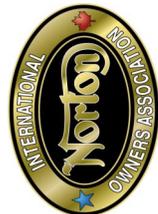




The Newsletter of the Northern California Norton Owner's Club

36 Oakmore Dr. , San Jose' Ca. 95127



The Newsletter of the Northern California Norton Owner's Club

No. 381

February 2013- March 2013





NORTON NOTICE

Published by the Northern California Norton Owner's 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, photographs (original or otherwise). The Norton Notice prefers contributions submitted electronically. Send to

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MEMBERSHIP

The Northern California Norton Owners Club is open to all British motorcycle enthusiasts. Membership and renewals can be paid for via our web site and is available for \$25 per year. Membership offers a wide range of benefits including the mailed Norton Notice, 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) <http://nortonownersclub.org/> and the International Norton Owner's Association (INOA) <http://inoanorton.com/>

Honorary Members ,Brian Slark, Dick Slusher, Jodi Nickolas

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- Ken Armann
- 851 B McGlincey Ln. Campbell , CA 95008, 408.626.0061
- KenArmann@Gmail.com

Vice President:

- Alan Goldwater
- vice-president@nortonclub.com

Secretary :

- Mike Sullivan
- mikemill20@comcast.net

Treasurer/Membership :

- Ron Bastiaans
- treasurer@nortonclub.com

Norton Notice Editor:

- Lorin&Kathryn Guy 408.242.1976
- loringuy@yahoo.com

Members in Service:

WebMaster :

- Ian Reddy 408.218.1087
- ian_reddy@sbcglobal.net

Regalia Manager :

Harry Bunting
quartermaster@nortonclub.com

Rides Coordinators:

- Liz Sain-Dabel 408.272.0369
- lizsain@yahoo.com
- Tom Dabel
- Rides-coordinator@nortonclub.com

ACKNOWLEDGEMENT:

The Club 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 club member Ian Reddy.

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

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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 _____

City _____ **State** _____

Zip _____ **E-Mail** _____

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 Ron Bastiaans 708 Liberty Street El Cerrito Ca. 94530 You can also join on line at nortonclub.com and use credit card through our pay pal account.

Join our club Yahoo group at <http://groups.yahoo.com/group/NorCalNOC/>

*The NCNOC is associated with both the NOC and the INOA You can join the INOA and the NOC from our website at Nortonclub.com



Profile, Club Members Bike:

Rocky Miliano NCNOC Club member from San Francisco Ca.

I have always loved British bikes, having owned a number of Triumphs when I was younger. However, I have not ridden in approx. 25 years, but I always had the thought in the back of my mind. "maybe if I found an old Norton...." I am originally from Maine, but have been in the Bay Area for 5+ years now.

I saw this advertised a "1964 Norton Featherbed 750 Commando Cafe." The bike has a 1972 750 Commando engine, Boyer Electronic ignition, 4 speed transmission, Akront aluminum wheels w/Dunlop road masters, sport seat, stainless fenders, and It sounds great, cruises nice, and shifts through all the gears. I bought it as a 60th birthday present to myself, we made a deal and the owner rode it 130 miles to deliver it to me.

This Norton has an interesting history; I have traced the Norton back to Maine. What are the chances of that? I had to travel across country to find my Norton, and evidently it followed me.

I have joined NCNOC and met a few members at the picnic in Los Gatos last fall. (great picnic by the way) I hope to start riding with the club in the Spring.

RIDE AND EVENT DIARY: note: dates in bold are NCNOC club events those not in bold are events of interest to the club. **For event details see your club website at Nortonclub.com**

March 7th Thursday: meeting at The Sonoma Chicken Coop in Downtown Campbell Ca. start time 8pm..

March 9 Saturday: "Bring out yer almost Dead Day," get expert advise and help with your British bikes repairs: Diane Pettijohn hosts at Ken Armann's shop in Campbell Ca. 851 B S. McGlincey Ln. 9am start

March 17 Sunday: Ride TBA meet at Alice's 10am.. See you there !

April 6 Saturday : BSA club's annual "Clubman show and swap", European and Japanese motorcycle shows and Indoor short Track Racing at the Santa Clara County Fair Grounds San Jose CA, doors open at 7am.

April 7 Sunday: All British BSA Club sponsored "Morning After Ride" see web calendar for details and start point. British bikes ONLY please. Los Gatos Start

April 11 Thursday: meeting at Harry's Hofbrau in Foster City off 101 meeting at 8pm.

