



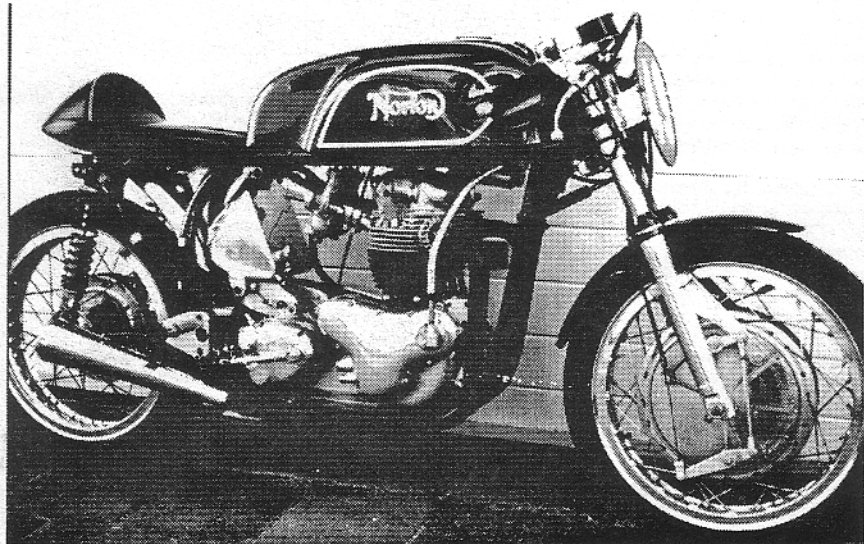
# Norton Notice



The Newsletter of the  
Northern California Norton Owners Club

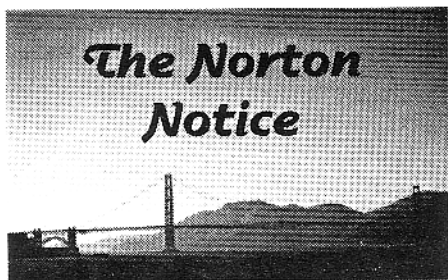
No. 242

November, 1998



**Dominator 500cc**

**Don't Miss:**  
**The All British Ride & Birthday Party**  
November 1  
**The Delta Ride !!**  
November 15



## 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 marque.

The **NORTON NOTICE** is a reflection of the readership, who are encouraged to submit an 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 20th of each month.. The **NORTON NOTICE** welcomes contributions submitted electronically. Material in any format placed on a 3.5" floppy disc can be read by the editors' clever Macintosh. You may also send articles directly to the editor via modem or fax at 415-595-3368. Set your telecom software to 8/n/1, use X or Z modem file transfer protocol, and just call up the editor most evenings (don't wait until the 20th...there is a long line then). E-mail can be sent using INTERNET to [norton2@earthlink.net](mailto:norton2@earthlink.net) or [norton2@aol.com](mailto:norton2@aol.com)

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.

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

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.

**All changes of address or questions about membership or the Notice, call the President.....not the Notice 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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Brian Slark  
Jodi Nicholas  
Bill Knight  
Dick Slusher

## 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 marque. 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

## Club Rides Schedule

Official NOC events are shown underlined and in **bold print**. You earn NORTON points only by participating in these events, as follows:

Riding a Norton: 6 points  
Riding other bike: 4 points  
Riding on 4 wheels: 2 points

Weekend events are tallied per day. At the end of each year the member with the highest point total is awarded the Norton Cup and gets a free year membership.

### November

1: Don's All British Ride & Birthday Party  
call Don - 415-893-1650

8: AHRMA Vintage Moto - Tulare

15: Delta Ride (see opposite)

### December

13: Christmas Party at the Mueller's  
1PM. Pot luck, gift exchange

## Club Meeting Schedule

The Club meets on the second Thursday of each month at rotating venues. The meetings will start at 8:00 PM.

