



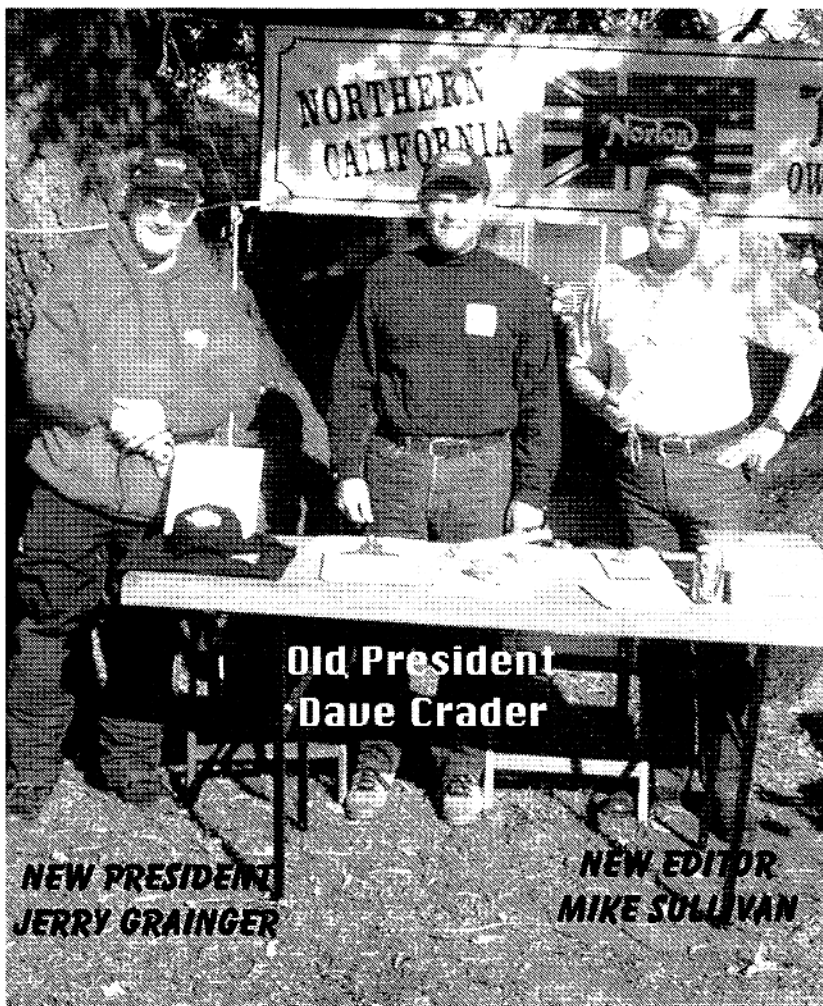
Norton Notice



The Newsletter of the
Northern California Norton Owners Club

No. 303

December, 2003



**Old President
Dave Crader**

**NEW PRESIDENT
JERRY GRAINGER**

**NEW EDITOR
MIKE SULLIVAN**

The Norton Notice



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

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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NORTON NOTICE

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

Upcoming Events

2003 Meeting Schedule

December 7th – Christmas Party (no December meeting)

Northern California Norton Owners Club

2004 Meeting Schedule

January 8th – *Prince of Wales*

February 12th – *S.F. (No meeting place selected yet)*

March - *Prince of Wales*

April 8th – *Harry's Haufbrau – S.J.*

May 13th – *Mimi's Café - Dublin*

June 10th – *Prince of Wales*

July 3rd – *Ride/Meeting San Juan Bautista*

August 12th – *Meeting – S.F. (No meeting place selected yet)*

September 9th – *Meeting – Prince of Wales*

October 2nd – *Old Timer's Ride and AGM*

November 4th – *Meeting - Mimi's Café – Dublin (Moved from 2nd Thursday to avoid Veteran's Day Holiday)*

December 5th – *Christmas Party (no ride or meeting)*

All meetings begin at 8:00pm after food and bench-racing

Press Production

John and Carrie Follett:

White Oak Press, San Carlos, CA

Ride Schedule..

by *Gar Jorgenson*, ride coordinator

PLEASE SEE DEATH VALLEY RIDE SECTION FOR IMPORTANT INFO

Please check out the ride schedule for 2004 (below) and let me know if you see any problems with it. Starting in 2004, Ride leaders will be receiving DOUBLE NORTON POINTS for leading a ride. I have listed those rides that need ride leaders. Sign up early and make the Karn, Goforth, Grainger cabal work for their points this year.

