



Norton Notice

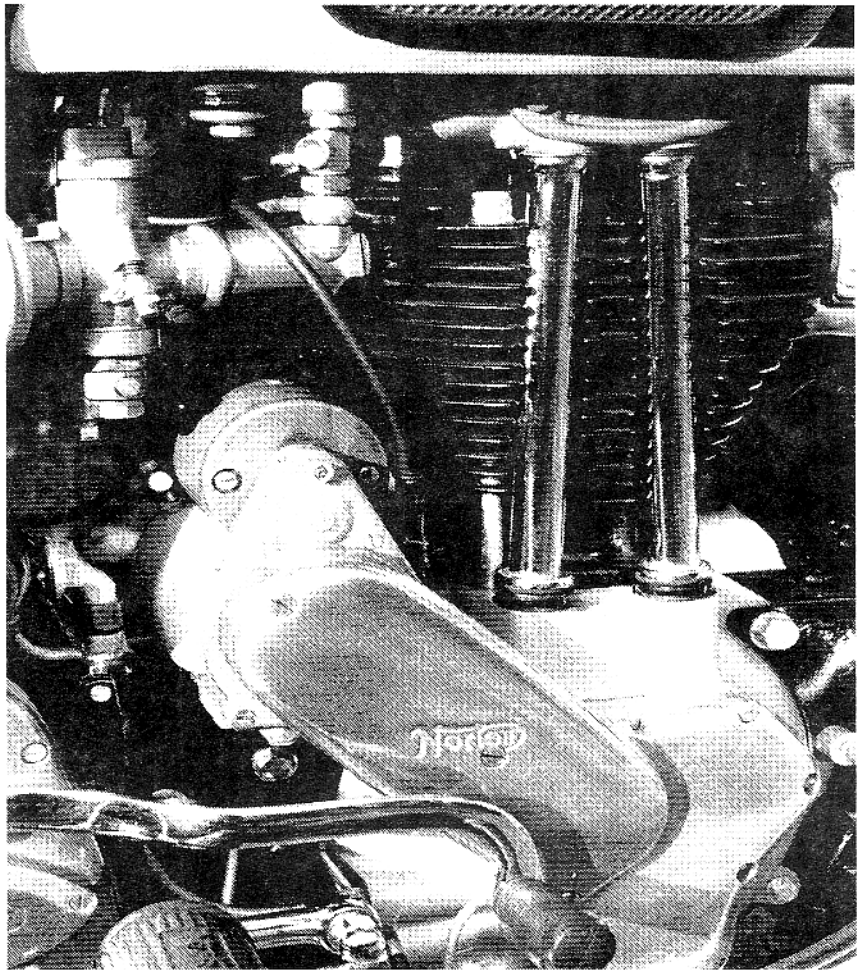


The Newsletter of the
Northern California Norton Owners Club

No. 280

January, 2002

HAPPY NEW YEAR!!



CLUB OFFICERS



The Norton
Notice

PRESIDENT
Mike Sullivan
20 Bayview Ct
Millbrae, CA. 94030
650-872-3336. Mikemill20@aol.com

VICE-PRESIDENT
Maya Lai
1370 McKendrie
San Jose, CA. 95126
(408)241-1812, maya@expressmail.com

SECRETARY/TECH EDITOR
Alan Goldwater
1780 Chanticleer Ave.
Santa Cruz, CA 95062
magicound@aol.com

RIDES COORDINATOR:
Gar Jorgenson
2241 Biscay Ct. Byron, CA 94514
(925)634-9395. losono@mindspring.com

NOTICE EDITOR/TREASURER
Alan Mueller
128 Windsor Ct. San Carlos, CA 94070
(650)591-5444 fax (650)595-3368
E-mail: norton2@earthlink.net or
Norton2@aol.com

PUBLIC RELATIONS:
Dave Crader
83 Palm Dr. Brentwood, CA 94513
(925)513-3148. dpcrader@thegrid.net

WEBMASTER: Jeffrey Potter
3811 Hummingbird Dr
Antioch, CA 94509
(925)778-5004, dgtalmn@ecis.com
www.hummingbirdobservatory.com/
NortonClub

HONORARY MEMBERS

Brian Stark
Jodi Nicholas
Bill Knight
Dick Slusher

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.

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. Articles and photos can be sent in almost any format and the Editors Mac can read it. You may also send articles directly to the editor via fax at 650-595-3368. 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.

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.

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 Treasurer or the 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.

Upcoming Events

Club Meeting Schedule

January 10th – Prince of Wales, San Mateo

February 7th – Harry's Hofbrau, San Jose (Saratoga Ave & 280)

March 14th – Prince of Wales, San Mateo

April 11th – Coco's, Dublin

May 9th – Prince of Wales, San Mateo

June 13th – The Boat House, San Francisco

July 7th – Peter & Joan's German Restaurant, San Juan Bautista

August 8th – Prince of Wales, San Mateo

September 12th – Harry's Hofbrau, San Jose (Saratoga Ave & 280)

October 6th – AGM @ MacDonald Park, San Mateo County

November 14th – Coco's, Dublin

December – No meeting

Club Rides Schedule

See Page 4

**Press Production and
Halftones:**

John and Carrie Follett:

White Oak Press, San Carlos, CA

Ride Schedule..

by *Gar Jorgenson*, ride coordinator

OK, we now have something akin to a definite schedule for next year. Note that the Ralleye de Milani is not listed. I am working on getting the date for that but it should be in April.

