



Norton Notice



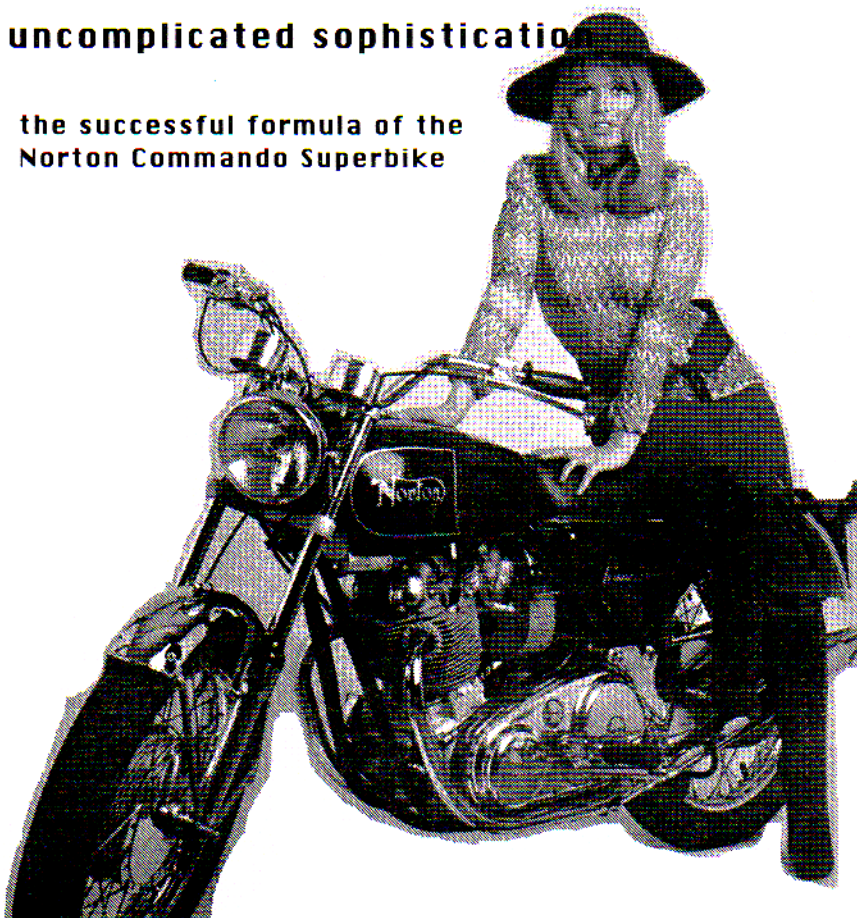
The Newsletter of the
Northern California Norton Owners Club

No. 284

May, 2002

uncomplicated sophistication

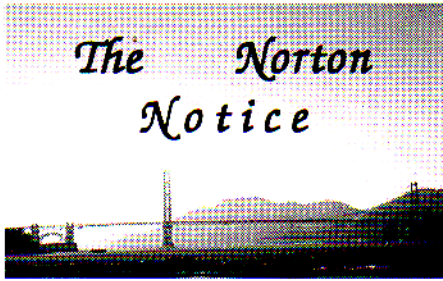
the successful formula of the
Norton Commando Superbike



Remember !!

May 19th Monterey Bay Ride

CLUB OFFICERS



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. 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.

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
magicsound@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, dgatlmn@ecis.com
www.hummingbirdobservatory.com/
 NortonClub

HONORARY MEMBERS
 Brian Slark
 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.

Upcoming Events

Club Meeting Schedule

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

!! ATTENTION !!

The members who renewed their membership (and paid by cash) at the Clubman's Show, please contact Alan Mueller. The signup sheet was misplaced and we have no record of your renewal.

-
- Apr 26 AMA Vintage Days West, Sears Point Raceway
 - Apr 27,28 Sonoma, 1(800)870-RACE
 - May 03 AMA Superbike Challenge, Sears Point Raceway
 - May 04 Sonoma, 1(800)870-RACE
 - May 05
 - Jun 02 Huntington Beach Concours

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

Ride Schedule..

by *Gar Jorgenson*, ride coordinator

May Ride

Monterrey Bay Ride

May 19th – 10 AM

Alan Goldwater will be leading this ride and plans to take us to Moss Landing (not to be confused with Mossdale Landing near Manteca) via Prundale and Castroville. Alan requests that we **meet at RoadRider in San Jose prior to 10AM** for a prompt (just kidding!) 10AM departure. The beginning of the ride will be a partial repeat of the "Morning After Ride". Lunch is tentatively set for Phil's Fish House in Moss Landing.

