



Norton Notice



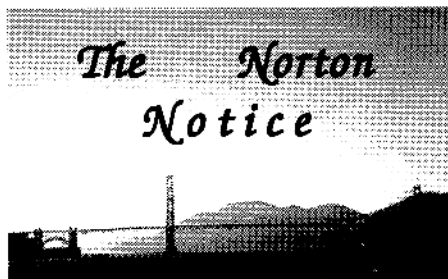
The Newsletter of the
Northern California Norton Owners Club

No. 282

March, 2002



1971 Commando Hi-rider



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 marquee.

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. Articles and photos can be sent in almost any format and the Editors Mac can read it. You may also send articles directly to the editor via fax at 650-595-3368. E-mail can be sent using INTERNET to norton2@earthlink.net or norton2@aol.com

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 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 and the membership card.

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 Treasurer or the 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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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 marquee. 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

Club Meeting Schedule

March 14th – Prince of Wales, San Mateo

April 11th – Coco's, Dublin

May 9th – Prince of Wales, San Mateo

June 13th – The Boat House, San Francisco

July 7th – Peter & Joan's German Restaurant, San Juan Bautista

August 8th – Prince of Wales, San Mateo

September 12th – Harry's Hofbrau, San Jose (Saratoga Ave & 280)

October 6th - AGM @ MacDonald Park, San Mateo County

November 14th – Coco's, Dublin

December – No meeting



Mar 16	26th Annual Vintage MC Show, Caldwell, Id (208)377-4981
Apr 26	AMA Vintage Days West, Sears Point Raceway
Apr 27	Sonoma, 1(800)870-RACE
Apr 28	
May 03	AMA Superbike Challenge, Sears Point Raceway
May 04	Sonoma, 1(800)870-RACE
May 05	
Jun 02	Huntington Beach Concours

Press Production and

Halftones:

John and Carrie Follett:

White Oak Press, San Carlos, CA

Ride Schedule..

by *Gar Jorgenson*, ride coordinator

Alert

Alert

Alert

Alert

Alert

Alert

There is a different starting point for the 'Morning After' Ride than is listed in the Clubman Show Flyer. It will not be starting at Road Rider. See below for details.

March Ride

"Morning After Ride"

March 31st – 10 AM

This year the "Morning After (the Clubman's Show) Ride" is going to be led by the Northern California Norton Owners Club! Alan Goldwater and Tom Dable have put this together and it looks like it will be a good one. **Please note that there is a different starting point this year!** This year the ride will start at **Baker's Square Restaurant in Los Gatos (165 Los Gatos Saratoga Rd – PH: 408-354-4733).**

The ride will depart at 10 AM and will go south along Uvas Canyon. It will then go over Hecker Pass, north along Eureka Canyon and Old Summit Road to Old Santa Cruz Highway. It will arrive back in Los Gatos around 1 PM. Greg Fuller is going to command the chase truck. I will be assisting with sign-ups and probably will ride the chase truck with Greg. If anyone else would like to lend a hand, let me know.

April Ride

Cameron's/Half Moon Bay Ride

April 21st – 10 AM

The Cameron's Ride is one of those that I think is highly under rated. This one has always been a lot of fun and lunch at Cameron's in Half Moon Bay just tops it off. As well as it being a great ride, from Alice's to the Coast, this is one of the few rides where you can place bets on the outcome of the ride. Depending on who's leading, you might get some pretty good odds! Since I haven't gotten a commitment from Alan G. (will we all get there) or President Mike (will we all get wet), we might throw a wild card in and come up with a completely different leader with his/her own twist to the ride. If anyone would like to take this on, give me a call.

May 19th – Monterrey Bay Ride

June 9th – North Bay Ride

July 7th - Ride and Meeting in San Juan Bautista

August 9th – 11th – Dardanelle Weekend Ride (tentative date)

September 22nd – Mt Hamilton Ride

October 6th – Old Timer’s Ride and AGM

October 20th - Delta Ride

November 2nd – All British Ride

November 24th – Turkey Ride

December 8th - Christmas Party

.....