January Ride (Double Points)

Polar Bear Ride

January 13th - 11:00 AM

Meet at Alice's Restaurant, SR-84 and Skyline drive, in Woodside. This is a double points ride and all you have to do is get there on your bike! So, if you are interested in winning the coveted Norton Cup, this will give you a good head start. Meet at 11:00 AM and, depending on how the weather is and who all shows up, we will either ride somewhere or have lunch, or both!

February Ride

Annual Duncan Ferguson Memorial/ Sweetheart Ride

February 10th - 11:00 AM

As this goes to press, I still haven't spoken to Jerry Joliff so I'm still not sure who our ride leader will be (Jerry, I lost your phone number! Call me.). No matter though, meet at The Florence, 37349 Niles Blvd, Fremont (PH: 510-792-5522). I will have details for this in the Feb Notice but typically we ride through the East Bay hills and culminated with lunch at the UK Café in Livermore.

March 31st - Day after the Clubmen's Show Ride

April 24th - Cameron's/Half Moon Bay Ride

May 19th - Monterrey Bay Ride

June 9th - North Bay Ride

July 7th - Ride and Meeting in San Juan Bautista

August - Dardanelle Weekend Ride

September 22nd - Mt Hamilton Ride

October 6th - Old Timer's Ride and AGM

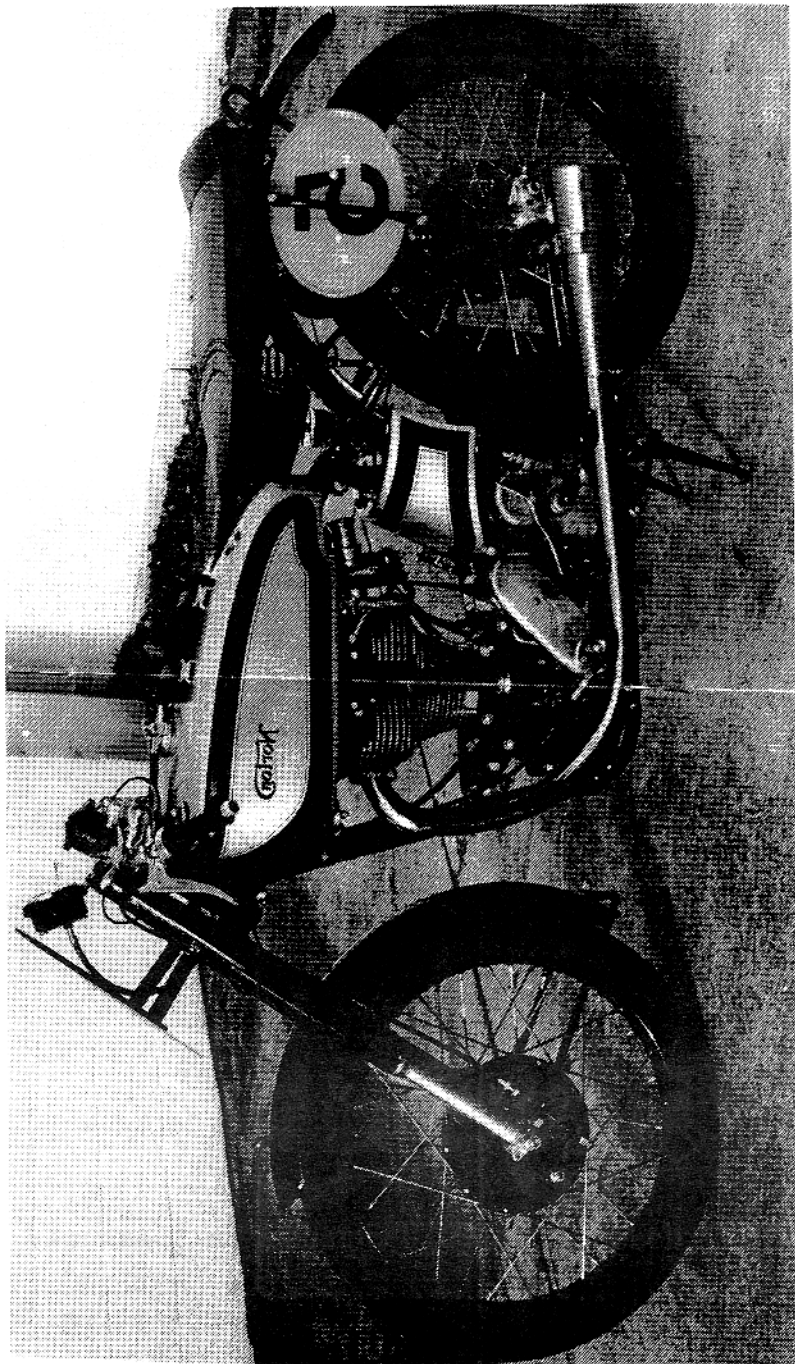
October 20th - Delta Ride

November 2nd - All British Ride (unconfirmed date)

November 24th - Turkey Ride

December 8th - Christmas Party

If rides are cancelled due to poor weather - plan on the ride taking place the following week - same time - same place, call the ride coordinator!



