



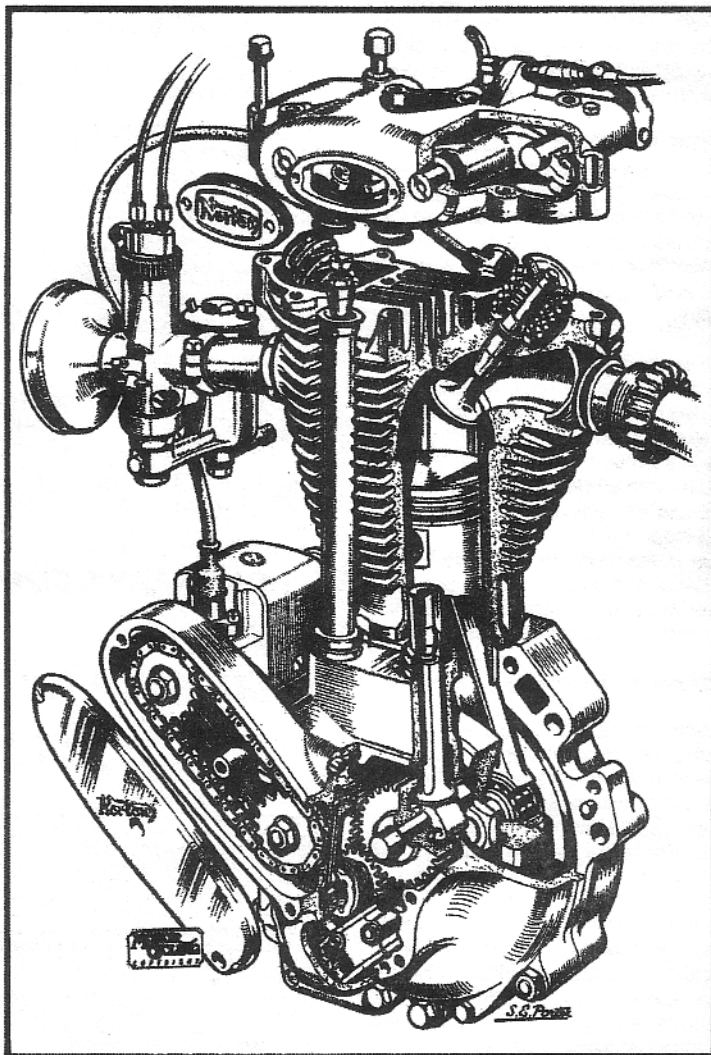
Norton Notice

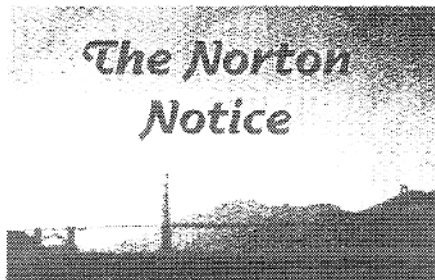


The Newsletter of the
Northern California Norton Owners Club

No. 259

April 2000





is published by the Northern California Norton Owners Club. Its purpose is to inform and entertain members regarding all aspects of the Norton motorcycle, including history, technical advice, and preservation of the marque.

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

The deadline for items to be submitted for publication is the 18th of each month. The NORTON NOTICE welcomes contributions submitted electronically. Please submit articles and photos in a format compatible with IBM PC. You may also send articles directly to the editor via E-mail can be sent using INTERNET to dpcrader@thegrid.net.

Membership in the Northern California Norton Owners Club is available for \$20.00 per year. Membership dues are payable to the Branch Treasurer. See application form on inside cover.

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

Renewal dues are payable at the end of the individual's membership year, which is designated by the last number listed on the mailing label of the Norton Notice and the membership card. All changes of address or questions about membership or the Notice, call the President.....not the Notice editor!!

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

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Jodi Nicholas
Bill Knight
Dick Slusher

NORTON NOTICE

IMPORTANT (Please note the following fine print) The object of the Northern California Norton Owners Club is to promote, encourage and develop motorcycle activities. The Club's members are owners of Norton motorcycles and they often submit for publication in the NORTON NOTICE technical tips pertaining to motorcycles of the Norton marque. Technical tips so published have been reviewed for technical content and are believed to be both acceptable and workable, but no guarantee is made or implied that they will work correctly, nor is any liability assumed by either the Norton Owners Club or the members for any problems resulting from the use of these tips. The Club also assumes no responsibility for the acts or omissions of its members in connection with Club activities. NORTON NOTICE articles or other materials express the author's view only and not necessarily the official policy of the Norton Owners Club or its Northern California branch. The editor reserves the right to accept, reject or alter all editorial and advertising material submitted for publication. Advertising published does not imply endorsement of products, goods or services. Now you know.

