



Norton Notice

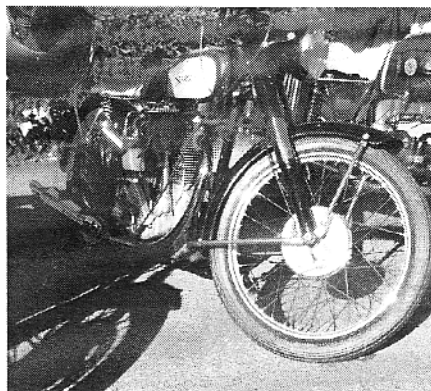


The Newsletter of the Northern California Norton Owner's Club

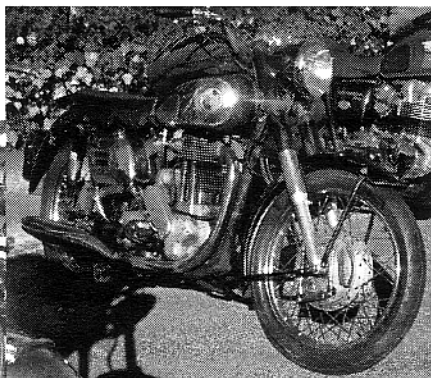
No. 325

December 2005

Singles Galore at the
All Brit Ride

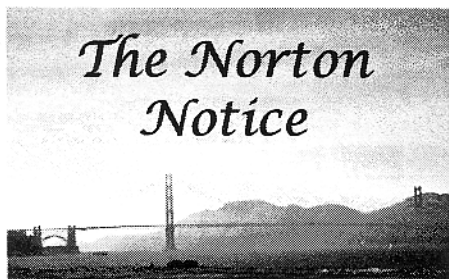


Inter above, Model 19 top,
Manxified ES2 Right



16 th Annual 50th Birthday Party
for Don Danmeier
I guess we know how old he is.

The BSA Club did good and got
the flag correct this year



The Norton Notice

is the official publication of the Northern California Norton Owners Club and its sole purpose is to inform and entertain its membership. The Northern California Norton Owners Club is dedicated to the preservation, restoration, and use of Norton motorcycles and promotes events and activities twice a month that are open to members and guests of members.

Membership in the NCNOC is available for \$20.00 a year and can be sent directly to the treasurer (see application form in inside rear cover). Inquiries by new and/or prospective members can be directed to board members via e-mail. Membership change of address can be directed to the editor. The NCNOC is affiliated with the Norton Owners Club of England (NOC) and the International Norton Owners Association (INOA). Information about membership in the NOC or INOA can also be found on the membership form on the rear cover.

The Notice is published monthly and the deadline for articles and editorials and advertisements is the 18th of each month. The Notice editorial staff welcomes submission electronically in most popular formats. Pictures and articles are best sent as an attachment and e-mails can be sent to the editor at mikemill20@aol.com.

Advertising rates are \$100.00 a year for a 1/4 page ad, for other rates, formats, and dimensional inquiries contact the Editor.

The official website address for the Northern California Norton Owners Club is www.nortonclub.com

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NORTON NOTICE

Disclaimer:

The Norton Notice is the official publication of the Northern California Norton Owners Club. Articles and editorials submitted are published for the edification and entertainment of Club members. Technical articles are reviewed for accuracy and workability but are in no way guaranteed and no liability or responsibility for their accuracy is assumed or implied by publication or by the authors or by the NCNOC, or associated organizations. The Editor reserves rights, so granted by the standing board, to edit and/or otherwise accept or reject unsolicited submissions.

Upcoming Events

2005 Meeting Schedule

Northern California Norton Owners Club
2005 Meeting Schedule

CHRISTMAS PARTY

DECEMBER 4

JERRYGRAINGER'S HOUSE

1512 Black Mountain Road

Hillsborough, CA 94010

650-348-5840

Please R.S.V.P. to Jerry

Directions: From Hwy 280 to the North of Hwy 92, exit Black Mountain road and go east towards the houses. Turn right at stop sign onto Black Mountain Road. Go about 1/2 mile south to the first stop sign. Stay on Black Mountain Road to the left but not the hard left. Proceed about 1/4 mile to 1512 on the left.

