



Norton Notice



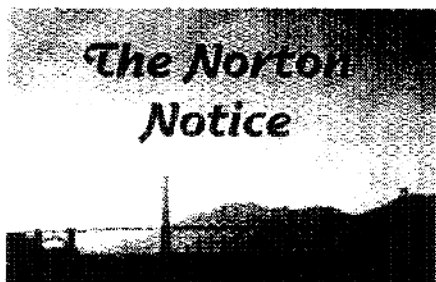
The Newsletter of the
Northern California Norton Owners Club

No. 276

September 2001

30 YEARS OF THE NCNOC





is published by the Northern California Norton Owners Club. Its purpose is to inform and entertain members regarding all aspects of the Norton motorcycle, including history, technical advice, and preservation of the marque.

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 may enjoy it. (Good taste is somewhat optional, but hey-this is a group of bikers we're talking about here....that's why we have an editor.)

The deadline for items to be submitted for publication is the 18th of each month. The NORTON NOTICE welcomes contributions submitted electronically. Please submit articles and photos in a format compatible with IBM PC. You may also send articles directly to the editor via E-mail. Send using INTERNET to dpcrader@thegrid.net.

Membership in the Northern California Norton Owners Club is available for \$20.00 per year. Membership dues are payable to the Branch Treasurer. See application form on inside back cover. Renewal dues are payable at the end of the individual's membership year, which is designated by the last number listed on the mailing label of the Norton Notice.

Advertising rates are \$60.00/year for a 1/4 page ad!!

All changes of address or questions about membership or the Notice, call the President....not the Notice editor!!

The Northern California Norton Owners Club is affiliated with both the Norton Owners Club of England and the International Norton Owners Association. Interested persons can join these two organisations per the terms described on the Branch membership application form.

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Jodi Nicholas
Bill Knight
Dick Slusher

NORTON NOTICE

IMPORTANT (Please note the following fine print) The object of the Northern California Norton Owners Club is to promote, encourage and develop motorcycle activities. The Club's members are owners of Norton motorcycles and they often submit for publication in the NORTON NOTICE technical tips pertaining to motorcycles of the Norton marque. Technical tips so published have been reviewed for technical content and are believed to be both acceptable and workable, but no guarantee is made or implied that they will work correctly, nor is any liability assumed by either the Norton Owners Club or the members for any problems resulting from the use of these tips. The Club also assumes no responsibility for the acts or omissions of its members in connection with Club activities. NORTON NOTICE articles or other materials express the author's view only and not necessarily the official policy of the Norton Owners Club or its Northern California branch. The editor reserves the right to accept, reject or alter all editorial and advertising material submitted for publication. Advertising published does not imply endorsement of products, goods or services. Now you know.

Upcoming Events

2001 Club Rides Schedule

<u>DATE</u>	<u>TIME</u>	<u>EVENT</u>	<u>MEET AT</u>
Sept 30	10:00am	East Bay Ride	
Oct 7	10:00am	Old Timers Ride	Alice's/Skylonda
Oct 21	10:00am	Delta Ride	Geno's/Livermore
Nov 3	10:00am	All British Ride	Lyons/Novato
Nov 25	TBA	Turkey Ride	TBA

*NCNOC Points Rides in bold print

2001 NCNOC meetings

All Meetings start at 8:00pm (except Jul 1)

Sep 13 - Prince of Wales

Oct 7 - Annual General Meeting & Old Timer's Ride San Mateo Memorial Park

Nov 8 - Athens Burgers Restaurant, Dublin

Dec 9 - Christmas Party

Prince of Wales - 106 E 25th St, San Mateo

Athens Burgers - 6999-A Dublin Blvd in Dublin,

Hopyard exit off Hwy 580 east (in Dublin) turn left on

Hopyard, then left on Dublin Blvd

President's Message.....by Mike Sullivan

Well, this past month has been one of cancellations:

The North-South get together with the SoCal Club has been cancelled due to lack of participation in La-La Land.

