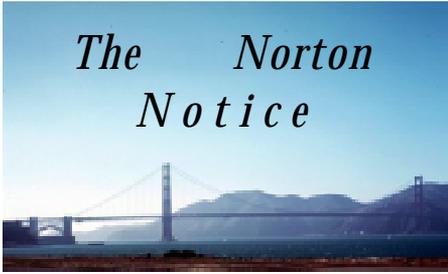

**The Newsletter of the
Northern California Norton Owners Club**

No. 297

June, 2003



**Tom Dabel
Led a successful ride over Mt. Hamilton**



The Norton Notice

is published by the Northern California Norton Owners Club. Its purpose is to inform and entertain members regarding all aspects of the Norton motorcycle, including history, technical advice, and preservation of the marquee.

The **NORTON NOTICE** is a reflection of the readership, who are encouraged to submit any article, technical tip, photograph (original or otherwise) as long as it is in good taste, so that other Norton enthusiasts may enjoy it. (Good taste is somewhat optional, but hey-this is a group of bikers we're talking about here....that's why we have an editor.)

The deadline for items to be submitted for publication is the 18th of each month.. The **NORTON NOTICE** welcomes contributions submitted electronically. Articles and photos can be sent in almost any format and the Editors Mac can read it. You may also send articles directly to the editor via fax at 650-595-3368. E-mail can be sent using INTERNET to norton2@earthlink.net

Membership in the Northern California Norton Owners Club is available for \$20.00 per year. Membership dues are payable to the Branch Treasurer. See application form on inside cover.

Renewal dues are payable at the end of the individual's membership year, which is designated by the last number listed on the mailing label of the Norton Notice and the membership card.

Advertising rates are \$60.00/year for a 1/4 page ad!!

All changes of address or questions about membership or the Notice, call the Treasurer or the Editor!!

The Northern California Norton Owners Club is affiliated with both the Norton Owners Club of England and the International Norton Owners Association. Interested persons can join these two organisations per the terms described on the Branch membership application form.

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NORTON NOTICE

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

Upcoming Events

2003 Meeting Schedule

June 12th – Prince of Wales

July Ride/Meeting San Juan Bautista

August 14th – Boathouse S.F.

September 11th – Prince of Wales

October 5th – Old Timer's Ride and Annual General Meeting

November 13th – Dublin

December 7th – Christmas Party (no December meeting)

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

Some Non-NCNOC Events

June 8	BSAOCNC "British Singles" Ride	707-428-6469
June 14	BSAOCNC Sierra Foothills Ride	916-791-0820
June 20 - 21	AMCA National Rally, Dixon, CA	
June 29	1st Annual Santa Rosa Swap Meet-Rick Haner Veterans Building, 1351 Maple Ave	707-588-8717
July 16 - 20	INOA Rally, Lumby, British Columbia	250-763-3711
July 21 - 26	Velocette OC, British Columbia	604-858-0868
August 8 - 17	Vincent OC Rally, Harrison Hot Springs, BC	604-856-2206
Sept. 27	El Camino MC , Torrance, CA	805-646-9566

**Press Production and
Halftones:**

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

Ride Schedule..

by *Gar Jorgenson*, ride coordinator

June

June 21st & 22nd – Mono Hot Springs Ride

Ride Leader – Tom Dabel. Meet at **09:00 AM, June 21st (Saturday) at the Santa Nella McDonald's** (Where I-5 and Hwy 33 meet just north of Hwy 152). Tom will lead the group to the Sierras and Mono Hot Springs. It will be a camp-out on Saturday night with the return trip on Sunday. Tom reports that there will be camping sites available at an overflow campground at the springs. There is a restaurant and general store at the Hot Springs and other eating establishments in the area. Tom says he will get everyone home before dark on Sunday.

Please call Tom at **(408) 272-0369** with questions. He also asks that you call him to let him know if you are going on the ride so he can plan things out.

