



Norton Notice

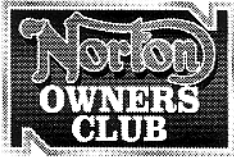


The Newsletter of the Northern California Norton Owner's Club

No. 331

June/July/ 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

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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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. ©2006 The Northern California Norton Owners Club. Not to be reprinted without permission.

DIARY

SEE WEB SITE FOR THE LATEST DETAILS

..... AUGUST

August 10, 2006 - Meeting option 1* Harry's Hofbrau in San Jose at 8pm.

August 11-13, 2006 - Dardanelles Weekend/North-South Weekend*

Our annual three-day, two-night, camping and party fun event at Dardanelle Resort. See <http://www.thedardanellesresort.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.

August 12, 2006 - Meeting option 2*

Dardanelle Resort, Hwy 108, at 9:45am PT before the Alternative Ride (below) begins, or as soon as the day-riders have arrived.

August 12, 2006 - Alternative Ride*

David will round up riders & give a briefing and maps, setting out from the Dardanelles lodge at 10:00am on Saturday, August 12. Let me know in advance if you will join us for lunch. I want to let the restaurant know how many to expect. For any local members who want to meet us for lunch on August 12th at around 12:20pm, Wolf Creek Restaurant & Bar is a two story green building at the corner of Hwy 89 and Montgomery Street in Markleeville.

Times and distances if you want to join up along the way:

* Sonora to Dardanelles 48 miles 64 mins at ave 45mph 8:30- 9:30

* Dardanelles to Sonora Junction 25 miles, 43 mins at ave 35mph 10:00 - 11:00

* Sonora Junction to Hwy 89 22 miles, 22 mins at 60mph 11:00 - 11:20

* Hwy 89 to Markleeville 23 miles, 39 mins at ave 35mph (gas & lunch) 11:20-12:30

* Markleeville to Sonora 90 miles, 154min at 35mph (gas up if going back to the Dardanelles) 14:00- 17:00

Total 208 miles, roughly 8 hours including stops. For more details call David Crader (408) 807-4082 cell.

August 19, 2006 - Modesto Nuts Poker Run

Riders will have the opportunity to ride around Stanislaus County and collect cards to win great prizes! Proceeds will benefit the Carole Sund/Carrington Foundation. Registration begins at 12:00 at John Thurman Field.

August 20, 2006 - European and Metric Motorcycle Show and Swap Meet Alameda Point

August 26, 2006 - MDA Bridge to a Cure Ride VIII

Register at 8am at 7567 Southfront Road, Livermore, California 94551

August 27, 2006 - Adopt-a-Highway Clean-Up Day*

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

..... SEPTEMBER

September 10, 2006 - Goldwater Ride* Ride plan and leader needed.

September 9-10 2006 - Vmoto Reno Vintage Races (www.vintagemoto.com)

September 14, 2006 - Meeting* North Bay - Location TBD

September 15-17, 2006 - SCNOC Sierras Ride Highways 49, 108, 395, 120 (Yosemite)

OUTINGS SCHEDULE

IAN REDDY, RIDES COORDINATOR

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.bsacnc.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.

AMAL ORIGINS

Most motorcycle enthusiasts are familiar with AMAL carburetors, this is for better or worse, very few know what AMAL stands for. Lets start at the beginning, Because the internal combustion engine was a German invention the first carbs were of course German design As a matter of fact they were called Surface Vaporizers, As the demand and for speed increased refinements produced the basic instrument we have to say.

Englishmen always feel they can improve something, hence most early British motorcycles manufactures designed their own carbs, British designs were rather odd in the fact that they had two leavers instead of a twist grip, One leaver for the air the other for the fuel I have on occasion has the opportunity to operate such a machine and I can tell you it is a lot of constant fiddling to get the mixture right, the leavers were located at your right thumb and on the handle bars, American designs were way ahead in the sense that they used the twist grip to control both air and fuel as well as incorporating the float as part of the carb. The English of course kept the float separate until the mono block in 1955.

