



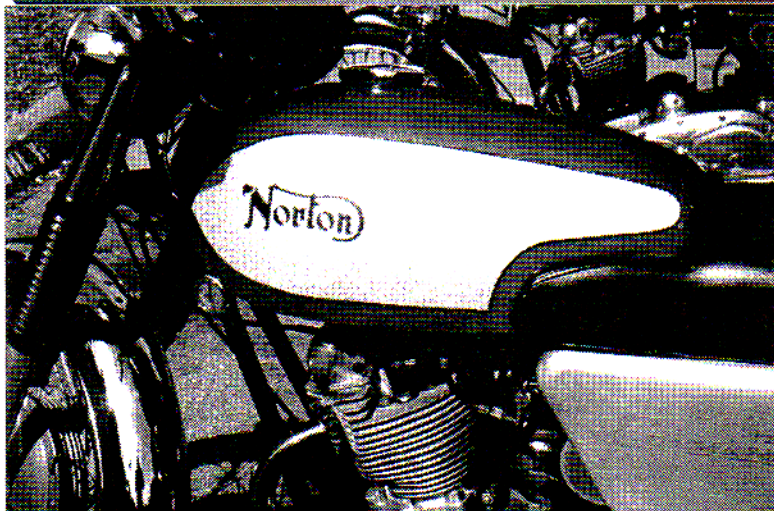
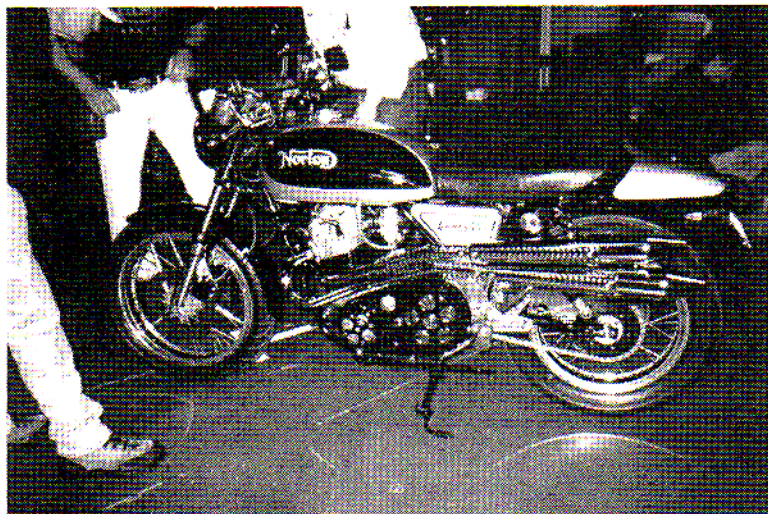
Norton Notice

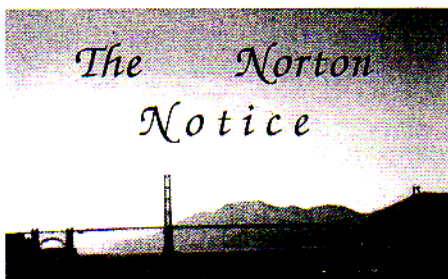


The Newsletter of the
Northern California Norton Owners Club

No. 286

July, 2002





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.

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Jodi Nicholas
Bill Knight
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NORTON NOTICE

IMPORTANT (Please note the following fine print)The object of the Northern California Norton Owners Club is to promote, encourage and develop motorcycle activities. The Club's members are owners of Norton motorcycles and they often submit for publication in the NORTON NOTICE technical tips pertaining to motorcycles of the Norton marque. Technical tips so published have been reviewed for technical content and are believed to be both acceptable and workable, but no guarantee is made or implied that they will work correctly, nor is any liability assumed by either the Norton Owners Club or the members for any problems resulting from the use of these tips. The Club also assumes no responsibility for the acts or omissions of its members in connection with Club activities. NORTON NOTICE articles or other materials express the author's view only and not necessarily the official policy of the Norton Owners Club or its Northern California branch. The editor reserves the right to accept, reject or alter all editorial and advertising material submitted for publication. Advertising published does not imply endorsement of products, goods or services. Now you know.

