Bay Area spots that routinely gets snowed on during the winter. After about twenty miles, Mines Road ends at intersection with Mount Hamilton Road and Del Puerto Canyon Road. Locally the intersection is known as "The Junction", and is home to a small restaurant and a volunteer fire station.

When we arrived at The Junction, the restaurant parking lot was jammed with motorcycles, mostly Japanese. The nice weather was having its effect on others as well as us. Phil Radford was waiting for us on his custom Commando, after having ridden to The Junction in the traditional direction from San Jose. Since it was now 11:30, several riders opted to have lunch, though those of us who had eaten breakfast in Pleasanton decided to wait until later (All except Club President Mike Sullivan who wasn't taking any chances on "later").

At The Junction the group split up. Several riders followed Keith Karn up the Mount Hamilton Road and on to San Jose. The rest of us went down Del Puerto Canyon Road into the San Joaquin Valley farming community of Patterson. In Patterson we stopped for our second lunch break. We tried to get Mike Sullivan to eat again but apparently he DOES have limits.

From Patterson we returned to our starting point via Highway 33 and Corral Hollow Road. David Crader declined to get gas in Patterson, stating with assurance that he could make it back to the Livermore Valley on what he had. While technically correct, David learned that getting to the Livermore Valley was one thing, while getting to a gas station in the Livermore Valley was an all-together different thing. Frank Recoder came to David's rescue with a four-gallon gas tank on his Fastback and a siphon hose. After a quick stop at a gas station, we headed home. (I was led to believe Livermore was 40 miles away...naught! - ed)

Ride report supplement on page 9

Norton Restoration - Part I...Jeff Potter

Having grown up in the 60's and 70's Nortons were the hot bikes. Japan had just started to dump their products into the United States, but the British bikes ruled at that time. I saw my first Norton in magazines and books. Never saw one in person. Loved the lines and everything I read basically stated that these were the bikes that everything else was judged by. But unfortunately they were out of my price range and ended up with a 1969 Yamaha YA-6 125cc as my first bike and my last one was a Yamaha RD400 Daytona Special.

In 1984 while going to Los Angeles to met my Dad and brother, my front tire blew on a turn going in excess of 80mph. I was going from one freeway off ramp onto another freeway in LA. I tried to get it stopped, but ran out of road. Hit the curb and I flew over the top of my motorcycle. I landed on my helmet and shoulder pretty much destroying the helmet and my leather jacket. As I laid there, checking to see if anything was broken, I saw my bike come to a stop. It was totally destroyed; you could not even tell what it was. Every piece was broken, the front tire bent back and split the cases where it wasn't suppose to split. I suffered a concussion and several bumps, bruises, and cuts. Well that ended my street riding days, my wife, Cathy, told me that I could not buy another motorcycle.

Well set the time machine to the early 90s. Cathy and I went to Virginia City, NV. We were in Reno and decided to take a side trip. After a day of exploring Virginia City, we headed on back for some more gambling. Well on the road back a large group of Nortons cruised on by, of course some faster than others. As each one passed by I almost broke my neck trying to have a good look. So I told her what the bikes were and explained that this was always a dream bike for me. I cannot write her comments back to me. I wonder now if those Nortons were part of the NCNOC?

In 1999 I started to look at motorcycles again. Even though I wasn't allowed to buy one, but no harm in looking! I checked out the local papers and some web sites. I was actually looking for a BSA 441 Victor, but ran across some Nortons for sale. I found the NOC web site and sent an email to their Webmaster asking this question: If you could buy any Norton, which one would you buy? Well I got a two-page email back and he basically stated that a 1975 Commando would be the best. He said that the shifter was on the left-side, had an electric starter, and disk brakes would make it the best one for me. So this helped my search. I found a couple and told my wife about it, but she was still against it. So I stopped searching again, only to start up again in February 2000. After a shorter search I found a nice one, but it was in Minnesota. Well I told Cathy, but she still was against it. But she did say, "Well if you want it you can buy it." But she had that certain tone in her voice that still said "NO". I think we all have heard that before.