December

December 7th – NCNOC Christmas Party

December 27th & 28th – Death Valley Ride

Currently, I have only one confirmed rider (Margie Segal) for this ride. As of 11-17, the motel at Stovepipe Wells was booked up, but Furnace Creek Ranch still had some openings at \$150 per night for deluxe rooms. The campground at Furnace Creek still had plenty of openings for the 26th and 27th, but beyond that they were dwindling fast. Sunset Campground, across the street from Furnace Creek Campground, will have openings throughout the weekend and beyond, but it is an overflow type place and pretty barren. If you wind up there you will just have to plan to spend your evenings in Margie's campsite or mine. Margie has also offered to share her site with someone, so contact her if you are interested.

Please check the November, 2003, Notice for details of this ride. I will be in the Furnace Creek Campground and will have my motorhome, a 22-foot, Class A, Flair, as well as our white, Suzuki Grand Vitara. The campground is small enough that we should be easy to find. You can also ask at the entry kiosk and they will direct you to our site. I will bring firewood and we can base out of our site and get together there in the evenings.

I will be driving down on the 26th of December. I will be taking I-5, cutting across to 99 around Buttonwillow, then up through Mojave, Ridgecrest and Trona to get to the park. **If you have any questions, or you are planning to go, please call me at 925-634-9395 or e-mail at losono@mindspring.com.**

Reservation info:

Furnace Creek Ranch: (760) 786-2345

Furnace Creek Inn: (760) 786-2361

Furnace Creek Campground: (Internet) reservations.nps.gov

2004 (Proposed)

January

January 11th – Polar Bear Ride (Double Points)

As normal, this double points ride only requires that you show up at the start to collect. **The ride will begin at 11:00AM at Alice's Restaurant at Skyline and Hwy 84 in San Mateo County.** There is no ride leader for this ride. Just show up and we will ride somewhere or not, depending on the weather. If you are on the club e-mail group, check your e-mail that morning before you leave for any last minute cancellation due to weather.

February

February 22nd – Sweetheart/Ferguson Memorial Ride

Attention Jerry Joliff. Ride leader needed for this ride. Please give me a call. The UK Café in Livermore is no more so we will be looking for a new lunch spot on this ride.

March

March? - Morning After Ride (date to be confirmed).

April

April 18th – North Bay Ride

Ride leader needed.

May

May 23rd – Mt. Hamilton Ride

Ride leader needed.

June

June 12th & 13th – Weekend Cambria Ride

This will most likely be a hook-up with the Southern California Norton Owners somewhere along the way. Alan Goldwater has volunteered to lead this ride.

June 13th – Alternative Day Ride

Ride leader needed for a local one-day ride as an alternative for those who can't make the two-day Cambria ride.

July

July 18th - Cameron's/Half Moon Bay Ride

Ride leader needed.

July 19th through the 23rd - INOA National Rally, Ohio

August

August 13th, 14th, 15th – Dardanelle Weekend

Dates to be confirmed. Ken Armann, will these dates work?

August 14th – Alternative Day Ride – Ebbets/Sonora Pass Loop

Ride leader David Crader (he just doesn't know it yet!).

September

September 18th & 19th – North/South Ride (Tentative).

This will be a hook-up with the Southern California Club somewhere in the Sierras.

September 18th – Alternative Day Ride – TBA

Ride leader needed.

October

October 2nd – Old Timer's Ride and AGM

Ride leader needed.

October 19th – Delta Ride

Ride leader Gar Jorgenson

November

November 6th – All British Ride

November 21st – Turkey Ride

Ride leader needed.

