



Norton Notice



The Newsletter of the
Northern California Norton Owner's Club

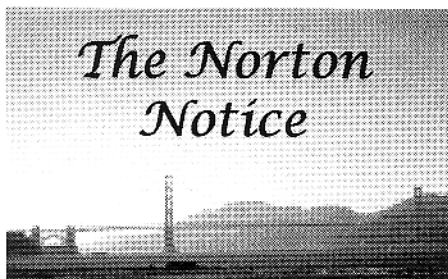
No. 315

February 2005

Norton
Rogue Rallye

Oregon 2005

July 10-14 Lake Selmac Park - All British Bikes Welcome
For Rallye Information visit NortonClub.com/Rally05.htm



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

The deadline for items to be submitted for publication is the 18th of each month.. The **NORTON NOTICE** welcomes contributions submitted electronically. Articles and photos can be sent in almost any format and the Editors PC can read it. E-mail can be sent using INTERNET to mikemill20@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.

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

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

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

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

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NORTON NOTICE

IMPORTANT (Please note the following fine print) The object of the Northern California Norton Owners Club is to promote, encourage and develop motorcycle activities. The Club's members are owners of Norton motorcycles and they often submit for publication in the NORTON NOTICE technical tips pertaining to motorcycles of the Norton 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

Upcoming Events

2005 Meeting Schedule

Northern California Norton Owners Club 2005 Meeting Schedule

February

10th – Meeting – Tommy's Joynt S.F.

Southwest corner of Geary and Van Ness Streets
Downtown San Francisco
415-775-4216. Meeting starts at 8:00PM

March

10th – Meeting - Harry's Haufbrau – San Mateo

April

14th – Meeting – Harry's Haufbrau – S.J.

May

12th – Meeting – Harry's Haufbrau – San Mateo

June

9th – Meeting – Prince of Wales – (Tentative – Patio?)

July

3rd – Ride/Meeting San Juan Bautista - Sunday

Augustt

11th – Meeting – Tommy's Joynt S.F.

September

8th – Meeting – Harry's Haufbrau – San Mateo

October

2nd – Old Timer's Ride and AGM

November

10th – Meeting - Harry's Haufbrau – San Mateo

December

4th – Christmas Party (no ride or meeting)

Ride Schedule..

by **Gar Jorgenson**, ride coordinator

February 13th – Sweetheart/Ferguson Memorial Ride – Sunday

This ride will again start out at The Florence, 37349 Niles Blvd, Fremont (PH: 510-792-5522). Since no one stepped up and volunteered to lead this ride, you are stuck with me as ride leader with Keith Karn assisting. Plan to leave The Florence promptly at 1100 AM. The ride will start out in Niles Canyon then continue east through the hills, beyond Altamont Pass and into the Tracy area for lunch. After lunch we will come back on a different route through the hills and return to Fremont. We should be back no later than 3 PM.

February 27th – Adopt-a-Highway clean up day – Sunday

This is the first highway clean-up day of 2005. Have a good time doing a good deed!

March 13th – “The Wall”

This is a short back road ride to the Berkeley foothills concluding at “The Wall” on Grizzly Peak Rd. Meet at Sun Valley Mall’s parking lot intersections of Willow Pass Rd and Contra Cost Blvd in Concord (just off I680). Depart at 10:00am taking Taylor Blvd, Grayson Rd, Reliez Valley Rd, Alhambra Valley Rd, Bear Creek Rd, Wildcat Canyon Rd and finally Grizzly Peak Rd. Members wanting to join us from the East Bay could wait at Alhambra Valley Rd and Bear Creek Rd. The end of the ride is at the turn out on Grizzly Peak Rd known to many as “The Wall”.

