

Norton Notice

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH
NORTON OWNERS CLUB

NO. 112

AUG., 1987



**GREATER LOVE HATH
NO MAN**

and **IT'S RALLY TIME!!**



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



Norton Notice

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

NORTON NOTICE is a reflection of its 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. For Branch members who cannot attend club meetings or club rides, the NORTON NOTICE affords an opportunity to share experiences and information with the membership of the Branch, and to bring the Branch members closer together.

The deadline for items to be submitted for publication is the 15th of each month.

Membership in the Northern California Branch of the Norton Owners Club is available for \$25.00 per year.

Membership dues are payable to the Branch Secretary/Treasurer.

Renewal dues are payable at the end of the individual's membership year, that month being designated by the last number of the individual's membership number as located on the mailing label of the NORTON NOTICE or the membership card. For example, 745/2 denotes member 745 with dues expiring on the 1st of February.

All changes of address should go to the Branch Secretary/Treasurer, not the NOTICE Editor.

Subscription to the NORTON NOTICE only is available for \$15.00 per year. This does not include membership in the Northern California Branch of the Norton Owners Club, nor does it afford any of the rights or privileges of membership in the NOC.

Membership in the Northern California Branch of the Norton Owners Club entitles a member to monthly issues of the NORTON NOTICE and bi-monthly issues of ROADHOLDER magazine, which is sent directly from England, keeping members informed of Norton owners' activities worldwide. Membership provides voting privileges at all NOC and Branch meetings, and allows one to purchase Norton spares directly from England, at significant savings, through the NOC Spares Program.

THE NORTON NEVER BREAKS VALVES.

Cover: Local (Berkeley) hero Ken Whitney proves that old folks can have fun too. Interview coming in a future issue of the NOTICE.

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NORTON OWNERS CLUB

Important!

(Please take note of the following fine print.)

The object of the Northern California Branch of the Norton Owners Club is to promote, encourage and develop all motor-cycling 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 authors for any problems resulting from use of these technical 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 material express the authors' views 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.



1963 catalog drawing of Manx 30M and 40M



UPCOMING EVENTS

NOTICE: IN THE EVENT OF RAIN ON THE DAY OF A CLUB RIDE, THE RIDE IS AUTOMATICALLY POSTPONED ONE WEEK. ALSO, RIDERS SHOULD HAVE PLENTY OF OIL AND GASOLINE BY THE SCHEDULED DEPARTURE TIME AND ALL PERSONAL PROBLEMS TAKEN OF. IN OTHER WORDS . . . FULL TANKS AND EMPTY BLADDERS!



DATE	DAY	EVENT
*Aug. 13	Thurs.	**Branch meeting at the Class Reunion, 2700 El Camino Real, Palo Alto, 7:30 P.M.
*Aug. 16	Sun.	*Santa Cruz Motorsports Classic. Ben Lomond. Info: John McCoy at Britalia Motors, Santa Cruz.
*Aug. 21-23	Fri-Sun.	**7th Annual Club Rally, Grover Hot Springs (near Markleeville, CA. The BIG ONE.
*Aug. 23	Sun.	*AFM races at Sears Point.
*Aug. 30	Sun.	*AMA Camel Pro at Sears.
*Sept. 10	Thurs.	**Branch meeting at Zuka's Restaurant, 1 Gilbert St. (across Bryant St. from the Hall of Justice at 7th and Bryant), SF, 7:30 P.M.
*Sept. 13	Sun.	*Ninth Annual British Car and Bike Meet, El Camino Park (across from the Stanford Shopping Center), Palo Alto. Info: (415)566-6103.
*Sept. 13	Sun.	**Schroeder's September Safari. Branch ride to environs around Santa Cruz. Meet at Rabers at 10:00 AM. Lunch will be at the Tyrolean Inn on Hwy 9.
*Sept. 20	Sun.	*San Jose Mile, Santa Clara County Fairgrounds, 344 Tully Rd., S.J. Gates open 9 AM, racing at 2.
*Sept. 25-27	Fri-Sun.	*Rally Under the Stars IV. Sponsored by the San Diego and So. Cal Norton Owners Clubs. Near Portrero Lake. \$20. camping incl. 2 meals. More info next issue.