**November 12** - Harry's Hofbrau  
Mountain View

**December** - No official meeting

## CALENDARS

Call in your order for the 1999 Norton NOC Calendars. I ordered 70 of them...so please buy one....HELP THE CLUB TREASURY.  
Alan Mueller  
650-591-5444

## THE DELTA RIDE

**WHEN** - November 15, 1998

**RIDE LEADERS** - Gar Jorgenson and Greg Fuller

**WHEN AND WHERE TO MEET** - 9:00 am in Livermore at Geno's Country Store and Shell Station or, — 9:45 am at Carl's Jr. in Oakley at Highway 4 and Highway 160

Riders coming through Livermore can meet Greg at Geno's Country Store and Shell Gas Station on Vasco Road. Take the Vasco off-ramp from I-580 and go north to Geno's. Greg will leave for Oakley at 9:15 am.

Riders coming from the Concord area can meet Gar at Carl's Jr. on Hwy 4 at Neroli Road. From E/B Hwy 4 take the Brentwood/Stockton off-ramp. Turn right and Carl's is right next to the off-ramp before you get to the Standard Gas Station. After Greg and any riders with him arrive at Carl's, we will start the ride at 10 am.

The ride will go across the Antioch Bridge and along delta back roads to Old Sacramento. There will be numerous bridge crossings and one ride on a free ferry. We will arrive in Old Sac about 11:45 am. Secure, free parking has been arranged in a central location on Old Sac. There will be a two-hour layover in Old Sac for lunch, browsing or a visit to the State Railroad Museum. The return leg will leave Old Sac at 2 pm and follow levy roads back to Oakley. We should arrive back in Oakley about 3:45 PM and back in Livermore about 4:30 PM. Gas is conveniently available in Livermore, Oakley, West Sacramento, and several other places on the ride. Round trip from Oakley will be about 110 miles. There is a \$2 toll to cross the Antioch Bridge. Admission to the Railroad Museum is \$6 for adults.

Riders with questions can call Gar at (925) 634-9395.

**Press Production and  
Halftones:**

John and Carrie Follett:

White Oak Press, San Carlos, CA

## Minutes of the October Meeting

The October 8 meeting of the Northern California Norton Owners Club was held at Harry's Hofbrau in San Leandro. For the second month in a row, there were not enough members present to make a quorum...so there was no official meeting....

*Alan Mueller*, secretary/treasurer.

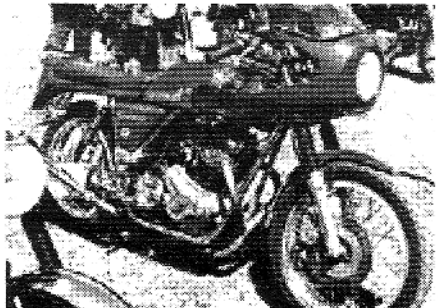
### East Bay Ride

by Leo Christianson

Bakers Square, five for breakfast. 10:00 - 10:40 AM waiting for stragglers and kicking tires. 10:40 is not 10. Six onto Redwood Road, past the golf course in an easy pace to Pinehurst intersection. Oops, we lost Frank and Keith, Frank has a bummer in his fast back transmission, and Keith helped him limp home at freeway speed in 4th gear lockup. Met Eric on his Trumpet coming at us on Redwood, pre-riding the road in reverse. So now we are five, two Trumpets and three Norts. Did Pinehurst road to Skyline and Grizzly Peak in a flash. The burn zone of Berkeley/Oakland is growing up real fast. We stopped at the Wall and kicked more tires and watched the Blue Angeles over the Bay. Met another Nort rider, Patrick from Moraga testing his newly rebuilt (72?). Patrick joined us as we left the Wall. We dipped through another golf course, past Inspiration Point and out to Tilden, across the Dam Road to the big sweepers on Bear Creek. A hop over the hill on Happy Valley which put us in Lafayette. Some roads in my back yard dumped us into Alamo. Five miles of Highway 680 dropped us into Danville/Blackhawk. The museum

was everything we expected of it and more judging by the amount of time that we took to check it all out, \$8.00 well spent. Loved the Jaguars most of all especially the XK13 exact replicas built by hand in Australia only a few years ago. Morgans and Bugatties were super clean. The number of "one of a kind" was very impressive; my vote is split between the wood clad race body and the all-stainless royalty coach rescued out of India with snake horns. The Museum's biggest disappointment, no engines to look at, all hoods buttoned down tight.

