



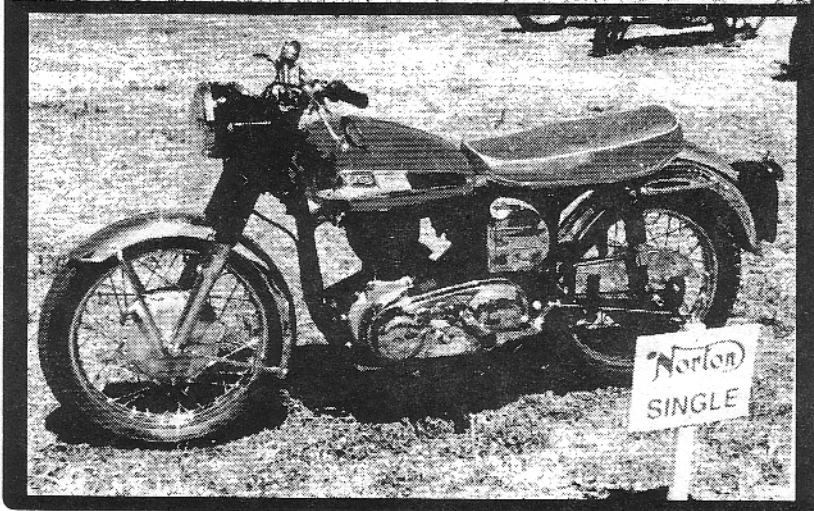
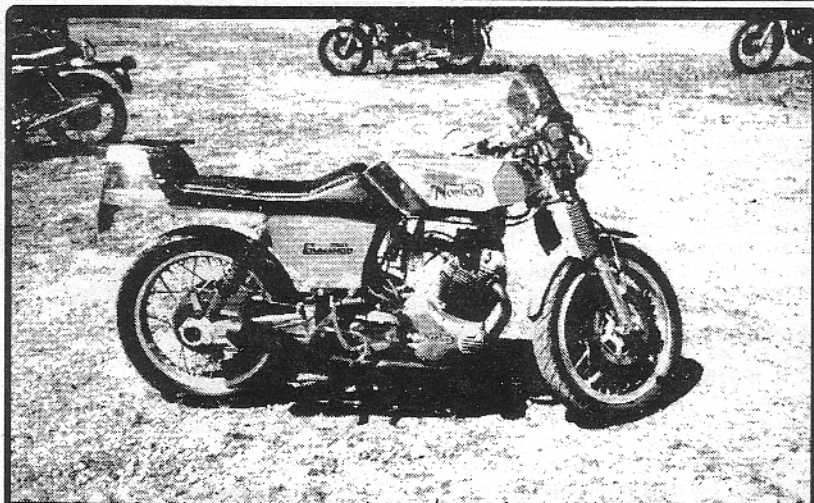
Norton Notice



The Newsletter of the
Northern California Norton Owners Club

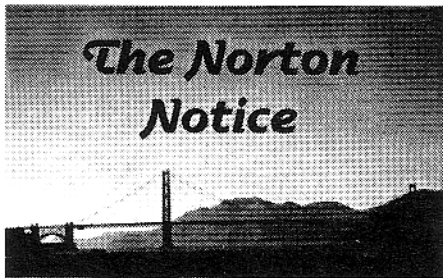
No. 240

August, September, 1998



Seen at the INNOR Rally

(photos by Lou Caputo)



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 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 or 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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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

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.

August

29-30: Dardanelles Weekend

September

6: BSAOCNC "Brithish Triples" Ride
650-324-0567

13: Mt. Hamilton Ride at the Junction

16-20: AHRMA Vintage Days in Steamboat Springs, Colorado 715-842-9699

26: AMA National dirt mile, Sacramento
310-547-9898

27: AHRMA Vintage dirt track, Sac.
715-842-9699

27: Old Timer's Ride

October

10-11: AHRMA dirt track, Del Mar
San Diego Antique Del Mar
Swap meet (see page 4)

11: Behring Auto Museum Ride

17-18: AHRMA Vintage Trials, Hollister Hills 916-967-0262

18: AHRMA Vintage MX, Hollister
626-585-2234

November

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

15: Delta Ride

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.

