



Norton Notice



The Newsletter of the
Northern California Norton Owner's Club

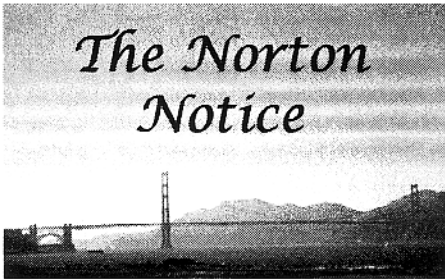
No. 321

August 2005



The NorTones

Steffen Guy, Lorin Guy, Harry Bunting, and Froggy



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

CLUB OFFICERS

PRESIDENT
Lorin Guy
 2329 Cimmaron Way
 Santa Clara, CA 95051
 408-961-346865
loringuy@yahoo.com

VICE-PRESIDENT/PUBLIC RELATIONS
Jerry Grainger
 1512 Black Mountain Road
 Hillsborough, CA 94010
 650-348-5840
grainger@pacbell.net

SECRETARY/TECH EDITOR
Alan Goldwater
 1780 Chanticleer Ave.
 Santa Cruz, CA 95062
 (831)-475-7505 magicsound@aol.com

RIDES COORDINATOR:
Ian Reddy
 5114 Devon Park Ct.
 San Jose, CA 95136
 408-226-9574
ian_reddy@sbcglobal.net

NOTICE EDITOR
Mike Sullivan
 20 Bayview Court
 Millbrae, CA 94030
 650-872-3336
mikemill20@aol.com

TREASURER/MEMBERSHIP
Raymond Pallett
 462 Del Medio Ave #2.
 Mountain View, CA 94040
 650-947-9780
raymond.pallett@oracle.com

WEBMASTER: Jeffrey Potter
 4111 W. Hayward Ave.
 Phoenix, AZ 85051
 (623)334-3017, dgtalmn@cox.net
www.nortonclub.com

HONORARY MEMBERS

Brian Slark
 Jodi Nicholas
 Bill Knight
 Dick Slusher

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

August 11

**Tommy's Joynt
Southwest Corner of
Geary and Van Ness Streets
Downtown San Francisco
415-775-4216**

Meeting starts at 8:00

Bench racing starts when the second rider shows up.

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 Ian Reddy, Rides Coordinator

August

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

Sierra Ride – David Crader, Leader

Part of the Dardanelles NCNOC Weekend

August 13 – Saturday

During the last NCNOC meeting I was requested to change the destination. We will not be going to Bodie, rather south on Hwy 395 then Hwy 108 south to Bridgeport then north on Hwy 182. This is about a 70 mile ring route back to Hwy 395 north of Topaz Lake. We will return to the Dardanelles on Hwy 108. There will still be a lunch and gas stop in Bridgeport.

Distances:

Bay Area to Sonora	130 miles
Sonora to Dardanelles	45 miles
Dardanelles to Bridgeport	52 miles
Hwy 182 loop back to Dardanelles	70 miles

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

August

21st – Adopt-a-Highway clean up day – Sunday
Meet at Alice's at 9:30am

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)

Minutes of the NCNOC meeting July 3, 2005 at San Juan Bautista

The meeting was called to order by Pres. Lorin Guy at 12 Noon, with 20 members and guests present.

- 1) Minutes of the previous meeting were accepted as printed in the July Norton Notice.
- 2) Member John Maka is leaving the Bay Area for a new home in the Sierras. We hope to see him at future club events near his new stomping grounds.
- 3) Don Goforth is still leading the Norton Cup ride points contest, with Ray Pallett second and Lorin third.
- 4) Our traditional Dardanelles weekend is August 12-14. Some of us will be there earlier, to enjoy extended rides in the high mountain air.
- 5) The Old Timers/AGM venue was discussed, and Ray commented that our old picnic site at Huckleberry Flats may be available. He will inquire and report back next month.
- 6) Ray reports that we currently have only 118 paid members and 42 recently expired. With declining numbers, we may have to 'downsize' the Norton Notice and take action to recover lost members.
- 7) Lorin announced the Rogue Rally participation pins which were made available to NCONC members at the event.
- 8) Frank Recoder announced the donation of four Power Source batteries as rally door prizes. Other local donors included Phil Radford, Ken Armann, Rabers, and Cal BMW, and I thank them all for their contributions.

Meeting adjourned at 12:25 PM

Respectfully submitted by Alan Goldwater / sec.

