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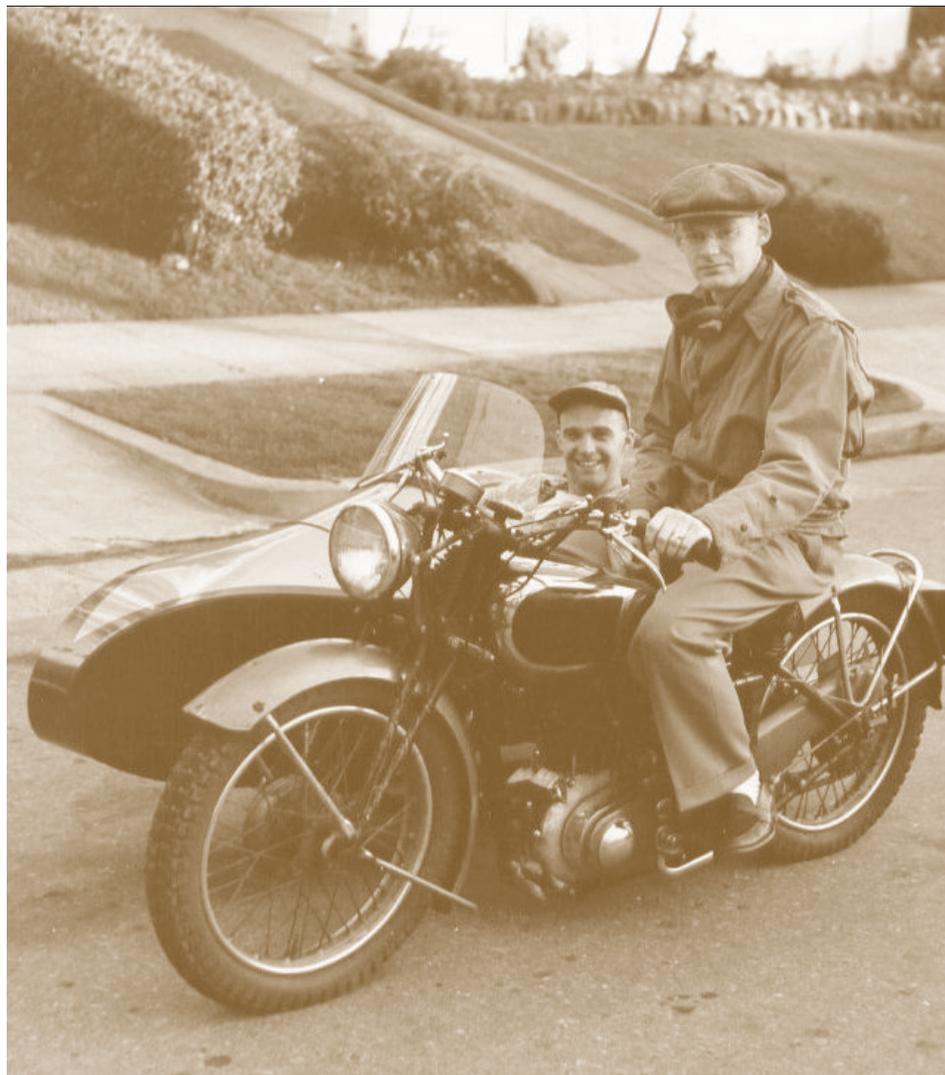
Norton Notice



No. 333

Oct/Nov 2006

The Newsletter of the Northern California Norton Owner's Club





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 photos can be sent in almost any format generally common to most computers. Please 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.

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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/>

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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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Frederick Fortune
fortune2.com

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.

—continued from page 4

I feel so fortunate to have met them, chatted about bikes and club affairs, I feel honored that many have expressed their appreciation for my efforts, offered encouragement to continue the course and advice.

This club has some adventurous riders too, some who have journeyed out of their comfort zone to try new and different events, but always carrying the Norton banner with them.

I've run into Norton club members on the TT's, Melees and Giro rides at road race events with Vmoto all over the western states. At events where the NCNOC has exhibited like the IMS Cycle World show in San Jose and the Women's Motorcycle Expo in Auburn.

My years on the board and as President have been a lot of work but it is an effort that I'm dedicated to. Change and new directions are never easy to implement, I want to thank everyone for their patience and understanding during these efforts, I believe nothing ventured nothing gained. I believe we as a club have gained. I feel confident in leaving the position that the club is in very capable hands and I am proud to leave the office knowing the club healthy both in membership and financially.