Party starts at 2:00pm. Potluck dinner shortly thereafter. Please bring a dish to share. If you want an adult beverage, bring it with you.

There will be a present exchange. If you wish to participate, bring a small gift (in the \$10.00 range) and join in the fun.

Ride Schedule

by Ian Reddy, Rides Coordinator

November

27th – Adopt-a-Highway clean up day - Sunday
 Meet at Alices Restaurant at the intersection
 of Hwys 35 and 84 at 10:00am

27th – Turkey Ride - Sunday
 Meet at Alices Restaurant at the intersection of
 hys 35 and 84 after Highway Clean-up

December

4th – *Christmas Party (meeting only, no ride)*

Jerry Grainger's House

1512 Black Mountain Road

Hillsborough, CA 94010

650-348-5840

2006 Proposed Ride Schedule

The following is a tentative Ride/Happening Schedule. If you know of any conflicts or important happenings that have been left out please let a Club officer know and we will take it up at the next meeting. Details to be published in subsequent issues

Jan 22 Polar Bear Ride (Double Points)

Feb 12 Sweetheart Ride

2006 Proposed Ride Schedule continued

Feb 26	Adopt a Highway
Mar 12	The Wall
Apr 08	Clubman's Show
Apr 09	Clubman's Ride
Apr 23	Mt Hamilton
May 14	North Bay Ride
Jun 10-11	Joint ride with the SCNOC
Jun 25	Adopt a Highway
Jul 02	Ride Meeting in S.J.B.
Jul 16	Something New
Jul 17-21	INOA Rally
Aug 11-13	Dardanelle Campout
Aug 13	Ebbet's Pass Ride
Aug 27	Adopt a Highway
Sep 17	Goldwater Ride
Oct 01	Old Timer's Ride and A.G.M.
Oct 16	Delta Ride
Nov 05	All British Ride
Nov 06	Hanson Dam Ride
Nov 26	Turkey Ride
Nov 26	Adopt a Highway
Dec 03	Christmas Party

Tentative Meeting Schedule for 2006

Please note that this is a tentative schedule. There are plans afoot to have some meetings in the East Bay and Valley areas. If you know of any dates that might conflict with any other important ride/happening please let a Club officer know.

Jan 12	Harry's Haufbrau, San Jose
Feb 09	Tommy's Joint, San Francisco
Mar 09	Harry's Haufbrau, Foster City
Apr 13	Straw Hat Pizza, San Leandro
May 11	Harry's Haufbrau, Foster City
Jun 08	North Bay/Valley, TBA
Jul 02	Ride Meeting, San Juan Bautista
Aug 10	Tommy's Joint, San Francisco
Sep 14	Harry's Haufbrau, Foster City
Oct 01	Old Timer's Ride and Annual General Meeting
Nov 09	Harry's Haufbrau, Foster City
Dec 01	Christmas Party TBA

President's Message by Lorin Guy

Winter is here and with the time change it seems like it's time to hibernate. For me this is the "garage time" of year. I take cover in my cave like garage with its florescent lights and heater. It's the time to assess the damage riding all year has done to the bikes and time to plan rebuilding, repairing and general maintenance. Not to mention getting the wives bikes on the road.

One of the problems with riding British and having a bunch of bikes is that as one breaks down I tend to just push it aside grab another and ride that one till it falters. As this goes on eventually I wind up with a garage full of broken bikes. Hence Winter, the season to repair.

The key here is having a plan. Sourcing parts and getting them on the way so that as you finish one bike the parts for the other are just arriving is always a challenge. Sure, best laid plans of mice...and so on. As I plug in another CD and crank that heater up, the compressor sings it's sweet note till its full, I grab another tool and get to tinkering.

We have completed the NCNOC ride season and are planning the new one. It would be nice to get a few new destinations and to have some new members step up to lead a ride this next year. If you are interested in leading a ride contact Ian Ready, the rides coordinator, and he can send you a leader packet. In the packet it explains what's needed and how to do a ride.

Other events are being planed too such as the Highways Clean-ups and possibly some other community involvements, tech sessions and a party or two. Lots of this will be discussed and plans put into motion at the Christmas party so plan on attending. (Info for the party is in the events section of the website.) Besides this is just great fun and every year it seems to get better. There are so many new things in the works for 2006. It makes this new year very exciting. The new web master and the plans for the sites expansion. The new people involved with the Norton Notice and plans to offer an electronic version of it that is downloadable and so much more. We have a new appointee from the board position available as for 2006 of Club Historian; the person stepping up for this job should have skills on a computer and know how to scan.