Upcoming Events

Club Meeting Schedule

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

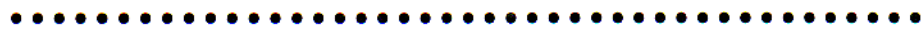
August 8th – Prince of Wales, San Mateo

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



- Jul 06 39th Annual BSAOC International Rally
 Tuscany, Italy 415-898-0330
- Jul 19 BSAOCNC Sierra Ride 415-892-2197
 and the annual Meadows Family Cookoff 775-359-8150
- Jul 20 Flat track racing, Hannegan Speedway, Bellingham, WA
- Jul 20 Vintage British/European Show & Swap Meet, Carson City, NV
 BSA Featured motorcycle, free to those on BSAs.
- Jul 21 Vintage MX, Carson City, NV
- Jul 29 Velo OC annual rally, Oregon 360-675-3408
- Aug 03 Oregon Vintage MC Annual MC Show
 Picnic & Ride, Portland, OR 360-944-1862
- Aug 10 Flat track racing, Hannegan Speedway. Bellingham, WA

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

Ride Schedule..

by *Gar Jorgenson*, ride coordinator

July Ride

Ride and Meeting in San Juan Bautista

July 7th – 12:00 Noon

This is our annual Ride/Meeting and it will be at **Peter and Joan's German Restaurant, at 322 3rd Street in San Jaun Bautista (ph: 831-623-4521).**

Per Hollister P.D. and despite rumors to the contrary, the big 4th of July motorcycle rally in Hollister is still on. It will be the same weekend as our ride.

August Ride

Dardanelle Weekend Ride

August 9th – 11th

This is the weekend for the annual ride and camp out at Dadanelle Resort on SR 108 east of Sonora and just before the crest of Sonora pass. It's an informal affair with rides planned the night before around the campfire. No one is obligated to go on any of the rides and, in some cases, there will probably be more than one ride going on at a time so you can fall in with which ever suits you best. There is no formal leader on this weekend but you can call Ken Armann if you have questions.

Dardanelle has new owners. Roger and Diane Spangler can be reached by calling (209) 965-4355. Facilities include cabins, motel rooms, campsites and RV hook-ups. There is a store, restaurant and postoffice. Call for reservations. As of this writing (6-17-2002) there were still cabins (\$119 to \$149), motel rooms (\$99) camp sites and RV sites available.

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!

Dear Editor,

I'd like to thank Jerry Kaplan (North Bay Ride leader) for picking some of the best motorcycle roads I've ridden this year. The weather and the ride were (despite a couple of mishaps) one of the best so far. I would also like to thank all the guys who pitched in to help me get my bike back on the road after my electrical problems, and the group for waiting for me to finish the repair. It's a comfort to ride with such knowledgeable and helpful people.

Loren Guy



"FREDS"

The chart shows the thread equivalents, the numbers refer to TPI (Threads per inch)

<u>DIAM.</u>	<u>UNF</u>	<u>BSF</u>	<u>BSW</u>	<u>UNC</u>	<u>CYCLE</u>
3/16	32	32	24	24	32
1/4	28	26	20	20	26
5/16	24	22	18	18	26
3/8	24	20	16	16	26
7/16	20	18	14	14	20/26
1/2	20	16	12	13	20/26
9/16	18	16	12	12	20/26
5/8	18	14	11	11	20/26

from "Roadholder" No.223 May/June 2002



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.**

- 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*

Summer is here so there are no excuses now. It is even warm enough to ride to work in the morning, so get out there and ride, ride, ride. It is amazing how quickly the months fly by but remember that as quickly as they arrive, they will just as quickly depart.

