



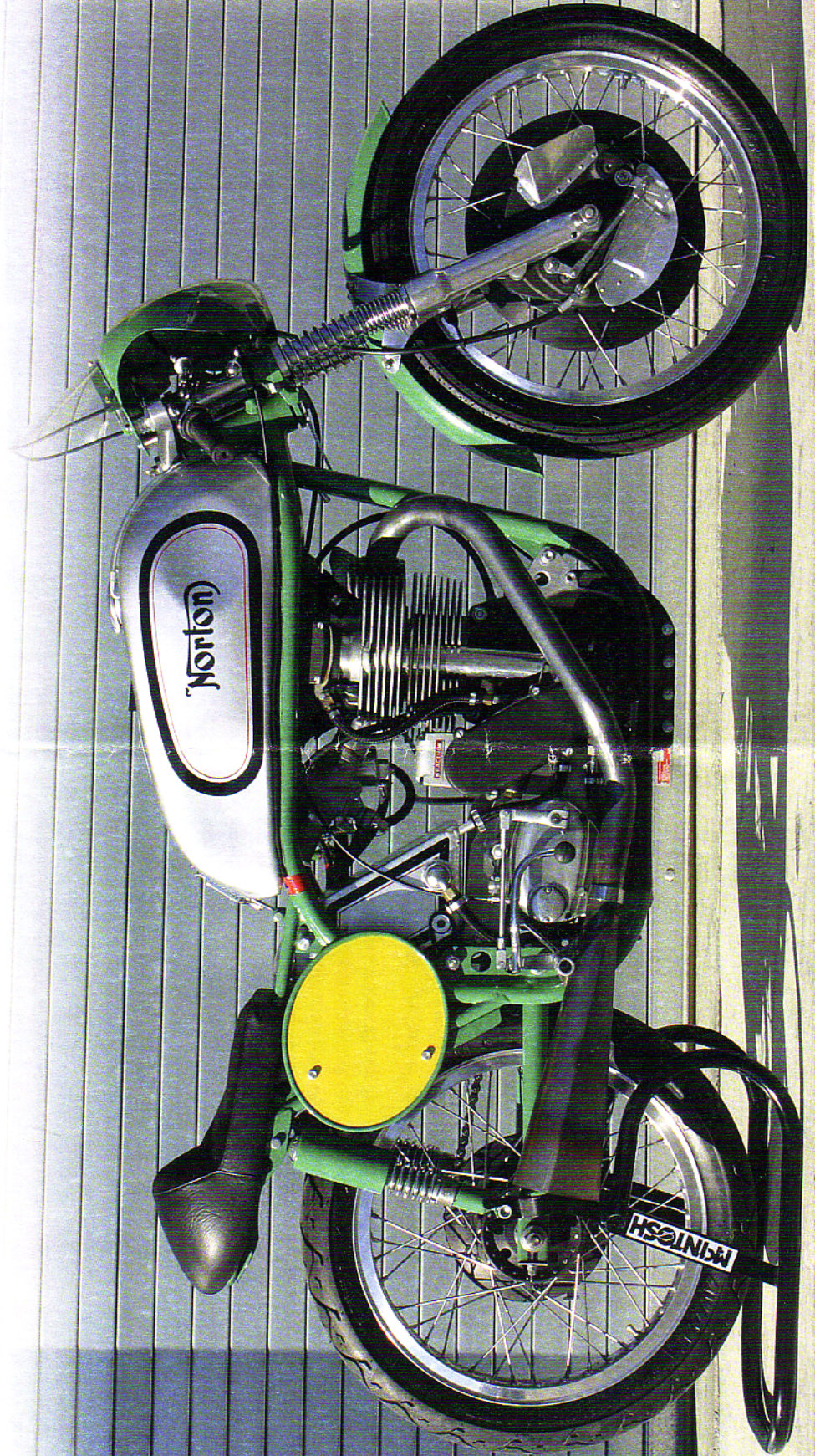
**Norton** Notice



**The Newsletter of the  
Northern California Norton Owner's Club**

No. 330

May 2006





## THE NORTON NOTICE

Published by the Northern California Norton Owners Club Its purpose is to inform and entertain the club members. 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 will enjoy it. The deadline for items to be submitted for publication is the 18th of the month The Norton Notice welcomes contributions submitted electronically. Articles and photos can be sent in almost any format generally common to most computers. Contributions can be sent to [LorinGuy@Yahoo.com](mailto:LorinGuy@Yahoo.com)

Membership in the Northern California Norton Owners Club is available for \$20.00 per year and open to all Norton Motorcycle enthusiasts. Membership dues are payable to the Treasures (see page right for address). Renewal dues are payable at the end of the individuals membership year, which is designated by the last digit on the mailing label of your Notice or on your membership card.