(Ray Pallett advises that we have reserved the Huckleberry site)

EDITOR'S CORNER

From all reports the Rogue Rallye was a great success. There was an unfortunate accident that happened to Chuck Bohn and his wife but all are better now (see report on page 15). Notable awards at the concours were Harry Bunting 750/850 Interstates, and Tom Dabel for Best Single. I am sure that Alan Goldwater would have won for the best Rotary but there does not seem to have been a class for it.

On my personal saga I have the Model 50 up and running with many thanks to Ken Armann. After I received the valves and guides from Kibblewhite (stuff looked good!!!) Ken installed and reamed the guides and ground the valve seats and lapped the valves. You will notice that I did not say that the bike was on the road as my tendonitis is not fully cured although it is much better after getting a cortisone shot. I am doing anything I can to keep from getting another shot. I would not wish this on my worst enemy, or even a Triumph rider.

See you on the road eventually

Mike Sullivan

Editor

Chuck Bohn continued from page 16

learned some about tires since this mishap & realize these are not at all the best tires to be riding on. I will up grade tires on all my bikes. Any similar experiences w/ these tires, thoughts or suggestions appreciated. Special thanks to Will Wachtel who I happened to get on the phone & offered the help of his brother in Fort Bragg, & to Alan G. who called after we got home to check on us. We consider ourselves fortunate & will ride again.

Chuck Bohn

President's Message by Lorin Guy

Lake Selmac was astounding and I'm sure for the next few months you'll all hear about the great times we had. The work that was put into this event was colossal and the camaraderie it built will be long-term.

I offer my appreciation to all the North West Norton people who worked so hard and I praise the volunteers and park workers for helping to make everything just as good as it could have been for us. But above it all, I am so proud of the NCNOC people. Our club came though with flying colors. It was our people who, through out the event, where there to help, to plan, and to make it happen for the entire INOA.

Every time I turned around I saw another NCNOC member offering an effort above and beyond the call; whether it was at the breakfast helping the volunteers fire fighters, or working security for the event, leading the rides or providing a chase truck with gas. Not to mention the special events for children, the nightly entertainment, the dinners or even the late nights around the fire pit, it was NCNOC that was in either the background or the foreground but always an NCNOC member their to make it as good as it could be.

I'm almost certain the NCNOC members had nothing to do with the perfect weather we had although the way things were going someone might have put in a good word. As a member of INOA I was very happy with the rally and the results. As a NCNOC member I was very proud to be part of this club and to be at this event. I know I've said it a number of times, but this club is full of great people.

I was fortunate to be at registration to personally greet NCNOC and INOA members as they arrived and it was grand to see them all. The anticipation and excitement in each member as they received their packet, I really enjoyed offering a handshake and thanks, as well as the special NCNOC exclusive event pin to each member.

This was a great rally, Thank You NCNOC, Thank You NWNOC and Thank You to the INOA.

continued next page

President's Message continued from previous page

I'm sure you've all heard the phrase, "be careful what you ask for"? Well a few writings ago I was so asking for summer to begin and the riding season to start. I got my wish and now I'm exhausted, I've ridden my self raw on the Melee, I've been pounded by rough roads and wind to Hollister and the Norton lunch, I've gotten up before dawn to ride 100 miles + to MotoGP and now I've been ridden hard and hung up wet from five days of fun in the blazing sun at Lake Selmac and the always fantastic INOA rally.

So what now, I can almost breathe again and we actually have a few weeks to recover before another NCNOC event happens. I still have not put all the things we took with us away. I really have to work hard to get my bikes back into running condition after all those hard miles. But the Dardanelle and the alternative ride are looming, we have a meeting on the 11th and I encourage all members to bring pictures of the rally if you have some to share. I'm sure there will be lots of stories to tell and tales to recount. OK I don't want to start any rumors but maybe if you ask George he will tell you about forgetting to throw his leg over his bike and the long stagger home?