December

5th – Christmas Party (no ride or meeting)

NorCalNOC at Towe Automotive Museum

At this year's Delta Ride in August, participating club members went to the Towe Automotive Museum in Sacramento. The Towe Museum (pronounced "Tao") started out life as the "Towe Ford Museum" but has expanded over the years to encompass many other brands of cars and conveyances.

The entry fee for the number of riders that went to the museum was very close to the amount needed to buy a club membership. Because of that, several of us kicked in a few extra bucks and the NorCalNOC is now a member of the Towe Museum. The membership is good through October of 2004 and affords free entry to any current NorCalNOC member. The Towe Museum also has a section set aside for a rotating display by member clubs, meaning that the NorCalNOC can place a display of our motorcycles in the museum for a period of a month (a Corvair Club had several Corvairs there the day we attended). I will be working on putting together a display from our club sometime next year.

To take advantage of the free admission to the museum, you must show your current NorCalNOC membership card upon entering. What's that you say? You never received your membership card? Well, neither did anyone else! So, instead of a membership card, take your current issue of the Norton Notice with your mailing label on it and they will accept that.

The Towe Museum is a unique museum with many interesting cars and displays and is well worth the ride to Sacramento to see it. It is just south of Old Town, so you can combine some site seeing there with your trip to the Museum. Check their web site at www.toweautomuseum.org for additional details. You can find the museum at:

Towe Automotive Museum
2200 Front Street
Sacramento, California
Ph: 916-442-6802

President's Message

by David Crader

I had a great time at the All British Ride on November 1. For the last three years I've been volunteering to work the after ride functions. This year I went out with the group. The weekend of this ride always seems to be the turn of the season with cooler weather and some wet roads in the redwoods. Just a few days before we were getting temperatures in the 90s.

The 2003 points race for attending NCNOC club activities has been an active subject for the last few weeks. After becoming "redundant" at my job at the beginning of September I lost the excel file which was in my company laptop. I was able to retrieve that with a phone call to the IT guy, but my home PC doesn't have excel software. I've got that worked out now and after a lot of conversations I think the tally is up to date and "mostly" accurate. I will have brought the latest spreadsheet to the Nov 13 meeting in Dublin for anyone to review.

In my sales job I like to look at spreadsheets to see trends. Looking at the participation points for the NCNOC the personality of our club can be seen in macro. Club meetings are generally attended by a dozen to 16 people. The most popular long club rides are when we join other Brit clubs as in the Day After and All Brit Rides. The San Juan Bautista and Old Timers Ride/Meetings are also well attended. Overall the rides had an average of just over 15 people per ride, but 73 people attended at least one event so it's not always the same faces. If we assume 180 members that means 41 percent of the membership participates in club activities. I'll assume the other 49 percent have Nortons in storage or once owned a Norton and like associating with us. I know some of you don't live in range of our activities as well.

The most significant statistic to me is the 73 people attending. With 15 people per ride that means the diversity of those rides shows we cater to a wide section of our membership. Time and location variations seem to be providing opportunity for many members to participate. We have around 150 paid memberships, so nearly half of us are participating. Gar, looks like you're doing a great job with the ride schedule!

During the Christmas party at Jerry Grainger's house Dec 7, we will be finalizing the 2004 schedule. Anyone wanting to give some input, contact Gar Jorgenson, our Ride Coordinator, at his number on page 2. So Far the schedule will be similar to 2003.

I'd like to propose a Tour de San Francisco. As this is originally the San Francisco Branch of the NOC and I haven't ridden much in the city on the Commando, it might be appropriate to do a round about run to include dining at some quaint SF establishment. During the Superbike races at Laguna Seca in July I was given a scenic tours map which has three loops and includes roadhouses and restaurants and roadside attractions. If we went on a Saturday we could include motorcycle shops. You SF guys, what's a good month weather wise?

See you at the Christmas Party.....