Upcoming Events

Club Rides Schedule

Official NOC events are shown underlined and in **bold print**. You earn NORTON points only by participating in these events, as follows:

Riding a Norton: 6 points

Riding other bike: 4 points

Riding on 4 wheels: 2 points

Weekend events are tallied per day. At the end of each year the member with the highest point total is awarded the Norton Cup and gets a free year membership.

Call Ride's Coordinator Gar Jorgenson (925)634-9395 for details

DATE	TIME	EVENT	MEET AT
<u>April 9</u>	10:30AM	Rallye de Milani	Milani's Pub
April 23	Dawn	Easter Ride	T.B.A.
April 28-30	Anytime	Sonoma Fest	Sears Point
<u>May 14</u>	10AM	Mother's Day/ to Cameron's Ride	Alice's
May 26-29	Anytime	Lake Cachuma Ride	T.B.A.
<u>June 11</u>	10:30 AM	North Bay Ride	Junc. 128 & 121
June 24	T.B.A.	Ft. Sutter AMCA	Dixon Fairgrounds
<u>July 12-16</u>	T.B.A.	INOA National Rally	Torrey, Utah
August 11-13	Anytime	Ken Armann Weekend	Dardanelles
<u>Sept. 17</u>	T.B.A.	Mt Hamilton Ride	T.B.A.
<u>Sept. 30</u>	10AM	Old Timer's Ride	Alice's
<u>Oct. 15</u>	T.B.A.	Delta Ride	T.B.A.
<u>Nov. ?</u>	T.B.A.	All British Ride	T.B.A.
<u>Nov. 19</u>	T.B.A.	Turkey Ride	T.B.A.
<u>Dec. 10</u>	T.B.A.	Xmas Party	T.B.A.

Club Meetings

Club meetings start at 8:00PM

April 13	Prince of Wales, San Mateo
May 11	The Boat House, SF
June 8	Prince of Wales, San Mateo
July 2	Donkey Deli, San Juan Batista
August 10	Prince of Wales, San Mateo
Sept. 14	Harry's Hofbrau, Mountain View
October 12	Prince of Wales, San Mateo
Nov. 9	The Boat House, SF
December	No meeting

At this time, all rides and meetings are not cast in stone. Events and dates may change!!

President's Message.....by Mike Sullivan

The meeting at Harry's Hofbrau in Mt View was quite well attended with 15 members showing up and four riders on their Nortons including Art Sirota on his beautiful early fastback.

The business items that were talked about were as follows:

1) The February, Ferguson/Sweetheart Ride, was re-scheduled to Sunday the 12th of March. It was determined that some riders showed up on the re-schedule date of Feb 20. It is strange to me how that could have happened as on that date here on the peninsula it was raining cats and dogs. It was decided at the meeting that anyone that showed up for both rides would get points for both. On thinking about this later I decided that this was not truly fair for those people who could not make both rides, but as it turned out no one made both rides.

2) The arrangements were discussed for the Clubman's Show and for the Day After Ride. By the time you get this Notice it will have already happened. I hope you made it.

3) The National Rally was discussed in detail. We were fortunate enough to have in attendance, Tom Kullen from the Utah British Bike Club, the co-chariman of the Rally. He just happened to be in town for business on the same day as our meeting. Tom was gracious enough to give us an in depth review of the Rally, the Rally site, and the area around Torrey, Utah. He suggested that since the Rally site is at

7,000 feet elevation, all us flatlanders should bring some extra carburetor mainjets in case an overrich condition causes poor running.

4) I have some considerable information about motels, maps, etc about the area around the Rally site. If anyone needs anything, please contact me and I will forward copies to you.

5) On a personal note I have finally forsaken the Volkswagen van I have been driving for 31 years (350,000 miles and more engine changes than I want to think about) and have bought a pickup truck. Notwithstanding the excellent advice I received from Ken Armann and Tom Dabel, I am looking for a magazine article or some such about loading and tying down motorbikes in a pickup. If anyone has ever seen such a thing please let me know and perhaps we can print it in a future Notice.

Our club treasurer notes that the treasury is getting a little low so if any of you have been putting off renewing your membership, please send it in along with your dues.

Keep tuned for some possible ride scheduel changes.

Next meeting is Thursday the 13th of April at the Prince of Wales in San Mateo.

See you there!

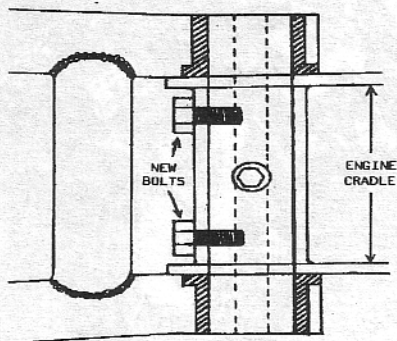
Alan's Wrench. by Alan Goldwater, V. P.