The start of the month saw the North Bay Ride led by that Guru of the north bay roads, Jerry Kaplan. A fine ride it was too. Starting at Muscowite Corners at the intersection of Hwys 121 and 128 we were pleasantly surprised to find that the gas station was open again. Those that needed to filled up and off we went led by Jerry and trailed by the sweeper, Rich Harris. We headed north towards the Pope Valley and our ultimate lunch destination in Middletown. There was an unfortunate situation where a friend of Jerry's, Pat Quinn, riding a quite original '68 triumph TR6 was run off the road by an airhead (apologies to you BMW riders) SUV driver. Pat came within 6" of sliding off the road 30 feet straight down into a creek. Fortunately, Pat was only shook up and his bike suffered only a bent footrest and minor scratches. Hey guys, there are some crazy people out there so you always have to be attentive to what is going on around you.

By the time you read this the AMCA Swapmeet, The BSA Club Northwoods Overnighter, and the housewarming at Art Sirota's new house will be past. If you missed them, too bad. You have to keep up on things as posted in the Notice.

The meeting at the Boat House on Lake Merced was rather lightly attended. We only had 11 members present. Maybe the cause was graduations and the start of the summer vacation time period. Earlier I talked about summer being here but you would never have known as when I rode in on Skyline Blvd and Hwy 1, the fog was in and I got pretty wet and cold. Oh well, at least when we got ready to leave we were sent off by Lynne Miller playing his bagpipes. Lynne even came to the meeting in full Scottish regalia. No one dared to ask him what he was wearing under the kilt. Lynne volunteered to lead the pack at the Old Timer's Ride in October. There is even the possibility that his Norton single will be back on the road. Speaking of the Old Timer's Ride, I threw out the proposition made by Dave Crader that we make it a point to bring out our old bikes. I know that there are quite a number of pre-Commando units out there so get them running guys and bring them out.

Other events of note to consider are the Swapmeet at Carson City and the Vintage Bike Show and Swapmeet in conjunction with the Vintage Sacramento Mile on Sept. 15 (call 661-268-0105 for details. The next Norton Club event will be the Annual Ride-Meeting to San Juan Bautista on July 7th meeting for Lunch/brunch and meeting at 12:00 noon. I will be going down Skyline and down to Soquel and Watsonville if anyone wants to join me. The next meeting after that will be at The Prince of Wales Pub on August 8th, immediately before the Dardanelles weekend campout. See you on the road or at the meetings.

Minutes of the NorCalNOC meeting June 13, 2002

The meeting at the Boathouse was called to order at 8:10 by Pres. Mike Sullivan. Gar told some Keith jokes, followed by gene-pool guffaws while waiting for members to finish their drinks. There were 12 members and guests present, with 4 Nortons ridden to the meeting, and Lynn Miller arriving a bit late, but in full regalia.

Al Mueller reported that the club has \$2k in the bank and about 160 members. Cash renewals at the clubman show have been identified and recorded. There was some discussion of inviting other Brit clubs to the Oldtimers ride and party, followed by more jokes about unsolicited mail.

Gar has details of the Dardanelles weekend from Ken Armann, and will supply info by email. The resort has new owners and it is hoped that they will welcome us. The date is August 9-11 and there are still some cabins available but they are going fast.

Art Sirota's house warming party will have been on 6/23, all British bikes welcome 601 Harrison Ave, Redwood City. Art's collection of Nortons is amazing, an inspiration to excellence for the rest of us.

Enthusiastic reports of last months North Bay ride were given. About 15 riders participated, with no incidents worth reporting. Tom Dabel mentioned there will be short-track racing in Watsonville on Saturday evening July 6, before the SJB meeting. Anyone wanting to attend the race is welcome to stay over at my house in Santa Cruz, but please call first (831) 475-7505. Tom also reported that Eddie Mulder is presenting a vintage Sac. mile on sept. 15th

Mt. Hamilton ride will be a new route, through Corral Hollow. south to Patterson and Carnagie, proceeding to the Junction for lunch, then back to Livermore.

Don G. requested a mid-year posting of the ride points standings on the web site. Shortly thereafter the meeting adjourned, at 9:00 PM.

Respectfully Submitted,
Alan Goldwater / sec.



Welcome back Greg!