In 1928 AMAC (Aston Motor Accessories Co.) Binks, Brown and Barrow, formed AMAL, short for Amalgamated Carburetors LTD. Consortium, just to make thing-interesting parts do not interchange, even the threats used are different.

NCNOC MINUTES

NCNOC Meeting 6-8-06 at Harrys Hoffbrau, San Jose

Meeting called to order by Pres. Lorin Guy at 8:00, with 32 members and guests present.

1) Attendance at the Novato meeting was sparse – Lorin says “where were you?”

2) Now that the weather has improved, there have been lots of events for us and other clubs:

Cambria ride

Womans mcx expo

American sportbike night

Santa Cruz Carwash Classic show

3) Ride leaders are reminded to send ride reports to Lorin for the Notice

4) Treasurer reports that membership is steady at 168 with \$4500 in the club account.

5) No minutes from the previous meeting as there wasn't a quorum present. Minutes of the April meeting were accepted as printed in the Notice.

6) Lorin reports that the Hanford show was excellent, with many fine bikes on display. Contrary to rumors, Don Herrel is not retiring from motorcycle restoring and will hold his party next year.

7) Sunday June 18 I will lead a coast ride from Alices – 10 AM

8) July ride-meeting at 11 am, Joan & Peter's German Restaurant, San Juan Bautista

9) July 16th – North Coast Ride hosted by Terry Morrison and Jerry Grainger will start at Terry's house and go by Marin Headlands to Tony's oyster bar in Tomales for lunch. See the club web site for details.

10) A possible dues increase was discussed. The executive committee will prepare and present to the club a proposed budget for the coming year.

11) Steve Coburn passed away May 30 in Charlottesville, Virginia, following a massive stroke. To those of us who knew him, he will be sorely missed. He was an early and active member, and former President of the NCNOC, and was chairman of our INOA Rally in the Redwoods in 1980. He was also instrumental in the formation of the BMW Oilheads Club and the editor of its magazine, The Oil Rag, a BMW sanctioned periodical. Steve is survived by his sister Sue and brother Tim.

Meeting adjourned at 8:45 PM

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HANFORD 2006

May was a month full of wonderfully fun motorcycle events and to top it off was the swap and show at Hanford. Held at the end of May and produced by Bator International and now in its 38th year, held at the Kings Fairground in the quaint, historic town of Hanford, California. This event is one of the best and oldest motorcycle shows and swap meets in the state of California. This year as in the past the bike show part of the event was full of nicely restored and clean street bikes. The British bikes in the show were all very nice examples of the marquis and showed very well the variety that the British manufactures offered. The Japanese bikes were well represented, as were Harley Davidson and Indian.

The highlight of the weekend was actually on the night before the show at Don Harrell's annual BBQ/party. This is a celebrated gathering of British motorcycle enthusiasts from Northern and Southern California and is a wonderful low key get together. Touring Mr. Harrell's collection of classic restored British bikes is a treat. His work is world renown and his collection is full of all the classics. Don sometimes gets an urge and will start them all one by one, just so you can hear the roar, this is immense fun. Contrary to the rumor, this year was not his last party the rumor that he was retiring though is true, from his construction company but not from restoring British bikes and the parties will continue. Don and I had lunch and during that conversation he told me the parties are something he looks forward to every year, although they seem to be more and more work he enjoys the camaraderie and joy it brings so many of his friends.

PRESIDENT'S MESSAGE

By LORIN GUY

The summer riding season is in full swing and things are beginning to feel rushed. It does not seem like there is enough time for all that has to happen between here and there. So many exciting motorcycle events and activities to do.