Commando Swing Arm Pivot Staking

The best modification that I've seen so far (of course I'm biased) was worked out by Mark Gribble and myself. We've done it to four Commandos so far and they are still tight in that area. This modification is along the idea of welding nuts to the cradle tube, but in this case the extra bolts are threaded into the hard steel of the pivot shaft itself. At any rate, it beats installing a new engine cradle and this modification can be done without welding equipment. A grinder, a slow speed drill with good quality bits, and a tap are required, however. It would be a good idea to use a new pivot shaft and bushings if there is any wear on your old parts as this job only solves the problem of excess clearance towards the center of the shaft, not the ends.

The steps are as follows:

1. Remove the rear wheel, brake assembly, and swing arm.
2. Drill two horizontal 5/16" holes in the pivot shaft tube of the engine cradle with the shaft removed, approximately 1/2" from the ends of the tube (see accompanying drawing).



CROSS SECTIONAL VIEW FROM ABOVE

3. Insert the pivot shaft into the cradle tube and install the central retaining bolt to hold it in its normally installed position. The centers of the holes in the tube can now be marked on the shaft. You'll find that if you try to use a center punch to mark the shaft, you'll ruin the point of the punch because the shaft is surface hardened.

4. Remove the shaft from the cradle and grind flat spots about 3/8" in diameter centered on the pen marks. This will remove enough of the hardened surface metal to allow you to drill the shaft.

5. Re-insert the shaft and mark the centers again to check your grinding accuracy. If you have ground away enough of the hard surface metal, you can now use a center punch.

6. Remove the shaft and drill and tap both holes. We used 5/16" x 24 stainless steel bolts on our bikes, but 3/8" bolts could also be used if you were very careful. Use good quality drill bits at a slow speed and be careful as the bit nears the inner wall of the shaft as the surface hardening is still intact in that area.

7. Using Loctite on the bolt threads and a little sealant and a washer under the heads of the bolts, install the swing arm. Check that the long, thin bolt that holds the end caps onto the swing arm shaft does not interfere with the two additional pivot shaft bolts before the Loctite sets up.

8. Fill the shaft cavity with 140 wt gear oil (not greas!) and install the rear wheel and brake assembly.

Gene Austin

Reprinted from NN No.51 August 1982

Rider's Rides

Yep, that's the Norton "Road Warbler" himself, Art Sirota, standing with one of his many nifty motorcycles at the March Club meeting at Harry's Haufbrau in Mountain View. While it's true that Art has some really nice motorcycles, this one, a 1969 Fast Back, is definitely a head turner. At first glance you might think you have fallen into a time warp because this bike looks like it just rolled out of the show room. Then you look closer and realize it probably didn't look this good when it was new. Art says he got the bike in 1974 and fully restored it just 3 years ago. It has a rare and beautiful, factory original, red and silver paint job. What happened with the bike between 1974 and when it was restored? Art says it was his "beater bike"! I wish I had one of Art's "beater bikes"!

By Gar Jorgeson



UPCOMING RIDES

April Ride

"Rallye de Milani"

April 9, 2000 - 10:30 AM

As usual, this ride starts out at Milani's Bar at 840 "B" Street, in San Rafael. The ride is being put together and led by Ed Meagor of the BSA Club (Ed is in the Norton Club also but says he is down to "only one" Norton!). The ride will depart at 10:30 so get there early to enjoy all of the bikes that will be lined up on the street. The ride will wind for 75 miles through the Marin headlands. It will culminate back at Milani's for food and good cheer. For those of you who haven't made this ride, this is one of the best. Ed knows some truly beautiful roads and a nice mix of bikes usually shows up. Parking for those who trailer in is available for free in several municipal lots near Milani's. For additional information call Ed Meagor at (415) 457-5423 or you can try Milani's at (415) 459-9947.

May Ride

Mother's Day/ to Cameron's Ride

May 14, 2000 - 10:00 AM

This year the ride to Cameron's will be lead by Club President Mike Sullivan. Mike took pity on Alan Goldwater (or the rest of us, depending upon how you look at it) and volunteered as ride leader. He claims that the peninsula is his "stomping grounds" and that there will be no repeat of the "directionally challenged" routes of the last couple of years.

Plan to meet at Alice's (Hwy 84 and Skyline Drive) at 10:00 AM for a 10:30 departure. Mike will be planning out a nice route that will take us to Cameron's Restaurant in Half moon Bay for lunch. Check out next month's Notice (or the Web page) for additional details or give Mike a call at (415) 872-3336.

Editor's Line

I just picked up several parts that were replated in chrome. These are for my ES2 project. Superior Wheel and Bumper in San Jose was recommended by Tom Dabel and the front fender on for this machine was already done there.