AUGUST

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THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

TWISTGRIP TWADDLE

This month's column is a potpourri, so mind your heads as we bump over the tar strips. First, I am pleased to announce that the Branch now has a Public Information Officer; the Branch Committee has appointed member Jon Bashor to wear this public-relations hat, and we feel he has the qualifications to do a very good job, letting the public know of the Club's existence, attending functions on behalf of the Club, and generally blowing the trumpet. The appointment is through December, at which time all Branch offices are open for elections.

That brings me to the next point: At the next four Branch meetings, nominations will be accepted for all Branch offices for 1988. The Committee felt that, with our rotating venues, it was unfair to accept nominations only at the November (or even December) meeting, because members for whom that meeting was inconvenient were deprived of their chance to become involved in the direction of the Branch. Starting with the August meeting in Palo Alto, and running through till the November meeting in San Mateo, every Bay Area member will have an opportunity to nominate, or even to run, for a club office. Seize the day!

Election will be at the December AGM, as usual, and I hope all who can make that will do so, in order that the election reflect at least the wishes of the local membership. Again, I urge anyone even slightly interested in holding a club office to contact the incumbent to learn more about what each involves.

Speaking of ballots, the results of the polling on the dues issue (ref. July's "Twaddie"): Prop. A, 10 votes; Prop. B, 3 votes. Hence, dues will increase to \$30 per annum so that Club and Branch costs will be covered. However, this will take effect as of the Annual Rally (Aug. 21-23); anyone who renews his membership before then can renew at the old (\$25 p.a.) rate, and his membership will be extended one year. Anyone who feels that the increase has made his membership unfeasible is reminded that a year's subscription to the monthly Norton Notice will (effective Aug. 21) be only \$18 (before then, \$15), and Subscribers will continue to be welcome at all Branch meetings and events. Details as per last month's column.

Finally, in case you hadn't heard, AB 36, the compulsory-helmet bill, failed in committee at the State Senate (the vote was 2 for, 4 against, and 5 abstentions), which means it's dead for the rest of this year at least, though the committee agreed to reconsider it in 1988. Various motorcycling groups, including the Sierra Road Riders Ass'n here in northern California, are monitoring the bill and promise renewed opposition the minute it rears its head again. A small blow for freedom.

Look for details elsewhere in this Notice about the Annual Rally coming up at Grover Hot Springs. Gonna be a good 'un--see you there!


Prez., No. Cal. NOC

A CLUB MEMBER'S OBSERVATIONS

Dear Members,

As a long standing member of the club, I'm compelled to apologize for my lack of involvement with both club functions (not once a Branch meeting) nor to contribute to our fine newsletter. Our heartfelt thanks are deserved by the few who make a go of the club activities. A very special thanks to Lou, who has contributed to every single NOTICE of which I've cherished and studied front to back. And to the heart of the NOTICE machine who have made it continue in spite of apparent apathy of which I'm a part. Art, Scot, Gene, Phil, and others. Our current President, a position that has to be a thankless job.

Now for the rest of us, let's get this club affiliation concern behind us and continue with what has been the strength of our origin since I've been a member, and that's the association with others who feel just like me about our Nortons. My exposure to the club first started at Huckleberry Flats and has recently grown to a few group functions and you know what?-- we're a great bunch of fellows and my wife agrees-- from the annual freeze ride up Mt. Hamilton to Jerry (out of Woodland) organizing a wonderful ride out at the fringes of the Bay Area.

We all really do deserve to hear from everybody; tech advice, black and white pictures, ride reports, opinions. I'm sure over half the club members are as I am; enjoying the NOTICE and love our bikes. Let's get to know each other better.

Thanks again, Lou.

Eric and Anne Mills
(415)754-8479

DOMMIES RULE AT JULY 4TH PICNIC

I knew the Commandos were in trouble when I counted the bodies. There were five or six of us and a whole bunch of them. The referee said "Go" and we all tightened our grips on the 5,000 lb test rope. Grunt for grunt we clearly had the Dommies outclassed but when the rope started inching their way I knew our minutes were numbered. As I slowly sank in the sand I had visions of several large bodies hurtling over and on top of me as the Dommies applied the coup de grace. Alas, it ended in mutual admission that we had been outclassed and as the rope, now above my head, went limp I heard a

(Cont. p. 13)



EDITOR'S NOTES



Hi folks,

No, your mailman hasn't forgotten you. This issue is late because of a trip I took to the USNOA rally in Durango. There just wasn't time to publish early.