June 22nd - Alternative Day Ride – Pt. Reyes

Ride Leader – Steve Marsh. *This ride is designed for those who are unable to make the overnight ride to Mono Hot Springs but still want to do a day ride. Steve plans to start the ride in Mill Valley. Meet at the Park and Ride lot at the Mill Valley off-ramp from Hwy 101 in Mill Valley at 08:45 for a 09:00 AM departure. The ride will go to the Point Reyes Lighthouse. After the lighthouse, it will be on to Drake's Bay for lunch, then back to Mill Valley. Please call Steve at (650) 364-0217 for details.*

July

July 6th – Ride/Meeting San Juan Bautista

Mike Sullivan has volunteered to lead a group from Road Rider in San Jose to Peter and Joan's German Restaurant in San Juan Bautista for the lunch/ride/meeting. **Meet at Road Rider at 10:30 AM.**

I will be leading a group from the Far East Bay down Hwy 33 in the San Joaquin Valley and over Pacheco Pass. **Meet at the Taco Bell on the south side of I-580 at Vasco Road at 09:45 AM for a 10:00 AM departure.** More details next month.

July 16th, 17th, 18th & 19th, INOA National Rally, B. C., Canada (10 Bonus Points)

I need to hear from anyone who is planning on riding to the Lumby Rally. If any of you are planning, or thinking about, a group ride, get me the information so I can get it posted in next month's Notice. I will need a starting date and time, a departure point, and any route details you care to share. Also, is anyone planning on being the group leader/contact person. Call me at (925) 634-9395.

July 20th - Cameron's/Half Moon Bay Ride

Ride Leader – David Crader. For those of you that can't make the Rally, don't forget Cameron's. This is always a great ride and since both Alan G. and Mike Sullivan will be in Lumby, there is a small chance that no one will get lost or wet! Check next month for details.

August

August 15th, 16th, 17th – Dardanelle Weekend (*date to be confirmed*)

August 16th – Alternative Day Ride – Ebbets/Sonora Pass Loop (*date to be confirmed*)

Ride Leader – David Crader. This will be an alternative day ride that will take us over the Sierras for lunch in Coleville, and then back home. David Crader and I did this ride in August 2002 and had a great time. We will be making a stop at Dardanelle so those who can't make the whole weekend ride and camp-out can be made jealous of those who can!

September

September 13th & 14th – North/South Ride

Ride Leader – Alan Goldwater. This is going to be a meeting of the Southern California Norton Owners Club and the NCNOC for an overnight ride in the Sierras. The current plan is to meet in Sonora and head up 108 for an overnight in Bridgeport. The following day will be a return to Sonora via Tioga pass and Yosemite.

September 13th – Alternative Day Ride – TBA

Ride Leader Needed. This will be another day ride for those who can't make the full weekend North/South Ride. Possibly this ride will go part of the way with the main group and then return to Sonora on the same day.

October

October 5th – Old Timer's Ride and AGM

Ride Leader Needed.

October 19th – Delta Ride

Ride Leader – Gar Jorgenson

November

November 2nd – BSA Club All British Ride (*date to be confirmed*)

November 23rd – Turkey Ride

Ride Leader needed.

December

December 7th – NCNOC Christmas Party

December 27th & 28th – Death Valley Ride

This will be two days in Death Valley. The meeting point will be Furnace Creek Campground. If there is enough interest we can reserve a group camp sight. Camping this time of the year is good. Pleasant days and cold nights. The campground is nice with all the amenities, or you can motel it at one of several motels in the valley. Watch here for additional details.

President's Message*by David Crader*

The club tried a new venue on May 8 for our Dublin meeting. The Englander Pub is very close to Coco's where we have been. There were several European and British brews on tap and we had a fairly good turnout of members at 16. Unfortunately I wasn't able to hear myself, let alone anyone else hear me. I kept the announcements to a minimum. I think or hope there was enough Norton conversations going around, though, to give everyone their Norton fix for the month.

