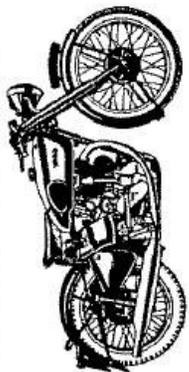
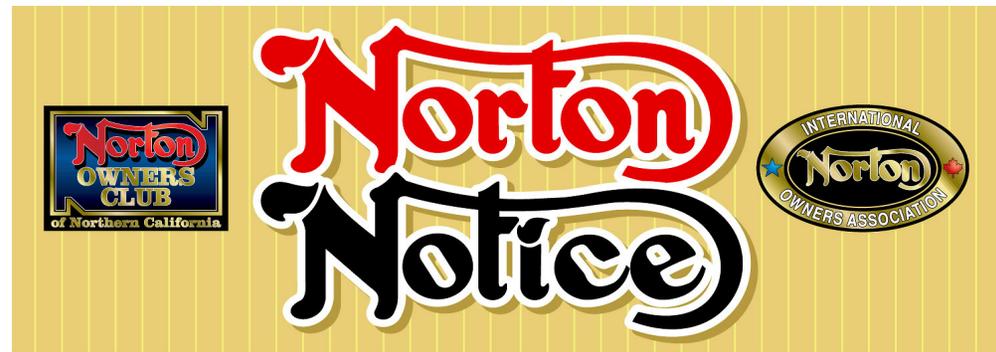




The Newsletter of the Northern California Norton Owner's Club



2329 Cimarron Dr. Santa Clara Ca. 95051-1306



The Newsletter of the Northern California Norton Owner's Club

No. 354/355

December 2008/ January 2009



On the Coast, by Donna Morrison, NCNOC Turkey Ride Nov. 30th 2008



NORTON NOTICE

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 articles, technical tips, photograph (original or otherwise) so that other Norton enthusiasts may 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 to Loringuy@yahoo.com.

MEMBERSHIP

The Northern California Norton Owners Club is open to all Norton motorcycle enthusiasts. Membership and renewals can be paid for , to the Club via our web site and is available for \$25 per year. Membership offers a wide range of benefits including the mailed Norton Notice, and website, yahoo group, Social activities, Tech sessions and Monthly rides.

Advertising

Ads are \$100.00 per 1/4 page for the year. Contact the Editor for information and pricing on lager ads.

AFFILIATIONS

The NCNOC is affiliated with both the Norton Owner's Club of England (NOC) and the InternationalNortonOwners Association (INOA)

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ACKNOWLEDGEMENT The NCNOC gratefully acknowledges the work of Fred Fortune (Fortune2.com) for the designs used in this journal and on the club web site. Website program is thanks to Ian Reddy.

See us at www.nortonclub.com and join our Yahoo group for information and club activities at NorCalNOC@yahoogroups.com

Membership Application to the Northern California Norton Owner's Club

Membership cost is \$25.00 per year and includes a subscription to the Norton Notice, a publication which provides an enormous wealth of information to Norton owners and re-caps 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 \$25 payable to **Northern California Norton Owners Club**. Send all applications & inquiries to Elizabeth Recoder



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

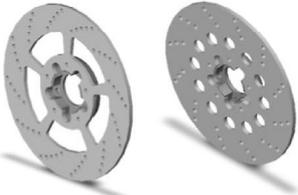


Brake caliper (exchange): rebuilt using SST pistons, plug, bleeder & Andover Norton seals. **Assembly: MCB part NORTNCAL MSRP: \$230.00 each**
Separate part price: **Pistons: MCB part NORPISTN MSRP: \$26.00 each**
Plug: MCB part NCALPLUG MSRP: \$32.00 each
Bleeder: MCB part NORBLEED MSRP: \$11.00 each
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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2009 Diary– events and happenings

Dec 28 (Sun) The Just-For-Fun FREEZE RIDE (no points) Meet at Alice's and ride to the coast. Ride Leader Tom Dable

Last event of the NCNOC year 2008.