### AD RATES

Advertising rates are 100.00 per year for 1/4 page ad. Contact Editor for larger ads and rates.

All Change of address or questions about membership, dues or the Norton Notice would be directed to the Editor or Club Treasurer.

The Northern California Norton Owners Club is affiliated with both the Norton Owners Club of England (NOC) and the International Norton Owners Association (INOA).

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Dick Slusher

## IMPORTANT INFORMATION

The Object of the Northern California Norton Owners Club is to promote, encourage and develop motorcycle activities. The Club's members are owners or enthusiast of Norton Motorcycles and often submit for publication in the Norton Notice technical tips, which are published. These tips are reviewed for technical content and are believed to be both correct and workable, but no guarantee is made or implied that these tips or articles will work. The Club or membership assumes no liability or responsibility for issues or problems, omissions or deletions in connection with technical information. The Norton Notice articles or other materials express the authors views only and are not necessary the official policy of the Northern California Norton Owners Club The Editor reserves the right to accept or reject or edit and or alter all editorial and advertising material submitted. The Editor serves at the discretion of the board of directors.

Materials may be published both in print and electronically on the NCNOC web site [www.nortonclub.com](http://www.nortonclub.com). ©2006 The Northern California Norton Owners Club. Not to be reprinted without permission.

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# DIARY

SEE WEB SITE FOR THE LATEST DETAILS

.....MAY.....

**11th-Meeting-** Napa, location TBD, at 8pm.

.....JUNE.....

**8th- Meeting-** Prince of Wales-San Mateo

.....JULY.....

**17-21- INOA National Rally** (10 points) Held in Michigan this year.

.....AUGUST.....

**11-13 - Dardanelles Weekend/North-South Weekend**

Our annual three-day, two-night, camping and party fun event at Dardanelle Resort. See <http://www.thedardanellesort.com/> for more information on the destination and accommodations or phone (209) 965-4205 for reservations. On Saturday, the NCNOC Alternative Day Ride will depart from here.

**27 Adopt-a-Highway Clean-Up Day**

Meet at Alice's Restaurant (Skyline and SR-84 in Skylonda) at 9:30am

.....NOVEMBER.....

**26th Turkey Ride/Adopt-a-Highway Clean-Up Day**

Meet at Alice's Restaurant (Skyline and SR-84 in Skylonda) at 9:30am. Ride plan and leader needed.

.....DECEMBER.....

**3rd NCNOC Christmas Party** Details TBD. Location in Norton Notice.

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# OUTINGS SCHEDULE

IAN REDDY, RIDES COORDINATOR

## MAY 14, 2006 - NORTH BAY RIDE

Details TBD. Leader Jim Carton.

## JUNE 2-4, 2006 - CAMBRIA (w/SCNOC)

Joint weekend event with the SCNOC. NCNOC will depart from the Bay area and ride south down to the Cambria area. Details TBD. Leader Alan Goldwater.

## JUNE 23RD & 24TH RUMBLE TO THE SUMMIT 10

## JULY 2, 2006 - SOUTH BAY MEETING/RIDE

Ride is on your own. 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.

## JULY 16, 2006 - NORTH COAST RIDE

Details TBD. Leader Jerry Grainger.

! July 17-21, 2006 - INOA National Rally (10 points)

Held in Michigan this year.

## AUGUST 12, 2006 ALTERNATIVE RIDE

If you cannot make the whole weekend, make the day ride. David Crader will lead, details TBD. Contact David if you have questions: (925) 513-3148

## SEPTEMBER 10 OR 24, 2006 - GOLDWATER RIDE

Ride plan and leader needed.