Lynne entertained us

North Bay Ride Report

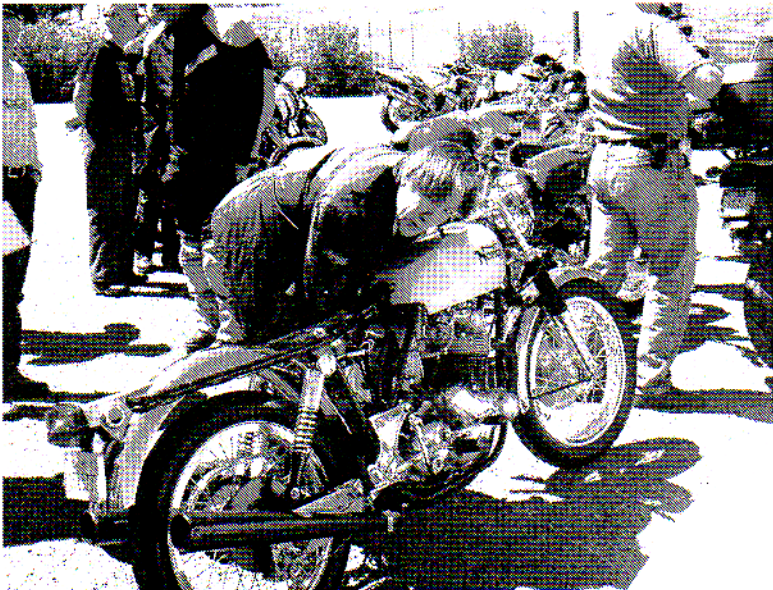
All in all another great ride under our belts. It's amazing how things are always changing. This years ride was largely the same only different! Gas was once again available at Muscowite corners and there was a 30 mph sign at the troublesome turn on Butt's Canyon Road. I call it paralysis corner as it has caught quite a number of riders unaware over the years.

The only real incident of the ride was caused by a south bound Lexus SUV running wide over the double yellow in a turn. My friend, Patt Quinn on his TR6, was north bound when confronted with this rather terrifying sight. He immediately changed his line from the grill to the side of the road. Wise choice. He wound up low siding at a low speed on the dirt, nearly running into Butt's Creek. Only minor damage was done to rider and machine and both were, fortunately, able to continue on to enjoy the rest of the day.