****The rally at Grover Hot Springs still could use more volunteer help. Especially needed is someone driving a car or truck to carry up some club items. Give Margie a buzz if you can assist.

****Our Prez has suggested that club officers give advance notice (warning?) of their intention either to run again for office or step down. This aims at preventing last minute nominations (to the surprise of some!) and also allows those who might be interested in volunteering time to find out what's involved in the various jobs. All positions are, of course, up for grabs.

My last issue of the NOTICE will be December's. The job involves a fair amount of time but in my case this is because I have chosen to do the entire process myself, from finding material to pasting on the stamps on the final product. It takes awhile to find the shortcuts, locate the best printer, and streamline the mailing. I'll be putting together a short list of tips to help in promoting a smooth transition for the new Editor and will be available to talk about what I've learned. The best advice I had when I began was to do it YOUR way, so anyone who has some energies to publish a newsletter has a chance to be creative and serve a valuable club function at the same time. Don't be shy.

****Buyers of new helmets need to be wary of several companies which are advertising Snell approved helmets that have not met the Snell 1985 standards. These helmets display counterfeit Snell labels. Check to make sure that the Snell labels are orange and that no two models of the same helmet have the same serial number.

****The CHP will be offering motorcycle training programs for new and experienced riders in an attempt to cut down the motorcycle accident rate which is 30% above the national average and is at the highest level in 10 years. A 15 hour course will be given for riders under 22 for \$45. Older riders get

socked for \$60-\$125; an eight hour advanced course for more experienced riders will cost between \$25 and \$50.

Beginning next Jan. 1, a new law requires mandatory completion of a CHP-approved motorcycle training course for riders 15 1/2 to 18 years old before they can obtain a license to operate a motorcycle. Nationwide nearly one-third of the nation's motorcycle riders between 15 and 19 years old are injured each year.

Depending on the final costs for these courses and depending on whether or not your insurance company offers rate discounts for them, you might want to give one a try. It might be worth a try to get one of the instructors to give the club a talk at one of our monthly meetings.

****I apparently incorrectly reported in the last issue that the California Superbike School had given its last session locally for 1987. AMERICAN ROADRACING lists the following schedule for California for the remainder of the year:

9/5 Willow Springs	10/31 Sears
9/11 Laguna Seca	11/14 Willow
9/19 Sears Point	11/20 Laguna Seca
10/1 Willow	

Info: (213)484-9323

****Joining us this month is Phil Radford's Fair Spares America. You'll find good prices there and an unsurpassed mail order operation. If you haven't already received his catalog send him a note.

****I've included photos of Nortons at Laguna. I'm afraid I have no specs on the machines as I was too busy wandering around to interview people. You can make it all up. Rob Tuluie snagged a third in Vintage after a fine start which put him in the lead for about the first two laps. As Phil commented, "You could almost hear the announcer flipping through the pages of his program asking 'Who is this guy?'" Rob went through several name changes during the event being variously called "Tulule", "Tuliluli", and "Tule". Eric Sworstfigure also finished in the winner's circle (2nd in Heavyweight Modified) aboard Jan Barton's Harley.

Except for Rob and a beautifully restored Garden Gate Manx, none of the Nortons fared very well. Both Jim Schmidt (Clovis, CA) and Commonwealth Racing dropped out, the latter with a totaled engine. The Manx of Don Vesco didn't finish. But the number of old bikes is growing by leaps and bounds in part due to the efforts of the newly formed AHRMA, the American Historic Racing Motorcycle Association, and our own local CYRG, the California Vintage Racing Group. Sears Point runs an AMA sponsored race on Aug. 28 which should be crammed

(Cont. p. 10)



\$ WANT ADS



ALL ADS WILL RUN FOR TWO MONTHS UNLESS YOU RESUBMIT THEM IN WRITING TO THE EDITOR.