Ian Reddy, one of our newest members, joined us for the second meeting. He has owned a "metisse" (aka bitsa) Commando since he was 18 and it needs a bit of refurbishment. If any of you know of a '74 850 roadster in excellent original condition for sale, Ian is in the market. You can contact me and I'll put you in touch with Ian.

Although it's already over, while I'm typing this, I'm looking forward to the Mt Hamilton ride this Sunday. I'll be out on my '72 red combat 750 starting the Mt Hamilton ride at Tom Dabel's house. It's been over 6 weeks since I've been on a club ride....withdrawals! I got rained out of the Cycle World Rolling Concourse...see Lorin Guy who went to Sear Point for this, if you want to know about how it went.

Motivated by the strange frame number on my '74 JPN, I've been inquiring with Treve Whitford about the factory records project, NOC. I received several copies of pages from the Commando records. See my report on this elsewhere in this issue.

Saturday, May 10, Gar Jorgenson and Don Goforth joined me at the Bedford Gallery in Walnut Creek for the Wild Ones exhibit. This was around 25 historic racing motorcycles and entrance of on \$3.00 (\$2 for my son David). Among the displays were road race and motocross machines. Among the Brit machines were a Matchless G50, Norton featherbed Manx and a Vincent Black Lightning. I hope all had a chance to view this as some of the machines had been in the Guggenheim display.

Last item here is one that may need to be decided by the membership. Alan Mueller will end his Norton Notice editor duties at the end of this year. If we are to continue to publish we need a volunteer to step forward that has a good knowledge of how to use PC based publishing software and the energy to keep on top of the monthly deadline. We also need someone local enough to work with the printer. So far Alan and I are not getting responses. As an alternative I want to get some feedback from the membership to see if it is acceptable to drop the paper being mailed each month and incorporate all the club news into our website.

You can respond to me directly by e-mail, phone or in person at the club functions. My contact information is on the second page or see the website at www.nortonclub.com.

See you on the next ride or meeting.....

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 SEPTEMBER 14 SACRAMENTO, CA (MILE) * **
 OCTOBER 3(?) / 4 DEL MAR, CA (ST, MILE) * **
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Important Lumby Information

I talked with Canadian Customs agent Snidely Whiplash in Vancouver today and inquired into taking motorcycles across the border. I was told bond would not be necessary if these conditions were met. You must have a copy of the registration, a copy of your insurance, a letter from the event, and a Drivers License. Now for those taking multiply bikes such as myself. Then it requires letters from the owners of the bikes; again have a copy of the registration, a copy of your insurance, a letter from the event. This is good news for us heading to Lumby in July!

A note for those interested in having their bikes transported to Lumby via the "Recorder/Guy Express" please contact Lorin Guy at 408.961.3468 or via E-mail at Loringuy@yahoo.com

This is important as the trailer is filling up fast and our cut off date is June 15th. Deposits will be required to insure a position in the trailer with full payment for transportation due buy July 5th. 2003

Thanks

Lorin Guy

Life is short be happy

From Margie Siegal

The Pony Express is a fundraising event for Susan G. Komen Breast Cancer Research. This is an all volunteer effort, and all funds go to research. I am thinking of riding the NorCal leg. Present schedule:

Monday July 28	Chico to Quincy, CA
Quincy to Sparks, CA	Sparks to Roseville, CA
Tuesday July 29	Roseville to San Rafeal, CA
San Rafael thru San Francisco to Mountain View, CA	Mountain View to Watsonville, CA

I need to raise \$250 to go on the ride. Send checks to:

Women's Motorcyclist Foundation, Inc.
7 Lent Ave.
LeRoy, NY 14482-1009

or online donations to: <http://www.ponyexpressrides.org/>
 Although I understand we can't support the Pony Express as a club, if a few members kick in \$25.00 each, I will have raised enough to go.

