



Norton Notice



The Newsletter of the
Northern California Norton Owner's Club

No. 319

June 2005

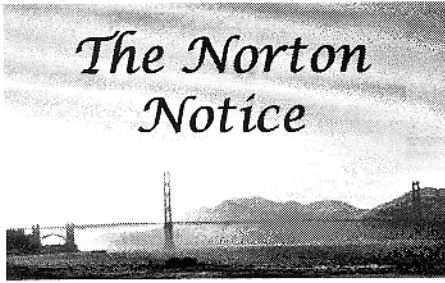
INOA
2005 Rally
coming up
soon.
Send in your
registrations
as soon as
possible.

July is just a
month away.

See registration
form inside this
issue or
register on line.

See you there!

The poster features the word "Norton" in a large, stylized font at the top. Below it, "Rogue Rallye" is written in a cursive script. The central illustration shows a man in a dark coat standing next to a Norton motorcycle with a sidecar. In the background, other riders and a dog are visible on a dirt road. At the bottom, "Oregon 2005" is written in a bubbly font. Below that, the text reads: "July 10-14 Lake Selma Park - All British Bikes Welcome For Rallye Information visit NortonClub.com/Rally05.html"



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.noronclub.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

June 9th
Prince of Wales
106 East 25th Ave
San Mateo
650-574-9723

Meeting starts at 8:00

Bench racing starts when the second rider shows up.

June

9th – Meeting – Prince of Wales – on the patio

July

3rd – Ride/Meeting San Juan Bautista - Sunday

August

11th – Meeting – Tommy's Joynt S.F.

September

8th – Meeting – Harry's Haufbrau – San Mateo

October

2nd – Old Timer's Ride and AGM

November

10th – Meeting - Harry's Haufbrau – San Mateo

December

4th – Christmas Party (no ride or meeting)

Ride Schedule..

by Gar Jorgenson, ride coordinator

June

12th – North Bay Ride – Sunday

Jerry Kaplan will be our ride leader for the North Bay Ride again this year. Riders are invited to meet prior to 10:30AM at Jerry's house at 2329 Catalina Drive, Davis (Get off Hwy 113 onto e/b West Covell Blvd. Catalina Drive will be about the third left turn east of Hwy 113. Counting from the left, Jerry's house will be about 2 ½ blocks north of W. Covell on Catalina). Or, if it is more convenient, meet at Muscowite Corners, intersection of Hwys 121 & 128 at 11:30 AM. For additional information, call Jerry at (530) 756-8894.

19th – Adopt-a-Highway clean up day - Sunday

July

3rd – Ride/Meeting – San Juan Bautista – Sunday

Check next month's Notice for a meeting point to ride to SJB.

13th through 17th - INOA National Rally, Oregon

The rally is coming up soon. Be sure to make your reservations soon.

August

12th, 13th, 14th – Dardanelle/ North-South Weekend – Friday through Sunday

13th – Alternative Day Ride –Saturday David Crader is going o take us over the mountains to the Ghost Town of Bodie this year, so if you can only make one day of this weekend, this is the day

21st – Adopt-a-Highway clean up day - Sunday

September

18th – Cameron's/HMB Ride - Sunday

October

16th – Delta Ride – Sunday

November

5th – All British Ride - Saturday

27th – Adopt-a-Highway clean up day - Sunday

27th – Turkey Ride - Sunday

December

4th – *Christmas Party (no ride or meeting)*

Sierra – Bodie Ride – David Crader, Leader Part of the Dardanelles NCNOC Weekend August 13 – Saturday

This year I'm starting the ride at the Dardanelles with the weekenders. We'll leave at 10:30am going east on Hwy 108 over Sonora Pass. At Hwy 395 we go right, south to Bridgeport where we can get lunch and gas. Bodie is an historic mining town abandoned in the early 20th century now run by the state parks system. Bodie is 20 miles from Bridgeport. To get there take a left on state route 270. After a tour of the town we will return to the Dardanelles on the same route. Total distance round trip is 144 miles. This is a long one for a day trip from the bay area. It's perfectly acceptable to transport your Norton to either Sonora or the Dardanelles.