Holiday Cheer

CHRISTMAS PARTY

WHEN: December 7, 2003. 2pm
WHERE: Jerry Gratnger's Home
1512 Black Mountain Road
Hillsborough (650)348-5840
BRING: Silly Gift for Exchange

Directions: From #280 in San Mateo. Exit Black Mountain Rd go east towards homes. Turn right at stop sign onto Black Mountain Rd. Go about 1/2 mile south to another stop sign. Stay on Black Mountain (left curve not hard left) proceed to 1512 on the left.

There will be an officers meeting at 1:00pm



A TIP

Commando Cylinder Head Installation

Recently ran into this on my MK3. It may be old news to some but I had never heard of it anywhere. I made the mistake of believing the book where it says that when you drop the pushrods into the cylinder barrel tunnels "they will automatically locate properly on the cam followers." Didn't discover the problem until after the head was completely torqued down - - - a real headache.

So here's the tip: You have successfully dropped the pushrods into the correct holes while presenting the head and have allowed the head to rest on top of the cylinder block. Now you are looking in there to properly locate the rocker ball ends into the cups on top of the pushrods. You will probably find, as I did, that 1 or 2 of them have come to rest already engaged properly. That's not good enough. The lower end of the pushrod can be resting on the rim of the tappet socket and will stay there if you start screwing the head down. Instead, lift the head again just enough to dis-engage the rocker ball from the pushrod and, while holding the head up, reach in there with a probe and wiggle every pushrod side to side & front to back as far as they will move to see if one might drop down 1/8 inch or so from where it was. That's what it took to get my odd one to drop all the way. All pushrods had been checked for straightness.

Chances are that you will see none drop. That tells you there's probably no problem. However it's a drag to discover that one pushrod is hung up when the head is torqued and you're trying to adjust the valve clearances, but one rocker arm is jammed into the valve stem when the valve should be closed. Then re-engage the rocker balls while letting the head down before returning to the book procedure. You will need a flashlight which can be held by your teeth or stepped to your head.

John Maka

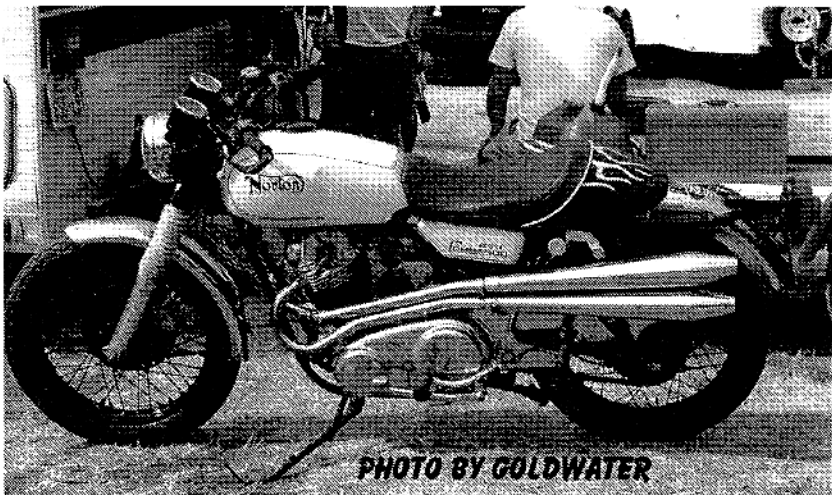


PHOTO BY GOLDWATER

Points

By Gar Jorgenson, Rides Coordinator

At the end of 2002 it was decided at a meeting that a special scheme was needed for awarding points to anyone who went to the INOA National Rally in 2003 in Lumby, British Columbia. A seemingly simple formula was developed and subsequently published in the Norton Notice. It is reprinted below.

“Six points for every day of the rally that is RIDDEN on a Norton. Six points for every day RIDING to the rally on a Norton (up to 3 days maximum). 10 Bonus points for attending the rally. Lesser numbers of points will be awarded in keeping with our normal procedure if you ride something other than a Norton.”

How much simpler could it get? Well, apparently, much simpler! The things we forgot to figure in were the fierce rivalry that exists for the coveted Norton Cup and the fact that some poor sap would have to tally the points. And publish the points. And refigure the points when all the complaints came rolling in. And publish them again. And again. And again.