NEW MEMBERS

The Northern California Norton Owners welcomes the following recent new members. I have already met some of you and hope to see everyone at our club events. If any of you need assistance related to Norton information please feel free to contact myself or the other club officers. There is a wealth of technical ability and years of knowledge of the Norton motorcycle at your access within this organization. Our contact information is located on the first page inside the cover of this Norton Notice.

John England - Milpitas

Liz Sain - Palo Alto

Patrick Teter - Visalia

Tom Crowl - North Bend, Ore

David Haley - Los Gatos

Steve Bayles - Concord

Tait Reed - San Francisco

Larry Marcell - Taft

Chip Pyle - Carson City

Steve Coleman - Oakland

Donald Page - Half Moon Bay

Ian Reddy - San Jose

The Mount Hamilton Ride



Group Shot at Lick Observatory

Commando Factory Records

.....*David Crader*

I want to know what information Norton recorded when my '74 JPN was made due to some inconsistencies. Treve Whitford of the NOC in England is in charge of the factory records project that is putting all hand written factory records into excel spreadsheet format. When finished it will make searches infinitely easier for members' inquiries. Since the Commando years aren't completed yet, I asked Treve for some copies of the hand written pages for Commando records from '72 and '74. He sent me one page from '71 and several pages from '72. Compared to the '47 records I worked on for this project it seems Norton was tired of keeping records by the '70s. Fro '71 the id number, manufacturing date, color, model, ship to and ship date are there. By '72 only the engine number, model, and ship date are recorded.

Treve was able to confirm my '72 combat roadster was shipped on Jan 7, 1972 and that it was a roadster and red leaving Andover. He could not tell me what distributor it shipped to. For the '74 models the NOC has no records which apparently they have only into 1973.

The fact that there are any Norton records surviving is attributed to the late John Hudson, who was a factory worker, past President of the NOC and coauthor of the NOC Commando Service Notes. He noticed these on the "skip" (translated pallet) on their way to the scrap. John retrieved them realizing the significance they would play in the future.

From the one page I'm reproducing below, it's seams some of the publications might be in error with regard to the final engine numbers for the 1971 model year. What my books show is around 150xxx is the end. Obviously they went into the 151xxx series in Oct and Nov of 1971. That however contradicts the established production years started in the fall of the previous year. The 1972 Commandos were supposed to have had a jump starting with 200001. My '72 at 201881 has a manufacture date of Dec '71.

The result is uncertainty exists with regard to what is considered "genuine or original".

Engine/Frame #	Docket	Model	Color	Invoice	Dealer	Mfg Date	Ship Date
151673		Roadster			Elite	10/10/1971	
151674		Roadster	red		Berliner	10/7/1971	10/29/1971
151675		Roadster	black		Berliner	10/12/1971	10/28/1971
151676		Roadster	S.O.		Berliner	10/9/1971	10/12/1971

151677	Roadster	S.O.	Berliner	10/7/1971	10/29/1971
151678	Roadster	red	Podevjin	10/7/1971	10/8/1971
151679	Roadster	red	Berliner	10/7/1971	10/28/1971
151680	Roadster	S.O.	Berliner	10/8/1971	10/29/1971
151681	Roadster	red	Fabretti	10/15/1971	10/18/1971
151682	Roadster	black	Freddie Frith	10/11/1971	10/11/1971
151683	Roadster	black	Freddie Frith	11/4/1971	11/11/1971
151684	Roadster	black	Berliner	11/26/1971	11/30/1971
151685	Roadster	yellow	Berliner	10/7/1971	10/28/1971
151686	Roadster	black	Berliner	10/9/1971	10/12/1971
151687	Roadster	red	Elite	10/8/1971	10/9/1971
151688	Roadster	black	Berliner	11/23/1971	11/30/1971
151689	Roadster	S.O.	Berliner	10/7/1971	10/28/1971
151690	Roadster	black	Gus Kuhn	11/6/1971	11/8/1971
151691	Roadster	black	NVC	10/8/1971	10/28/1971
151692	Roadster	S.O.	NVC	10/11/1971	10/19/1971
151693	Roadster	black	NVC	10/9/1971	10/28/1971
151694	Roadster	S.O.	NVC	10/11/1971	10/28/1971
151695	Roadster	S.O.	NVC	10/8/1971	10/12/1971
151696	Roadster	yellow	Commerfords	10/23/1971	11/10/1971
151697	Roadster	bronze	Commerfords	11/10/1971	11/15/1971
151698	Roadster	red	Freddie Frith	10/8/1971	10/12/1971
151699	Roadster	black	NVC Montreal	11/3/1971	11/4/1971
151700	Roadster	purple	Commerfords	10/23/1971	11/4/1971
151701	Roadster	black	Wessels	10/7/1971	10/8/1971
151702	Roadster	black	Berliner	11/4/1971	11/30/1971
151703	Roadster	black	Berliner	11/13/1971	11/30/1971