We got back on the road by 5:00 PM headed for our garages. Thank you Tom, Eric, Robert and Leonard, (Frank and Keith for valiant effort) for following me through my back yard. There is a lot more if you really want to get a days ride in the East of the East Bay. We'll get a different taste next month on our Delta ride, back roads to Sacramento. Should be good, don't miss it. If you're reading this and haven't planned on Don's All British Ride you better hurry! Don't miss one of the best rides around. I can say that because every year it gets bigger and better. It's the most impressive riding of British Bikes short of the National Rallies; most of these riders are local. Thank you again Don, Ride on.

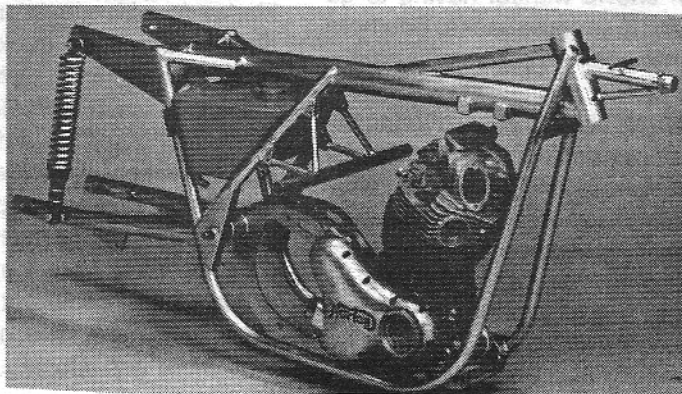


## Alan's Wrench ... by Alan Goldwater, President

Attendance at recent Club events has been down a bit. In fact we didn't have a required quorum of 10 members present to conduct official business at the Oldtimers Picnic. As a result, we skipped nomination of Club officers for 1999. However, Mike Sullivan has mentioned that he would be happy to serve as Vice President if nominated. And Dana Muise has also offered to take over the Norton Notice for the coming year. Mike is the current holder of the Norton Cup for most ride points, and Dana has done a great job running our NCNOC web site. With the help of these two capable people, I am also willing to continue as your Club president for another year, and Al Mueller will serve as Secretary/Treasurer.

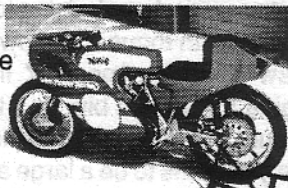
So unless there are other volunteers, there doesn't seem to be a need for a full election. But in keeping with the bylaws, nominations are still open and if there are more candidates for any position, we will hold an election at the November meeting in Mtn. View, together with any business held over from October. So please try to be there if you have any comments or requests regarding the activities of the Club.

I skipped the October ride due to over sleeping and general lethargy, but I heard that Leo Christianson led a great back-road route and they all had a fine day. I have missed out on some fabulous riding weather over the past few weeks due to a demanding work schedule, but I hope to make up for it on the two rides coming up this month. See you there.



The JPN frame showing how the large top tube starts from the bottom of the headstock. Note the box sections around rear isolastic mount. Lateral tube forward of the oil tank supports the fairing sides.

(from The Roadholder #187 May/June 1996)



The First John Player Norton F750

## **A view from the back of the pack**

by  
**Mike Sullivan**  
1961 Model 50

### ***Event report; the El Camino Motorcycle Show and Swap Meet, and the Del Mar Show.***

While in San Diego on vacation I had the opportunity to visit both of the events as noted above. While they were both motorcycle events, they were about as different as they could be. The El Camino show (so named because it is held at the El Camino C in Torrance CA) has been held on the saturday before the Del Mar show for the last three years that I know of and will probably continue to be held at the same time next year in order to take advantage of vendors that want to go to both shows without having to go home and then come back to Southern California again at some later date.