My previous experience with the '72 Commando was at Electro-Forming in Richmond. That job included everything originally chrome on a Commando and a few more items. Notably Don Danmier uses this shop for some of his restorations.

After about two weeks I got the call telling me the parts were done and ready to pickup. Chrome is not an inexpensive pursuit. For \$320 the rear fender, primary cover, oil tank cap, kick start and gear levers were plated.

Both companies did an excellent job. One of the headlight brackets for the Commando started peeling, though, after one month. This might be because I caught the lower edge when installing it. So far, no complaints about the ES2 parts, but I just got them.

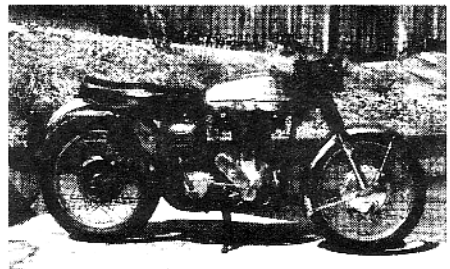
Another aspect of chrome I wasn't aware of is that it can be different tones. When I got the front fender from Tom and had

it next to the chrome on the Commando, the ES2 fender had more of a brassy color. That's another reason I decided to use Superior for the rest of that bike, it matches.

The ES2 is assembled now with powder coated frame, rebuilt wheels, new tires and the new chrome parts. All that's missing is the seat, gas tank and a few small parts. Looking at it minus the tank and seat, it looks like the days when it was at Bracebridge Street on the assembly line.

The final recommendation on the two companies is use whichever is convenient or closer to you. Both have done a really nice job for me.

David Crader

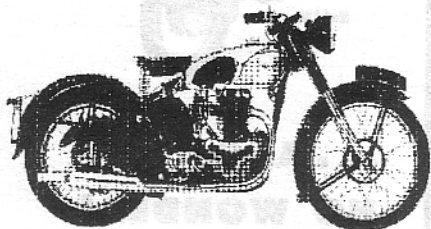


Editor's 1961 ES2 in progress

Restorer's Column

This section is for people working on that Norton project and is an open forum. Send in your comments about your project or if you have some wisdom to share about your experiences. The last Commando came off the press in 1977 (at least from Andover). That makes even the Commandos at least 23 years old now. Restoration is a very real aspect of the club.

Bob Belle in Saskatchewan has started a new Model 7 club. This is the 500cc twin made from 1949 to 1955. The website for the club is <http://www3.sk.sympatico.ca.belle/index.htm>

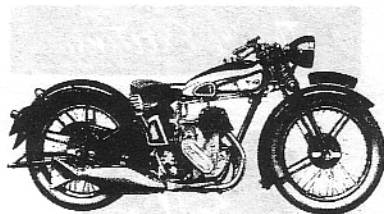


Chrome Platers

Electro-Forming Co. Inc
130 Nevin Ave
Richmond, Ca 94801
(510) 237-4988

Superior Wheel & Bumper
1616 Pomona Ave
San Jose, Ca 95111
(408) 947-7781

Art Flatray is working on a 1932 16H. This is a 500cc single side valve engine. Anyone having or knowing where there is sheet metal for this machine, contact him at 408 264-7856.



Powder Coating

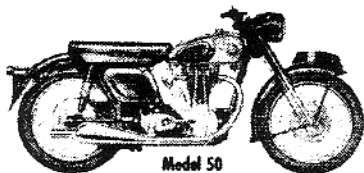
Spectrum Powder Coating Co
2694 Middlefield Road #A
Redwood City, Ca 94063
(650) 367-4940

Wire Wheel Building

Kelly Moss Wheels
3175 McKee Road
San Jose, Ca 95127-1929
(408) 254-0440

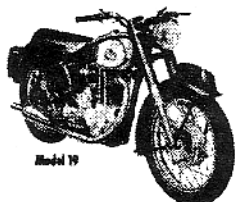
Wanted:

Front fork tubes and lowers for Norton P11 hybrid. Chuck Sappah beerdear@aol.com



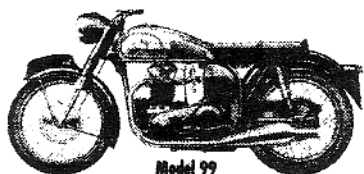
Model 50

They're Exciting

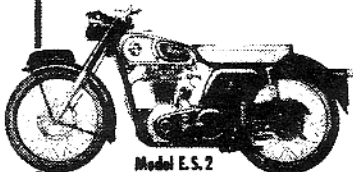


Model 19

They're Unapproachable

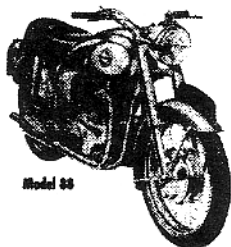


Model 99



Model E.S.2

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STILL NEED E-MAIL ADDRESSES

When it rains the ride gets cancelled. The ride also gets rescheduled. The problem is that you don't know the new date unless a rain date has been published.