FOR SALE

1. 1974 MK2A Norton 850. 100% stock. 7,000 mi. Orig. white w/ blue and red stripe, tool kit, rider's handbook. All maintenance and tune-up just completed. \$2200.
2. 1974 MK2A Norton 850 Interstate. 100% stock. 10,000 mi. New mufflers, original tool kit, rider's handbook, etc. All maintenance and tune-up just completed. \$1650.
3. 1975 MK3 Norton 850 Roadster. 100% stock. 7,000 mi. Electric start works on this one! All maintenance and tune-up just completed. Front and rear discs, new mufflers, runs great. \$1750.
4. Steel Roadster tank. Used, but in great condition. \$40.
5. Haynes workshop manual, like new. \$10.
6. Rear luggage rack for Commando. \$20.
7. Dunstall finned points cover. \$10.
8. Norton Commando factory workshop manual, like new. \$15.
9. Two chrome Dunlop rims for Commando. \$18/each.

Art Sirota
(415)327-3167

WANTED

Wideline Featherbed frame. Contact:

Craig Feder
69 Biuxome
SF, CA 94107

FOR SALE

Oil cooler. Black finish. Used, very good cond. \$40/obo.

Joe Lesh
7725 Torgersen Rd
Eureka, CA 95501
(707)443-4039

FOR SALE

1. 1970 BSA 441 Victor Special. 95% restored (honest!). \$700 or best.
2. Teardrop style gas tank for Commando (not a Highrider tank). \$10.
3. Norton-Lockheed caliper. \$15.

WANTED

1. Fastback Long Range gas tank.
 2. Timing cover type tach drive.
 3. Fork slider w/caliper lugs.
- Must be reasonable (Cheap would be nice.)

Shane Harvey
Waukegan, IL
(312)249-4823
(mornings)



Ken Whitney guards his mount from leering stares of passersby.

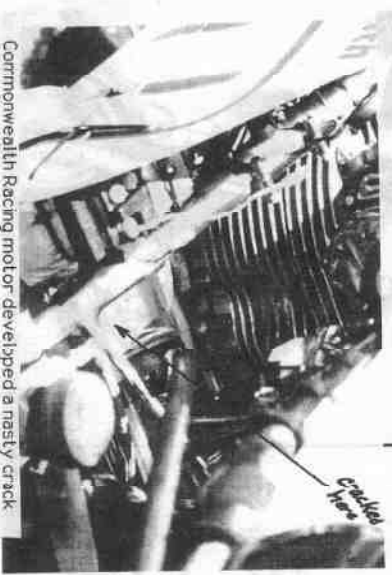
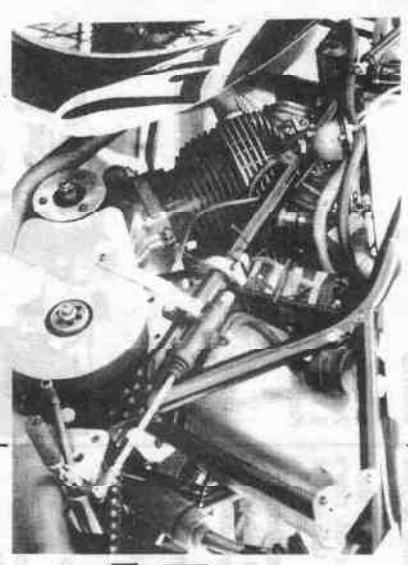
Send renewals to Alan

NORTON OWNERS CLUB



Jim Schmidt warms it up prior to Pro Twins race.

FOR

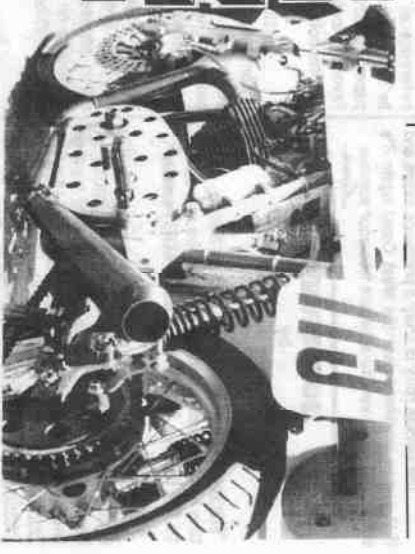


Commonwealth Racing motor developed a nasty crack around the crankcase. Line extended halfway around the motor.



Phil tries to figure out why Rob went so fast.