Distances:

Bay Area to Sonora 130 miles

Sonora to Dardanelles 45 miles

Dardanelles to Bridgeport 52 miles

Bridgeport to Bodie 20 miles

Contact David if you have questions: (925) 513-3148

EDITOR'S CORNER

Damn! My Model 50 is down. A couple of weeks ago I was riding down Hwy 280 and all of a sudden it started to lose power. I wheeled off the freeway and got onto the frontage road and just made it home. On first inspection I thought that I had a weak spark problem as when I looked into the battery cells one was dry. Ok, so the battery was 3-4 years old and was due for replacement anyway. After installing a new battery and kicking it over it was found to have little or no compression. Off with his head said the King. When I took the rocker cover off the exhaust valve was found to be flopping around. Hmmm? When I pulled the head I saw that the exhaust valve guide had come loose (totally). A couple of pieces of the guide were missing but were not in the head or combustion chamber, lucky me. There was no damage to the piston or anything else. So it is off to Ken Armann's shop for new valves and guides. I hope to have it on the road soon so it can be taken to the Rogue Rallye.

If you have not signed up for the Rallye yet, please do so. These is a schedule of events printed in this issue on page 13. See you there!

Mike Sullivan

Editor

President's Message continued

Our NCNOC ride schedule is in full swing and the Hamilton ride is again history, another great ride over our big mountain. Great job Tom and thanks for the before ride snacks. We have the North bay ride on June 12th and our June Highway Clean-Up on June 19th also look for July ride and meeting combined on July 3rd with the location to be determined and a final mention of the INOA Rally July 13th - 17th! A few other events I'd like to mention; the MotoMelee June 26-28 and the Giro d' California September 2005 contact Harley Welsh for more information. The Cycle TT October 2005, see socaltt.com for more information and Vmoto at Summit Point Va. see vintagemoto.com for details.)

See ya'll on the road.

Lorin Guy

President's Message by Lorin Guy

Wow, look how close summer is! I can hear the tarmac callin my name. This riding season is going to be hot; I'm dying to ride. The bikes are all ready (well almost) and my gear is all ready (new helmet and gloves). The schedule is completed and all we need is a few members to step up and take the leadership on a couple of rides and we are doing it.

Speaking of member participation, I'd really just like to thank again the members who made the Clubman show such a success. You guys and gals are keen! Also Ken Armann British Cycles, Raber's Parts Mart and Awards by Norm in Santa Clara, you rock!

Being involved makes everything more fun. Really, try it, some may say, "I don't have time to plan and all that", but in reality, it only takes a few hours of your time and they're fun hours because you're not working, but playing at your hobby. The time spent is good time and the reward for the time spent is equal to the time you spend... wow, I think John Lennon said that, or something close to it, so it must be true.

The INOA rally is coming and sooner than you think, (July 13-17) make your plans for this rally, it's going to be the best ever (see the new web information), you'll talk about this rally for years to come, it's the one that all the others will be compared to and if you miss it, you'll be kicking yourself for years.

There are no excuses not to make this THE family vacation for this summer because we are planning great events not just for riding but also for the whole family. Mom, dad, the kids, grandma, and the bikes. The bikes... it's worth the trip just to see the bikes. Every British make is invited so the potential is there to see some rare and exotic stuff. Not to mention all the fun for the family, like river rafting, horse back riding, fishing, boating, wine tours, cave tours, bike tours (that's for Dad and Mom too), child care and even a trip to Grants Pass for a shopping or Ashland for a theater excursion. Live entertainment and music, barbecues, banquets, firemen pancake breakfast, movie night, fun and frolic, its all there in Oregon. Oh, did I mention a special gift to NCNOC members who attend?

The new website information should just about explain it all. Be there or be square.