This all leads us into an exciting new year full of innovative ideas and newfound adventures. I hope to see many of you at the Christmas Party

Lorin Guy, President

MEETING MINUTES

NCNOC Meeting 11-10-05 at Harrys Hoffbrau FosterCity

Meeting called to order by President Lorin Guy at 8:05 with 24 members and guests present.

- 1) Review of November events: American Sport Bike club meeting, and the Hansen Dam ride. Jerry Grainger returned Lorin's missing center stand spring, found on the road during the Hansen Dam ride.
- 2) SCNOC Pres. Bill Bibbiani invited us to participate in the Cambria ride in June next year. It has now been added to the 2006 calendar.
- 3) Review of the All-British ride: good course, great ride and food, and lots of beautiful bikes. Hats off to the BSA club for a job well done
- 4) Minutes of the October meeting were accepted as printed in the last Norton Notice.
- 5) Treasurer Ray Pallett reports 153 paid members and \$3376 in the club account. I delivered checks totaling over \$700 to Ray, representing NCNOC's share of the Rally05 profits.
- 6) Ian reviewed the remaining rides of 2005: Highway cleanup/Turkey ride 11-27, Xmas party at Jerry Grainger's Sun. 12/4 2 PM. The address is 1512 Black Mtn. Road in Burlingame. Bring a salad or side dish/desert. PLEASE RSVP by email to grainger@pacbell.net. Jerry's contact info can also be found on the masthead-page 2.
- 7) Ian Reddy is taking over as Webmaster, with help from Fred Fortune. The club thanks Jeffrey Potter for his years of past service to the Club.
- 8) Harry Bunting has declined his nomination for the office of President. Lorin has offered to continue for another year. All other nominees have accepted, and as no position is being contested there will not be a formal election this year. The officers for 2006 will therefore be:

continued on page 16

Editor's Corner

Well, this is the last issue of the Notice that I will have done. It has been a fulfilling run.

Two years as vice-president, three years as president, one year again as vice-president and two years as the editor of the Notice. I leave the officer position with, I believe, the Club in a good position. The treasury is healthy thanks to the hard work of Ray Pallett and with the excellent work of Alan Goldwater who generated the income from the INOA Rogue Rallye.

The problem persists though of the total lack of people who are willing to step up to the plate and volunteer to be President. Lorin Guy who did a good job last year had volunteered to do the Notice in the coming year and has also extended his service as President for 2006. Without a national rally to contend with there is not a lot to do as president but it does take some thought and commitment. Without a bunch of active officers we are just a bunch of guys who get together on sunny Sundays for a social ride and some lunch. So come on, get active and help your club to be the best motorcycle club in Northern California!

Don Danmeier sent the following to the Club:

Editor:

During the awards "ceremony" at the conclusion of the All-British Ride, I failed to give credit to a few folks who assisted with the barbecue. Now that I have the facts (thanks to Shirley), their help and participation should be acknowledged. Ray Pallett, Harry Bunting, and Mike Sullivan did sterling duty, as usual. (and Sachi Shoblo and Pat Goforth also, ed) Garwood Jorgenson was conspicuous by his absence. On behalf of the BSAOCNC, I want to thank the NOC for its continued and enthusiastic support of this event, and Ray, Harry and Mike in particular.

Ray and Mike Burnham deserve special thanks for chasing back out into the countryside at my request to pick up a stranded Royal Enfield rider. I learned later that the rider and his passenger decided to keep pouring oil into the thing, and limped back to the festivities after the boys had left to go after them, so they missed not only the awards presentation, but the cake as well! Next time I see them, the beer's on me.

Don Danmeier

The sun is shining and the roads are dry so get out there and ride, ride, ride.

Mike Sullivan, Editor

American Sports Bike Night Honors the NCNOC

American Sports Bike Night tribute to British Motorcycles was held in San Leandro on Monday Nov 7th. The list of guests was amazing but the honored guests were the NCNOC. I have to say a big thanks to Fred Fortune for his efforts in getting our club invited.