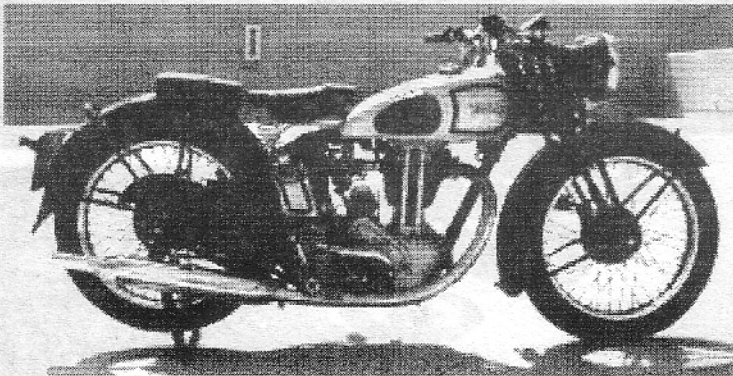
Last month I made a plea for e-mail addresses if you wanted to be on an e-mail notification list of NCNOC events and schedule changes. I have received a few but I know there are others of you that would like to be on the list but are waiting for the Norton Nemesis to hit the show rooms before you send me your address. If you want to receive reminders of upcoming events and schedule changes via e-mail, send your e-mail address to me at losono@mindspring.com. **Gar Jorgenson, Rides Coordinator.**

New NCNOC Website

The new NCNOC website is up and operating due to the efforts of Alan Goldwater. Gar Jorgenson has contributed a few digital pictures of club events. If you have the capability check it out at

<http://members.aol.com/NortonClub>

Contributions are welcome to this site. Contact Alan Goldwater (see his e-mail and phone number on page 2 under Club Officers).



1936 Model 30

February Ride Report

By Garwood Jorgenson

Mother Nature finally gave us a break on March 12, 2000, and allowed us to run the February Duncan Ferguson Memorial/Sweetheart Ride (Yeah Tom, I know! Some of you stalwarts managed to ride between the drops on Feb. 20th and you do get your ride points. This report is about the wimp contingent that didn't chance it.). Six bikes and 8 riders showed up at The Florence around 10:30 and we were off at 11:04 sharp! Since Jerry Joliff wasn't able to make it this weekend, I sub'ed as the ride leader.

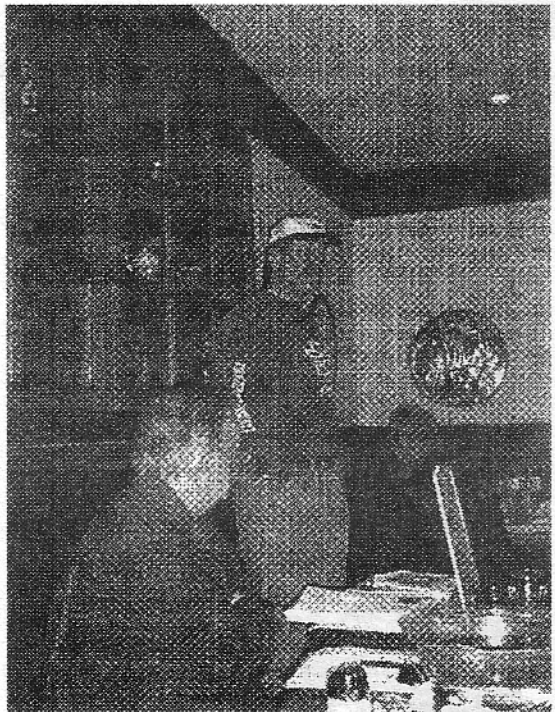
The water in Alameda Creek was roaring as we headed into the canyon for the short ride to the location where Duncan met with tragedy a few years ago. Many of us never knew Duncan but it was still good to stop and reflect, and pay our respects. It's a reminder that life is short. After our brief stop we turned around and headed back to Palomares Rd.



One thing that is so unique, and enjoyable, about the Bay Area, is how fast you can go from urban intensity to sylvan tranquility so fast. Within $\frac{1}{4}$ mile of turning onto Palomares Rd, we were surrounded by trees, greenery, and had a rushing creek cascading down parallel to the road. We continued on past country homes and estates. After a few miles we were back to reality when Interstate 580 suddenly appeared. We skipped the freeway and followed the frontage road into Pleasanton.