Continued on bottom of previous page

NOC Meeting minutes 5/12/05 at Harrys Hoffbrau, Foster City

Meeting called to order at 8:15 by Lorin Guy, with 19 Members and guests present

- 1) Minutes of April's meeting were accepted as printed in the Norton Notice
- 2) Treasurers report –Ray says we have only about 120 paying members, with about 40 expired in recent months.. While the current bank balance is healthy, declining membership will affect this in time. Please check the label of your Norton Notice for your expiration date, and send your renewal check if you want to continue receiving the benefits of Club membership.
- 3) Ian reported on upcoming rides. Tom Dabel led a fine Mt Hamilton ride on May 15, with wildflowers and Nortons in abundance. In June we look forward to the North Bay ride led by Jerry Kaplan. Check for details elsewhere in this issue..
- 4) A Highway cleanup at Skylonda (Alice's) is planned on June 19th at 9 AM
- 5) Ride points status: the current leaders are Ray Pallet, Don Goforth.
- 6) A vote was taken whether to award points for participating in the Club display at the Clubmans Show. The decision was no ride points for this event.
- 7) Points will be awarded for participating at the INOA Rogue Rally, 4 points per day signed in and available for assigned work. You must be signed in and present to receive points.
- 8) Lorin proposes a North Bay / Sacramento Valley meeting in June. Jerry Kaplan feels he can get 12 members to show up. An alternate proposal from Tom Dabel is changing the July ride-meeting destination from San Juan Bautista to Rio Vista. No decision was made.
- 9) Lorin presented a brief review of upcoming non-NCNOC events eg. Mods&Rockers, Moto Melee and Art Sirota's birthday party.
- 10) Art made some comments and suggestions concerning the Old Timers Ride, suggesting that we acknowledge the oldest bike and/or/rider attending (him).
- 11) Ray commented on the number of complimentary newsletter subscriptions and offered some ideas to attract expired members back to the club.
- 12) Status of the Rogue Rally was discussed. See my report elsewhere in this issue.

Meeting adjourned at 9 PM

Respectfully submitted by Alan Goldwater / Sec.

TRAVELS WITH SHIRLEY

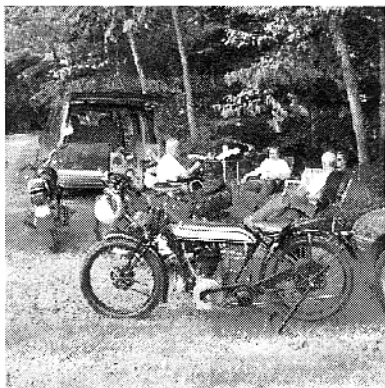
Part 8

Don Danmeier

After the racing ended, we slid into Rally mode. We'd found the site easily enough, and looked around to find a place to park Bill's van. Unlike the Rally in Lumby, B.C., things were a little spread out. Although we were staying offsite overnight, having the van around made it convenient to keep all the necessities nearby and handy - folding chairs, drinks, munchies....I

almost said "tools", but we had no need for 'em. It also made a dandy locker for our leathers and helmets.

Phil was camped nearby, and we found Alan Goldwater up the hill during one of our tours of the camp. Together with Shirley and me, that made up the Northern California contingent. Quality, not quantity, that's my motto.



Base camp at the Rally

My other motto is: There's no such thing as too much of a good thing.

The only problem with the Norton Rallies is that they're too short. In this case, the four-day schedule worked splendidly between Vintage Days and AMA Superbike at the track, but in most other instances I've kinda thought that a week would be about right. We've never felt that we were "ready to get home" after "too much" riding and socializing. But the Rallies are a great opportunity to visit old friends and make new ones. We fell into a conversation with Art Bone about luggage racks, and he recalled that the last time we met was walking down the street in Castletown, Isle of Man, last summer. We reacquainted ourselves with the guys that had gone to Lumby last year with Bill and Shelia. Bill's brother Bob showed up, and brought his son as well as his Commando and the pretty little Model 16H he'd first shown at the Rally in New Hampshire back in 1992. Phil introduced us to a Club member from South America, a Californian who transplanted himself some years ago (but

who still gets parts from Phil). Come to think of it, everybody gets parts from Phil.

