



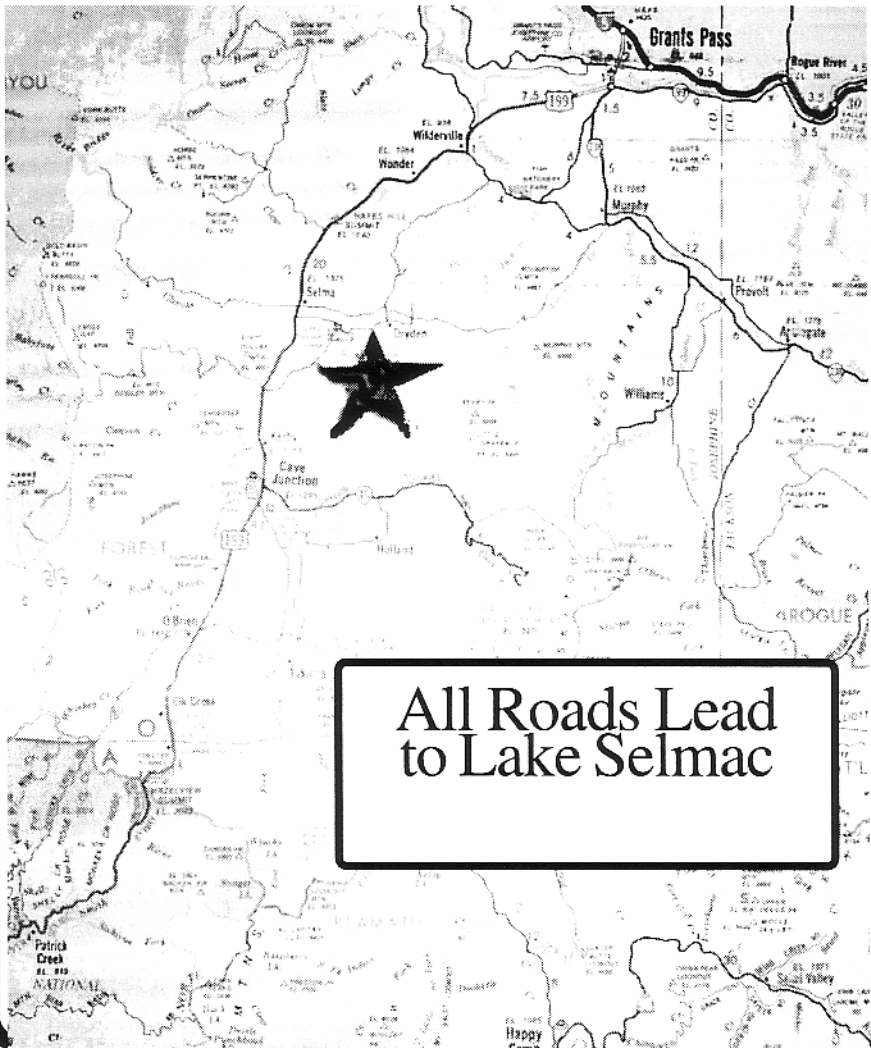
Norton Notice



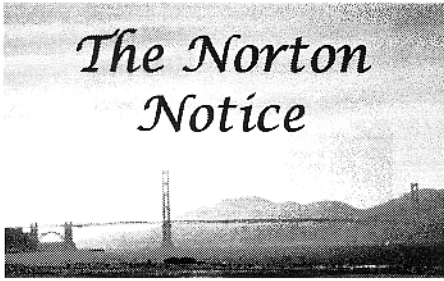
The Newsletter of the
Northern California Norton Owner's Club

No. 320

July 2005



All Roads Lead
to Lake Selmac



is the official publication of the Northern California Norton Owners Club and its sole purpose is to inform and entertain its membership. The Northern California Norton Owners Club is dedicated to the preservation, restoration, and use of Norton motorcycles and promotes events and activities twice a month that are open to members and guests of members.