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A New Event

The 1st Annual Santa Rosa Motorcycle Swap Meet and Show. Sunday June 29th at the Veterans Building in Santa Rosa. The address is 1351 Maple Ave in Santa Rosa. Vendors setup at 6-9am and is open to the public 9am to 5pm. For vendor information call Rick Haner at 707-588-8717. "rvhaner@aol.com"

Alan's Wrench.....by Alan Goldwater

Reprinted from the Norton News #131, with apologies to those who already saw it there

Kenny Dreer has been very busy. Most of us have seen his spectacular Vintage Rebuilds 880 Commandos, and I personally wondered what he was up to when he stopped selling the bikes a year ago. But it was a poorly-kept secret that he was continuing to build tooling for new motor parts, including crankcases, alloy cylinders and a new head design. So I wasn't too surprised when I recently got official word from his Norton America company that they had acquired rights to the Norton name. The curly Norton logo soon reappeared on the web site (<http://nortonamerica.com>), along with pictures of the new head and frame. I also heard from a company representative that an all-new 952 cc Commando motor was running on a stand and would soon be installed in a test bike.

When I first met Kenny about eight years ago, I was struck by his relentless enthusiasm in pursuit of a Better Norton. His vision far exceeded my own at the time. While discussing the horsepower potential of the venerable vertical twin, I repeated advice from Leo Goff and others that in sustained running above 80 hp, the cases are soon pulled apart by the cylinder bolts. Kenny replied 'we'll just make stronger cases'. I was skeptical at the time, but that is exactly what he did, and more! The new bike claims to offer 85 hp at the rear wheel,

or around 100 crank hp. While many detail changes have been made, it is still recognizable as a Commando in my opinion, a long-stroke 360 degree vertical twin with forward tilted cylinder and isolastics. In an online survey at NortonClub.com, around 25% of 175 respondents felt the new design was a 'real Norton', while 45% thought only 1977 and earlier bikes deserved this honor. Nevertheless, I think this is the first time in 25 years that a new Norton deserving of the name will be available for sale, and I applaud the hard work and persistence needed to make this happen. Norton America hopes to have initial production underway this year, with a target of around 1000 machines per year. The financing and corporate structure needed to pull this off are substantial, but with the tenacity and determination he's shown thus far, I think Kenny Dreer can do it.

These events also end a long and sad series of inept (and sometimes fraudulent) attempts to revive the once-proud Norton name. I've been following this with both dread and hope, and the following history is drawn from archives I kept over the years.

Norton Motors was acquired from Manganese Bronze by Phillippe LeRoux in around 1987. He continued with development of the Rotary, culminating with the IOM TT win in 1990. But somewhere along the way, he lost interest, having squandered the Company's meager resources in purchase of a plumbing parts company.

The resulting stock offering was a failure, and eventually resulted in fraud charges against LeRoux. The assets of the company were split up and sold, with Canadian Nelson Skalbania claiming control of the trade mark rights in North America. But the money was controlled by The Aquilini Group, Canadian real estate developers.