The evening started off in very impressive style with a full professional PA system and large screen TV playing the history of the Paris to Dakar rallies. Guests included a rep from Vanson Leathers, the AFM President and some local hill climb racers. . Vmoto president Llew Kinst talked about vintage race schedule as well.

The bikes in attendance were from the James Banke stable which included a very clean 1953 Norton Manx and a street flat tracker 750 Triumph, also Lorin Guys 750 "S" type and his 1976 Triumph 750 bonnie. Fred Fortune had his 850 Norton and Ken Arman had his Norton Mercury. It was great to see club members come out and support our appearance. Club rides coordinator Ian Ready spoke about our ride calendar. NCNOC President Lorin Guy gave a talk about the clubs history and British motorcycling.

T-shirt and hat donations were distributed and the evening ended with pizza and beer.

Damsite Ride Report

by Lorin Guy

Let me preface this recount by saying that I put out a call for real riders, guys who will endure some discomfort for the pure joy of motorcycling on a very short notice. Few inquired, some e-mailed that I was crazy. The plan was on November 5th to ride the BSA clubs All British ride and BBQ in Novato, (Nor Cal), then after the BBQ load our bikes in my van and trailer and drive to LA for the So Cal Norton Clubs Hanson Dam ride on November 6th. After riding that ride throw the bikes in the van and trailer again and drive back to Northern California. Three real riders stepped up, first was Raleigh Akins, second was Dan Bockmier and the day before the trip Jerry Kaplan called to say he was in.

Review:

The Hanson Dam ride was held on November 6th. The turn out was as expected about 400+ but what was unexpected was the quality and variety of bikes. The ride, although advertised as an All-British ride, actually includes all makes of vintage bikes. This said, it also includes many “new bikes” this is tolerated due to the unstructured nature of the event. The “organizers” believe, I would have to assume, that no organization means a more fun event. Sadly this is not the case. Over all it was an impressive event that, with a little structure, could be a fantastic attraction even in the all-vintage format.



Jerry Kaplan with Munro
Indian streamliner

The quality of motorcycles was amazing. I don't believe I have ever seen two Brough Superior SS in the same event (note: I did not see the Brough fire up and ride the mountain). That and the fact that 8 Vincents and a MV

Augusta 750 sport were there made the whole trip worth the drive. Not to mention that there were dozens of Triumph's, BSA's, Norton's and almost every other British marque in attendance. We did note however that there were only two Velos. There were many Italian, Japanese and German bikes also, all looking fantastic and ready to ride.

continued next page

The bike show was an unstructured "Peoples Choice" display and voting was by ballot collected at the ride registration booth. The lack of a decent PA system made the event hard to hear and figure out when and where things were happening. But in spite of all these issues and the lack of organization the event comes off quite good... falling short of great but has huge potential and in the right hands could be the premier event for Southern California.

Let's talk about the ride. If you've ever ridden the Angeles National Forest you know it has great roads, breath taking views and extreme altitude changes, all making for great motorcycle roads. The ride was about 90 + miles and wound through mountains, cities, valleys, and deserts. The scenic diversity is a treat; every turn offers you a view that is so picturesque you could make postal cards. I have to believe that nowhere else but Southern California could you get 350+ motorcycles all roaring off for a day of mountain madness, it's a total rush. I stopped and looked back down the forest highway from a vista view point stop to the road below and it

was lined with motorcycles almost three miles long all twisting and turning up the mountain. Every make and model out for a morning parade up and over the big hill.

The way down the mountain was a kick; I think I passed about fifty bikes in the first mile. But lost the advantage when one of my cohort in all this, Dan Bockmire, led us straight as the road turned right, the course was not marked or manned as in the NorCal All British ride where there are bikers manning the important turns. No harm, no foul, as it would not be our last wrong turn. We lost our other two buddies, Jerry Kaplan and Raleigh Akins, I believe they took the correct turn as we motored though it. Sometimes the turns are hard to see and at



Jerry, Raleigh, and Lorin on
Damsite Ride overlook

some points it was more about going fast and enjoying the road than staying on the course, we had the presents of mind to realize that we were the only ones on that road and something was not right, with a group that big we should over take someone sometime...right? The mountain views were spectacular and the off-

Continued next page

course miles only helped us see a bit more than everyone else. I can't complain because I never read the map anyway, can only blame myself when I get lost. Beside I can't remember a ride where I didn't make at least one wrong turn, it just adds to the adventure.

