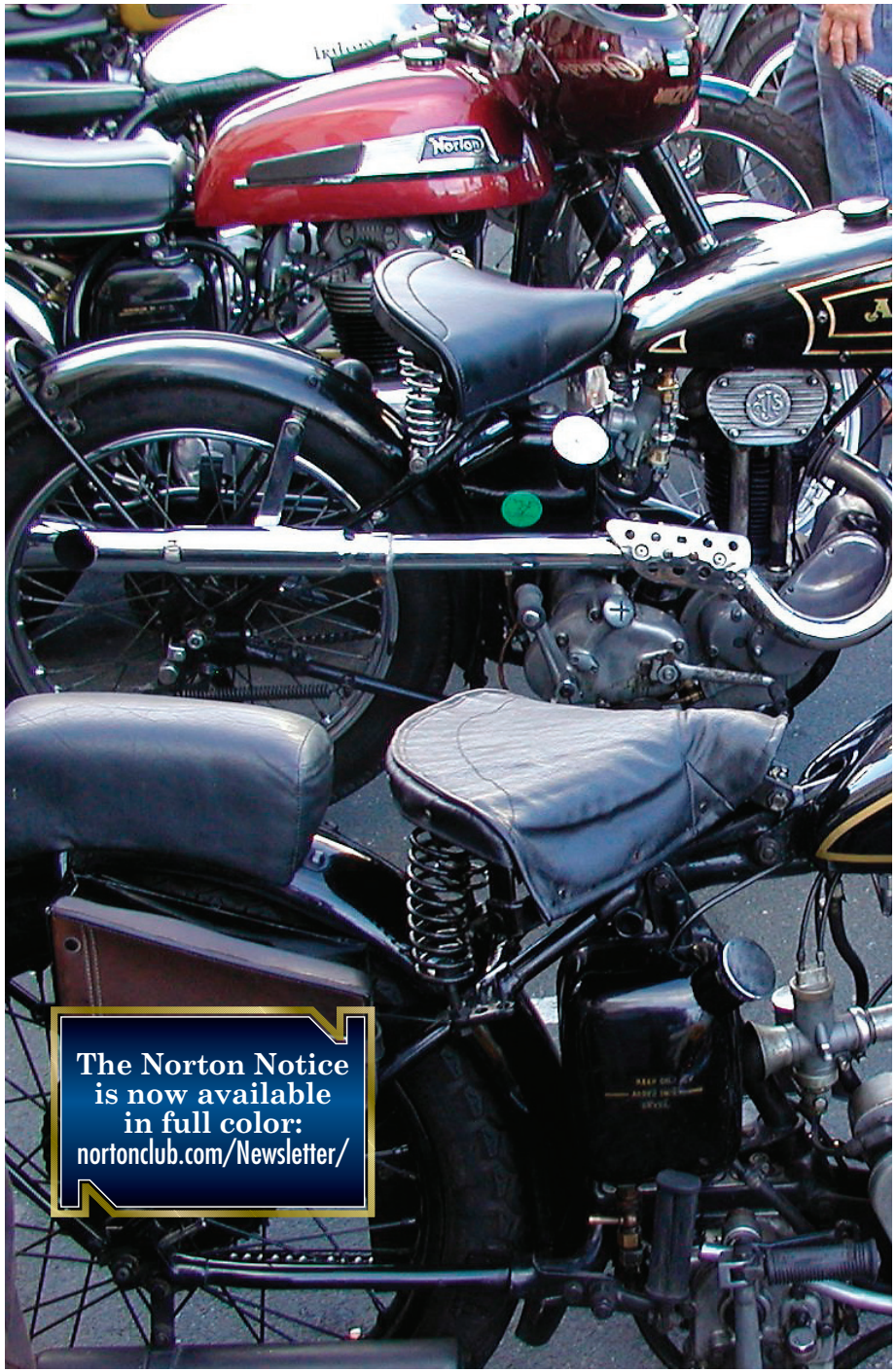

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Norton Owners Club of Northern California

Norton Notice

International Norton Owners Association

No. 342 Oct. 2007

The Newsletter of the Northern California Norton Owner's Club

Norton OWNERS CLUB of Northern California

THE NORTON NOTICE

is 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 preceding the issue. The Norton Notice prefers contributions submitted electronically. Articles and high-resolution photos can be sent in almost any format generally common to most computers.Send submissions or comments to LorinGuy@yahoo.com.