July 5 - The Donkey Deli
San Juan Batista

August 29 - Saturday
Meeting at the Dardanelles

September 13 - Ride & Meeting at the Junction Mount Hamilton

October 8 - Harry's Hofbrau
San Leandro

November 12 - Harry's Hofbrau
Mountain View

December - No official meeting

Welcome New Members

Eric Foor - Morro Bay

**Press Production and
Halftones:**

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

AMA: What's New?

Vintage Motorcycle Days at Del Mar Offers Enthusiasts the Best of Southern California Motorcycling

Whether it's the urgent bark of vintage racing motorcycles, the allure of a beautifully restored classic two-wheeler or the draw of a huge motorcycle show and swap meet, fans of old motorcycles will find what they need at the American Motorcyclist Association's Vintage Motorcycle Days at Del Mar, featuring the Concours d' Elegance motorcycle show.

Set for the weekend of Oct. 10-11 at the Del Mar Fairgrounds, just minutes from San Diego. VMD at Del Mar's Concours d' Elegance will showcase the shiniest, trickiest, hottest and most historically correct motorcycles that Southern California has to offer. In addition, dirt-track racing fans will have not one, but two sets of races over the weekend: a vintage short-track competition Saturday night and, on Sunday, the final AMA Grand National Dirt Track Series event of the '98 season on the famed Del Mar Mile.

Visitors can marvel at the classic bikes on display or show their own machines in bike show categories that include custom bikes, early American motorcycles, British classics, Japanese classic and scooters. They can also wander the rows of vendors in the infield Parts Exchange and Swap Meet for everything from an elusive Peashooter exhaust pipe to the rare tank badge for a '50s-era Norton.

Fans can also meet their motorcycling heroes up close. Several inductees

to The Motorcycle Hall of Fame being formed by the AMA will be on hand for interview sessions on the infield stage. Participants will include racing greats like three-time Daytona 200 winner and the 1955 Grand National Champion Brad Andres, dirt-track champion Everett Brashear, and two-time AMA Grand National Champion Bobby Hill.

Race enthusiast can also enjoy Saturday evening's vintage short-track races and Sunday's grand finale of the 1998 AMA Grand National Dirt Track Series. The Del Mat Mile will take place on the historic Del Mar Fairgrounds track, and will showcase the country's top dirt-track racers.

AMA Vintage Motorcycle Days at Del Mar joins two other popular vintage motorcycle events organized by the AMA. Vintage Motorcycle Days West at Sears Point in April; and the original VMD at Mid-Ohio Sports Car Course in Lexington, Ohio in July.

For ticket, swap meet, show-bike entry or vendor information call 909-340-0096. For race information call Agajanian Presents Inc. at 310-547-9898.

OPEN HOUSE

The San Francisco Motorcycle Club is having an Open House & Party. It's to celebrate 50 years in the Clubhouse at 2194 Folsom Street. Saturday, October 10th... Open House: Noon to 5:00... Party including a spaghetti feed starting at 5:00 and then a band at 8:00 PM... call by October 1st to RSVP (650)757-3880

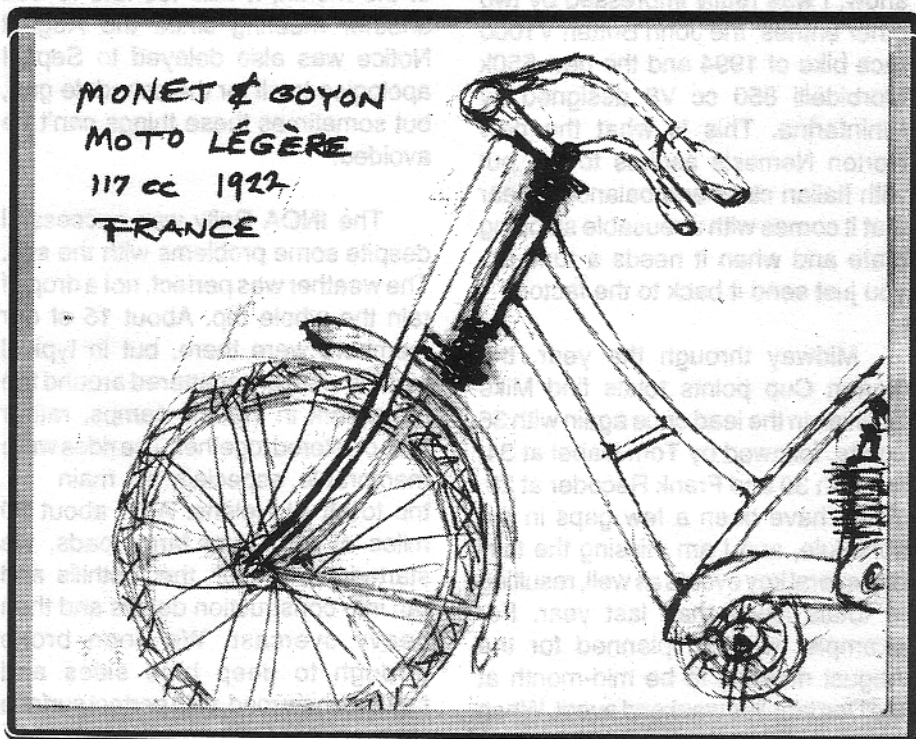
Alan's Wrench ... by Alan Goldwater, President