I received a list of up-coming events for that “other club” in 2002. It looks like they have some pretty good stuff scheduled so here is the list for those that would like to hang out with the BSA guys. For details on any of these rides, call the **Ride Committee Chairman, Steve Fischer @ 415-892-2197.**

March 30th – Clubman’s All-British Show

March 31st – Morning After Ride

April 13th-14th – Central Coast Ride

April 26th-28th – Vintage Days West

May 4th-5th – Dual-Sport Ride

May 31st-June 2nd – North Woods Ride (Lassen-Shasta)

June 16th – British Singles Ride

July 19th-21st – Sierra Ride

August 11th – British Triples Ride

September 12th-15th – California BSA Rally

September 14th – Nick Nicholson Memorial Ride

September 28th-29th – Dual Sport Ride

October 11th-13th North Coast Ride

November 2nd – All-British Ride

December 15th – BSAOCNC Vintage Trial

If rides are cancelled due to poor weather - plan on the ride taking place the following week - same time - same place, call the ride coordinator!

Norton Owners Club of Northern California
Minutes of the Meeting 2-7-07
Harry's Hoffbrau, San Jose

The meeting was called to order at 8 PM by Pres. Mike Sullivan, with 18 members and 4 guests in attendance. Mike thanked Ken Armann for bringing new members Loren and Mike (lastname??).

The schedule for the Duncan Ferguson Memorial Sweetheart ride was given by Jerry Jolliff, followed by a discussion of plans for the Morning After Ride on Easter Sunday. A majority of those present preferred a shorter route for this ride. Therefore the ride will start from Bakers Square in Los Gatos at 10 AM, proceeding south through Uvas Canyon, over Hecker Pass(152), and returning to Los Gatos through Eureka Canyon, Summit Road and Old Santa Cruz Highway. Total length for the ride will be about 80 miles. No gas stop will therefore be needed, which is just as well since there aren't any stations on the route.

I then announced a joint summer excursion with the North West Norton Owners to search for an INOA National Rally site in south/central Oregon, on the weekend of June 21-24. This is the weekend of the Summer Solstice, with a full moon as well. So there will be plenty of light, and all members are welcome to participate. Further details will be announced next month.

Mike Sullivan reported that there were still 2 NOC calendars available, at \$15 each. No other new or old business was offered, so the meeting adjourned at 8:45

Respectfully Submitted,
Alan Goldwater, NCNOC Sec.

President's Message*by Mike Sullivan*

Well, if you were not there you missed a good one. St. Valentine smiled on us for the Sweetheart/Duncan Ferguson Memorial Ride on Sunday February 10. Meeting at The Florence in Niles was quite a crowd with 12 Commandos of various sorts, 1 Velocette Thrupton (George and Sachi Shoblo), 1 Triumph, 1 Mercury (Ken Armann), and 2 Dunstall Commandos (Lynne Miller and new member Chris Fritag). After a short ride into Niles Canyon and a stop to remember Duncan Ferguson off we went north on Palomares Canyon Road. Jerry Joliff and Gar Jorgenson led us through Dublin and the area north of the Santa Rita Jail and then back to Livermore for a fine English pub lunch. The weather was great for the first time in three years. I think we fooled the Rain Gods by scheduling the ride a week early.

The Club meeting for February was held at Harry's Hofbrau in San Jose for the first time in quite a while. The food was good and plentiful and the beer was cold. The turnout was the biggest for a monthly meeting in a long time. There were 20 members present with even one crazy rider (Keith Karn) riding in the rain. We will continue to schedule Harry's Hofbrau for the South Bay Meetings.

I have received a nice letter from Art Sirota inviting the NCNOC along with the BSA Club to a housewarming party at his new house in Redwood City. The date is Sunday June 23.

The address is 601 Harrison Ave and the time is 1:00PM. Art has set some rules that will need to be followed; no smoking and no alcohol. Free food will be provided. Since it is his house and he is paying the bills I believe that he is within his rights to set the rules. This should be a great gathering and an opportunity to see all of Art's bikes.

The next Club meeting will be at The Prince of Wales on March 14th. The next ride will be the Day After Ride on Easter Sunday, March 31. Remember that the Clubman's Show will be on Saturday March 30. See you there.

Remember, real men ride Norton Singles.

