



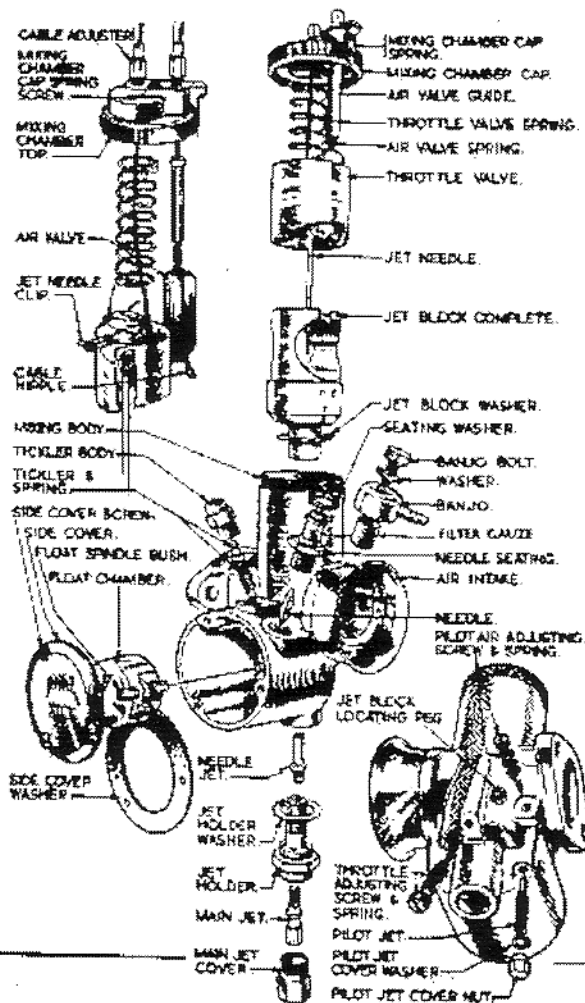
Norton Notice



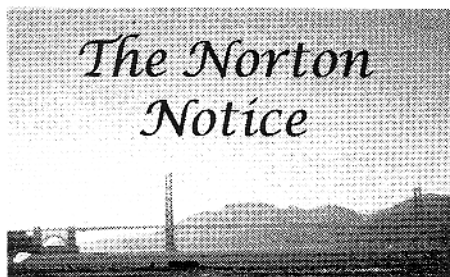
The Newsletter of the
Northern California Norton Owner's Club

No. 309

July 2004



Amal
Monobloc



The Norton Notice

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 PC can read it. E-mail can be sent using INTERNET to mikemill20@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

Upcoming Events

2004 Meeting Schedule

Northern California Norton Owners Club

2004 Meeting Schedule

Ride/Meeting

Peter and Joan's German Restaurant

Center of San Juan Bautista

Meet 11:00AM

Saturday July 3rd

Bench racing starts whenever the second member arrives.

July 3rd – *Ride/Meeting San Juan Bautista*

August 12th – *Meeting – S.F. (No meeting place selected yet)*

HELP!!!! Suggestions Please

September 9th – *Meeting – Prince of Wales*

October 2nd – *Old Timer's Ride and AGM*

November 4th – *Meeting - Prince of Wales*

December 5th – *Christmas Party (no ride or meeting)*

Please note that at the last meeting at the Prince of Wales on March 11 it was decided by a vote of the members present that the East bay meetings at Mimi's Cafe in Dublin on May 13 and November 4 would be changed and held instead at the Prince of Wales. Please make the appropriate changes to your calendars.

Ride Schedule..

by **Gar Jorgenson**, ride coordinator

Points Leaders:	Ian Reddy	68
	Lorin Guy	56
	Alan G.	56
	Tom Dabel	54
	John Maka	54

July

July 3rd (Saturday) – San Juan Bautista Ride/Meeting
**Meet at 11:00am at Peter and Joan's German
Restaurant in downtown San Juan Bautista.**

July 19th through the 23rd (Monday - Friday) - INOA National Rally, Ohio

July 25th (Sunday) - Cameron's/Half Moon Bay Ride
Norton club will again descend upon the Cameron's restaurant in Half Moon Bay for lunch after a leisure ride through the Santa Cruz Mountains. All bikes welcome, start from Alice's (hwy35@84) at 10:30am July 25th Sunday
Ride leader Lorin Guy
Call for detail at 408.961.3468 or e-mail
loringuy@yahoo.com

August

August 13th, 14th, 15th (Friday – Sunday) – Dardanelle Weekend

Dates confirmed.