I guess at some point you have to say no, as sad as that might seem you have to admit you can't do it all. I've been slowly and begrudgingly coming to that point in my life where I have to admit that maybe I can't do everything. Sometimes that obstacle is a time issue, that is something I have some control over, the other being the energy to do it all, again I have some control over that too, next is age for some reason now that I've turned 53 I feel older and get tired sooner and the issues of age seems to come up more and more when I whine about it. Age is a great excuse for a number of things as in "but I'm an old man" or "yea wait till you're my age"

Oh sure there are the aches and pains of joints and muscles that just are not in tune anymore and there are the old man noises that I make when getting up from a chair or have to bend in some direction, these I've gotten pretty good at, but I seem to have noticed lately that I just don't have the get up and go that I had, say even a year ago.

I've decided to try to do something about it, to keep myself in shape for riding and all the activities that go with motorcycling.

I'm going to join a gym and work out and start to try to eat healthy. Now I have not exercised since I was in high school on the football, soccer and baseball teams, but I think with some professional help and a multi dollar gym I can stem off some of this age deal. Eating foods that are good for your body and cut out the fatty, "slow you down foods". I hope that with regular exercise and diet maybe I can feel almost strong enough to keep up with some of those whippersnappers that ride with Norton club.

So it's stories like these, now as my age is creeping makes me even more aware of how important taking care of yourself is. And how doing what you really enjoy is such an important part of being happy in life.

Taken from an account of this years MotoGP'd Italia:

I'm not sure if this story is sad or happy but I am sure it embodies the spirit of the Motogiro d'Italia - not the historic event, the one we do today which is more a celebration of the soul than a great battle of the motos. You all might remember the #1 bike that had the "Viagra" number plate on it in this years Motogiro. That bike was ridden by Matteo Bonini, an Italian man (that I was told was 85 years old). It was common knowledge during the Motogiro that this man had brain cancer and was terminal, that this would be his last Motogiro for certain. The day after the event, he called Manuela and to thank the staff and to say that "he had never enjoyed himself so much". The next day he went to the hospital and died.

Here's to Matteo's zest for life, I have no doubt in my mind that he is resting in peace.

And one of our own, Norton club founding member and motorcyclist

CONTINUED ON PAGE 15

RIDE REPORT-2006 NORTHWOODS RIDE

FRANK FORSTER

The weather was awesome, always between 60 and 85 degrees for the three days of the ride. About 20 motorcycles showed up for the Crown Jewel of Northern California rides, starting on Friday, June 16 in Oroville. Through the weekend several more joined up for Saturday or Sunday rides, and several cut out part of the ride for various reasons. We had quite a number of previous attendees and quite few first timers. This year we had a number of riders from Southern California as well as from Oregon and the northern California counties joining us for the traditional evenings of 'Dinner & Cheer' at which we all continue to have a very good time. It's interesting how a day's ride over new roads, consumption of one or more tall cool ones, and wrapping yourself around a tasty steak can lead to an enthusiastic party!

Leaving Oroville on Friday AM, we did a little exploring in the Plumas National Forest along Hartman Bar Ridge on a narrow winding paved forest road, eventually reaching Quincy for lunch at the Morning Thunder Café. The afternoon was spent on the scenic Sierra highways heading generally back to Redding via a detour through Lanes Valley, Manton, and Shingletown. After a great dinner at Logan's Road House and a good night's sleep we started Saturday morning for Burney on Hwy 299, then Hwy 89 to Mt. Shasta City. We jumped the freeway to the west side of the narrow valley and rode Old Hwy 99 north to Gazelle, then west over the mountains to Etna for lunch at Bob's Ranch House, possibly the best eatery in NorCal, offering home made pies by Linda. The afternoon ride included the previously unused (by us) Cecilville road along the south fork of the Salmon River with its magnificent views of the Wild & Scenic Salmon, one of the few remaining undammed rivers in the West. After our overnight stay at Willow Creek (Evening of Dinner & Cheer), we followed the Trinity River upstream to Weaverville, then Hwy 3 and Wildwood Rd. to Hwy 36 with lunch on the deck overlooking the Sacramento River in Red Bluff and back to Oroville.