## SEPTEMBER 15-17, 2006 - SIERRA LOOP RIDE (w/SCNOC)

## OCTOBER 1, 2006 - RIDE AND AGM DETAILS TBD.

## OCTOBER 15, 2006 - DELTA RIDE RIDE PLAN AND LEADER NEEDED.

## NOVEMBER 4, 2006 - ALL-BRITISH RIDE

The 17th Annual All British Ride departs from 7th Street and Grant Avenue in Novato at 10:00AM sharp on SATURDAY November 4th. Take 101 to Atherton Ave/San Marin Dr Exit. Go west, then left on Redwood Blvd. Right on Grant Ave, then left on 7th Street. Details TBD, but likely to be similar to previous years.

This annual ride is organised by the BSAOCNC: <http://www.bsaocnc.org/calendar.asp> ... Note the standing rule for this ride is "All British", no other bikes on this ride please! For more information: Barry Porter at 408-985-7864 or Bill Whalen at 707-837-0424

November 5, 2006 - 26th SCNOC Hanson Dam Ride (no points)

Details TBD.

November 26, 2006 - Turkey Ride/Adopt-a-Highway Clean-Up Day

Meet at Alice's Restaurant (Skyline and SR-84 in Skyllonda) at 9:30am. Ride plan and leader needed.

December 3, 2006 - NCNOC Christmas Party

Details TBD. Location in Norton Notice.

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## NCNOC MINUTES

NCNOC Meeting 4-13-06 at Doyle's Tire in Dixon CA

Meeting called to order at 8:10 PM by Pres. Lorin Guy with 12 members present

- 1) Welcome to Dixon, Lorin's home town, and thanks to Mike Doyle and son Rick for hosting the meeting
- 2) Apologies from Lorin and Catherine for the lateness of the April issue of the newsletter, which is 'in the mail'.
- 3) Review of upcoming events:  
May 1 American Sportbike night, with five former champion flat-track racers, and Charlie Russo, Paris-Dakar competitor. First Monday in June is British bike night. All at the pizza place in San Leandro
- 4) Vintage show and swap meet in Hanford May 20, preceeded by Don Harrell's all-British party on May 19
- 5) June 3-4 Women's Motorcycle Expo June 3-4 in Auburn – conflicts with our Cambria ride, which may be cancelled.
- 6) Reading of the past meetings minutes was waived by vote of those present.
- 7) The May club meeting will be at The Hoffbrau in Napa, May 14.
- 8) North Bay ride May 17, led by Jim Carton Details elsewhere in this issue.
- 9) The All-British ride will move to a larger building for 2007. Lorin proposes that we invite Peter Williams as Guest of Honor.
- 10) Report on Tom Kullen's racing event in Utah, which now includes an opportunity to run on the salt at Bonneville Speedway.
- 11) Treasurers report: after expenses and renewal income of the Clubman's show, we have just over \$4k in the bank, and 165 fully paid members.

Meeting adjourned at 8:55 PM

Respectfully submitted by Alan Goldwater, sec.

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## BUGGERED

If spring ever starts and if summer ever comes back, here in the wettest year on record, we will get some riding in. It would stand to reason that with all this extra down time some of us would do some needed repair and maintenance work to our motorcycles.

It's important to get out and check tire pressures and the oil, nut and bolt tighten and even safety wire some things. It's equally important to do some cosmetic detailing and maintenance.

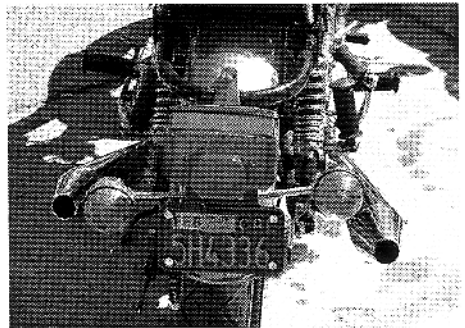
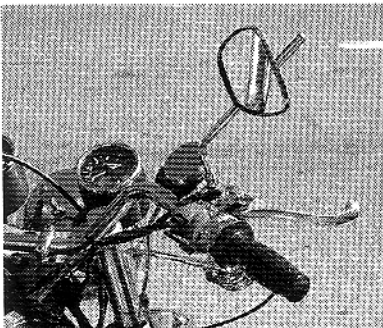
As witnessed at a recent ride, some of our bikes are looking a bit worse for wear. As we dedicate ourselves and our club to the preservation, restoration and use of Norton motorcycles so should we dedicate ourselves to presenting the best example of these fine machines every time we take them out.