August 14th (Saturday) – Alternative Day Ride – Ebbets/
Sonora Pass Loop

Ride leader - David Crader.

August 22nd (Sunday) 9:30 AM – Adopt-a-Highway clean-up
day.

September

September 18th & 19th (Saturday – Sunday) – North/South
Ride (Tentative).

**Ride Leader Alan Goldwater. This will be a hook-
up with the Southern California Club somewhere in the
Sierras.**

September 18th (Saturday) – Alternative Day Ride – TBA

Ride leader needed.

October

October 3rd (Sunday) – Old Timer's Ride and AGM

Ride Leader – Mike Sullivan.

October 17th (Sunday) – Delta Ride

Ride leader Gar Jorgenson

November

November 6th (Saturday) – All British Ride

November 21st (Sunday) – Adopt-a-Highway clean-up day

9:30 AM before the Turkey Ride

November 21st (Sunday) – Turkey Ride

Ride leader – Lorin Guy

December

*December 5th (Sunday) – Christmas Party (no ride or
meeting)*

EDITORS CORNER

Lots of things happening now that summer is officially here; although you would never know it by looking at my puny tomato plants. Mornings on the peninsula have been decidedly cold and overcast in the mornings with the sun only coming out after noon for a short time.

I went to the AMCA happening at Dixon on Friday 6/18 to have a look at what was going on. This is mostly a Harley-Davidson and Indian occasion but there were some very old stuff as well as some English units. I did see one slimline rolling frame and one worked over Commando. I am sure that there would have been more things showing up on the Saturday following.

Wednesday July 21 is the Annual "Ride to Work Day". If you do not normally ride your unit to work, this is a good excuse to drag it out in the middle of the week. What with the price of petrol and the clogged freeways, riding to work sounds like just the thing to do. Also, the ride home might be just the thing to blow the cobwebs out from between your ears. If you need more information, go to www.ridetowork.org.

The INOA Rally 'Round the Races is happening on July 19-23. I have only heard that Alan Goldwater will be going in his capacity as INOA Vice-President. If you want a t-shirt, I am sure that Alan will take your order as he is trucking back and forth. Call Alan as I am sneaking this in on him. My apologies, Alan.

The Carson City British/European Bike Show and Swapmeet is being held on July 17-18 at Fuji Park just south of Carson City. This is held in conjunction with the Annual BSAOCNC ride and chili cook-off. Double check with the BSA Club if you intend to go. Later in the year is the BSAOCSC/BSAOCNC joint ride to the Southern Sierras starting in Kernville on October 23 and going overnight. Their note says that they are going to hit some Southern Sierra passes. It seems to me that it could be quite cold at high altitude at that time of the year but being way down south it could be tolerable. Call Frank Forster at 831-688-2120 for details.

The Superbike Races are at Laguna Seca over July 9-11. Norton America said that they will be there with a production bike. If anyone goes will

continued on page 15

President's Message by Jerry Grainger

PRESIDENT'S MESSAGE

20 June 2004

Hi Riders

A bunch of us just got back from southern Oregon, where we were scouting out a site for the 2005 INOA rally. I think you're going to like Lake Selmac, where the Iron Horse Rodeo was held this weekend, accommodating a large crowd very comfortably in very pleasant surroundings. Alan Goldwater will be announcing further details shortly for this July, 13 - 18, 2005 event, which you will want to put on your calendar now. It's a great place for a family vacation, as well as for some excellent Norton'ing.

Alan also led a ride to Cambria, down the Big Sur coastline, earlier this month, which was a combined ride with the southern California Norton folks - a good time was had by all. On that same weekend, Dave Crader conducted an East Bay ride, which included a tour of the Arlen Ness skunk works in Dublin, as well as a nice picnic at Oak Knoll Park

So as spring solstices into summer, your Norton club is having a great time with its Nortons, and you should be too! Be sure and join us for the next ride and brunch meeting on Saturday, July 3, in San Juan Bautista, at Peter and Joan's German Restaurant, on the main drag of metropolitan SJB. We can have our meeting at 11:00, followed by a meal. Word has it that some other motorcycle enthusiasts also get together in nearby Hollister that weekend, in case you want to mix and match your two-wheeled recreation.