This show is big, this year covering the whole upper deck of a 100 ft wide by one quarter mile long parking structure. This year the show even spilled over into one of the lower lots. Although not a British only show like the Clubman's show in San Jose, with the total number of sellers, there was plenty of British stuff among the stalls. There is a display area where judging took place but the main focus is the swap meet. I saw a Norton model 7 iron head engine for sale in bits and the usual amount of Commando items. There always seems to be a large amount of

Triumph stuff along with a large quantity of BSA items from models A50 and A65. For you collectors of vintage Japanese motorcycles, there is always a ton of those items along with a scattering of Italian and German items. The admission charge is only \$5.00, a true bargain. One last item, the food stand is run by the college kids and the food is good and they do not gouge you on the prices

For information on next years show you can contact:

Vintage Cycle Promotions  
1424 Calle Primavera  
Lompoc, CA 93436  
Phone: 805-733-1137  
Fax: 805-733-1327

The Del Mar show was held on the following saturday. This show is everything that the El Camino show isn't. The show itself seems to be a big Harley do, with numerous aftermarket dealers with their truck trailers and glitzy presentations. Arlen Ness was there with a large display of custom parts along with a v-four engined Harley wannabe. When asked, he said the block was half of a Chevrolet v-eight although it was not running. I don not know how the valves were actuated as I could not find a timing drive anywhere. The new Excelsior was there and running. This is one large motorbike.

Corbin was in attendance, showing his three wheeled, all enclosed, roll barred electric driven commuter scooter. It looked ok but I do not think it will sell to the American public as it

only carries one person and had practically no storage space to carry the groceries. Maybe if he took out the batteries and put in a 250cc engine from a Honda Helix it would go and have storage.

At this show there is a quite large concours and display event with a lot of bikes on display. Unfortunately, a lot of these bikes look like they had never been run as some of them still had the rubber nubbies on the tires. This is unfortunate as I believe that motorcycles are meant to be ridden, especially anything made after World War II.

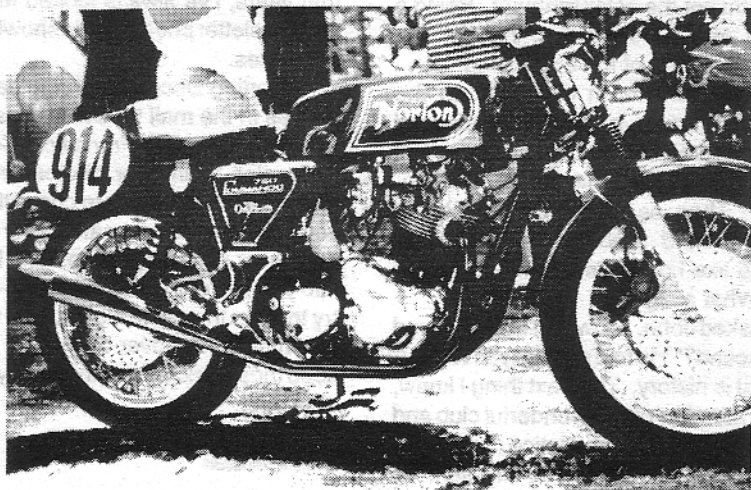
The swap meet portion of the show was a complete bust. It was understood that this year the swap meet was going to be run by the organizers of the Ventura swap meet. If this is true, perhaps they were not given enough time to properly organize it as it was relegated to the far end of the grounds, on dirt, with spaces and isles not marked. What a zoo.

On Saturday night there was an

AHRMA short track race held in the pony ring at the fairgrounds. I would say that the ring is about an eighth of a mile around and the track was in very good condition. There were about 80 entrants listed in the program although I believe that there were more than that as the qualifying started about 1 hour early to get everyone in. There were bikes in all classes including old Bultaco and Ossa two-strokes to more modern Rotax engined units.

I saw two Nortons, one of which was a commando engine in a red trackmaster frame that accelerated great but finished fourth in his class because the track was so short. One elderly rider rode a hand shift rigid framed, girder forked Indian that went like stink and finished second in his class to the applause of the crowd. Unfortunately, I could not stay for the national mile race on Sunday.

If anybody wants to visit sunny Southern California on the first week in October, these two shows are as good a reason as any and the weather is great, sunny but not too hot like earlier in the year.



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## *View from the Bridge....by Alan Mueller*

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**W**ell, here I sit with one issue left to publish before I resign as editor of your Norton Notice. I must say after four years as the editor, I have learned a great deal about motorcycling....both the ride and cycle itself. What a blast.

I still remember one early Easter morning being picked up by John Bria. I was still riding my first motorcycle, a small Suzuki. We headed north picking up several club members including Joe Edwards, Grover Buhr and a few others. I'm not sure of who was there as I didn't know anyone, yet.