KUDOS TO THE FOLLOWING:

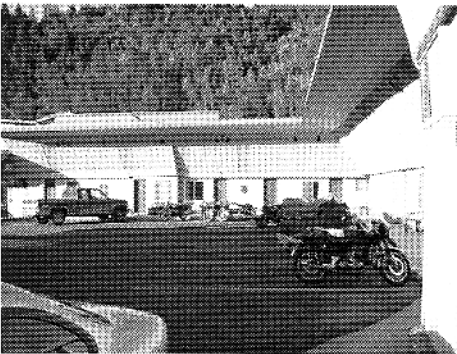
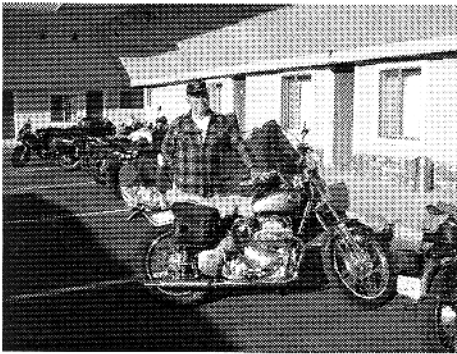
Ex Pres Barry Porter and his Scots friend Andrew, the only riders who actually rode the entire route *****ON BSAs*. Who woulda thunk it????

Dom Legarra on his reliable and lovely '57 Ariel Square Four, with a combined age of bike and rider of somewhere around 132 years.

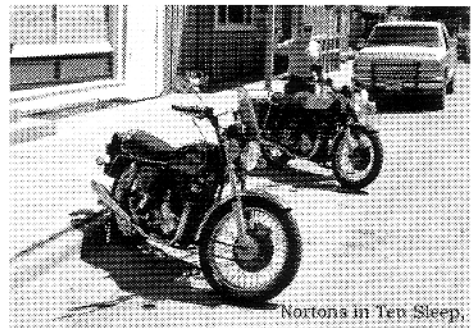
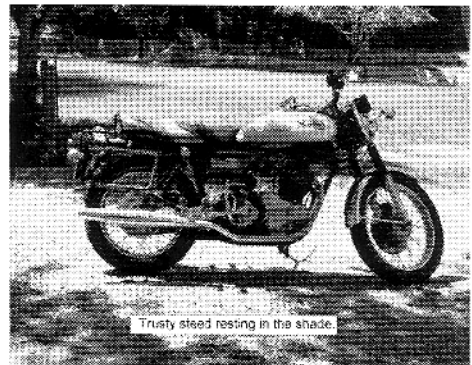
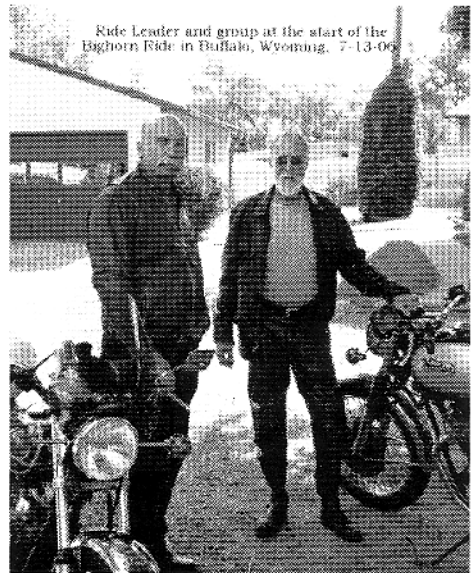
Burt and Barbara Barrett, who rode in from Bakersfield, survived a cuppla minor mechanical glitches, and returned via the coast for the highest accumulated mileage.

Judging from the number of emails that I received from the riders, The ride was a fine success.