Ken McIntosh's 1948 Manx 500 restored in 1998 for the Pukehohe Classic Festival in New Zealand. The bike came from Paul Adams in California as a set of parts. It was almost certainly raced at Daytona (with a kick-start lever fitted) but by whom is not known.

(Photo from "Roadholder" No. 217 May/June 2001)

CLUB OFFICERS FOR 2002



Alan Goldwater - Secretary/Tech Editor

Dave Crader - Publicity

Maya Lai - Vice-President

Mike Sullivan - President

Alan Mueller - Notice Editor/Treasurer

MISSING

Gar Jorgenson - Ride Coordinator

Jeff Potter - Web Master

President's Message

by Mike Sullivan

Happy New Year. Firstly, I would like to apologize to the members of the Executive Committee. During the Christmas Party at Frank and Elizabeth's house I proceeded to completely ignore them. What a goof! Without the work of these people the Club would be in big trouble. Alan Goldwater as Vice-president gave us the benefit of his wisdom and experience. Alan Mueller pulled double duty as Secretary and Treasurer as well as getting the Notice in the mail every month. Gar Jorgenson did a journeyman's job as the Rides Coordinator, keeping us on the road each month.

And not the least, a big thank you to Dave Crader for producing the Notice for the last two years. This is without a doubt the most time consuming job on the committee. I believe that the improvement in the quality of the Notice speaks for itself.

For the New Year the Officer lineup is as follows:

President; yours truly

Vice President; Maya Lai (welcome back Maya)

Secretary; Alan Goldwater

Norton Notice Editor and Treasurer; Alan Mueller

Rides Coordinator: Gar Jorgenson

Publicity; Dave Crader

Not an official member of the Committee, we want to welcome and thank Geoffery Potter who has taken on the job of Website Manager. If you have not looked at this lately please check it out.

On to more pleasant things: We need to give many thanks to Frank and Elizabeth Recoder for hosting the Club Christmas Party. They really laid out a great spread. Besides the turkey and the ham, other items either provided or brought included sushi, smoked salmon, and cold cuts. Desserts included cakes brought by Maya, a strange looking but wonderfully tasting item brought by Ken Armann and a wonderfully decorated item brought by Tom Dabel. Hey Tom, was that a Norton Isle of Man racer or an Indian board track special? If you went home hungry, it was your own fault.

The Norton Cup ride points awards were given out at the party. In third place was Ray Pallett who was not too far behind the leaders. As it turned out there was a tie for first place and it was my pleasure to be able to award matching Norton Cups for 2001 to Don Goforth and Keith Karns. These guys battled neck and neck all year and for the last 4 or 5 months they showed up for every meeting and ride, and always on their Nortons. Congratulations Don and Keith.

continued on the next page

President' Message (cont)

At the end of the party we drew lots for the door prizes that were donated by Aerostich and brought by Margie Siegle. We also did the gift exchange. This is always a lot of fun when some prizes change hands three or four times.

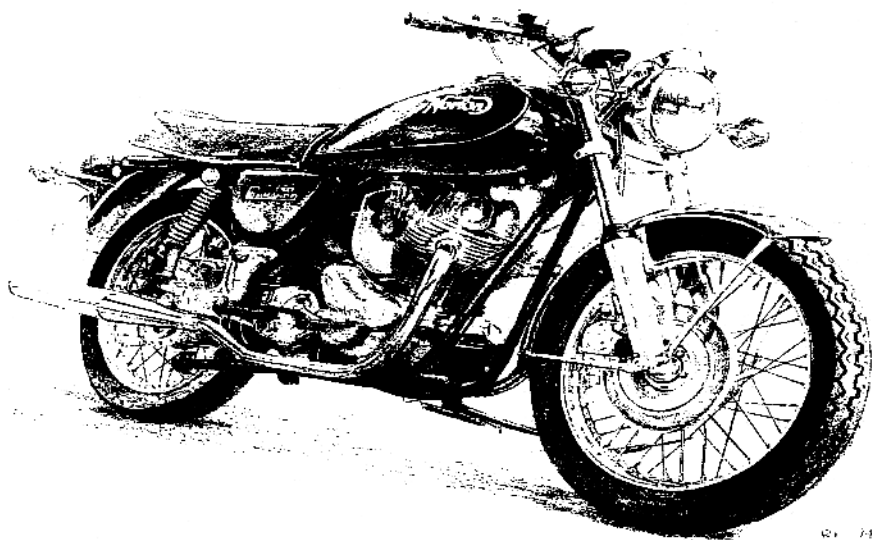
For those of you who did not make the party, and you know who you are, you missed a swell time and a lot of good companionship. Please make it a point to come next year.

During an Executive Committee meeting before the party there were a few changes made to the ride schedule. Please check them out elsewhere in this issue.