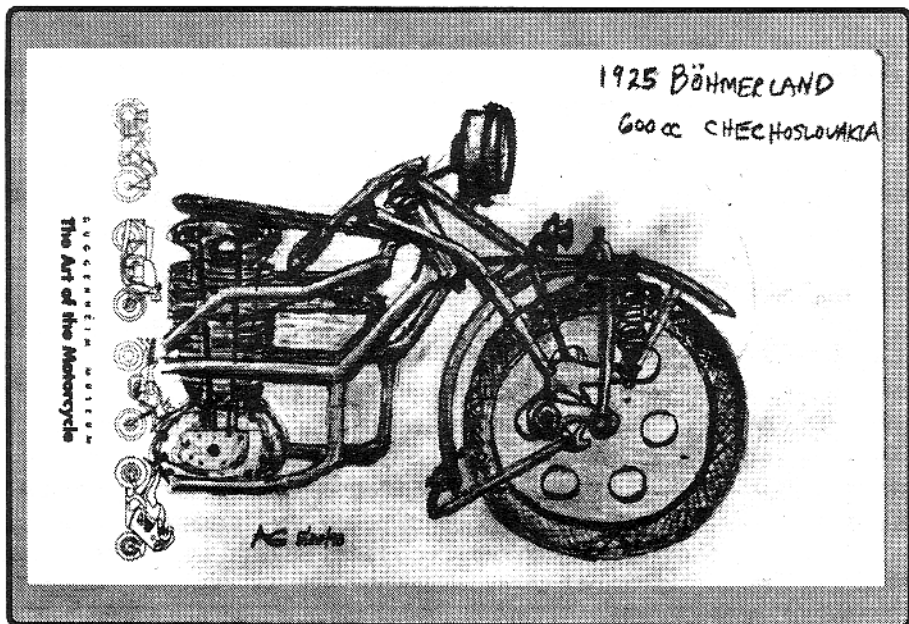
In June I had the great pleasure of visiting a show called "The Art of the Motorcycle" at the Guggenheim Museum in New York. According to reports, over 500,000 visitors are expected before the show closes on September 20, a record for any museum show. Most of the 113 bikes in the show are exceptional, with some very rare and unusual examples as well as most of the better-known marques.

There are two Nortons, a '69 Fastback and a Short-stroke Manx, both from the Barbers Collection. Other notable British entries include a 1952

Vincent Black Shadow (which was far from original and mislabeled as well), and the incredible 1939 AJS supercharged dohc Grand Prix bike, whose engine looks remarkably like the Cosworth design. This bike is also from the Barbers museum.

Some of the other rare machines were notable for their uncommon treatment of motorcycle suspension. Cameras were forbidden (perhaps to stimulate sale of the \$85 show catalog), so I was inspired by necessity to do some simple sketches of these unusual motorcycles:





At the more modern end of the show, I was really impressed by two other entries, the John Britten V1000 race bike of 1994 and the new \$50k Morbidelli 850 cc V8 designed by Pininfarina. This is what the new Norton Nemesis aspires to be, but with Italian class and balance. I hear that it comes with a reusable shipping crate and when it needs a tune-up, you just send it back to the factory!

Midway through the year, the Norton Cup points totals find Mike Sullivan in the lead once again with 36 points, followed by Tom Dabel at 34, me with 30 and Frank Recoder at 28. There have been a few gaps in the schedule, and I am missing the tally on several key events as well, resulting in totals lower than last year. For example, we had planned for the August meeting to be mid-month at the Dardanelles weekend event. When

this had to be re-scheduled to the end of the month, it was too late to add another meeting since the August Notice was also delayed to Sept. I apologise to all for the schedule gap, but sometimes these things can't be avoided.