NORTH WOODS RIDE



BIGHORNS BEFORE-THE-RALLY RIDE



MOTO MELEE 2006

I went on a three-day ride starting on June 24rd. The MotoMelee (some of you may have heard of it) is a 750+ mile (all back roads and some that feel like fire trails) ride for 1970 and older motorcycles. Held in the far reaches of Northern California leaving and arriving back in San Francisco.

Melee 2006 is over and it was really hot! No literally hot, 100+ for two of the three days.

The ride goes through some real changes, from city to country to mountains to shore and back to city, and from acceptable 70's and 80's to 100+ and then into 40's and 50's and hella fog. It's not for the meek or a new rider.

As I get older I think I have to start working out during the year for this. As the tenth anniversary arrives I need to be in better shape. Back spasms and wrist aches, sore knees and cramps plague all us old guys and it's something we can do something about if we really want to. Work out! sounds harsh and cruel and for me a bit unusual. The self-torture can only help, I try to tell myself, upper body strength and a sturdy back are key to long riding and if I really want to survive in this MotoMelee world I need to get busy.

I actually felt good the first day, the adrenaline is pumping, another Melee is off and running nothing can stop it as it approaches Red Bluff, the rolling thunder of vintage twins and popping singles, the hum, buzz and pop of two strokes and scooters, you can almost smell it in the air as we approach. Well if you try you can, I sucked enough Yamalube and Silkoline to permanently coat my innards for the rest of my natural life.

The heat started to get to me around Lake Berryessa, the mixture of lake water and 100+ heat made the air thick and humid, I could feel it pushing against me as I throttled through the twisting turns. Pollen count was up as my head felt completely full, no matter how much sinus meds I gobbled or number of times I blew my nose.

I felt as if something was not right with the bike, the turn in to the left was good but right felt forced, As I made the down shift to the left turn at Moskowite Corners I heard a pop, I felt something in the rear let go, I limped through the corner with clutch in and rolled to the parking lot below. Taking off my helmet to greetings all around from about 20+ riders are already there sipping on Desani water and removing undergarments as the heat goes up. I say my hellos and tell the group I felt something odd as I took the corner, a couple of riders look at my Norton as I prep to take it up the road a piece and see if I could feel that noise again, As I put it in gear my chain dropped to the ground, damn, but at least now I know what it was. The camaraderie is one of the great things about this ride, three riders jump in to help fix it, Lola offers a new master link from her spares bag off her Triumph and in about 30 minutes we have it set to continue, but this was just the start of a scenario that was to continue for the rest of this Melee.

As I was answering the call of nature they all left and I was behind the tide again. By myself I took off up to the lake and no more than three miles down the road my side cover blows off and my tool kit flew out of the pocket, I searched a mile back and a mile forward of the landing spot but to no avail, the factory original "S" type kit was gone. I picked up my now scored side cover and re-installed it.

CONTINUED NEXT PAGE

MOTO MELEE 2006 CONT.

Now the heat of the day is rising and the road becomes full of traffic, mostly boaters. I believe that the road speed signs only apply to motorists other than motorcyclists and guys towing boats, if the turn says 30MPH a bike has no issue doing it at 45 or 50, the same applies to trucks towing boats or so they believe. The boat guy in front of me is driving like all the water will be gone if he does not get there in the next few minutes the boat is bouncing all over the trailer and funny thoughts are going through my head. Like how do I explain hitting a boat with my motorcycle on dry land? This must be the sinus meds working.

So in true to form melee fashion I pass him, and the other ten trucks towing boats. I'm not a water sports kinda guy and I don't understand what it is about boats and Jet skis that make women want to take off all their clothes but I wish it worked as well with motorcycles.