April 14 Sunday : Adopt-a-Highway clean up and "Goldwater Mountain Ride" Clean up starts at 10:30am ride at 12 noon. Come and walk with us.

May 3 Friday : Quail Motorcycle Gathering Ride and Dinner: See Quail Lodge website for details.

May 4 Saturday: Quail Lodge Motorcycle Gathering, Quail Lodge Golf Resort, Carmel Ca. start time 10am. Full motorcycle show and lunch is included Club discount ticket are available use Promo code: "Motopromo" when ordering On-line.

May 9 Thursday: Meeting Swiss Park, Newark Ca. see website for details starts 8pm

May 19 Sunday: Mt Hamilton Ride Tom Dabel's traditional annual ride to the Junction for lunch. Enjoy the Spring flowers and beautiful views on this ride. See website for details about the start of this event.

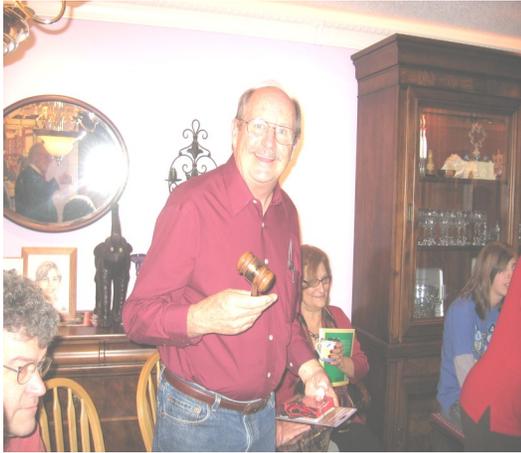
June 13 Thursday: Meeting at Harry's in San Jose Ca. 8pm start.

June 17th Sunday: Ride TBA see website for details

President Message :

Ok,Ok I know it is irritating to have the "leader of the pack" DNF on two club rides however in my defense it was not on consecutive rides and not the same issue. That said they were GREAT RIDES thanks to the ride leaders and our club rides coordinators for making them happen.

The weather is turning and we are getting busy with riders and bikes here at the shop, however I am seeing a disturbing trend in the bikes coming in, low oil levels and low oil seizing. Speaking of the shop please try to come out for **"Bring out yer dead day"** March 9th 9am-4pm,(see club website calendar for details). Diana is encouraging everyone to join us; it's all about having a helping hand with those annoying motorcycle problems, custom installs and just someone to hold that nut while you turn it... it has been a fun event (even though we do not seem to make too many bikes run, except Harry's). If you can let me know if you are coming so I can have a head count for Cindy on the food end, lunch at the event. .



Our editors have moved so check the new address on the Norton Notice it's a great house near the East foothills. Lorin & Kathryn had a drive by from a purple Norton shortly after moving in so I am taking this a good sign. The house looks perfect for the Christmas party (hint) .

I am trying to figure out how we (Cindy & me) are getting to and from Wyoming. With the rally coming we are making plans, we'd also like to see some of the sights of the area while we are out there, so any suggestions? Cindy has never been to the area and last time for me was when I was 10 in the back seat of a Mercury Meteor 4 door.

Maybe we need to have at the next club meeting a special talk about how everyone is looking at getting to the rally? Compare notes, plans and see how we can help each other and maybe have some cool fun on the trip heading back.

Hoping all are well and inviting you to join us to play.

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INOA and the NOC Happenings:

We in the NCNOC are associated with the NOC of England (Norton Owner's Club) After years of establishing ourselves as the Norton representatives in the USA we joined with the INOA (International Norton Owner's Association). We highly encourage all members to join both organizations, for the benefits to you and your club.

Coming events in the INOA:

See rally update in this issue pg# 8-9 2013 Rally will be held in Buffalo, WY Registrations is NOW OPEN On line.

DAYTONA, NORTONA, (TURN SIX) 2013

March 13, 2013 12:00 Noon - 5PM Betty Steflik Memorial Preserve, Flagler Beach, FL \$20 Admission Includes: Beverage, Food.

20th Annual Delaware Valley Norton Riders Gathering of the Nortons

April 20, 2013 10:00AM - 3:00PM Washington Crossing State Park, PA Parking preference given to Norton motorcycles and other British motorcycles, but all marques welcomed. Food and drink will be available for purchase.

Coming events in the NOC:

NOC: The Annual General Meeting of the Norton Owners Club will be held at The Heritage Motor Centre, Gaydon on Sunday 7th. April 2013 start 11.00.