Ride Leader: David Crader (925) 513-3148 or (408) 807-4082 cell

April

9th – Clubman’s Show Booth

10th – Morning After Ride lead by the NCNOC

May

15th – Mt Hamilton - Sunday

June

12th – North Bay Ride – Sunday

19th – Adopt-a-Highway clean up day - Sunday

July

3rd – Ride/Meeting – San Juan Bautista - Sunday

13th through 17th - INOA National Rally, Oregon

August

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

13th – Alternative Day Ride – Ebbets/Sonora Pass Loop - Saturday

21st – Adopt-a-Highway clean up day - Sunday

September

18th – Cameron’s/HMB Ride - Sunday

October

16th – Delta Ride – Sunday

November

5th – All British Ride - Saturday

27th – Adopt-a-Highway clean up day - Sunday

27th – Turkey Ride - Sunday

December

4th – Christmas Party (no ride or meeting)



PARTY PARTY PARTY PARTY PARTY

Art Sirota and Lynda invites the NCNOC to his annual barbecue on June 25 at noon. *Free* food and drinks.

No alcohol or smoking

Hot tub, bring your suits (I don't know about Art, but I would not like to see you guys in the buff. ed.)

Kids welcome

You are encouraged to ride a British Bike.

601 Harrison Avenue, Redwood City 650-363-9277

EDITOR'S CORNER

Brrrr Ahhhh Brrrr. I do not understand it. This weather is crazy. Riding down Hwy 280 for the Polar Bear Ride, I looked up at the intersection of Hwys 92 and 35 and said, "No way". It was socked in solid. I continued down 280 to Woodside Road (Hwy 84). As I sat at the intersection of Canada Road and Woodside Road, Garwood Jorgenson and Dave Crader pulled up. I fell in behind them and westward we went. As we started to climb up Hwy 84 It got cold and foggy. Then my faceshield fogged up. Then my glasses fogged up. The biggest problem is when we go about 2/3 of the way up the hill and broke out into the sunshine. Every time the road pointed south, I would get dazzled by the sun on my foggy faceshield and glasses. When we got to the top the weather was glorious. I was wearing so many layers of clothes that I had to find some shade to stand in. Not being able to make the ride down to Pescadero with those who wanted to go there for lunch, I waited until they left and headed home north on Skyline. What a beautiful ride until I was about 1 mile south of Hwy 92 when in the space of 100 yards the temperature dropped 20+ degrees. Is this crazy or what?

Please find elsewhere in this issue a form to use to pre-register for the Rogue Rallye this July. As I understand it, you may not be able to register at the Rallye itself and there will be no day passes, so sign up now before time slips away and you forget.

The Vintage British Motorcycle Rally at Lake Cachuma is back on for the Memorial Day Weekend, May 27-30. Rate is \$125.00 per person for the weekend with camping fees and 8 meals included. If you are interested, look it up at www.britishconnection.org, email them at jmulrean@cox.net, or call toll free 1-888-627-2559. In the past, Bob Raber has led a group who rode down. He has provided a truck to haul your gear so you will not be loaded down. I do not know if this is what he intends to do this year but you can ask him at his shop.

The Clubman's show at the Santa Clara Fairgrounds will be one month later this year at April 9 with the "Morning After" ride the day after. The ride will start at the Bakers Square Restaurant in Los Gatos leaving at 10:00am. I am sure that Lorin Guy will have some big plans for the Club booth so we can win the "Best Club Booth" again. Also, the NCNOC has been asked to organize the ride, so please come to the next couple of meetings where the details will be ironed out.

Mike Sullivan, Editor

President's Message by Lorin Guy

Riding season is upon us so it's time to review some basic solo and group riding tips.

Bike Prep and Safety:

Your bike is your connection to the road, your source for pride, fun and total enjoyment, so take care of it. Those of us with good running bikes get lazy; we forget to check the vital details. One big one is air pressure, you have to check it and set it before you ride. Then there is nut and bolt tightening, so important, our bikes vibrate and the nuts and bolts take a beating. Check your axle nuts; exhaust clamps and flange nuts, and tank supports.... Put a wrench on everything at least a few times a year.

Oil level, it too needs to be checked and filled, this should be an every ride ritual. Changing your Oil, some opinions differ on how often but it's important to do a few times a year at least. Check your battery, a good charge is so important to how your bikes runs.