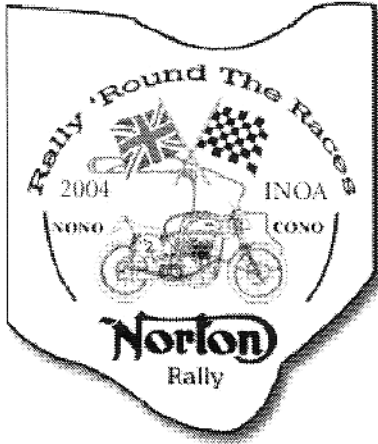
And those who are serious about Norton rallying have probably already made their plans to attend the INOA 'Rally 'Round the Races' at Big Prairie, Ohio, taking place on Monday, July 19 through Friday, July 23, bracketed by some major vintage and super-bike racing on the two surrounding weekends. Last minute planners should find further details in this issue, and see also: <http://ohionortonowners.org/>

And Ken Armann advises that the mid-August weekend at the Dardanelles will happen again, which is always a great chance to sit by the fire and watch for shooting stars (in the sky, not on the road). Dates of Friday 8/13 - Sunday 8/15 have been confirmed; there will also be an alternative ride, probably on that Sunday, over Ebbets Pass and the Sonora Pass loop, again with Dave Crader.

Our June 10 monthly meeting at San Mateo's Prince of Wales Pub was attended by some new faces - welcome Dan from New Hampshire, Steve from San Francisco and Eric from Fremont. We look forward to seeing you again soon, hopefully astride your Norton steeds, and we'll get to know one another better.

See you on the road.

Jerry Grainger
President,



July 19-23, 2004

(Monday-Friday)

Whispering Hills Campground

8248 State Route 514

Big Prairie, Ohio 44676

www.whisperinghillsvrpark.com

Mail check to:

INOA Rally 2004

c/o Stan Smith

Rocky Point Cycles

2509 Linebaugh Road

Xenia, OH 45385-8590

e-mail: sales@rockypointcycle.com

info: ohionortonowners.org

Phone: 937-376-9792

Tee-shirts: \$12-S, M, L, XL; \$15-XXL, XXXL

Names of others attending with you:

.....

.....

.....

.....

.....

Name

Address

Phone

E-mail

Pre-Registration Rates (USD)

(rates will be 10% higher on-site)

INOA Member \$50

Non-member \$55

Youth 6-18 \$25

Children (under 6) Free

Tee-Shirt(s) See prices

Camping fees are \$8 per night per person, to be collected at the rally.

Do not send camping fees.

Make Check Payable (in US dollars) to "INOA Rally 2004"

Minutes of the NOC meeting 6/10/04 POW

Called to order at 8:05 by Jerry Grainger with 20 members and guests present

- 1) reading of minutes was waived with no objection.
- 2) report on the ride to the Arlen Ness shop and museum by Gar Jorgenson
- 3) I reported on the overnight ride to Cambria, which was great. Special thanks to Chuck and Stella Bohn, who were wonderful campground hosts for us.
- 4) New members Steve, Eric, and Steve introduced themselves and their bikes.
- 5) Lorin & Kathryn Guy reported on their excursion to UK with 76 Bonnie . They broke down at Sammy Millers Museum and he helped him fix breakdown on the spot.
- 6) Review of Cleanup Day, San Juan Bautista and Cameron's rides See the calendar in this issue for details.
- 7) Discussion of the Site Survey trip to the 2005 National Rally site. There should be a brief report in this issue and a full discussion next month.
- 8) A San Francisco meeting venue is still needed. Among the proposals were Reilly's Pub and The Thirsty Bear (Lorin's choice).
- 9) I've been unable to contact the Swanton Land Trust to see if their fall railroad event could accomodate our Old Timers Picnic. As an alternative, I suggest the Loma Mar store, and Lynn Miller offered to check on it.
- 10) Several members attended Keith Karn's surprise 60th birthday party in Berkeley. Happy Birthday Keith!
- 11) Tom D. mentioned Bubb's FIM-sanctioned Bonneville Speedway event mid-September. It's open class, race what you ride, \$100 per run,
- 12) Dan Hudkins introduced himself. He's an INOA member, moved here from New Hampshire. Has rescued a '73 850 from chopperdom, and it is now back to stock and running condition.
- 13) Lorin mentioned the Portland Vintage Races, July 9-11 ?? He will be racing, visitors welcome.
- 14) Bob Aaronson is recovering from his spill on the Morning After ride, but still not ready to ride. He sends his regards and thanks to the club.
- 15) Mike Sullivan says hand stapling the Notice reduces cost from \$190 to \$119. Round of applause for Mike for this saving to the club.
- 16) Meeting adjourned at 8:50 PM.