Membership in the NCNOC is available for \$20.00 a year and can be sent directly to the treasurer (see application form in inside rear cover). Inquiries by new and/or prospective members can be directed to board members via e-mail. Membership change of address can be directed to the editor. The NCNOC is affiliated with the Norton Owners Club of England (NOC) and the International Norton Owners Association (INOA). Information about membership in the NOC or INOA can also be found on the membership form on the rear cover.

The Notice is published monthly and the deadline for articles and editorials and advertisements is the 18th of each month. The Notice editorial staff welcomes submission electronically in most popular formats. Pictures and articles are best sent as an attachment and e-mails can be sent to the editor at mikemill20@aol.com.

Advertising rates are \$100.00 a year for a 1/4 page ad, for other rates, formats, and dimensional inquiries contact the Editor.

The official website address for the Northern California Norton Owners Club is www.noronclub.com

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NORTON NOTICE

Disclaimer:

The Norton Notice is the official publication of the Northern California Norton Owners Club. Articles and editorials submitted are published for the edification and entertainment of Club members. Technical articles are reviewed for accuracy and workability but are in no way guaranteed and no liability or responsibility for their accuracy is assumed or implied by publication or by the authors or by the NCNOC, or associated organizations. The Editor reserves rights, so granted by the standing board, to edit and/or otherwise accept or reject unsolicited submissions.

Upcoming Events

2005 Meeting Schedule

Northern California Norton Owners Club 2005 Meeting Schedule

July 3rd
Peter and Joan's German Restaurant
Center of
San Juan Bautista
Show up at 11:00

Meeting starts at 12.00

Bench racing starts when the second rider shows up.

July

3rd – Ride/Meeting San Juan Bautista - Sunday

August

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

July

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

Meet at Peter and Joan's German Restaurant at 11:30 in downtown San Juan Bautista. Following brunch there will be a club meeting in the patio.

13th through 17th - INOA National Rally, Oregon

The Rally is finally here. If you still haven't registered you may still do so by mail or at the gate. This is going to be a great opportunity to participate in a national rally without having to drive too far. Lake Selmac in Oregon is only about 6 hours from the Bay Area and is even closer for you folks near Sacramento. There will be lots of great rides and activities. Plus you will get to meet people and see Nortons from other parts of the country. Don't miss it.

August

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

Sierra Ride – David Crader, Leader

Part of the Dardanelles NCNOC Weekend

August 13 – Saturday

During the last NCNOC meeting I was requested to change the destination. We will not be going to Bodie, rather south on Hwy 395 then Hwy 108 south to Bridgeport then north on Hwy 182. This is about a 70 mile ring route back to Hwy 395 north of Topaz Lake. We will return to the Dardanelles on Hwy 108. There will still be a lunch and gas stop in Bridgeport.

Distances:

Bay Area to Sonora	130 miles
Sonora to Dardanelles	45 miles
Dardanelles to Bridgeport	52 miles
Hwy 182 loop back to Dardanelles	70 miles

Contact David if you have questions: (925) 513-3148

Continued next page

August rides continued

August

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)*

President's message continued from page 7

With all that's going on at this rally you can't help but have a wonderful time. I highly encourage each and every member to be there or you will be square, I mean it! This is motorcycle fun at its highest level; rallies are to say the least a "roots" event. Where can all these people with the same passion, the same interest the same need for speed meet up? It's called RALLY!

We are losing a key member of the club to retirement and the desire for a more relaxed life style, Gar Jorgenson will be moving to Wyoming soon. His dedication and support of this club has over the years been an inspiration. He will be sorely missed, but we want to wish him best of luck and encourage him to keep in touch. I think his new home out on the range is just about a good stop over for NCNOC members heading east to other rallies, but you'll have to talk to Gar.

Ride'um if ya got'um..