Jan 8,(thurs) 2009 NCNOC meeting, Harry's Hofbrau in San Jose, 8pm

Jan 8-10 2009 Las Vegas Motorcycle Auction, Las Vegas Nv. See Mid-America Auctions web site for details.

Jan 11,(Sun) POLAR BEAR RIDE (points just for showing up at Alice's) Ride to Cameron's at Half Moon Bay. Ride Leader Keith Karn

Feb 12, (Thurs) NCNOC meeting , Harry's Hofbrau in Foster City

Feb 15, (Sun) Meet in Niles and ride to Calivaras then lunch at C.B, Hannigan's in Los Gatos. Ride Leader Tom Dable.

Mar 12, (Thurs) NCNOC meeting, The Liberties, San Francisco, Ca 8pm

Mar 15, (Sun) TRES PINOS RIDE Meet At Baker's Square in Los Gatos and ride south to Almaden. Ride Leader Alan Goldwater

Mar 28, (Sat) Clubman's Show, Santa Clara County Fairgrounds,

Mar 29, (Sun) Clubman's Morning After Ride, 10am at Baker's Square Restaurant in Los Gatos. Contact Don Danmeier (415) 898-0330

Apr 9, (Thurs) NCNOC meeting Harry's Hofbrau in San Jose

Apr 19, (Sun) (Third Sunday of month due to Easter on the 12th) PENNINSULA RIDE. Meet at Alice's and ride via Boulder Creek/Skyline 35 to Gazos Grill for lunch. Ride Leader Alan Goldwater

For more information on NCNOC events see the club web site at www.nortonclub.com rides and events section.

*Note: **NCNOC events will be in bold**, other events and non-NCNOC will be in regular type.*

November 29, 2009 TURKEY RIDE Meet at Alice's. Details to be Announced

December 27, 2009 FREEZE RIDE Details to be Announced

Ken Arman was asked and agreed to host another "Bring Out Your Almost Dead Day" to repair and consult on tech Norton problems. Was agreed to include a barbeque lunch on site and set the date for April 18, 2009.

Lorin Guy updated the "Adopt-A-Highway" suspension while new neon-green vests are back ordered by Caltrans. They will probably be available in a month or two. .Lorin will then coordinate highway clean up dates with ride schedule.

There being no further business save for the party at hand, the Executive Board meeting adjourned at 12.55pm.

There followed a remarkable feast of roast turkey and all the fixings, ham, and two choices of enchiladas from Kathryn and Lorin's kitchen plus ALL the appetizers, side dishes and desserts brought by the members. The followings awards were then presented by Harry Bunting:

2008 NCNOC NORTON CUP for most ride and meeting attendance points Presented to Keith Karn

2008 MEMBER OF THE YEAR for taking on responsibilities of membership/Treasurer/editor all at once – Ray Pallett

APPRECIATION AWARD – to Lorin & Kathryn Guy for the years of Dedication, Enthusiasm and Faithful service to the club, and an excellent party.

2008 BEST RIDE To Terry & Donna Morrison for the North Coast Ride to Marshall and the Ft. Cronkite Nike Missile Site.

GREENEST MOTORCYCLE AT CLUB MEETINGS Mike Sullivan for attending NC meetings on Moped.

BEST NORTON CRASH Alan Goldwater and for getting a modern bike with ABS.

There followed an auction of bike parts and tools and accessories provided by the members and Raber's Parts Mart that earned the club \$500. Included was a handsome quilt made by professional seamstress/member Liz Sain that brought a \$91 bid, The usual rowdy gift exchange brought the party to a happy close. Submitted by Donna Morrison, Secretary Elect

NCNOC DECEMBER MEETING & Holiday Party December 7, 2008

Meeting of Executive Board called to order 11:55am by Vice President/President Elect Harry Bunting at Lorin and Kathryn's Santa Clara home in Santa Clara Ca.