So much for the bikes how about the rider? Before you go for that scoot, be sure you are up for it, feeling alert, fit and strong. Then be sure you dress for the ride, boots, leather or tex jacket and gloves, and most important, your helmet, remember too with a full ride season coming up it's a good idea to up grade some of your older riding equipment.

Tell someone you are going riding and where you might go. Take cell phone in case you break down .

Group Rides:

This one affects us all and group riding is a little different than solo rides. Our club sees about 5-25 riders at any one time and we generally ride in a staggered formation.

Adhering to the 2 second rule is good, pick a point in the road ahead, start counting when the bike ahead of you passes that point, count 1-1000, 2-1000 at two you should be at that spot upon where you started counting. This spacing gives you enough room to react if there is an issue. Remember not to pass the leader unless flagged bye and never drop behind the sweep.

Keep alert; you are riding with others who may have varying skills levels. Never ride beyond your skill, it's not worth it and you will not impress anybody if you crash.

Ok, I've talked long enough; it's going to be a long season, so to sum it all up. Check your Bike, Check yourself and always ride safe and be aware. But most of all have fun, don't wimp out and be there or be square.

Lorin Guy, President

Minutes of the NCNOC Meeting 1-13-05 at Harrys Hoffbrau in San Jose

Meeting called to order at 8pm by v.p. Jerry Grainger with 21 members and guests present. President Lorin Guy was at the bike auction in Las Vegas.

- 1) Welcome new member Terry Morrison from SF. He is looking for a MK3 interstate (like everyone else), and currently has a nicely restored Triumph
 - 2) Summary minutes of the Christmas party presented by sec. Alan Goldwater
 - 3) Rays annual treasurers report was circulated for discussion. Our total 2004 revenue of \$4755 against expenses of \$4244 resulted in a slight increase of the treasure by years end. This was mostly thanks to the generosity of members at the Christmas Party auction. We have a current balance of around \$1700.
 - 4) Mike Sullivan points out that there are no rides listed in the last issue for Sept and Oct. The Sept ride is Camerons and Oct is the Delta ride. Mike also reminds us that membership expiration is indicated on the NN label - please check and renew promptly to avoid missing an issue. The Old Timers date was misprinted in the last issue. The correct date is Sun Oct 2.
 - 5) Feb meeting is at Tommys Joynt on Geary Street in San Francisco.
 - 6) We will be leading the Morning After ride again this year, and ride leaders were needed. Ray Pallett and Tom Dabel offered to jointly plan the ride.
 - 7) Ian's ride report: The sweetheart ride Feb 13 needs a ride leader. Contact Ian Reddy if you can help. Some basic protocol for rides will
-

be established and communicated to all ride leaders this year. NOTE get a copy of the INOA ride guidelines to Ian and Gar.

8) Rally report by Alan Goldwater. Online registration with PayPal payment by credit card will be available soon. Visit the rally web site at <http://NortonClub.com/Rally05.htm>.

The following Rally05 staff tasks are open, each of which needs someone to organize and plan. If you see something here that you'd like to take on, please contact me.

bike show / concours	Organize classes and display area. Specify trophies
Layout, collect and tally ballots	Award trophies and photograph winning bikes
vendors / swap meet	Solicit/approve vendors
Plan and manage vendor/swap spaces	
rally packs	Plan and obtain contents of rally
Assemble rally packs	Coordinate with registration for numbering / distribution

9) Peninsula meetings will be at Harrys Hoffbrau, 1927 Chess Drive Foster City next to the Bridgepointe Shopping Center.

11) Highway cleanup - see schedule

12) Revision of the bylaws was proposed by Lorin in email with the other Club officers. A motion to table discussion until after the Rally was made, seconded and approved unanimously.

