



Norton Notice



The Newsletter of the
Northern California Norton Owner's Club

No. 311

October 2004



Pappy Says:

*Don't forget to attend the Old Timer's Ride and
Annual General Meeting*

Meet at Alice's at 10:00 Sunday October 3

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 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. 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 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 its 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

NEXT MEETING

Sunday October 3 Annual General Meeting and Old Timer's Ride

Meet at Alice's Restaurant
Junction of Hwys 35 and 84
10:00AM

Ride to the meeting site at the Loma Mar Store will be led by
Lynne Miller.

Nominations for next years Officers will be taken and general
business will be discussed.

October **3rd** - *Old Timers Ride and AGM - Loma Mar Store, Pescadero Road about 1 mi. west of Memorial Park* Note date change. Incorrect date was in previous issues.

November 5th - *Meeting - Prince of Wales*

December 5th - *Christmas Party (no ride in Dec.)*

Ride Schedule..

by Gar Jorgenson, ride coordinator

Points Leaders:	Alan G.126	
	Ian Reddy	112
	Lorin Guy	86
	Tom Dabel	76
	John Maka	72

October

October 3^d (Sunday) – Old Timer’s Ride and AGM

Ride Leader – Lynne Miller. The ride this year starts at Alice’s restaurant at Skyline and Hwy 84 just west of Woodside. Departure is scheduled for 10:00 AM. The ride will conclude at the Loma Mar Store, which is just about ½ mile west of the old meeting place of Huckleberry Flat on the Pescadero Road. There will be a BBQ at noon, followed by the Annual General Meeting. This is the meeting where we Shanghai (read “nominate”) members for the important club officer positions for the following year. If you are interested in running for office, please speak up!

October 17th (Sunday) – Delta Ride

Ride leader Gar Jorgenson – Meet at Carl’s Junior’s on Hwy 4 and Neroli Rd in Oakley. For those of you trailering in, there is plenty of parking available. We will depart promptly at 10:30. This year’s ride will include a ride on at least one of the ferries and a few of the more obscure roads between Antioch and Sacramento. Lunch will be at Al the Wop’s in Locke. I have reservations for 12:00 noon, so if you are coming from the Sacramento area and want to meet us for lunch, be there at 12:00. We will be back to Antioch by about 3 PM.

November

November 6th (Saturday) – All British Ride

No details on this yet but you can pretty much plan on the ride starting in Novato and concluding with a BBQ at the Cheese Factory.