MEMBERSHIP

in the Northern California Norton Owners Club is available for $20 per year and open to all Norton motorcycle enthusiasts. Membership dues are payable to the Club Treasurer (see right). Renewal dues are payable at the end of the individual's membership year, which is designated by the last digit on the mailing label of your Notice, or on your membership card. All changes of address, membership or dues questions should be directed to the Club Treasurer.

ADVERTISING RATES

are $100 per year for a 1/4 page ad.
Contact the Editor for larger ads and rates.

VISIT US ONLINE at http://www.nortonclub.com
http://groups.yahoo.com/group/NorCalNOC/

AFFILIATIONS

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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Brian Slark, Dick Slusher, Jodi Nicholas

The object of the Northern California Norton Owners Club is to promote, encourage and develop motorcycle activities. The Club's members are owners or enthusiasts of Norton motorcycles and often submit for publication in the Norton Notice technical tips. 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 for your particular application. The Club or membership assumes no liability or responsibility for any issues or problems that may arise, or omissions or deletions in connection with the technical information. The Norton Notice articles or other materials contained express the authors' view only and are not necessarily the official policy of the Northern California Norton Owners Club. The Editor reserves the right to accept, reject, edit or alter all editorial and advertising material submitted. The Editor serves at the discretion of the Club's Board of Directors. Materials may be published both in print and/or electronically on the NCNOC web site at nortonclub.com. ©2006 The Northern California Norton Owners Club. Not to be reprinted without permission.

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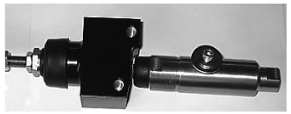
Oil pressure gauge: Center or Side Mount: Both include all parts necessary for installation. No modifications to bike required.
Side or Center Mount: MSRP: **$182.00 each**
MCB part **NOPGSMNT or Part NOPGCMNT**

13mm master cylinder upgrade: (exchange): 750, 850 or Mark III. 33% more stopping power. Black powder coated. Includes, bleed kit hardware and instructions. No modifications to bike required.
MCB part **NORMC750 or 850 or MK3** MSRP: **$192.00 each**

Brake caliper (exchange): rebuilt using SST pistons, plug, bleeder & Andover Norton seals. **Assembly:** MCB part **NORTNCAL** MSRP: **$230.00 each**
Separate part price: *Pistons: MCB part* ***NORPISTN*** MSRP: **$26.00 each**
Plug: MCB part ***NCALPLUG*** MSRP: **$32.00 each**
Bleeder: MCB part ***NORBLEED*** MSRP: **$11.00 each**
Seal set: MCB part ***NCALSEAL*** MSRP: **$12.00 each**

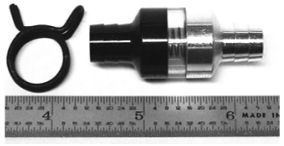
Rear Mark III master cylinder assembly: new 13mm SST body master cylinder attached to powder coated billet mount. Includes both boots and #10-32 SHCS that attaches master cylinder to mount. Assembly: MCB part **NRMCASSY** MSRP: **$235.00 each**



Separate part price: *SST master cylinder: MCB part* ***NRMCBODY*** *(also fits Triumph front and rear) MCB part* ***TSMCBODY*** MSRP: **$155.00 each;** *Master cylinder mount: MCB part* ***BILETMNT*** MSRP: **$61.00 each;**
Boots *(external or internal) MCB part* ***NMCRBEXT or NMCRBINT*** MSRP: **$10.00 each**