June Ride

North Bay Ride

June 9th – 10 AM

Jerry Kaplan will be our ride leader for the North Bay Ride again this year. At the Clubman Show, Jerry reported that gas is no longer available at Muscovite Corners so between now and then he will be scouting out alternatives. Jerry always does a great job with this ride so check next months Notice for all of the details.

July 7th - Ride and Meeting in San Juan Bautista

August 9th – 11th – Dardanelle Weekend Ride (tentative date)

September 22nd – Mt Hamilton Ride

October 6th – Old Timer's Ride and AGM

October 20th - Delta Ride

November 2nd – All British Ride

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!

WELCOME TO NEW MEMBERS

George Frazier - Berkeley- 1975 Mark III

Sam Harris - Carmichael - 1974 Commando

David Green - Occidental - 1973 Commando, 1974 VR880

David Coffman - Palo Alto - 1973 Commando

Jeffrey Bray - Cupertino - '69 BSA B44, '76 Triumph T140V, 2001 Victory V92C

Michael Anderson - McCall, ID. - '50 Norton 500T, '59 40M Manx, '61 30M Manx++++

Gene Nugent - El Dorado, CA - 1964 Atlas

Chris Freitag - Santa Clara - 1973 Commando, '97 Bandit 1200

George Chavez - Hillsborough - 1975 Commando

Stefanie Phillips - Emeryville - 1971 Commando Roadster

Al Campbell - Napa - 1973 Norton

Dave Young - Santa Cruz - 1974 850 Commando

Bill Quaccia - Ashland, OR - '66 N15CS

.....

I received a list of up-coming events for that "other club" in 2002. It looks like they have some pretty good stuff scheduled so here is the list for those that would like to hang out with the BSA guys. For details on any of these rides, call the **Ride Committee Chairman, Steve Fischer @ 415-892-2197.**

May 4th-5th – Dual-Sport Ride

June 13 - 16 – North Woods Ride (Lassen-Shasta)

June 2nd – British Singles Ride

July 19th-21st – Sierra Ride

August 11th – British Triples Ride

September 12th-15th – California BSA Rally

September 14th – Nick Nicholson Memorial Ride

September 28th-29th – Dual Sport Ride

October 11th-13th North Coast Ride

November 2nd – All-British Ride

December 15th – BSAOCNC Vintage Trial

President's Message*by Mike Sullivan*

The roads are dry and the weather is warming up, so get out there and ride, ride, ride.

The Cameron's Ride on 4/21 was a success as there were about 25 riders meeting at Alice's although only about 20 of us actually went on the ride. This was a little shorter ride this year but we went on some roads that are not normally ridden. Starting south on Skyline we turned west on Old La Honda Road and went down the hill to Portola Valley. From there we went north to Kings Mountain Road, crossed Skyline and down Tunitas Creek Road taking the Lobitos Creek cutoff before doing the Purisima Creek loop before ending at Cameron's in Half Moon Bay. This was not a long ride, being only about 35 miles in length but it was a challenging ride because of the tight, bumpy roads. It is strange that being so close to a population base of 15 million you could get this far out in the country. We even had to stop at one point to let a lady walk some horses down the road. All in all, it was a great day.

The last meeting at Coco's in Dublin was lightly attended with only 12 members present and only 2 Nortons ridden. Yes, one was Keith Karn's. It looks like Keith is on his way to garnering another Norton Cup this year. The meeting was lively enough with the sale of three of the sealed Mark III batteries that Frank Recoder donated to the Club. I only have one of these left. At \$70.00, these will be a good buy for one of you who has a Mark III that draws the battery down when the starter is used. First come, first served and thank you Frank. His donation has meant a \$280.00 bonus for the Club Treasury. Dave Crader told us about an event called Triumph Across America. The Triumph factory is sponsoring a dealer to dealer ride from the East Coast to the West Coast. I believe that he said that the Ride would be at Cal BMW-Triumph in Mountain View on June 28. If you want to show up on the best British bike (Norton of course), check the schedule and ride on down.