Lorin Guy

EDITOR'S CORNER

The Ongoing Saga of the Model 50 and Other Important Items:

As you recall, in the last issue I related the story about the lose valve guides in my Model 50. After consultation with Ken Armann I instituted a parts search. I found that there is a paucity of engine items for this bike. With Bob Raber's help I did find a gasket set for a late model ES2 when he allowed me to wander around his stacks. All the gaskets are the same except for the head gasket that since it is just an aluminum plate could be reused. I did find the valves to be available at British Only but since I had to have special oversize guides made I elected to get everything locally. I was directed to Kibblewhite Precision Machining in Pacifica (650-359-4704). After an initial delay, they are making the oversize guides in silicon aluminum bronze and the valves I whatever alloy they recommended. I will keep you updated on the results. I hope, I hope, I hope that I will be able to take the Model 50 to Lake Selmac.

Another bum deal that I am faced with is that I have come down with a case of tendonitis that makes clutching extremely painful. I know I know. It isn't caused by that. It is in my left hand and I am right handed. I am trying to get it well before the INOA Rallye. Unfortunately I cannot take anti-inflammatories because of past ulcer problems. Man, when it rains it pours.

For those of you who for one reason or another cannot make the Rallye at Lake Selmac there is the British-European Motorcycle Show & Swap Meet / Motocross at Fuji Park in Carson City over July 16-17. Check bmtpromo@cox.net for details. There is also an Auto & Motorcycle Swap Meet at Alameda Point on July 17. For more info go to turnkeyprod.com.

On to Oregon!

Mike Sullivan
Editor

President's Message by Lorin Guy

Rally is on the way, you've heard the talk you've heard the stories now it's your chance to live the dream, bring the family to Selmac, Oregon for the Rogue Rally. July 13-18 2005. This is a family oriented event with the emphases on F.U.N. As Rally planning is going on the club has had some fun events these last few months, the Hamilton ride that Tom Dabel led was just as fun a ride as you can have, thanks again Tom for the special breakfast treat. Boy that as a load of candles on the cake. The North Bay ride, Jerry Kaplan's "Davis to just this side of Heaven run", wow what roads and what a great ride, I was grinning from ear to ear and I was totally worn out, These roads are a work out and so much fun! Coming up, We have the July ride and meeting in San Juan Baptista (same weekend as the Hollister Rally) This event is fun because there are so many motorcycles down there and it's nice to ride through town after our lunch, hang and have all those Harley guys tell you what a great bike you have, and for about only half the price of their bikes cost.

The club meeting is low key and I encourage each member to come.

Then it's rally time, The BIG event coming up is the INOA, Rogue Rally at Lake Selmac in Oregon. This is a wonderful place for a motorcycle rally as well as a great family vacation. There are dozens of attractions in the area and the motorcycle rally is being planned as a "family" orientated event, so you can't lose. This year all British makes are welcome and we are hoping some of the other British clubs make the effort to join the INOA in a genuinely fun event. The roads in the Selmac area of Oregon are truly great, if you've ever ridden there you know and if you haven't this is a grand opportunity to ride some of the most scenic stretches of tarmac on the west coast.

The field events are immense fun even though there will be no "slow bike, weenie bite" contest, there are sure to be other events that are just as entertaining. (Yes, I know, I was disappointed to hear that this competition event was scratched but as it turns out there are a disproportionate amount of vegetarians registered this year and the organizers felt it just might not be kosher to have it.) The concours is looking to be "the" event, with classes for just about every Norton and "other" British bikes a cornucopia of fine Brit machinery will be on display. You add to that the Movies at night (fine biker flicks) and live entertainment.. Edgar the one-man band and the fabulous Nor-Tones. Wow!

Continued on page 5

NOC meeting minutes 6-9-05 at Prince of Wales back patio

Meeting called to order at 8:05 PM by Lorin Guy with 20 members present.