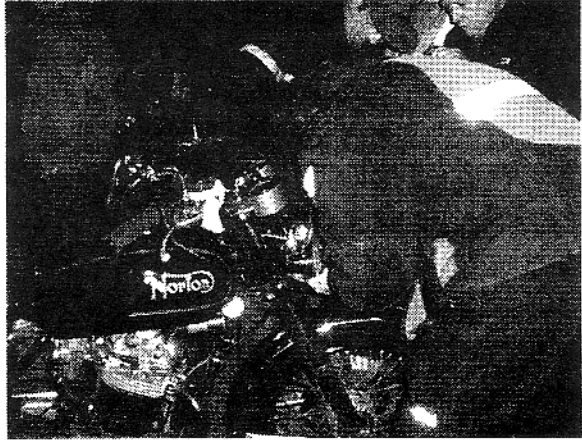
A quick ride along Foothill Rd, and down Stanley Blvd, and we were in Livermore. I had called ahead to the U.K. Café and a large table was waiting for us. Lunch was good and by 1:00 o'clock we were ready to go our different ways. Thanks to Jerry Joliff for planning a nice little ride, even if he couldn't be there to lead it.

March meeting meeting
with Tom Kullen from the
INOA telling us about the
National Rally in July in
Utah.



March club meeting at Harry's Hofbrau in Mt View

Keith Karn decides to get his headlight working for the ride home.



Len Iosty and Tom Dabel enjoy a laugh at President's expense. Something about buying a truck your Norton won't fit into.

NOC Member Profile

Name: Leonard Lloyd

Age: 61

City Resident: Oakley

Marital: single

Occupation: counselling program manager

NOC Member since: 1999

How first became involved with NOC: "I work with Gar Jorgenson, who introduced me."

Club offices held (years): N/A

Norton(s) owned, described: 1974 Commando Mk.2 Roadster 850

Other makes of motorcycle: two Moto Guzzis, one Yamaha

What first interested you in the Norton? "First time I saw one idling at a stop sign 30 years ago, it was a pretty fast bike, doing well on the racetracks."

Other hobbies/interests of note? "Nope."

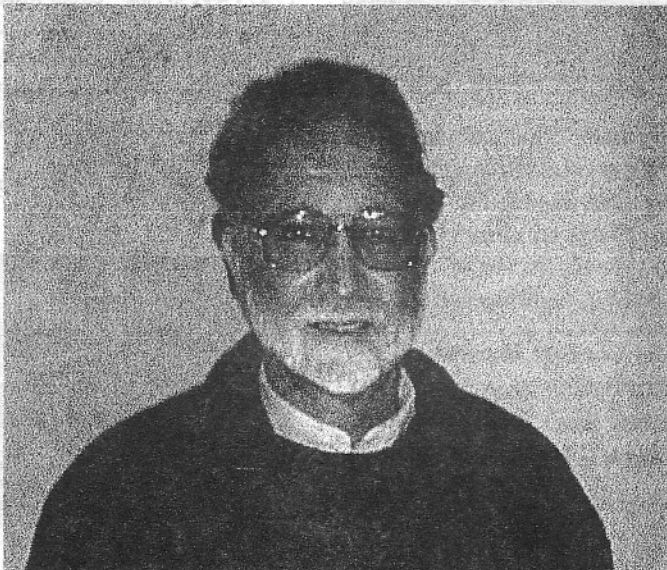
Favorite motorcycling road/ride: Carmel Valley Road

If you could redesign the Norton, what one thing would you most want to change?

How and why? "Give it a negative ground; I'm constantly having to rethink how I do the battery hookup, etc."

Favorite/most embarrassing episode on a Norton? "Not yet, really. I guess taking it home on the trailer was a favorite moment!"

Leonard's e-mail address is: leonardl@pacbell.net



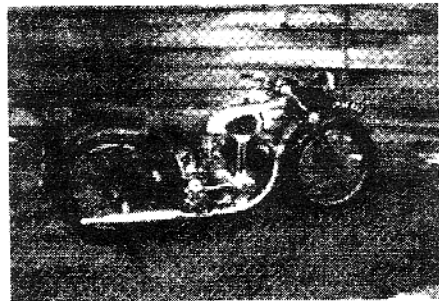
Classified Advertisements

Editors note: We actively encourage non-Club members to post ads to sell Norton motorcycles, Norton parts and Norton-specific services. Ads will also be posted on our new web site, at <http://ru486.hypno.com/~norton>. All ads will run for 3 months. Please notify the editor if your item has been sold. Your ad will automatically be removed after 3 months if I haven't heard differently. Note the expiration date at the end of each ad.