Mike Sullivan
President

ALAN'S WRENCH.....*by Alan Goldwater, tech editor*

This column was originally printed in INOA Norton News #123, and I apologize to those readers who've already seen it in that form.

Last year I tested a variety of disc brake pads, including a sintered compound disc brake pad. I found that these provided enough cold bite to be pretty useable with the stock master cylinder. Unfortunately, some rigorous 'canyon carving' revealed that they fade badly under vigorous use. I wasn't sure at first, because the lever pressure needed for hard use was near the limit of my hand strength, and muscle fatigue became a factor. So I installed the RGM master cylinder sleeving kit, which I'll discuss in detail a bit later.

With the lever pressure reduced, I was able to really feel the thermal limit of the brake pads. My test route was Sonora Pass, familiar to anyone who's attended our Dardanelles weekend event.

This incredible road rises almost 3000 feet in a 10 mile stretch, with endless switch-backs and short straights. On the way down, I had to use 3rd, and in some places 2nd gear, as the front brake nearly stopped working after several tight corners. Mind you, I was going a fair clip, but not close to the limits of road clearance or tire adhesion – after all, there's a rock wall on one side and a 300 foot drop on the other!

On the way home from the weekend, I stopped at Vintage Brake (209 533-4346), who supplied the pads. Michael Morse looked at the disc and caliper, finding nothing abnormal. After chatting a while, he offered me a set of EBC FA27 Kevlar pads, which he likes. I tested these over the fall riding season, and found they performed flawlessly, providing stable fade-free stopping, even when pushed hard enough to turn the rotor blue!

Now, back to the 13 mm. master cylinder modification. The kit is available from RGM in the UK or Clubman Racing here in the US, for less than \$50. The kit includes the sleeve, a Grimeca plunger and seal, an adapter piece, and a new dust boot and clip. The instructions are brief but adequate for an experienced mechanic. But there are some fairly serious (and fixable) design problems, which took a while to sort out as they aren't mentioned in the installation procedure.

To use the kit, I first disassembled and thoroughly cleaned the master cylinder. Next, I had Ken Armann press the sleeve into the bore using a shouldered mandrel. Ken can install the kit for you for around \$100 parts included (kenarmann@hotmail.com, 408 379-4300). If you want to do it yourself, you may be able to find a suitable tool (meant for pressing sleeve bearings), at an automotive or other tool supply outlet. If not, you must make one or have one made. We pressed the sleeve in with a bench press, taking care that it was straight and didn't distort.

When I first bled the system, I noticed that bubbles would come out the larger (return) hole with every stroke, and didn't diminish even after I had good lever pressure. It eventually dawned on me that the air was being pumped down the outside of the sleeve by the compression of the dust cover. This meant there had to be a leak around the sleeve, and sure enough, when I removed the boot I found it was wet with fluid.

At this point, I recalled that the outside of the sleeve was knurled (presumably to get a better grip on the original bore), which seemed to be the cause of the leak. I cleaned the assembly thoroughly, set it in a vise with the bore vertical, and carefully fed some Locktite 290 (wicking) compound into the chamfered area between the old bore and the sleeve. Sure enough, after a while it came out the hole in the reservoir. I let the first application set up, then repeated several times, until no more would wick into the joint. I cleaned out the reservoir holes and let it cure over night. Of 10 kits installed by Ken, this is the only one that had this problem, but the fix is simple enough that I think it should be part of the procedure. Ken is now using Araldite epoxy to seal the sleeve against this problem.

Finally, I took a closer look at the inner working surface of the sleeve, and found it had clearly visible lathe marks. Even though the rubber seal might hold pressure on such a surface, the wear on the seal might be accelerated. I polished the bore with some 1200 grit paper wrapped around a dowel, until the grooves were gone. On re-assembly, the system bled and held fluid properly. Off I went on a test ride.

I found the lever pressure needed was significantly reduced, with excellent feel. But after around a hundred miles, I noticed yet another problem. The lever wasn't fully returning when released, and had to be nudged away from the bar against the stop. So I took the dang thing apart again, looking for tight spots. The plunger was free, but I did see a bright spot on the inside of the lever near the pivot hole. I found that the ears of the spring clip holding the boot weren't fully seated and were touching the lever. Being spring steel they had enough bite to cause a problem. I pressed the clip fully into place with a screwdriver, and just to be sure I ground away a bit of the lever metal where the clip was interfering with it.

