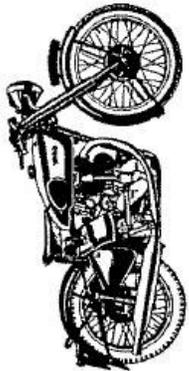




The Newsletter of the Northern California Norton Owner's Club



15787 Via Sorrento, San Lorenzo, CA 94580



Norton Notice



The Newsletter of the Northern California Norton Owner's Club

No. 350

Aug 2008





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 rayp_94040@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 . 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 advertisement Contact the Editor for larger ads and rates.

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AFFILIATIONS

The Northern California Norton Owners Club is affiliated with both the Norton Owners Club of England (NOC) and the International Norton Owners Association

ACKNOWLEDGEMENT The Northern California Norton Owners Club gratefully acknowledges the work of Fred Fortune for the designs used in this journal and the work of all previous contributors which is reused from time to time

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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 CNOC web site at nortonclub.com. ©2006 The Northern California Norton Owners Club. Not to be reprinted without permission

Membership Application to the Northern California Norton Owner's Club

Membership cost is \$20.00 per year and includes a subscription to the Norton Notice, a publication which provides an enormous wealth of information to Norton owners and recaps of club events.

I hereby apply for Membership in the Northern California Norton Owners Club (NCNOC)

Name _____
Phone _____
Address _____
email _____
City _____ State _____
Zip _____

This is a new _____ renewal _____ application.
Norton(s) owned: Year _____ Model _____, Year _____ Model _____

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 judgment 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.

Applicants Signature and date (required)

Make your check for \$20 payable to **Northern California Norton Owners Club.**

Send all applications & inquiries to **Raymond Pallett**

15787 Via Sorrento, San Lorenzo, CA 94580

510 258 0145/ treasurer@nortonclub.com

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Oil pressure gauge: Norton Center Mount (left pic) or Side Mount: (center pic). **Side or Center Mount:** MSRP: \$182.00 each **MCB part NOPGSMNT or Part NOPGCMNT** Triumph Center Mount (right pic) MSRP: \$228.00 each **MCB part TOPGCMNT** All three include all parts necessary for installation.

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

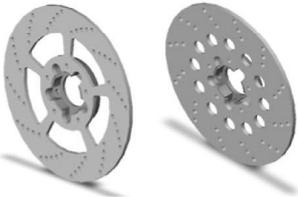


Brake caliper (exchange): rebuilt using SST pistons, plug, bleeder & Andover Norton seals. **Assembly:** MCB part **NORTNCAL** MSRP: \$230.00 each **Separate part price:** **Pistons:** MCB part **NORPISTN** MSRP: \$26.00 each **Plug:** MCB part **NCALPLUG** MSRP: \$32.00 each **Bleeder:** MCB part **NORBLEED**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

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



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



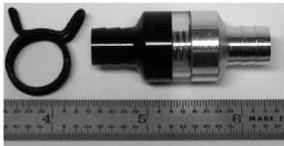
Norton 11-inch SST rotor: Includes disk, hub, and Instructions. Either design at left **MCB part NROTOR11** MSRP: \$323.00 each



Triumph 10-inch SST rotor: Includes disk, hub, and Instructions. Direct OEM replacement **MCB part TROTOR10** MSRP: \$323.00 each



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



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



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



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

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2008 Calendar (all clubs)

- Aug 14 (Thu) NCNOC meeting Swinging Door San Mateo 7 PM
- Aug 09 (Sat) NCNOC Dardanelles Ride
Aug 10 (Sun) Dardanelles Resort, Hwy 108
- Aug 12 (Tue) Carmel Concours
Michael Lynch, 831-622-0456
- Aug 16 (Sat) BSAOCNC SIERRA RIDE
Aug 17 (Sun) Jerry Meadows,
- Aug 16 (Sat) BSAOC INTERNATIONAL RALLY
thru Isle Of Man
Aug 23 (Sat)
- Aug 24 (Sun) Manx Grand Prix
Thru and VMCC Rally,
Aug 29 (Fri) Isle of Man
- Aug 28 (Thu) Salute to America Rally,
Thru Yreka
Sep 01 (Mon) 877-688-4229 or wings2fly@southbaybiker.com
- Sep 06 (Sat) BSAOCNC VINTAGE TRIAL, La Honda
Kim Rowden,
- Sept 11 (Thu) NCNOC meeting Liberties San Francisco 7 PM
- Sep 12 (Fri)
- Sep 13 (Sat) SC Section Vincent OC Rally
Sep 14 (Sun) NCNOC Ride Napa start TBD
- Sep 20 (Sat) VELO OC / BSAOC / AMCA "RIGID RIDE"
- Sep 26 (Fri) California Ariel Rally
Sep 27 (Sat) and Founders' Memorial Ride
Sep 28 (Sun)