FOR SALE:

Found these on Traderonline:

1938 Norton ES2, 500cc, OHV in mint cond. & running perfectly, **\$6500** OBO, can ship, phone Canada at 705 264-0361



1950 Norton ES2, 500cc single. This bike is in great original condition, not restored. Engine was rebuilt, runs fine. Avon tyres, wheels are chrome with silver and red stripes. **\$6,500.**
(814) 398-4168 Cambridgesprings, PA

1957 Norton Domi 99. Numbers match, wideline featherbed, twin Amal GPs, Borriani record rims. Bike was built for racing in the early 60's, in storage since. **\$3000** (425) 788-0985 Carnation, WA

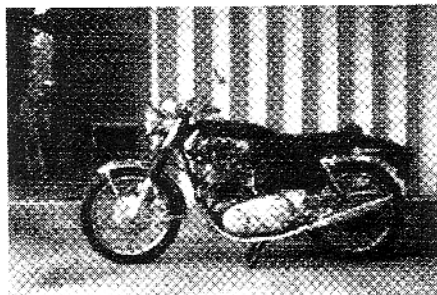
For Sale

Norton race project parts

Borrani wheels, WM2-19 drum front and WM3-18 drum rear \$400. New Sun wheels/stainless spokes: 2.15-18 disc front and 2.15-18 Z1 drum rear 42 tooth sprocket \$200. 750 engine, balanced and lightened crank, rods, pistons, rings (never started) \$450. 850 cases with stock crank \$250. 750 head, recent valve job \$275. Mikuni single carb \$50. New billet aluminum hand made rear sets \$150. New clubman racing rear sets \$80. Many extra bits, call with needs. Christian (805) 692-6856 Santa Barbara

1960 Norton Domi 99. Restored, new paint, rebuilt magneto, new seat. Nice collector or show bike. **\$4,500**
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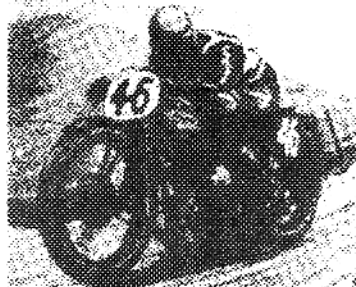
Monroes three mechanics have been familiar with Nortons for a number of years. We can replace exhaust port threads with the head on the bike - we don't know of anyone else who can. The job looks like original factory. Call for shop prices. We also have a good supply of Norton parts.



412 Valencia St.
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(415) 826-3488

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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 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 \$20. Send that to: **Dian Stark, 12603 BelAire Circle, McCalla, AL., 35111...Phone (205)477-4340.**

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

NAME _____

ADDRESS _____

CITY STATE and ZIP _____

TELEPHONE _____

MOTORCYCLES OWNED

Make	Year	Model	Engine/Frame/Plate Numbers

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 unreasonably 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:
Alan Mueller, 128 Windsor Ct., San Carlos, CA. 94070
(650)591-5444

2000 RED ROCK RALLY

Location: Thousand Lakes Campground and RV Park, 1050 West Highway 24, Torrey, Utah.

Torrey and the local geography: This part of the country really is unlike anything else in the world. The elevation of Torrey is 7,000 feet above sea level and is surrounded by forested mountains that rise to 11,500 feet. The area is a very unique combination of strange and wonderful formations-arches, pinnacles, columns, and bluffs eroded for eons by the elements and exposing layers of sedimentary rock in all colors of the rainbow. This is why in all the travel brochures it has become known as Utah's Color Country. On top of that, Fishlake National Forest and the Dixie National Forest also surround the area with high alpine lakes, streams, and are comprised mostly of aspen, pine and juniper. Torrey's central location is an easy ride to five National Parks and is only several miles from Capitol Reef National Park. The area is also highly publicized-the January issue of National Geographic has a two-page photo of Bryce National Park and the January issue of the AMA magazine also has an article on the local riding. Our web site contains a copy of an article written by UBBC member Neil Rasband for Rider Magazine also about riding to Torrey. Most of the area around Torrey is either agricultural or tourist based with a population is only 500. As a result there are also no malls/chain stores or any other such eyesores. There are a lot of motels, lodges and Bed & Breakfasts in the area if you decide to stay in one rather than camp. If you were planning to stay in a motel, we would highly recommend you make your reservations soon since this is a popular vacation spot. There are also numerous good restaurants as well.

Weather: Some people might be under the impression that southern Utah would be extremely uncomfortable in the middle of July. It can get warm, just like any other part of the country in the middle of July-but the unique combination of high elevation and very low humidity makes for very pleasant weather. If it should rain, it is usually pretty brief and the roads dry quickly.

Riding: The riding in the area is fantastic. Highway 12 is one of the most written about roads in all the motorcycle publications. The type of riding and terrain on this road is unlike anything in the world. Edelweiss and others put on motorcycle tours in the area. In general, all the roads are in great shape and have very little traffic. A lot of the riding is on several scenic byways-a designation usually reserved for the most beautiful roads in that state. Other rides planned include a dirt road ride led by Brent Clark and Bill Lupton. This will be for scrambles (P-11) style bikes (so long travel suspensions will not be necessary) and will be non-competitive, non-aggressive back dirt roads led by a couple of guys that are very skilled off-road riders that really know the area.