Harry lead discussion of whether the board wants a December edition of the "Norton Notice, or would approve saving the \$300 cost. It is agreed the next issue will be January 2009 and every other month after as agreed at the Annual General Meeting.

Treasurer and Editor Ray Pallet turns over a whole box full of materials to Treasurer Elect Elizabeth Recoder and Editor Elect Lorin Guy. He says membership as standing at 125, and that he recommends retaining "Fast Printing" in Oakland for the Norton Notice.

Ride Coordinator Keith Karn leads discussion of the 2009 Ride Schedule. The following is agreed upon: *Note: December28-Apr 19th see Diary page 4.*

May 17, 2009 (Third Sunday of month due to Mother's Day on the 10th)
MOUNT HAMILTON RIDE. Meet at Tom Dable's house and ride to top of Mt. Hamilton then to Junction where ride can split into smaller groups. Ride Leader Tom Dable

June 14, 2009 NORTH COAST/ONE PEAK RIDE Meet at Terry Morrison's home in San Francisco for light breakfast, then ride to top of Mr. Tamalpias and on to lunch at Pelican Inn in Muir Beach. Ride Leader Terry Morrison

2009 CAMBRIA RIDE With Southern California Club. More details later.
Ride Leader Harry Bunting

July 12, 2009 Meet at Baker's Square in Los Gatos and ride to San Juan Bautista for lunch, then on to Freemont Peak. Ride Leader Harry Bunting.

August 7 thru 9, 2009 DARDENELLES RIDE Ride from NCNOC Campsite to destination TBA

September 13, 2009 NAPA RIDE (MIDDLETOWN) Starts at Cordellia Junction and meet Sacramento members at Moscovite Corner (note: there is no gas available at Moscovite Corner). Ride Leader ?

October 4 ANNUAL GENERAL MEETING . Meet at Alice's and ride to barbeque lunch at Huckleberry Flat in San Mateo County Memorial Park

October 11, 2009 DELTA RIDE Details to be Announced

December/January - Presidents Message

The morning following the Holiday Party, I drove down to Palm Springs to see my 86 year old mother for a few days.

She has never been into motorcycles even though my dad had multiple Indians and Harleys but she rode on the back a few times.

He gave up motorcycling after his ole Indian slipped out from under him with his brother on the back on a gravel road in Liberal, Kansas and it ruined both of their brand new suits as the two of them were going to church. You can probably envision what happened next, it was the end of my dad's motorcycle riding career and he never got back into it.

Mother took a look at our Nov 2008 NN and was very impressed with the quality of our newsletter and thinks we are a bunch of young "whippersnappers", and hopes we all ride safe. I think she's looking for a date!

At the Holiday Party meeting we completed the Norton Club calendar of events for 2009. We have an all-new Norton Club Board of Directors for 2009; with Dave Crader as VP, Elizabeth Recoder as Treasurer, Donna Morrison is Secretary, Rides Coordinator is Keith Karn, and Norton Notice editor is Lorin Guy. We are cutting back to 6 Norton Notices a year and raised the Norton Club dues to \$25 a year. This is a big change for the Club but I think we are now well structured to continue for a long time into future.

Thanks for making this the best Norton Motorcycle Club in the Western States and for all your support in 2008. I'm looking forward to keeping the momentum alive in 2009.

Now, I've got to find out where my %\$&*\$ Norton oil leaks are coming from.
Harry Bunting - President Norton Owners Club.

Editors Notes:

It's funny sometimes how things are different and still so much the same. That's kind of how I feel about the NCNOC. We are embarking upon a changing club. But some basic ideals are still the same. We are members because we all enjoy motorcycling; we are members because we own Norton and we are members because we seek the solace of knowing others suffer with British bikes too, and we can share those feelings and that information, it's called camaraderie.

The change we are facing is minor, really, the Norton Notice newsletter is the biggest expense the club has and to be able, in these times, to produce a quality publication we need to raise the club dues and cut back on the size and frequency of the newsletter.