On the Angeles Crest Highway again and it's cold on the top of the mountain. On the way down was the only crash of the day, an older rider on a Commando Interstate, seems he misjudged the corner and clipped the mountainside, badly injuring his bike and himself. Luckily passers by stopped, as did many riders to assist. The twisty turning nature of Big Tujunga Canyon made for a thrilling as well as a scenic ride down from the crest. I love to ride slow and take it all in; the smells, the warmth of the sun and cold of the shade, the trees and rocks. The view from a bike is spectacular and you have to love it.

As the ride neared the end I lost the spring off my center stand, I'm sure some of you have experienced this, the sound of that stand hitting the pavement mimics a bad rod knock and I pulled in the clutch and shut the bike down, although the sound did not go away so I glanced down half expecting to see the rod sticking through the case, so spying my stand bouncing off the road was a relief, I could fix this on the side of the road. A quick couple of zip ties and I was playing catch up. A rider stopped and said he saw a piece fly about 15 feet into the air, thought I had hit something. Alas although he rode back a bit to see if he could recover the part he could not find it.

Riding back into the dam parking lot was very cool, hundreds of bikes already back and about a hundred people lining the entrance to witness your return, as we stopped at the entrance to receive a ride pin.

I have to say that this experience was a special one, not just the fact that we rode two of the best vintage rides in the state on the same week end, not that we saw some of the most exotic vintage motorcycle alloy on the face of the earth but more so that we four were there and experienced this together. We made a special bond in a shared experience that only motorcycling could have made possible. We did the rides and we had one heck of time doing it. I have to hand it to Jerry Kaplan, Dan Bockmire, and Raleigh Akins these guys are real riders.

I don't really know if these two events will ever fall on the same weekend again, but I do know that riding in Southern California is an extraordinary experience that I will want to do again very soon.

Lorin

“Old Guys Rock!”**GARY NIXON #1-AGAIN!** By Jerry Liggett

Gary Nixon and the Steel Breeze Racing team went to the final round of AHRMA series to WIN! To do so, we had to beat the points leader, Robert Hurst, in both races to win the championship. Gary knew he had a hard weekend ahead.....he's done it many times before.

After the crew flew in, we went to the Barber Motorsports racetrack on Thursday afternoon and set up the pits for Friday's morning practice. I had just fitted a borrowed pair of Ohlins rear shocks (from an Australian friend who used them to set a track record at Phillip Island on a similar Triumph!) so we weren't sure if they'd work any better than what we had been using. Practice went well considering it was with a new engine with just a little test time around my neighborhood streets. Gary complained of front-end chatter but the rear shocks seemed to be fine, just needing some fine-tuning. He was otherwise satisfied with the bike so I made front end changes for the chatter problem. Luckily, it appeared we had a slight advantage in timed practice. Saturday's race had Hurst on pole, with Nixon, Springsteen, on the Hourglass Harley, and Kyle Campbell on a beautiful Honda Four. I was so nervous I went up to the control tower for a better view and less people around in case I puked! The start of the race saw Gary do a nice power wheelie off the line and streak off into turn one with the Harley, Yamaha and Honda right behind him. The first couple of laps had all three lead bikes packed like sardines in the hairpin. On the 3rd or 4th lap, Springer's Harley slowed with a mechanical and Hurst's Yamaha closed right up to Gary with the rest of the field falling behind. On the 5th lap, coming over the rise into the hairpin Gary was so hard on the brakes he got the rear wheel floating all the way to the turn-in! I was yelling and jumping around like crazy...the spectators in the tower were staring and but I didn't care a bit. Go Gary! Gary passed a lapper from the second wave race, but Hurst was blocked into the turn. Hurst then caught Gary by the last turn coming on to the front straight and as they became blocked by more traffic, Hurst pulled slightly ahead onto the straight but was re-passed by Gary. Hurst picked up the Triumph's sizeable draft as they both shot past two more lappers into turn one. But Hurst was just a little too far behind for a clean pass and went into turn

one too hot and fell further behind. In the front hairpin, he again closed Gary but appeared to miss an upshift on the exit and lost about 10 bikelengths. Gary maintained his advantage and held on to win the race! WOW.....we were now ahead in points and had one last race Sunday for the championship.