Activities: In talking with a lot of INOA members that are coming-they indicated that they saw this rally as an opportunity to explore a part of the US that they had not had a chance to see before and planned on making this a true vacation. There are many things to do including hiking, rock climbing, mountain biking (including rentals), fly fishing, renting a jeep for off road exploration, horseback riding/pack trips, Wild West wagon rides, visiting historic Indian and pioneer sites as well as the parks. There are several guide services to help set you up and they will be linked from the web site as well. If you are on an extended trip you can also rent a jet ski, powerboat or houseboat down on Lake Powell (it supposedly has more shoreline that the coast of California) or take a guided whitewater raft trip down the Colorado or Green River.

Campground/Rally: The Utah British Bike Club has been putting on a Four Corners Rally at the Thousand Lakes Campground for quite a number of years. This has become a favorite regional rally and a nice group of folks from the surrounding states have helped make this a regular event. In looking for a site to hold the 2000 rally, we looked at all the campgrounds in the area including the group site at Capitol Reef National Park. The bottom line is that this is the best campground in the area. The owners-John and Vally take a lot of pride in their campground and it shows in the way the facilities and grounds are maintained. There is a pavilion, small in ground pool, laundry, a newly expanded camp store, RV sites with hook-ups, a central grassy area that will also be used for camping, and clean bathrooms/showers. We also plan on bringing in some additional showers and toilets to help make you as comfortable as possible. They also have a nice area for field events and a newly expanded camping area as well. What it does not have unfortunately is a large pavilion. The one at the campground will easily accommodate 50-75 people, but not the 250-300 folks we expect to seat for the dinners. So we had to contract with an event company to bring in and set up a huge tent. It will serve as a place to have dinner each night, breakfast in the morning, and the awards banquet. It will also be a place to get out of the sun or weather especially if you are

camping, a central meeting place to bench race and also a fully shaded spot for the concours. What this is leading up to is that having the rally in all this remote splendor comes with a slight increase in the rally fee. To bring a tent of this size requires hiring it out to an event company and the closest one that has have the ability to handle it and be able to supply all the tables and chairs will be out of Salt Lake City. Considering the company must send down a crew 5 hours each way for set up and then again for tear down it will cost us an additional \$3,000.00. The math is simple-if our predicted attendance is 300 folks (not including kids) it averages out to be \$10.00 more per head for the whole rally than last year. A small price to pay considering the opportunity to have a rally in this unique part of the country. The good news is that we were able to reduce the nightly camping fee down from last year's \$4.00 to \$3.00 per night. So if you camp for 4 nights and figure in the difference, the net is only \$6.00!

Doorprizes: Snap-On has donated about \$1,000.00 worth of brand new whitworth sockets and wrenches. AMR in Tucson, Fair Spares, Rocky Point Cycles, Old Britt's, Ironhorse Motorcycle Works, and Classic Cycle have all committed to donating prizes as well. As we get going in this area, we expect a lot of great prizes to continue to flow in. Rally t-shirts will be printed onsite and depicts the mountains, arches, columns and other rock formations of the area along with representations of Indian Pictographs found in abundance in the area. Of course a bit of creative license was involved to also include an ancient Manx. An additional Norton design will be on the front. Since the Utah British Bike Club is hosting the rally, we will include trophies for other British motorcycle brands as well though most of the trophies will be for Nortons

Info: Link through the INOA website or at www.dklar.com/ubbc/nn2000.html For additional information contact the Wayne County Travel Council at 1.800.858.7951 or e-mail them at info@capitolreef.org or their website at www.capitolreef.org Another good site is www.infowest.com/garfield/drives.html for information on Highway 12 scenic byway. Tell them you are coming for the Norton Red Rock Rally!

Questions, rally suggestions, ideas, concerns contact:

Co-chairman: Tom Kullen at home: 435.649.7169 or fax: 435.658.0640 or utahnorton@sisna.com

Co-chairman: Steve Seely at home: 801.521.7347.

Rally Fees: Includes rally pin. Friday night dinner and band, Saturday night awards banquet, drawing for door prizes, Concours, field events, tech sessions, poker run, trophies for event winners, guided group on and off road rides, and the cost of renting /setup/tear down of tent/chairs/tables, use of pool & facility fee.

Please note that we have rented the entire campground!

Adult: \$50.00 pre-registration -\$55.00 at the gate.

Children: 6-16--\$20.00 pre-registration-\$25.00 at the gate.

Family of 4: \$130.00-pre-registration-\$15.00 each additional child

Family of 4: \$140.00-at the gate-\$20.00 each additional child.

Camping fee is \$3.00 per person per night *and not included with rally fee.*

RV Hook-Ups is on a first come first serve basis

All rally registration must be through the address below-not the campground!

Please make Check or Money Order to:

The Red Rock Rally

c/o Rodger and Florie Fullmer

1511 East 7335 South

Salt Lake City, Utah 84121