Notes from the So Cal Norton Club

2012 has been our best year A two page color spread in the February issue of Classic Bike, record turnouts at nearly every ride including an estimated 1000 bikes at Hansen Dam for the 33rd "best ride by a dam site", and a 2300 mile adventure on Route 66 from St. Louis to LA. While certainly not the longest ride by a British bike, or the most British bikes on a ride, it was perhaps the most miles by the most British bikes on any single ride?

We need your support. If you are reading this, checking us out on the website or Facebook, or riding with us during the year, how about a little help? We do have expenses but are deliberately not organized enough to bill anyone.

Join usby making a donation of \$10 or more payable to SCNOC, P.O. Box 61132, Pasadena, CA 91116-7132. Make sure to include your legible email address – no officers, no rules, no politics or causes – just bikes and rides.

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"This Norton Commando-5 could blow your head clean awit." Clint takes a breather filming Kelly's Heroes in Yugoslavia

PROFILE:
Terence Stephen McQueen

(March 24, 1930 – November 7, 1980)

An American actor. He was nicknamed "The King of Cool." His "anti-hero" persona, which he developed at the height of the Vietnam counter-culture, made him one of the top box-office draws of the 1960s and 1970s. In 1974, he became the highest-paid movie star in the world. Although

McQueen was combative with directors and producers, his popularity put him in high demand and enabled him to command large salaries.

He was an avid racer of both motorcycles and cars. While he studied acting, he supported himself partly by competing in weekend motorcycle races and bought his first motorcycle with his winnings. When he had the opportunity to drive in a movie, he performed many of his own stunts. Although the jump over the fence in *The Great Escape* was actually done by Bud Ekins for insurance purposes, McQueen did have a considerable amount of screen time riding his 650cc Triumph TR6 Trophy motorcycle. It was difficult to find riders as skilled as McQueen. At one point, due to editing, McQueen is seen in a German uniform chasing himself on another bike in the "*Great Escape*".

McQueen also competed in off-road motorcycle racing. His first off-road motorcycle was a Triumph 500cc that he purchased from friend and stunt man Ekins. McQueen raced in many top off-road races on the West Coast, including the Baja 1000, the Mint 400 and the Elsinore Grand Prix. In 1964, with Ekins on their Triumph TR6 Trophys, he represented the United States in the International Six Days Trial, a form of off-road motorcycling Olympics.

He was inducted in the Off-road Motorsports Hall of Fame in 1978. In 1971, Solar Productions funded the now-classic motorcycle documentary *On Any Sunday*, in which McQueen is featured along with racing legends Mert Lawwill and Malcolm Smith, Jim Rice and others. McQueen collected classic motorcycles. By the time of his death, his collection included over 1000 and was valued in the millions of dollars. Those who knew him personally said McQueen was the real deal. Loved motorcycles and all motorsports.

Meeting Minutes: Swiss Park February 7, 2013

Good attendance with 25 members one rode Norton (John Coffman) (it was raining) President Ken Armann brought the meeting to order a few minutes late 8:05pm. Quorum in attendance:

First to address the club was Vice President and INOA rep Alan Goldwater. The 2013 Rally in Wyoming, July 15-19, 2013, Online registration is now open. Alan said the rides all look amazing and they already have confirmation on NOC members from England that are planning to attend.

Next up was Lorin Guy, Club Co-Newsletter editor, Lorin spoke about the coming Quail Lodge Motorcycle Gathering event May 3-4, 2013 at Carmel CA. Club entries are now being taken; in addition the New Quail Lodge is now open and room reservations are available on line. Special Club package is available with discount. Use promo code: "Motopromo" when ordering on-line. Quail Ride and lunch / And Dinner packages are still available .

As always, we need submissions to the Norton Notice Newsletter, it's here for you to send in tips, stories, ride remembrances, pix and more!

It was announced that Past President and longtime member Joe Edwards died.

Clubman Show: volunteers are needed to be Judges for Norton bikes as well as workers for the booth, set up and tear down crew. A trophy for the Best Norton is needed.

Club T-shirts: Per Harry Bunting the club has a short supply of Black t-shirts (10 XL) but a large supply of the Blue (M, L, XL) on hand. We decided to hold off ordering and sell off what we have at the Clubman.

A Note from the clubs VP:

The SoCal NOC is planning a ride up this way first weekend in June. They expect to spend Saturday night here in Santa Cruz and I'd like to set up a get-together, either here on June 1 or Sunday June 2 for breakfast at Alice's. Watch for details

MotorCycle Logic: You don't stop riding because you're getting old, but you get old when you stop riding.