Thank you to all members and see you on the road.

—Lorin Guy



Congratulations to the 2007 NCNOC Board Members

Our new 2007 board is one of vast experience. Five members have been President of the club before and all have held board positions over the years.

Our new President Alan Goldwater has held the post several times in the past as well as almost every other position in the club. With his knowledge and dedication we are in good hands.

Dave Crader as Vice President. Another past President, Dave has held several board position over the years as well as his latest post as liaison with the NOC.

Mike Sullivan, past President and Vice President is now our secretary. Mike has been in the club a long time and has always been there for us.

Ray Pallett will continue as Treasurer, he's done a great job as well as leading most of the rides this year.

Tom Dable, also a past President and board member will be our new rides coordinator. Who but Tom knows so much about routes and roads..none-better suited for this post.

Ian Reddy, as continuing Web master. Ian is a newer member who has showed his worth and willingness to step up and do a fantastic job.

Liz Sain will continue on as Quartermaster, her work with the regalia has been just great.

I will move from the lead to an observer as Notice Editor and try to get this book back on track, and up to the quality the club deserves.

Congratulation to all the new members and we look forward to a very fun and exciting New Year. Watch your club website for meeting dates and venues.

—Lorin Guy



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1970 TT Winning Matchless Ducati 500cc
1972 TT Winner Steve Hisslop
1973 Norton Monocoque 750cc
1972 JPN Norton
1972 John Player Norton

Bike courtesy of National Motorcycle Museum UK

NZ TT Guests
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Greetings from New Zealand.

Over the weekend 2nd to 4th February 2007, there will be the "TT spectacular" - the New Zealand Classic Motorcycle Racing Register annual International event. We welcome Norton twin members who wish to visit or race, and who might want to tour round this marvelous country.

Saturday / Sunday the 17th / 18th is the New Zealand national Norton Rally - held in a most beautiful part of the country, just one hour from the annual "Paeroa Road Races". Come for a fortnight, and attend all three events.

This year...

- the JPS 1992 TTiom winning Rotary Norton will be in attendance, and Steve Spray.
- Peter Williams will be in attendance— British Short circuit, TransAtlantic Series and TT Isle of Mann winner.
- a 1973 John Player "Monocoque" Norton will be in attendance - as raced by Dave Croxford.
- Norman White (ex JPNorton factory mechanic) and his 1972 JPN Norton will be in attendance
- an ex Peter Williams "Arter Matchless", and the 1978 IOM TT winning Ducati will also be in attendance.

• approximately 300 other classic racing bikes, including lots of Norton Twins and singles.

Norton Owners are welcome to visit New Zealand, the race meeting or the owners Rally. Entries close 28th November. If we can assist you with arrangements, then let me know. Please feel free to circulate this email to your members.

Best wishes

—David Bernard
david_bernard@moh.govt.nz
www.nortonracing.co.nz
New Zealand Norton Owners Club



CLUB EVENTS (see website for latest details)

NOVEMBER

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

December 3, 2006
NCNOC Christmas Party
Hosted by Jerry Grainger . Location and details will be announced online at nortonclub.com

JULY 2007

The Hell's Backbone Norton Rally will be held at the Thousand Lakes Campground July 18-22, 2007.
www.thousandlakesrv park.com

There will be a ride leaving Park City, Utah to Torrey probably on Monday July 16 or Tuesday July 17 hitting every mountain pass and canyon...recommended for experienced riders. Rental bikes are available in SLC-working on discount rates. Details will be forthcoming at the host club website:
www.utahbritishbike club.com

—Tom Kullen...Steve Seeley
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uncomplicated sophistication
the successful formula of the Norton Commando Superbike.

Just compare the Norton Commando with the other large capacity bikes. It looks as though it's over-engineered. It took a heritage of racing experience and development, plus a clear understanding of what American riders required, to produce a machine with such a high degree of sophistication. Light in weight for one of the big bikes, the Norton Commando handles with a deftness and a production machine in all conditions, at all speeds. This tour-de-force of engineering skill gives you all the speed - and more besides.

With superb engineering, an inexhaustible flexible power curve reducing gear changing to a minimum, a balance strength ride provided by the revolutionary torsion-bar combination and the easy maintenance offered by the big twin, it is no surprise that the Norton Commando has been chosen for three consecutive years as the Norton Cycle of the Year. The Norton Commando has been chosen by Britain's "Motor Cycle News" readers five years as "Machine of the Year".