It's tough to say I'm a devoted British biker and be taken seriously as a rider if my blinker is pointed at the ground and my pipes are hanging by a prayer. Our bikes are for the most part a big investment, not only from a monetary standpoint but from a time and emotional investment also. The better we care for our bikes the better the bikes represent and perform. I'm not advocating that every bike has to be concours, but that each rider take some pride in his ride and in what the club represents and take a few extra minutes and clean up our act.

Of course we can never lose sight that the reason we do this is the ride, and in some instances the bikes are going to get dirty, but it also stand to reason that we care for these prized pieces of history with a good cleaning from time to time.

I sometimes think of my bike like a cowboy would think of his horse, you love it you care for it and you'd would never let it get tattered and run down because you depend upon it, to get you there and back.

So take some time, take some pride and make our rides not only the best performing and most classic of the British bikes but also the best looking.



## PRESIDENT'S MESSAGE

BY LORIN GUY

May is upon us, and still no sunshine to boost about, but don't let that dampen (pun) your spirits. Tom Dabel's Mt Hamilton ride was very well attended with 27 bikes, as always Tom had some sweet goodies for breakfast and good hot coffee. Great way to start the year off, good job Tom.

I was not able to ride on the Mt Hamilton run for a number of reasons and those who know me know it was killing me to be the one waving everyone off. I seldom make the adult choice, between lots to do and riding... riding always wins. But this time there were other factors and maybe sometimes we need to listen to nature's call. No not that call, but the feeling that maybe something is not right and a different course should be taken, case in point. I was ready to leave, the Norton started up second kick, and one block away from the house the brake pedal falls off. Back home and grab the trusty Triumph. The front tire is flat, that has never happened before, I fill it with air and try to kick it over and she won't fire. Then there is a gas leak, both Petcocks are loose and leaking gas, this has never happened to me in 30 years. I fix the leaks and try to kick it again. Right float sticks and now she's flooded and leaking gas again. It was at this point that I said OK! Enough!! I'll comply and not go on the ride.

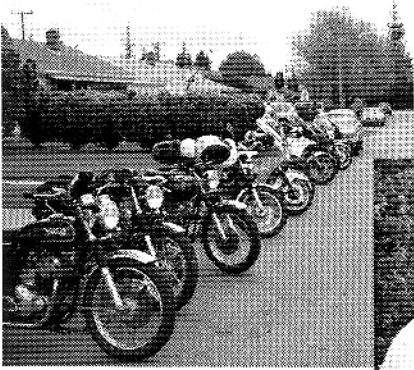
I've had one other experience with this sort of "nature's force" and it resulted in my life being saved by a helmet. The voices in my head (yea I have them too) told me to put on my helmet, this was in the summer of 1974 as I was warming my Z1 Kawasaki for a ride with a buddy; I was going to his house about three blocks away and my helmet was on the sissy bar. The voice again said "Put on your helmet" I did not care to listen, as it was a beautiful day. But this time I said Ok and put it on but did not buckle it. One last time the voice said, "Put your helmet on!" So begrudgingly I did strap it on and one block from my house I was head-on'd by a police car, suffered a spinal compression and broke both my wrists. My head impacted the windshield about four inches from the top of the car in almost direct line with the cop's eyes, which were about as big as silver dollars. I flipped on top over the light bar and rolled off the left side onto the ground. But because I listened I believe I lived to tell the tale. So what's the point of all this spooky stuff.. just that sometimes it's ok not to go if you are not feeling ok about it, we all want to have a good time and enjoy the fun ahead but if you're not up to it physically, or feel uneasy about the journey, it's ok to just say "next time".

For more information on the club and activities see [www.nortonclub.com](http://www.nortonclub.com)

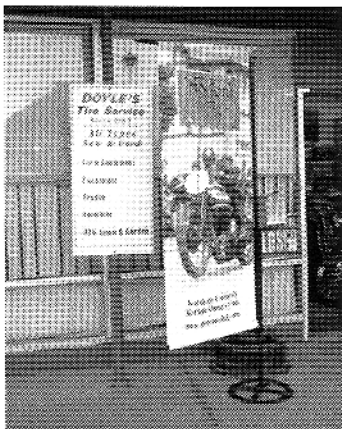
Lorin Guy, President

**AS ALWAYS I AM OPEN TO ALL SUGGESTION, INQUIRES OR CRITICISMS. CALL OR EMAIL ME**

**loringuy@yahoo.com 408.961.3468**







## ONE RIDER'S TALE.

MY TIMES AND TRIALS WITH P11 NORTON'S.