So to summarize, the RGM sleeving kit offers a workable and cost-effective improvement to the stock master cylinder, but three important steps are omitted from the instructions: use locktite or araldite, polish the bore, and double check that the boot clip is fully seated. The final result is a brake system with stock appearance that really works, and at a reasonable price.

Matt Lee (1954 - 2002)

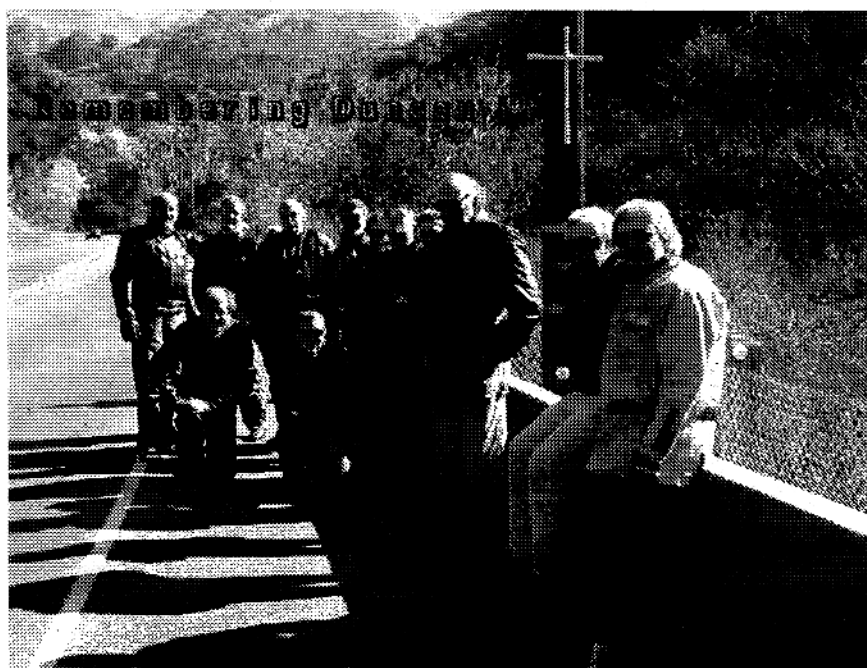
My good friend Matt Lee has tragically passed away from cancer. We're all deeply affected. He was well known to many of our members. Please share this posting with our clubmembers. Thanks and be well.

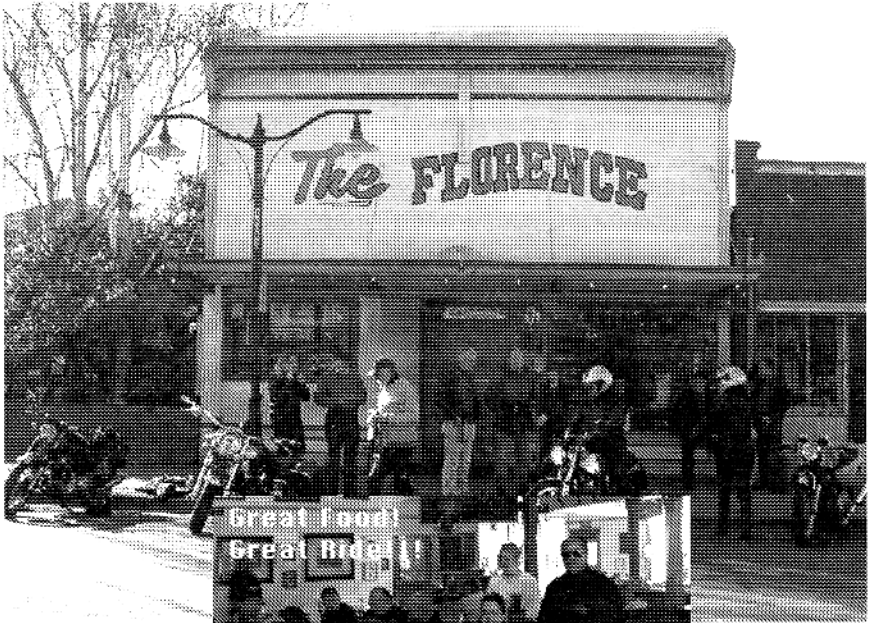
PS: If anyone wants to contact me personally about the service, that's fine too.