Norton
Commando 750's
with the Norton Superbike

1975 Norton Commando 750 Superbike
1976 Norton Commando 750 Superbike
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2006 Norton Commando 750 Superbike
2007 Norton Commando 750 Superbike

The President's Message

—summing up two years and many miles

As the year comes to an end we look back at an eventful 2006. The NCNOC ride schedule saw some new destinations and some new ride leaders. We had some new members join and some old members come back for the fun. The club saw some members move from the area and other pass on but the club is healthy and finding new directions.

We have some hard working people who are making all the endeavors come up roses, I want to send a big heartfelt thank you to those people and hope more members in 2007 will get involved. I could never have been president of this club for two years without the support of some of this core group and the board members.

I want to congratulate Alan Goldwater on winning the 2006 Norton cup; his undying support and efforts in behalf of this club and British motorcycling are enormous. His support as a board member and his efforts are greatly appreciated.

Club member of the year for 2006, Ian Reddy, if ever an award was deserved, Ian is the quintessential honoree of this award; Ian has donated thousands of hours as our ride coordinator and web master. His efforts on behalf of the club website are incredible and he have given the NCNOC a leading role in Norton motorcycling the world over. His organizational effort as the rides coordinator has set the mark. I can't begin to thank him enough for is thoughtful guidance and perseverance. He took my abstract ideas and turned them into reality, no small feat I assure you.

The design genius of Fred Fortune, Fred is a quiet type of guy so I'll blow his horn for him. His designs and his efforts are all behind the scenes but come to light in the design of our newsletter and website. The graphics you see when you log on are all Fred. His dedication to motorcycling and his understanding of the urges that drive us are uncanny. He is an artist of the highest quality and a very valuable club member.

Jerry Kaplan has been a member of the club for a long time and as Vice President for 2006 he was a huge support tool for me. Jerry keeps us in touch with the guys in the Northern reaches of our club boundaries; as such he's an indispensable member of this club. I know Jerry is a true rider and the events he was able to organize for the club were fantastic. Every time he's on a ride it's a kick, he just make it fun to roll.

Ray Pallett, as Treasurer, Ray probably knows more about what is going on in the club than anybody and I want to thank him for his thoughtful advice, his tolerance and his candor. I surely welcomed all his comments and considered all his suggestions. His work on behalf of the club has been exemplary. I believe this year Ray lead more rides than anyone, his willingness to step up is an expression of his dedication, and he's an example for us all.

Liz Sain was our quartermaster for 2006 taking charge of the regalia. It's an important task she took on and I thank her for it. Her presents on all the rides are a joy, she's not only a good rider but always volunteers to ride tail, and that's huge, you always know Liz will not leave you behind.

Jeffery Potter, our club historian for 2006 and one of our outer reaching members, from his fort in Phoenix, AZ. Jeffery has made a huge effort to organize and scan all the clubs archived Norton Notices and is now working to scan even more for the ever growing website. Although he cannot ride with us or attend our meetings his effort are one of the most valuable in keeping our clubs history alive. It would be easy to just drift off living so far away from the action center, it takes a very special guy to hang in and perform at the level he does.

The General membership, over my two years as President of the club I have met some very special people. Club members past and present, new members and long-term members. I can say without hesitation that this club has some interesting, talented and dedicated people involved with it.

—continued page 15

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No Cost Performance Improvements

Proper maintenance of your tires, chain and steering head bearings can reward you with a precision feel in ride and handling, and add to the longevity of the motorcycle's life. For more tech tips, vintage products and services visit bankeperformance.com

Tires—What can you do to your bike that can help acceleration, gas mileage and handling? How about checking air pressure in the tires? This often overlooked, no cost maintenance item significantly influences tire wear. Set it to the tire manufacturer's specification.

Chain—Another highly neglected item that we see in our shop all the time is a poorly adjusted and usually under-lubricated chain. This will significantly affect performance and handling. A chain with no lubrication eats up horsepower (and consequently gas mileage). If you don't believe it, try spinning the rear wheel before and after lubing the chain. Multiply the effort differential by several hundred RPM and there is a VERY measurable horsepower difference. An extreme example is when a bike has been sitting for a while and the chain starts to rust. We've had examples where the rear wheel wouldn't even turn and would actually stall the engine!