In July I found another '75 Commando. The bike was in New Jersey, so I asked the owner, Charlie, to email me some pictures and tell me the condition of the bike. The pictures looked good and the bike sounded like the rest, been sitting for three years, gearbox shell was broken, he was the second owner, and had it for 18 years.

Well we went on vacation for our 26th anniversary and when we got home our dog was sick. She was 11 years old and she had a stroke and died. Well I decided to not push buying a motorcycle and decided to put it on hold. I told Charlie that our dog had just died and did not want to push my luck. He understood and I thought that it was over. He sent us a sympathy card; I guess he is a big dog lover. Well when we received the card Cathy asked, "Who is this from?" So I told her that he had a Norton for sale and I was looking at it. For the first time she seemed interested. I guess the card made her think and she asked about the bike and I showed her the pictures. Will I did a quick "song and dance" thinking I had to wiggle out of this before she got to upset. A few days later he called and Cathy picked up the phone. She talked to him for about 15 minutes, than handed the phone to me and said it is Charlie. I froze in my chair trying to read her to see if she was upset or not. So I took the telephone and we talked some more and when I hung up Cathy said, "Gee I like him. He sounds like a very nice person. Are you going to buy his bike?" Hmm, it looked like she was willing to let me buy it. I almost fainted and then I said we need to finalize a price and I have to look at how to get it shipped out here. Cathy said that as long as the house does not have to pay one cent, I could buy it. I have been saving my money for a couple of years and had enough cash to cover the sale. Let the fun begin!

So the next day I called and told Charlie we had a deal. He then made an interesting statement back, "Out of all of the folks that have called, you are the only one I would sell too. I want "Winston" to go to a good home and would not sell it to someone that would not take care of it. We all feel that Winston is part of our family."

When the shipping company loaded the motorcycle, Charlie and his wife filmed the event and shipped me the video tape. It was a little sad, his boys were upset, maybe Dad promised them the Norton once they got old enough. At the end he wished me luck and I could tell that this big guy, in his 50s had a tear in his eye. When my wife and I saw the tape, she cried. I guess after 18 years anything would feel part of your family.

Continued on next page

So on August 20, 2000 the Norton was delivered to my house. I could tell that the bike was not stored properly, but it looked OK for a 25 year old bike. I cleaned out the old oil and added some new oil. I bought a new battery and gasoline. After about an hour it started! So I put on my old dirt bike helmet and went for a ride. Well about ½ a block from home, the rear tire locked up and I came to a sliding stop. Good thing I was only going 20 mph. It was stuck in gear, so I rocked it back and forth and got it into neutral. Started it back up and made it home. You might have guessed it, layshaft bearing. That is why the gearbox shell was broken, but I did not know that was the problem. Heck, I did not even know what a layshaft was at that time. Of course I know now. The Norton started to smoke heavily and started to sound really bad so I killed the engine. After looking around I decided to take it to a specialist and have them go over the bike.

Well I made an appointment with Jim Carton and took the bike over to him to have a look see. I want Jim to fix the gearbox and let me know what else needs to be fixed. Well Jim came up with a pretty long list and I was in shocked to say the least. This dream was starting to turn into a nightmare. Jim started to work on it and I called to tell him to stop. Jim actually recommended I sell the bike and start with one in better condition. Now I was wondering if Charlie's tears were of joy and not that he sold Winston.

I took the Norton home and it sat in garage for a few weeks. I was looking at selling it but knew that a Norton with a blown gearbox and a flatten cam and other items that Jim had found would be worthless on the open market and I'd lose my shirt if I sold it.

I told Cathy that I was going to sell the Norton and I'm going to lose a lot of money. Cathy reminded me that I wanted to restore the bike and asked why did I change my mind. I told her all of the things that Jim had found wrong with the bike and did not know if it was worth it. She reassured me that it would be OK and for me not to sell the Norton.

So the restoration began. Next I'll talk about the disassembly, things to be fixed, and parts search.