I remember vividly, however, the sound as we proceeded up 19th Avenue in San Francisco. We stopped for gas and then roared out of the station continuing up 19th Ave. What a sight to see all those cycles at Tam Junction. Then, at the appointed time, everyone headed out for the ride up the mountain.

That was the year that the gate was locked and everyone proceeded to go around it. What a hoot!!! I felt like an outlaw...all those noisy, loud, rumbling bikes slipping and sliding in the dirt trying to circumvent the establishment. Being a straight arrow individual, I thought this was the epitome of fun and daring.

Then, the ride in the dark...up the mountain. I was a very inexperienced rider at the time and watching all those Brit bike screaming past me was a real eye-opener. Then, as the sun came up in the east, I looked around and saw what seemed like hundreds of bikes, I was in awe. What a sight.

I asked John, "How can I get involved in this scene?" He told me, "Buy a Norton!" The rest is history. The next thing I knew, I was a member of this wonderful club and was editing the Norton Notice.

As I come to the end my stint as

editor, I would like to introduce a member who has volunteered to take over the responsibility of Notice editor. Here is a word from him. Please help him out as much as you can. This is not an easy job....but...it is much easier if the members contribute and really make the Notice a product of the membership!!

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### **To the members of NCNOC**

I would like to thank you all for allowing me the privilege of editing the Norton Notice. This newsletter is an important part of our club, almost as important as our Nortons! It keeps us up to date on club happenings and is a great forum for all of us to swap stories. If you're into surfing the net you may know that I am the web master for the NCNOC web site. The Notice and the web site are so similar in content that it only made sense that I try both. Although I am obsessed with my 19732 Commando, I am not much of a writer. I'm depending on all the members to put pen to paper and continue to contribute any articles, tech tips, ride reviews, poems, songs.... and especially photos. I have to say that over that years, I've always looked forward to the newsletter photographs showing some cool bikes.

Starting December 1st, please send articles in the mail to: Dana Muisse 1318 Eleventh Ave., San Francisco, Ca 94122. I can also scan your photos and return them to you, or if you are computer savvy you can e-mail me your articles or scanned photos to: [dana@spazzco.com](mailto:dana@spazzco.com). For more info you can call me at (415) 546-7319. I'll try to keep the same high quality that Alan has maintained over the years and y'all keep those articles coming. See you at the next ride!

*Dana Muisse*

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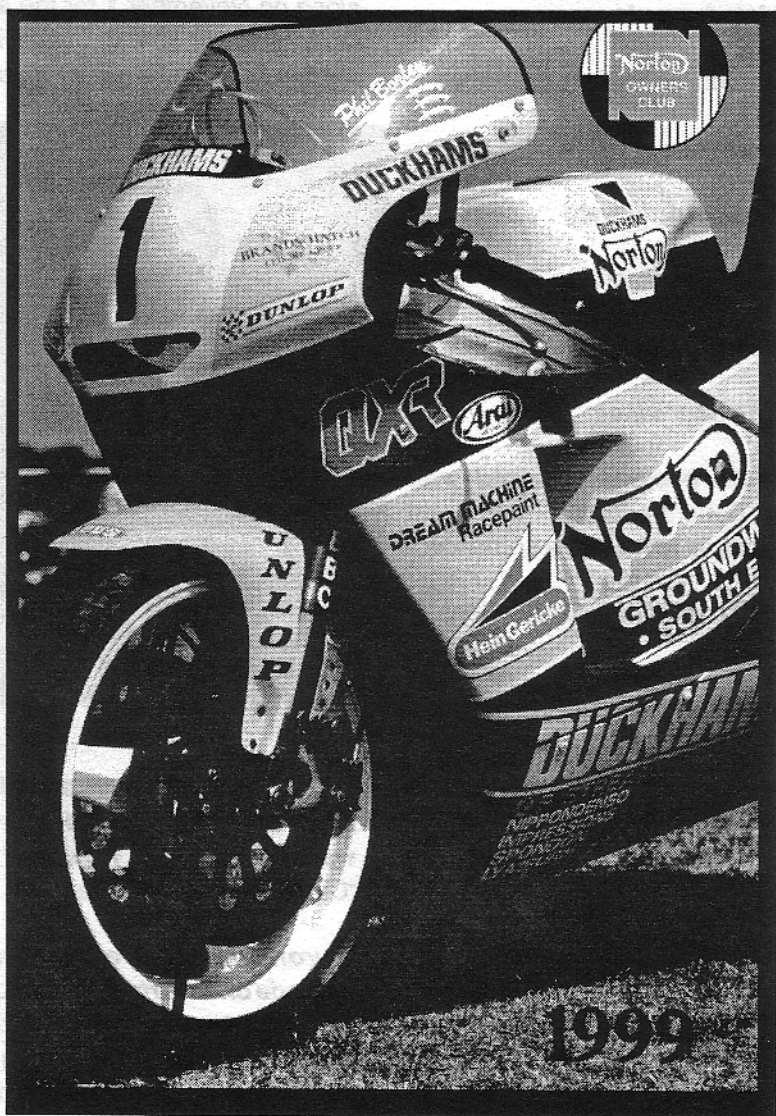
# CALENDARS