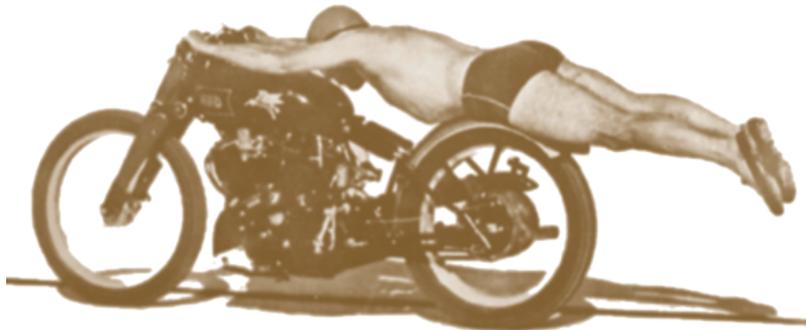
Chain tension is likewise an extremely important adjustment. Too tight, (which is most common), and the gearbox, swingarm and wheel bearings all become over-stressed, the suspension doesn't act freely, and even shifting can become difficult. In addition, the internal friction of the interface between chain rollers and sprocket increases, reducing horsepower that could ultimately be transmitted to the ground. If the chain is too loose, the chance of it jumping off goes up. Additionally, a very loose chain whipping around beats up the chain and sprockets and to a lesser degree, transmission components.

To properly adjust the chain, make sure that when the countershaft sprocket, swingarm pivot and rear axle are in a straight line, the chain is just free to move up and down a very tiny bit. You'll find the chain is probably a lot looser when the bike is parked than you'd imagine.

Steering Head Bearings—A last thing to check is properly adjusted steering head bearings. If these are too tight, steering precision is reduced and the bike may have a tendency to weave at some speeds, as if it had an overly tightened steering damper attached. Bearings wear much more quickly in this state. If the steering bearings are too loose, the forks will transmit far more shock to the handlebars and frame, the bearings get "pitted" causing "notchiness" in the steering, and steering precision goes way down...

To properly adjust these bearings, first make sure the bearings are in good shape, i.e., not rusty, no pits or score marks, and are properly greased. Then, tighten them just enough to make sure the forks swing side to side easily with no drag, but also with no discernable looseness when the forks are rocked fore and aft. There should be only the slightest preload on these bearings so as to avoid any of the afore-mentioned wear issues. This slight bit of preload allows for new bearings to seat properly. It should be noted that these type of bearing adjustments border on art rather than pure science and as such, adjusting bearings correctly is the result of practice, practice, practice.

—James Banke



NCNOC MEETING MINUTES Alan Goldwater, Secretary

11-9-06 at Harry's Hoffbrau in San Jose Meeting called to order by Lorin Guy at 8:00 PM, with 23 members and guests present.

- 1) Welcome to the last official NCNOC meeting of the year.
- 2) Great turnout at the All-British ride, with at least 30 Nortons on show, and many NCNOC members present. The BSA Club is commended for another great event.
- 3) Upcoming events - IMS show in San Mateo Dec 15-17 Lorin is organizing the vintage display. There will be five areas for Norton, Triumph, Italian etc. If you want to show a bike, you must transport it yourself and must have proof of insurance. Help with staffing the booth is also needed -contact Lorin by email.
- 4) The Christmas party will be hosted by Jerry and Wendy Grainger, Sunday Dec 3. Noon-4 pm. Please contact Jerry to coordinate potluck contributions: grainger@pacbell.net
- 5) Clubmans show March 28-30? 2007 - an indoor flat-track race program has been added to the schedule, Fri & Sat nights, and Sunday afternoon following the Day After ride. We are committed to organizing a commemoration of the IOM 100th anniversary. The BSA club has offered to contribute to costs. Lorin is also seeking sponsor(s) from the vintage bike industry, and would like contact info for any Norton race bikes that may be available for display at the show.
- 6) The Turkey Ride is Nov 26th following the year's last Highway cleanup day. Meet at Alice's at 9:30 AM.
- 7) Minutes of the previous meeting were accepted as printed
- 8) Treasurer Ray Pallett reports 121 paid members and 34 due for renewal. The club account stands at \$3500. The shrinking membership number is cause for concern..

- 9) Call for nominations for officers. The following nominations were made, and accepted by the nominees:
President - Alan Goldwater
Vice President - Dave Crader
Secretary & Recording Secretary - Mike Sullivan
Treasurer - Ray Pallett
Newsletter Editor - Lorin Guy
Rides Coordinator - Tom Dabel
Quartermaster - Liz Sain
Webmaster - Ian Reddy
- 10) Ian requested approval of \$50 to purchase calendar management software for the web site, which was seconded and approved.

