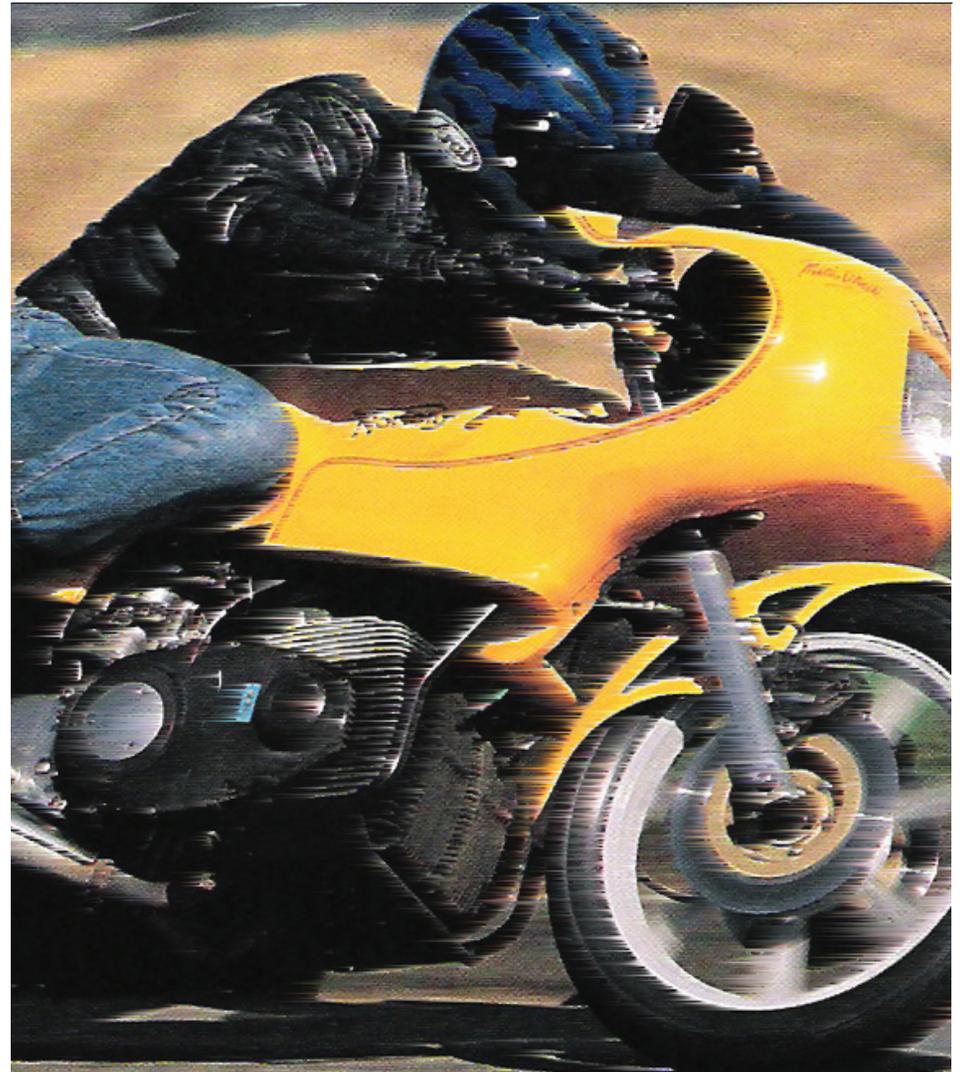


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The Newsletter of the Northern California Norton Owner's Club





**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 high-resolution photos can be sent in almost any format generally common to most computers. Send submissions or comments to [LorinGuy@yahoo.com](mailto: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](http://nortonclub.com). ©2006 The Northern California Norton Owners Club. Not to be reprinted without permission.



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**The happy and the sad**

So what do you want to hear first the good news or the bad? Age old questions and by nature of it the good is tainted and the bad is lightened so neither gets its full respect.

But I have one so...

The bad news. Long time NCNOC member and recent member of the year and Don Goforth and his lovely wife are moving to Washington State, scheduled for late May or June. We'll miss Don he was always there for the club. Weather it was making cool Norton ad-ons in his machine shop or driving chase in his pick-up (he's driven me home a couple times) Don is a member to be counted on. The club will miss him.

