



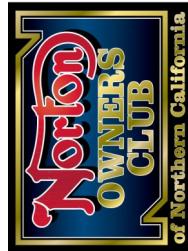
The Newsletter of the Northern California Norton Owner's Club

No. 418

June/July 2019



851B South McGlinney Lane, Campbell, CA 95008



The Northern California Norton Owner's Club



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 sportsterdiana@yahoo.com. The NCNOC/Norton Notice Newsletter accepts ads from qualified business for the purpose of information for the readership. Acceptance and publication of ads is in no way meant to be an endorsement of or a recommendation, for service. The Club does not accept any responsibility for the qualifications of or reliability of advertisers.

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.

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:

Ray Abrams, Robert Bausch, Jerry Kaplan, Bill Knight, Maya Lai, Brian Slark, & Dick Slusher

2018 Club Executive Board

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- Frederick@fortune2.com

Advertising:

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

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 NorCal-NOC@yahoogroups.com

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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, announces 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

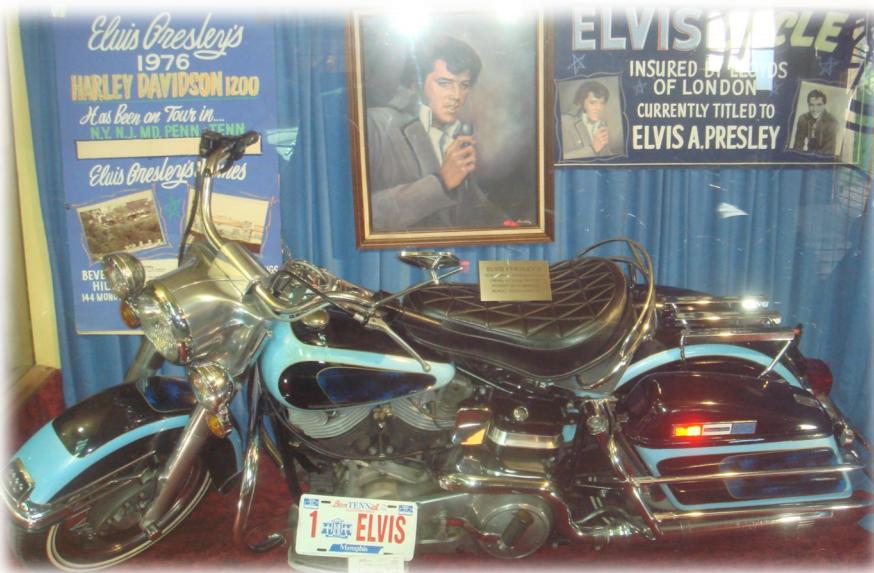
Send all applications & inquiries to Treasurer

Alan Goldwater 1780 Chanticleer Ave. Santa Cruz Ca. 95062

You can also join online 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



Classifieds

1975 Norton Commando MkIII for sale. Good running bike with fresh paint.

Give Ken Armann a call for details.



The NOC is looking for Roadholder issues between #2 and #6. They are scanning their magazine like we did and cannot find those issues.

Do you have something to sell? Want to Buy something?
Contact the Norton Newsletter Editor @ editor@nortonclub.com
(Club or Norton Related Please!)

Upcoming Events

September 12 Meeting Swinging Door
15 Delta Ride

October 6 NCNOC AMG & Ride (Highway Cleanup)

November 2 BSAOCNC All Brit Ride - our club ride
14 Meeting Swiss Park

December 1 Christmas Party & Meeting
8 Freeze Ride

June Highway Clean-up

It seems odd that after all that rain the big worry coming up to the clean up this month was would it be too hot. The heat wave broke and there was a nice marine layer flowing up the hill to keep things cool. About a dozen club members showed up, a few even rode Nortons. The clean up went well, and Lorin answered questions for assorted people that came by with an even wider assortment of assumptions about what we were doing up there. The ride home on the coast was cool, and suitably breath taking. -SD



I want to start this with a reminder that this club is all of ours, and it takes all of us to keep it going. In that spirit I have a request from our Editor that people take pictures, in her words "Lots of pictures" and that you then email them to said Editor. This is particularly important if you do not see her at the meeting/ride. If possible please include a few lines of text with who was there, what you were doing, where sort of thing.