Front Cover

Club members check out the Nike Missile on Terry and Donna's ride. Ride report next month.

Breather Valve Fixes Oil Leaks!

By Alan Goldwater. © 2001 All Rights Reserved
(revised from an article in INOA Norton News #124)

Many of us have discovered that our Nortons tend to leak more oil as they age. At 30k miles, my 850 started weeping oil out the head joint. Several head gaskets and oily weekends later I realized the leak wasn't from the mating surface, but from the casting around the push rod tunnel. By 40k miles, several other places were leaking, including the case joint and the tach drive (despite the seal mod!). Finally I concluded these symptoms could all be caused by pressure inside the motor. I installed a hose fitting on the intake valve cover and connected a gauge that measured from 10 psi vacuum to 10 psi pressure. Some of you may have seen me riding around with this kludge stuffed in the map pocket of my tank bag this summer. My testing confirmed the theory, showing positive pressure of up to 2 psi inside the motor at 4500 rpm.

I tried several types of PCV valves, but none reduced the internal pressure, and some actually increased it. Finally Doug McCadam, of the Colorado Norton Works reminded me of a part mentioned in 1998 on the NOC-UK email list, the Motormite/HELP #80190 brake booster valve. With this valve installed about midway up the large breather hose, pressure at the head dropped to -2 psi (vacuum) at idle. This gradually increased with engine speed, to just slightly negative pressure at 4500 rpm. An extended test ride of 500 miles showed that all of the oil leaks were gone, and oil consumption decreased from 300 mi/qt to around 700 mi/qt. At under \$5, this is the most cost-effective Norton accessory I've seen, and every Norton with the large breather should have one.

Several other Norton Club members have tested this part, and all share my enthusiastic opinion of it. You can find it on the rack at Kragen and many other auto parts stores. The question remains where is the pressure coming from. There was an extensive discussion of this phenomenon on the NOC-UK email list starting in 1997. While several theories had been offered, no one thought to do the simple test with a gauge, so I'm not convinced any of them were correct. There was a favorable review of the HELP part by INOA member Ben English.

.Most mechanics I've asked **think** the increase in pressure is due to combined blow-by from worn rings and valve guides. This seems reasonable to me, but the pressure I measured seemed to increase with engine rpm but not with throttle opening, so there seem to be some other mitigating factor(s).

What do you think? Send me your theories on this by email (magicsound@aol.com).

Staying right next to each other we are both at full throttle and the road is on an incline, laying on my tank gives me a better run at the hill (or so it feels), he pulls out a wheel length on me and I tuck in behind. Drafting very close to his rear we are moving at what feels like Gp speed, and the turns are coming fast. I pull aside and to the left and pull even, the next turn is to the left so I have the inside. My racer mentality is now kicked in and I can see the next turn is a decreasing radius double apex right-hander, slightly down hill. I'm thinking I can sucker him in deep on the first part of the corner and drop under and pass on the exit. His recover time will be enough to open up enough of a lead that it will be a while before he can catch me again. Not thinking I can run away, unless he makes a real blunder.

There are two emotions that take over when being suckered and passed, the first is frustration followed closely by anger and the deep desire to catch up again, the other is frustration and depression and the feeling that you're out classed and have no chance to catch up. This is generally followed by the thought that you need to run your own race and not be suckered, you have to finish to place, and all the other "also ran" generalizations. This second emotion is what we all hope for, when we pull off a great pass. But not so with Mateo, he takes the bait of the deep run but recovers well and gives chase. Although I have a full bike and half lead he continues to push and so in turn so do I.