Good news, we have love on two wheels, Liz Sain and Tom Dabel have announced that they are in a matrimonial mood. This two wheeling couple have been an item for a number of years and I guess Liz won the latest rounds of arm wrestling cuz he said YES!

The marriage and reception detail are to be announced soon so watch your club Yahoo group, all NCNOC members are invited to attend.



**FOR SALE**

1. Exhaust pipes w/balance pipe (used) for '75 Norton Commando \$50.00
2. Two (2) stock Black Cap Silencers for '75 Norton Commando, Almost new, \$150.00
3. Gerbings high performance heated vest (black) size 48 like new \$75.00 obo

If you have any questions, please call Len Iosty at 408-226-6304

**WEIRD MOTORCYCLE ACCESSORIES**

If you remember a few issues ago I was talking about benefits the club could offer members who are getting older, benefits designed to help the surviving families. Well I still believe this is a good service. I was reading the other day in "BIKER" magazine (sept2006) A story about a small company in North Carolina that has made **Final Ride Urns**.

This is a powder coated, or chromed final rest urn that attaches to your motorcycle and can be mounted on any frame tube (space allowing) and gives you and a spot on your bike for almost ever. Or at least an opportunity for that final ride.

These come with an attachable 1x3 plate suitable for engraving and also in military and religious themes to accent the urn. So planning on willing your bike to a family member or good friend?

Here's your opportunity to ride along. [Finalrest.com](http://Finalrest.com)

**MINUTES OF MEETING 4/12/07**

Harry's Hoffbrau, San Jose

President Alan Goldwater opened the meeting at 8:02pm with thanks and cheers for all the work done by Lorin Guy and club members who made the Clubman Show booth such a success, and returned the "Best Booth" award to the NCNOC once more.

Rides Coordinator - Tom Dabel was not present so Alan Goldwater announced the May 13 ride has been moved to May 20th due to Mother's Day and needs a ride leader. Keith Karn volunteered to lead it.

NOTE: after the meeting I learned that Tom Dabel and Liz Sain have scheduled their wedding celebration for Saturday, June 2. The Big Sur/Cambria ride planned for that date will therefore be cancelled or possibly rescheduled for later this year. AG.

Harry Bunting volunteered to lead the June 17th Father's Day Ride leaving from Alice's in Sky Londa.

Alan Goldwater handed out information on the INOA National Rally in Capitol Reef, Utah for the weekend of July 18 to 22nd.

It was announced that Ian Reddy has officially retired as Webmaster for the club due to commitments to work and a house remodel. Alan Goldwater stated that Diana Pettijohn has volunteered to take over the position.

In recognition of their efforts for the Club, including the Clubman's Show displays and the Highway Cleanup program, Lorin and Katherine Guy received the NCNOC "Unapproachable Award", to hearty applause all around.

Treasurer Ray Pallett reported 143 members paid, 23 members due, and \$ 2900 on account.

New Business: Lorin Guy said the 45 black & white posters (24" x 36") of the Norton racing bikes that were displayed on easels at the Clubman Show are for sale at \$ 5 each thru his e-mail. He also brought a file box full of original magazine ads that includes 18 of the known Commando Girl series. He is still attempting to learn how many of these were made. These ads have been scanned into the website and are now offered at \$ 10, half of which will go to the club. E-mail Lorin if interested at [loringuy@yahoo.com](mailto:loringuy@yahoo.com)

Motion to adjourn by Keith Karn at 8:18pm.

Respectfully submitted  
Donna Morrison, ad hoc secretary stand in



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**Ken Armann**  
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**Norton**  
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(408) 626-0061  
[kenarmann@hotmail.com](mailto:kenarmann@hotmail.com)

**Diary—**

5/10 BSAOCNC British Singles Ride  
(see BSA website fro details)

5/10 NCNOC monthly meeting  
Harry's Hofbrau in Foster City  
1297 Chess Drive, Foster City, CA 94404

05/12 Mod's Vs Rockers Pier 34 SF 2pm.  
be there or be square

05/20 NCNOC ride, Ride starts 10:30am  
(Leader Keith Karn)