The schedule of events was kinda loose, so when a couple of the Ohio boys proposed taking off for a ride, we took them up on it. They tried to explain that our destination would be well worth the trip, “if we liked knives and trains”. What kind of combination was *that*? We toured east to Dover and found out. It happens that years ago, the son of Swiss immigrants had discovered the joy of whittling things out of wood, and got so involved with it that he eventually made his own knives just for that purpose, which led to the knife manufacturing business that survives there to this day, and which is still owned and managed by his descendants. But it didn’t end there. He evolved his carving craft to the point where he produced more complicated artifacts, eventually deciding to concentrate on model trains. Locomotives. It dawned on me that the pictures I’d seen in the john were not photographs of real trains as I’d thought, but images of his carvings. He liked trains. For you and me, crafting even one of the things out of wood would be the challenge of a lifetime, but he went on to do enough to fill a museum. Walking into it was something of a shock, because there were three galleries in there, full of trains. And they all “worked”. That is, the pistons pumped and wheels turned, driven by electrically-powered “works” that he’d concocted and concealed in the base of each display. The doors had functional latches. The Lincoln funeral train was there, with lights inside the coaches and Old Abe recumbent in his bier. That one, like most of his later work, was carved from ebony, and the fittings (bells, and even the ropes for the bells and their guides), were carved from ivory.

Too much. The museum tour ended in the showroom of the knife manufactory, where we took the opportunity to replace the old whackers that were sitting in the kitchen back home. Those new knives were simply too pretty to pass up.



Primed for thunder. To the rear are Alan and the Head Wanker himself.

Outdoors, it had begun to sprinkle. We rode off to a local café for a late lunch, where we found Phil (who had just arrived on a ride of his own). It never did get wet enough to matter, and we made it back to camp well before sunset.

Next day (I think), we took up the Rally organizers on their offer of a poker run. This was a nicely planned affair, but self-guided, like all their rides. So we had to do a bit of navigating to follow their route sheets, but it was well worth it. Cards in little envelopes were stashed in five different locations in the surrounding countryside, which meant that you could take any route you wished. I can tell when the roads are really great from the whooping sounds coming from my passenger's helmet. This was one of those days. No matter which way you went, the ride was splendid, with country stores, cornfields, rivers, hills and hollows, even a vintage bike shop, all strung together by switchy, twitchy little back roads. Winners would be announced at the dinner gathering on Thursday. When the bike shop owner realized we'd come from California, he related to us that he had a pal who had bought a house out there, "for two hundred and fifty THOUSAND dollars, can you believe that??" Yeah, we told him, we believed it.

The annual group ride meant a couple hundred Nortons snaking down the lanes to a nearby historic farm, where the whole entire entourage could line up. It began with one of Suzy Greenway's "Moments of Thunder", in which the bikes are all fired up simultaneously. It does kinda give you a rush to hear that many Nortons rip the atmosphere all at once. The ride itself was a little on the demure side (George Shoblo wouldn't have liked it, but then he probably wouldn't have been banned, either). Unlike the group ride in Canada, we didn't foul any plugs - thanks to the valve job that was done before we left.

On return to camp, the bike show and its judging were in full swing. We'd taken advantage of the roadside café that had been reserved for lunch, which most of the others had passed up, so we were "late", but not officially, if you know what I mean. Field events took place on the grass nearby.

The locals were out in force to cater our banquet on Thursday evening, and a marvelous job they did, too. Plenty of fresh corn-on-the-cob and other healthy stuff. It takes a while to handle that many people, and it was perhaps a little more typically Ohio in the weather department that day, but nobody did any serious complaining. Shirley won a gift certificate with her poker run hand, so what with the other one in Kentucky, she was looking pretty lucky on this trip. Fortunately, this certificate was only good for Norton parts. In the awards presentation, we took away trophies for Long Distance (rider), Long distance (passenger) and Long Distance (two-up). Since we only had saddlebags (i.e. no "spare room"), we had to ask Phil to haul them back to California. But it was all over too soon. In the morning, we'd be saying our goodbyes and pointing the Norton to the west.

to be continued

Lucky Me.