The INOA Rally was successful despite some problems with the site. The weather was perfect, not a drop of rain the whole trip. About 15 of our members were there, but in typical fashion we were scattered around the huge park in various camps, rather than clustered together. The rides were memorable, especially the main trip to Mt St Helens. After about 30 miles of nice rural farm roads, we started up through the foothills and ran into construction delays and then heavy overcast. We soon broke through to deep blue skies and fantastic new road, with perfect surface

and open vistas. The size of the mountain and the devastation resulting from the eruption were a surprise to me and other "first-timers", but it was that road and my Rotary Race to the top with Tom Kullen on his F1 that I will always remember.

In fact I stuck with Tom for most of the ride, as it is a rare treat for me to ride with another Norton Rotary. We kept a brisk pace but within the limit which on I5 is 75 mph. This is a bit fast for most Commandos to cruise so I usually end up riding alone on the SuperSlab. Finally we hit another of the area's innumerable construction delays and had an incident with one of Washingtons finest State Troopers. It seems that "lane splitting" is not only disliked by the locals there, it is downright illegal! Due to a lucky (for us) accident up the road, duty called and we weren't ticketed. It's good to be occasionally reminded that we are pretty well off in CA in our preferential treatment as motorcyclists, at least compared to most other states.

Saturday found our club hosting the field events and with help from Frank Recoder, George and Sachi Shoblo, and Harry Bunting, we put on a pretty good show. There were some surprise tricks by the contestants, resulting in some new high scores. In the jousting, one guy simply put the pole over his shoulder and used the short end to spear the rings, at arms length. Not as easy as it looked though, as others tried unsuccessfully to match his perfect score. Remembering some wild and dangerous attempts in past

years, I changed the clutch toss to include the roll-out distance. As I intended, this encouraged low, accurate throws, more like bowling than shot-put, and also evened the field as sheer strength became less essential. The resulting distances were impressive, with the winning mark at almost 120 feet.

After all that hard work in the sun, there were no leftovers on my plate at the banquet dinner of fresh local Salmon. I even won a door prize early in the awards, so I didn't have to stick around too long. By the time I left on Sunday, the site had already been reclaimed by the local dirt-bike racers who were having great fun playing in the dust and sunshine. The ride home was uneventful. It always amazes me how long Mt Shasta is visible before you pass it going southbound. That sucker is huge!

The remainder of the years events should go smoothly, including several upcoming rides in the East and North of our territory - see the calendar and Tom Dabel's comments for details.

As usual, the Oldtimers Ride and Picnic will be a semi-potluck, with the Club providing the entree and your contributions of salad and desert items filling out the menu. I would like to go on the ride this year, so I need a volunteer to set up the barbecue and pick up the food for the club. If you can help with this, please contact me at (408) 475-7505. This will be the main item of business at the Dardanelles meeting but don't let that stop you from calling me.

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

Well, it's time to start gearing up for the tail end of 1998. I've had a very busy summer and as all of you have noticed, I did not publish an August issue of the Notice. I'm sorry if this inconvenienced anyone but this is a volunteer job and it does take many hours of work to put forth each issue.

I received a communication from our Ride Coordinator, Tom Dabel. He has laid out the plans for the last rides of this year.

September 13th will be the Mount Hamilton Ride. It will start at Road Rider on Old Monterey Road in San Jose. It's about 1 mile south of Tully Road with the cross street being Pullman Road. If you want breakfast, be at Just Breakfast at 9:00 AM. Just Breakfast is across the street from Road Rider. The ride will begin promptly at 10:00 AM. Remember, Just Breakfast is crowded so get there early.

September 27th will be the Old Timers Ride. The ride will start from Alice's Restaurant, as usual, at 10:00 AM. Following the ride there will be food served at Huckleberry Flat in San Mateo Memorial Park. If you would like to help by bringing food please contact Alan Goldwater at (408)475-7505. He can use lots of help!!! Remember, at this event, nominations for next years officers will be accepted.

October 11th will be the Behring Auto Museum Ride. This will be an East Bay ride starting at 10 AM at Bakers Square Restaurant. It's located at 3360 Castro Valley Blvd. Take 580 east to Redwood Road exit, left at the ramp, left at Castro

Valley Blvd., then it's 2 to 3 lights on the right. We'll use Redwood Road, Bear Creek Canyon Road...probably stop at The Wall and then on to Danville where the museum is located.