Meeting adjourned at 8:50 PM

—Alan Goldwater



I used to paint all my bikes black so my mom couldn't tell when I got a new one.

—Diana Pettijohn

A Short Essay On Petrol Cock Repair And Maintenance

Petcocks are always a pain and irritation. There are so many opinions about them out there as to which are best, I cannot even get into that. I do suggest you make it a habit to have the reserve side petcock on the left side of the tank. I know this sparks lots of arguments. However, when the bloody thing is running out of gas, it's REALLY HARD TO REACH THE RIGHT PETCOCK while fiddling with the throttle to keep the bike running.

The BAP petcocks are somewhat rebuildable when they start leaking, basic construction is that of a rubber insert between the handle piece and the back piece. Remove the screws and make sure not to loose the spring washer that keeps tension on the parts. Inside a rubber disc that covers the two holes in the body piece. If you look at it closely at the rubber disc it has "dimples" where it fits over the little sleeves and sometimes they are worn or just got a little cut or worn spot in them which allows it to leak. Other times you can turn it over or even rotate it 180 degrees to take advantage of other alignment.

Stock petcocks are a varied sort, some with a "cylindrical" core of brass or plastic (the plastic get old and the handle breaks off a little epoxy when you see the cracking begin will extend their life by years) many have a rubber insert that can swell up from new fuels and plug up your flow. Using small circlip pliers, it is a lot of work, but you can take these apart and see what you have. Some really old ones used a cone shaped plastic piece that when it leaks they are done. But with the rubber cored one it is sometimes possible to fix it by pulling out the rubber and reinstalling it with the ends reversed i.e. stick the outside end in first. Make sure all the holes line up and if you are trying to rescue one that has swelled up and won't let the fuel through try clearing the hole with a drill bit turned with your fingers.



The statoeseal washers that fit between the tank and the jam nut must be in good order and when installing or removing them from the petcock they should be "screwed on or off" otherwise they will be damaged and need replacement (at about \$2 each it's easy to be distressed when you mess them up).

Fuel lines get old and hard if you are trying to work with some that are stiff a hairdryer can be used to softening them up. The usual precautions about working with gas and heat/fire should all be observed.

I have the utmost respect for fire (having been burned in a fire when 15 years old) so I suggest you all make sure if you smell gas find out why, especially if you keep the bike indoors where the water heater pilot light or gas dryer can ignite the fumes.

—Ken Armann

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March club meeting in San Leandro



May Clean up Day at Alices



Lorin, Ian, Diana before Polar Bear in January



Tom Dabel's Mt. Hamilton ride in April



AGM meeting in October



AGM meeting in October



Dardanelle camp and ride



Sign in at the Dardanelle camp



NCNOC at Laguna Seca



Donna and Don before the Jan Polar Bear ride



Ian, Ray & Tom on the the Goldwater Ride



The NCNOC support vehicle

Salt Shaken or Innocence Abroad

For the uninitiated the Bonneville Salt Flats is an intimidating place. Hallowed ground and all that. Diana and I and our significant others landed on this alien planet as the sun bottom- lit the sky in reds and golds. After a several mile drive toward distant twinkling lights we came upon a small lunar city. "Park anywhere" and so we did, along a wide, intangible main street; set up camp and unloaded.

Coping with the hostile environment of this dead flat crystalline landscape is a lot like camping in the mud. Care must be taken to protect yourself and your kit from the elements and learning not transfer the noxious substance underfoot any more than you have to, so shades are set and tarps are spread. Totally exposed, the visitor is at the mercy of the sun from above and reflected up from below. We are cautioned to coat the insides of our noses and earlobe undersides with white goop. Ladies in short skirts are wisely warned to wear undergarments.

After the speedy 2 hour sign in and whistling thru the 1 hour tech we gear up and get in line, our feverish excitement to join the ranks of motorcycle legendom started to dim somewhat after about 3 hours staged, encased in black leather. Yours truly was entered in the BUB "Run Whatcha Brung" class where any yahoo able to pass tech was allowed on the salt. Unfortunately the pecking order was such that the "Big Dogs" aka streamliners, had priority... and by golly if they fell over or couldn't start or needed to turn around and make their back up run to qualify we plebes just had to wait some more.

Finally late in the afternoon our turn came and it was almost anti-climactic. From the staging area its a 3 mile putt to the starter (where we wait for another half hour) then a 200 yard roll out to the starting flags in the middle of gol darn nowhere. It's eye on the starter's flag the size of a stamp and then off we go for a 3+ mile run-up to the timed mile. Well, I had the Armann Commando in 4th and the throttle pinned in less than 500 feet and spent the next 3 miles trying to make both me and the billowing, leather spinnaker I was wearing smaller, cursing myself for forgetting to zip my jacket vents.