Your President has to admit a large goof. After the Clubman's Show I threw away the roster on which we noted the membership renewals. So those of you who paid cash to renew your membership please let Alan Mueller know who you are and he will get you registered. We know that there were only 4 or 5 of you that we are missing so we have to leave it to your collective honesty. One of the problems is, of course, that those people who had let their membership lapse will not be getting this Notice so if you know someone that might fit the situation, please talk it up and let them know.

On another front, I talked with Art Sirota on Sunday and he says that his open house on Sunday 23 June. Food and drink will be provided but remember, no booze and no smoking. Art says that if it rains the party is cancelled and there will be no rain date. The chances of rain are slim to none in June so write it in your calendar and get on over to see Art's collection. Arts new address is 601 Harrison Ave., Redwood City.

We have received confirmation of the reservation for Huckleberry flat picnic area that is where the Old Timer's Ride and Annual General Business Meeting. At the AGM nominations will be taken for your Club Officers for next year. On as personal note I have been your President for the last three enjoyable years, but I believe that it is time to get some new blood in the Club leadership. So start thinking about and talking to those people who you would like to see in the catbirds seat.

Don't forget the Lake Cachuma Rally on Memorial Day. For \$100.00 you get 8 full meals and wonderful company. Heck, you couldn't buy 8 meals for this price and you get camping, hot showers and rides too. Send in you money early as it will cost you an extra \$25.00 to sign up at the door.

The next meeting will be at the Prince of Wales Pub in San Mateo on May 9th, followed by the Monterey Bay Ride led by Alan Goldwater on the 19th. We will meet at the Road Rider store on Monterey Highway so be there early as Alan all ways leads us on a long ride meaning that we will have to leave on time.

Dear Editor:

The fabled Easter ride DID happen! With no idea whether or not the rangers would be opening the gate, about 200 riders refused to give up our ride! The group of people I normally ride with were all incapacitated in one way or another- I have a severely broken ankle, Gerald temporarily has no license, Dan has a blown out tendon, Dana's bike is down for repairs, etc, etc, so we were all regretfully not on our bikes. Byron has always driven up in a cage, always bringing the cameras, food, coffee, and anything we didn't want to carry and has always stayed and policed the area, leaving it cleaner than when we arrived.

These buncha coconuts were accompanied by three riders, meeting at my shop at 3am and slamming a few espressos. We left for the San Rafael Bridge at 3:45, hoping to hook up with the riders from Berzerkely. Only two riders came through the tollbooth, so we left as it was getting late. We pulled into Tam Junction to see about 20 bikes; one Norton, several Ducatis, sidehack Beemer, and some others. We decided to leave for the mountain early so we wouldn't be a rolling roadblock to the riders.

We get to the gate at 4:15 to find it locked tight as a drum. While we are commiserating about the end of an era, traditions dying, blah blah blah, The Byronic Man pulls out a huge ring of keys on the outside chance of a match up...amazingly, the 3rd key worked!! We swung the gate open, jumped in our ride and blazed up the mountain! The rangers live on site and our headlights might have alerted them to our presence, so we doused the lights and I hung out the window with a flashlight aiming sat the reflectors in the middle of the road!! As we pulled into the empty parking lot, we realized this is the one time we got there FIRST!!

A few minutes later we heard the first of the thundering herd approaching- the other riders having no idea that the rangers DIDN'T open the gate except that they weren't there to charge the \$5! It was great to hear riders talking about the rangers and then cluing them to the fact that it was US (i.e. fellow riders!) that actually opened it up!

No harm was done, no litter left on the grounds, no punk bikers with a keg of beer (which is what cost us the rangers support, I'm sure), and other than a couple of get-offs in the damp fog early on the ride up, it was one of the better Easter rides ever- the bikes that did show were serious motorcyclists intent upon maintaining traditions without having to prove anything.

I have participated in this ride since 1990, riding my 71 Norton Commando Roadster every year but three- once I had a premonition of dropping my Norton, so I drove up in my car, and the last 2 years due to the broken ankle. My main riding buddies Dan, Gerald, and Dana have been there almost as much and The Byronic Man has only missed one. The Easter Ride refuses to die!

It should be interesting to hear the rangers point of view in this- seems the only times we have had any problems is when rookie punks show up to be seen, in all their pre-pubescent beer-swilling macho posturing. This ride started as a drunken excursion that evolved into a tradition that a lot of us are not willing to give up.