In November, there will be The All British Ride and Birthday Party, November 1, and, The Delta Ride on November 15th.

Then, on Sunday, December 13th, we will have our annual Christmas Party. Your officers discussed various possibilities and came to the conclusion that our most successful parties have been held in private homes. So....I have volunteered my house for this years party. We hope to have a great turnout. We are going to try for an afternoon party starting at 1:00 PM. If the weather is good, members could even ride. There will be a fixed fee (to be established later). The club will provide the main course and drinks (wine, beer and soft). Guests are asked to bring either an appetizer, a side dish/salad, or a dessert. Also, we will hold a White Elephant Gift Exchange. You are not to spend more than \$15, the gift should pertain to motorcycles and should be somewhat humorous. Only those bringing gifts can participate.

CALENDARS

It's that time of year!!! Get your 1999 Norton NOC Calendars. Call Alan Mueller (650)591-5444 to place your orders. I am not sure what the price will be but probably around \$13 like last year.

THE INOA PACIFIC RIM RALLY

by Jim Carton

Many thanks to our club President, Alan Goldwater for making my/our trip possible in air conditioned comfort traversing endless miles of Hot Asphalt!!

I hadn't seen Mt. Ranier since 1969. It was at a brief but wonderful stay at nearby Ft. Lewis, Washington, for two weeks of jungle training in January. It hadn't changed much and was an incredibly majestic sight that I don't think I will ever forget.

We arrived early in the week and of course got the best campsite and had some time to relax a bit. Early in the rally we did a group



ride to the coast and through the town of Aberdeen which was a total time warp...mostly two story buildings that hadn't changed much since they were built, probably in the 1920s. The absence of Taco Bell, etc, made the whole scene look like something out of the Twilight Zone. Actually, most of Washington was the same. I've been living in California too long,....pastoral, bucolic landscape, ponds and lakes forever and cute little towns every few miles and of course about a

zillion trees everywhere. And yes, they have no signs posted all over just like Oregon.

We met some really interesting Nortoneers as usual and of course some new slants on how to make a Norton right which I never seem to tire of.

We had a great ride to Mt. St. Helens with about 60+ bikes. The weather was overcast which kept it cool. In the morning, as we ascended the mountain, we hit

some low clouds that worried us about seeing the mountain. But then as we came out of the clouds, we could see for 20 miles which made this one of those perfect rides. Long sweepers led us to the visi-

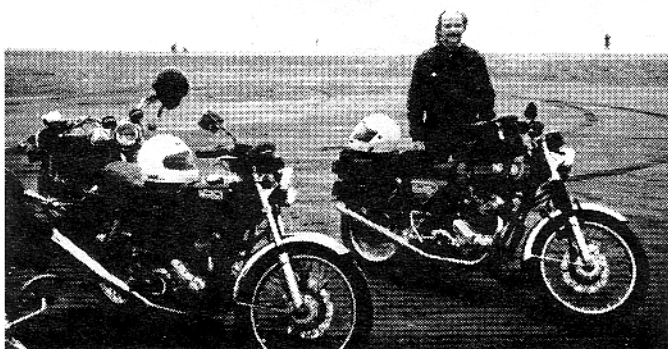
tors center. As we neared the center, an F1 and a Rotary (ridden by our Pres) passed me dragging foot pegs and making me feel like I was standing still.

There was a fantastic Salmon dinner Saturday night. Many thanks to all involved in putting together a great rally and A Good TIME!!!

Editors note: Jim would like to thank Mr. J.C. Burgin of Vintage Motorcycle Northwest in Spanaway, Washington for the wonderful tour he gave to the group of his facility. Jim said it was enjoyed by all.

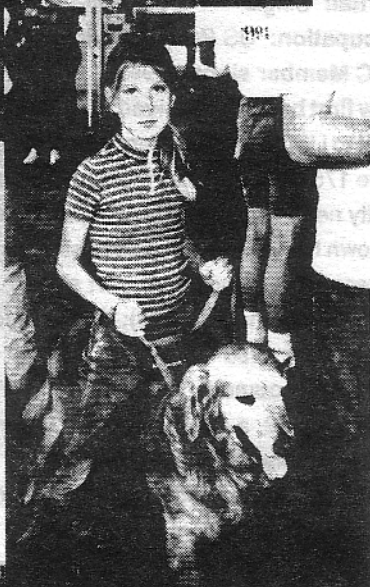
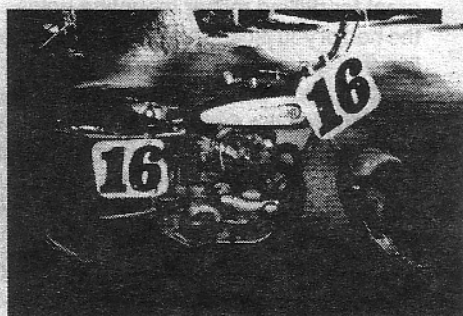
SCENES FROM WASHINGTON