The issues with leading is that although the plan is to run away and not worry about what's behind you, you still have to keep some part of your mind on the guys who's trying to catch you. In doing so I early apex a turn I should have late apex'd and the oncoming traffic is causing some grief. Throttling down and leaning in I give up some of my advantage and he's on my tail again drafting. The chase continues and we are determined not to allow the other to get away. Swapping the leads and drafting and riding handlebar to handlebar we continue to dice.

The intense nature of this encounter is only over shadowed by the feeling of pure joy and overwhelming fun that it's bringing both of us. While not "Motogiro" for sure, the ride with Mateo was fantastic and although it was only for about five miles it was "hella fun" and one of the highlights of ride.

The lunch stop is in a park, with a public pool. It's hot and many are ready for a cool dip. This day's ride was one of the longest of the tour and with the fewest gas stops. My wife and my big blue van are in the lot for those who need gas. I have a 25-gallon side tank equipped with an electric fuel pump for dispensing fuel. The hose is not all that long but we use 1 gal cans to distribute the gas. Keeping the max to a gallon and encouraging those to take only enough to make the gas station 35 miles away. We try to service as many who need it as possible.

2008 Calendar-(all Clubs) cont'd

- | | | |
|--------|-------|---|
| Oct 04 | (Sat) | Vintage Cycle Show & Swap Meet, El Camino College
Torrance |
| Oct 05 | (Sun) | NCNOC Ride & AGM Meet at Alice's 10 AM |
| Oct 09 | (Thu) | <u>CALIFORNIA BSA RALLY</u>
thru Steve Ortiz, 951-245-5287 |
| Oct 12 | (Sun) | Don Danmeier, 415-898-0330 |
| Oct 19 | (Sun) | NCNOC Delta Ride start TBD |
| Oct 25 | (Sat) | <u>BSAOCNC/BSAOCSC SOUTHERN SIERRA RIDE</u> |
| Oct 26 | (Sun) | Frank Forster, |
| Oct 26 | (Sun) | AMCA 49-Mile Ride, San Francisco
Pete Young, |
| Nov 01 | (Sat) | <u>BSAOC NORTHERN CALIFORNIA ALL-BRITISH</u>
<u>RIDE</u>
Novato |
| Nov 13 | (Thu) | NCNOC meeting Harry's HofBrau San Jose |
| Nov 14 | (Fri) | Cycle World's International Motorcycle Show, |
| Nov 15 | (Sat) | San Mateo |
| Nov 16 | (Sun) | |
| Nov 22 | (Sat) | <u>BSAOCNC DUAL-SPORT RIDE</u> |
| Nov 23 | (Sun) | |
| Nov 30 | (Sun) | NCNOC Turkey Ride meet at Alice's 11 AM |
| Dec 07 | (Sun) | Ariel OC Christmas party |
| Dec 07 | (Sun) | NCNOC Christmas party |
| Dec 14 | (Sun) | NC Vincent OC AGM and year-end Gala |
| Dec 28 | (Sun) | NCNOC Boxing Day ride meet at Alice's 11 AM |

Why I should be kicked out of the Norton Clubs

Interesting title for someone to come out and say I should not be a member. So here are my reasons...

My problem is space and that might yours too. With four motorcycles (actually five, I also have my brother-in-laws Yamaha R1) two cars, wood working equipment, and all of my car/motorcycle tools, room is at a premium. So in April 2007 I moved the Norton to storage. I have a Tuff Shed in my backyard, nice size, 10x20. The Norton had it only little space and was quite happy. Then the trouble started, within the last two years, my daughter, son-in-law, and grandson moved in with us while they saved money and then bought a house. Then in short order, my brother-in-law got a job here in Phoenix and moved in with us until he found a house (still waiting on him leaving). So after about 18 months of visitors, the Tuff Shed started to fill up with, as the late George Carlin would say, "stuff".

Well it got to a point that I had to remove about half of the "stuff" to get the Norton out. Which of course means that my other motorcycles seem to get more riding time. Shame on me.

Then it happened, boxes start to be stacked on the Norton! One at first, then more and more. Nothing large, just little things on the seat. Then boxes and other items started to surround the bike to the point you'd be hard press to see that one was even in there. Of course with all of the family happening, work, and general housekeeping, the Norton got ignored, shame on me again.