13) The meeting adjourned at 8:50

Respectfully submitted by Alan Goldwater / sec

Boxing Day – 2004

by Ray Pallett

The Classic Bike clubs in Sussex have historically ridden to the Royal Oak in Fulking. This had been a traditional destination for many years and the bikes that had the Christmas dust blown off them to just turn up each year ranged from Vincents to Bantams. Last year the pub had changed hands and it was made perfectly obvious that “those horrid motorcyclists” weren’t welcome at any price. This year the place had closed down so maybe quite a lot of other people had received the same message.

A consensus among a number of clubs had decided that the Plough at Pycombe was a worthy alternative being suitably situated just outside Brighton on the A23 at junctions of several “B” roads favoured by the old British iron crowd.

The 26th December dawned with a sharp frost. My old Dommi’ threw off the chill (I had started it Christmas day to make sure it would after being idle for three months) and I set off down Stable Lane to get gas. The lane is a short but quite steep hill and was white with rime. For the Californians not familiar with this white deposit on the road - it is the frozen atmospheric moisture that condenses out when the temperature falls below zero C i.e., ICE! A flat battery and a cold engine do not a happy Dommi’ make and it stalled half way down the hill. The back wheel locked up and I found myself on a two wheeled toboggan. What fun! No way was I going to try and kick start it and I decided an attempt to bump start it would be an act of folly - so out of gear both feet down and ease it down the hill against the front brake. I made it and got gassed up. While I was at the pump my mate Rog went by on his ’44 Triumph 3HW. Thinking he might be going up to my place to pick me up I went back up the hill to check and have another crack at the Cresta Run.

We meet near a roundabout in the village of Washington and the run there was enough to get the Dommi’ into her stride. The weather had clearly put a lot of people off as when I arrived only Rog and a couple on a Hinkley Bonneville had turned out. We had a pleasant but careful ride along the ungritted byways behind the South Downs through Edburton, Poynings and Fulking to the A23 and after a couple of abortive turns in the wrong direction, found the Plough. One more guy on a Matchless badged P11 joined us and after a cup of coffee and half an hour’s bench racing we headed home.

We took the dual carriageway back to Rog’s place for a cup of tea and introduction to his grandson who is coming up for his first birthday. Leaving for home I was horrified to see a serious puddle of oil under the Dommi’. Closer inspection revealed the whole rear end to be smothered in oil and a slick to extend to the garden gate and beyond for about 15 yards down the road.

The culprit was the rocker lubrication line. The copper pipe usually soldered into the ring around the tank return pipe to form a banjo wasn't any more. 45 years of vibration had done their work. Incredibly more than half the contents of the tank had disappeared through a 1/8" hole in 15-20 yards. I had about three miles to go to get home so we pushed the pipe into its hole and held it in place with a couple of cable ties. Rog donated a pint or so of GTX and I got home OK. Providence was with me when Rog asked me over for a cuppa. If I hadn't stopped then I would probably have wrecked the engine. As it was the old lady got a much deserved oil change.

It took half an hour to strip the fitting off the bike and another to drive to the DIY store to purchase solder and flux. I left the two parts in gas over night and then gave the mating surfaces a good scrub with a fine scotchbright and fluxed them. I fitted them together and wired them in place. Holding the assembly in the flames of the gas ring on the kitchen stove (hopefully the wife will never read this) until it was hot enough for the solder to run into the joint. Another half an hour to refit it to the bike and the old lady started up with no leaks. She now has a safety wire to hold the pipe in juxtaposition to the ring should the solder ever give out again – perhaps in another 45 years.

Thoughts on rules for the ride.

This came up at the last meeting and is a topic definitely worthy of full consideration. I offer the following thoughts to stimulate the debate.

I believe that the paramount consideration for a group ride has to be safety. Having said that I feel that realistically there is a limit as to how much we can legislate for this.

Everyone who rides a motorcycle at any time has an individual responsibility for self preservation and for safe and courteous behavior towards everyone else on the road. This becomes especially so when riding in a group. By its nature riding a motorcycle is an individual activity. Even when riding with friends the pilot of a motorcycle rides alone. The close proximity of other riders may give a rider more confidence but it can also increase the potential risks of riding, so each rider needs to be even more aware of what is going on around them.