1. Several members commented on the late rain we've had in June – "It's almost summer..."
2. Minutes of May meeting were accepted as printed in NN
3. Treasurer Ray Pallett reported 140 members \$1520 in the treasury
4. Mike reports mailing 175 copies of the NN – we seem to have too many comps, and after the rally this list will be reviewed and updated. Other clubs and chapters receiving the Norton Notice as a 'newsletter exchange' must return the favor by sending their newsletter to our Editor on a regular basis.
5. The North Bay ride was fabulous – see the ride report elsewhere in this issue.
6. Cleanup day 6-19 started promptly at 9:30, with about 8 members present. Many other members showed up later in the day, but missed out on both the ride points and the free donuts and coffee (thanks to Lorin and Katherine Guy)
7. The July ride-meeting is Sunday 7/3. Meet at Joan and Peter's German Restaurant on the main drag in San Juan Bautista 11 AM. The brunch buffet there is fabulous and local roads are Norton-friendly. Call me for directions, or come by my house in Santa Cruz by 10 AM for coffee before the ride down (see contact info on inside cover)
8. Ride points report from Ian Reddy – Don Goforth is leading with Ray Pallett second. Contact Ian to get your current standing in the Norton Cup race.
9. Designs for the Rally shirt were discussed. The rally poster image was preferred by all present, and permission for its use has been confirmed by Norton Motorsports (Dreer).
10. Rally report : we had a good site visit, with 5 NCNOC Rally Committee members present. Thanks for your hard work and generous contribution of 'free time'. We need to construct a dining tent at the rally Tuesday afternoon (7/12) or Wed morning, and around four volunteers will be needed for 3-4 hours. If you get to the rally site early, please help with this big job.
11. Gar is moving from the Bay Area and is handing off the club paraphernalia job to Ray Pallett. Lorin presented a certificate of appreciation to Gar on behalf of the Club, for his years of service as Rides Coordinator and shirt-meister.

Meeting adjourned early at 8:30, due to the noisy environment on the patio. I think it failed the test as a venue, and we should forget the Prince of Wales in planning future meetings.

Respectfully submitted by Alan Goldwater /NCNOC sec.

TRAVELS WITH SHIRLEY

Part 9

Don Danmeier

To keep the gray matter active while running across the plains in Kansas, we found ourselves singing in our helmets, and comparing notes on the rest stops. We had to check with each other, because we were trying to remember all the lyrics to such western ditties as *Don't Fence Me In*, and neither of us were sure that we had it right. Eventually of course, we did. Then there'd be another one, maybe *Back in the Saddle Again* by Gene Autry.

That would be then, but as for now, we had some miles to do. We were eyeballing the sky before saying our goodbyes at the cabin and decided, nahhh, no rainsuits yet. Bill and Shelia had loaded their bikes into the trailer, so we kissed, hugged, boo-hooed ourselves to tears, and then bump-started the Norton on the driveway downslope and headed off. We were not free of them just yet however, because about two miles down the road we got the Royal wave as they motored by the roadside canopy we'd found to park under while sliding into our rain gear. So much for the no-rain win streak.

We rode in showers for a few minutes that morning, nothing serious, and in Mount Vernon began to work our way west. Part of Highway 42 was retraced, and then we split off for old US 40 at Springfield, which parallels Interstate 70. We stuck with that route until stopping at 375 miles in Casey, Illinois. We made a couple of pit stops that day, at the first of which the young gas station attendant saw the California plates and wondered whether we figured Barry Bonds "was, like, for real". "You know", he said, "he just gets those home runs because he's lucky." That got us thinking. At the afternoon stop, we were stretching out after gassing up and I noticed a used newspaper on a table in the coffee shop. Hmmm, wonder who's playing in St. Louis. "Hey, Shirley, THE GIANTS ARE IN TOWN TOMORROW!!" Let's boogie, says I. But we couldn't get away immediately, because the gal at the cash register saw the Norton, and it lit her right up. It so happened that her hubby had a Commando that had been languishing for ages, only because they didn't know where to get parts. I passed her one of the business cards Phil had given me back at the Rally, when he figured we'd be good "roving ambassadors" for his line of stuff. So true. I eventually gave them all away. Unfortunately I hadn't negotiated a commission deal with him.