For those of you who are interested or may have known Matt, here's a link to the photo album I've created in his memory <http://www.imagestation.com/album?id=4292052329>. Enjoy what you have, stay strong and above all, stay lucky!

Jerry Kaplan

A Great Turnout at Harry's in San Jose





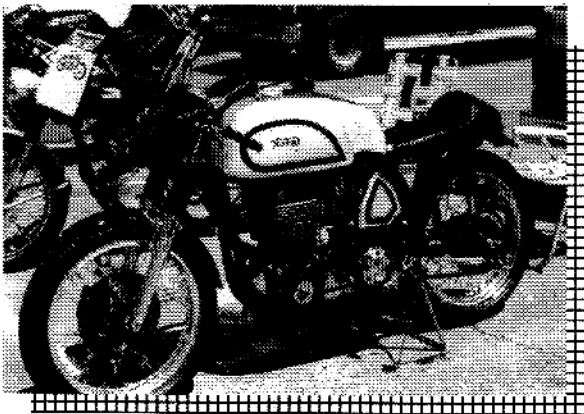
Public Relations....David Crader

Issue 221 of the NOC's Roadholder magazine gave special mention to the Northern California branch for having increased our dues paying NOC members from a recent low of 3 to the current 18. Honestly this was just a recount of our "branch" members that were tallied as unattached overseas members of the NOC. If you are an NOC member that I don't know about and your NOC membership card number ends in an "O" instead of an "NC" let me know.

The Norton Owners Club in England was founded in 1959 and was the inspiration for the formation of the San Francisco branch (us) of the NOC in 1971. Originally the majority of our branch was to also be members of the NOC. This is something that has lapsed over a couple of decades and isn't being enforced by the NOC these days, although we do get pressure to increase that number. The benefits of NOC membership for the NCNOC are mostly ceremonial, but if you enjoy seeing a larger spectrum of Norton activities in Europe, the Roadholder magazine is undoubtedly the best club publication around. Contact either Alan Mueller or myself for more information.

Alan Goldwater and I have or are participating in the NOC's Factory Records Project that is converting all the hand written production records (I do mean all from the start of the company) to an Excel spreadsheet for easy data retrieval. NOC members have access to the club historian and can get all the details of their machine by referencing just one number such as engine, gearbox or even the lower triple clamp number on earlier models. The exceptions are the Commando records that were never very complete. All earlier models have very detailed information including options, color, original dealer/distributor...etc.

On March 31 the NCNOC is sponsoring/leading the British Clubman's Day After Ride, details elsewhere in this issue. Hopefully the weather will cooperate. Since our club is "in the light" I hope many of us will show up and outnumber the other marques.



Second Annual
BIG SUR & MIDSTATE RIDE

APRIL 13-14, 2002

BSAOCNC

Last year we enjoyed beautiful sunny weather after a deluge the day before. This ride includes big views of the Big Sur coastline and mountains with a lunch stop in the historic Hearst Ranch house restaurant and an afternoon ride through the wine country west of Paso Robles to Morro Bay.

The Sunday ride runs northeast on Hwy 41 to the James Dean Memorial at Cholame, then north to the 'Earthquake Capitol of the World', Parkfield, and then along the San Andreas Faultline to King city for the lunch stop. After lunch, we return to Carmel via Carmel Valley Road.

This early in the season, the hills and valleys are green and lovely, and the cage traffic is light.

Saturday start time: 10AM from Baker's Square Restaurant, located at the corner of Hwy 1 and Rio Road in Carmel

Sunday Start time at Morro Bay: 9:30 AM

Morro Bay Motels:

Ascot Inn, 260 Morro Bay Blvd. \$69 and up. (800) 887-6454, (805) 772-4437

They are blocking 11 rooms for us until March 13 at that price.

Mention the BSA Club when reserving.