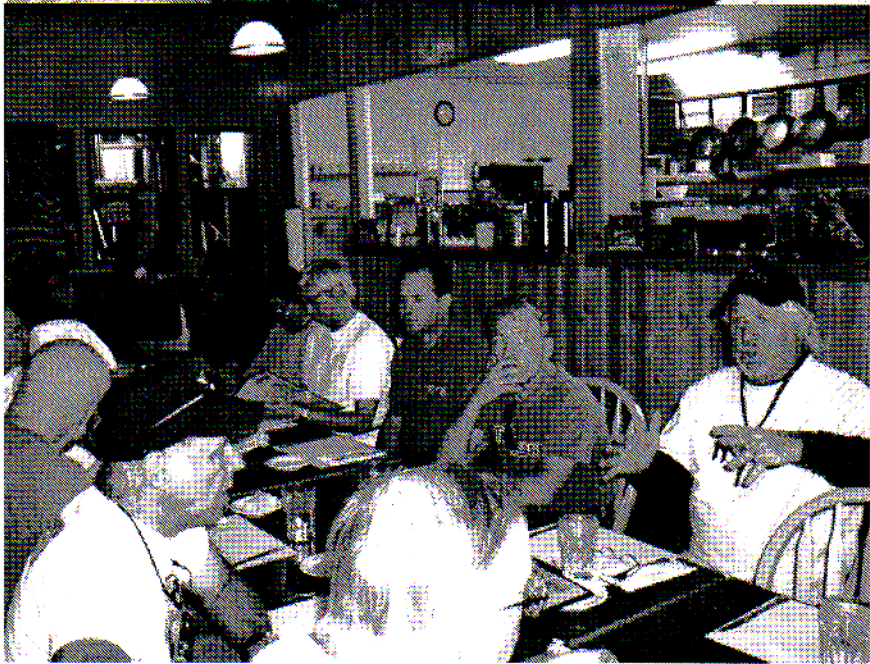
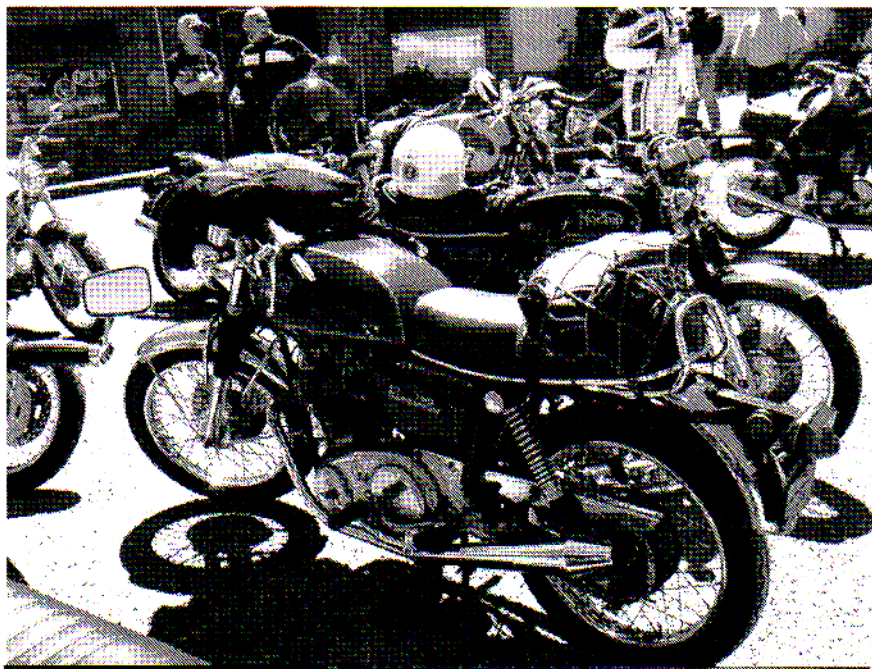
Thanks to all who stopped to render aid and a big FINGER to the Ahole in the SUV for merely flashing his lights at the rest of the riders that he encountered

A good lunch was enjoyed by all at The Mount St. Helena Brew Pub in Middletown and the riders dispersed to the 4 cardinal directions afterwards.

Jerry Kaplan

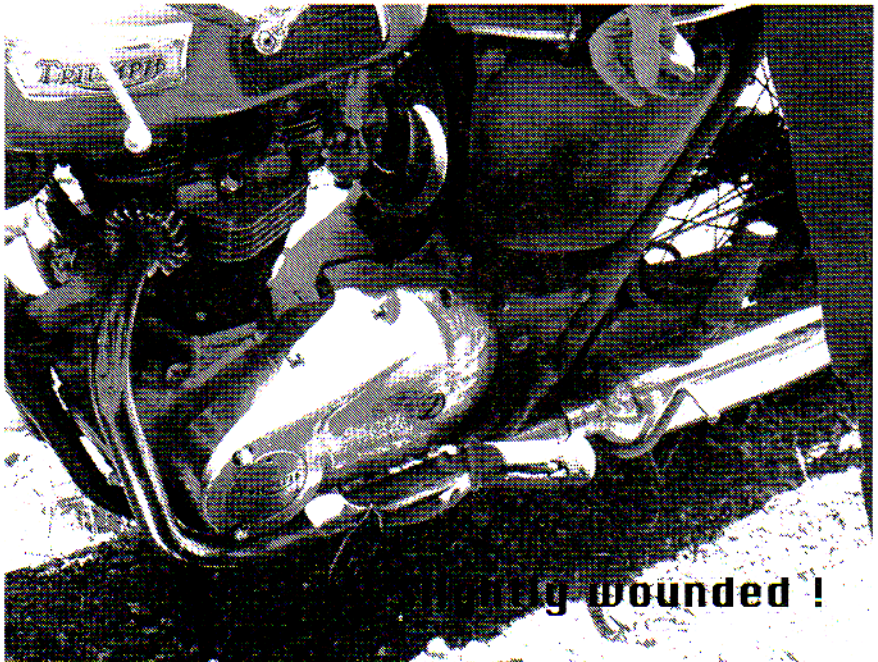


North Bay Ride led by Jerry Kaplan





Fat Quinn's near disaster



fatally wounded !