Then the ultimate insult to Mr. Norton. I was tuning my BMW; the spark plugs I ordered did not have the caps screwed on the top. Well we were about ready to leave on a trip; I was pressed for time and started searching my junk boxes for old spark plugs to get the caps off. None was to be found. So, you guessed it, the Champion plugs on the Norton has the caps! So I went out to the Tuff Shed, we call it the Norton House, removed the caps from the plugs off the Norton.

Then it struck me, oh my god I am taking parts off of my precious Norton in order for my BMW to run! I stood back and thought, well if Suzi or Alan were here I'd be drummed out of NCNOC and INOA! Here is my beautiful treasure, covered in boxes and other people's junk and I am starting to part it out. Shame on me.

I bought the Norton new plugs, removed all of the boxes, cleaned up the Norton House. So to help mend the hurt I rode her around for about a ½ hour. So as they say confession is good for the soul. So I am asking for your forgiveness, I have no excuses.

Humbly submitted
Jeffrey Potter

The Motogiro again starts at 9am under the inflatable arch and with an agility test (I'm much better after a coffee). Now on the third day we head out of Paso Robles north, and then turn east to the San Andreas Fault here you can stand on the rift between Oceanic and Continental plates The town of Parkfield is the earthquake capitol of the world. We are riding out to another famous place today also, Shandon, home to the James Dean (the actor) Memorial.

The road is a combination of long straights on open range and twisty canyon roads. Live-stock is encountered on some of the roads and caution is advised, nothing worse than a scared cow running at your 125cc MotoBi. My bike feels strong and I get some good runs at some of the hills, finding bigger bikes blocking my path I have to maneuver, sometimes rather aggressively to keep momentum.

On this one occasion I had a strong run at the pending hill and I can see 5 bikes all riding together, about a bike and half spacing heading up the hill. My MotoBi is flying (relatively speaking), and I hit the hill with a full throttle blast of neck snapping power... As I catch the first bike it's a BSA and pass him I have good speed, passing the second a Sei Bennelli and then a Yamaha 250 heading for the two 450 Ducati. Passing them also going up hill I can't help but think that these guys must be really into the "average speed" of this rally or have no clue this is a 125cc bike.

In my mind (I'm more into the ride than the timing of the route) if I was on a bigger bike no way would I let a 125cc pass me going up hill, or at least if I was passed I'd get the spot back as soon as possible (racer mentality I guess).

But these guys actually moved over, not that they had to I was all the way left and on this unlined, 1.5 lane width road there was more than enough room to pass. The crest was in sight and as I reached it the two 450 Ducati caught me and passed going down hill. I gave chance and was on their tail as the road did it's twisting, bobbing and turning, till the flat when the two 450's walked my 125cc, hey, it was fun while it lasted and when riding a 125cc you have to grab for all the fun you can. There is a lot of time to think about things other than passing and riding on these long straights.

The other stand out from the days ride was on another up hill section. The road is roller coaster style with the turns coming on ascending and descending gyrations. While riding along alone I came upon Mateo, one of our riding medical staff (denoted by his number plate sporting a big red cross). As I passed him he gives chase, I thought, Hmmm he wants to play, how cool.

Our bikes were evenly matched; I notice he had a nasty front wheel hop at the higher speeds (40+). That hop did not seem to bother him as he was attempting to draft me as I passed, of course I could not let that happen so maneuvering left and then right in smooth transitions, he was following. Seconds later he's pulled aside me and we are handle bar to handle bar through the corners, I can see his wrist is at full throttle twist and he's laying on his tank, I drop to a more aerodynamic position and the race is on.

President's Page

The rumors aren't true, we are still having the Dardanelles Campout August 8 thru 10th and we have at least 2 campsites! This is one of our club's main overnight campouts for the year so please plan to attend. We will have a ride over Sonora Pass. Also, we were a little short of people at the last Adopt-a-Highway cleanup so everyone's help would be greatly appreciated at Alice's Restaurant on Sunday August 31st.

I put a new "stator" in the Commando and rode it to the "MotoConcorso" on July 12th. So far so good. As usual, Lorin and Kathryn did a fantastic job setting up the "MotoConcorso" show and entrants got a cool bag of "Swag" including shirts, hats, key chains and other not so useful stuff. A good time was had by all. Frank Recoder took home the best 850 Norton award in this mostly Italian bike show, Good job Frank.