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

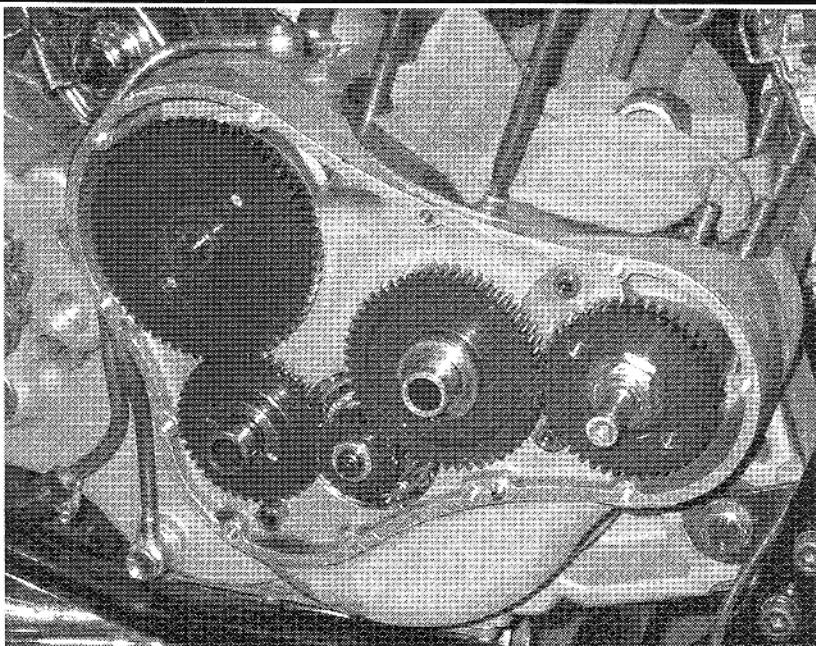
9:30 AM before the Turkey Ride

November 21st (Sunday) – Turkey Ride

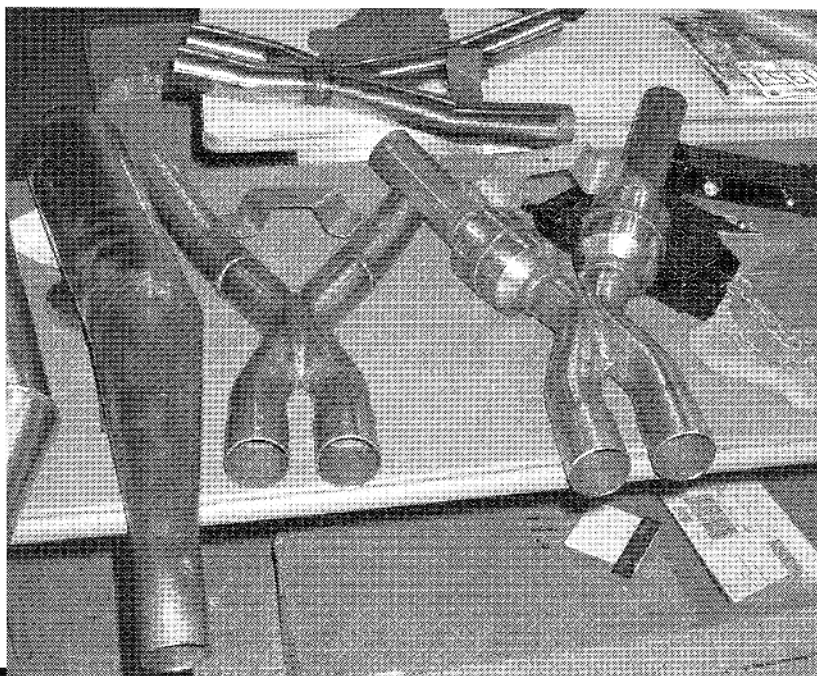
Ride leader – Lorin Guy

December

December 5^h (Sunday) – Christmas Party (no ride or meeting)



Gear drive timing side, oil pump upper left
Various headers on test, each with catalytic converters inside



EDITOR'S CORNER

Well I'm back from vacation to the beautiful Pacific Northwest and I'm glad to be back. The Pacific Northwest has the reputation of being wet and the reputation was not let down. With the wife in the car we got rained on for five days straight. There were two occasions, one in mid-state Washington and one in mid-state Oregon where it rained so hard that you could not see the highway. It was spooky to think that an 18 wheeler could very easily run up your backside. During the downpour in Oregon a Harley rider chugged past me. I do not care what kind of rain gear he had on he had to be soaked with hypothermia setting in. No thanks. I do not care to experience the thrill.

While in Vancouver, B.C. I took Lorin Guy's suggestion to visit the Trev Deeley Motorcycle Collection. If you are in the Vancouver area it is worth a visit but do not do as I did and go to the The Trev Deeley Harley-Davidson shop on Saturday as the collection is not there and it is not open on Saturday or Sunday. The address is 13500 Verdun Place, Richmond, B.C. about 15 miles south of downtown Vancouver. The collection is quite extensive although it is heavily loaded with Harleys as you would expect. There does not seem to be any logic to it, just a collection of a lot of various makes and models with quite a lot of the bikes on loan to the museum. I took a lot of photos which I will place in subsequent issues of the Notice.

On the way home I had the opportunity to visit the Norton Motorsports factory in Gladstone, OR. This is located just off Hwy 205 southeast of Portland. I was escorted thru the works by Jeff Springsten who was filling in for Patrick Leyshock (appropriate names for working at a motorcycle factory). I was disappointed to note that there is zero production taking place, although they have just more than doubled their floor space. It was explained to me that Kenny Dreer (who was in Europe) is making final design changes to the engines in order to quell some vibrations. The crankshaft will be a 270 degree unit (see photo in this issue) with the engine running a single counter balancer shaft. Rubber mounting is not being considered. They have their own dynamometer on site and are continuing to do some development work.

Continued on page 11

President's Message by Jerry Grainger

September 21, 2004

Hi Riders

As we pass through the autumnal equinox, we're still in a busy phase of the year when it comes to Norton motorcycling activities (Norton'ing). We have a couple more months of shorter riding days, but our typical Fall weather still promises some excellent riding conditions.

For starters, be sure and join us for the annual general meeting and BBQ on Sunday, Oct. 3, starting at 10am with a ride from Alice's (Skyline highway #35 and #84 in Woodside). Lynne Miller will lead us, probably on his lovely yellow fastback, on a trip around the mountains and then to Loma Mar, along Pescadero Road (#8150), just a short distance west of our longtime former meeting place in San Mateo County Park.