As Editor, again, I look forward to working on what is the binding glue of club life. This and the web site are the only things that touch every member, every month. The newsletter is the only one that is actually placed in your hand, or at least your mailbox. In the Newsletter we can excite, entice and inform all members with our stories, comments and articles. It's a powerful tool and I do not take the responsibility lightly, I understand that producing a quality product is important to the morale and continued success of the club.

As with anything this important, the responsibility needs to be shared, I want to share it with all of you. I'll do the hard parts, like gathering it all together, put it all in order, sending to the printer. The hand folding and addressing it and mail it. You help with the stories, pictures and articles, pretty fair deal uh?

So I'm asking for your help. Send your articles, pictures and stories to me and we can use them to fill this news letter with what we like to read. I've heard about every excuse for not writing, but really they do not hold water. We are all working on our bikes, so write about it, we all go on rides, so write about it, we all are doing motorcycle stuff, so write about it and send it to me. Send to loringuy@yahoo.com.

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Great camping spot close to all the accommodations

the pits taking pictures and talking to people. There are a lot of Sportsters and a few Big-twins setup to run, along with a

partially streamlined Flathead named Ancient Lady that I staged with 2 years ago. The most bizarre bike is powered by a John Deere diesel motor and looks like it was built for a rat bike competition. There are a lot of Vincent racers out, along with Nortons, BSAs and Triumphs both old and new. In one pit I say hello to Marty, who some may know as one of the racers that helped Burt Monroe out. It's uncommonly cool for Bonneville, but I am still getting sunburned so I head back to the Motel early to hide from the sun and repack my gear for the trip home.

Thursday morning I head out shortly after dawn. 30 miles down later I stop by the side of the road to dig my chaps and a long sleeve shirt out of my tbag. 80 miles later I stop in a McDs to hold a cup of hot water until I can feel all my fingers again. It warms up a little while I am waiting, and when I leave it's just cool. By Reno it's smoking hot, and I strip the last my cold weather gear off. A couple of gas stops later its 6PM and I'm home again, 58 hours after I left. It was a great trip for me, but not for everyone. After I get home I find out there was a death on the salt not long after I went back to the Motel. There is another 180mph crash over the weekend, and while Timbo is hurt he should be OK in time. I also heard a San Jose man was killed on his way to the event. While racing on the salt is one of the safest motor sports, this was a cold reminder that it's still dangerous....On the salt and going to and from.

A Quick Run to the Salt By SportsterDiana

With the bike already serviced and packed the day before, Tuesday consists of nothing more complicated than starting the bike and heading east...And eleven hours and a few gas stops later, checking into the Motel 6 in Wendover, UT. Riding onto the Bonneville Salt Flats Wednesday is like riding into another world. After nearly 700 miles on interstates, the sea of white seems almost endless with nothing but 'floating' mountains visible on the horizon. The sun reflecting off the salt makes even pre-dawn seem bright. Parking by the registration booth, I find no line and in five minutes I'm back on the bike looking for a place to make my pit, such as it will be. A small blue tarp with and even smaller tent on the back half take only a few minutes to setup. I've brought just what I need to pull the mirrors, open the headlight so I can unplug & tape it up, change the plugs, and pop the turn signal lenses and bulbs. Ten minutes after spreading the tarp, the bike is ready and I'm off to tech inspection. There are a few true race bikes in tech already, but nobody seems to be doing anything with them. A tech comes over and gets my paperwork, then checks out my bike and gear. My 'gear' consisted of my summer jacket, chaps, the boots and helmet I wore out here, and a set of racing gloves I used for track days. He doesn't give my \$75 Just Leathers parking lot sale chaps a second look, but spends a few minutes looking at my Shoie RF900 helmet before deciding its OK, even though it still has the tech sticker from 2006 on it. Less than 10 minutes after I left my pit, I'm back. I ducttape the legs of my chaps, zip tie my kickstand up and head for pre-stage.