Hey ride'um if ya got'um.. See ya all soon

Lorin Guy
President

Chuck Bohn continued from page 15

part. After the mishap everything just went very smoothly. A great hearted couple from Cambria stopped right away & helped us on the road. The doctors, nurses, ER staff were just great. We had offers of extra help if we needed anything from many of the staff. On Tues Am in the hospital cafeteria I met a physical therapist whose husband had a Norton. Turned out to be the only Norton in Fort Bragg to his knowledge, a 75 MK3 in the red, white, blue scheme. They offered us lodging, storage whatever we needed. They are Phil & Brenda Ross & I gave him a NCNOC card & told him to join that & the INOA. Stella was

continued on page 16

TRAVELS WITH SHIRLEY

Part 10

Don Danmeier

Well, Dorothy, there we were, smack in the middle of Kansas. I'd finished with Mr. Cooper some time ago, but his images of the plains came back to life as we rolled on to the west. The old Norton was humming along nicely, and as I have said, those cowboy tunes were doing ricochets inside our helmets. We were paralleling the route we'd taken across Oklahoma in 1992, which was about 90 miles to the south. Not much difference in the geography, but this time we were bucking a headwind that just wouldn't let up. Each cattle truck that swept by in the opposite direction whacked us with its bow wave of malodorous hot air.

We'd just had breakfast in Dodge City. My advice: don't go there for the scenery. And don't expect the sweet scent of the blooming prairie, either. Even though the overland cattle drives ended a hundred years ago, the place is still dominated by stockyards and slaughterhouses. Not terribly appetizing, but we had to eat, and that was about the only chance we were going to get; so we'd taken it and for once we could say that we were getting the hell out of Dodge, and really mean it.

Despite all of that, I actually don't mind riding across the Great Plains. After crossing the Mississippi, the country opens up as it levels out, and the wide open spaces are...just that. And at our overnight stay in Pratt, we joyfully encountered our first Mexican dinner since leaving home, at the Playa Azul. Shirley judged it "authentic". But Colorado eventually became visible as the Rockies loomed ahead, and we looked forward to more mountain riding. We stopped for lunch the next day in La Junta, and got to talking with the proprietor of the café. He was a youngish guy from San Diego who'd decided with his new wife to visit her hometown, and once getting there, decided to stay. What he really enjoyed, he said, was getting up in the morning, looking out the window, and seeing absolutely, positively NOTHING. By the way, he was restoring an old Vespa, and seeing the Norton out in front had induced him to chat us up.

I spotted a loop on the map that would get us off the highway for a bit, a detour of maybe 100 miles. Pretty rural. In fact it was so rural that the place names on the map didn't even represent settlements. Often, they were just intersections. We suited up for rain when it became obvious that the thunder

and lightning bouncing around in the hills meant business. For a while there, it really did pour. But it didn't last long, and the crisp mountain air was wonderful as always. I was seriously wondering whether we were going to find fuel, because there was no There out there, but eventually we rejoined the main highway and gassed up.

I also noticed a wet carburetor. The bike had been acting funny back there in the canyons, and I'd concluded that it was running a little fat. Didn't want to idle. At the motel that night I whipped off the float bowl and found that the pivot shaft on the float had worn through the overlapping paper of the bowl gasket on one side, letting the float rise and effectively raising the fuel level. Well, here was a testament to what vibration can do; the isolastics were isolating our fannies, but not the Amals. When you think about it, it's surprising that the damned things don't shake themselves to bits. Imagine what's happening to the needles and needle jets at 4000 - 5000 rpm, running hour after hour. I always replace them before each tour, for just that reason. Next time you get a chance, sight through two needle jets into the light, holding a new jet in one hand and your old one in the other. See the oval shape in the used one? It doesn't take a jet gauge to tell you to scrap it. But in this case, all I had to do was get a new gasket out of my tank bag, and the fix was on.

That had been our second longest day so far, 468 miles. We left Salida and rode through Gunnison, retracing a route over the continental divide that we'd last ridden this way, and I marveled at how relatively easy it was this time. The Norton simply sailed up the grade compared to the previous climb, on which I'd nearly wrung the life out of my little Velocette, lugging two-up.

From here on it was to be Highway 50 all the way to the Sierra. At a subsequent rest stop, I noticed that the big, white, fluffy clouds behind the mountains in the brilliant blue sky looked just like the scene on the cover of our road map. The map was titled Utah, and I'll be damned if that isn't where we were. A couple of guys on modern bikes (Gold Wing and Harley) were gassing up while we sat indoors munching a snack, and eventually the Wing Nut came over to us and mentioned that he'd noticed the Norton sitting outside. "Man", he said, "if I go back out there and see a Connecticut plate on that thing, I'll feel like a total wuss". They'd ridden in from Wyoming. I allowed that it had a California plate, and after letting him digest that, added, "But it's on its way back from Ohio." He nearly spit up his Coke.