Tallying the points is an important job and the person who does it holds the title of “The Guy Who Whacks the Points Tally Until It’s Right”. This person is sometimes referred to as the “Tally Whacker”. This year’s “Tally Whacker” is none other than our Honourable President, David Crader.

David Crader, Honourable President and The Guy Who Whacks the Points Tally Until It’s Right (hereafter referred to as “Whacker Dave”), had quite a challenge this year. The INOA Rally was close enough that many members decided to go, but far enough that going by Norton was an adventure that most didn’t want to tackle. But Norton Points were at stake and the scheming for maximum points began immediately. It took on the air of a high school math problem.

“Don Goforth takes 2 days to truck his Norton to the Canadian Border. On the third day he rides the Norton the rest of the way to Lumby and rides it for 4 days at the rally. Gerry Grainger rides his Honda all the way to the rally in 3 days but rides his Norton for 4 days at the rally. If Lorin Guy trailers six Nortons to the rally in 3 days, and Elizabeth Recoder rides on the back of Frank’s bike on the second day of the rally, how many states will I have to ride through on my Kawasaki to beat out Keith Karn for the Norton Cup if Keith’s BMW only breaks down once on the way to Lumby?”

Needless to say, Whacker Dave had his work cut out for him.

Here are some examples of how points were tallied:

Greg Fuller and I rode non-Nortons to the rally. We took over three days to get there. We stayed one night and left.

12 points for riding to the rally (3 days x's 4 points) plus 10 bonus points for attending = 22 points (I don't count the day we left as a day attending).

Jerry Grainger rode his Honda to the rally and had someone cart his Norton. He took over three days to get there. He was at the rally for four days and rode his Norton each day. 12 points for riding to the rally (3 days x's 4 points) plus 24 points for riding his Norton at the rally (6 points x's 4 days) plus 10 bonus points for attending = 46 points.

Lorin Guy drove to the rally towing a trailer full of Nortons. He took over 3 days to get there. He was at the rally four days and rode a Norton each day. 6 points for driving to the rally (3 days x's 2 points) plus 24 points for riding his Norton at the rally (6 points x's 4 days) plus 10 bonus points for attending = 40 points.

Joe Enthusiastic (a new member) rode his Norton to the rally. He took over 3 days to get there. He was at the rally for four days and rode his Norton each day. 18 points for riding to the rally (6 points x's 3 days) plus 24 points for riding at the rally (6 points x's 4 days) plus 10 bonus points for attending = 52 points (a max score).

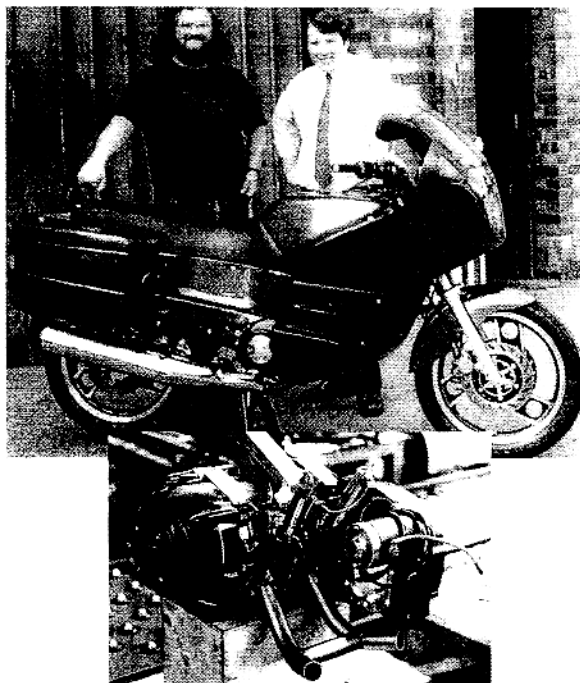
Bob Conflicted (another new member) towed his Norton to Seattle in one day. From there he rode the Norton to the rally. He stayed four days at the rally and rode the Norton on the first day. It broke down the first day and he borrowed Jerry Grainger's Honda for the second day. On the third day he was so embarrassed that he hitched a ride in the Sag Wagon for the third day's ride. Depressed, that night he drank himself into a stupor and was too hung over to do anything but puke in his sleeping bag on the fourth day. He sneaked out at 5 AM on the fifth day with his pride in the toilet and his Norton in the back of a U - H a u l