Zener Diodes

The zener diode's job is really to act as an automatic valve (pardon the metaphor) that dumps excess electricity as required. To be technically correct, it is a voltage-sensitive semiconductor that only begins to conduct once the applied voltage reaches a certain ('zener') threshold. At that point, the zener begins to conduct more and more current, with very small incremental increases in its applied voltage. Since the zener is effectively in parallel with the alternator via the rectifier, the applied voltage is the alternator's rectified output. The zener 'senses' and dumps any excess electricity from the alternator by converting it to heat.

So, if your alternator is low on output, or other things use up the available power (like headlamps being on all the time in Norway), it's pretty clear that the zener won't have much work to do: there isn't any 'excess' electricity to deal with, because it (1) isn't being generated in the first place, or (2) something like a high power headlamp is dumping (using) it instead.

A higher voltage zener can only help in as much as it will let the system output rise further before the zener starts dumping electricity. A zener can't compensate for a weak alternator, or excessive loading on the system. So, removal of the zener, and running with lights off can be disastrous because there's nothing there to shed the excess generated power.

Lucas's use of a zener is pretty unsophisticated, since zeners require a series resistance in the system to protect them from self destructing as the input voltage increases (its output voltage is not temperature compensated either, the way lead-acid batteries like it to be). Lucas simply rely on the internal impedance of their alternator to rapidly choke down the available output voltage as the zener comes on. It certainly works (after a fashion), but I mention it as a caution in case someone tries to apply this technology to a more robust (e.g. a Japanese) alternator setup: a simple zener will certainly blow because of the greater reserve in more modern alternators.



Sheffield & Hallamshire
Motor Cycle Club.

(Affiliated to the Motor Union of Great Britain & Ireland.)

—:0:—
President : F. DOVER, Esq.

THURSDAY, FEB. 23rd, 1911,

At Headquarters

J. L. Norton, Esq.

WILL DELIVER A

LECTURE entitled :

**“Two=Stroke and
Four=Stroke
Motors Compared.”**

—o—
BE THERE FOR YOUR OWN SAKE.

—o—
THURSDAY-THIS WEEK.
at 8 p.m., sharp.

Size Does Matter

Here is an article from July 2002 Cycle World. I thought it might be of interest to those of you who might need a simplified explanation of brakes.....editor.

I have a '75 Norton Commando that developed some corrosion in the front-brake master-cylinder bore. This was for practical purposes, Norton's last year, making replacements hard to come by. I elected to have the master cylinder resleeved, but I am told that this has required a slightly smaller-diameter piston. Supposedly, this yields better brake feel and response, due to the smaller master cylinder, but the gear head in me wants to know the details. I've read Kevin Cameron's "Brakes" chapter in his excellent *Sporbike Performance handbook* several times, but I am still a bit confused by the formulas involved. I am trying to write an article about this for our Norton owner's newsletter, so any assistance will help me appear less ignorant to this very tough crowd.

Dean Baker

I'll try to make this easy. Using hypothetical dimensions, let's suppose the point at which the rider applies pressure to the front brake lever is 4 inches from the lever's pivot, and that the distance between the pivot and the plunger that pushes the master-cylinder piston is 1 inch. This gives the lever a 4-to-1 "leverage ratio." So, if the rider applies 10 pounds of force to the lever, the resultant force applied to the master-cylinder piston will be 40 pounds.