13-inch SST rotor: Includes disk, hub, caliper adapter, SST brake line bracket, SST screws, and Instructions. Bolts on directly. Fits stock fender struts. MCB part **NROTOR13** MSRP: **$395.00 each**
11-inch SST rotor: Direct stock part replacement MCB part **NROTOR11** MSRP: **$323.00 each**

Caliper plug tool: SST with hardened pins. Use with 1-1/8" socket or adjustable spanner. MCB part **PLUGTOOL** MSRP: **$32.00 each**



Anti wet sump valve with view port: Attaches to engine oil supply line. Includes clamps. MCB part **ANTISUMP** MSRP: **$72.00 each**

Acid trap: Collects acid, replacing tube that deposits wind blown acid on to the rear rim. Attaches with an adhesive pad and clamp. **MSRP: $15.00** MCB part **ACIDTRAP**

Manifold adapter: transitions Mikuni manifolds to Norton heads. Allows smoother running by reducing turbulence. Two sizes: 32mm-28mm and 32 mm-30 mm. **MSRP: $51.00** each
MCB part **MADAPTER**

Available from: Baxter's – BBC Triumph – BJ's Cycle Service - British Bike Conn - British Cycle Supply Brit Bikes of TN – British USA - Classic Cycles – Colorado Norton Works - Cook's Norton Service - Cycle Craft Clubman Racing – Domi Racer - Doug's Norton Works - European Motorcycles - Expert Motorcycle Works Fair Spares America - Frank's Brit Bike Barn – Ken Armann Restorations - Job Cycle - JRC Eng – Klempf's MotoParts – MotoMontreal - Old Britts – RPM Cycles – Raber's - Rask Cycle - Relic Cycles - Rocky Point Thoroughbred Motorcycles - TT Cycle – Vintage Brake - Walridge Motors - Wes Scott– Xander's - Zap Cycles

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Greater Northwest Territories Expedition

No, it's not Lewis & Clark, just Don & Pat Goforth (and their two cats!) towing the Norton on a sexy new trailer I put together a few months ago, on our way to Bellingham, Washington. Leaving Fremont and working our way north along Interstate 5 was uneventful, just a few showers in Oregon the first night and a nervous stretch from Tacoma to Kirkland with Bay Area type traffic.

Then about ten miles from our turnoff the skies became darker and our welcome to Washington hit us in the form of a torrential downpour. Turning off onto a twolane road through the unfamiliar and narrow countryside (with virtually no shoulders and dense roadside foliage) we proceeded the last 15 miles to our new home.

We had no sooner passed the forewarned fork in the road than Pat noticed that the Norton seemed to be listing to port. We managed to find a driveway entrance to pull over and stopped. Upon examination we found that the tie-downs had stretched from the intense rainfall, so cinched everything down and proceeded. Then about a mile from the little village that is our only commercial area around, we noticed the Norton moving again! Another panic stop--to hell with any traffic--we needed to fix this NOW! One of the tie-downs had snapped and the bike was leaning precariously to the right. The trailer was at a slight angle due to the roadway, so I stepped around to the left of the bike and pulled it back up so a spare tiedown I had attached could be installed.

Just as I was stepping to the rear and pulling on the bike, the tongue of the trailer raised up off of the bumper! Now I was like a surfer in a rainstorm with a Norton as a passenger. The nut on the bottom of the trailer ball had vibrated off! Shifting my weight forward brought the tongue back down and we managed to tie off the bike for the moment. Not having a •'5f-16 nut in my inventory, we were hard put to secure the trailer hitch so I stood on the trailer hitch and hung onto the tailgate while Pat slowly drove into the Village, which had a Shell station but no attendant nor other facilities. So I switched places with Pat and proceeded through the parking lot slowly looking for a place to park this rig.

Then a security patrol appeared and said he thought they may have a nut or something back at their facility so proceeded to do that for another half an hour with no success. Meanwhile Pat had noticed a Pizza parlor in the village and took advance of the situation to counter the dismal weather. The security patrol returned empty-handed, so we unhitched the trailer and parked it in the lot for the night with the assurance form the Security people that they would keep close watch on it until I could get into Bellingham the next morning to a hardware store for a new nut.