The AGM will be here soon. We may try someplace new so stay tuned for details. As I said at the start, this club belongs to us all, and its better with you there. Wherever we hold it, do you best to attend, and bring a friend. We need to recruit bodies to join us to make this all continue, we must be inclusive.



June 13th Meeting

No one attended so no minutes were submitted.

July 11th Meeting

Submitted by Ken

It was a wonderful night with 15 members and one Norton ridden and Keith's "new" Harley and Bill Kegans Yamaha it was good to see Isabel and long time members Maya and Carrolin.

Ian regaled us with his exploits

"The approachable"

Ken Armann

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rode on 26, the prettier things got.

Signs flashed warnings though the day of sheep on road, buffalo on road and moose crossing, but all I saw was a large herd of buffalo laying in the grass.

The Tetons were snowy, and cloud topped leaving me no choice but to stop a few times just to stare at them in wonder as I made my way toward Jackson.

This was to be a short day, heading west, stopping in Idaho Falls or somewhere past it. Before I got to each town, I was already talking myself into going one more. The shadows got very long and I didn't really beat dusk to Wells NV. Elko was just 50 more miles now that I was back to I80, so I cleaned my visor and headed west. The bugs were so thick it sounded like rain and I began to wonder if I would have to stop to clean them off before I got to Elko. Pulling up at the motel a guy on a Honda asked how far I came today, when I checked it was 704 miles, which seemed to leave him suitably impressed. I hadn't thought about my hands all day, and with that I was suddenly impressed too.

West day 4:

I left Winnemucca at 6:30 so I was through Reno and into California again before it got hot. Coming down it got hot at Colfax and stayed that way until 680 and the coolness of the bay, luckily traffic was doing 80mph which helped keep me cool and got me home by 3:30 I was home.



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July 27 Alpine Inn Ride

The Alpine Inn is getting a long overdue remodel and Art for us to get a sneak peek at how its going. There were five of us from the NCNOC and 5 of Arts other friends, a pretty large group for a 'sneak peek'. We met the new cook Sean who is very skilled and looking forward to up-scaling the menu. The area out back is really nicely done, capable of seating over 200 people with ease. Bill and Bhabe are going to go check the food out for possible club events after the Inn reopens on Aug 8th. - SD



on the road and the rally where daughter Erin won more trophies in the field events. Seems Ian and Gar ran into some difficulties with Gar coming down with a nasty attack of allergies which gave him cause to detour back to the homestead for treatment but he was able to catch up.

Alan filled us in on the upcoming schedule of rally New York in 2020 and Lumby in 2021.

We were able to coerce Tom Dable to lead us this Sunday on a ride to Mt Umunhum should be a great time for all.

HOW TO GET BIT AT THE DMV

By Margie Siegal

(1) Buy a classic bike from out of state

-- Unless your seller is willing to give you a sales receipt that says you paid \$87.50 for the junk pile, California wants to charge you sales tax (they call it "use tax") on your new project. The DMV will also give you grief if you don't have what looks like a valid title to your ride. In my case, I bought a Not-A-Norton from Massachusetts (why did I buy a Not-A-Norton? It seemed like a good idea at the time...) The seller wouldn't give me a second sales receipt, the DMV insisted on seeing the sales receipt and I got dinged \$231 in "use tax."

(2) Don't register it immediately.

-- I figured that the bike was not running and there was no need to wait in line and get a California title until the project was further along. Wrong. California wants any vehicle that crosses the state line, running or not, to be registered in California and you will get dinged with penalties and fees unless you trudge down to the DMV and get the bike registered ASAP. The DMV will refuse to put the

bike on non-op until the time you actually register it, and the fees can really mount up.

-- There is a section in the DMV manual that says that if you are a vehicle collector, and are now trying to register a collector vehicle, you can get the penalties waived. This section is optional and whether or not you can wheedle the clerk into taking this code section into account and waiving your penalties depends on how their morning went and whether they were able to get their favorite kind of doughnut at the coffee shop.

(3) Don't say The Magic Words

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from floods that were in the news weeks ago.

The best laid plans:

Things didn't go as well as hoped and I need to stay with family though the weekend so my ride out to Ohio was out. The TV News showed snowplows pushing Mayflies inches thick off the roads in Ohio during the time I was to be there, so perhaps it was for the best.