Rob Jersey

UPGRADE YOUR NORTON DISC BRAKES

by Ken Armann

(408)379-4300

The Norton disc brake had the duality of trying to help the stopping and keep the fear of flying over the bars both in check, the answer a brake that felt like a drum type "wooden". Today "feel & performance" are the benchmark and we need to step up! The original system with its 5/8" master cylinder and (2) 44mm caliper pistons results in a ratio of 15.38:1. With modern systems 23:1 is the minimum and 27:1 considered ideal. I have always wanted improved brakes yet the sacrifice of my switchgear (loosing electrical stuff) and the problems with adapting hydraulic lines and brake light switch have been the stumbling blocks. RGM motors has come up with 713-D master cylinder reline kit, comprised of : an aluminum sleeve, Grimeca piston, original Norton dust cover and retainer, and a "pusher"- looks like a golf ball marker in stainless steel. Installed it is almost undetectable yet it raises the ratio to 22.91:1. Steel braided lines (10-15%), and drilling the rotor (5-7%) improvements pale in comparison to the almost 70% this kit offers. Yes kit installing is more than rebuilding the stock rebuild kit @ \$30, however at a modest \$50 it seems to me to be a bargain. Installing the kit requires some special tools i.e. mandrel-to press sleeve in, very small drill bit, deburring tool for inside of sleeve, etc. For the past year I have been doing this upgrade and the results are wonderful. Protecting yourself and your investment not to mention the added peace of mind make this one of the best upgrades you can do. Having the chrome surfaced from your rotor helps by allow the "friction" to improve. Thinking downstream of the master cylinder, brake fluid (having hydrostatic-sucks H2O from the air) and H2O being heavier than brake fluid, the H2O migrates to the caliper. Flushing the system will not remove the H2O from the caliper as the inlet hose and bleed are on the top of the caliper. By taking the caliper apart and cleaning it this is not an issue in the future (the o rings in the caliper are "square" and need only be cleaned with brake cleaner or with fresh brake fluid, dipped back in fresh fluid and installed). Bring a good attitude, help and "play well" with others.

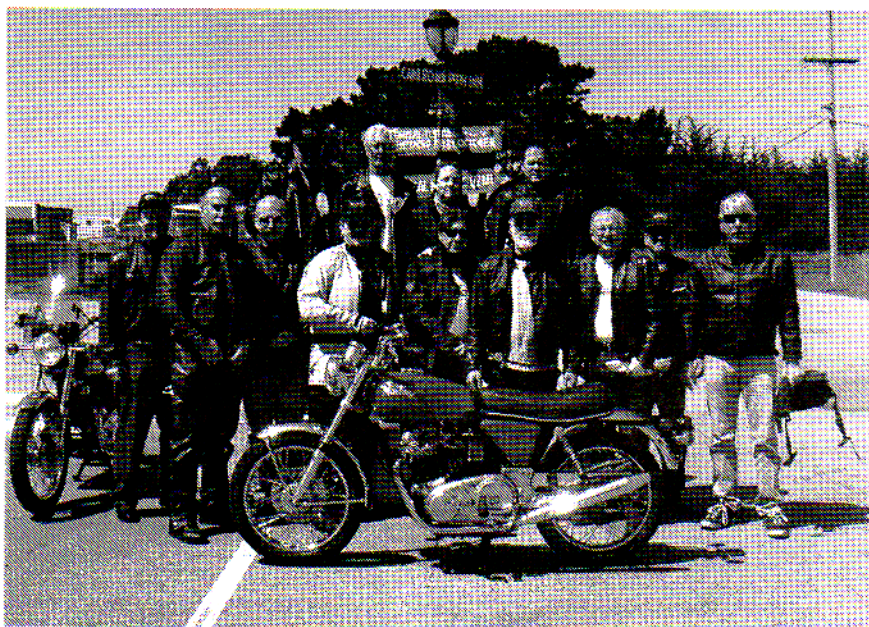
The Ride to Cameron's Pub

4/21/2002





It was a beautiful day for a ride!