—Frederick Fortune



The 2006 Northern California All-British Ride

Once again, the British biking fraternity of the greater Bay Area either outwitted Mother Nature, or were just plain lucky. Riding into November around here is always iffy, and last year's event was followed by heavy rain on the following day. This time, the rain had passed through two days earlier, and while the Ride departed under cloudy skies, it concluded in brilliant sunshine. Such is the fortune of the truly righteous.

Actually, riders attended from far beyond the Bay, as usual, which is a little surprising given that it's a one-day event. But for some it is their favorite ride, and perhaps, with the possible exception of the Clubman's Show, one of the main reasons for taking the effort to get here. Certainly the extra effort is exemplified by the variety and rarity of the machines brought out for the day: Ariel, BSA, Morgan, Norton, Panther, Premier, Royal Enfield, Triumph, Velocette, and Vincent were represented this time. Several bikes were loaners, made available by local guys who had made the trip a viable proposition for their lucky pals. Folks came from the San Joaquin Valley, southern California, Nevada, and down from the mountains just for the day. Steve Fischer flew in from Montana, where he's been working on an extended project with his business partner.

This is also a great chance to see some pretty exotic specials, since the whole point of the event is riding, as opposed to the Show, which is primarily a display. So modifieds, clean "regular riders", run-of-the-mill stuff and downright grotty thrashers are all in evidence. All British, by the way—no interlopers. We figure that there are other events that cater to the other brands, but for just this one day, we keep it strictly British, so you get your favorite biker jollies in a concentrated dose, not all watered down with other stuff. How many bikes? It's a little hard to say, because a few folks paid up but didn't sign up. Best estimate: about 190.

The tour stayed within Marin County this year, since we'd sampled Sonoma plenty of times in the recent past. It consisted mainly of three parts: Novato to Highway One at Marshall on Tomales Bay (the bumpy part); Highway One south to Stinson Beach (the smooth part); and then over Mount Tamaplais, via

Bolinas Ridge and Fairfax-Bolinas Road (the slippery part). Riders were warned about the off-camber turns on the bumpy part, and it was fun watching how much air showed under those skinny-tire rigid and plungers; they were warned about the possibility of police patrols on the smooth part (but no one was busted); and they were warned about the wet redwood needles covering the road in the slippery part (and no one fell off, at least not there). So the warnings appear to have paid off. Rest stops were made in the village of Point Reyes Station and atop Alpine Dam, providing extra chances to meet friends, ogle the machinery, and swap stories. Hopefully, everyone got their full fix of twisties that day.

Again we rented the grounds at the Marin French Cheese Factory for the barbecue, bike lineup and goofy awards. The food was outstanding, and before cake was served for dessert, the following riders received recognition:

Bonnie Prince Charlie...Lloyd Chapman, 1951 Vincent Rapide
Liquid Lunch...Jim Romain, 1965 Velocette MSS
Prince of Darkness...Ron Halem, 1961 Featherbed Gold Star
Shagadelic...James Banke, 1974 Triumph T140 special
Best Bit of Kit...Pete Young, 1913 Premier 500
Barking Mad...John Frei, 1951 Vincent special
Lust in the Dust...Tim Warlick, 1961 BSA Gold Star
Spanner in the Works...Fred Fortune, 1974 Norton Commando
Twisted Knickers...Richard Bove, 1951 Vincent
Chalk 'n Cheese...Paul Zell, Vindian (or "Indecent") Special
Tail Ender...Don Clancy, 1972 BSA B50

Special thanks are owed to Bill and Linda Whalen for spearheading this event once again; Linda, Shirley Soucie, and Gloria Wells, rider registration; Kim Rowden, rider pins and raffle ticket sales; Patti Meadows, membership registration; corner marshals Bob Smith, Stan Epstein, Dan Bockmier, Ron Perconti, Blake Herod, Jon Martino, Gus Varetakis, Jerry Kaplan, Keith Sides and Terry Howard; John Burkhard, head chef; Joe Burkhard, Patti Meadows, Shirley Soucie, Gloria Wells, Terry and Donna Morrison, Mike Sullivan, food service; Dave Molloy, chase truck driver; and Barry Porter, all-purpose go-fer and gaffly.

What a team. What a day!

—Don Danmeier