"The approachable"

Ken Armann

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Lane Splitting on the Hot Plate again:

Recently published by the California DMV was this reference to lane splitting, this maneuver over the last few years has become quite controversial and because of the controversy garnered the attention of legislators who are not friendly to motorcyclist. Legislation is pending, again to limit or eliminate the practice except for emergency and police. The biggest issue with lane splitting comes during traffic hours (commute times) when the majority of the incidents on the freeways of "motorcyclist down" are related to splitting. For some reason commuters feel that splitting is a "right" and don't have to use caution or for that matter the better part of discretion in choosing when to do it or when it's appropriate.

As stated in item (1) below...up to 30 mph, it's not passing inches from a cars mirror at 75mph. Your choice to split does not give you the option of disobeying the posted speed limit either which seems to be the "value added belief" to splitting.

Motorcycling by its nature is risky and that includes lane splitting, it's part of the bargain we make with ourselves when we decide to ride a motorcycle. I've often told new riders the reason I believe I've ridden for almost 50 years is that I've tried weigh the risk Vs the advantage. Lane splitting during commute time is really only a few minutes advantage if the traffic is moving, the advantage does not warrant the risk, if the traffic is stopped it becomes a different story and the advantage can be huge. Life comes down to the decisions you make.

The State says: Lane splitting in a safe and prudent manner is not illegal in the state of California. The term lane splitting, sometimes known as lane sharing, filtering or white-lining, refers to the process of a motorcyclist riding between lanes of stopped or slower moving traffic or moving between lanes to the front of traffic stopped at a traffic light. Motorcyclists, who are competent enough riders to lane split, should follow these general guidelines if choosing to lane split.

- 1) It is not advisable to lane split when traffic **flow is at 30 mph or faster** – danger increases as overall speed increases.
- 2) Travel at a speed that is **no more than 10 MPH faster than other traffic** – danger increases at higher speed differentials.
- 3) Typically, it is more desirable to split between the #1 and #2 lanes than between other lanes.
- 4) Consider the total environment in which you are splitting, including the width of the lanes, size of surrounding vehicles, as well as roadway, weather, and lighting conditions.
- 5) Be alert and anticipate possible movements by other road users.

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Alan's Wrench Cont.

The spring's somewhat stretched when the bike is on the stand, but it's not fully stretched out. A lot of bikes get parked for years at a time on the center-stands, I think I would have heard a lot more complaints about stretched out springs if it damaged them. I've had several springs break, and I've had to have my center-stand welded several times, but I've never had or heard of a spring stretching out. For what it's worth, I've always put on the center stand by removing the center-stand, hooking the ends of the spring to the cradle and the stand, and then pulling on the stand until I can get in the stepped spacers. The stepped spacers will then hold it in place until I get the bolts in.

Yes, there are different springs. Sounds to me, though, that you got a poor quality the spring is actually in tension when the stand is in the "up" position to hold it up safely. I think there is less tension on spring when stand is down. The mounting holes for the spring often are elongated from wear. I have seen some really bad ones. It's actually a rather poor design and cheap way to do it. (Even cheap Japan bikes had 2 springs, one on each side, (much safer if one lets go!), mounted to grooved pins.) Folks on assembly line at Norton probably never dreamed that we would still be using them 40 years on. Whenever I have one apart, I check them and weld as necessary. As far as mounting springs; Snowmobile folks use some quite strong springs to mount exhaust and they have a very handy hooked tool made for stretching springs. I believe Motion Pro tools sells them. I agree, though that hooking spring to cradle and center stand and then pulling on stand to install stand mounting bolts is easiest and simplest way.
Doug Kowalske

There is another spring trick. I have cut the center stand end of the spring off so that it is just a straight end projecting from the coiled area. This can be threaded (I'll have to check tomorrow to see what size). I then took a piece of tubing and tapped one end to match the spring. I screwed the tubing onto the end of the spring. Then the tubing was formed into an "S" hook to fit around the center stand cross tube... the wallowed out hole isn't used at all. This modified spring is much easier to install than the stock mount. This has been in place on my bike for 20 years at least.
Orlin in SC/USA

Alan Goldwater is a long time member and the current NCNOC Vice President He is also the official Tech person for the INOA. Known as an Norton expert world wide , Alan has written on many different models of Norton motorcycles and offers Tech articles to both clubs.