So what does a club do to balance the needs for collective safety and an enjoyable ride? Personally I would not ride with a group that tried to control the way I ride with rules such as no overtaking during the ride. Even a less draconian approach would probably lead me to really ride alone if the rules intruded on my riding pleasure. We have legislated rules that we have to obey when on the road and I don't think it is the role of a club to usurp the powers of the legislature by adding more.

What I think we do need to do is ensure that every ride has a briefing which emphasizes the need for safety and courtesy. It is also probably a reasonable topic for the agenda at a club meeting from time to time. What do the rest of you think?

Lorin Guy

TRAVELS WITH SHIRLEY

Part 5

Don Danmeier

The Fourth of July in 2002 was memorable for us because we had dinner at a sidewalk restaurant behind the cathedral in Florence, Italy. The BSA was taking a couple of days' rest back at the hotel while we walked the town. Similar thing here. The Norton was safely tucked away in the hotel garage, and we were wandering along the street after having had the best damned barbecue ever, bar none, at the Blues Café on the corner of Third and Beale. The edifice of reference this time was what the writer Philip Lowry calls a "Green Cathedral", namely, the baseball park a couple of blocks away. We took in a ball game there on the evening of the next day, and watched the locals (the Memphis Redbirds) take the visiting Nashville Sounds in 9 full innings. But on this particular evening, the Fourth, fireworks (which were plainly visible from where we stood on Beale Street a couple of blocks away) were being launched from the ball park. The bars all emptied, and an already busy street was, for about a half an hour there, crammed with people - one big street party.

Automobile traffic was blocked from Beale along the length of its entertainment district for the evening, and in fact the only vehicles about were horse-drawn carriages. Well, those and a few Harleys parked on the now dead-ended side streets nearby. That pedestrian zone was created every night, just to allow folks to stroll around. Within this zone, it's legal to carry your drinks around indoors or out. You can go in to order, or just walk up to the open front window of some of the bars, slap down your bucks, and walk away with a drink. Some of the younger set, among whom the quantity of alcoholic beverage consumed is still a mark of distinction, had bought containers of booze as big as a goldfish bowl, which they carried on their chests by means of a lanyard around the neck. Drinking straws made sipping as easy as a turn of the head. Kinda gross, if you ask me. Another missed photo opportunity: three extremely wide women in pants showing their heinies while leaning into a storefront bar, above which was posted a big red sign reading BIG-ASS BEER. But my favorite was this one: a sandwich board sign (like the ones you see in England, with the bar menu scratched out in chalk) on the sidewalk outside the Shakespeare Pub, which read "Helping People Get Laid For 25 Years".

The music scene here was hot, and easily as diverse as Austin. In addition to the bar/club scene, there was quite a lot going on out in the street, and in the park. So we heard most of our tunes outdoors. One act in particular really grabbed us: a young one-man-band guy on the sidewalk who played a home-made electric guitar comprised of broomsticks and a cigar box, singing as well as accompanying himself on a small

drum set with his feet. Almost everything he played was his own composition, and although the lyrics were a little edgy politically, the musicianship was outstanding. While we were out standing nearby, we struck up a conversation with a couple of young guys who were in town trying to break into the music business, one of whom talked Shirley into buying his demo CD, *I Need the Money*. No kidding. Listening to it after we got home made us realize he's probably still pretty needy.

But soaking up culture can only get you so far. To get to our destination meant moving on, so we fired up again the next day and looked for more Americana in the country. We went east far enough to pick up the Natchez Trace Parkway, which is a road through a linear national park that follows the original footpath once used as a trading route by Native Americans, connecting present day Natchez, Mississippi and Nashville, Tennessee. Riding the Parkway reminded us of the Blue Ridge Parkway in the Appalachians, which we'd taken on this bike, north to south, in 1992. Beautiful, but s.l.o.w. Both Parkways are beautifully maintained, winding roads, but with a 45 mph speed limit. That was a little tough to put up with, given the heat and the lack of traffic on this weekday ride. I figure about 70 on the Norton would have been pure bliss, but the Federales hiding behind the trees and around the bend are unforgiving and equipped with radar, so I kicked it up a notch only once in a while. It was a pretty ride to Nashville nonetheless (but without the views you get from the Blue Ridge Parkway).