Highway 40 in those parts is a portion of the Lincoln Highway, the first transcontinental road across the U.S. Actually, it was pieced together from a lot of separate state roads that later, when linked into a common system, was dedicated a National highway (it literally ends at the beach in San Francisco). In Illinois, it has a lot of the old Route 66 feel to it, because it's still a two-laner and its roadside attractions, from another era, have faded into seedy disrepair - all of which is probably why it's an interesting ride. At the end of the day in Casey, Shirley called one of her old high-school pals, and they had a little pout because we wouldn't be detouring to Kankakee to visit. One reason for that was that we had plans to be there in October, anyway. While that was going on, I got to talking with a guy sitting out in front of the motel, who was returning to Kentucky from the BMW rally in Washington. He was one of the few we met who didn't think we were nuts to be traveling by Norton. However, he obviously wasn't used to our style of touring, because he was wondering how to find his way east on some "good roads", i.e., not the Interstate he'd been pounding on. I directed him to old 40, just up the street and parallel to the I-slab: nice ride, little traffic, and straight enough to make good time. He was gone when we rolled out the next morning.

Baseball fans in St. Louis are nothing if not, well, fanatical. We'd finagled some standing-room-only tickets after checking in at our hotel and grabbing a cab to Busch Stadium, and arrived at the park to find the stands packed with a sea of red. Everybody was wearing at least a part of a Cardinals unie. After an inning or two, we sneaked into some unoccupied seats and took some good-natured ribbing from the locals, once they figured out who we were rooting for. But we had the last laugh - our boys took the Cards, 10-9. They managed to squeak it in before the rain got serious, and we sprinted through the shower to the terrace at the Hyatt across the street, to have a beer while waiting for the squall to pass. We met a young couple who were perhaps the only other Giants fans in the place - he an Irish emigre, she a local, neither of whom had a good excuse. What the heck, we said, we like Tony LaRussa. So we were sort of even in the loyalty department.

Not having been in St. Louis since 1982, when we'd looked down into the Stadium from the top of the Gateway Arch instead of the other way around, we decided to check out the waterfront dining/entertainment district. It's an old part of town, largely converted brick commercial buildings from a century before the one we originated in, and all easily walkable. We were able to check out most of the eating establishments, and had a fine, if somewhat late dinner. A piano

player provided a nice accompaniment, and I felt good about having tipped him because more strolling afterward didn't reveal anything that really grabbed us in the after-dinner music department. We hailed a cab and called it a night.

It was drizzling in the morning, so we slipped into the rainsuits and eased out of there. Interstate 44 offered the easiest way out of town, no nifty scenic routes west being available. That lasted until we got to Cuba, where we stopped for a stretch and compliments from a guy at the station who was tickled to see a California Norton so far from home. After gassing up, we headed for the Ozarks. Just to play it safe, we kept the raingear on, although as it turned out, we didn't need to. The last of our musical interludes was to include a stop in Branson, Missouri, which, ironically enough, we'd last ridden into on the same bike in a real downpour (1992). This time we approached it from the east, rather than the south, and although the roads were OK, the semi-gloomy weather kinda took the edge off of what would otherwise have been a good ride. Actually, it *was* a good ride, it just could have been better.

So could Branson. We'd really enjoyed ourselves on our last trip there, but this time we were sorely disappointed to see how the place had changed. The desk clerk at our hotel acknowledged that yes, almost all of the music halls had closed down, but all of the other activity meant lots of jobs, and that's a good thing, right? Well, that piece of the country, like much of what we'd seen, surely needed an economic boost, but Branson has sold its soul to get it. It now looks more like an amusement park - water slides, take-out food joints, T-shirt stores, knick-knack shops, you name it, all jostling cheek to jowl on the main drag and set off by lots of classy flashing colored lights. I remember we'd spoken to some teenage girls in a barbecue place back in Nashville (must have been wearing Branson T-shirts or something), who volunteered that what they liked about it was "going to all the malls."

Music was hard to come by. We'd taken a room across from Mickey Gilley's, just about the only place left on the street with any appeal, and after a couple of tough steaks in his restaurant next door, got tickets for the evening show. It wasn't the rousing act that we'd come here for, but it was pleasant enough. Place was full of old gals and geezers. Next morning I topped up the oil and lubed the chain. "Geez honey, let's hit the road", says I. There really was no reason to hang around any longer. The prospect of crossing Kansas didn't seem so bad just then.