We rambled on to Salina, just south of another Gunnison. From there, it was another trek across Nevada on 50, which is signposted "The Loneliest

Highway in the World". I don't know about the validity of that, but it is pretty empty, and gas stops are few and far between. It was generally warm and dry, and the high desert conditions meant that each mountain pass would redeem itself somewhat by temperatures that dropped as the old Norton made the climbs, just when it was needed the most. That went on, and on, and on. It's a little daunting to make a crest and see another twenty miles of pavement striping lined straight out in front of you, leading to the next pass. We'd hoped to cross in a single day, and after passing the lowland alkaline flats and sand dunes of western Nevada, pulled into Fallon around five. Hmmm, a somewhat longer ride that day, at 489 miles. A shower, dinner, and glass of wine were never more welcome.

Next morning we got an early start and ambled out past the Carson City cathouses to Minden, where we dropped in to see some ex-Bay area friends of ours and take a light lunch. I was getting pretty herky-jerky again, what with the Sierra so close by and all, so after our goodbyes, we headed for the hills. We'd also hoped to stop by and visit with Dick and Kay Mann, but the road was under construction, and loaded with stopped traffic. Not fun in full leathers. We doubled back and took 50 to the Highway 88 cutoff, and re-entered California. Whoopie! Passing the turn we'd made to Markleeville on our way east a month before, we continued the climb up to the pass. At Kirkwood we stopped for a breather and a cool drink, and met a bunch of youngish Harley folks on their way to Reno. As we talked it became apparent that travel with a destination of more than one day's ride was not in their vocabulary, and they were stupefied to learn what that little, old-fashioned English thing with the bags hanging all over it had just done. We encouraged them to try it before they got much older.

I have a brother in Valley Springs, and we decided that he and his wife deserved some uninvited company. If you branch off of 88, you can try the delights of Highway 26 as we did, all the way to their place. Talk about your twisty-wristy! Fun, but it would conclude the mountainous part of the trip, and the next morning it was an easy 120-mile scoot across the San Joaquin Valley to Novato. All told, according to the clock on the front, 7006 miles.

Returning home after a jaunt like that is always bittersweet. It's great to be back in familiar surroundings, but we hate to see the ride come to an end. My cure was to clean the Norton, change its oil, check the tires, adjust the chain, and park it in the garage with the rest of its buddies. By 1:00 PM it was ready for another assault.

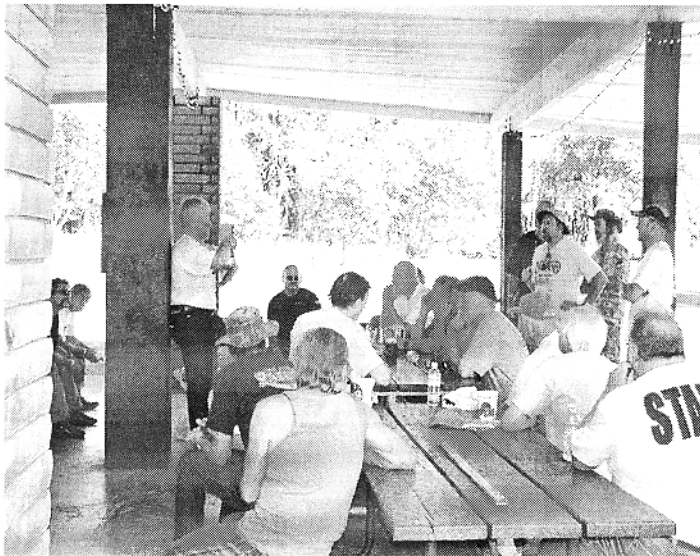
Bring it on. My butt will wear out before that thing does.

To be continued

Rallye Report by Alan Goldwater

The Norton Rogue Rally was incredibly great. The fabulous rides and special attractions like the Oregon Caves put smiles on everyone's faces, and the two catered banquet meals kept them smiling. There were many beautiful and rare bikes on show, and some surprise winners in the field events (and more than a few laughs too!). My favorite rally memories are usually of the people I met, and the good times shared around campfires and discovering new Norton roads. This rally was no exception, and I hope all that attended agree. You can find a list of the bike show winners elsewhere in this issue, and there are some photos and rally stories at <http://NortonClub.com>

Thanks to the hard work and creative input of the many Rally Committee members and volunteers, our site preparation and planned rides and events all went smoothly. I can't name each of so many people here, but they have my thanks for a job well done for the INOA. I also want to thank Nelson Boudinot for leading the Northwest Norton Owners to co-host the Rogue Rally. Without his help and their participation, it wouldn't have been possible.