(Photos by Jim Carton)



A Good Time at the Pacific Rim Rally

(Photos by Lou Caputo)



NOC Member Profile

by John Covell

Editor's note: To acquaint newer members with some of the long-ago profiled NOC stalwarts, I'm resurrecting and updating some profiles from years past. These will run from time to time (eg, when I can't get anyone to talk to me at a club meeting!). Enjoy.

Name: Tom Dabel

Age: 52

City Resident: San Jose

Marital: Single

Occupation: US Postal Service

NOC Member since: 1980

How first became involved with NOC: "I went to USNOA rally in Leggett and there were 175 Nortons, and I thought that was pretty neat. I struggled to get up there on my own Norton and have been struggling to keep up with the group ever since."

Club offices held (years): 1973; Rides Coordinator 1998

Norton(s) owned, described: 1956 Dominator 88, a Commando Mk.2A, and some nonrunning Atlases

Other makes of motorcycle: Honda CR500, various others

What first interested you in the Norton?
See above

Other hobbies/interests of note? Dirt biking, bicycling

Favorite motorcycling road/ride: Mt. Hamilton!

If you could redesign the Norton, what one thing would you most want to change? How and why? A pressure-cast head and barrel, to counter porosity.

Favorite/most embarrassing episode on a Norton? Broke down once in Calistoga, got left!

TOOLS

forwarded by John Covell

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive car parts not far from the object we are trying to hit.

MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing convertible tops or tonneau covers. Also been known to do a nice job on fingers when you've got them where they shouldn't be.

ELECTRIC HAND DRILL: Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling rollbar mounting holes in the bed of you pickup just above the brake line that goes to the rear axle.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

VICE-GRIPS: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting those stale garage cigarettes you keep hidden in the back of the Whitworth socket drawer (What wife would think of lookin _there_?) because you can never remember to buy lighter fluid for the Zippo lighter you got from the PX at Fort Campbell.

ZIPPO LIGHTER: See oxyacetylene torch.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for hiding six-month old Salems from the sort of person who would throw them away for

no good reason.

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against your classic topless Snap-On tool calendar hanging over the bench grinder.

WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the workbench at the speed of light. Capable of removing fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Django Reinhardt". Also able to launch broken wires off the wheel into your cheek or other unprotected body parts. (Eyes and such)

HYDRAULIC FLOOR JACK: Used for lowering your Mustang to the ground after you have installed a set of Ford Motorsports lowered road springs, while trapping the jack handle firmly under the front air dam.

EIGHT-FOOT LONG DOUGLAS FIR 2X4: Used for levering a car upward off a hydraulic jack.

TWEEZERS: A tool for removing wood splinters.

PHONE: Tool for calling your neighbor to see if he has another hydraulic floor jack.

SNAP-ON GASKET SCRAPER: Sometimes useful as a sandwich tool for spreading mayonnaise; but mainly used for getting dog-doo off your boot.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool that snaps off in the %#*&!@# bolt hole and is ten times harder than any known drill bit.

TIMING LIGHT: Astroboscopic instrument for illuminating grease buildup on crankshaft pulleys. This device is known to develop and uncanny attraction to waterpump fan blades, also able to light you on fire if it develops an internal short.

USAGE NOTE: Hold lightly and be ready to drop and jump backwards at a moments notice.

TWO-TON HYDRAULIC ENGINE HOIST: A handy tool for testing the tensile strength

of ground straps and hydraulic clutch lines you may have forgotten to disconnect.

CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER: A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

BATTERY ELECTROLYTE TESTER: A handy tool for transferring sulfuric acid from car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

AVIATION METAL SNIPS: See hacksaw.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty suspension bolts last tightened 40 years ago by someone in Abingdon, Oxfordshire, and rounds them off.

PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round off Phillips screw heads.

TROUBLE LIGHT: The mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin" which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

SPARK PLUG GAP TOOL: AKA toothpick.