2 points for towing the Norton to Seattle (2 points x's one day) plus 6 points for riding the Norton from Seattle to the rally (6 points x's one day) plus 6 points for one day at the rally on the Norton (6 points x's one day) plus 2 points for riding the Sag Wagon on the third day (2 points x's one day) plus 10 bonus points for attending = 30 points.

Dave Crader didn't go to the rally. He didn't take any days to get there and he didn't ride his Norton at the rally while he wasn't there. Zero points for not riding to the rally (0 points x's 0 days) plus zero points for not being at the rally (0 points x's 0 days) plus zero bonus points = zero?

After much diligent work, Whacker Dave has finally come up with a tally that has not been challenged for a couple of days and has added it to the overall spread sheet of Norton Points for 2003. Hopefully, this final tally will hold and some deserving member will be honoured at the Christmas party as the "Head Points Getting Norton Rider for 2003". That person will receive the Norton Cup and be referred to for the following year as the "Pointy Headed Norton Rider" (Here's a hint. He might also be referred to as "Club President").

Whacker Dave will be retiring his abacus next year and the job of Whacking the Tally will fall to the Rides Coordinator. Now I know this guy and he is no where near as smart as Whacker Dave. Consequently, I have suggested a couple of simpler ways to award points in keeping with his lesser intellect. We will be voting on them at the Christmas party. Give the guy a break and vote for the simplest one!

THE END**2004 NOC CALENDARS****PLACE YOUR ORDER SOON**

Call Alan Mueller at (650)591-5444
or e-mail at "norton21@mac.com"

PRICE**\$15 if picked up****or****\$20 if mailed**

Alan's Wrench

December 2003 condensed from the INOA Norton Notice #134. To read the full article, please join the INOA at <http://www.inoanorton.com>

Most states and provinces in North America require motorcycle headlights to be on whenever the bike is running. This can be a problem for any bike with marginal charging capacity, including all Commandos except the MKIII. The 120-watt RM21 alternator produces rated power (10 amps) at 3700 rpm. A stock bike's power requirement looks like this:

headlight	55
tail light	10
ignition (boyer or points)	25
speedo/tach lamps	5
total	95 watts or 8 amps

This looks OK, and using the RM21 power curve (conveniently posted at Dave Comeau's nice web site <http://www.gis.net/~dynodave/norton.htm>) the battery will stay charged if the rpm is over 2000. But look at what happens if you ride in town or in congested traffic. The brake light draws 25 watts, so with the bike idling and the brake on, there's a drain of 10 amps (120 watts) and an alternator output of only about 3 amps. The missing 7 amps has to come from the battery, and an hour of this is about all you get before the voltage starts to drop. If you have a Boyer and a smaller than stock battery, as I do, you can get into ignition trouble even quicker.

Fortunately the headlight law isn't generally enforced here in California, but it is in Canada. Knowing this, I decided to deal with it before heading for the Rally last summer. I knew that many cars made since 1994 have a 'daytime headlights' feature, where they are on at reduced brightness whenever the motor is running. It's done by connecting the high and low beam filaments in a series circuit, so each one sees roughly six volts. This results in about half the power drain of either filament run separately, so the 50/55 headlight becomes a 25 watt bulb. By releasing the brake when stopped at signals or in traffic (once it is safe of course) another 25 watts can be saved. So the idling current is then about 5 amps and the battery drain is down to a tolerable 2 amps or less

I wired up a 12 volt Radio Shack relay, controlled by the spare terminals on the stock headlight toggle switch. In the off, or pilot position the 50/55 H4 headlamp runs in 'daytime mode', drawing just under 2 amps, while still working normally with the switch on.