On behalf of the host chapters, NCNOC and NWNO, I also thank Joe Edwards (INOA #770) and California Casuals, for supplying our Rogue Rally shirts, with a

Phil Radford conducts a tech session

superb reproduction of the Rally poster art. Unfortunately for those not attending, these exceptional shirts are sold out, but we do have a good quantity of the 11X17 posters left, and these will be available through the INOA's

Bracebridge Street (<http://www.bracebridge-street.com/>).

John Basham deserves special old Norton!

This has been my third (and last) INOA rally as co-chairman. It's a big job, but the rewards are also large, seeing the



The food was great also

smiles on each face and the shine on each bike. Now that the work is done, I look forward to spending more time riding and relaxing. I also intend to catch up on evaluating the products some of you have sent me. In particular, the silicone valve cover gaskets sent by Stan Smith (Rocky Point Cycle - <http://www.rockypointcycle.com/>) and the MK3 starter motor offered by Dave Comeau (<http://www.gis.net/~dynodave/norton.htm>) These items have been installed and working well for several months, but a full test means disassembly and inspection after use, which I'll do as soon as the Rally dust settles.

NORTONS IN NEW ZEALAND

Jerry Grainger

When my son and I traveled recently to New Zealand for a holiday, we hoped to meet some folks there who enjoyed Norton motorcycles. We weren't disappointed.

We first connected by telephone from North Island with John Leigh, Secretary of the New Zealand Norton Owners Club, but we kept getting cut off, as we weren't savvy to the peculiarities of the Kiwi pay phones.

When we arrived on South Island a few days later and met him in Christchurch, John promptly loaned us his cell phone for the remaining week of our trip, and we enjoyed seeing his original 1974 Commando and sharing a meal. After we drove around the countryside for another week, we wound up back in Christchurch, and scheduled coffee with John and his wife Diane.

As we sat outside at a place called Coffee Culture, I was pleasantly surprised to observe a fine old Mark III Interstate pull in, piloted by Jim, another original owner, who had some great tales to go with the 240,000 miles he's put on that bike. We were soon joined by Mick on his cool 1953 Dominator 500 twin, along with Blair, Alison and Yvonne, and began bench racing in earnest.

Within minutes it was like being at a Norton Owners meeting back home, with a lively and wide-ranging conversation. We learned, for example, that Jim (who made his own, quality riding gear) is the grandson of the first man to ride a gasoline-powered vehicle over one of the high passes in the south, in the 1920s, so we were among real Kiwis, as well as dyed-in-the-wool Norton fanatics.

We ended the night with John presenting us with a neat red Norton Owners Club pin, depicting a Kiwi bird, a nice symbol of the international bond of riding and enjoying our great old Norton motorcycles. Many thanks to our Norton neighbors across the ocean for their fine hospitality.

Chuck Bohn's Story

I guess it is time to tell my tale of our attempt to make the Norton Rally at Lake Selmac. My wife Stella & I left Reedley CA (in the San Joaquin Valley between Fresno & Visalia) on Sat July 9 traveling in our usual style in our pick-up w/ 2 Nortons in the back pulling our trailer. Our intent was to take our time traveling up the coast riding at the places we stopped for the night. Our second day out, Sunday, we had a nice campsite at Van Dam State Park just south of Mendocino. While riding up Hwy 1 that afternoon on my 71 Roadster towards Fort Bragg w/wife as passenger we had a severe blow-out in the rear at just over 60 MPH. I had no warning until I felt my rear end trying to send me into the other lane. This was instant deflation, unlike any flat tire I had ever had before. We whipped around our lane from one side to the other as we rode on the rim w/ a thin layer of rubber between the rim & road. I followed my instincts & training trying to ride it out & keep the bike up & made it over to the side into some soft grass but ended up losing it just before we stopped, so we spilled onto the grass & I thought great we made it. But it is always easier for the pilot in those situations as he has the handlebars to help brace himself & can see where bike is going & react accordingly. Passenger has little control of how they do the get-off. I was fine & Norton was fine. Stella ended up rupturing her spleen in the fall, & after surgery Sunday night at 10:00 to remove it, we spent the week at the Mendocino Coast District Hospital in Fort Bragg. When I first realized that this little mishap was going to keep us from making the rally we had been looking forward to for a year & my vacation was screwed I 'll admit I was somewhat bummed. But when you are sitting in ICU w/wife of 29 years w/tubes running every which way priorities change quickly. Now the good

continued on page 8

Genuine Norton parts means
FAIR SPARES AMERICA, INC.