FOR





THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

(Editor's Notes cont.)

with a variety of vintage machines and if you haven't been to a race this year this event alone should make up for it. As I remember it from past years, you'll probably pay through the nose to get in but the big names will be there and the races are exciting.

*****I managed a two week trip to Colorado recently to attend the USNOA rally in Durango. Frankly I was amazed at how few bikes are on the road. Except for the area around Durango which was alive with Nortons and Harleys (they were having a rally a short way from the USNOA one) we spotted fewer than two dozen riders on our route there. And probably half of those riders appeared to be locals. The other half were Aspencades pulling trailers. On our return through Barstow we did see Los Angeles riders fleeing their city with sleeping bags packed on but overall the summer travelers are in Winnebagos pulling cars and vans loaded with camping gear.

The rally at Hermosa Meadows campground brought about 280 bikes and 400 people together. The rally was exceptionally well organized with field events, rides, two meals, a show (photos next issue), and live music for three nights. But it was the overwhelming presence of the Nortons which guaranteed that the meet would be successful. They nestled in every nook and cranny and people rode them from one end of the campground to the other, a distance of no more than 200 yards, continuously. Truly a symphonic delight.

Phil copped "Best in Show" with his 1937 ES2 but Scot came up short in the "Touring" category, proving once again that clean living has its just rewards. However, Scot wins honors for being the only Northern Cal Nocker to ride a Norton to a Norton rally. Shame on the rest of us.

The USNOA rally is truly a premiere event and if it comes anywhere near the West Coast again it's something you'll want to schedule into your summer.

BOOK REVIEW

by
Richard W. Rutter

"Norton Twin Restoration, by Roy Bacon. With this book's publication, more pieces are added to the puzzle, but several holes still remain."

Word leaked out about a year ago that Roy Bacon was writing a book on the restoration of Norton twins. Armed with the knowledge of his first two books on Nortons, Norton Singles, and Norton Twins, aficionados of the marque have awaited Norton Twin Restoration with unreserved eagerness. By late March of this year, Osprey Publishing, Limited (also

the publishers of Bacon's previous two efforts) was distributing the first copies in England. The book is just now reaching our shores. I bought mine via mail order from Motorsport, RR 1, Box 200 D, Jonesburg, Missouri 63351, for \$25.95, shipping included. When local vendors start selling copies in the Bay Area, expect approximately the same price sans tax.

Upon opening the book, two surprises hit me. First, the book is paperbound! It is larger than Osprey's previous hardbound Norton books, measuring 8-inches by 10 1/2-inches in size. It is also somewhat thicker than the previous books at 240 pages. The second surprise is that out of 270 illustrations, not one is in color! With those two preconceptions shot down in flames, I started reading.

Norton Twin Restoration contains a wealth of information about all post-war twins, including Commandos; Featherbed, Dominator, and Sports Special variants; and the small twins of the Jubilee and Navigator series. The text is best read sequentially from page 1 to 240. Included also with the text is a large amount of very well reproduced photos, many never before published. Photos of two Jubilee roadracers are really amazing! I never realized these had been raced, let alone the modifications such as megas and a Manx front brake that one Jubilee sported in a photo. A quick search of the adjacent text for more information, such as how fast that little devil went, and when it blew up, however, was in vain, and that points up an organizational problem this book has. The way the book is organized leaves one at the mercy of a thankfully comprehensive Index. Only with the Index can the Norton aficionado recapture some fact for reference at a date later than initial reading. And, he'll have to refer again to the Index with a pad and paper to write down where all the photos of his favorite Norton are. They'll be sprinkled throughout like chocolate chips in a tollhouse cookie.

Particularly missing are four areas that Mr. Bacon would seem well qualified to contribute. A section on interchangeability of common spare parts between various Norton models, and more on contemporary "Hot Rodding" parts and manufacturers would be helpful. In the restoration end, color chip samples would be helpful. What color, for example, was Dove Grey, or Polychromatic Grey? Additionally, color photos a'la Haynes "Super Profile Series" organized on a model by model basis would answer many questions.

(Cont. p. 11)



(Rutter cont.)

Having fifteen appendices at the back, Norton Twin Restoration fills in yet more pieces to the Norton puzzle. Together with Bacon's Norton Twins, they make a wonderful albeit still incomplete resource for making your Norton more approachable.