Meanwhile, rights to the Norton name in continental Europe were claimed by Joachim Siefert, owner of Norton Motors Deutschland (Germany). Mr. Siefert related in a 2001 press release :

“The Skalbanias hand Norton over to the Aquilinis as they can not pay the money back they borrowed to buy it. From now on everything left is sold off, with accompanying ridiculous statements about “putting a new management into place” and “being aggressive about the Norton name”, all faithfully reprinted in Roadholder. In 1997 we decide to bring out a new Norton. BMW agrees to supply us with engines, and the prototype is ridden to the Birmingham Show by Geoff Duke that year. This wakes the Aquilinis from their slumber.

“The Aquilinis are not willing to risk a penny of their own money. So they bring their doubtful Trade Mark rights into a Minnesota firm named “March Motors Inc.”, now renamed “Norton Motors International, Inc.”, which is having a V8-motorcycle developed by MCD in England. The Norton “Nemesis” V8 is, predictably, never production ready. In desperation they ask us to develop the “Combat”, a successor to

the proven “International”. By the time the “Combat is ready, on time and inside budget, Norton International Inc. is broke.”

You can see pictures of Jo Siefert's 2001 Norton Combat at http://www.nortonmotors.de/index_Gb.htm

Despite Mr. Siefert's skepticism, MCD designer Al Melling was a legitimate player, and completed much of the design work of the V8. You can see a video of the four cylinder prototype running at 12,000 rpm on his web site at <http://www.mcdeng.co.uk/html/melling.html>

In any event, following the withdrawal of Melling (for non-payment), more legal complications soon arose for NMI: The following report appeared in MotorCycle News in June of 2001: “Norton's main backer, Circle Capital, has pulled out of the company, selling its shares to Europe-based Memoralex Investment. Former CEO Robert Kilpatrick Jr. left the company amid charges of theft, forgery, and credit fraud.”

Finally, in yet another attempt to extract some cash, Aquilini made another deal in 2002 with NMI survivor John Fiebelkorn and big-twin builder Freedom Motorcycles. The following press release give an idea of their intentions:

“Freedom Motorcycles recently announced that it has acquired a license to use the registered Norton trademarks for North America. Norton is a motorcycle brand of British racing

heritage recognized worldwide. The company then spun off Norton Motor Company to its shareholders. Norton Motor Company will re-introduce Norton as an American manufactured motorcycle. The first production model, due for release in the fourth quarter of 2002, will be called the Freedom Cruiser by Norton."

The machine turned out to be an exceptionally ugly Harley clone. Thankfully, legal complications saved the world of Norton enthusiasts from this abomination. This time the White Knight was none other than Kenny Dreer, who challenged Fiebelkorn's Norton trade mark rights in Federal court. Although the initial decision went against him, his dogged persistence and the unclear history surrounding the name eventually paid off.

John Fiebelkorn, quoted in MCN 3/25/03: "In early 2002 we obtained the rights to manufacture and sell motorcycle products using the Norton brand and trademarks from Global Coin," commented John Fiebelkorn, president and CEO of Viper Motorcycle Company. "Based on a court judgment later in 2002, it appeared that Global Coin held unencumbered rights to the Norton brand. After becoming involved in additional and substantial federal court proceedings and related litigation, we recently and reluctantly entered into a settlement agreement releasing all rights to the Norton brand. The status of our rights to the Norton brand had become too risky and uncertain to provide us with enough confidence to proceed under the Norton name. The

Norton brand is important, but at the end of the day, our company, our product and our team is much more valuable."

So Norton America apparently reached an out-of-court settlement in which they acquired whatever claim to the Norton name and trade mark were held by Aquilini (d/b/a Global Coin). However, these rights were limited by other claims and prior use, primarily by Joachim Siefert (Norton Motors Deutschland)

In a private communication in January 2002, Mr Siefert commented: "Without wanting to insult Mr Dreer, I personally see no future in trying to "modernize" a 50 year old concept. Remember the engine of the Commando is basically the old Dommi engine of 1947/48 vintage, and the Commando frame is a 1960s design. Though obviously with hindsight and the benefit of 30 years development a Commando can be improved, it still has no place in the modern motorcycle world. The engine, with whatever further development, can not become competitive."