The Club Stand at the Cycle World Show has been cancelled because the show is too popular; the show organizers sold the floor space out from under us. And any immediate future meetings in the Southbay have been cancelled or rather moved because of a lack of interest by you Southbay Riders.

A couple of Saturdays ago I visited about 10 places and could not find any that meet our requirements. So... the September 13 meeting has been moved to the Prince of Wales. There has to be someplace in the Southbay to have a meeting but this is not a one way street. We need your help in finding a place, so get it in gear so we can schedule it into next year's calendar.

With the demise of the North-South get together the only ride this month is the East Bay ride led by Brad Green. Look for details elsewhere in the Notice.

The Old Timer's Ride is coming up on Oct 7. This is the ride where we have nominations for the next year's Club officers. There is an opening for the Public Relations office and for the Notice Editor and nominations will be taken for the other offices as well.

Thanks to Alan Goldwater for taking a headcount at the Dardanelles Ride/campout. It would seem that there were 20+ riders present at some time during the weekend. This was a pretty good turnout seeing as how we cannot get more than 10 riders for any of the local rides. Thanks to Ken Armann for putting this together. It looks like I might have to make the effort to make it up there next year. Keep an eye on the calendar of events for the dates.

Remember to start working on your bikes for the All Brit Ride on **Saturday** Nov 3. This is the one event you do not want to miss.

Keep on riding... remember; any motorcycle is a ride but a Norton is an adventure.

Mike Sullivan, President

Note from the Editor

I've been in touch with the promotions group doing the International Motorcycle Show at the San Mateo site as has Bob Bausch. Having a booth for the club is probably out like Mike says in the Presidents message. There is still a chance that we can put some Nortons on display, however. If anyone is interested in this we can talk about it at the club meeting in September or during the Old Timers Ride in October. The dates of this show are November 9-11. There is a notice on the bulletin board on page 14 of this issue.

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NCNOC Weekend at the Dardenelles

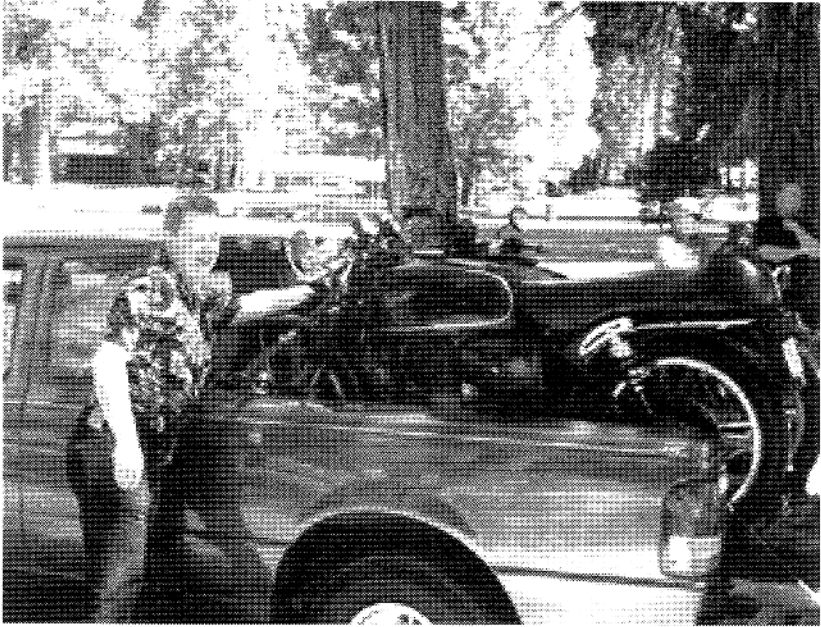
Gar and I left Discovery Bay at 9:00am on the Friday of the Dardenelles weekend for a one day visit. For me it was a chance to take a day of vacation and ride into the Sierras which I hadn't done since the late 80s. It was also a chance to try out the 21 tooth gearbox sprocket I've been talking about. The distance was 135 miles in one direction for the two Commandos and just under three hours. The Dardenelles are 20 miles further up Hwy 108 than Pinecrest Lake (Dodge Ridge Ski Area).