Alan's Wrench for Norton Notice #381 © 2013 By Alan G

Even the simplest Norton part can become the subject of endless discussion. It's more obvious during winter weather when shop time replaces riding time. For example, there were three distinct types of center-stand spring used on the Com-mando. From 1968 up to #141783 in 1971 the stand was mounted on the frame and spring p/n 06-1039 was used.

In early 1971 the stand mounting was moved to the engine cradle and the spring became p/n 06-2514. This turned out to be too weak for the job, and was super-seded in 1973 by p/n 06-4643 which is the same length but has bigger diameter coils and is strong enough to keep the stand from flapping. But if you try to mount this by shoving coins between the coils it can still be distorted and lose its strength. The following exchange on the INOALIST shows how even a minor detail like this can give hours of pleasant conversation.

Last year I posted that I was having trouble installing the spring on the center stand of my 1970 750. I found a later 850 stand and cradle and installed them. I was missing the spring however so I ordered one from my favorite supplier at that time. Part number 06-4642 for 1973 and later. The spring came and it seemed really too short, so I ordered one from a different supplier. The same length spring came. I called them and they said it was the correct spring. I then ordered a third spring from a third supplier who said indeed there were different length springs and sent me a third spring. I now had three springs, all the same. I used the nickel trick and it took me almost \$4.00 worth of nickels, over an hour and the help of a friend. The spring is on, but is getting weaker all the time. It can barely hold the center stand up and won't pull it up when you push the bike off. It has been over-stretched.
Nicolas Coumos

If the nickel trick ruined the spring, you should be able to see it if you take the spring off the bike. The coils won't all be touching each other like they should be. If the stand worked fine for a few days I'd suspect that the stand is either binding or that the hole in the cradle or the center-stand is wallowing out. I have seen this happen several times on my center-stand, the crossover tube on the stand even fractured in two once. I'd doubt that leaving the bike on the center-stand for long periods of time will stretch out the spring, although it will cause the isolastic rubbers to take a set. or defective spring.



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Lane Splitting Cont.

The Four R's or "Be-Attitudes" of Lane Splitting:

Be Reasonable, be Responsible, be Respectful, be aware of all Roadway and traffic conditions.

Note: These general guidelines are not guaranteed to keep you safe. Lane splitting should not be performed by inexperienced riders. These guidelines assume a high level of riding competency and experience. Every rider has ultimate responsibility for his or her own decision making and safety. Riders must be conscious of reducing crash risk at all times.

It really comes down to being a "Heads Up" rider, knowing when to take a risk Vs when it's not the advantage. I'd be naive to think that every time we hit the street there is not the potential for disaster but as a "Heads Up" rider I can reduce the overall risk and enjoy the sport for what it is.

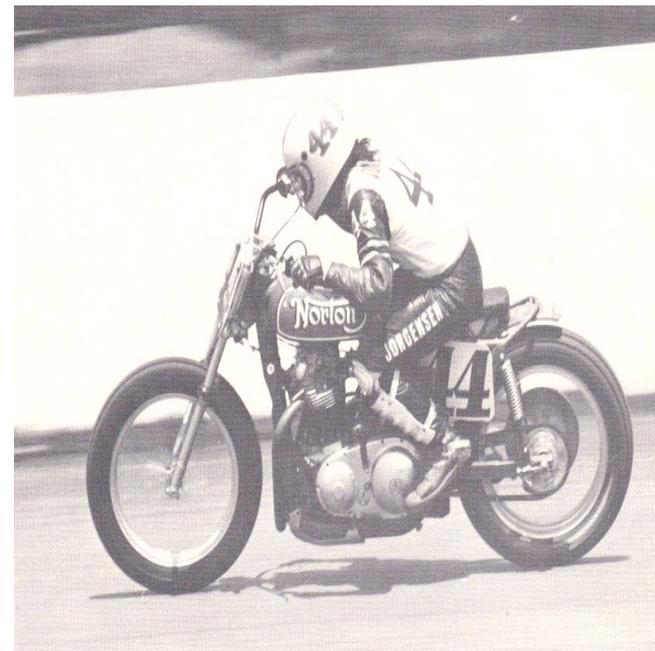
Messages for Other Vehicle Drivers

Lane splitting by motorcycles is **not illegal in California** when done in a safe and prudent manner.

Motorists should **not take it upon themselves** to discourage motorcyclists from lane splitting.

- Intentionally blocking or impeding a motorcyclist in a way that could cause harm to the rider is illegal (**CVC 22400**).
- Opening a vehicle door to impede a motorcycle is illegal (**CVC 22517**).

Getting everyone home safe is a shared responsibility.