So that was our introduction to Sudden Valley, our new home, riding on the trailer tongue holding onto the tailgate of the pickup during a torrential rainstorm! (Pat said she felt like the Parade Queen- all she needed was a Tiara.)

By the way, we haven't had a rainstorm like that since then, a little drizzle here and there is about all. It's been up to 90 degrees once, but normally 70's and beautiful for the most part.

Missing the Gang—everyone here rides Harleys. (Don says he can't ride that slow because he'll fall over.)

Don and Pat Goforth

MEETING MINUTES— Sept. 13 2007

The meeting at Harry's in Foster City was called to order by Vice President Dave Crader and started at 8:01. Club President Alan Goldwater arrived at 8:17. First on the docket was chat about the up coming Goldwater Ride (Sunday Sept 16th) and it was surmised that lunch should be somewhere in the coastal area. Gazzo's creek was mentioned and also Cameron's.

Norton Cup points was the next topic and Ray Pallett (treasurer) brought up the thread from the clubs Yahoo group site about riders being given preference over towing or just attendees. It was voted and approved that those that actually ride to the rally get "double points"

Dave Crader then gave a run down on our situation with NOC; he stated that we now have only 9 NOC members in the club. *Ed.: This needs to be rectified; we value our association with the NOC of England and our membership needs to support it. Maybe we can find a way to raise our dues and include the NOC membership as part of the benefit of membership in the NCNOC. Subject for another meeting I d say.*

Newsletter Editor and special events coordinator Lorin Guy brought up coming motorcycle shows. The IMS/Cycle World show is coming to the San Mateo Fairgrounds in November 2007 and it was asked if the NCONC wants to participate. The Membership voted YES. Lorin then asked for volunteers to man the booth during the three-day run of the show, if interested e mail Lorin or mention it on the Yahoo club site.

The other show coming is the Legends show, Again Lorin asked the members if the club was interested in pursuing a booth and involvement in that show, it was motioned that Lorin write a letter to the event organizers and submit it to Alan, asking for involvement in the Legends show.

Terry Morrison brought up a ride idea for his North area ride in 2008, a visit to the NIKE missile site and tour. It would be so scheduled but needs to be the first Sunday of the month, a departure from our usual second Sunday ride.

The meeting was motioned and approved over at 8:55pm.

Lorin Guy

DIARY

10/12 BSA California Rally 415-898-0330 (North) 661-273-7005(South)

10/14 La Ducati Days, La Honda. A benefit for the volunteer fire brigade

10/21 Mt. Hamilton ass-backwards ride, Tom Dabel will lead a reverse version of the Mt. Hamilton ride. Meet at The Florence in Niles 10:00am.

10/27 Southern Sierra Ride out of Kernville. Two days in the High Sierras. I'll also be doing a couple of Dual Sport days October 29-30 in the high country around Lake Isabella with lots of single track trail riding. Join me!!! Frank Forster frank.forster@sbcglobal.net 831 688-2120

11/03 The Annual All-British Ride departs from 7th Street and Grant Avenue in Novato at 10:00AM sharp. 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 organized by the BSAOCNC: www.bsaocnc.org/ calendar.asp ... Note the standing rule for this ride is "All British", no other bikes on this ride please! Downtown Novato **Address:** 7th St & Grant Ave. Novato, CA 94945

11/04 Hanson Dam Ride Leaves Novato, Ca. 11/03 at 4:30 pm arrives in Southern California at mid-night, Ride starts from dam parking lot at 10am

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PASSING OF A TRUE ENTHUSIAST…