05/26 Start of the 100<sup>th</sup> Isle of Man TT

06/02 Cambria Canceled/Liz and Tom's party  
is substituted (details will be on the Yahoo group  
when available)

06/14 NCNOC Monthly meeting  
Straw Hat Pizza in San Leandro  
14680 Washington Ave, San Leandro, CA 94578

06/17 Father's Day Ride  
(see web for details)

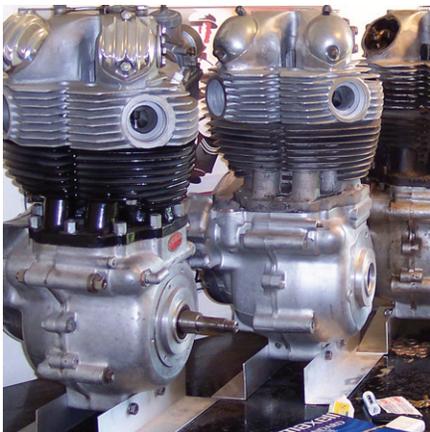
06/23 10<sup>th</sup> annual MotoMelee

7/01 NCNOC monthly meeting  
(TBA watch the Yahoo site for details)

7/01 2<sup>nd</sup> annual Soquel Motorcycle show and swap  
(NCNOC will display / See yahoo group for details.  
Entry form on page 13)

7/14 NCNOC Monthly meeting TBA

7/18 INOA International Rally Hell's Back Bone



**SOQUEL VINTAGE MOTORCYCLE SHOW**

**"BIKES ON THE BAY"**



Hosted by the Capitola-Soquel Chamber of Commerce

**Sunday, July 1, 2007 9:00 am to 4:00 pm**

Bikes check in between 8:00 a.m. and 9:00 a.m.  
No early birds/No exceptions  
Show ends 4:00 p.m.

**SHOW BIKE ENTRY FORM**

Where: Main Street, Soquel California 831-475-6522

Prizes: 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> for the following categories:

Japanese	British	European	American	Scooter
Pre-1962	Pre-1946	Pre-1946	Pre-1950	Pre-1960
1962-1975	1946-1970	1946-1970	1951-1969	1961-1985
1976-1985	1971-1985	1971-1985	1970-1985	
Café/Mod through 1985				
Off Road through 1985				

Plus: **PEOPLE'S CHOICE AWARD**

Stock Class Motorcycles will be judged on an "as manufactured" basis, closest to original form leaving the factory. "Café/Modified" refers to street bikes. "Off Road" means "dirt only" or enduro/dual purpose

**Registration Fee:** Bikes paid and pre-registered before June 15th: \$15 1<sup>st</sup> bike, \$10 each additional. Bikes registered after this date \$20 for the first bike and \$15 for additional bikes. **Informational placards encouraged.**

MAKE	MODEL	YEAR	CATEGORY	
				\$15
				\$10
				\$10
				\$10
				\$10
			Subtotal:	

Registration Information. Please print clearly.

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 Cell/Home Phone \_\_\_\_\_ Email \_\_\_\_\_

The Capitola-Soquel Chamber of Commerce will host the 2nd Annual Soquel Vintage Motorcycle Show on Sunday, July 1, 2007 on Main Street in Soquel. Bring the family and enjoy viewing hundreds of Vintage pre-1985 Motorcycles and Scooters, American, British, European and Japanese. Find that part that you've been missing at our Motorcycle Swap Meet or perhaps purchase your dream motorcycle in the Bike Corral where used

Motorcycles and Scooters will be offered for sale. Vendors will offer the latest in bike Accessories. Food and Live Entertainment will also be offered. Admission is free and the event runs from 9:00 AM to 4:00 PM.