Opposite page: Bill Wentworth at the Junction. This is the Dunstall equipped Commando Bill bought in Seattle and rode home last December.

Mt Hamilton Ride supplement

Keith Karn adds the following about his ride over Mount Hamilton:

It's hard to believe that 3 guys could get separated so fast, but then again, we are the NorCalNOC! Leonard and I pulled out of The Junction headed for the top of Mt Hamilton thinking that Jerry Grainger was with us. After about seven miles of beautiful curves and streams, I realized that was not the case, so we pulled over. About two minutes later, Jerry showed up. I asked if anyone was following him and he said, "Yes, but let's wait at the top". So, off we went. Up and around some more curves, past some great views and on to some not-so-great sand and gravel in the observatory parking lot. It was now sunny and warm and the view was great, but no one else showed up! So Ray, if you were looking for us, I apologize.

We shot the breeze for awhile but I wanted to get to Newark to watch the Daytona Superbike Races, so I headed on down alone. There was even more swarf on the road on that side, but I kept the shiny side up. I was even given the go-around by a bunch of tourists. I made it to Newark after the second red flag and got to see the rest of the race. It was a great first ride of the year!



Editor's Line....David Crader

I'll be leading the April 22 club ride to Angels Camp and Sonora. For those of you not going to the BSA overnighiter in Morro Bay, why don't you come along.

We will meet at Geno's Restaurant on Vasco Rd, just north off Hwy 580 in Livermore. The route will go over Old Altamont Pass Rd which becomes Grant Line Rd in Tracy. Turning north on State Hwy J2 then Howard Rd and Roberts Rd, we will wind through the delta farmlands to connect onto Hwy 4 just as it becomes Charter Way in Stockton. Right on Mariposa Rd then left on Farmington Rd will put us back onto Hwy 4 and eventually to one of my favorite California back road sections - Hwy 4 between Copperopolis and Angels Camp. It's about 2 hours and 90 miles.

At the junction of Hwy 49, a right turn and a couple of miles will get us to Rodz Grille on the right (just before the new Kragen Auto) where we stop for lunch. Rodz has a 50's American hotrod theme and a nice outdoor terrace.

After lunch we can refuel again and head toward Sonora, 19.6 miles down Hwy 49. Turning onto Hwy 108 we will return toward Tracy. Pass the Interstate 205 exit and take the next off ramp, Business 205. We'll stop for gas in Tracy for the roadsters again. A left on Lammers Rd, right on Schultz Rd then left on Patterson Pass Rd will put us on back roads to the south of Interstate 580 and end on Greenville Rd in Livermore. Taking a right turn here ends up at the on ramp to 580 where I will leave you to your own destinations. Sonora to Livermore will take about 2 1/2 hours.

I just took the family on this route yesterday with great weather, the hills are really green and the good parts really winding. Hope to see several of you at Geno's that morning. If your not close enough to start with us, plan to meet us along the way or at Rodz Grille for lunch. Contact me at 925 513-3148 evenings or you can e-mail me at dpcrader@thegrid.net.



UPCOMING RIDES

By Gar Jorgenson, Rides Coordinator

April Rides

Rallye De Milani

April 8th - 10:00 AM

Meet at Milani's Bar, 840 "B" Street, in San Rafael (PH: 415-459-9947) for one of the best Bay Area Rides of the year. This ride always attracts lots of interesting bikes under equally interesting riders. Come early to visit and see the great "street concours" that develops just before the ride leaves to wind through the Marin Headlands. This ride is to April what the All British ride is to November. Don't miss it.

Angel's Camp Ride

April 22nd - 10:00 AM

Join your Norton Notice Editor, David Crader, as he leads us through the Great San Joaquin Valley to the Gold Rush town of Angel's Camp. The ride will start in Livermore at Geno's Country Store on Vasco Road, just north of I-580. See David's editorial page for details of this ride.