When I see an email from Dan Bockmier, its always a pleasure to open his links to the beautiful motorcycle pictures he takes at various bike shows including "Legends of the Motorcycle", "Moto Melee 2008", "Moto Concorso 2008" and the "Motogiro America 2008 show". One of the more famous riders in the "Motogiro America 2008", Frank Scurria crashed and has sustained serious injury. Contact Dan and he can send you a DVD of his videos with all proceeds going to help Frank Scurria's recovery.

As we have all gotten older, Norton Club members average age being around 60+, we are hearing about our medical problems on a weekly basis. Unfortunately, getting sick and dying is inevitable but as Motorcycle riders we can prolong our lives by slowing down and taking in the scenery. So, be careful on your motorcycle, scooter, bicycle (these things are really dangerous) or whatever you drive and get regular checkups.

M/Concorso/Giro Cont'd

We ended the day in Paso Robles and we'd be there for three nights, dividing the group between three different hotels, the group meetings, breakfasts and dinners were at the old Powerhouse motorcycle dealership parking lot, a huge tent was erected and the caterers set up shop.

Each day was like a jewel, the roads were extraordinary, the weather was prefect for riding and the camaraderie was fantastic. The Paso Robles area is up and coming with many new wineries rivaling the aging Napa Valley. The vast variety of scenic drives and diversity of landscape make it interesting and fun as well as challenging for the riders.

I love the fact that the evenings were spent working on bikes, and helping others make repairs, no one wanted anyone to miss a day. Loaning tools and expertise, getting greasy and having a glass of wine. Jokes and tales, riding stories and just plan BS, camaraderie is one of the best parts of these types of rides; you meet people who share your passion for the bikes and the ride and instant friendships, some lasting, are formed. The work and fun goes late into the night and some are long in bed while other are greeting the sunlight with a toast to another days joy.

Meeting Minutes:

7/10/08 Harry's Haufbrau, San Jose 12 members present, 2 Nortons ridden

President pro tem, Harry Bunting opened the meeting with a report on the upcoming Moto Concorso that was held in Monterey on Saturday 12 July.

A question was put forward as to who would be going to the INOA Rally in Pennsylvania. Only Alan Goldwater and Ron Bastiaan answered in the affirmative.

A talk was held about the North Coast Ride to be held on August 2. Note was made that this is a SATURDAY. Meet at Terry and Donna's house, 2523 Gough St. in San Francisco at 10:00am. The ride will leave at 11:30 sharp.

Talk was had about the annual Dardanelles get together. No one was able to rent a cabin for the 8-9-10 August dates but a couple of tent sites and RV sites have been reserved. So if you plan to go it will be rough camping.

The details of the October Delta Ride are still being worked out, keep an eye out for them in the September issue or on the website.

A welcome was given to a new member, Bart Weaver, who showed up on a nice purple metalflake 1970 Roadster. Welcome aboard, Bart.

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The next meeting will be at the Swinging Door (old Prince of Wales) in San Mateo on Aug 7. The August meeting place as stated in the July issue of the Notice as being in San Jose again was in error.

Respectfully submitted,

Mike Sullivan, Secretary

Lorin Guy's MotoConcorso and Giro di California

I'm home again after 12 days on the Monterey Ca. coast, and what, you ask, could be better than spending all that time with my wife on the beautiful coast of Monterey? Spending all that time on the beautiful coast with my wife doing motorcycle stuff.

The Meet at Monterey, the Moto Concorso Motorcycle Show and Social, The Motogiro America and MotoGP were all were happening July 10-20 and the cause of my joy and anxiety over the last week plus, now that they're over, I can say they were all a roaring success.

Before getting into to much detail about the actual events, I want to thank my fellow planning committee members for their commitment to the projects, Jim Hunter, Harley Welch, Patrick Hayes, Hans Mellberg, Margot Millabas, Bob Coy, Mike Nemlich, Vicki Smith, Larry Williams, David Gross, Burt Richmond, Diana Fitzgerald, Steve Fields, Gill Campbell, and Ron Christianson. The volunteers and all involved who put out 100% during the event. For the first go around this was amazing.

Those of you who have put on events know the amount of time, effort and expense an event like this can eat up. Thousands of hours are poured into it to insure that every possible scenario is covered. The committee was flying all over the country to make meetings, sending hundreds of e mails and making thousands of minutes of cellular calls.