Once we're there, we'll feast on rare and exotic goodies from around the world (OK, standard BBQ fare, but hey . . .), and have a debate between the many contenders for office in the Northern California Norton Owners Club, just in case there are any contenders. If you would like to nominate someone, or to run for an office yourself, or just get more involved, this will be the time and place to do it. See the masthead of this issue for a list of club officers, and consider the international prestige and vast rewards of office in the NCNOC, not to mention the fun of participating with a fine group of riders in operating a really cool club (or motorcycle gang, if you prefer). Step right up and seize the moment, or at least join the discussion of what we'll be doing in the next year. In any event, come and enjoy the day!

In other news, we'll have a Delta ride, where we enjoy Gar Jorgenson's turf, on Sunday, Oct. 17, with the All-Brit ride in Marin, probably on Sat., Nov. 6. Both of these rides are always fun, and we even enjoy our Adopt-A highway days, the next of which is Sun. Nov. 21, followed by the Turkey ride immediately afterwards, courtesy of Lorin Guy.

And if your fun meter still hasn't reached redline yet, consider the offer we got from V-Moto to log some track time on our fine old machines, at some of California's finest race courses. Check out the minutes of our recent Sept. 8 meeting at the Prince of Wales for details, in this issue.

Finally, we just finished the North-South ride, capably led by Alan Goldwater, up the Sonora Pass and out to the Bridgeport area, when we spent the day and evening with our Southern California Norton friends, completed by a trip over the Tioga pass and through Yosemite. And be sure and mark your calendar for the INOA Rally in southern Oregon next July 13-17, 2005, for a special event for the whole family.

See you on the road.

Jerry Grainger
President,

North South Ride Report Alan Goldwater

I met up with 16 SCNOC members in Mariposa on Saturday morning, and we set off up Hwy 49 for Sonora. One rider dropped out at Coulterville with a blown fuse, and after waiting a while at the 120 junction, I went on ahead to Sonora.

The rest of the SoCal group rolled in around 10:30 and after chatting a while, we headed up the hill for lunch at Dardanelles. It was there we heard the first report of bad weather, some deer hunters who got chased off the pass by hail and high winds. After talking it over for a while, we decided that being real motorcyclists, we would press on.

As it turned out, the pass was clear, with just a bit of damp on the road. It was cold, but most of us had adequate gear and even stopped for the mandatory group photo at the 9624' high Sonora Pass sign. So on into Bridgeport, where we regrouped at the pub and then split up, as some were staying at motels in town. I detoured to warm up at Travertine Hot Springs, before heading over to Virginia Creek for a stiff drink and some grub.

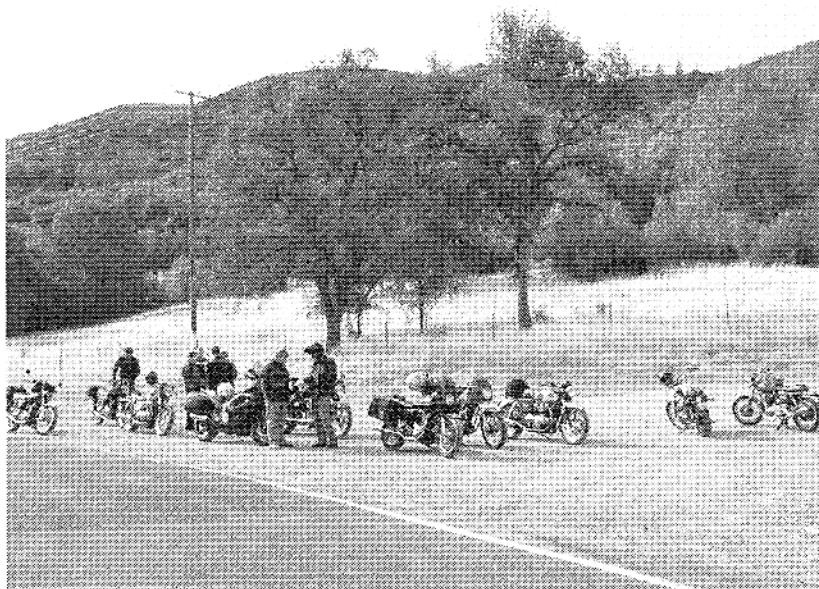
At this point the weather looked OK, menacing clouds but still dry. Later in the evening the wind picked up and temperature dropped. But surprisingly it didn't get below freezing and was still dry when I woke up at 6:30 the next morning. But the peaks were obscured by heavy clouds and the wind was gusting from the north, so I knew we were in for it. After breakfast in Bridgeport we put on extra layers for warmth and headed over the 8500 foot pass to Lee Vining.