## 1999 NOC Classic Calendars

Help Support Your Club. Great Xmas Gifts. Gorgeous Photos

Only \$12

Call Alan Mueller 650-591-5444 to order



## NOC Member Profile

by John Covell

**Note:** This is another mouldy marvie, selected in honor of Don's upcoming "50th" birthday and associated events.

**Name:** Don Danmeier

**Age:** "50"

**City Resident:** Novato

**Marital:** Well attached.

**Occupation:** Architect

**NOC Member since:** 1982

**How first became involved with NOC:** "Bought a Norton—that event eventually let to Art Sirota somehow."

**Club offices held (years):** None in this club.

**Norton(s) owned, described:** 1975 Interstate; "piles of Electra stuff"

**Other makes of motorcycle:** Ariels (5), BSAs, Royal Enfields (2), Triumphs (4); Douglas, Panther, Sunbeam, Velocette, Matchless, Rudge, Zenith (1 each).

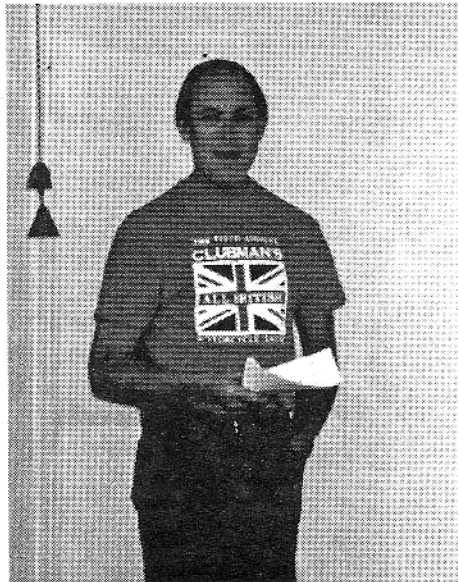
**What first interested you in the Norton?** "I had to have a Mark III, it had to be an Interstate."

**Other hobbies/interests of note?**

Baseball, fishing

**Favorite motorcycling road/ride:**

"Point Reyes Station is a good weekend ride; Ohio to California in 1990 was great!" (Editor's note: Come along on November 1 for the annual Don Danmeier 50th Birthday Ride to sample some of Don's favorites.)



**If you could redesign the Norton, what one thing would you most want to change? How and why?** "Create a space for a real tool kit."

**Favorite/most embarrassing episode on a Norton?** "My trip to the Isle of Man in 1985 with my Commando—most rewarding. Also our ride from New Hampshire to California on the Norton in 1992!"

**NORTHERN CALIFORNIA ALL-BRITISH RIDE &  
THE NINTH ANNUAL DON DANMEIER 50th BIRTHDAY PARTY**

**SUNDAY, NOVEMBER 1, 1998**

**ARIEL  
BSA**

**British bikes only**

No exceptions. Don't embarrass your non-British mounted friends by inviting them, unless you are willing to loan them a bike. Any British make is welcome.

**British bike club membership required**

Application forms for all clubs available on the day of the ride.

Non-member spouses/girlfriends/significant others welcome if accompanying a member.