PROPANE TORCH: Excellent tool for starting 2x4 stud walls on fire during those hard to get at water pipe solder jobs. Usage is sometimes accompanied by a frenzied scream from the basement that goes something like Jesus Christ!! Martha, bring down the dog's water dish...**HURRY!!**

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

1968 Norton Atlas 750, Manx style cafe racer, featherbed frame with new tyres, \$5000 or best offer
Call Ken at(408)379-4300 (4/98)

FOR SALE

'69 Norton Production Racerw/factory short stroke, racing engine...make offer. '67 P11, show room original...make offer. Norton GP Vintage Racer, short stroke 750 engine, 322 lbs dry, competitive vintage race bike..make offer. Basket cases: 2 Commandos, 1 N15, 1 P11, Commando cases, cranks, barrells, heads, Ceriani forks, Kozman disks, many other parts. Call and make offer!!!!
Contact Dave Neal,day (510)233-0254, eves (415)383-0857 (5/98)

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

Magri Motorcycles has the NEW Boyer Microdigital Electronic Ignition. Better than standard Boyer or Rita systems. Uses microprocessor technology to compensate for cam timing variations associated with timing chains. Fits under stock points cover. Necessary hardware included.

Magri Motorcycles, 1220 Pennsylvania Ave., San Francisco, (415)285-6735 (4/97)

FOR SALE

1967 BSA A 65, red & chrome, clean,
\$2500/OBO: Call Alan (650)591-5444

FOR SALE

'75 Norton 850 "Electric Start", red., 6800 miles, Mikuni carbs, runs, looks excellent
Call Bob (530)676-9406 (eves) (11/98)

FOR SALE

'72 Triumph Trident: 17,000 original miles, fresh motor. \$3000/ OBO Contact:
Brad (510)537-0253 (10/98)

FOR SALE

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
Call Jerry (707)578-3708 (3/98)

FOR SALE

'76 850 Dunstall Norton MkIII, full kit, fairing, tank, seat, fender & silencers. 10K orig. miles. New top end. Beautiful black machine in good shape. \$4000
Call Peter (510)649-8953 (10/98)

FOR SALE

'72 Combat 750 BOTT Racer. Large valves, Grimeca brakes, fox shocks, 4 & 5" rims, fork brace, gusseted frame, street legal, registered, runs well.....\$2500

Call Mark (415)919-5510 days or (408)996-8203 evenings (4/98)

WANTED

Mk III 1975, clean, low miles..call Jim (510)483-2045 and tell him what you have..

13mm Master cylinder with stainless steel hose for Mk III used, works perfectly, one finger will lock up front wheel, \$200 call

Jim (510)483-2045 (11/98)

SERVICE AVAILABLE

Thinking of buying a Commando or other British bike? I can help you determine what the bike needs to become reliable. See me before or after you buy! I also do maintenance and provide instruction. Reasonable rates.

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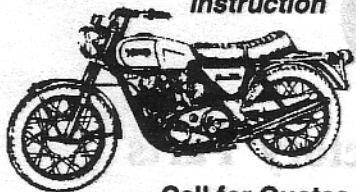
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THE NORTHERN CALIFORNIA NORTON OWNERS CLUB
 Membership Application

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 Slark, 12603 Bel Aire 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
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Attach another sheet if you want to list more.

I hereby apply for membership in the Northern California Norton Owners Club (NCNOC). This is a _____ new _____ renewal application.

The undersigned applicant certifies that he or she is a legal resident of the US over the age of 18, has a valid motorcycle driver's license, and will use legally required safety equipment in connection with club activities. Participant does hereby execute this release, waiver, and indemnification for himself or herself and his or hers, successors, representatives, and assigns, and hereby agrees and represents as follows: To release the Northern California Norton Owners Club ("the Club") and its officers, agents and members from any and all liability, loss, damage, costs, claims, and/or cause of action, including but not limited to all bodily injuries and property damage arising out of participation in the club's activities, it being specifically understood that such activities include the operation and use by applicant and others of motorcycles. The undersigned further agrees to indemnify the club and its officers, agents, and members and hold them harmless for the results of the undersigned's participation in those activities. This indemnification shall include attorney's fees incurred in defending any claim or judgement and incurred in the negotiation of any settlement. It is understood and agreed that the undersigned shall have the opportunity to consent to any settlement; provided, however, that such consent shall not be 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