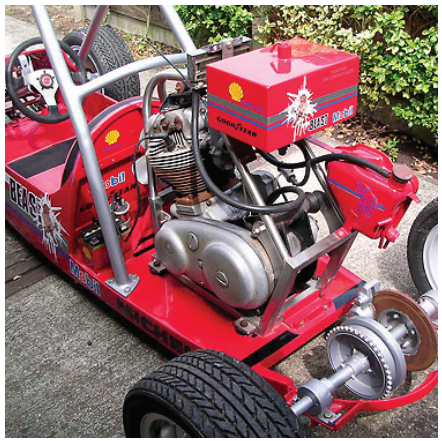
John A. Becker, 57, of Akron, died September 10, 2007 at Akron General Medical Center. John Becker was a member of the NONO (Northern Ohio Norton Owners) branch of the INOA. He enjoyed notoriety in the mid-Eastern states as well as nation wide as a long time Norton enthusiast and mechanic. John was know for sharing his vast knowledge with club members and always open to lending a hand. John accident while riding his Norton was brought on by a suspected heart attack. Condolences to his family and friends as John was family man, Norton mechanic and vintage motorcycle supporter, he will be missed.

GENIUS OR FOLLY, YOU BE THE JUDGE

What the old saying, "too much time or money" well here are a couple examples of that. When is it taking things a little too far and when is it pure genius? Well beauty is in the eye of the beholder.

First is this Sportster-tanked, rigid Norton/Davidson (below). One had a bad motor the other a bent frame, so, after a couple o pints. "I think that engine will fit man, get me my torch".

At bottom is an example of "some men dream and ask why, other men dream and ask why not". A true case of too much time and money. This go-kart seems almost lethal. I'll bet it sounded very hot coming down the street about 10:30 pm the night it was complete. Say "Clem, git yur boy to drive it".



DUNSTALL NORTON 850

SPECIFICATIONS	
List price	Price On Request
Suspension, front	telescopic fork
Suspension, rear	swinging arm
Tire, front	4.10-19
Tire, rear	4.10-19
Brake, front, eff. dia. x width, in.	10.5 x 1.5
Brake, rear, dia. x width, in.	7.0 x 1.25
Total brake swept area, sq. in.	112
Brake loading, lb./sq. in. (160-lb. rider)	5.35
Engine, type	four-stroke vertical Twin
Bore x stroke, in., mm	3.03 x 3.50, 77 x 89
Piston displacement, cu. in., cc	50.5, 828
Compression ratio	9.5:1
Claimed bhp @ rpm	N.A.
Claimed torque @ rpm	N.A.
Carburetion	(2) 32mm Amal concentric
Ignition	coil and battery
Oil system	dry sump, gear pump
Oil capacity, pt.	6.0
Fuel capacity, U.S. gal.	4.5
Recommended fuel	premium
Starting system	kick, folding crank
Lighting system	12V alternator
Air filtration	dry treated paper
Clutch	multi-plate, wet; diaphragm spring
Primary drive	triplex chain
Final drive	single-row chain
Gear ratios, overall:1	
5th	none
4th	4.15
3rd	5.03
2nd	7.02
1st	10.62
Wheelbase, in.	57.2
Seat height, in.	30.5
Seat width, in.	11.0
Handlebar width, in.	23.0
Footpeg height, in.	13.0
Ground clearance, in.	4.5 (at pipe)
Curb weight (w/half-tank fuel), lb.	447
Weight bias, front/rear, percent	47.5/52.5
Test weight (fuel and rider), lb.	589
Mileage at completion of test	560

PERFORMANCE	
Top speed (actual @6520 rpm), mph	118
Computed top speed in gears (@7000 rpm), mph:	
4th	127
3rd	105
2nd	75
1st	50
Mph/1000 rpm, top gear	18.2
Engine revolutions/mile, top gear	3290
Piston speed (@7000 rpm), ft./min.	4100
Fuel consumption, mpg	49.5 (see text)
Speedometer error:	
50 mph indicated, actually	49
60 mph indicated, actually	60
70 mph indicated, actually	69
Braking distance:	
from 30 mph, ft.	22
from 60 mph, ft.	112
Acceleration, zero to:	
30 mph, sec.	4.1
40 mph, sec.	4.8
50 mph, sec.	5.2
60 mph, sec.	6.3
70 mph, sec.	7.0
80 mph, sec.	8.1
90 mph, sec.	9.6
100 mph, sec.	12.6
Standing one-eighth mile, sec.	8.57
terminal speed, mph	83.02
Standing one-quarter mile, sec.	13.13
terminal speed, mph	101.46

October 1973

SAFETY FIRST…
Officer Bindar Dundat of the Highway Patrol
By Lorin Guy

Ed.note: Our Officer friend from the CHP has submitted his second in a series of tips for riding. It was not as joyful a reunion as I had anticipated at Ruff Dr. in San Jose with Officer Dundat, but the good news, I can keep my license after conceding a months pay.