**Douglas**

**No racing**

This isn't the time, or the place; besides, the cops are wise to it.

**No ride pins**

Your host is too cheap to buy 'em, but that doesn't mean there won't be a few surprises.

**No charge**

The price you pay for going along with the rules.

Try it, you'll like it.

**And**

Because your presence is present enough,

**No presents, please!**

*Greaves*

**Norton**

**ROYAL ENFIELD**

**M**

**VINCENT**

**TRIUMPH**

**A.J.S**

**Excelsior**

*Velocette*



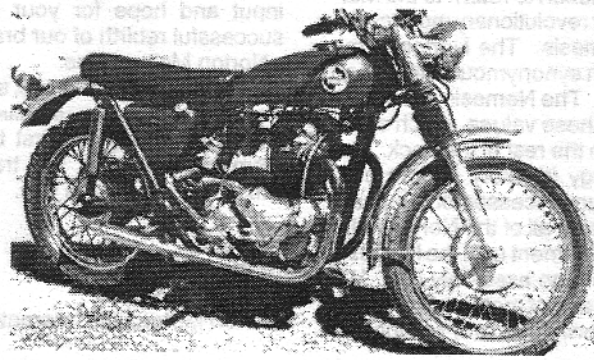
**RIDE DEPARTS 10:00 AM  
Lyons' Restaurant, 940 Seventh Street  
Novato, California**

*Please park your bikes AT THE CURB, not in the parking lot.  
For those trucking in bikes, plenty of parking at Don's house.*

**PARTY/BENCHRACING BEGINS 1:00 PM**

**FOR OUR OUT-OF-TOWN FRIENDS: Travelodge 415-892-7500 Quality Inn 415-883-4400**

**QUESTIONS/INFORMATION: Don Danmeier, 415-893-1650 (days) 415-898-0330 (eves to 9)**



## A LETTER

Dear Alan,

From many conversations with Norton owners around the world, it is crystal-clear that people are passionate about their Nortons. We at the newly formed Norton Motors International feel the same way. We respect the Norton brand's position in motorcycle history and are driven to produce motorcycles that live up to the legendary Norton name.

We cannot change all the media frenzy and misinformation of the past. Norton owner groups have been disappointed in recent years, and all we can do is tell you that is not who we are. We want to set the record straight and address the issues raised commonly by Norton enthusiasts.

1. We have recently updated our website ([www.nortonmotorcycles.com](http://www.nortonmotorcycles.com)). We have committed personnel and resources to ensure that requests generated from our website are handled in an efficient and professional manner going forward.
2. It is difficult to draw financial parallels between Norton Motors International (NMI) and other motorcycle ventures. Each corporation is unique with regard to its specific financial needs. We can only comment on our business scenario. The research and development synergy we achieved through formation of NMI allows us to maximize funds and shorten our timelines. We are also able to utilize an existing British facility, which helps us realize additional savings. The financial details we have outlined to date are sufficient for us to complete a successful "rebirth" of Norton motorcycles.
3. We have chosen to return to the marketplace with our revolutionary motorcycle, the 1500cc Nemesis. The Norton name has always been synonymous with speed and technology. The Nemesis shows our commitment to these values, which separate Norton from the rest of the pack. The racing technology in every Norton connects us with our successes of the past.
4. We encourage all of the Norton faithful to reserve judgement until the Nemesis and Manx roll off the assembly line. We feel certain that as our motorcycles hit the street, the performance and technology

will be well worth the wait.

Here are some additional details that clarify specifications and models that are being discussed by various media:

\* The Nemesis and Manx will be the first new Norton motorcycles to roll into showrooms.

\* The standard Nemesis is expected to deliver 235 bhp and 110 ft-lbs. of torque out of the lightweight, 1500cc V-8

\* The Manx represents a 750 cc in-line four variation of the same block that offers record-setting horsepower to compete in the superbike class.

\* The often reported 280 bhp, 225 mph Nemesis (A) is a limited production model that will follow the standard Nemesis and Manx to the marketplace.