Sunday had only one practice session for us and Gary was still complaining about front-end chatter.....said he couldn't even see as his glasses were jumping around on his face! After the bike cooled, team members Craig Knapp, David Wells and I stripped off the fairing and gave the bike a close inspection, re-torqued the cylinder head and reset valve clearances and made our final decisions for tire pressures. Co-team member Charlie Benton is a Ohlins dealer and tech and helped re-adjust the rear shocks to load up the front a bit. There was nothing else we could do, it was now up to throttle rockin' hard-guy Gary Nixon.

The race two start was a repeat of the first. The first three or four laps had Nixon, Springer and Hurst in a real dogfight. By lap 5 however Hurst was losing touch with Nixon and Springer as they gapped him by 10 or 12 bike lengths. Nixon led Springer into the final turn and powered that beautiful Triumph Triple to first place again!! Yee Haa!! As Springer later said: "I'll bet nobody breaks this record....a past champion rider winning an AMA-sanctioned national championship 37 years after he won his last one! How cool is that!"

It's certainly Nixon's day, but I think the championship belongs to all of us who made the sacrifices to put that bike running properly at the right place and time:

Chris O'Neil, founder of Steel Breeze Racing (which is a quote from Pink Floyd "...we will bask in yesterday's Triumph and ride on the steel breeze.") and provider of some crucial financial backing, Keith and Harold of Johnson Cams, who were instrumental in taking this 50 hp Trident engine and turning it into an 82+hp - reliable race engine, Crew Members: Charlie Barnes, who assembled and provided the spare engine, David Wells, all-around fabricator and "can do anything" guy. Craig Knapp, racer and former Avon Tyres - U.S. racing manger. Myself, (Jerry Liggett), who built and prepped the bike, and lastly my wife Pam, son Austin, and daughter Erin, who lost me to this endeavour for about 10 weeks this year. Thank you all!

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minutes continued from page 8

President Lorin Guy

Vice President Jerry Kaplan

Treasurer Ray Pallett

Secretary Alan Goldwater

Editor Lorin Guy and Fred Fortune

Rides and Webmaster Ian Reddy

9) Ian introduced visitors Todd and McKensie Copin, Norton owners from BC.

10) Mike Sullivan will be ordering 80 NOC Calendars at a cost of \$7-800. These are all pre-sold, and advancement of the funds from the Club treasury was approved without objection by the members present.

11) The Cycle World motorcycle show has moved to the San Jose Convention Center, December 16-18. <http://noc.motorcycleshows.com/> for details.

Meeting adjourned at 8:40 PM

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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.***

The following are from

Craigslist.com

1972 Dunstall Commando

Combat Spec engine? Needs TLC

Dunstall rearsets, headers, tank, seat, aftermarket Decibel mufflers and fairing. Needs swingarm bushings, isolastics, and clutch.

\$3,000 Price firm. Call Keith

Karn

1975 850 Roadster Mark III

New everything Showroom condition with only 17K miles

\$10,000.00 Reply to: sale-109281912@craigslist.org

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. \$3500 or best offer. Mike Sullivan 650-872-3336

For Sale: '85 BMW R80RT

Lots of upgrades. 63.5K miles

Progressive springs, rear shock

Korbin Two level seat and original

Parabellum screen and old sun

checked original. BMW bags with

liners . Dual Fiamm horns

Emergency flashers. Back rest with

luggage rack. Throttlemeister

Lots of books, papers, etc

\$4,000 Call Mike at 650-872-3336

For Sale: 1975 850 Commando

Boyer, Hagons, Barnett clutch, new

battery, stator, electronic voltage

regulator, ssrear brake line, new

tires, top end rebuild 250 miles ago,

For photos go to

www.geocities.com/smileyz4780

\$5,100.00 Call Terry at 707-523-0700 or email

mileyz4780@yahoo.com

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: **Tari Norum 276 Butterworth Lane Langhorne, PA 19047.**

We look forward to seeing you and your Norton out on the high road.

NAME _____

ADDRESS _____

CITY STATE and ZIP _____

TELEPHONE _____ E-mail _____

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