Respectfully submitted by Alan Goldwater / sec.

Nortoning in Blighty

Since I transferred to California I haven't managed to get back to the UK in the summer time – until now. Work decided I should be there for a week in June and of course I didn't argue.

I got there Friday afternoon and dug my old and trusty 1960 Dominator 99 out of the back of the garage. For the last five years all I have done is top up the fluids and ride her – who says there is a question of reliability. The old lady sits for months on end and starts 2nd or 3rd kick – can't be bad I say.

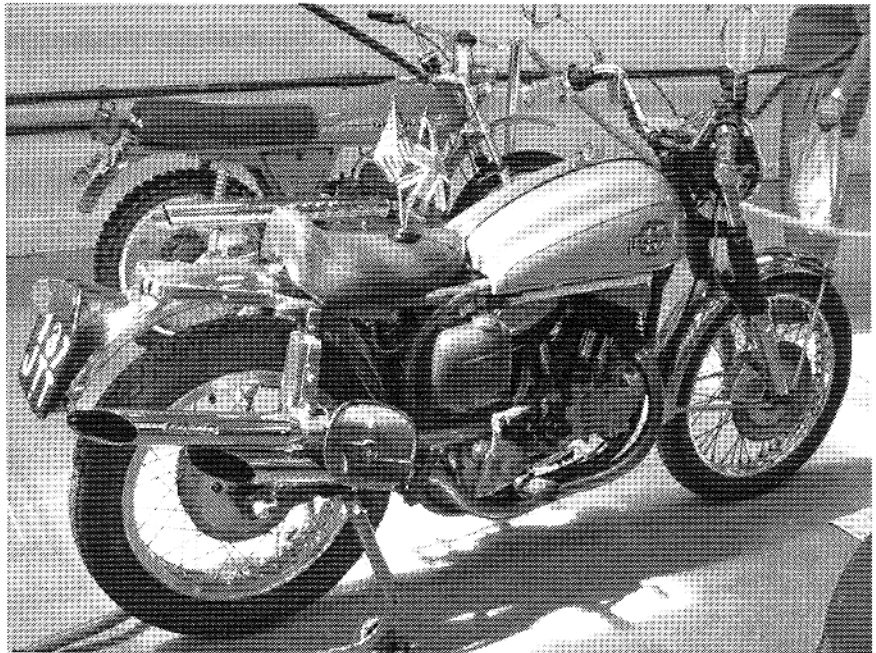
Saturday was a grand day so on with the leather jacket and helmet and off to the gas station for a painful experience. 80.9 pence per litre that is something like \$3.25 per gallon so we are not too badly off over here – yet! My UK home (if I can still seriously claim to have one) is in West Sussex. One of the counties bordering the English Channel (apologies to any French readers). Never a particularly industrialized county there are miles and miles of country lanes much like the roads our ancient iron was originally designed for. What's more if you pick the right ones there isn't any traffic. I just love to head out around 5pm as the shadows are lengthening and do the rounds. The old girl seemed to be enjoying her time on the road too.

Sunday – another fine day. Two in a row cannot necessarily be expected!! My mate Rog – a Triumph rider - but we don't hold it against him - suggested a trip to Shepton Mallet to take a look at a show and swap meet. We debated riding but decided on the car as we might buy something that wouldn't sit on the pillion seat all the way back. A small show but some fine examples of the restorers art . The one that caught my eye was a feather bed with a side valve Harley V twin in it (Picture). So Alan Goldwater isn't quite as alone as we thought albeit his has an Indian engine.

If any of you have seen the June issue of Classic Bike Guide the article on the 1944 Triumph 3HW is about one of Roger's machines. There is a photo of Rog and even our very own Tom Dabel gets a mention

They were running a short sprint event at the show -150yds from a standing start. One of the fastest was a 1927 flat tank Douglas which was turning in runs of 6.5 seconds. The tricked out modern stuff was only doing 5.5.

Monday and Rog and I decided a couple of pints for lunch would be a good idea. We picked a pub in a village 40 miles away that has a first class pint. (it's the Merry Harriers in Hambledon near Hazelmere if you are ever over there – try a pint of "Crop circle"). It was a really warm day so the prospect of a couple of



Top photo: 2 Dominators, a Tripple, and a BSA?