NORTON TWINS SPECIALIST

Norton

Phil Radford
 (408) 292-6563
 Fax: (408) 292-8514
 P.O. Box 8224
 San Jose, CA. 95155

Send two first class stamps for current lists
 web site: <http://www.fairsparesamerica.com>

- Full range of stainless parts and fasteners
- Norton Production Racer parts
- Visa - Mastercard - Amex accepted

Williams Welding

Shop and Mobile

Braze to Heliarc, We Weld Anything

Will work with aluminum, stainless steel, castiron and more! Also we do rust repairs, fabrication and painting.

Open 9am to 5pm weekdays
 2056 Clement Ave
 Alameda, Ca 94501

Kim Williams (510) 521-5514
 Cell Phone (510) 541-8012
 Fax Number (510) 521-0965

Chuck Bohn continued from page 8

released Sun the 16th & we drove the 8 hrs home. She is recovering very well & in 3 to 4 weeks should be riding again behind me as well as riding her own bike. We feel very fortunate & things could have turned out a lot worse.

When I got the bike home & unloaded & onto the c/stand I saw that center tread that runs around the circumference of the Avon Roadrunner made in England had filed wide open into a V about 1/2" deep being able to see all the way through in some spots. Was this caused by sliding all over the road on a deflated tube & tire & something else caused the blow out or was this tire defective? I do not yet have the tire off the rim so I can't tell for sure but I see no other cause of a blowout. I have

continued on page 6

Norton Commandos Only

- Restoration
- Repair
- Tune-up
- Instruction
- 25 years experience
- Factory Trained

Norton

Call for Quotes
Jim Carton
 (510)483-2045



1984 Stone Avenue
 San Jose, CA

Phone: (408)998-4495

Fax: (408)998-0642

www.rabers.com

e-mail: ukspares@rabers.com

LARGE STOCK
NEW & USED PARTS



EXPERT SERVICE
MAJOR CREDIT CARDS ACCEPTED
MAIL ORDERS WELCOME
 9 to 6 Tuesday - Friday & 8 to 5 Saturdays

"The approachable"

Ken Armann

*Classic & Antique
 ~Motorcycle~
 Restoration & Repair*

Norton

BSA

TRIUMPH

851 D So. McGlincey Ln
 Campbell, Ca 95008
 408.626-0061
 kenarmann@hotmail.com

**The
 Prince of Wales
 Pub**

*The Peninsula meeting
 place for the Norton
 Owners Club*

65 Beers - 11 drafts
**Authentic Fish and
 Chips**
Bangers
Seven Dartboards
Quarter Football

106 E. 25th Avenue
 San Mateo, CA
 (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:

75 Norton Mk3 Electric start,
Mikuni, 4 pole starter, all original
parts come with bike, rebuilt, 0
hours on engine \$6,000.00
66 Norton Atlas 750 Nicely rebuilt
0 hours on engine \$4,000.00
69 Triumph Triple, new top end,
good unrestored cond. includes
spare 5 speed mostly complete parts
engine \$3,000.00
68 BSA 250 very nice original
unrestored condition \$2,500.00
3-4 BA B50 basket cases,
incomplete but engines in good
condition \$1K each or offers for lot
Many parts for BA B50, B44, B25
and Tri. Bike in Santa Clara
Chris 541-592-3985

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

Ed Meagor Quits Motorcycles

For Sale:

1972 Norton Interstate \$3,500.00
1972 Triumph Bonny with sidecar
\$4,000.00
1960 Triumph Speed Twin
Bathtub? \$5,000.00
1973 Triumph T150 \$4,000.00
1972 Bultaco Matador Mk4 Runs
great! \$2,000.00
1968 BSA 441 Rickman M/X can
be street legal
Call Ed at 415-457-5423

For Sale: 1975 850 Commando
Boyer, Hagons, Barnett clutch, new
battery, stator, electronic voltage
regulator, ss rear 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: **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
_____	_____	_____	_____
_____	_____	_____	_____

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