For inquiries contact The Capitola-Soquel Chamber of Commerce at 831-475-6522, toni@capitolachamber.com or visit www.bikesonthebay.com



NAME(S): 1. \_\_\_\_\_ 2. \_\_\_\_\_

CHILDREN(S) NAME AND AGES : 1. \_\_\_\_\_ 2. \_\_\_\_\_

PHONE: (\_\_\_\_) \_\_\_\_\_ EMAIL: \_\_\_\_\_

ADDRESS : \_\_\_\_\_

EMERGENCY CONTACT-NOT AT THE RALLY:  
NAME: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

PLEASE LIST THE BIKE (S) YOU PLAN ON ENTERING IN THE CONCOURS:

BRITISH MARQUE \_\_\_\_\_ MODEL \_\_\_\_\_ YEAR \_\_\_\_\_

BRITISH MARQUE \_\_\_\_\_ MODEL \_\_\_\_\_ YEAR \_\_\_\_\_

ADULT RALLY FEE: \$60.00 x \_\_\_\_\_ = \$ \_\_\_\_\_ \$65 AT GATE  
(INCLUDES: ALL EVENTS, CONCOURS, RALLY PIN, AND 2 DINNERS.)

CHILDREN'S FEE 7-15 \$25.00 x \_\_\_\_\_ = \$ \_\_\_\_\_ \$30 AT GATE  
(AGES 6-15 ARE AT THE CHILD'S RATE. 6 AND UNDER ARE FREE)

RALLY TEES: SIZE: S \_\_\_\_\_ M \_\_\_\_\_ L \_\_\_\_\_ XL \_\_\_\_\_ XXL \_\_\_\_\_ x 15.00= \_\_\_\_\_ PREPAID TOTAL \$ \_\_\_\_\_  
(BY PRE-ORDERING T-SHIRT/S GUARANTEE YOUR SIZE WAITING FOR YOU AT REGISTRATION)

CAMPING FEE IS ADULT: \$8.00 PER PERSON - PER NIGHT x \_\_\_\_\_ = \_\_\_\_\_  
(UP TO AGE 15 - NO CAMPING FEE)

TENT(S) \_\_\_\_\_ POP-UP \_\_\_\_\_ SMALL TRAILER \_\_\_\_\_ (NO HOOK-UP)

FULL HOOK UP SITES ARE \$23 PER NIGHT \_\_\_\_\_ RV LENGTH \_\_\_\_\_ FT.  
**LIMITED NUMBER** (4 NIGHT MINIMUM ON FULL RV SITES SINCE WE ARE CHARGED FOR THEM REGARDLESS)

**TENT SITES ARE 1ST COME 1ST SERVE & SOME HAVE ELECTRICAL/WATER PLEASE NOTE THAT ALL THE CAMPGROUND CABINS HAVE BEEN RESERVED (PRICES INCLUDE 9% TAX)**

**IF YOU PLAN ON ARRIVING EARLIER THAN WEDNESDAY JULY 18TH AND STAYING BEYOND SUNDAY-JULY 22ND, PLEASE CONTACT THOUSAND LAKES CAMPGROUND DIRECTLY**

**MAIL FORM AND CHECK/MONEY ORDER TO:**  
INOA 2007 RALLY, C/O C. GREMMELS, 1832 FOREST AVE. DURANGO, CO 81301

**REGISTRATION QUESTIONS ONLY:**  
CHARLEY GREMMELS- sharris@frontier.net  
970.259.1302-(MST) EVENINGS-WEEKENDS

**PRE-REGISTRATION CLOSES JULY 1st.**

**RALLY QUESTIONS: TOM KULLEN @ 435.649.7169 utahnorton@sisna.com or STEVE SEELY @ 801.521.7347 stephenskillly@cs.com**



**Alan's Wrench**  
—Alan Goldwater, NCNOC President

Spring is finally upon us, one beautiful riding day following another, into the summer. So it's a good sign I don't have any important repairs to report on this month. Other than the usual maintenance, I'm ready to go and I hope you are too. I know I'm not the only one, because Harry Bunting, Lynn Miller and several others have been seen recently on freshly rebuilt and fine running Commandos. If **your** bike isn't ready for the road, don't hesitate to ask other club members for help. That's why the club exists.