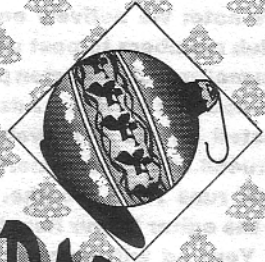
\* Our business plan entails bringing five motorcycles to market in the next 24-30 months. In addition to the Manx, Norton owners will once again become acquainted with the Atlas, International and Commando, while the new Nemesis leads the high-end performance and engineering charge for the model range.

We have always been committed to achieving an aggressive timeline for production. Currently, prototypes of the Nemesis and Manx are up and running. The bikes will be test-ridden for Motorcycle News editors in the upcoming weeks. Consumer availability and full-scale production is still set for the first part of 1999.

In the months ahead, we pledge our commitment to keeping you apprised of all the details of the "reborn" Norton as motorcycles become available. We want to keep Norton loyalists and owners clubs as well informed as possible. We invite your input and hope for your support on a successful rebirth of our brand and yours - Norton Motorcycles.

In the next few weeks, stop in and visit us at our website ([www.nortonmotorcycles.com](http://www.nortonmotorcycles.com)). You'll be among the first to witness the Nemesis as it hits the track. We are anxious to hear from you.

Sincerely,  
Steve Swenson  
Director of Sales  
Norton Motorcycle International



# CHRISTMAS PARTY

**When: Sunday Dec. 13th, 1:00 PM**

**Where: The Mueller's, See Map page 8**

**What to bring: An Appetizer, A Salad or A Dessert**

**Presents? Silly Motorcycle Gift for Exchange,  
Spend no more than \$15**

**RSVP: by Dec. 7, 650-591-5444**



## Classified Advertisements

**Editors note: We actively encourage non-Club members to post ads to sell Norton motorcycles, Norton parts and Norton-specific services. Ads will also be posted on our new web site, at <http://ru486.hypno.com/~norton>. All ads will run for 3 months. Please notify the editor if your item has been sold. Your ad will automatically be removed after 3 months if I haven't heard differently. Note the expiration date at the end of each ad.**

### FOR SALE

1972 Commando. Excellent condition. Many improvements, including: Norvil floating disc front brake, Mk III isolastics, 3-phase high output alternator, Boyer ignition, Sleeved Carbs. \$3000 or B/O  
Call Marick (650)723-8115, days or (650)321-5083, eves (7/98)

### FOR SALE

1974 Commando, excellent condition, Chrome everywhere, extra parts, Koni shocks, sleeved carbs, everything else stock \$3500  
call Harry (408)615-1234

### FOR SALE

1972 Norton 750, 10K, Dunstall tank, seat, fr fender, 1/4 fairing, rearsets, 2 1 2, Boyer, new Avons, \$3.5K.  
Call Lou (510)527-6803

### FOR SALE

Redline synthetic oil (20W50) at dealer cost. \$6/quart or \$72/case, plus tax and shipping. Protect your Norton with the best oil made!  
Alan (408)475-7505 (4/97)

### BUY A BETTER BOYER

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1972 Commando Roadster, 11k original miles. Beautiful with many add ons. All original parts. New Avons Stainless lines, Corbin Gunfighter saddle, Hyde rearsets, factory shop and owners manual. \$4150  
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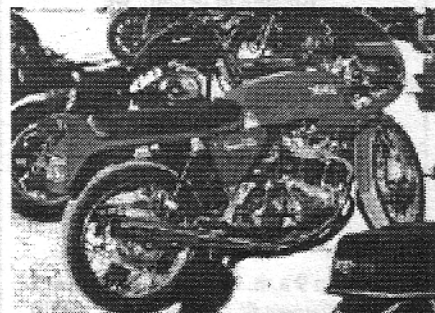
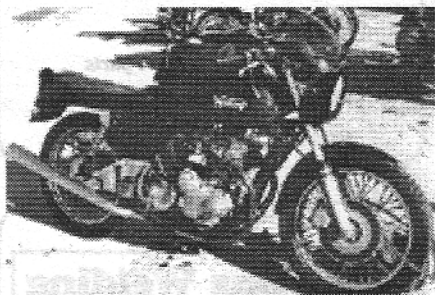
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Fax: (253) 939-6117

**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 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 \$20. Send that to: **Dian Stark, 12603 BelAire Circle, McCalla, AL., 35111...Phone (205)477-4340.**

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 unreasonably 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**  
**(415)591-5444**