West day 1:

Lots of flooding still, I saw a large deer in ankle deep water on the edge of a flooded field eating sprouts sticking up out of the water. The Dignity of Earth and Sky statue was the one big thing I'd planned that I would see this trip. The colors in the blanket are glass pieces. For the first time, it felt like I was on a real ride.

West day 2:

15 minutes after starting I was sandwiched in traffic doing 70mph on a one lane section through a construction zone. It was rough enough that I was standing up like a dirt rider when I hit a bump that launched the bike, so it came up to hit me and sent one of my taillight lenses sailing off into the grass.

In the sprite of seeing new things I stopped at the Murdo car museum. Billboards had promised Elvis's Harley. What they didn't say was the place was dozens of building covering a city block!

Riding toward Rapid City some place called Firehouse Brewery had five billboards with actual vintage fire trucks slowly rusting away next to them. It made me glad the place wasn't Norton themed!

The badlands were stunning, the name doesn't seem to fit when it's covered in green.

I got a new taillight lens in Rapid City then took Hwy16 south. Road-work blocked the place I like to stop to get pics of Mt Rushmore, so I had to settle for the profile spot. At Crazy Horse they now charge \$7 just to park, so I took pictures from the access road.

With Wyoming came the rain, I managed to miss the black lightening filled areas but still went through 40+mph winds and soaking rain.

West day 3:

Back on two lane I saw a lot of antelope in the morning and got some pictures of them while putting on my rain pants. The further I

The Ride I had

By SportsterDiana

East day 1:

A last-minute change meant I needed to make time, so Hwy50 was out, and I80 was the order of the day. Going over the summit I could see people skiing while I rode past.

At the motel I talked with two older guys in a pickup they had filled with four little Hodakas. I asked if they were heading to the AMA Vintage races, and they explained they were heading the other way to Hodaka Days in Athena Oregon.

East day 2:

Going to load the bike the outside walls are covered in mayflies and small gnats hang like clouds in the air. There was a man in a room next to me that said they sold flyswatters at the store, which was something he had never seen before. We were so busy being stunned by the bugs I forgot to ask him where he was from that he had never seen a flyswatter!?!?

Before gassing up to cross the salt I rode out to Bonneville, it was still flooded giving it a whole different other worldly feel than normal. 100 miles later there was still snow on the mountains and the Great Salt Lake had white caps from the wind. A state later a quick stop at the highest point on I80 got me a picture of Lincoln's profile.

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East day 3:

I got a very early start knowing the heat would be worse today, yet all too soon the Sun was rising right in front of me. It's so red at first it doesn't hurt to look at. In Sidney NE as I'm pumping gas, the sign says it all "You are nowhere".

Due to all the flooding most of the bridges along the Missouri river are closed so I detour north up through Omaha. On I29 it's flooded on both sides of the road and almost looks like I10 through the delta in Louisiana. Farm equipment, houses and even whole towns are still out in the middle of vast expanses of water

-- The Magic Words are "non operational." The DMV does not understand "in pieces" "cases split and crankshaft at the machine shop" "doing a total rebuild" or even "not running." You have to not only say The Magic Words, but you have to make sure the clerk heard you and the fact is noted on your paperwork. The DMV hates putting vehicles on non-op, and the clerk will forget to check the box in the computer system.

(4) Be unable to unload and re-load your bike by yourself.

-- The DMV wants to check the serial numbers on your bike. If you truck your project to the DMV, and the serial numbers (including the engine number) are not clearly visible from outside the truck, the DMV will insist that you unload your bike so they can look at it. Apparently, DMV personnel regularly get injured climbing in and out of trucks and have been prohibited from doing so by the Powers that Be.

I pointed out that I was Small Female Person and had run through my quota of favors from friends. That does work – sometimes. The DMV signed and stamped a form that was good for 60 days saying I could ride my newly running Not-A-Norton to the DMV for inspection. The next week, I got on my bike and off I went. On the way, there

was a cop car slightly ahead of me... and I slowed down just a tad... and the cop took off on another ramp... and I took a deep breath and kept going. I now have my shiny new license plate and a hole in the bank account. Education can be expensive.

Mt Umunhum Ride

Ken reports that 15 bikes showed up for the ride and the road was still really nice going up to "The Block". The views were great, the only complaints were too many stairs and not enough shade.

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