There's something about a good-running bike and a spring day that can really bring the joy of living to the front. It's hard to describe to someone that's never been there, but better writers than me have given it a good try. Here's one passage from the novel **Slowness**, by Milan Kundera (La Lenteur, 1995):

*...the man hunched over his motorcycle can focus only on the present instant of his flight; he is caught in a fragment of time cut off from both the past and the future; he is wrenched from the continuity of time; he is outside time; in other words, he is in a state of ecstasy; in that state he is unaware of his age, his wife, his children, his worries, and so he has no fear, because the source of his fear is in the future, and a person freed of the future has nothing to fear.*

I'm not sure about the fear part, but the intense focus on being in the moment is certainly part of what makes

it so satisfying. This kind of experience is familiar to anyone who is passionately involved in a sport. I think it's why we ride, and what we miss when we're not riding. Of course not every ride is a great one. Some days just don't click, and urban traffic can take the fun out of the best bike and rider. But it's the perfect days and empty roads that call to us and keep us looking forward. We often talk about our "Norton roads" and return to them year after year in search of the sublime moment.

In 1992 or so I wrote a story in this column about one of my favorites, 129 between Watsonville and San Juan Bautista. Unfortunately, that road will not be on the club schedule this year, as the Rides Committee has decided to move the July 1 ride/meeting to Soquel, in order to accommodate the 2<sup>nd</sup> annual Santa Cruz Classic bike show. I'll lead a ride leaving at 10 AM from Baker's Square in Los Gatos, over the mountains and down into Soquel, where we'll have a meeting/brunch at a to-be-determined location near the show.

There's one more important schedule change I want to point out. As mentioned in the Minutes, the June 2-3 ride to Cambria has been cancelled in favor of the marriage of a couple of our officers. Such opportunities don't come more than once in the life of this club, and Cambria will still be there for visiting another time. Please join me in congratulating Tom and Liz, who between them have probably done a million miles on two wheels, with many more to come.



**In the wake of the Clubman, my rant**— Lorin Guy

Kathryn and I would like to thank the NCNOC for the wonderful recognition and plaque we were presented at the April Club meeting. We really enjoy the club, the activities and everybody in it.

All that has been accomplished could not have happened without the support and encouragement of the membership. I won't be to humble, it does feel good to be recognized for the effort, it is not however the reason I do it.

I'd like to see us carry on forward with ideas and ways to improve the club experience. I believe the club exists to serve its members and we need to continue to offer what the membership desire. You can count on us in the future to be a big part of activities and offer ideas to enhance the motorcycle and Norton experience.

I just want to say that everybody did a great job, yes even all the other clubs, and I believe the Clubman's came off wonderful. BSA club takes on a huge responsibility and Barry Porter and Don Danmeier's crew do a terrific job. Regardless how we measure success of the involvement or the event, I enjoyed my time and everybody who came. I'd like to think everybody had a great time, and I want to say thank you to all that helped.

The morning after ride is a different story, maybe it's my own inflated expectations, but I expected a group ride. Getting a map to nowhere and told to just go, is not my idea of a good ride, and again maybe I expect too much. Now I can hear ya saying, "Then you do it" well I guess I could but instead I want to suggest that NCNOC take on the ride next year and show these clubs what a group ride is all about.

Maybe it's just that we have a luxury other clubs do not have, clubs like BSA and NCNOC have active, enthusiastic members who when called upon step up. So maybe my expectations are too high when some of the other groups take on activities, I should just be happy with the fact that someone did it, and I am to a point, but I'd like to have some set rules of the event (this would never happen in SoCal). If you are sponsoring a ride it should contain certain elements, like a start time, a leader, a chase vehicle, a destination (and or multi destinations as in a circle route), destinations, my wife believes that any destination for a motorcycle ride has to have, A bathroom, beer/wine or margaritas, food and some place to sit, period no exceptions, and a return route (optional). I consider these basics; even our own club has had issues with this expectation. I've complained for years about maps, but I don't get separated from the group as much

as I did in the early years of rides. I never read the maps, I try to stay with the lead group, or at least with someone who I feel know the route until it becomes obvious that we are all lost or I get separated. That is the time having a map (and a cell phone) becomes very important. I tend to like the turn-by-turn maps as opposed to the copy of a road map outlined in pink hi-lighter. But then I'm old and my eyes are not as good as they once were, reading the little faded road names is almost impossible, turn by turn generally tend to be more readable. On rides I've chaired I try to offer a cell phone "emergency" number you can call if you're hopelessly lost and can't find a local to ask. Not that my rides are prefect, I can remember one year, I even marked the turns with orange arrows and still half a dozen guys missed the turn, but I've tried to include the basic elements. In some cases a return route is an option, some people like to head home from the destination while others tow in and need to return the start. I just think it's cool to offer the return if the route is not a circle. I know that no ride ever goes perfect and that is part of the excitement of riding, the unknown, but certain things need to be in place when putting on group activities.