I'm at pre-stage just long enough to give them my info, and then they send me up to staging. The streamliners run on the 11 mile long course, Run What'cha Brung runs on the 5 short course, but stock bikes don't need that long to hit speed so we stage at the 1 mile mark and pull off at the 4 mile mark. There are 11 bikes, and I'm 10th. 9th is to my left, a blown Sportster that I spend most of the time I'm waiting looking at. Just before it's his turn the rider walks over to start the bike. Before he does he smiles over at me and states "Just another Sportster Ma'am". I can't help but laugh as it bursts to life. After he goes the starter waves me out to the line where I will wait until the course is clear. A minute or two later the starter waves the green flag. I take off smoothly so I won't spin the tire and damage the course. Running each gear up to redline, the resistance from the salt feels like I'm riding the brake. Blowing through the measured mile I stare at the speedo and try to tuck down even more. The bike is losing speed now that I've shifted into 5th. I consider shifting down again, but it's only dropped from 104 to 102 and I do need to ride this bike back home. I pull off the course and head back to my pit. It's not even 8AM yet and I've made my run! I spend the next few hours wondering

Norton to return to the TT in 2009

27.11.2008 - Richard Radcliffe/
IOMTT.com official website of the IOM TT

Norton Motorcycles confirm return to Isle of Man TT 2009!

The news the world-famous motorcycle manufacturer would compete on the Mountain Course for the first time in 16 years was announced at the International Motorcycle and Scooter Show in Birmingham.

Norton Motorcycles will make its long awaited return to the legendary Isle of Man TT Races in May 2009. In an historic deal, the brand was recently brought back to the UK after 15 years stateside by bike enthusiast and owner

Stuart Garner, he said, "This is the first time since 1993 that an official Norton team has raced at the TT. We have a fantastic racing pedigree with the brand established over 100 years ago and our aim is to emulate the success Norton race bikes achieved particularly in the 1930s, 1940s and 1950s. The 588cc Norton race bike has been developed over the last year by Brian Crighton and the Spondon engineering team and we are confident that 2009 will prove to be a significant milestone in the history of this famous UK motorcycle brand."

Hon Martyn Quayle MHK, Minister for Tourism and Leisure, Isle of Man Government said: "Having Norton back in the TT is sensational news. It will truly be an historic occasion within the competitions history. They were a fabulous crowd pleaser and we have every confidence this will be the first of many successful races for the Norton team."

Norton's last TT victory came in 1992 when the late Steve Hislop beat Carl Fogarty by just 4.4s in the epic 1992 Senior; a race regarded by many as the best in the history of the TT. The company's first win was in the first year of the TT, 1907, when H. Rembrandt Fowler won the twin cylinders race.

Norton Motorcycles UK manufacturing plant is at Donington Park. The company plans to hand-build 200 race bikes and a road-legal version of the NRV 588 in 2009, both which will go on sale in the spring.

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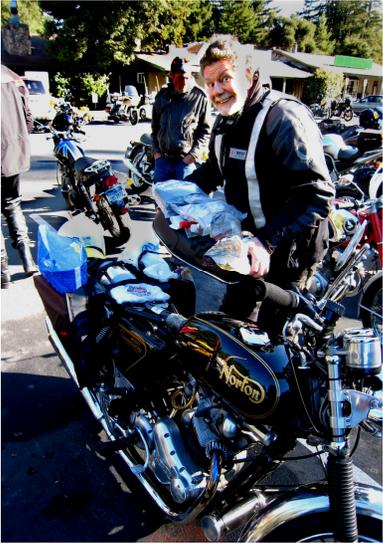
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Turkey Ride: November 30th by Donna Morrison

The Turkey Ride started at Alice's Highways 35 and 84, with the not unusual mechanical mishap with Terry's Commando, and the remarkably generous help from members, most especially Keith Karn and his amazing traveling tool shop! Since many members have been the benefactors of his arsenal of tools, I tried to make a picture or two of what-all he manages to pack onto that Commando of his. Harry led the group of about 16 or so down La Honda Road to Hwy 1. The surf was spectacularly high that Sunday and the air was full of sea spray, making for some interesting images. Roads were somewhat dry but slippery and all used caution. The afternoon air was fresh as we all straggled into Gazos Grill, the wait staff greeted us with fast service, hot coffee and good food.