Nashville: we'd been there once on the BSA and had the most memorable 24 hours of music we'd ever stumbled into, so we were eager to get back. We debated making a Memphis-Birmingham-Nashville triangle out of this ride, but passed it up in favor of going straight to the Music City, putting off a decision on Birmingham until later. We never did get there (to Barber's new Motorsport Complex), so you can see we must have been pretty itchy. I mean, passing up a new racetrack and a museum full of motorcycles?? Whacky. Maybe I need a checkup from the neck up.

Anyway, Broadway beckoned. We got a room within walking distance, just up the hill a bit, on Seventh. I unloaded the bike while Shirley checked us in, and as I stuck the key in the door, WHAM came a thunderclap and an instant downpour. We'd managed to dodge the rain yet again, so except for those two drops back in Arizona, we'd been dry for the entire ride so far - no use for the rain suits. The Norton had gotten the last under-cover parking space ("Put it right there, by the lobby", said the manager, "and we can keep an eye on it"), so the couple who rolled in behind us on the Harley had to park out in the wet. I felt kinda bad about that, because they were nice folks, Canadians - but trade places with my Norton? No way. I left the Boy Scouts 50 years ago.

After casing the dinner possibilities, we settled on the steak house down the street before turning out for our evening stroll. As expected, tunes were drifting out

continued next page

the doors of all the clubs, so we sampled a few and settled down at the Bluegrass Inn. Remember, all the stage acts there play for tips, so with no cover, you can enjoy a complete evening for a couple of beers. Or none at all, but I was being polite. I don't remember much about the opening act that night, but Shirley will tell you (don't ask) that I was bowled over, awestruck, by the female vocal trio that took the stage with their four-piece backup band. They were okay, but actually it was the guy in front, from New York, who was doing all the hooting, hollering, patting his chest beneath his shirt, and waving money around. I sat back there and had a good talk with the lead chick's Dad, a rancher from Texas, who happened to be in town. When we eventually left, as we went out the band thanked us for staying through their entire set. How sweet.

We don't generally get up late in the morning, but with no riding to be done - and we were on vacation - we just took our time the next day. The state Capitol was visible and only a short walk from our hotel, so we hiked over and took a self-guided tour. I have to tell you I'm disappointed to have forgotten the name of the architect, because I recognized it at the time. In any event, I was surprised to find his name on the dedication plaque, because I think the building's a clumsy pile of stuff. But the interiors made up for that, at least in part. Lunch was had at Jack's on Broadway (barbecue, what else?), from which we'd been served in the alley last time (1998) during a bluegrass festival.

Later on, in Ohio, we would give in and actually spend a little money on something unanticipated, which is a move rarely made when traveling on the bike, because it means shipping it home - there's no room to carry any additional baggage. We would be led astray by some of the local Norton lads with tales of trains and knives, so it was the result of curiosity and perfectly understandable. But one of our must-do stops here on Broadway was Ernest Tubbs' music store. Judging from the autographed posters and photos hanging in there, just about anybody who is or was Somebody is familiar with the place, including our favorite local (Novato) guitarist, Roy Rogers. We loaded up on CDs and whatnot, and Shirley made arrangements to have things boxed and shipped.