I need to reiterate that as members of the NCNOC contributions to the newsletter is your right and greatly encouraged, we can accept most forms of electronic transfers and pictures should be sent in their original size (in other words do not reduce them). This newsletter needs to reflect your wishes and wants and observations. I'd love to be in a situation where I need to hold some stories over to next month, instead of scrambling and rambling and typing my fingers to the bone. Tech information and just things you've learned while working on your bike are cool too. They don't have to be long 1000+word dissertations; even a quick note to the editor is a good thing to have.

Last moth I tried to give some props to the website [RealClassic.co.uk](http://RealClassic.co.uk), it's where I got the story about the Rotary Racing Norton and I used the link in the thank you and for some reason it did not print. This is an embarrassment for me as I promised I would plug the site. So now, I will I strongly encourage you to go take a look it's a fantastic site with tons of great motorcycle pix, stories and more. It is [RealClassic.co.uk](http://RealClassic.co.uk)

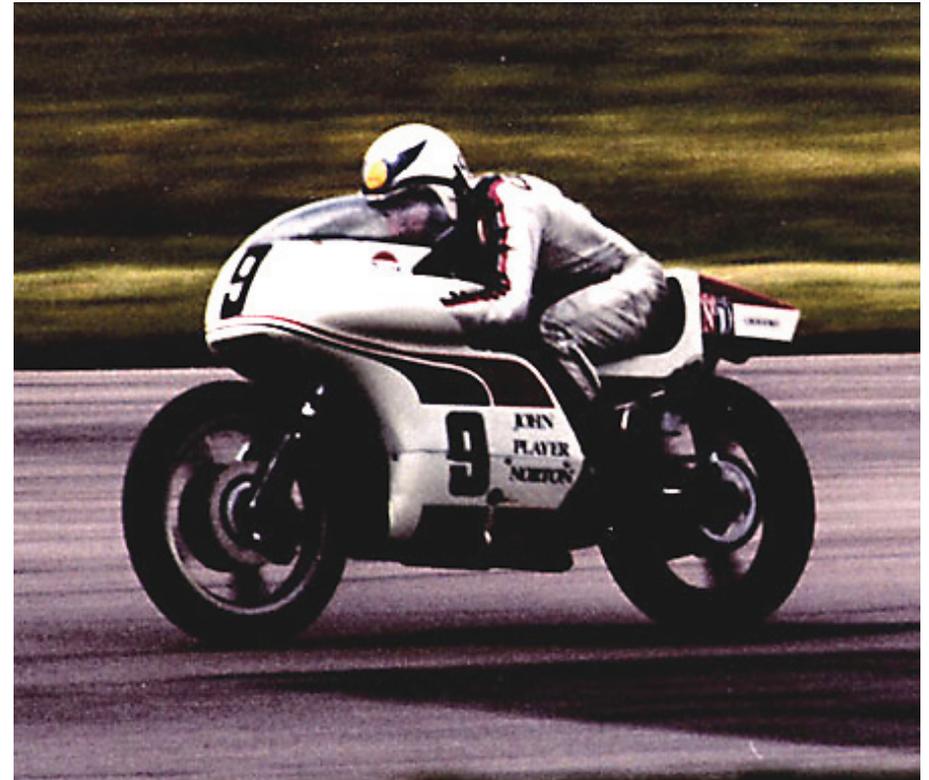


road was carved out solid rock-built by the Civilian Conservation Corps. in the 1930s. Many pull outs with unbelievable views. It'll start getting pretty warm down here so now it's time to continue to Escalante for lunch and gas. The return is about as spectacular as the ride down with the views reversing 180 degrees and a whole new perspective. We have to move along now-the Colorado Norton Club is getting ready to put on the field events.

After that there is still a tech session in the "Norton Town Center"—a huge 40 ft. x 80 ft. tent and when everyone parks their bikes there will be a trailer serving up your favorite brews. Dinner will be served here and then tonight-Friday the band will play. In 2000 we had Ryan Schupe and the Rubber Band who went on to get a national recording contract.