After getting to the Dardenelles Lodge we went into the restaurant for some lunch and were lucky to get our order in just before the place closed. Seems there was some problem with the water supply which also was affecting the cabins where our members were staying. Hopefully that was remedied, but was still out when Gar and I left.

Below is a picture of what Ken and Cindy Armann looked like when we walked up. Looks pretty relaxed. Ken said some people were out on "the ride". When I asked what rides were scheduled, Ken said this is a non structured weekend. If you want to go somewhere and want some company, just ask around.

Unfortunately I wasn't able to stick around long enough to really see a lot of





the attendees. I needed to be back in Brentwood by around 6:30pm to pick up one of the kids from a soccer practice. From the look of the cabins, Sachi let us look inside, these were nice enough to bring the wife. Possibility for next year. In past years the NCNOC had an annual rally. This looks like a good venue and it's already become a tradition.

Above George Shoblo removing his Velocette Thruxton from the truck. Actually I don't blame him for hauling the bikes up there. The ride through the central valley really isn't what I consider worthy roads for a well heeled, curve carving brit bike. George your going to have to let me know how the engine ran at those altitudes. Sonora Pass is just over 9600 feet according to the map, but I have a picture from the early 80's of my Jeep on the way up under a 10,000 foot sign.

Final tally for attendees from Alan Goldwater was eighteen people, 12 Nortons and six other makes of motorcycle. Gar and I were included in that eighteen even though we didn't stay.



FROM THE EAST....John Covell

I arrived in the Washington DC metro area at the end of June and a few weeks later tracked down the local Norton owners club via the world wide web: the Nation's Capital Norton Owners (NCNO). Their editor/webmaster, Blair Chapman, kindly responded to an e-inquiry by sending me a copy of their July newsletter, the NCNO Flyer. They have their meetings the second Sunday of every month, usually in conjunction with a ride, but the volatility of east coast weather is such that standard procedure is to post a backup location in case of a forecast of rain more than 50 percent likely. Yes, east of California they can generally put pretty reliable figures on this, unlike the west coast.

Today that was handy, because the skies opened up and poured this morning. The primary plan had been to meet in Potomac MD and ride for a couple off hours up to Cactoctin Mountain Park in northern Maryland (near the Pennsylvania border). Since my Norton is still in San Francisco until I can ship it this fall, I intended to 4-wheel up anyway. I phoned Bart Spano to get directions to his place in rural Wolfsville MD, the designated alternative venue. It was still a pretty good drive up the pike, about an hour and a half northwest of Washington. (I am staying in Arlington VA temporarily, just across the river from DC.)

The meeting was "scheduled" to begin at 1pm, which is about the time I got out of the city, so I figured that if I missed the meeting at least I'd have a nice drive through the countryside. No worry, though, I pulled into Bart's driveway a little after 2pm and the twenty or so NCNO members assembled were still engaged in benchracing and noshing (lunch was provided, how nice, I hadn't eaten). A few minutes later president Chris Greenbacker convened the meeting which lasted about 45 minutes. They introduced me first as a visitor, so I made up a few lies about myself and the NCNOC using my infamous PR skills one last time. Then they got down to business much of which had to do with their upcoming Rolling Thunder Rally XIX, an annual event the NCNO sponsors. It's in Everett PA the second weekend of September, a three-day affair that I unfortunately will miss because of previous commitments. It wouldn't be as much fun as it ought to be with my bike absent, though I have to say these seem like a good buncha guys and gals to have motorcycling yucks with. Everyone was very friendly. More than one person mentioned knowing Phil Radford, by virtue of parts and mechanical work.

Continued on page 14

UPCOMING RIDES

September 22nd - 23rd

North/South Ride

Oakhurst, California

This ride has been **cancelled**. The Southern California NOC was unable to attend.