Its been a busy few weeks since I last wrote to the Norton Notice and thanks to Lorin Guy, the editor, for giving me the opportunity to offer some insight into riding from the CHP point of view. The Roads are crowded and it's important that we are the best riders we can be to stay safe.

TURNING:
Riders often try to take curves or turns too fast. When they can't hold the turn they end up crossing into another lane of traffic or going off the road. Or, they overreact and the brake too hard causing a skid and loss of control. Approach turns and curves with caution. Use these four steps for better control.

1) Slow- reduce your speed before the turn by closeting the throttle and if necessary applying both brakes,

2) Look- Look through the turn to where you want to go. Turn only your head not your shoulders, and keep your eyes level to the horizon.

3) Press- to turn, the motorcycle must lean. To lean the motorcycle press the handlebar grip in the direction of the turn, Press left, lean left, go left. Press right, lean right, and go right. Higher speeds and / or tighter turns require the motorcycle to lean more.

4) Roll- Roll on the throttle through the turn to stabilize suspension. Maintain steady speed or accelerate gradually through the turn. This will help keep the motorcycle stable. In normal turns the rider and the motorcycle should lean together at the same time. In slow tight turns the rider should keep his or her body straight and only lean the motorcycle.

MOVIE REVIEW…

Just out in DVD "Wild Hogs" a movie about middle-aged crazy, and a motorcycle.

From screen writer Brad Copeland it stars Tim Allen, John Travolta, Martin Lawrence and William H. Macy, as a group of poser motorcycle, bar hopping buddies, who decide to be called the "Wild Hogs" as there pretender motorcycle gang. Just some good friends living the biker dream. It's a good-hearted, rated pg13, flick that although glorifies the rougher side of motorcycle gangs and some unsafe, comical antics and crashes, reaches for the freedom spirit of riding.

Cameo appearance by Easy Rider star Peter Fonda, and the dysfunctional boys of the OCC (Orange County Choppers), gives this movie even more comical appeal. 1hour and 40minutes and the movie progresses along quite well. Also featured are Ray Liotta as the rival motorcycle gang leader with Marisa Tomie and Jill Hennessy. The film needs more riding and situations but if you forget about the ridiculousness of some of the scenes in the film and view as simple entertainment it's enjoyable.

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THE NORTON P11

Although built by Norton Villiers at the former Associated Motor Cycles factory in Woolwich, Southeast London, the Norton P11 was conceived in the USA. In the late sixties, piont-to-point desert racing was booming in America's far-Western states but while the AMC-designed 750cc Matchless G15 and Norton N15 scramblers had ample power, they were being outpaced by lighter and more nimble machines.

Encouraged by Norton Villiers' US distributor Berliner Motor Corp, Californian Norton dealer Bob Blair built a prototype of the desert sled his customers wanted. His mechanics took an accident-damaged Matchless G85CS scrambler and replaced its single-cylinder engine with a 750cc Norton twin. After successful testing in the Californian wilderness, the hybrid was shipped to London with a request from Berliner to create a production model on the same lines. Eager for transatlantic business, Norton Villiers obliged and set to work on Project 11, able to use or adapt many parts already in stock.

The first production P11s were shipped to the USA in the spring of 1967 and the latest Norton's capability was proved by desert racing successes, notably when ZDS-sponsored rider Mike Patrick won a 1968 Californian championship.