The first meeting of the New Year is at the Prince of Wales on January 10. Please come out and start the year off with some hot fish and chips and some cold beer. See you there.

Remember, the roads are wet so check your tires.

Mike Sullivan
President



© 1974

**A lecture on the meaning of:
"Whitworth"
by Charles Falco**

(reprinted from "Norton Notice" #211, Dec. 1995)

First, a tiny bit of history. In the 19th Century every British factory which needed to bolt something to something else devised their own fasteners to do it. Clearly, this caused all sorts of compatibility problems. So, along came Mr. Whitworth who invented a standardized system of coarse threads (with 55 degree thread angle and rounded roots and crests).

This standardization was a Good Thing. Along with his threads came heads for the bolts that were based on the length "along" the side of one flat, rather than across the flats. Hence, these is no simple fractional number for the length across the flats, which is why your American wrenches don't fit. The fractional number on your English wrenches refers to the diameter of the bolt (which is 1/4", 1/8" etc. just like in the US); not to the distance across the flats (which ends up being various weird dimensions). Some years later the Brits decided they need a finer pitch for some applications, so another thread series was introduced (same 55 degrees). They also decided that the heads were to big for the bolts, so for most applications they switched to using the next size smaller heads. Because of this, and to add one more bit of confusion to life, one manufacturer will mark a particular wrench (spanner) "3/8BS" while a different manufacturer will mark the same sized wrench "7/16W." They fit the same diameter bolt.

The first thing any fledgling Brit biker learns is that his motorcycle has "Whitworth bolts". They think this is interesting, buy a set of "Whitworth wrenches", discover these wrenches fit their bolts, and believe they now know everything they need to know about British fasteners. Unfortunately, at this point they know only enough to make themselves dangerous. Instead, what they "should" have said to themselves is "Ohmygod, what other weird and incomprehensible things have the Brits done to the fasteners on my machine?" The answer to this question is:

British Standard Whitworth (BSW)

These are the original, 19th century, coarse threaded industrial bolts designed to hold locomotives together. Because of their coarse pitch, they are more prone to vibrating loose, so are little used on motorcycles. Except..for threading into Aluminum (e.g.. crankcase studs), where a coarse thread is less prone to stripping than a fine one. It turns out that, except for 1/2" (where the Brits use 12 tpi, and the Americans 13 tpi) the thread pitches are the same as for American Unified Coarse (UNC). However, the thread "form" is different; Whitworth=55 degrees; UNC=60 degrees. In spite of this, mismatched nuts and bolts mate nicely, so you're likely to find UNC bolts or studs where BSW should have been.

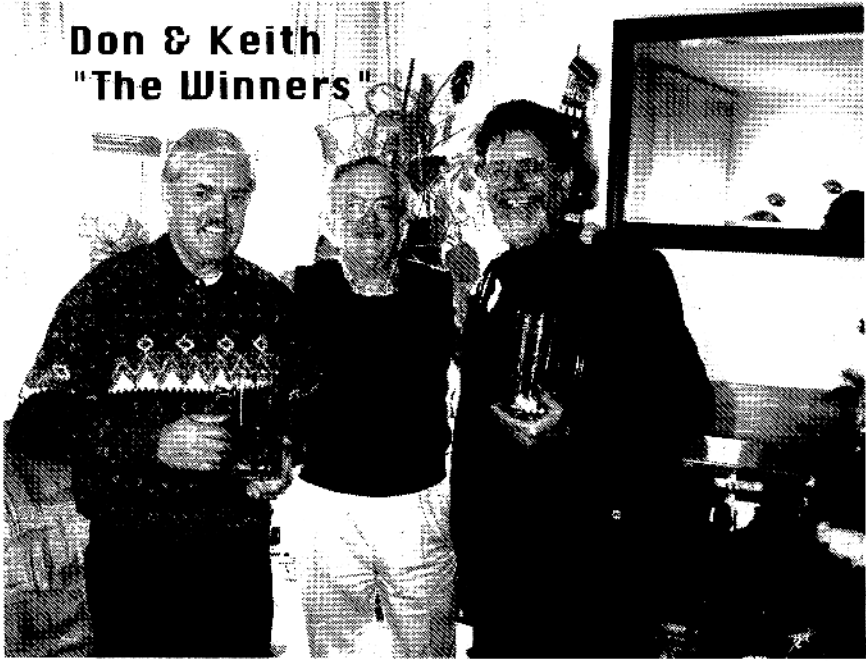
**British Standard Fine
(BSF)**

A finer pitch series, analogous to the American Unified Fine (UNF), although...unlike the case of BSW/UNC...with none of the pitches in common with UNF. Many motorcycle manufacturers commonly used a lot of BSF threads.