We're not sure who Tim will get for us this year but I know they will be good. Hope this little tour gets you a little excited about coming to the Hell's Backbone Rally. For the most up to date info-go to our website:

Tom Kullen-Hell's Backbone Norton Rally Co-Chairman



### The Hell's Backbone Norton Rally a day's perspective — Tom Kullen

Food for thought. How many rallies have you gone to where every scheduled ride route takes you on a designated scenic byway or through a National Park?

Even the pre-rally (R&B Tour to Torrey) ride hits scenic byways and is all twisty two lane blacktop through mountain passes and canyons. (Experienced riders only please on the R&B ride since all 375 miles is done in one day). One of the roads is rated one of the top five sports car roads in the country.

Can you tell me how many roads have you've ridden on that was featured in National Geographic's Guide to Scenic Highways and Byways? OK, you've ridden scenic roads but spent half the time stuck in traffic behind a line of motor homes-right? But what if I were to tell you that I have ridden Highway 12 for 20 miles in the middle of July without even passing a car! That is the beauty of this yet to be discovered gem in our part of the country. Beautiful twisty roads with very little traffic-even in the middle of the summer.

Picture getting up in the morning- in the clean cool air-7000 ft. above sea level. The smell of fresh brewed coffee provided by the Kings of Caffeine-the Northwest Norton Owners is in the air (tea too). Nortons are firing up in the campground and now the smell of castor oil is blended in-heaven. You look north out of the Thousand Lakes Campground and red sandstone cliffs rise hundreds of feet glow a brilliant red from the sun. There is something mystical about this place-peaceful and surreal. To the south-Boulder Mountain rises to over 10,000 ft covered in aspen and pine forests. That's where we are riding today-but first a stop at the Capitol Reef Inn for a local favorite-smoked local trout and eggs (they have the traditional breakfasts as well).

Head out though Torrey-past pioneer cabins under the huge old cottonwood trees that line the road forming a tunnel like canopy over the main street. The locals wave as you go by-they know the Nortons are in town. You gas up at one of two stations at the start of Highway 12.

Google this road-it is amazing how many websites there are on Highway 12 or have photographic images of it-there are links on our website. Actually-pretty much all the roads we'll be riding have websites on them-there is a reason for this.

The road starts to twist immediately-fresh alfalfa is in the air as we pass briefly through farmland-the changing smells-one of the many reasons we ride. Now we're

heading up Boulder Mountain-Escalante lies on the other side. The road twists and turns up the Aquarius Plateau through the Dixie National Forest. If you like to fish-there are supposed to be a thousand lakes up here teaming with trout. Time to be alert-there are also large animals that live here-deer, elk, and moose. It is open grazing land-watch for sheep and cattle.

I'll tell you about my 11:00 am deer experience on this road sometime-it'll cost you a beer though. There are several scenic view pull outs-you don't want to miss them-so you park your Norton.

You don't realize how high you are until you gaze down at Capitol Reef National Park-thousands of feet below-a palette of color. A family from Denmark, Sweden, Germany- (you pick) comes over to admire your bike. They are taken aback how beautiful Utah is and can't believe all the old bikes. "What's going on?" they say in a better grasp of the English language than many Americans. This is not fiction-it happens to us every year when our club has our annual "Seely Summer Shindig" a UBBC ride that Steve organizes-along with being second time INOA rally co-chairman This is a destination for many European tourists and they all seem to have an appreciation for old British Bikes.

We are now heading into the town of Boulder-there is an Anasazi Indian Museum there complete with ancient ruins. There are a couple of places in to get something to drink and there is a gas station. We pass a recently paved road to ride on the return-a politically and environmentally controversial road. The Burr Trail Scenic Backway-(that's correct) is paved a good part of the way. Now we are hitting some very twisty roads through the red and yellow sandstone. You pass confidence inspiring places with names like Hell's Backbone, Box-Death Hollow, Hogsback, and Devil's Garden.

There is a skinny section of Highway 12 that was carved on the spine of a ridge that twists back and forth-the subject of many photos. Oh-did I tell you that it drops thousands of feet on either side-great fun.