To be continued

North Bay Ride Report

The NCNOC North Bay Ride, led by Jerry Kaplan, was again a fantastic event and if you missed this one you need to re-accesses your priorities. Jerry never fails to lead a great North Bay Ride but this year with a new route and the prefect riding weather it rides was huge fun. A group of early risers met at Jerry's house then headed off to hook up with some of the locals. Jerry led us 30 odd miles through the back areas of Davis and some great field roads past the Yolo County airfield and across "graffiti" bridge then out into Central Valley farm country. The great thing about farm roads is they are limited access and speed limits are suggestions only! Perfect area to let your Norton breathe that morning air. I never realized how much my bike wants to lift the front wheel in second and third gear at full throttle before; this new gearing gives hella torque. Topping a ton more then a couple times on these wonderfully deserted roads was a great way to get your blood pumping before the twisties come. Off into the mountains and "Muscowite Corners" for a meeting with the rest of the group. We arrived a few minutes behind schedule as the traffic around the lake was littered with bikini clad young women sporting watercraft and big trucks. Arriving at the corners we find some of the group waiting and trying to stay cool, as the sun, now nearing the noon marker was getting hot. We waited till almost 12:00pm before heading off for St. Helena and lunch. This road is great sweepers mated with tight off-camber twists, and third gear straights with just enough temptation to lead you into a late braking situation. Giving into the temptation a few times will get even the most experienced rider a head rush and heated binders.

Jerry riding his beautiful P11 was leading with me; on my "S" type Commando right behind, Paul Zell was on his Commando with Don Goforth, Leo Christianson and Stuart Esbit (riding a Kawasaki) following. Tom Dabel and Liz Sain, (sporting BMW's) and Frank and Elizabeth Recorder with Ray Pallett and Alan Goldwater, again on his very rare and beautiful Commander and Carolyn Supt on her newer Triumph in the rear. Thanks to Liz for her heads up riding and keen eye as some of the group missed on of the subtle bends and headed off into wine country, Liz was able to catch them and wrangle them back to the heard and lunch. Up over the mountain and though some very plush green valleys led us to St. Helena and lunch at the Taylor's restaurant. Crowded as it was the service was fast and the food was really good, the park like setting was nice and the big umbrellas a relief from the sun.

continued on page 16

Rogue Rallye info from Alan Goldwater

Alan's Wrench May 20, 2005

Thanks to all of you who've pre-registered for the Rogue Rally. Our full RV hookups are being assigned in the order of registration, and all the large spots are now reserved. Our site is huge though and there's still plenty of room. We can probably arrange additional electric and water connections, so don't worry if you want to haul your rig to the rally.

Camping before and after the rally is available for a modest fee. Contact Josephine County Parks directly for Lake Selmac reservations and rates:

<http://www.co.josephine.or.us/parks/> For those of you needing motel accommodations, there are several available in Cave Junction, about eight miles from the Rally site. Details can be found at <http://www.cavejunction.com/>

Mid-way in the Rally planning process, we've completed many of the details and the staff is working hard to fill in the remaining blanks. Recent additions include some family tour events, for which pre-registration is required. Please contact Kathryn Guy at kaguy356@yahoo.com (or 408 961-3468) for details.

Here's a summary of the schedule, to help you plan your trip (details subject to change):

7/13/2005

Wednesday

10 AM Registration opens

Rides to local pubs, museums etc. - many choices to be determined

7/14/2005

Thursday

Rides to Redwoods National Forest (140 mi r.t.) and Crater Lake (220 mi r.t.)

OPTIONAL: Ashland Tour Bus – Ashland outing on the tour bus! Shop, see a play or watch a tennis tournament. \$30 per

person. Must pre-register by June 1st. A non-refundable deposit of \$20 per adult is required. For additional information visit <http://thebestofashland.com/> and <http://www.osfashland.org/>

**Evening meet and greet potluck party at the Pavilion
— BYO meat/fowl to barbecue, everything else provided**

7/15/2005

Friday

Morning group ride to Oregon Caves

OPTIONAL: Cave Tour Bus-Take the kids and non-riders to the cave and meet the riders for the tour. Tour continues on to historic sites and natural wonders. This is a half-day tour, perfect for seeing the Lake Selmac area. \$32 per person plus \$5 cave entry fee. Must pre-register by June 1st. \$20 non-refundable deposit required. Visit www.oregoncave.com/AreaAttractions.asp for more information.