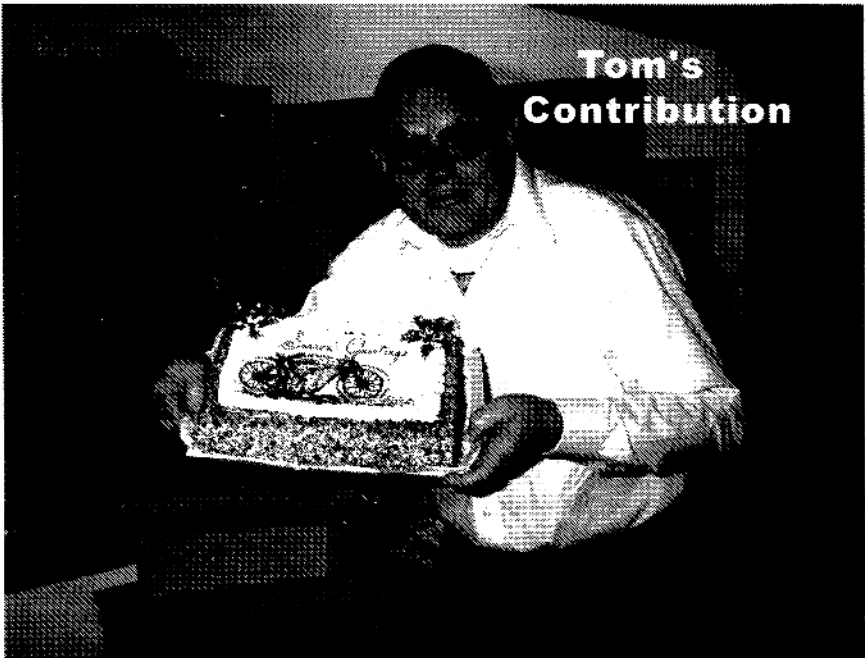
continued on page 15

Christmas at Frank & Elizabeth's Home

**Don & Keith
"The Winners"**

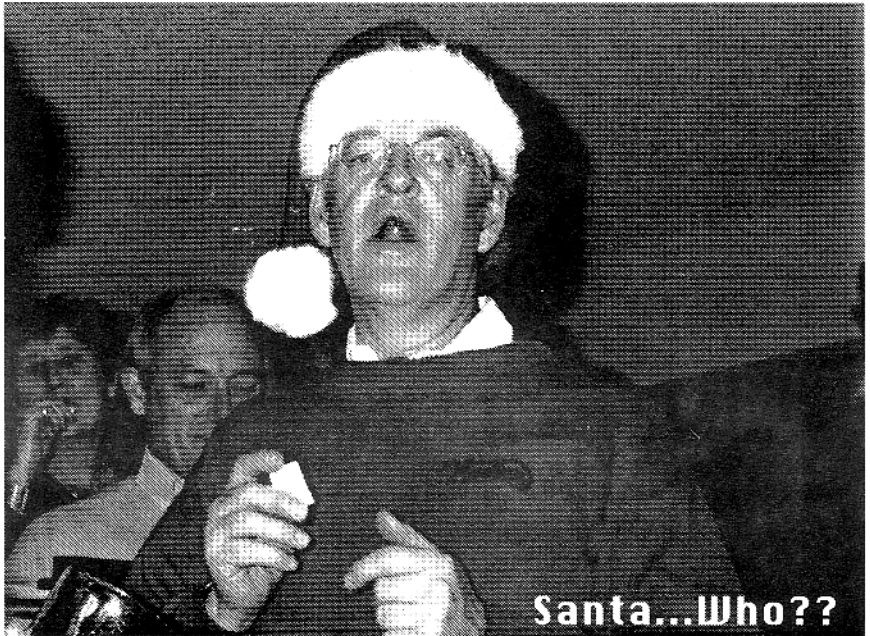


**Tom's
Contribution**





Jerry is dreaming again!



Santa...Who??

ALAN'S WRENCH.....*by Alan Goldwater, tech editor*

Many of us have discovered that our Nortons tend to leak more oil as they age. At 30k miles, my 850 started weeping oil out the head joint. Several head gaskets and oily weekends later I realised the leak wasn't from the mating surface, but from the casting around the push rod tunnel. By 40k miles, several other places were leaking, including the case joint and the tach drive (despite the seal mod!). Finally I concluded these symptoms could all be caused by pressure inside the motor. I installed a hose fitting on the intake valve cover and connected a gauge that measured from 10 psi vacuum to 10 psi pressure. Some of you may have seen me riding around with this kludge stuffed in the map pocket of my tank bag this summer. My testing confirmed the theory, showing positive pressure of up to 2 psi inside the motor at 4500 rpm.

I tried several types of PCV valves, but none reduced the internal pressure, and some actually increased it. Finally Doug McCadam, of the Colorado Norton Works suggested a Motormite/HELP #80190 brake booster valve. With this valve installed about midway up the large breather hose, pressure at the head dropped to -2 psi (vacuum) at idle. This gradually increased with engine speed, to just slightly negative pressure at 4500 rpm. An extended test ride of 500 miles showed that all of the oil leaks were gone, and oil consumption decreased from 300 mi/qt to around 700 mi/qt. At under \$5, this is the most cost-effective Norton accessory I've seen, and every Norton with the large breather should have one. Several other club members have tested this part, and all share my enthusiastic opinion of it. You can find it on the rack at Kragen and many other auto parts stores.