Despite this attitude, Norton America has apparently reached some agreement with Norton Motors Deutschland in which they acquired the remaining rights to the Norton name, as well as an F1 Rotary and several other historic bikes in Mr Siefert's possession.

Kenny Dreer has thus succeeded in uniting the worldwide rights to Norton under one roof. And in my book this certainly means his new 952 Commando is a real Norton.

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CLASSIFIEDS

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

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

FOR SALE: 1971 Norton Commando Roadster, runs & looks good. No horn or front light, some fender dents. 18kmiles and 2k since rebuild. 16" back tire, wide fender and different tail light, chrome kickstand. dunstall mufflers, new front tire, rim and spokes and Lucas electronic ignition. \$2800 or OBO. Kevin 916-683-1704 or "kheylin@yahoo.com (7/02)

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

FOR SALE: Norton 600cc 19S, Located in Southern California, Tidy, good runner, needs clutch work. asking \$3500, open for offers. E-mail Clay at calamal@juno.com (1/03)

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

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

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

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

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

Coming Soon: Handle bar switch clusters for the MK3 Commando

THE NORTHERN CALIFORNIA NORTON OWNERS CLUB

Membership Application

The Northern California Norton Owners Club (NCNOC) was started in San Francisco in the early 1970's, and grew geographically larger to become the Northern California Club.

Club membership is technically limited to Norton owners, but we look the other way all the time, at least as long as you would like to have a Norton, own other British bikes, or are just a great person to have around. So if you like to ride, repair, eat, drink, be merry, and admire Norton motorcycles, it will cost you \$20 to join.

The club has monthly rides (sometimes more often), monthly meetings on the second Thursday of the month (at rotating venues), an award winning monthly newsletter, and a Website.

If you would like to learn more about your Norton and how to take care of it, would like to buy a Norton, or just want to have a good time with other Club members, join now!

The NCNOC maintains a relationship with the U.S. Norton Owners Association (USNOA, also known as the International Norton Owners Association, or INOA) as well as the original Club in England. Our club secretary will tell you how to join the UK organization, if you have an interest.

The USNOA/INOA puts on a North American Rally each year and publishes a fine quarterly magazine called the Norton News. This gives you access to national want-ads and to Norton merchants all over the country who advertise in the News. You also get the national membership list. It is well worth joining and will cost you another \$25. Send that to: Dian Slark, 12603 BelAire Circle, McCalla, AL., 35111...Phone (205)477-7780.

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

NAME _____

ADDRESS _____

CITY STATE and ZIP _____

TELEPHONE _____

MOTORCYCLES OWNED

Make Year Model Engine/Frame/Plate Numbers

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 _____

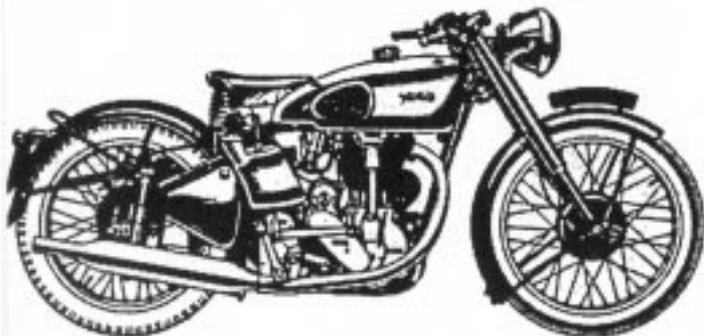
Send all applications or inquiries to:
Alan Mueller, 128 Windsor Ct., San Carlos, CA. 94070
(650)591-5444



Norton Notice



The Newsletter of the Northern California Norton Owners Club



128 Windsor Ct., San Carlos, CA 94070