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Save a Horse (Ride a Norton) Rally in Buffalo, Wyoming

Pre-registration officially opened January 1st, 2013. Look for a downloadable, mail-in, registration form on the rally web site (www.nortonrally.com). Internet Registration is planned and will be available through the website.

Plans for the 2013 INOA National Rally are moving right along. The rally will be held in Buffalo, Wyoming, on the east side of the Big Horn Mountains and in the middle of one of the most historic parts of the West. Here the likes of Generals George Armstrong Custer and George Crook, Indian leaders such as Sitting Bull and Crazy Horse, and Outlaws like Butch Cassidy and the Sundance Kid made their marks and rode into history.

Buffalo is also centrally located near some of the most spectacular National Parks in the United States. Here you will find Yellowstone National Park, Grand Teton NP, Wind Cave NP, Badlands National Park, Mount Rushmore National Monument, The Devils Tower NM, and Jewel Cave NM all within a half day's drive of the rally site. One person who is coming to the rally has reported that he and his family are planning on spending some time in the Badlands National Park, just east of the Black Hills, on their way to the rally. That's a great idea and I encourage everyone to look at their route coming and going to see what places they can include in their trip.

At the rally, we will be offering several official rides with ride leaders and several self-guided optional rides. We have lunch planned on two of the rides (lunch tickets will be sold at sign-in for those who want them) and at least two of the rides would be conducive to non-riding family members meeting the group for lunch. On Tuesday the ride will be fairly local and lunch will be at Storey, Wyoming, which is 12 miles north of Buffalo. At Storey there are several historic sites to see as well as a very pretty fish hatchery to visit. Feeding the huge trout at the hatchery is always popular with kids. Wednesday the ride will take us over the Bighorn Mountains and the 9600 foot Powder River Pass. The main Thursday ride will go to the Little Bighorn Battlefield. It's about a 1.5 hour drive in a car for non-riders to get to the Battlefield where lunch will be available as well as time to tour the scene of the most iconic Indian/Army battle of the westward expansion.

Downtown Sheridan, Wyoming, is 35 miles north of Buffalo and has many old stone buildings and a plethora of shopping opportunities. One of our non-riders is talking about organizing a car trip to Sheridan on one day to tour the city and check out the shops. There are also some nice Museums in Sheridan where you can see how ranchers of the late 1800s lived.

We have received several inquiries about the rally already, two from people in the UK. Early indications are that we will have a good turnout. One thing that has come up is people planning to come early or stay late.

Norton Rally Cont:

The rally site is **Deer Park RV in Buffalo**. At this point I strongly recommend that you send in your pre-registration **before** you contact the RV Park for camp spaces on either side of the rally dates. That way, when you call the park, they will have your name and rally space assignment and will try to put you in the same site so you won't be forced to move when the rally starts or after it is over. We have a few over 50 RV sites with hook-ups available so registering early insures you get one of those sites. Tent sites are plentiful and there are two other close-by, nice, RV parks. Also, we have made arrangements with several close by motels for special room rates for the rally.

The rally web site (www.nortonrally.com). Internet Registration is planned and will be available through the website. Speaking of the website, if you haven't seen it yet, be sure to take a look. The NCNOC's very own Ian Reddy has done a spectacular job building the website and there are gobs of information, as well as pictures, available there.

Finally, your rally registration fee pays for two catered dinners, a rally pin, discounted camping rates at Deer Park, a 2013 Rally sticker for your car to wear on the way to the rally, concours awards and other rally essentials like "the big tent", tables and chairs, a shower trailer, etc.

If you have any questions, please feel free to call me at 510-517-0595, or by email at wyono@msn.com.

I think you will find a lot of things to entertain the entire family with at the rally, many of which don't involve (dare I say it?) motorcycles! So get those registration forms in the mail and we will see you here.

Gar Jorgenson
Rally Chairman

Note from the VP about the Rally:

Start planning for the INOA rally in Wyoming! Chris Grimmatt will be traveling with me and I want to set up a 'Gypsy Run' with camping or motels sites on the way to the rally. Using the fastest route on Hwy 80, there are good camping spots north of Truckee (first night) and East of Park City UT (second night). Other route suggestions are welcome..

Cover Photo: Norton Manx line up, Willow Springs AHRMA Vintage races: Photo credit Unknown. Alex Jorgenson on his Flat Track Norton, w Ron Woods frame Photo courtesy of Dan Mahoney. McQueen information majority from On Line Wikipedia, Photo credit unknown.