The question remains where is the pressure coming from. There was an extensive discussion of this phenomenon on the NOC-UK email list in 1997. While several theories had been offered, no one thought to do the simple test with a gauge, so I wasn't convinced any of them were correct. There was some mention of the HELP part by INOA member Ben English.

Most mechanics I've asked think it is due to combined blow-by from worn rings and valve guides. This seems reasonable to me, but the pressure I measured seemed to increase with engine rpm but not with throttle opening, so I'm not completely convinced. What do you think? Send me your theories on this by email (magicssound@aol.com).

I've just finished testing the EBC FA27 Kevlar disc brake pads with my standard downhill charge. Even though the brake was smoking and the rotor showed some blue, there was no sign of fade or softness, with good controllability and braking force. No scoring of the disk or squealing of the pads either, just repeatable, stable stopping under aggressive use. I'm satisfied overall with these pads, and recommend them to you. They are available from many Norton parts suppliers or direct from EBC (425) 486 1244.

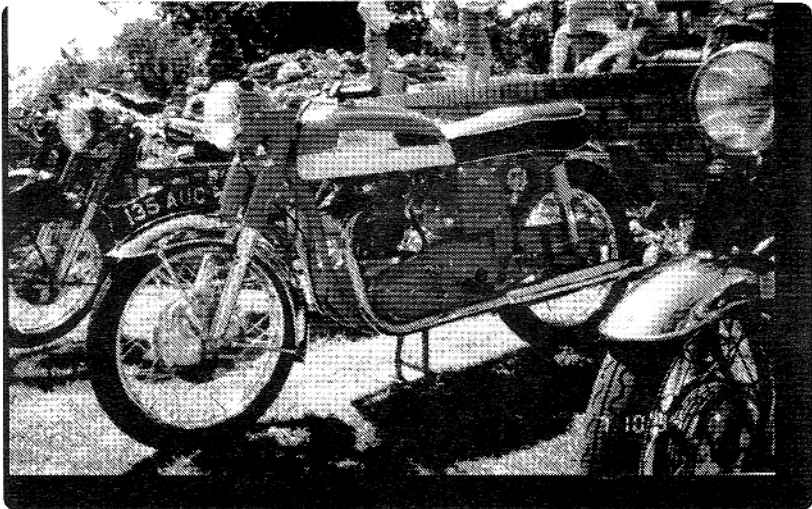
I have one more brake pad to test in this series. Many of us know that Ferodo

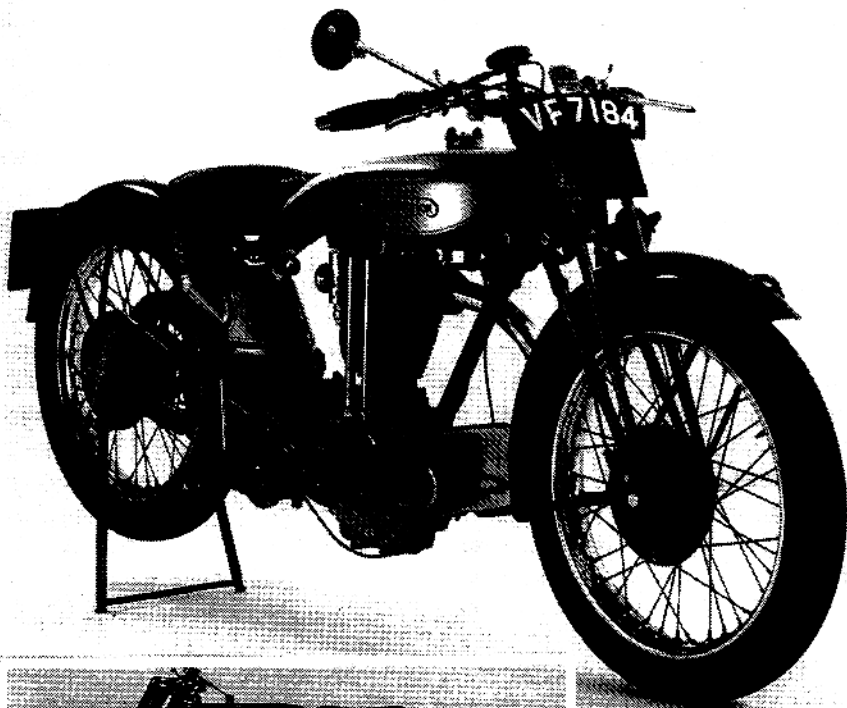
has a great reputation in racing circles. Their current state-of-the-art Platinum compound is popular for the Norton drum brake, but is not available for the stock caliper. Local club member Don Goforth cut down some Honda pads to fit my Norton brake, and I find them to be about equal to the EBC pads in initial bite and braking force, and superior in stopping power when hot. As with most pads, I had to bed them in gradually before testing performance limits. Unlike the EBC pads which performed well after just 100 miles, these Ferodo parts took over 300 miles to fully contact the rotor. Once seated, they showed a bit of squeak and chatter under mild braking at slow speed, but were otherwise excellent once under way. These are not cheap, at around \$60 a set. But they do offer the ultimate in braking performance available with the stock rotor and caliper.