(top) 2009 Rides coordinator Keith Karn and his traveling tool kit Norton. Having most of the tools you'll ever need within his stash of goodies, Keith's been a savior for many club riders over the years.



(right top) Terry Morrison and Alan Goldwater look at the issues with Terry's Commando.

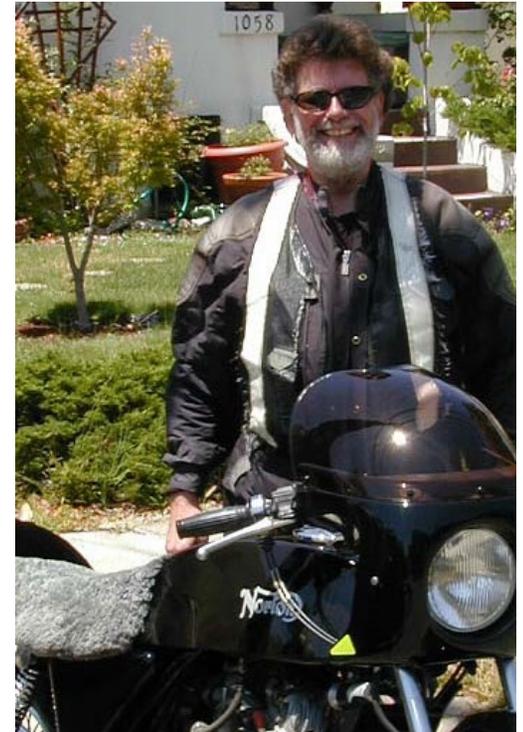


(right) Keith Karn's tools, parts and stuff stash.

NOTE: Cover photo and Turkey ride photos Donna Morrison.

A word from our Rides Coordinator for 2009:

Ride, Ride and Ride some more! Well, I finally stood still too long and was forced to accept some form of responsibility and am now the NCNOC 2009 Rides Coordinator. My name is Keith Karn and if you've not suffered through my loud diatribes before, be warned! To me THE most important thing about being in the Norton Club is the RIDE, hopefully on a Norton. My goal for 2009 is to see LOTS of new or missing faces on club rides. If your Norton isn't running, I and a lot of other club members can help you get it on the road. If it's so broken it needs professional help I can assist with my pickup truck and ramp to get it to a mechanic. If you can't handle kick starting anymore and want to ride a modern bike, I get it. My Electric Start has been outfitted with a more modern starter and it has saved me. I want to see Nortons, in front and behind me BUT as we've all stated, THAT you ride is far more important than WHAT you ride. So let's all do what we can to encourage all our members to show up and ride. Being Coordinator doesn't mean I lead all the rides, in fact we encourage potential Ride Leaders to step forward. New rides are always welcome. Anything that draws more of our members is a good thing. As a Ride Leader you must take responsibility for the signup sheet. As Lorin has pointed out this is not only how we tally ride points, but is our release form for insurance purposes. ALL people on the ride need to sign the sheet. Blank copies are on the NCNOC website under Rides and Event bottom after the calendar. If you're going to lead a ride please run one off and bring it along. Completed signup sheets should be given to me or emailed to me, unclehomes@yahoo.com. I plan to post points standing on a regular basis, as I believe competition is a good thing and sharpens the experience. So once again get your riding face on, gas it up and show up for MORE rides in 2009. Feel free to ask me any questions on the rides or via email. Thanks for your indulgence, Keith



Keith Karn and his Norton Dunstall Commando w/comfort seat option