This setup was easy to install (no cut wires) and has been reliable, but a recent encounter with a careless driver has convinced me that it's not the best idea. On a long straight road, this guy in a van backed out in front of me only about a hundred feet away. I wasn't going too fast, and managed to avoid hitting him, but he obviously didn't see me. In the process I had to leave the road, and didn't escape unscathed. I can't help but wonder whether a brighter headlight would have got his attention and stopped him in time. So I can't recommend a half-dim light just to be legal, when safety may be compromised. I'm now thinking of twin or triple headlights with modulators to make them pulsate, and one of the new Sparx high-output alternators to run them. Also twin air horns and maybe some 2-inch exhausts with resonators. "Loud pipes save lives" the saying goes...

By the time you read this it will truly be winter. I hope you all have a happy and safe Holiday season, and make productive use of your wrenching time during the cold months. See you next year.

NorCaINOC

meeting minutes 11/13/03 at Mimi's Caf , Dublin CA

The meeting was called to order by Dave Crader at 8 pm with 17 members present. The following new business was discussed:

- 1) Gar circulated a proposed new scheme for ride points to:
 - a. Acknowledge ride leaders with extra points
 - b. give credit for riding a non-norton british bike.
 - c. A regular and simpler scheme for awarding INOA rally points was proposed
 - d. meeting attendance points with no penalty for not riding.
 - e. points award for Club service such as cooking/booth/chase vehicle etc.

After some discussion of whether to exclude 'modern' (eg Hinckley) british bikes from item 1b, it was rejected by majority vote (ie all british bikes included in 1b)

Gar will revise his proposal to reflect these decisions and suggestions, and bring it for final vote at the december xmas party/meeting

Mike Sullivan further proposed a 6 (on a Norton) / 4 (any other way) point award for meetings. Approved by majority vote.

2) The proposed 2004 ride/meeting schedule circulated for discussion.. The May ride conflicts with the Hanford meet, should be moved to 5/25

3) The Christmas party will be pot luck at Jerry G's new house, to start at 2 pm.

4) The next Skyline cleanup day at Alice's will be immediately prior to the Turkey Ride. The ride leader Jerry G. had no objection. Meet at 10 AM for cleanup, ride to start at 11.

The meeting adjourned at 8:45 PM

Respectfully submitted by Alan Goldwater / sec.

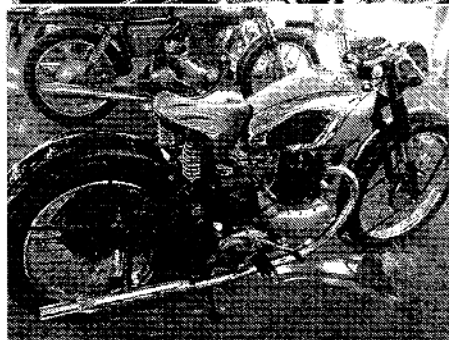
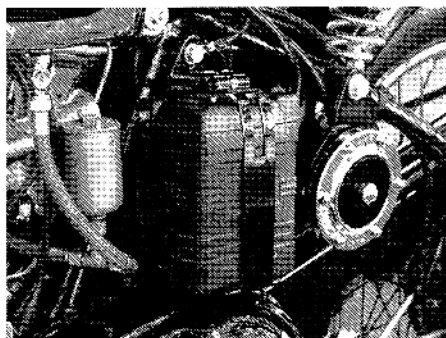
FROM THE EDITOR

This will be my last official issue of the Norton Notice. I want to thank all of you who have contributed material to our newsletter. I believe we have one of the best newsletters in the Norton community. From now on, please forward all Norton articles and photos to Mike Sullivan who will be your new editor. His e-mail address is Mikemill20@aol.com

I will continue to help Mike as he learns the ropes of desktop publishing. I must say the last 12 years (off and on) publishing the Notice has been a wonderful learning experience. Not only learning how to use all the software (Pagemaker, Photoshop, Word, etc) but learning about Nortons. I was a complete novice when I started this job. Getting involved with an organization like this is a wonderful way to meet new friends.