September 30th

East Bay Ride

Brad Green will lead the East Bay Ride this year. Brad promises a nice ride through the East Bay hills. The ride will depart at **10:00 am from Circle Jerk Racing at 4404A Enterprise Place in Fremont (ph: 510-623-9500)**. From I-880 exit on Automall and go east. Turn south on Grimmer Blvd. Go to the 2nd intersection of Enterprise and Grimmer and turn right. Turn left on Enterprise Place and you are there.

October Rides

October 7th

Old Timers Ride

This will be the standard ride departing from Skylonda at 10:00 and going to Sam MacDonald Park for a BBQ. This being our 30th anniversary year we are hoping for a big turnout so put this one on your calendar. This will also be the club meeting for October and we will be nominating candidates for club offices.

October 21 - 10:00 AM

The Delta Ride

This year the Delta Ride will be a bit shorter so we will be starting from Livermore at 10:00 AM instead of the earlier 9:15 of past rides. We will wind through some nice delta roads and culminate in Isleton for lunch where we can try the local specialty of crawdads (anyway you want them). More details in next month's Notice.

Editor's Line....David Crader

I'm doing a little self-analysis of why I bought into the Norton motorcycle and why after all these years I'm still riding one. Thinking back to my earliest recollection of Norton, it was a red Dunstall Commando in the High School parking lot in 1970. Someone said it an "exotic" like a Ferrari. It was great looking whatever compared to the Bridgestone 175 Hurricane Scrambler I was riding.

I didn't start riding Brit bikes. It was a succession of the little Hondas, Suzukis, Bridgestone and so on. The height of my big bikes up to 1971 was a '63 Honda 305 Superhawk before going onto the '66 Mustang for transportation.

The following year I was in Texas in the Air Force and looking at motorcycle shops in Wichita Falls. One shop had both Hondas and Nortons and the 1972 line for either 750 was \$1295. The plan was to get rid of the Mustang after the new assignment in southern Cal and buy a new Honda 750. Spring 1973 came around and the Honda price jumped up to \$1495, no way! So the economic reason was the key in getting involved with Norton bikes.

In May one of my buddies said there was a '72 Commando at Yamaha of Fontana with 300 miles on it. Going into the shop I noticed they also had left over new '72 Yamaha SX650s. Both the Norton and the Yamahas were \$1200. After the test ride on each, it was no contest as far as power and handling. The Norton sold me.

Several years after getting rid of that first Norton, I came around again to wanting a road bike. What I really wanted was an 860 Ducati. What I found was an \$800 '73 750 Commando. Again it was an economic solution. This time I rode the Commando for over 5 years before getting tired of the problems and moving on to an '83 BMW and all the long distance touring.

Well, as you know I'm back to a '72 combat Roadster. I've already owned this one for three or four years. It's still a pain once in a while, but since I'm not interested in interstate riding any longer, the personality of a Norton fits just right. This time it wasn't an economic decision. I actually went looking for the Commando understanding its limitations balanced against the enjoyment it provides. I guess I've matured (spelled getting old?). The Norton and I have an understanding, I don't push it to do more than it wants and it allows the same for me. If this is the last bike I own, I'm content.

An Early Commando.....by Tom LaNasa

Leonard Loydd sent me a message about one of his fellow Moto Guzzi clubmen that owns an interesting early Commando. Tom LaNasa lives in New York and this is his story.

I bought the bike from a guy in Brooklyn about seven years ago and he was the second owner. The bike had a regular Commando tank when I got it, but the owner had the original tank and tail section, which he didn't like. It was kept wrapped up in his attic. Evidently the first owner wasn't too keen on them either because they are in perfect condition.