By Ray Pallett

Kenny Armann asked me to drop a couple of bits off to a guy called Anthony Curzon who lives in South London. I am sure Anthony's name is familiar to many of you. Remember the article on the unified Norton Twin? Anthony is the guy who made it.

He is also a walking encyclopedia on all things Norton although his main passion is hybrids. Having retired a relatively young man he has spent many a day in the Science Museum in Kensington wading through the Bracebridge Street and Plumstead dispatch records. As a result he can tell you chapter and verse on pretty well any bike Norton shipped, especially the Bracebridge Street bikes for which the records are much more comprehensive.

We got to talking about the unified twin and Anthony offered to show it me. Built into a featherbed it looks from a distance like an odd Dommi' or Atlas. Close up it is obviously something special. It needed a squirt of "easy start" to get it running but once going it ticked over quite sweetly. I guess I was drooling because Anthony stunned me by asking if I would like to ride it. Wouldn't I just! With more than a little trepidation – after all it is the only one in the world - I took a gentle turn around his lawn. We did a photo call with me standing beside the bike and during this Anthony suggested that I should ride it around the green outside his house so he could get a picture of me actually riding it. All told I did about three helmetless miles. The engine feels much different to a twin Dommi or Commando. The gear box is excellent and the engine is quieter and much smoother, really pulling strongly from well down the rev range. In the featherbed frame it felt just marvelous. Apparently the main bearings are around twice the size of those in the Commando, doubtless contributing to the smooth power delivery. Anthony has parts for one more engine and is currently building a twin carb version. Maybe we should try and persuade him to bring them both over to the All British show next year?

Bearing in mind that this engine was designed and developed to production readiness before Norton moved to Plumstead it is yet another example of the failure of the British industry to capitalize on its innovations during the late 50s and 60s. This engine design had been run at over 120mph on the MIRA test track, in a model 7 frame, as part of the development cycle. Makes one wonder why wasn't this unit developed and used by AMC during the 60s or by Dennis Poore for the Commando. To me it felt as smooth as my 850 Roadster. Maybe they wouldn't have needed the isolastic solution. I guess these are just more of those questions that come from the clarity of hindsight.

My thanks to Anthony for a memorable afternoon. I am sure you will all join me in wishing him the very best of luck in the building of No 2.

Rogue Rallye info from Alan Goldwater

Alan's Wrench May 20, 2005

Thanks to all of you who've pre-registered for the Rogue Rally. Our full RV hookups are being assigned in the order of registration, and all the large spots are now reserved. Our site is huge though and there's still plenty of room. We can probably arrange additional electric and water connections, so don't worry if you want to haul your rig to the rally.

Camping before and after the rally is available for a modest fee. Contact Josephine County Parks directly for Lake Selmac reservations and rates:

<http://www.co.josephine.or.us/parks/> For those of you needing motel accommodations, there are several available in Cave Junction, about eight miles from the Rally site. Details can be found at <http://www.cavejunction.com/>

Mid-way in the Rally planning process, we've completed many of the details and the staff is working hard to fill in the remaining blanks. Recent additions include some family tour events, for which pre-registration is required. Please contact Kathryn Guy at kaguy356@yahoo.com (or 408 961-3468) for details.

Here's a summary of the schedule, to help you plan your trip (details subject to change):

7/13/2005

Wednesday

10 AM Registration opens

Rides to local pubs, museums etc. - many choices to be determined

7/14/2005

Thursday

Rides to Redwoods National Forest (140 mi r.t.) and Crater Lake (220 mi r.t.)

OPTIONAL: Ashland Tour Bus – Ashland outing on the tour bus! Shop, see a play or watch a tennis tournament. \$30 per

person. Must pre-register by June 1st. A non-refundable deposit of \$20 per adult is required. For additional information visit <http://thebestofashland.com/> and <http://www.osfashland.org/>

Evening meet and greet potluck party at the Pavilion
— BYO meat/fowl to barbecue, everything else provided

7/15/2005

Friday

Morning group ride to Oregon Caves

OPTIONAL: Cave Tour Bus-Take the kids and non-riders to the cave and meet the riders for the tour. Tour continues on to historic sites and natural wonders. This is a half-day tour, perfect for seeing the Lake Selmac area. \$32 per person plus \$5 cave entry fee. Must pre-register by June 1st. \$20 non-refundable deposit required. Visit www.oregoncave.com/AreaAttractions.asp for more information.