BSA Club - Big Sur / Mid State Ride

April 21st & 22nd - 10:00 AM

Frank Forster of the BSA Club is leading this ride to Morro Bay. Frank has invited any NCNOC members that can make it to join in. The ride will leave Carmel and go down the coast, returning by a different route the following day. Hotel reservations need to be made on this before April 6th, so if you are interested in going, call Frank at (831) 688-2120 for the details.

Frank adds the following on 3/1/01: While pre-riding the Fort Hunter Liggett portion of the course yesterday, I was talking to the firing range control officer, a man named Morehouse. He informed me that during our ride in the remote western valley of the fort, a major Hollywood film on the Viet Nam War, starring Mel Gibson and Gene Hackman, would be shooting. They expect lots of spectators (with cameras), so polish up that Brit Iron. Get your motel reservations in early for Saturday night at Morro Bay - Days Inn, (805) 772-2711, thrturk@aol.com.



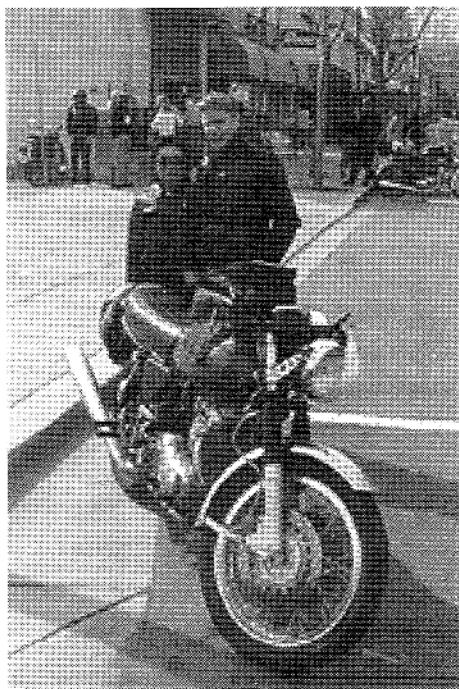


Upper Left: Smiling faces at Dean's Cafe in Pleasanton.

Lower Left: Lizabeth and Frank Recoder and Alan Mueller at the Junction.

Upper Right: The gang at the Junction behind Frank Recoder's poster Fastback.

Lower Right: George and Sachi at Dean's Cafe at the start of the ride.



NCNOC Bulletin Board



Sonoma County, California, is famous for its many splendid wines, but for Cycle World, Sonoma's true splendor comes from its miles of twisting roads. It's a true motorcycle nirvana, with vistas and valleys just waiting to be experienced. Add to this incredible region Sears Point Raceway, featuring their world-famous road course, and what you have is ten solid days of pure motorcycle bliss.

The non-stop motorcycle excitement starts on April 27 with AMA Vintage Motorcycle Days - West (April 27-29) and is capped off with the Chevy Trucks AMA Superbike Races (May 4-6). Along the way, enjoy motorcycle shows, swap meets, seminars, parties, demos, tours, great food, fun and as much riding as you can take - this is Sonomafest 2001!

For more information and pre registration go to the Cycle World website <http://www.cycleworld.com>

Pre registration is \$20.00 and you will also need to register with Sears Point for the three day admission to the Vintage Days, another \$20.00 in advance. That includes three days of road and off road vintage races. Contact Sears Point at (800) 870-RACE. There will also be a swapmeet. If you missed out on some parts at the Clubman's, here's a second chance.



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

Continued from Page 4

Bob Bausch has been in contact with the Cycle World organization about the Club having a display at the next International Motorcycle Show in San Mateo in December.