The water crossings are coming, and I know this year I plan on being ready for them, last years the first few crossings were a bit of a surprise and maybe I took them a bit too fast, but the Norton does not do as well with these as the Triumph does and I'm mentally prepared. The first three are no problem on the forth, as I approach, there is a Harley rider with his girlfriend splashing about, as I approach I down shift and let the exhaust note announce my arrival. As I enter they look up and he gives me the thumbs up, I exit to a very slippery shore and as I accelerate the bike slips hard left, with throttle on I shift my weight to keep the bike upright, all crossed up I maintain control, but in doing so in such hot shoe fashion I believe I pulled a muscle in my back, did I mention how getting old sucks?

Now in the heat of the back country, Lower Lake, I have not seen another rider in about 30 minutes and this always plays with my head, I'm not real good with directions and I second guess myself constantly, I know I'm on the right road but I still believe if no one has caught me or I them I must be lost. In a few minutes I can see a helmet up ahead, it's a bike and it's Maureen, she's stopped by the side of the road and fixing her helmet, seems her new liner is giving her some grief. I stop and we chat, as we get going again we ride along together for a while. As we approach others on the tour I slip away, I need some speed to keep my mind fresh.

As the rough roads conditions and constant vibrations of a Norton 750 start to take their toll my upper heart shield on my exhaust pipe and it starts to rattle lose, I think I can make it to the next gas stop. But as soon as I say this in my mind the rear screw comes lose and away the heat shield goes. About 30 miles more and my tank bag is starting to slide to the left, I tug on the right side strap and that comes off in my hand. I'm beginning to believe that waiting for the next gas stop is not the correct action plan.

About half way into the riding day the heat was unbearable, 115 I heard someone say, 103 in the shade the lady at the store said as we tried to drink as much Gatorade as we could, resting in the shade of an old barn and cooling a BSA Magneto with a gallon of water. 112 to 115 tomorrow if you boys are still around she added as if to test us, see if these old codger bikers were as tough as the bikes they ride. My mind was occupied with a beautiful young blonde woman getting out of a new Mustang at the gas pump, she's tall and well designed, I could tell she was built for speed, one of the guys speaks out and asks her if she can settle a bet? He asks her how tall she is? She replies 6ft, Wow he says, "I win!" another old codger says "no you don't, you said she was an inch over 5'11". We all laugh as she pumps the \$5.00 in gas she bought. Just another Melee stop and I have to admit, I love these old guys, funny stories and great bits of nonsense that keeps one going.

CONTINUED NEXT MONTH

2006 WOMEN'S' MOTORCYCLE EXPO

THE FIRST ANNUAL WOMEN'S MOTORCYCLE EXPO TOOK PLACE JUNE 3-4 IN AUBURN, CA.

The Gold County Fairgrounds is a nice little place although not a flat spot to be found. The fairgrounds has many nice grassy areas and a nice stage set up. The air-conditioned building saved me as the NCNOC display crew took to the hills for this three-day event. The organizers had been e-mailing and calling me since the IMS show and wanted the clubs to display, I finally relented and although I did not believe it was "our crowd" I went and tried to keep an open mind.

I stayed with a good friend from my high school days who lives near the fairgrounds. He invited me to "Fast Friday" the local track (attached to the Fairgrounds) has a Speedway night every Friday. This fast and sideways action is always an excellent show, lots of bikes, loads of locals and just good fun and great racing.

The days start early when showing and this was no exception, 6am I'm at the gate and setting up was no easy task, as I said, not flat spot, so I'm down loading bikes on a 9% grade. The closest I could get to the building was about 40 steps away, not that I was counting, ok I counted once.

The Placer Hall where I was situated had lots of diverse vendors, chiropractors and chair massages guys, Harley toy guy and t-shirt vendors, leather gloves (deer skin, very nice) and local clubs with charitable causes, across from me was a Teriyaki and Garlic sauce lady, sometimes I have issues with these shows, they pack just about everyone who wants a booth into a show regardless of what it has to do with motorcycling in this case the two on my list were this sauce lady and the kite guy. What kites have to do with motorcycling is beyond me, I guess no one else could figure it out either and they only sold one kite on Saturday and did not return for Sunday.