By, Jerry Kaplan, Davis, CA

Continued from the previous issue

My fevered monsoon dreams were finally becoming reality. Here are some excerpts from a letter I wrote more than 14 years ago to Leo Goff, a well-known American drag racer who campaigned several successful Nortons in the 60's and 70's:

"Dear Leo,

What a pleasure it was to see you and your P-11's featured in the October 91 issue of Classic Bike. At last, some well deserved recognition of a terrific English hybrid. The centerfold shot on the beach is a true knockout, capturing that quintessential British cobbiness that I fell in love with so long ago.

You see, I too am a P-11 aficionado, having hung on to the very same P-11A I purchased brand new in 1968 (serial no. P11-124997) .I made special arrangements through Berliner Motors while In Vietnam to purchase the Norton of my choice at dealer's cost from my local Chicago area dealer. When I saw that candy red beauty gleaming at me from the showroom floor all reason left me for love of that bike. Twelve hundred fifty dollars is all it took to close the deal and get me out the door. Two blocks down the street, moments later I got a traffic citation from a cop hanging around the cycle shop busting everyone he could for loud pipes and mine sure were loud. Undaunted, I proceeded to enjoy that bike immensely. Like you, I soon found myself at the drags, turning high 13's low 14's dead stock going through the traps in the middle of third gear. Changing sprockets, pulling off the baffled megaphones and rejetting gave low to mid 13's with MPH's in the high 80-low 90's range. Not

too shabby for a bike with only a 7 1/2:1 compression ratio. The bike was a total blast on the street, trouncing all the hot shot 4 wheel super stockers of the day. Big-engine Corvettes, Camaros, Mustangs and Mopars were all fair game for a measure of embarrassment from a great British sprinter. I'll never forget my first really big wheelie accelerating past several of my

friends as we merged onto Lake Shore Drive in Chicago. Not many cars could deal with a hole shot from an under 400 lb. bike over a short distance. I even did a little amateur road racing on it back in '69 at Indianapolis Raceway Park and was not disgraced by my efforts.



Not having the knowledge, desire or money to use anything else, I found this machine to be an acceptable two up tourer, as it

hauled me and wife #1 across the U.S. to New York and a jump across the pond to the Continent, where 7 months were spent knocking around Europe and North Africa. We would have made it to Israel and stayed over the winter if Khadafy hadn't taken over Libya while we were heading east through Algeria. Visiting England (highlights included a pub crawl with the Norton Owners Club in SW London (many snide remarks by rocker types about my peanut petrol tank and cow poke bars), a visit to the Andover Norton factory, where they were busy cranking out Commandos as fast as possible but still had time for a cook's tour for the bloke who brought a bit of coal to Newcastle. And some really memorable rides in the Alps, Pyrenees and Atlas Mountains. All this was done in '69 and '70 before the bikes first overhaul and no serious mechanical difficulties were experienced".

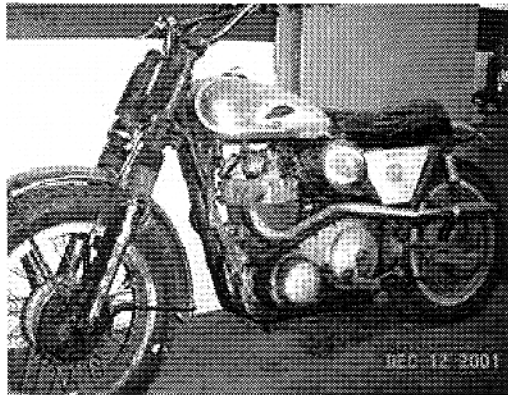
### MY TIMES AND TRIALS WITH P11 NORTON'S. (CONT.)

This bike went on to become a highly sought after classic that continued to serve me well, year after year, until July of 1997 when it was consumed in a terrible garage fire at home. Over the decades it had many iterations and paint schemes, accumulating well over 80,000 miles. Many original parts were still in service and maintaining the bike was so familiar to me I could work on it with my eyes closed. I was planning a complete and thorough restoration when the fire occurred. Perhaps, one day, someone else may attempt to bring it back from the ashes; many of the steel parts are possibly still useable. That's for someone else to decide. I was fortunate enough, largely to Anthony's insistence, to find another rather decent example. Little by little, I'm bringing it around to the same specification as my first one and I'm able to enjoy riding it here and now. It's actually a pretty fair runner, not as mechanically worn out as my 1st P11A, but not as original either. It will do nicely.