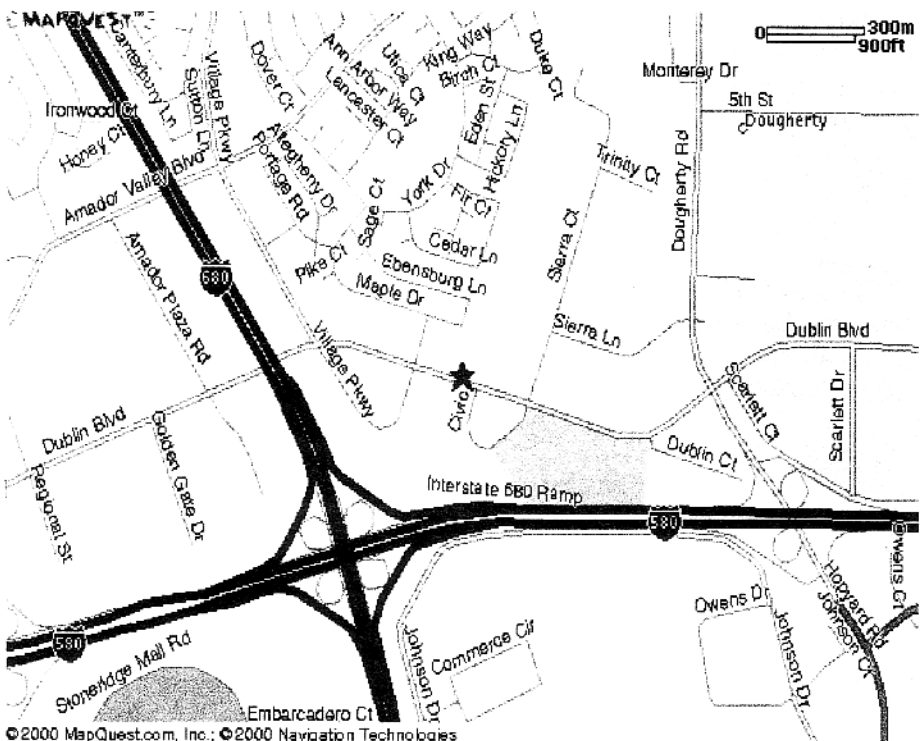
We will keep you informed of any developments on this.

Next meeting will be on April 12th at a new East Bay location, Athen's Burgers in Dublin. See address and map elsewhere in this issue. See you there.

Mike Sullivan

President

**April 12 NCNOC Meeting at Athens Burgers
6999-A Dublin Blvd., Dublin**



Classified

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.

Traderonline

In a search for 1969 to 1975 Commando prices (31 samples on Mar 18, 2001):

Low: \$1,250.00

High: \$10,000.00

Average (mean): \$4,610.32

Median: \$4,795.00

For Sale

1973 850 Commando, parts bike. Incomplete, dismantled, rough. Missing seat, front fender, one carb. \$500

Terry (916) 727-2673 Citrus Heights (05/01)

Wanted

1974 Norton 850 Commando MkIIA roadster. Must be in excellent condition and under 6000 miles, prefer black.

Tim (530) 865-7709

Wanted

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Friday Night: Cook's choice barbeque

Saturday:

Breakfast

Lunch Buffet

Field Events

Dinner: Barbequed steak and chicken with live music and dancing

Sunday:

Breakfast

Rides and Tours

Lunch Buffet

Dinner: Italian Feasts & Vintage Bike and Trailer Show

Monday:

Breakfast to say thanks and safe journey home

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WEBSITE www.members.tripod.com/britishconnection

*\$100/person for the weekend: Saturday only is \$50: Children under 14 \$35 for the weekend: Children under 5 are free. Make check or money order payable to **The British Connection, 9530 Cypress St, Lakeside Ca 92040.***

Deadline is May 10, 2001.

**The
Prince of Wales
Pub**

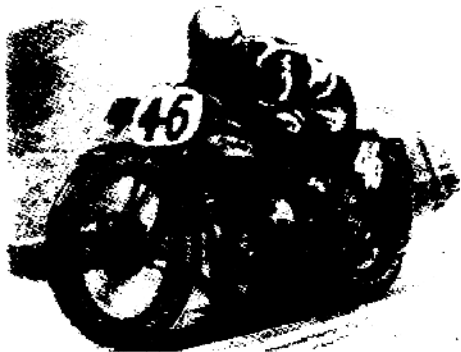
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THE NORTHERN CALIFORNIA NORTON OWNERS CLUB
Membership Application

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