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

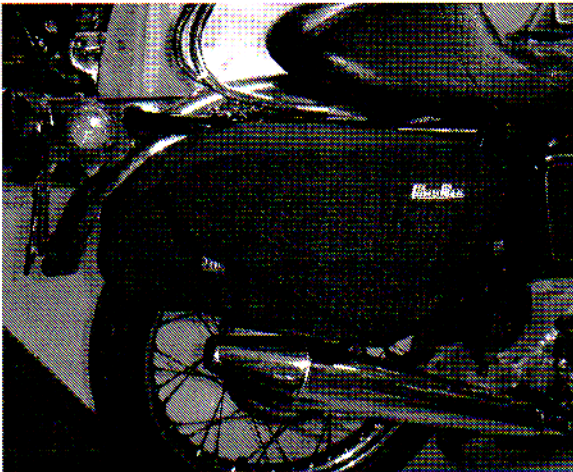
Fram now makes a Ducati oil filter that fits Commandos without an adapter, and seems to work fine. It's number PH6019, \$9.95 on the shelf at Kragens and other large auto parts stores. Chrome plated, too! It's a bit shorter than the stock Norton part, but I don't think that is a problem. Incidentally, Dave Comeau has posted an extensive list of Norton compatible oil filters on the internet at www.gis.net/~dynodave/oilfilter.htm

I've been testing a set of CNW's CommPac%o luggage, courtesy of Doug McCadam. This is an interesting system, compact as the name implies, and designed specifically for Commandos with upswept exhaust. A clever mounting bracket fastens at the top shock bolt and at the rear frame loop, using a solid clamp with stainless cap screws. The tapered bags hang with a sewn pocket on the center 'P' part of the bracket. Installation took less than 30 minutes, and everything fit well.



The cases are made from heavy 'ballistic' nylon, fully lined with smooth nylon cloth. Between the layers is an ABS plastic stiffener, so the bags keep their shape well. I did find that something heavy, like a full tool-roll would deform the bottom of the bag enough to touch the muffler. This can be disastrous of course, so I'd like to see the bottom stiffener made from hardened aluminum instead of the plastic. Then you could even carry a 6-pack I'd guess.

The bags hold 9 liters each, which translates to over two gallons. This seems like a lot of space, but because of the tapered shape, some of this space is hard to access. I assembled a day-ride kit for the recent season opener here in California, and by careful packing, I was able to fit everything I needed, with less-often needed items in the corners. The 85 mile ride took us from cold morning sea fog, to 80 degree afternoon sun at 2500 feet on the ridge top. Here's a list of what the luggage held comfortably, after I'd shed the extra layers:



Left side: sweater, first aid kit, notebook, small tool kit, cap, sunscreen

Right side: Flat repair can, cable lock, heavy shirt, water bottle, sunglass case

Not bad, but I couldn't fit a rain suit without leaving something else out. Another inch in width (10 liters capacity) would probably do it though. One other detail that could bear improvement is the design of the lid, with bottom-mounted latches too close to the mufflers for finger comfort. By squaring off the lip of the cover, the latches could be moved the side of the bag for easier access. Add a carrying strap on top, and they're done. Even without these enhancements, the luggage is practical and good-looking on the bike. Nice work Doug!

What's it like to be a Corner Worker...

by Jeffrey Potter

For the Morning After Ride I volunteered to be a Corner Worker. I actually did it because I thought my Norton would not be available for the ride. But Phil Radford and some good weather (for the final test ride) came through before handing it over to me. If you did not know, I sucked a valve seat near the end of the All British Ride last year.

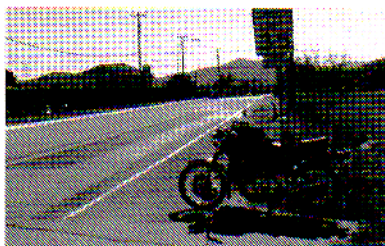
So I left for the ride early, first I live in Antioch and the trip to San Carlos is a few miles away. Unfortunately, it is boring freeway miles (definition: boring freeway miles – straight line drive, caged driver not knowing where they are going, and avoiding being ran off the road, and no twisties!).

I arrived at Baker's Square, in time for some photos (check out the NCNOC web page) and coffee. Signed in and found out my assignment from Alan Goldwater. Jerry Grainger and I had the first set of corners about 1/3 the way through the ride. So for some strange reason I took the lead, but after missing two turns, I decided that Jerry should lead. It was a nice ride on a road I have never been on.

Near New Almaden, Jerry and I stopped to get our bearings. A nice gentleman came over and helped us figure out how far we were from our corners. We thanked him and off we went. A little farther down the road we saw the turn. Since I am the first corner worker, I parked the Norton on the opposite side of the road. This gave me a good view of the road, plus I wanted to be visible for on coming traffic.

Jerry took off for his spot and I unpacked and got ready.

First note: bring sun block!