All of the above is just a prelude to the actual point of this exercise as requested by Anthony. He specifically wanted me to document my connection with a highly respected and successful desert racer from Corona, CA, Mike Patrick "A Desert Fox". This was the title for an article that was written by author Joe Scalzo and appeared in the May 1971 issue of Cycle World magazine, an American publication. Here's a brief summary of Mike's accomplishments: Years raced; 1959-1974. Club affiliation, San Gabriel Valley Motorcycle Club. Bikes raced: Triumph, Norton & Yamaha. Classes raced: open expert and 250 expert.

Career highlights: number 1 heavyweight 1965 & 1968, number 1 lightweight 1969 & 1970, winner of the Mexican 1000 bike class 1970 and a 2 time member of the American International Six Day Trials team. I'm proud to say that several of Mike's impressive accomplishments were on his Norton P11.

All right then, here's the way I remember it. Forgive me if I'm a little vague with the beginning aspects as I'm not quite sure of the order of events early on.



Somehow or other I made a connection with Steve Zabaro. Anthony may have mentioned him to me, or perhaps our other hybrid enthusiast Dean Nissen. I'm really drawing a blank on the details here. But in any event I remember having a great phone conversation with

Steve about the early days of development of what was to become the P11. It was Steve's Matchless G85CS that became the donor frame for the prototype that was constructed at ZDS Motors in Glendale, CA. At that time Steve was working for Bob Blair, proprietor of ZDS Motors. ZDS stood for Zundapp, Ducati and Sachs, all European motorcycles that were imported by the Berliner Corporation. Strange they never had an N in there for Norton? ZDS was, at that time, the west coast distributor for the Berliner Corp. Southern CA was a hot bed of desert racing, and the key to more sales were, simply, more victories. A machine capable of beating the ubiquitous Triumph TR6C's was needed. It was Bob Blair's brainstorm to shoe horn the Atlas 750 motor into the strong but light G85CS frame.

Continued in the next issue

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## ON YOUR WAY TO THE INOA NATIONAL RALLY IN MANCELONA, MICHIGAN,

Stop in beautiful Buffalo, Wyoming for a one day ride through the Bighorn Mountains to the world's largest mineral hot springs.

The ride departs the Deer Park Campgrounds (private) in Buffalo at 9 AM. We will ride over the Bighorn Mountains via scenic US Hwy 16 and arrive in Thermopolis, Wyoming approximately 12 Noon. There will be a two hour lay over in Thermopolis to eat lunch and soak in the State Park hot spring pool (free) or to enjoy one of the two hot spring water parks. Departing Thermopolis approximately 2 PM we shall return to Buffalo around 5 PM. The ride will be 260 miles round trip over excellent roads and through very scenic territory.

There are multiple lodging and camping facilities in Buffalo. From Buffalo, it will be about 1400 miles to Mancelona, giving you three days to get there on the check-in day of Monday the 17th. For those of you seeking the Holy Grail (the coveted "NCNOC Norton Cup for 2006") here is your chance to pick up a few more ride points on the way to the INOA National Rally.

Contact Ride Leader Gar Jorgenson at 925-337-0833, or 307-684-7978, or email at [wyoano@msn.com](mailto:wyoano@msn.com) for further details.

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## CLASSIFIEDS

### NOTE

The club actively encourages members and non-members to post ads for motorcycles, motorcycle parts or accessories in our for sale section. Send correspondents to the Editor for inclusion in the following months issue. Ads run for three consecutive months if editor is not notified of sale. Ads submitted may also appear in our on-line for sale section of accompanied by a picture. This is a free service of the NCNOC.