Bottom photo: Looks like an old xWD WLA45 to me

wets was enticing. We took a pleasantly roundabout route and even found some lanes neither of us had ever been on. It was so hot that I had to take my gloves off – can't remember doing that before. Mind you I only have a pair of winter gloves in the UK. The old lady ran perfectly. There is nothing to beat the feel of a featherbed Norton when you are heeled over into a bend – rock solid!

Work interfered until the next Sunday. The Southern AJ and Matchless club had organized a charity run in aid of local hospitals so Dave Chris and Richard – all of whom have ridden with the NCNOC on occasion – and I decided to take part.

The start and finish point was an old Napoleonic war fort on Portsdown Hill behind Portsmouth. Fort Nelson is now a branch of the Royal Armouries that also has the Tower of London as one of its museums. The fort itself is worth a visit but the collection of historic artillery pieces is enormous. They even have the barrels from Saddam's Iraqi supergun .

On a modern steed one would probably blast down the A27 (4 lane freeway) to get to Portsmouth from Worthing but I have an aversion to thrashing the old lady at high engine speeds – not having touched her internals for so long and not being there long enough to fix anything that breaks. So I persuaded the team to take the back doubles. It made the 30mile trip a 60 mile ride but so much more fun. It also proved that the Domi' corners better than an A65 – at least one Richard is riding. I spotted him in my wing mirror riding on the “wrong” side of the road after a nifty little bend that really tightened up half way round.

The only drawback was that it was so cold. The English weather had done its usual 180 deg turn in time for the weekend. We got to the fort and were all ready for a cup of tea and a “bacon bap”. Sign up was easy and the ride got started on time to wander 55 miles of the lanes of Hampshire and West Sussex . 10 miles out we stopped for gas and I was so cold that I put my waterproofs on. Lucky me because 5 miles later the heavens opened and I was the only one with them on. I guess on still has to accept that if you want to ride in the UK you had better be prepared to do it in the rain. At least it means everywhere is really green!

We returned to the fort had a look at some of the exhibits and then headed for home – this time along the A27. More really heavy rain but at least we were home in half the time of the outward journey.

So after a clean and a liberal application of WD40 the old lady was put away for another few month and I flew back to California.

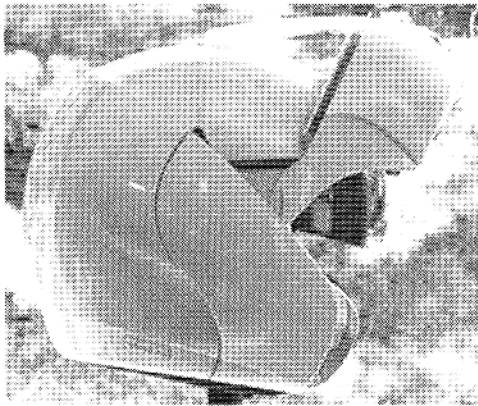
Ray Pallett, Treasurer

Alan's Wrench July 2004

Condensed from the Norton News issue #137 to see the full article, join the INOA

As most of you know, I wear glasses and this makes it hard for me to use a conventional closed-front helmet. So when the first flip up helmet appeared on the market 15 years ago I got one immediately.

This was a BMW System 1 (made in Germany by Schuberth), which served me for many years until the lining and fittings wore out. I got another and wore it out too.



Then I tried the Shoei Duotech, and found its ventilation and scratch-resistant visor a big improvement over the earlier design.

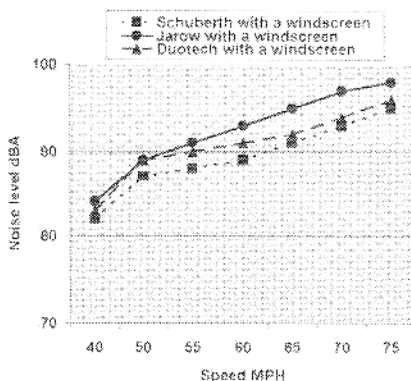
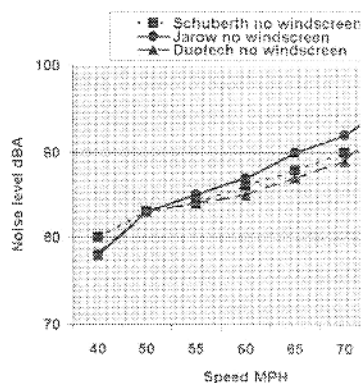
Last December I replaced the Shoei with an Italian-made Jarow Mono X2, and I liked it immediately. It seemed to fit me like a glove, and

offered many clever refinements and design details. In particular I really like the built-in sun shade and the improved aerodynamic design which reduces wind drag and buffeting.