Please get involved with the NCNOC.

Alan Mueller

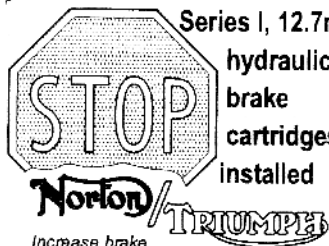


**UNOFFICIAL TOP 10
Ride Points**

Jerry Grainger	168
Don Goforth	148
Alan Goldwater	128
Tom Dabel	126
Frank Recoder	114
Keith Karn	114
Elizabeth Recoder	112
Gar Jorgenson	108
George/Sachie	104
Lorin Guy	104

.....
**Furnace Creek
Reservations**

Margie Siegal has made reservations of two nights (12/27 and 12/28) at the Furnace Creek mixed use campgrounds. There is room for 7 more people and "two vehicles" (subject to ranger sensibilities) at the site. She plans to ride down, sit around and do nothing...then ride home. Other Norton people are welcome if you don't bug her to do anything. contact Margie at "msnorton@yahoo.com"



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 Fax Number (510) 521-5095

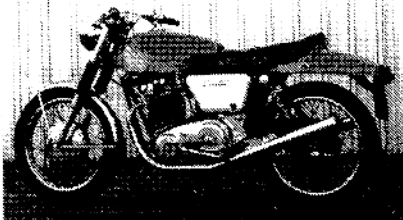
KEN ARMANN

Restoration & Repair

Norton

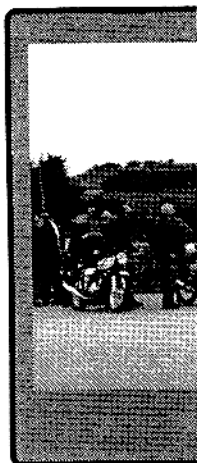
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CLASSIFIEDS

*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: Are there no Nortons or Motorcycles for sale. I am not receiving any classifieds. PLEASE send some. Alan Mueller

FOR SALE: 1969 Norton Commando 750, semi-custom, all new 3K miles, motor rebuilt with Combat head. Mikuni carb, electronic ignition, Polished rims with stainless spokes. Showa front end with dual disc brakes. Powder coated frame. Purple-blue and white paint. Many extras. \$4,500 or OBO. call Ben at (916)624-0292 or btmax@sbcglobal.net

FOR SALE: 1965 Norton Electra. Complete and original except for (aftermarket) front fender and (Harley) silencers; this bike was renovated for riding, it's not a concours restoration - but everything works, including the starter and those cute bar-end signals. \$2,000. Don Danmeier, 415-893-1650 (days), 415-898-0330 (eves to 9) dwdsms@novato.net

FOR SALE: 1971 Commando Roadster. Engine by Ken Armann. single Mikuni. Original carbs included. Sealed battery from Frank Recoder. New rear tire, front tire 80%. Boyer. Easy starter and good runner. \$4000 or best offer. Mike Sullivan 650-872-3336

FOR SALE: One pair of spanking new "Interstate" mufflers, \$125/pair. One pair of beautiful but slightly used "Interstate" mufflers, \$90/pair. One pair of used "Interstate" headers, \$75. One brand new roadster grab rail, \$35 Call Harry Bunting, 650-485-5030 (days) or 408-615-1234 (eves) or e-mail: HarryB2378@aol.com (1/03)

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06-7545M (NMT 2074M) Norton twins set of 4

70-1513M (E1513M) Triumph unit T120, T140 to 1977 \$25/set

70-8783M Triumph T150 BSA Rocket3 to 1973 \$36/set of 3

68-0155M BSA A65 & A50 \$25/set of 4

Coming Soon: Handle bar switch clusters for the MK3 Commando

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/INOA 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 \$25. 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
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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:
Ray Pallett, 462 Del Medio Ave. #2, Mountain View, CA
94040
(650)947-9780