Afternoon bike show

5:30 banquet dinner

7 PM bike show awards. Some door prizes given

8 PM bike movies and open stage entertainment

until 11

*Bring your instrument for open mic and jam
sessions featuring the Nor-Tones*

7/16/2005

Saturday

Breakfast on site by local Firemen

10 AM INOA AGM/Chapters Meeting

Treasure Hunt or Poker Run ride - optional

OPTIONAL: Winery Tour Bus for those who do not want to ride—Childcare will be available Pre-registration required by June 1st. \$20 non-refundable deposit required. Contact Kathryn Guy at kaguy356@yahoo.com for additional information

1 PM field events

5 PM banquet dinner

7 PM INOA chapter awards and announcements

8 PM Rider awards and door prizes

NOTE: All optional bus tours require pre registration and a fee, some include a box lunch. Prices for tours are subject to change due to number of people participating as well as being subject to cancellation due to lack of participation. Pre-registration fees WILL be refunded in the event of cancellation on the organizers part.

Northern California Norton Owners
and
Northwest Norton Owners
Present

The INOA 2005 Norton Rogue Rallye

July 13-17, 2005
Lake Selmac, Oregon
30 miles south of Grants Pass, off US 199



Name:

Address:

Phone Number:

Email:

Names of others you are registering with this form:

Pre-registration Rates (USD):

Adult \$50.00
Youth (6-18) \$25.00
Child (under 6) Free

(Rates may be higher on-site)
Fees include four nights
camping and two dinners

Rally Shirts:

S, M, L, XL \$15.00
XXL, XXXL \$17.00

Shirts purchased with this registration (list sizes):

Total fees (make checks payable to NWNNO):

Email: Rally05Treasurer@tpi.com
Info: <http://www.nortonclub.com/>
Phone/fax: (425)788-3410

Bikes you wish to exhibit at show:

Rec. Vehicle size/hookup requirements (if any):

Anything else you can think of:

Mail form & checks to:

INOA 2005 Rally
c/o Anita Hill
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PARTY PARTY PARTY PARTY PARTY

Art Sirota and Lynda invites the NCNOC to his annual barbecue on June 25 at noon. **Free** food and drinks.

No alcohol or smoking

Hot tub, bring your suits (I don't know about Art, but I would not like to see you guys in the buff. ed.)

Kids welcome

You are encouraged to ride a British Bike.

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Quarter Football

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 (650)574-9723

CLASSIFIEDS

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

For Sale: 1973 750 Commando.

This is a one owner bike with 12K miles. Dunstall mufflers, Two seats original and Corbin. Recent engine work to Combat specs. Owners and shop manuals and tool kit

\$6,000.00 Call Bill at 510-794-8426

For Sale: 1969 Norton Commando Roadster 750, 5,600 miles, looks and runs great, all stock except for front disc brake. New battery, just had major service. \$4,500.00

Call Jay Sitton 415-987-7679 or email at jfsitton@hotmail.com

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: 1970 Commando Roadster (was originally a S Type) Ground up restoration, Norton yellow, engine rebuilt 900 miles and 5 years ago (that's's righr), superbends, Boyer, Corbin seat, voltmeeter and oil pressure gauge. Numbers match. Stored inside and covered. No disappointments. Beautiful bike. \$5,000.00

Call Donn Donneley 559-683-4497
Oakhurst, CA

For Sale: 1975 Mark III Norton Matching Nos. Boyer Ignition Halogen Headlight, good tires, 18,219 miles. electric start works when warm. New maintenance manual. Bike located in the Santa Clara area.

Contact Joe Goschy at
joey.g@sbcglobal.net
408-249-9280

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 _____ 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