The frame was painted about five years ago and it shows that wear due to the fact that I didn't powdercoat it which was a mistake. Anyway, I quickly realized that this was not one of the normal frames when I had a conversation with British Only and they asked for the frame number. Everyone said that I had a P-11, which it obviously is not. The frame has the gusset at the head and when I got it there was no lower tube. Unfortunately I decided to ride it which eventually lead to the large tube cracking. I then when out, bought a scrap frame and had the lower tube cut out and welded it into my frame. Of course I could have just had the same diameter stock welded in, but I was trying to be as original to the frame as I could be. It was stupid in retrospect.

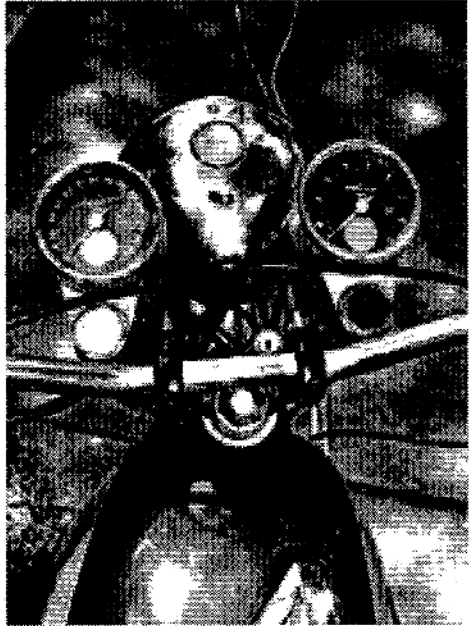


I then wrote to the Norton Owner's Club in England. The only problem is that the engine block numbers are not the same as the frame. The previous owner claims that he is sure that the original owner got it that way, but who knows.

Feb 26, 1996

Please find the enclosed letter of confirmation.

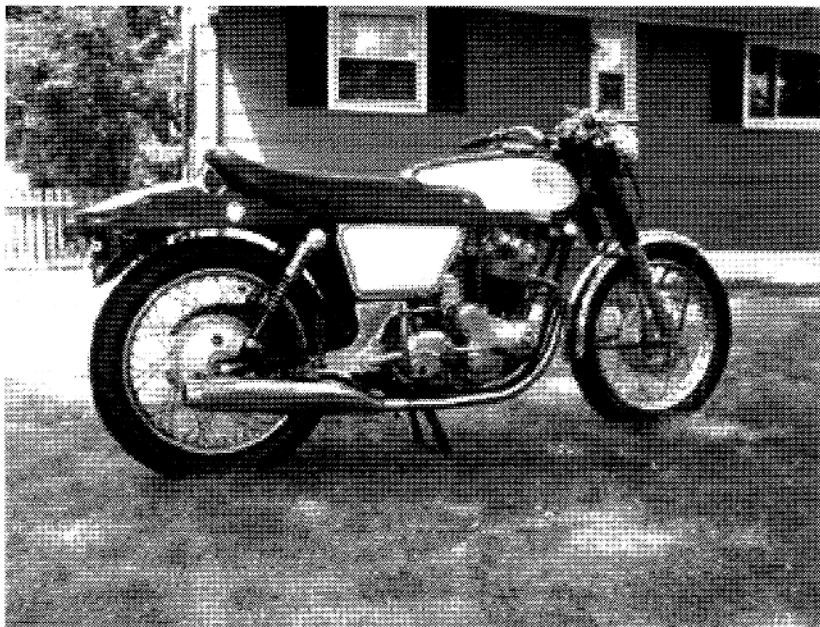
I find it difficult to determine the actual date of original build for 123671. As I may have told you in my previous letter, the machine you have is the second listed number, 123666 is supposed to have been the first show model and 123667 was possibly experimental



and was sold to Byron Black in the USA, date 14-8-69. Your machine was dismantled on 19-11-68.

The first production machines were available from February 1968 starting at number 126125. I suspect 123671 was rebuilt at a later date using the same number.