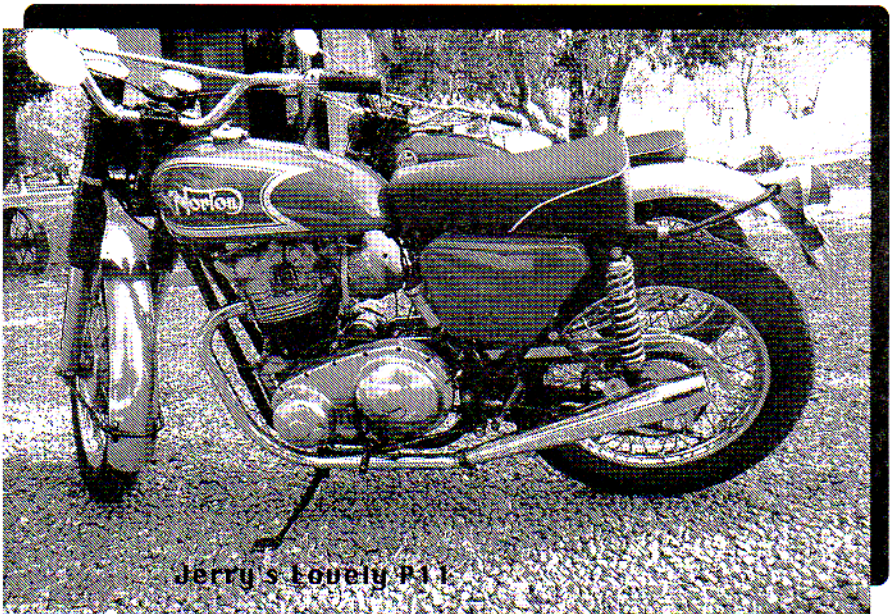
One of the principles of hydraulics stipulates that in a closed hydraulic system (which a braking system is). Pressure applied at any point (such as at the master-cylinder) is the same throughout the system (including at the brake-caliper pistons). So, if the surface area of the master-cylinder piston is 0.5 square inch, and it is being pushed with a force of 40 pounds, the braking system is under a pressure of 80 pounds per square inch ($40 \div 0.5$). If the surface area of each caliper piston is 2 square inches (four times that of the master-cylinder piston), the total force exerted

by each caliper piston on the disc will also be four times greater, or 320 pounds. If the caliper has four pistons, the total braking force of that caliper would be 1280 pounds (320 X 4).

A smaller master-cylinder piston allows the rider to generate more braking force at the calipers. If, for example, the area of the master-cylinder piston were reduced from 0.5 to 0.4 inches but all the other brake-system components remained the same, the resultant hydraulic line pressure would increase from 80 to 100 psi (40÷0.4). But because a certain volume of brake fluid in the system must be displaced to move the caliper pistons from their at rest position and push them against the rotor surfaces, a smaller master cylinder piston requires a greater movement of the hand lever to move that volume of fluid and thus activate the brakes.

The bottom line? I don't know how much smaller your Norton's master cylinder bore is now than it was before, but if the difference is more than trivial, you'll probably notice that the brakes seem a little more powerful and that the lever must be moved slightly farther to engage them,

Cycle World Editor



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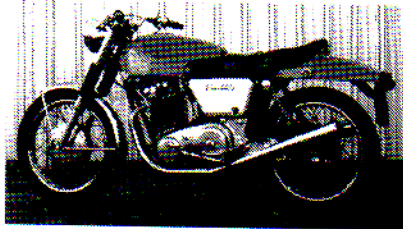
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CLASSIFIEDS

*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.***

WANTED: An un-restored '69, '70 or '71 750 Commando Scrambler!! No basket case!! A complete bike needing restoration. Don De Martino, 541 Baldrige Dr. Henderson, NV 89014 (9/02)

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 stock. 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 condition. 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)

WANTED: I just bought a 1968 Atlas from fellow DVNR member Butch Verdecchia in Florida. It's from the Steve Atkinson collection. It is complete except for a front fender. I need help finding this fender. I will be happy with one in any condition from NOS to restorable. Hans Winberg, Delaware Valley Norton Riders. "hans@motherandbabyco.com" (9/02)

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).

WANTED: Norton N15 parts. engine cases, lower end or complete engine, fenders, chain guard and wheels...also Norton Atlas. Terry (916)727-2673 (8?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:
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