Ascot Suites, A Flossy joint across the street, from \$139 same phone #

www.ascotinn.com

Cabrillo Motel, across the street, from \$79 (800) 222-9915 (805) 772-4435

Motel 6, from \$44, about a mile away at Hwy 1 & Hwy 41

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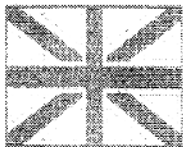
email: jmulrean@home.com

WEBSITE www.members.tripod.com/BritishConnection

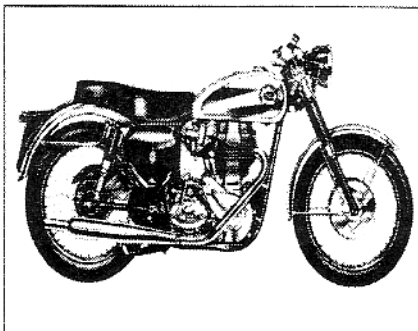
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Make Check or Money Order Payable to: The British Connection
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\$100.00 PER PERSON FOR THE WEEKEND : SATURDAY ONLY \$50.00 : CHILDREN
UNDER 14 \$35.00 FOR THE WEEKEND: CHILDREN UNDER 5 FREE
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**Saturday March 30, 2002**

Santa Clara County Fairgrounds, Campbell Pavilion
San Jose, California *Indoors - Rain or Shine*
 Doors open at 8:00 AM General admission \$5.00
 Kids 12 or under are free

ALL-BRITISH MOTORCYCLE SHOW

Set up starts at 6:30 am

Show Bike Classes

Divisions: A - Show/Concours/Restored

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Buy and sell British motorcycles & parts,

Register early

Set up starts at 6:30 am

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Win a 1972 Norton Commando

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For Details Contact:

Jim Tomich (415) 749-4682 (day) (408) 377-9457 (eve)

All entries & checks payable to: BSAOC, PO Box 594, Novato CA 94948

Sunday March 31, 2002**The "MORNING AFTER" Ride**

Organized by Northern California Norton Owners' Club

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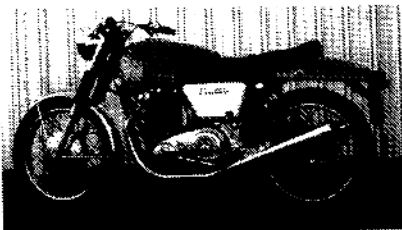
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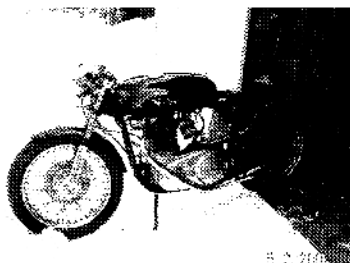
CLASSIFIEDS

EDITOR'S 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 three months. Please notify the editor if your item has been sold. Your ad will automatically be removed after three months if we have not been informed. Note the expiration date at the end of each ad.

EDITOR'S NOTE #2: I think it would be great if when you submitted an ad if you would include a photo of your bike. (We all have more photos of our bikes than our kids). I think this would be a wonderful selling point. Either, e-mail me a photo (.jpg format) or mail the photo and I will scan it in. Please plan on me keeping the photo for future reference.

FOR SALE:

1953 Norton Cafe Racer. Restored in mint condition. It's located close to Toronto at \$6500 US dollars. If interested you should ask for info at BarneyH@UTCSports.com



I have a Black Beauty!!!

Not much looks and sounds better than a well-tuned Norton. **1971 Classic Commando 750.** The original British Superbike. This is a Vintage bike and you will be noticed;-) Excellent condition. Runs great! 23,000 miles on the odometer. \$5,500 OBO. Remember, they ain't making these anymore. Extra ape hanger and sissy bar.... "lfein@imsync.net" E-mail for photos and original ads from the '70s. I want to make sure it has a good home!. Lenny in Austin, Texas. (02/02)

FOR SALE: Layoffs force us to liquidate our cycle collection. '69 Norton Fastback, 1K on .001 over top end job...silver/gold decals. Great runner. Good Avons with full fairing, disc brakes. \$2,200 OBO contact Dean Goodsell (bestsell@webtv.net) (4/02)

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.

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 Bel Aire 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
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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 reasonably 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