The clear visor has proved to have excellent scratch and fog resistance, and the sun shade offers some eye protection when riding in town or slow traffic with the visor up. The chin bar and strap latches are durable and easy to operate, and the lining is removable to make it easy to clean when necessary.

Flip up (a.k.a. 'modular') helmets tend to be a bit noisier than full-face designs, and I found this to be the case with the Mono X2, especially riding behind a windscreen. Because I regularly use ear plugs this is not a big issue, but I wanted to compare the Jarow's performance to

that of the other helmets I've used. Being in the acoustics business, I had the equipment to measure this, and found some interesting results. Since my old BMW helmet was trashed, I borrowed Schuberth's most recent version, the highly-rated Concept helmet, for this test.



To summarize what these graphs show, all three helmets are more noisy (3-5 dB at 70 mph) behind a windscreen than without one. The Schuberth helmet is the quietest, possibly a result of its ridiculously snug fit. I enjoyed its relative quiet, but I found it impossible to put on without painful ear-scraping. Once on it was OK, but due to the tight fit, wind buffeting and vibration of the bike (out of the isolastic 'sweet spot') cause some vision blurring.

The Jarow X2 is virtually free from the blurring problem, and is easy to put on and remove, and very comfortable when worn for long periods. It's a great product although a bit noisy behind a windscreen, and I recommend it if you're in the market for a deluxe flip-front helmet. It's available from several dealers on line for around \$325.00. You can also refer to <http://jarow-helmets.com> for a short list of retail dealers. More pictures and a comprehensive review of this helmet is available online at <http://www.webbikeworld.com/r2/jarow/mono-x2/>

Vmoto sends the following info about their 2004 schedule:

2004 Race Schedule

September 18-19 Reno-Fernley Raceway in Fernley, NV

All regularity and race classes are eligible to enter

October 16-17 Thunderhill Park in Willows, CA

All regularity and race classes are eligible to enter

November 22-23 Laguna Seca in Monterey, CA

Vmoto will finish the season with a special mid-week event at Laguna Seca, which will offer extended track time for all participants

Deadline for all club event entries is August 1st except for Portland

Regularity riders can use their street machines.

Go to www.vintagemoto.com for more info. ,

Editors Corner continued from page 6

you take some photos and send them to me and I will place them in the August issue.

As an aside, I have been looking all over the country for some parts to build my own clutch cable for my Model 50 and not having much luck. As an afterthought I tried Raber's and the parts were delivered to me by UPS the next day. I believe that Bob's parts stock has increased recently so do not hesitate to give them a try. Heck, the UPS charges were less than the cost of the gasoline to drive there and back.

Remember to support your local parts and service suppliers as they support the Britbike Community and keep our bikes on the road.

See you in San Juan Bautista at 11:00 on SATURDAY JULY 3

Mike Sullivan, Editor

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 (650)574-9723

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.

WANTED: Send Want Adds to your editor.

For Sale:

1970 Commando Roadster

95% original

New shock absorbers

New battery

New chain

New tires

Boyer

\$4,500.00

Call Mike at: 510-581-9061

Wanted:

Norton Atlas or similar

Featherbed twin Other English twins considered.

Contact:

Terry S. Coleman

PO Box 1461

Citrus Heights, CA 95611

916-727-2673

FOR SALE: 1971 Commando Roadster. Engine by Ken Armann. single Mikuni. Original carbs included. Sealed battery from Frank Recoder. New rear tire, front tire 80%. Boyer. Easy starter and good runner. \$4000 or best offer. Mike Sullivan 650-872-3336

FOR SALE:

'72 Commando Interstate as is Threw a right hand rod. Punched a hole in right hand crankcase half. New primary chain, rear brake hub, and front tire. Matching numbers Email Richard at nutcon@earthlink.net \$1000.00 Bike is located in Banning, CA Email Mike Sullivan for photos.

FLASH:

RITA

DISCONTINUED

Euro Spares reports that

Lucas Rita ignitions are discontinued.

If you like Ritas, get them while you can.

Check it out to be sure.

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/INOA 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 \$25. Send that to: **Dian Stark, 12603 BelAire Circle, McCalla, AL., 35111...Phone (205)477-7780.**

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

NAME _____

ADDRESS _____

CITY STATE and ZIP _____

TELEPHONE _____ E-mail _____

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 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:
Ray Pallett, 462 Del Medio Ave. #2, Mountain View, CA
94040
(650)947-9780