One final comment on the stock Norton disc brake: I've always found the brake lever to be too far from the grip for comfort, especially after a day of hard riding. As a final step in fine tuning the RGM master cylinder sleeving kit, I filed about 1/8 inch off the part of the lever that pushes on the brake plunger. This brought the braking action point in toward the grip, but allowed the plunger to retract farther from the bore when released, resulting in a bit of leakage. So I drilled and tapped the far end of the lever, where it stops against the casting. A set screw in this hole allows me to adjust the released position of the lever to be closer to the grip. Don't do this without filing the 'pusher' end of the lever, or your brake may not release fully, eventually locking the wheel. As with all brake work, get some expert help if you're not sure of your mechanical ability, and test it carefully before riding on the street.

The riding season is winding up for most of us, and the 'park & repair season' just beginning. I had some great rides this year, and I hope you did too. I hope we all have a safe and warm winter, and a joyous holiday season.

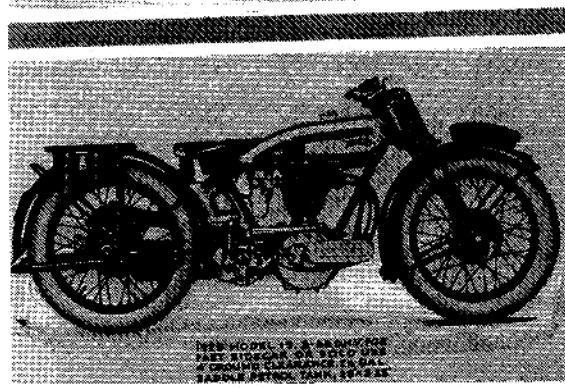
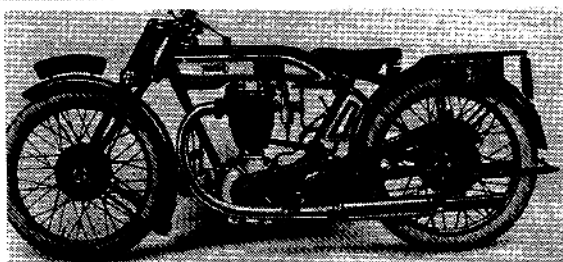
(revised from the version in INOA Norton News #124)





1930 Norton Model 19

The 1930 588cc
pictured here is owned
by Geoff Gammons of
Huntingdon. Photos
taken from Classic
Bike, September
2001.



continued from page 9

CEI (Cycle Engineers' Institute) or BSC (British Standard Cycle)

60 degree thread angle, rather than the 55 degree of BSW and BSF. For sizes from 1/4" through 1/2" by far the most common are 26tpi, although 24 tpi appear as well. Most fasteners on postwar BSA's (through the late '60s, when it got more complicated), were CEI. Although the thread form and pitch is different, the head sizes on CEI-threaded fasteners use the same wrenches as BSW/BSF.

British Association (BA)

47-1/2 degree thread angle. This is a metric system devised by the British for small screws used in components like speedos. Not metric like you might expect, but with diameters determined by a factor proportional to a power of the logarithm to the base 10 of the thread pitch in millimeters. I couldn't possibly be making this up. Ah, the English. You'll find lots of BA threads on any British bike, but only for fasteners smaller than 1/4". BA fasteners have their own set of wrench sizes. Typically, a set of "Whitworth" sockets will include a 0BA (and maybe a 2BA_bigger number=smaller size) socket.

British Standard Pipe (BSP)

A tapered, self-sealing thread system used to seal fluids (interestingly, the US and the metric world standardized on the BSP system for threading all their pipes.)

UNF and UNC

In the late 1960s, when even the U.S. was thinking of going metric, the giant, BSA corporation decided it was finally time to scrap that old 19th Century Whitworth-based system, and switch to....yes, you guessed it, American. Since they had lots of money invested in tooling, the switch wasn't made suddenly (or completely), so bikes from the late '60s and later had a mix of all sorts of thread forms. Typically, engine internals (e.g. the thread on the end of a camshaft) stayed with whatever form it used to have, while simple fasteners (e.g. holding the fenders on) switched to UNF.

"None of the Above"

While the above systems account for well over 95% of all threads you'll ever run across on a British bike, some manufacturers...again BSA springs to mind...couldn't restrain themselves from inventing a few oddball pitches of their own. This is why, when dealing with British bikes, you should assume nothing. You must have a pitch gauge and calipers.

So let's get back to the question someone asked a few days ago about buying a set of "Whitworth" taps and dies to last him the rest of his biking days. The first thing I'd say is that if you want it to last, be sure you buy a HSS set (rather than carbon steel), even though it will be 2X the price. Then, in order of overall usefulness, I believe you'll find in first place will be a CEI set, then BSF, then BA. Unless you really get deeply involved, make do with a UNC to "simulate BSW. Thus, if you follow my recommendation, the very "last" thing you'll want to buy for working on your British bike is a "Whitworth" set.

Genuine Norton parts means
FAIR SPARES AMERICA, INC.