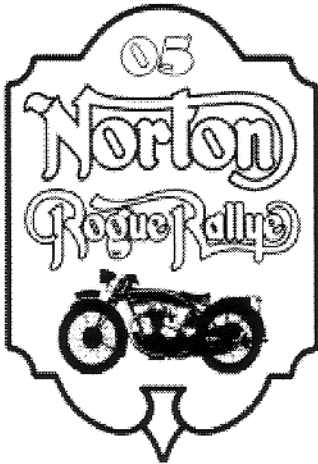
For our last night in town, we took a cab to a bluegrass joint called the Station Inn. It was slow to fill up, but during the course of the evening, my pal the Texas rancher strolled in with his wife, the vocalist daughter, and her husband (the bass player in her band). We had a chuckle and a howdy together, and later noticed that the nationally famous bluegrass singer Rhonda Vincent had arrived with her family entourage, to take in the show. What a cozy little place.

To be continued...

Northern California Norton Owners
And
Northwest Norton Owners
Present

THE INOA 2005 NORTON ROGUE RALLYE

July 13-17, 2005
Lake Selmac, Oregon
30 miles south of Grants Pass, off US Hwy.199



Pre-registration rates (USD)
Adult.....\$50.00/day
Youth (6-18).....\$25.00/day
Child (under 6).....Free
Includes two meals

Tee shirts:
S, M, L, XL.....\$15.00
XXL, XXXL.....\$17.00

Email: Rally05 Treasurer@tpi.com
Info: <http://www.nortonclub.com/>
Phone/fax: (425)788-3410

Mail form and checks to:
INOA 2005 Rallye
c/o Anita Hill
20135 186th Place NE
Woodinville, WA 98077

Name

Address

Phone Number

Email

Names of others you are registering with this form:

Shirts purchased with this registration (List sizes)

Total fees (make checks payable to NWNO)

Bikes you wish to exhibit at show:

Rec. Vehicle size/hookup requirements (if any)

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PN: 06-7546M \$25.00 set of 4. Also available for Triumph and BSA

Valve guides. Our own bronze guides. Line bored for exact true center Norton, BSA and Triumph \$32.00 set of 4

Alloy fork nuts, polished alloy. Commando pn 06-0345A \$30.00/pair

Atlas and pre-Commando 06-7746A \$30.00/pair

With logo for Commando only pn 06-0345AL \$48.00/pair

Norton Commandos Only

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CLASSIFIEDS

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

FOR SALE: 1971 Commando Roadster. Engine by Ken Armann. single Mikuni. Original carbs included. Sealed battery from Frank Recoder. New rear tire, front tire 80%. Boyer. Easy starter and good runner. \$4000 or best offer. Mike Sullivan 650-872-3336

OTHER RIDES

BSAOCNC 2005 MidState Ride

Starting from the Black Bear Diner at Hwy 1 and Rio Road just south of Carmel, CA at 9:30 AM on Saturday, April 2. Be sure to have your drivers license, registration, and insurance card easily available in order to enter the Hunter Liggett military base. Lunch is again at the Hacienda Restaurant on Hunter Liggett.

Saturday night "Dinner and Cheer" is at the popular Otter Creek Cafe and Bar on the Morro Bay waterfront. Same place for Sunday breakfast. The Ascot Inn is again holding 12 rooms for Saturday night until March 15. Code is 'BSA 05' for a 20% discount for the rooms. Regular prices are from \$89.00 so you're in for about \$71 bux. Cheaper at Motel 6 but you are about a mile away from the group. After the spitted ride in the beautiful green hills we'll return to Carmel on Sunday afternoon. No charge for the ride and maps will be furnished. Contact Frank Forster 831-688-2120
frankforster@earthlink.net

THE NORTHERN CALIFORNIA NORTON OWNERS CLUB
 Membership Application

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

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

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

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

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

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

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

NAME _____

ADDRESS _____

CITY STATE and ZIP _____

TELEPHONE _____ E-mail _____

MOTORCYCLES OWNED

Make	Year	Model	Engine/Frame/Plate Numbers
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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 reasonably withheld.

I have read and agree to the additional terms and conditions set forth on all parts of this application. Other affiliated clubs and organizations are also represented and protected by this release.

Dated _____ Applicants Signature _____

Send all applications or inquiries to:
Ray Pallett, 462 Del Medio Ave. #2, Mountain View, CA
94040
(650)947-9780