By the late sixties, the rise of light yet powerful two strokes spelled the end for big four-strokes in America off-road sport. But the P11 also made an exciting street scrambler, offering lean and rugges looks for the youthful road rider. One of the Norton's strongest selling points was its ability to out-accelerate every car on the highways of America except AC's 5-litre Cobra.

The lusty big twins sold as quickly as Norton Villiers could make them and the specification was continually updated until the final Norton Ranger version of 1968. For 1969, Norton Villiers replaced its P11 with the scrambler-style 750 S version of the Islastic-framed Commando.

Motorbike UK web dictionary

Diana Pettijohn's ex-Sonora P11

Ken Armann's "Necessities Only"

EMERGENCY STARTER FOR MOTORCYCLES

The "Pull Buddy" by StrokerAce–SkyLonda Ca.

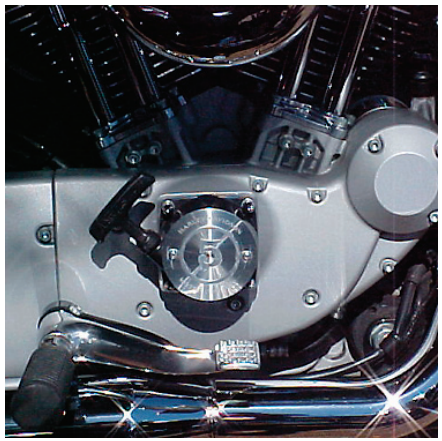
Motorcycle riders by the dozens converge on this little highway intersection very week end, the restaurant there, called Alice's is part of the draw but although it's food is great it's the crossing of two major motorcycle roads, highways 35 at 84 that bring the riders in.

For one reason or another it seems every so often there is a bike that will not start and some of the more mechanically incline riders like to help out, but Joe Putz doesn't need a helping hand, he needs a pulling hand. This revolutionary emergency pull start that Joe recently installed helps when the battery is low or has gone kaput, no pun intended. It's connected to the crankshaft and a few good pulls can generate enough energy to fire this big bad Harley Davidson. Joe never worries anymore about a no start situation.

I was there to cover a another story when I overheard some bikers say Joe's battery was gone again, but they said "he'll get-r-runnin'" I was intrigued and wanted to know more.

I saw Joe reach to what looked like his boot, and pull real hard, this handle with a long rope attached came from inside the engine and sure as bygone the bike fired and was running smooth as a song. I said " slap me silly and call me Nancy, It works"

Manufactures are considering this same "Pull Mate" for all early model British motorcycle sighting start issues and battery problems with these motorcycles as well. Look for the "Pull Buddy" or newer "Pull Mate" at a reputable shop near you.



THE 5TH ANNUAL BSAOCSC/BSAOCNC SOUTHERN SIERRA RIDE OCT. 27-28, 2007

Another two-day adventure on the remote and scenic paved roads around Lake Isabella. We'll start at Nelda's Diner, 5128 Lake Isabella Blvd, at 9:00 AM Saturday. Lake Isabella is about an hour east of Bakersfield on Hwy 178.

This year's Saturday 'Evening of Dinner & Cheer' is hosted by Ants and Marsha Uiga in local celebration of their recent wedding. It's held after the Saturday ride at their home at 3530 Lake Isabella Blvd in Bodfish, with a primo Tri-Tip dinner by Burt Barrett. Bring your own liquid refreshments to the party.

Sunday's 9:AM start is at Nelda's. There is no charge, and maps are provided to anyone interested in old British Bikes.

I'll have the Famous BSA along for Dual Sport riding on the best trails in California on Monday, October 29 and Tuesday, October 30, with a side trip to the crashed jet fighter. Bring your dirtbikes!

Frank Forster (831) 688-2120
frank.forster@sbcglobal.net

Burt Barrett (661) 832-6109
blueox1@bak.rr.com

Lake Isabella motels are:

Paradise Cove Lodge, 10700 Lake Isabella Blvd (Hwy 178), about 3 miles east of town. $69-$86. Nice place. (760) 379-2800

Lake Isabella Motel, Hwy 178 at Hwy 155. $58-$85 (760) 379-2800

Kernville motels, 11m north on Hwy 155:

Mc Cambridge Lodge (760) 376-2288

Kernville Inn (760) 376-2206

Kern Lodge (800) 924-8817

Nice Campground at Tillie Creek on Hwy 155 just south of Wofford Heights.