Now we approach Calf Creek Falls-actually there are two of them-upper and lower. There is a parking there and you can go for a dip. The falls are 126 ft. high and the natural pools are surrounded by shade trees. Next we go through a narrow twisty and cool little canyon that has a stream with huge cottonwood trees growing along it. There are some more Anasazi Indian ruins you can hike to off the road.

Out of the canyon now we are in real slick rock sandstone country-absolutely gorgeous. Take your time here-the

### Ride Report — Mt. Hamilton and the long and winding road.

Every year this ride seems to get better, the road, the views and of course the goodies ride leader Tom Dabel supplies in the morning at his house. The ride started late due to a quick fix on the Triumph front brake but all 18 riders started which is a good thing. The late start we not an issue as some of us needed gas and a few straggled in late.

The weather was good and the road was clear with no debris, the plan was to ride to the observatory then down the back side, head out to I5 for gas then back up the hill to the Junction for lunch, then home. Well those who decided to go to I5 found the electrical power was down



and the gas station was not operating, so now in a quandary if you sport a Roadster tank, they headed off to Patterson with Jerry Grainger on his Kawasaki following for moral and fuel support.

All that starts well ends well with Tom having to stop to tighten his mufflers at Grant Ranch on the way back. What's nice about this ride is the different bikes that show up every year. I was sorting out my wife's Suzuki exciter 250, there was a number of Triumph and a Kawasaki and a few BMW's. Another fun Mt Hamilton ride is logged into the NCNOC ride books.

Thanks Tom and Liz for a great ride.





<http://www.norton.uk.com/>



### The History of the Isle of Man TT

—Courtesy of the IOMTT official website.

As the Isle of Man TT Races enter a second centenary, the future looks bright for one of the greatest tests of motorcycles and riders in the world. The current strength of the festival is testament to the efforts of all those involved in the 100 years of excitement, glory, exhilaration, triumph and tragedy which have made the TT what it is today.

For two weeks of every year the eyes of the world focus on the Isle of Man - the jewel of the Irish Sea - as the finest road racers on the planet pit their skills against the 37 miles of public roads that form the legendary TT circuit. The way was paved for the TT by the Isle of Man's 1904 law allowing roads to close for the Gordon Bennett car trials. With road closure and speed limit laws preventing a much-wanted British motorcycle race on UK roads, the organizer, the Auto Cycle Club, turned to the Isle of Man and, in 1907, the TT was born.

The first races ran on the St John's course, a 15.8-mile circuit in the west, and four years later motorcycles moved to the legendary Mountain Course. Little did the pioneers of those early years know of the legacy they were creating, an unbelievable test of strength and courage which would become as legendary as the illustrious names it would feature.

In the halcyon days when motorcycle racers were household names and the TT was the pinnacle of the international two-wheel calendar, the entry list read like a who's who of motorcycling legends: Woods, Guthrie, Simpson, Duke, McIntyre, Surtees, Hailwood, Ubbiali, Agostini, Redman, Read. The TT also became the proving ground for many of the world's manufactures; Norton, Triumph, and even Honda have made the trek to the Isle to prove to the world the worth of their machines and their riders.

When the TT lost its world championship status in 1977 many feared it was the end, but, instead, the event emerged as a haven for real road race specialists eager to make their mark on the Mountain Course, the most challenging and demanding circuit in the world.

The TT continued to attract, and forge, motorcycling heroes. Grant, Rutter, Hislop, Fogarty, McCallen, Jefferies and McGuinness came to the forefront, but one name stood out - Joey Dunlop. Undoubtedly the greatest, Joey conquered all as he scored a record-breaking 26 victories. The Ballymoney man arguably did more for the TT races than any other rider, becoming synonymous with the

event and an ambassador for the TT.

Throughout its history, the TT has seen rules and regulations change. From the Twins and Singles classes of 1907, through the advent of classes for 125cc and 250cc machines to the 2005 changes that saw Superbike, Supersport and Superstock classes adopted.

Over the years records have fallen, legends have been made and tens of thousands of loyal fans have made the annual pilgrimage to the Road Racing Capital of the World - and long may it continue!

And so the 2007 running of the IOM TT starts Monday May 8th with a week of practice till Friday June 1st. early Saturday morning June 2nd it's racing on the Isle, and the 100th start of the Isle of Man TT.