Afternoon bike show

5:30 banquet dinner

7 PM bike show awards. Some door prizes given

8 PM bike movies and open stage entertainment

until 11

Bring your instrument for open mic and jam sessions featuring the Nor-Tones

7/16/2005

Saturday

Breakfast on site by local Firemen

10 AM INOA AGM/Chapters Meeting

Treasure Hunt or Poker Run ride - optional

OPTIONAL: Winery Tour Bus for those who do not want to ride—Childcare will be available Pre-registration required by June 1st. \$20 non-refundable deposit required. Contact Kathryn Guy at kaguy356@yahoo.com for additional information

1 PM field events

5 PM banquet dinner

7 PM INOA chapter awards and announcements

8 PM Rider awards and door prizes

NOTE: All optional bus tours require pre registration and a fee, some include a box lunch. Prices for tours are subject to change due to number of people participating as well as being subject to cancellation due to lack of participation. Pre-registration fees WILL be refunded in the event of cancellation on the organizers part.

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 199



Name:

Address:

Phone Number:

Email:

Names of others you are registering with this form:

Pre-registration Rates (USD):

Adult \$50.00
Youth (6-18) \$25.00
Child (under 6) Free

(Rates may be higher on-site)
Fees include four nights
camping and two dinners

Rally Shirts:

S, M, L, XL \$15.00
XXL, XXXL \$17.00

Email: Rally05Treasurer@tpi.com
Info: <http://www.nortonclub.com/>
Phone/fax: (425)788-3410

Mail form & checks to:

INOA 2005 Rally
c/o Anita Hill
20135 186th Place NE
Woodinville, WA 98077

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):

Anything else you can think of:

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North Bay Ride Report continued from page 12

We chatted and plotted and soon it was time to hit the road again, some wanted to go north and some did not really care as riding was all we wanted to do. Jerry decided that we'd head north another 20 miles or so and offering directions to the few who wanted more north, we split up. Jerry, Frank and Elizabeth, Leo, Paul and I headed south again and back to Davis. Jerry offered us some great tight back roads and some very scenic views as we headed for home.

It was, as in Jerry's words, "another one for the great memories" and so I was. Another North Bay Ride and another great day of being on the road, good weather, great roads, good people and a safe return. It doesn't get better than this. Thanks Jerry we all look forward to next year.

Lorin Guy

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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:

75 Norton Mk3 Electric start,
Mikuni, 4 pole starter, all original
parts come with bike, rebuilt, 0
hours on engine \$6,000.00
66 Norton Atlas 750 Nicely rebuilt
0 hours on engine \$4,000.00
69 Triumph Triple, new top end,
good unrestored cond. includes
spare 5 speed mostly complete parts
engine \$3,000.00
68 BSA 250 very nice original
unrestored condition \$2,500.00
3-4 BA B50 basket cases,
incomplete but engines in good
condition \$1K each or offers for lot
Many parts for BA B50, B44, B25
and Tri. Bike in Santa Clara
Chris 541-592-3985

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

For Sale: 1975 Mark III Norton
Matching Nos. Boyer Ignition
Halogen Headlight, good tires,
18,219 miles. electric start works
when warm. New maintenance
manual. Bike located in the Santa
Clara area.

Contact Joe Goschy at
joey.g@sbcglobal.net
408-249-9280

Ed Meagor Quits Motorcycles

For Sale:

1972 Norton Interstate \$3,500.00
1972 Triumph Bonny with sidecar
\$4,000.00
1960 Triumph Speed Twin
Bathtub? \$5,000.00
1973 Triumph T150 \$4,000.00
1972 Bultaco Matador Mk4 Runs
great! \$2,000.00
1968 BSA 441 Rickman M/X can
be street legal
Call Ed at 415-457-5423

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