THE UNAPPROACHABLE
Norton



To: Mr. T. LaNasa
New York, NY

Dear Mr. LaNasa

Thank you for your letter regarding the Norton motorcycle that you have. From the records in my possession, I can confirm that the number 123671 stamped on both engine and frame was allocated to a Norton Commando Fastback built early in 1968. It is possible that this machine was one of the first batch produced, the engine number is certainly one of the earliest known, but was rebuilt at the factory and probably used for evaluation tests.

The above machine has a twin cylinder engine with a total capacity of 745cc, more commonly referred to as 750cc. Various color options were available at the time of production; the colour for this particular one is not given.

Yours Sincerely,

N. Hinton
Librarian Norton Owners Club

NCNOC Bulletin Board

Formula USA Sacramento Mile

Eddie Mulder's WEst Coast Vintage Dirt Track, vintage bike show & swap meet.

Cal Expo, Sacramento

Sept 15-16

For more information call (661) 268-0105

International Motorcycle Show

The San Francisco event is scheduled for November 9-11, 2001 (it'll be the kick-off event for the series) and will be held at the San Mateo County Expo Center.

Last year there was a corral for vintage motorcycles. Bob Bausch has been trying to get some space for the NCNOC to display a few Nortons. We'll get some followup on this in October.

This show is also a good place to see all the new 2002 models, if you're interested in any modern makes.

From someone on ebay, I received this information about a camchain tensioner product. This was news to me although I'm sure several of you already know about this company. The good news is it's close in San Jose. The idea of this tensioner is to reduce the variation in the cam timing by reducing the chain slop.

RMA Engineering, 447 Santa Mesa Drive, San Jose, CA 95123. (404) 478-4032
Price was \$79.95 for the kit.

East Coast letter....continued from page 8

After the meeting formally adjourned, everyone hung out for a while telling more tall tales and some of the guys brought out their firearms and started plugging away at tin cans set up on a stump in Bart's backyard. No, I'm not kidding, east coasters really do this kind of thing. About this time the rain started coming down in sheets, so I waited a while before swimming back to my car for the return trip home.

Virginia and Maryland have some really beautiful countryside and lots of good motorcycling roads which I am looking forward to exploring. I wrote a check for a year's dues before I left, so I expect I'll be seeing more of these east coast Nortoneers. Maybe Steve Coburn will even show up for a ride at some point, he is a member here as well with the NCNOC.

Best wishes to all in northern California!

John Covell
Former PR Officer, NCNOC
(202) 268-3381 off.
(703) 258-3138 res. (until 8/27)

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Classified

Editors note: We actively encourage non-Club members to post ads to sell Norton motorcycles, Norton parts and Norton-specific services. All ads will run for 3 months. Please notify the editor if your item has been sold. Your ad will automatically be removed after 3 months if I haven't heard differently. Note the expiration date at the end of each ad.

FOR SALE

1971 Triumph Bonneville 650

Very Clean, mechanically perfect.
Bronze/Black/White original paint
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call (760)967-6457

1928 NORTON CSI, \$11,550, 500cc
OHC. BATOR INTERNATIONAL,
Ojai, (805)-646-9566.

1929 NORTON, MODEL 18, \$8,900,
Mariah Motor Classics, Capitola,
(831)-462-1262.

1933 NORTON, MODEL 18,
\$10,075, Bator International, Ojai,
(805)-646-9566.

1946 NORTON, MANX, 350CC,
\$15,877, Bator International, Ojai
(805)-646-9566.

1958 NORTON, DOMMI, \$4,750,
Race Bike. Bator International, Ojai
(805)-646-9566.

Wanted

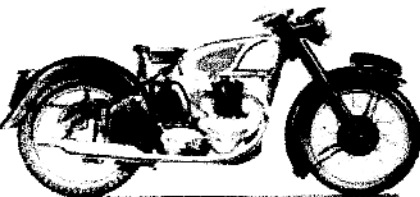
Electric Starter Parts for 1975 MKIII
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dgtalmn@ecis.com
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Ken Armann