Dave at practice race at Sears prior to Laguna. He raced Vintage at both sites.



Dave Neal's "Nortoni". It's bright yellow with tastefully constructed blue "Nortoni" logo.

WELCOME NEW MEMBERS

Doug Raliff Michael Hammond

Stephen Blount

* * * * *

CLUB MEMBER MAKES SHOCKING DISCOVERY

Everyone who works on his bike should be aware of the dangers of residual electricity. We all know that insulated wires conduct electrical currents necessary to run our Nortons. Sometimes the amount of current being carried through a particular wire can be very great. Now, if that wire is clipped or disconnected from the main wiring harness, it can still retain and store a great deal of energy for a long time. So for instance, if you happen to see a short length of left-over wire in your driveway be very careful before touching it. There can still be "residual electricity" inside of it. Make sure you are connected to a ground and that any pliers you use to pick up the wire with are well insulated. I've seen the results of residual electricity: singed eyebrows, bulging eyes, and smoking hair. So please be careful handling old pieces of electrical wire. Residual electricity: it's not a pretty sight.

Thanks,

Art

[Editor's note: The author is recovering from second and third degree burns suffered in just such an accident and welcomes your cards and letters.]



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THE UNAPPROACHABLE






THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

TIPS ON RELACING WHEELS

All types of riders—street and dirt—get a little off form once in a while and run over something that leaves their bike with a bent rim. Front or rear, a rim is a rather expensive item to have repaired at a shop, so the natural thing is to replace it yourself. This task can be simple or it can turn into a nightmare—it all depends on how you go about it. (Many is the time a rider has come into my shop with a handful of spokes, a rim and a hub—pulling his hair out!)

When the wheel is together, it looks like an easy job to take it apart and put a new rim on. But when you get the rim off, the spokes go every which way and the simple job suddenly turns into a mindblower. It helps to have another wheel just like the one you're relacing to use as an example, but the job can still be a pain.

To save your sanity, tape the spokes together where they cross with small pieces of duct tape before you start on the wheel. The spokes will then remain in basically the same position when you remove the rim. Lay the wheel down on its side and place the new rim over it. Check to see that the holes for the spokes are drilled at the same angles as in the old rim, and that there is not a difference between the "right side" and the "left side." If there is, you will have to mark them accordingly so the new rim will go on exactly like the old one. Also mark the position of the valve stem on the hub with a crayon so the new rim can be placed in position correctly.

Next, loosen and then remove all the spoke nipples. After that, you'll find that the rim can be lifted off the wheel and the spokes will stay in position as they are taped together. Then slip the new rim down over the spokes in the same position as the old rim and start installing the spoke nipples. After they're in place, all you have to do is true it and you're ready to go. 

by Mike Capalite

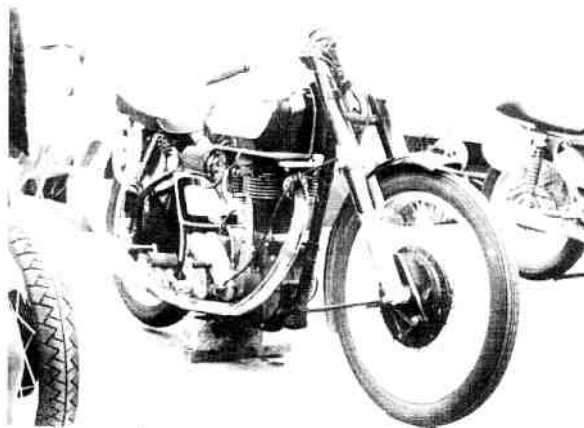
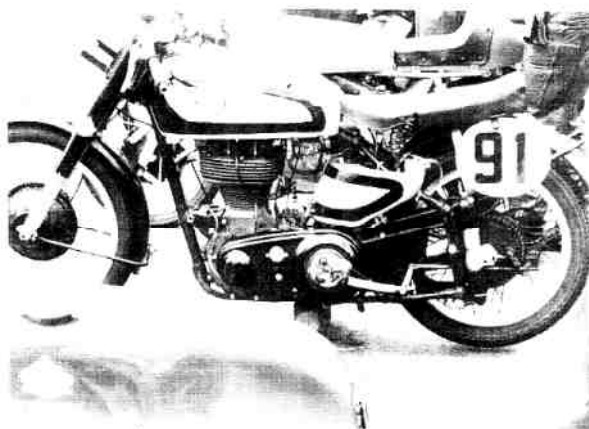
CLEARING GAS CAP VENTS

A rider came into my shop the other day with a different kind of problem—the gas cap for his English bike was completely disassembled.