### 1975 TRIUMPH TRIDENT T-160

5-speed, E-Start. Picture is of bike as it rolled out of basement where it had been under a cover since 1987. Spent three weeks and hundred\$ getting all dried out rubber replaced and bugs out of the workings. Looks much better, runs great, with some missing OEM parts replaced. No tach, only a center mounted speedo. New rear Dunlop TT100, front good TT100. No directional lights needed here in MO. 3-1 exhaust, but have OEM 3-2 header pipes. \$75 manual goes too. Price is \$3495 firm and can arrange shipping or may deliver myself! Mike, INOA #2634 417-742-4542 or email mkhansontx@hotmail.com

### 1973 NORTON COMMANDO

New battery installed, very clean. Available on consignment at Santa Rosa BMW. Call for more information. Suzanna at 707 838-9100 ext 2

### 1972 TRIUMPH BONNEVILLE

Low original miles, engine and transmission were gone through 500 miles ago. Runs strong, very original, matching numbers. \$4250. Call for more information. Jeff at 408 973-1938 or 408 921-4996

### 1975 COMMANDO

I have a 1975 Mk3 850 Commando for sale. It has a Boyer ignition; Norman Hyde seat, Mukuni 32mm carb but I will include the stock Amals and manifolds, \$1500 in recent receipts for front fork rebuild and sprag gear and bearing. Alas the starter only works occasionally but the bike starts right up first kick, even when cold. The Mukuni might still be a tad lean but I have many extra jets to go with the included spare parts and a couple tools. It has 21300 miles on it and I don't know if or when it was rebuilt. It runs very well and doesn't burn oil. It does however leak a little. I'm sure you folks understand. All electrics work well. Tires good to fair. Disc brakes and left-hand shift. \$5250 obo. Fred in Felton, Ca. at FredFL.atta@aol.com

### 1960's NORTON

I have a 1960's Norton I think it is a 650 but I'm not sure it has not been registered since 1967. The bike is complete, with some rust but needs a caring home as I'm old and not able to take of anymore call Delvin 916-991-1003, You could also call Jim at 831-338-4598 and maybe he could get and send you a digital photo. cherokeejp@msn.com

### WANTED

Command MK III front hub and/or Norton brake discs  
Please contact Leo at: leoriley@hotmail.com

Dunstall type gas tank and seat/tail section, rearsets for 1971 Commando, building a cafe bike. Any parts considered must be good cond. Fast cash payer  
Don in CA. 805-466-4758 or maxzz@charter.net

Tank and Seat, Steel Interstate tank in decent shape. Also needed Interstate seat, prefer MK III.  
Contact Steve at snksims@yahoo.com

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## EDITORS NOTES

I got to thinking about how lucky we are to be in this club. Not only because we all have cool bikes but also because we have very nice people in this club. We have wonderfully interesting and smart people from different backgrounds and walks of life. We truly enjoy seeing one another and this was very evident this past weekend as everyone was arriving for the event and people were very excited to see people ride up, greeting one another and shaking hands, hugs and hearty hellos. I think this makes these events even more fun, although it's all about the ride it's also all about the people.

We are lucky too because this club is a very special club. We are one of the only clubs in the USA to be both associated with the NOC of England and the INOA. That makes us very special indeed.

The INOA is more of the USA/Canada based club with many regions in different states and provinces and events all over the country, no matter where you go you can find a Norton enthusiast to chat with or enjoy another clubs events while on business or vacation.

Recently a member of the INOA from Canada who was going to be in our area here in California for a week with his family contacted me on-line. He has a Norton "S" type that he's restoring and had some questions and inquiries. We exchanged e-mails and then phone numbers, I invited him on our Norton Club ride, and I offered him the use of one of my bikes if he could get the time away. As you can image the lure was great but alas he could not swing the few hours but it was so nice to talk on the phone and I told him where he could find the local British shops. We talked about bikes we've owned and rides we've done. He mailed me one of his club t-shirts and I returned the favor with one of ours. It's this kind of camaraderie that makes these great clubs, the INOA offers this to all its members all over the USA and Canada.

The NOC of England is the "mother" club if you will, founded in the early years of Norton and continuing until today. The NOC offers a wonderfully colorful magazine and gives a different perspective to this collecting and riding sport of ours. The international website offer loads of information and links as well as want ads and a very interesting for sale section.

Recently our rides coordinator Ian Reddy was in England on business and contacted a few of the NOC members. His time spent was in his words enlightening and extremely enjoyable. Considering he was there on business, without his wonderful family, he found friends with a common bond. They went out to local pubs and talked of things motorcycle. Feeling more at home than away from home, this common bond and camaraderie is something not all organizations can offer.

This is why I believe we are so lucky we have the advantages of being very connected to England with the NOC and all over the USA and Canada with the INOA. I highly encourage all of you to join both the NOC and the INOA, the newsletters and the camaraderie is worth the price of admission.

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