Put my helmet and jacket on the bike, put on my official NCNOC baseball cap, binoculars in hand and I was ready. Now it was time just to sit and wait, and wait, and wait. Hmmm, I was starting to wonder if everyone was having the same problem finding their way as I did.

I heard a noise and looked over my shoulder and saw someone was pulling over. Once the passenger side window was next to me, the window rolled down, and a very

attractive lady said, "Motorcycle problems? Do you need a lift?"

Well I smiled and told her, "No Ma'am, just helping folks make the correct turn."

She smiled and drove off. So I turned my attention to a hawk flying about and being chased by smaller birds. Boy I bet that hawk just wished one of those little birds would make a mistake and get in front of him!

So finally the first group came by. My heart was pounding and I started my wave pointing to the turn. The first group was quite large and got several waves from folks. Then the



folks started to come by more frequently. Some in groups, some just by themselves. I made sure they all got the signal to turn.

Then there was this long pause of no one coming by. I was wondering if that was it, but where is the chase truck? Then someone stopped by and informed me that a Triumph had broke down and people were looking at fixing it. He'd left when he saw the chase truck show up. I guess they finally gave up and loaded the bike on the chase truck.

Jerry stopped by to see what was up and I gave him an updated. So off he went to his position. In a few minutes the rest of the folks started to show up. Then the chase truck appeared and I suited up and took off for the ride.

I must say I had fun doing the corner working and told Gar to keep me posted if there is a need on another ride. It was fun to be part of the ride, plus I got to finish the ride after the chase truck appeared.

Web Page Update

I have added photos from the Clubman Show and Morning After Ride. I tried this year to have some data on each motorcycle (year, model, owner). In addition I have posted the winners at the Clubman Show. Just follow the links from the photo page.

I also added a small map for each of the club locations. This will help some of the new folks, or us with bad memories.

Add photos or articles you'd like posted; please send them to me directly. Any suggestions or comments are greatly appreciated. See inside cover for address and email.

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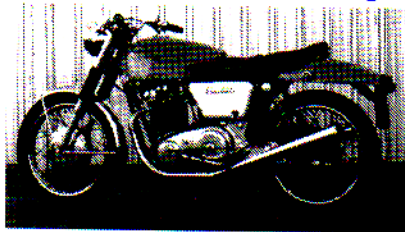
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CLASSIFIEDS

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.

FOR SALE: 1953 Norton Cafe Racer. Restored in mint condition. It's located close to Toronto at \$6500 US dollars. If interested you should ask for info at BarneyH@UTCSports.com

WANTED: Two gears, a 14 and 27 first gear set, an International ratio. Colin Sullivan, *colinael@alphalink.com.au (7/02)

FORSALE: 1961 ES2 completely stuck. 600 miles since complete restoration, \$5,500 (US\$) 604(946-5570 in Vancouver, BC (7/02)

FOR SALE: 1971 Norton Commando Roadster, runs & looks good. No horn or front light, some fender dents. 18kmiles and 2k since rebuild. 16" back tire, wide fender and different tail light, chrome kickstand. dunstall mufflers, new front tire, rim and spokes and Lucas electronic ignition. \$2800 or OBO. Kevin 916-683-1704 or *kheylin@yahoo.com (7/02)

FOR SALE: '74 John Player Replica, excellent unresotod conditon. Parked several years. \$5000/OBO: '73 Dunstall 810, excellent condition. Pareked for years, \$4000/OBO. '72 750 Roadster, very good condition, \$3000?OBO. Gene Ross (559) 734-5165 (Visalia, CA) (8/02)

FOR SALE: Layoffs force us to liquidate our cycle collection. '69 Norton Fastback, 1K on .001 over top end job...silver/gold decals. Great runner. Good Avons with full fairing, disc brakes. \$2,200 OBO contact Dean Goodsell (bestsell@webtv.net) (4/02)

WANTED: a gas tank for a 1975 850 Commando. Joe Valinski "joseph.valinsky@axcelis.com" (7/02)

FOR SALE: 1974 Norton MK2, 850 last registered in 1996, w/38k miles. Mitch Braiman *mitchco@bbs-la.com (7/02)

FOR SALE: 1975 Commando, original spec, exyensive upgrading incl. engine head, all electrics, exhaust, brakes. Superb rider. call 650-465-6578 or *nvasant@earthlink.net...serious Norton fans only (7/02).

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)477-7780.**

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