NORTON TWINS SPECIALIST

Norton

Phil Radford
 (408) 292-6563
 Fax: (408) 292-8514
 P.O. Box 8224
 San Jose, CA. 95155

Send two first class stamps for current lists

- Full range of stainless parts and fasteners
- Norvil Production Racer parts
- Visa - Mastercard - Amex accepted

Williams Welding

Shop and Mobile

Braze to Heliarc, We Weld Anything

Will work with aluminum, stainless steel, castiron and more! Also we do rust repairs, fabrication and painting.

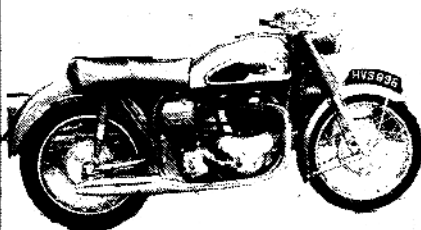
Open 9am to 5pm weekdays
 2056 Clement Ave
 Alameda, Ca 94501

Kim Williams	(510) 521-5514
Cell Phone	(510) 541-8012
Fax Number	(510) 521-5195

Ken Armann

Restoration & Repair

BSA Norton Triumph



Campbell, California

(408) 379-4300

Norton Commandos Only

- Restoration
- Repair
- Tune-up
- Maintenance
- Instruction
- 23 Years Experience
- Factory Trained



Call for quotes

Jim Carton
(510) 483-2045



1984 Stone Ave. • San Jose • Calif
Phone: (408) 998-3495
Fax: (408) 998-0642
Web: www.rubers.com
E-mail: ukspares@rubers.com

**LARGE STOCK NEW
& USED PARTS**



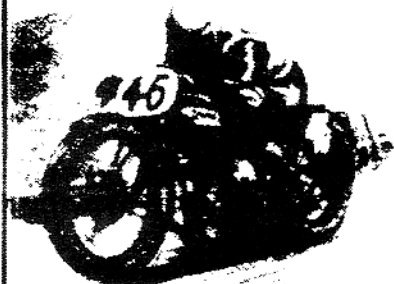
EXPERT SERVICE

MAJOR CREDIT CARDS ACCEPTED
MAIL ORDERS WELCOME

9 - 6 Tues thru Fri • 8 - 5 Sat

**Magri
Motorcycles**

NORTON • TRIUMPH • BSA
PARTS AND SERVICE



(415) 285-6735

1220 PENNSYLVANIA AVE.
SAN FRANCISCO, CA 94107
VISA • MASTERCARD

*The
Prince of Wales
Pub*

*The Peninsula meeting
place for the Norton
Owners Club*

65 Beers - 11 Drafts
Authentic fish and chips
Bangers
Seven Dartboards
Quarter Foosball

106 E. 25th Avenue
San Mateo, CA.
(650) 574-9723

CLASSIFIEDS

EDITOR'S NOTE: We actively encourage non-club members to post ads to sell Norton motorcycles, Norton parts and Norton specific services. All ads will run for three months. Please notify the editor if your item has been sold. Your ad will automatically be removed after three months if we have not been informed. Note the expiration date at the end of each ad.

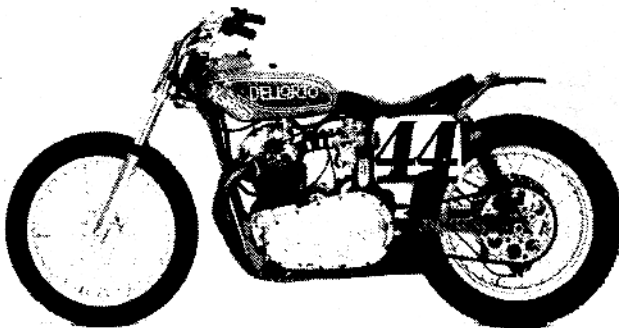
EDITOR'S NOTE #2: I think it would be great if when you submitted an ad if you would include a photo of your bike. (We all have more photos of our bikes than our kids). I think this would be a wonderful selling point. Either, e-mail me a photo (.jpg format) or mail the photo and I will scan it in. Please plan on me keeping the photo for future reference.

FOR SALE:

1975 Norton Commando Electric Start (just refurbished 4 brush), engine completely overhauled, new wiring and electricals, new clutch cable, new Avon Super Venom tyres, new pipes, new stepup seat, all original and very correct...excellent condition. New master cylinder, sprocket and much more ...professionally overhauled to original specs by Norton specialist. Serious inquiries only. \$5400/fast sale. Call (650)565-7520 and leave message. San Francisco. (02/02)

I have a Black Beauty!!!

Not much looks and sounds better than a well-tuned Norton. **1971 Classic Commando 750.** The original British Superbike. This is a Vintage bike and you will be noticed;-) Excellent condition. Runs great! 23,000 miles on the odometer. \$5,500 OBO. Remember, they ain't making these anymore. Extra ape hanger and sissy bar.... "lfein@imsync.net" E-mail for photos and original ads from the '70s. I want to make sure it has a good home!. Lenny in Austin, Texas. (02/02)



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 reasonably withheld.

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

Dated _____ Applicants Signature _____

Send all applications or inquiries to:
Alan Mueller, 128 Windsor Ct., San Carlos, CA. 94070
 (650)591-5444