I came to find out that he had been cleaning his machine and decided to make sure the air vent in the cap was clear, so he put the nozzle of an air gun to the hole in the cap and applied air to it.

Unfortunately, the gun was not an OSHA-approved unit and the nozzle had about 100 pounds per square inch of air behind it—and blew the gas cap apart.

I couldn't repair the cap, and since it was for a machine that is no longer manufactured, that rider was hard-pressed to find a replacement. His problem could conceivably happen to anyone else who owns a bike with a vented gas cap, so if you are thinking of cleaning yours with compressed air, do it lightly or you may have to pick pieces of the cap off the floor.

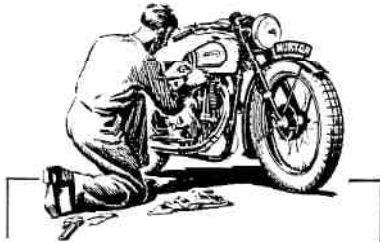


Norton
COMMANDO

PROTECT THE
VALUE OF YOUR
INVESTMENT.
INSIST ON



NORTON



TECH TIPS

NOTE: "Tech Talk" will resume with the next issue of the NOTICE.

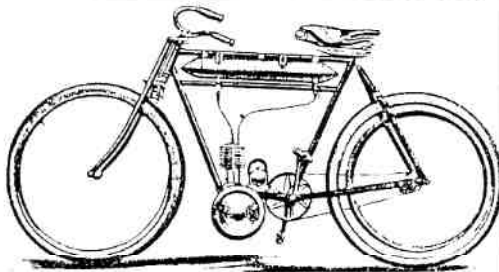
FREE MEAT TO A LUCKY NOCCER!!!

Burton Kranzel has generously offered to supply this year's rally with steaks

BUT we need a volunteer to bring them to Markleeville. If **YOU** are four wheeling it give Margie a call (415)654-1933.

Do it now to help the rest of us in the planning for this event. Your club needs

YOU.



Believe it or not, once upon a time there was a Norton two-stroke utility light-weight. Reproduced from "Cycling," the illustration shows the model as it appeared at the 1910 Show. Although displayed in a partially finished state, the weight complete with mudguards, belt and back-pedalling brake, was quoted as 55 lb. To the best of our knowledge the design never went into production.

Thanks to Marc Michon for this little tidbit.

(Dommy's Rule cont.)

collective sigh of relief. Even after we had all regained our breath no one felt up to throwing the cylinder block. Rats!-- I had been practicing all week.

The weather was ideal. We chose a beach with johns and grabbed a firepit. Alan, Margie, and Suran had made food arrangements and the "shuttle" to the beach worked. At the beach we entered a crystal clear night with rockets, sparklers, and explosions all around us. Never have so many "no fireworks" signs meant so little.

I had managed a ride that morning through the hills above Santa Cruz. I was struck by the quiet at midday on the top of Loma Prieta. The view was magnificent. And I've just learned that the September ride will be through the same countryside. Don't miss it.

The club owes Alan one. He took it upon himself to coordinate this event and made an enjoyable Norton weekend possible. Now if he can just get that crank out of the case for August....

Lou



Phil tries to figure out why #50 went so fast.



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

IT'S

**RALLY
TIME!!**



TALK NORTON
MEET NEW PEOPLE
MAGNIFICENT ROADS!
SATURDAY NIGHT FEAST
INCLUDED
DOOR PRIZES!

WHERE: GROVER HOT SPRINGS NEAR MARKLEEVILLE

WHEN: AUG. 21-23

HOW MUCH: \$10/ADULT (CHEAP!), 1/2 PRICE UNDER 12
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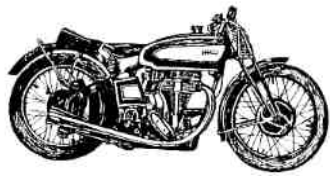
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