NCNOC HIGHWAY CLEAN UP
Aug 28 Highways 35 at 84

The morning sun was warm and the day was beautiful but the road was dirty, as the NCNOC clean-up crew arrived at Alice's, or Highways 35at 84. A morning's feast of coffee, tea, cocoa, sweet rolls and fresh fruit greeted the members as always, courtesy of Lorin and Kathryn Guy.

The clean –up got started approximately 11am with Lorin carting the North group to the far end in the Blue Pearl van. The South crew took off from the meridian parking area.

While the crew was out, Lorin laddered up the Adopt-a-highway sign, cleaned and reset it in its hole.

The group once again gathered a large amount of trash and found that someone had left piles along the roadway. All larger items are noted and mile markers recorded and called into Cal-Trans for pick up. But again our 10 bags full made a significant improvement in the area.

Thanks to all who showed up to help.

...and to those that didn't:

ALAN'S WRENCH FOR OCTOBER 2007

My trip to the Isle of Man was a marathon of motorcycle madness. Combine the NOC International Rally with the 100th Anniversary IOM Grand Prix race, and add in the Vintage Motorcycle Owners Club International Rally (over 400 pre-1970 bikes), all in a 9-day period. Then to top it off, a final-day visit to the fully restored National Motorcycle Museum.

I'm still in bike-overload shock, and having trouble organizing my thoughts. I did bring back about 400 pictures, to be sorted and posted eventually.

Here are some highlights: On arrival at the Rally, I could see immediately that they do things a bit differently over there. Almost everyone rode in and tent camped, including many from continental Europe. There were only a few vans and not a single RV to be seen.

The bike top right belongs to Denis Bourgelle from the north of France. He visited us with the bike about 10 years ago.

Around half of the bikes there seemed to be pre-Commando, with lots of singles of every kind.

On the second day there, we went to the VMOC run to Castletown. The entire village was packed with hundreds of incredible vintage bikes. At least two of everything, like 1936 ex-works DKW race bikes (loud!) and six Munch Mammuts.

Next day I hooked up with Jerry Kaplan, who had a B&B on the course in Douglas. We watched the race from the foot of the driveway, right at Ago's Leap:

This was definitely a cool way to see the racing, since we had a private box seat and were treated to beers and barbecue as the bikes wheelied by at over 100 mph. Thanks, Jerry!

Thanks also to Chris Grimmett, who arranged the loan of a nice 750 Interstate. I had a great time on the Rally rides, and also got a chance to explore the outer reaches of the Island. This shot was taken on a farm road on the way up the back of Snaefell to the Bungalow.

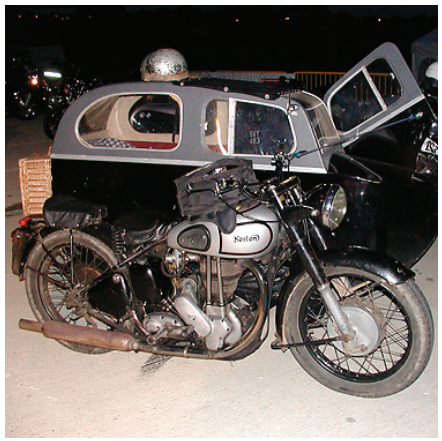
From here we rode around the back of the course to Ramsey. After yet another good fish and chips, we watched the Junior GP race at Ramsey Bend. Note the off camber pavement. Riders tried every imaginable line through here. The fastest ones seemed to use the center of the road rather than the inside.

That covers the first half of my most amazing adventure. I'll highlight the rest next month.

See you down the road.

Denis' bike

Big bag ES2



Family hack

Castletown Square

Castletown bikes

Castletown bikes

Agos Leap

My Interstate loaner

Ramsey Bend