The sauce lady however endured and actually sold some of her sauces but not enough to cover her booth costs, needless to say she was not pleased. The attendance was far below what the organizers were predicting and part of the issue is the glut of events. Since the rain stopped (late this year) there have been dozens of events vying for the spending dollar and the attendance numbers of motorcyclists. It's almost too much to contend with and someone is going to get hurt.

Overall it was enjoyable. The bands all day were great, Fridays racing was super and Saturday night Lydia Pence and Cold Blood entertained the hangers-on by rocking the house.

I believe the Woman's Motorcycle Expo has a place in the range of motorcycle shows now clogging the calendar but better planning and a more accessible location might help the situation. Certainly I'll keep an eye on the show but only consider attending again if it's more accessible and better attended.

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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 FredFLatta@aol.com

1960's NORTON

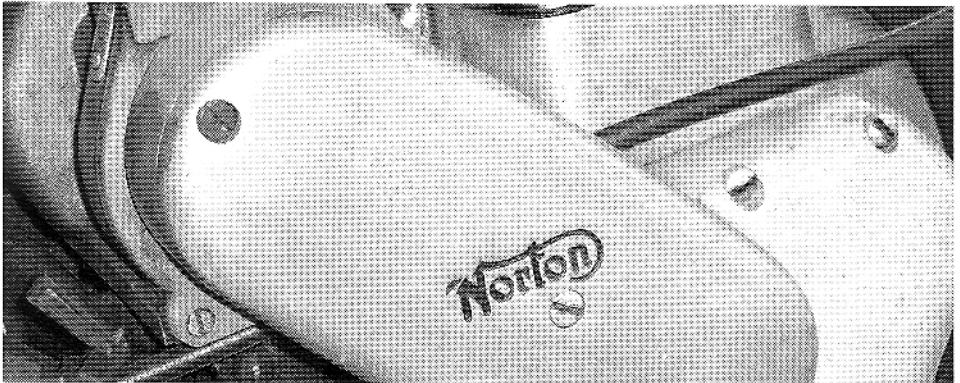
I have a 1960's Norton I think it is a 650 but I'm not sure it has not been registered since 1967. The bike is complete, with some rust but needs a caring home as I'm old and not able to take of anymore call Delvin 916-991-1003. You could also call Jim at 831-338-4598 and maybe he could get and send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



PRESIDENT'S MESSAGE CONT.

Following a massive stroke, Steve Coburn died May 30 2006 in Charlottesville, Virginia...To those of us who knew him well, he will be sorely missed. He had so much more to contribute and so many more people to touch with his unique attributes of generosity, warmth, enthusiasm and spirit of adventure and if somewhat outspoken intellect...

Among his many accomplishments were the founding of the Northern California Norton Owners Club; The formation of the BMW Oil heads Club and the stewardship of its magazine, The Oil Rag, a BMW sanctioned periodical; A life-time BMWMOA Ambassador, he was also a respected member of the BMWRA; A long-time editor of the Blue Ridge Beemers Club Newsletter;

An early pioneer of sleep disorders research and therapist, he saved my nephew's life, having instructed him by phone at the eleventh hour, to say little of the countless articles he wrote on the subject of sleep apnea and sleep deprivation and their effects on riders.... His sister Sue and brother Tim survive Steve.

These are prime examples of guys who did what they loved to do and did it right up to the end.

I want to be one of these guys too. I want to take the time and effort to insure that I am strong enough and have the where-with-all to do what I love to do right up to that last kick start.

These are the types of men we'll miss; these are the examples we like to emulate.

I salute both of these men and the hundreds of others who do not let a few set backs get in the way of what the love to do..

Lorin Guy, President

AS ALWAYS I AM OPEN TO ALL SUGGESTION, INQUIRES OR CRITICISMS. CALL OR EMAIL ME
loringuy@yahoo.com 408.961.3468