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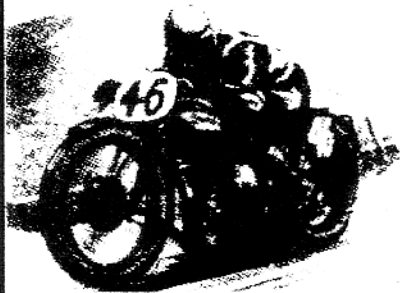
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Authentic fish and chips
Bangers
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Quarter Foosball

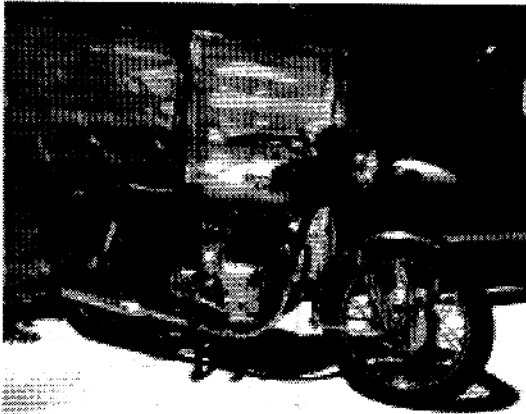
106 E. 25th Avenue
San Mateo, CA.
(650) 574-9723

For Sale

1968 Royal Enfield Interceptor MK1A. This machine is complete and 99% original, with new continental (low pipe) exhaust and n.o.s. seat, fresh paint on the original 3 gal tank, and new Dunlop Sport Elite tires. Also included are 4 and 5 gal. Enfield tanks, with a good set of chrome trim panels and badges. The bike is currently registered and carries the original black CA plate. You can see it at

<http://members.aol.com/NortonClub/RE.html>

\$4500 Alan (831) 475-7505



For Sale

Lucac Competition Magneto Excellent condition can ready to install. Clean and rebuilt. Throws a mean blue spark. \$800.00. Lorin 408.961.3468 (10/01)



THE NORTHERN CALIFORNIA NORTON OWNERS CLUB

Membership Application

The Northern California Norton Owners Club (NCNOC) was started in San Francisco in the early 1970's, and grew geographically larger to become the Northern California Club. Club membership is technically limited to Norton owners, but we look the other way all the time, at least as long as you would like to have a Norton, own other British bikes, or are just a great person to have around. So if you like to ride, repair, eat, drink, be merry, and admire Norton motorcycles, it will cost you \$20 to join.

The club has monthly rides (sometimes more often), monthly meetings on the second Thursday of the month (at rotating venues), an award winning monthly newsletter, and a Website.

If you would like to learn more about your Norton and how to take care of it, would like to buy a Norton, or just want to have a good time with other Club members, join now!

The NCNOC maintains a relationship with the U.S. Norton Owners Association (USNOA, also known as the International Norton Owners Association, or INOA) as well as the original Club in England. Our club secretary will tell you how to join the UK organization, if you have an interest or see their website at <http://www.noc.co.uk>.

The USNOA puts on a North American Rally each year and publishes a fine quarterly magazine called the Norton News. This gives you access to national want-ads and to Norton merchants all over the country who advertise in the News. You also get the national membership list. It is well worth joining and will cost you another \$20. Send that to: Dian Slark, 12603 BelAire Circle, McCalla, AL., 35111...Phone (205)477-4340.

We look forward to seeing you and your Norton out on the high road.

NAME _____

ADDRESS _____

CITY STATE and ZIP _____

TELEPHONE _____

MOTORCYCLES OWNED

Make	Year	Model	Engine/Frame/Plate Numbers
------	------	-------	----------------------------

Attach another sheet if you want to list more.

I hereby apply for membership in the Northern California Norton Owners Club (NCNOC). This is a _____ new _____ renewal application.

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 judgement 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.

Dated _____ Applicants Signature _____

Send all applications or inquiries to:
Alan Mueller, 128 Windsor Ct., San Carlos, CA. 94070
(650)591-5444