My hats goes off to the team for pulling this event off in such great style. It's not to say there that everything went smoothly, but my favorite saying from the great film "The Wizard of Oz", that you are to "pay no attention to the man behind the curtain". Sure the drapes were pull aside from time to time but this is a huge undertaking and the results were beyond expectations.

I can't begin to tell you how the smiles on participant's faces made the committee members feel, to be thanked over and over again for what was truly a fantastic event. It made all the hard work and frustrations of planning evaporate. For some riders it was a huge sell job, convincing them to come and participate and I'm sure now in the after glow they would never admit to being nay sayers, but for others it was a total "Oh hell yes!" to joining the ride, The amazing part is that just the name alone should have been a call to mount your bikes, I mean the famous Motogiro. But even some of the tough sells had nothing but praise for the event; I had one tell me " Thank you for talking me into this" wow that's cool.

The idea of THE MEET at Monterey is similar to the Daytona Bike Week, THE MEET is to establish a weeks worth of quality motorcycle events leading up to the Moto GP at Mazda Raceway Laguna Seca. This year the first jewel in this crown of events was the Moto Concorso and the Vintage Motorcycle Auction both were fantastically entertaining events and well received. Held at the Custom House Plaza and the Monterey Conference Center in downtown Monterey the events were concurrent and the crowd was able to walk between the two events, just 50 yards apart, all day.

For me some of the highlights of the Moto Concorso were being able to see all the cool bikes and meet some very interesting people. Seeing the whole plaza full of people, families, and tourists, friends and riders. The show featured Italian racing motorcycles and the bikes of the Motogiro, local clubs and just nice riders. There was a special 8-bike Harley Davidson pure racers display that was just too cool for words. To see the quality of motorcycles and the number of rare and exotic makes, and to know that all of these bikes are all ridden by the owners made it just that much more spectacular. So many shows are full of trailer queens and museum pieces, and bikes no regular rider could ever own; this was all about collectable, clean, rare, riders. Knowing that some of the owners were about to thrash these little bikes on a 900-mile, 5-day ride was astounding and wow; does it get cooler than that?

The Moto Concorso had its celebrities too, The 3 Time World Champion Wayne Rainey showed to sign autographs with the Legend Joe Leonard, Ducati legend Frank Scurria, Cook Nielson and Phil Schilling spent some time in the autograph booth and Motogiro legend Maggio stopped by to sign posters. The Ducati "Duc truck" display was great and there was a charity donation raffle for a motor scooter, raising \$15,000.00 for a local charity, an Italian history in Monterey display as well as artist and more.

The Motorcycle auction was held in the Monterey Conference Center and was put on the by the famous Mid-America Auction team. These are the same people who put on The world famous Las Vegas Motorcycle Auction. The field of bikes was amazingly vast, from some exotic one-off collectors to run of the mill cool bikes and riders. Ron Christensen, the owner, is a true enthusiast and likes to keep the auction accessible to both the collector/museum types and the regular riders. This is part of what makes Mid-America so unique. The Exotic that sold was a Cyclone racer, these are very rare and seldom come up for sale, the \$500,000+ price tag was a record I believe.

The start of the Motogiro America was at Cannery Row in Monterey, legendary for reasons other than motorcycles, it was a very picturesque spot for the launch; the bikes rode through, the now very recognizable inflatable arch with all the logos, two-at-a-time on the minute.

The course the first day was through the town of Monterey to the famous Laguna Seca racecourse, and a lap around the world-class circuit followed by an agility test (a timed, slow ride slalom) and then off onto the road for the day. About 125 miles the first day just for starters and back to Monterey and the Hyatt Regency Hotel for a wonderful dinner. Along the route there are checkpoints and at lunch a checkpoint and another agility test. This was the road plan for the whole event with the route and mileage being the only changes.

The second days routes takes the group first along the coast and then through Fort Hunter Leggitt, the largest US Army Reserve Command post with over 165,000 acres. The coastal air is brisk in the morning and some are stopping to put on more clothing, the route inland gives way to the heat, 100+ degrees and the vastness of a military base to the Mission San Antonio de Padua. The mission's volunteer women's group made us lunch and it was fantastic. The heat of the day was wearing on many riders and the agility test after lunch saw some waver.