Reports from west bound travelers at the 120-395 junction left no doubt that we had a challenging ride ahead. Sure enough, before we were half way up Tioga it started snowing, and didn't let up until almost to the Valley floor. Thanks to the stiff wind and falling temperature, the snow wasn't sticking to the road, and although it made for limited visibility and tense riding, the road surface was clean and there were no incidents. The National Weather Service reported 37 degrees at Tuolumne Meadows but it was surely colder than that at Tioga Pass, and I was chilled despite four inner layers, a SainGear electric vest (thanks Liz), leathers and rain suit.

At the 120-140 junction Gar and Ian headed north, back to Sonora, while Frank, Elizabeth and I headed into the Valley for lunch. The chicken tarragon soup at the Ahwahnee was excellent and just

what I needed to warm up. As we left Yosemite it started raining hard, and so back on with the rain suit. Frank headed for Sonora and reported later that he encountered heavy snow again but it melted on contact with the road, and his only problem was seeing through his iced-over helmet visor. The final count for the trip was 8 riders from NorCal and 18 from SoCal. Maybe our members saw the weather coming and theirs didn't. After some discussion with Bill Bibbiani, we agreed that mid-September is a bit late in the year for this kind of ride. So they have asked to join us for our Dardanelles event next year, mid-August. I reminded all present that the real party will be at Lake Selmac in July, and I got a sense that many SCNOC members will be there.

Thanks to all that joined me on this ride, and congratulations for sharing a great adventure and surviving. This is one I won't forget!



**North-South Ride at the Junction
In the beautiful California countryside**

Minutes of the NCNOC meeting 9-8-04 at The Prince Of Wales

The meeting was called to order by president Jerry Grainger at 8 pm

- 1) Reading of the minutes of last months meeting was waived by consent.
 - 2) Ray Pallett reports the treasury is down to \$550. Renewals are urgently needed, so please check the cover of your last Norton Notice and re-up if your membership has expired.
 - 3) Dave Crader reports that only 3 riders attended the Sierra Pass day ride.
 - 4) Dardanelles turnout was also light, with only 8 members present.
 - 5) Introduction of potential new member Terry, who has owned a 74 850 since new.
 - 6) I reviewed plans for the North-South trans-sierra ride. See the ride report elsewhere in this issue.
 - 7) NOC-UK dues for NCNOC branch members is handled by Dave Crader. The main benefit is the excellent Roadholder magazine. Membership is \$28, which Dave converts to Pounds Sterling and send on to England. Renewal is no longer possible at the NOC-UK web site, so Dave handles those as well. All branch memberships are due in August.
 - 8) I reviewed INOA membership benefits and the 2005 INOA Rally which we're hosting with Northwest Norton Owners.
 - 9) Lynne Miller described the Loma Mar Store venue for the AGM in October. They will supply a barbecue, tables and chairs, and the club will purchase drinks through them so we don't have to transport stuff. Meet at Alice's 10 AM Sunday 10/3. Lynne will lead the ride, but cautions that there may be Pumpkin tourists, so keep the pace down.
 - 10) Delta Ride: Leave from Carls Jr in Oakley. Ride leader is Gar Jorgenson. The ride will cross one or both delta ferries, with lunch at Al The Wop's in Locke.
 - 11) The BSA Club sponsored All-British ride itinerary is the same as past years, leave from Novato 10 AM and finish at the Marin Cheese Factory for barbecue lunch.
 - 12) Highway cleanup day was exceptionally productive last month, with lots of garbage collected by club members. Next cleanup is scheduled for Nov. 21, immediately preceeding the Turkey Ride. The NCNOC sign is still not up, and CalTrans is making weak excuses, but still says 'any day now'.
 - 13) A clean Atlas cylinder head has been donated to the Club by former member Robert Stiglitz. It's available for sale at Ken Armann's shop, and will be sold to the highest bidder at the Christmas party. Bids start at \$85, with a 'buy it now' price of \$150. Frank Recoder is also donating four high-quality sealed batteries, starting bid of \$50, and a 'buy it now' price of \$85 each. We'll accept sealed bids for these and other donated
-

items, with a final auction award at the Christmas party. All proceeds from these items will go directly into the Club treasury. Members wishing to bid or to donate additional items, please contact me by email or phone (info on page 3).

- 14) Bob Aaronson thanks the club for our help following his incident earlier this year. He and the bike are now healed and back on the road.
- 15) Ken Armann introduced his guest Joe, who has a 72 Commando.
- 16) Lorin introduced guest speaker Llew Kinst from Vmoto. Lou described their track program for both street and race bikes, stressing enjoyment of period-correct machines in a safe environment. This program includes both vintage racing for race-prepared machines and riders, and regularity rides for street machines and normal riding safety gear. Venues include Reno-Fernley, Thunder Hill and Laguna Seca.

Meeting adjourned at 8:55 PM

Respectfully submitted by Alan Goldwater / NCNOC Sec.

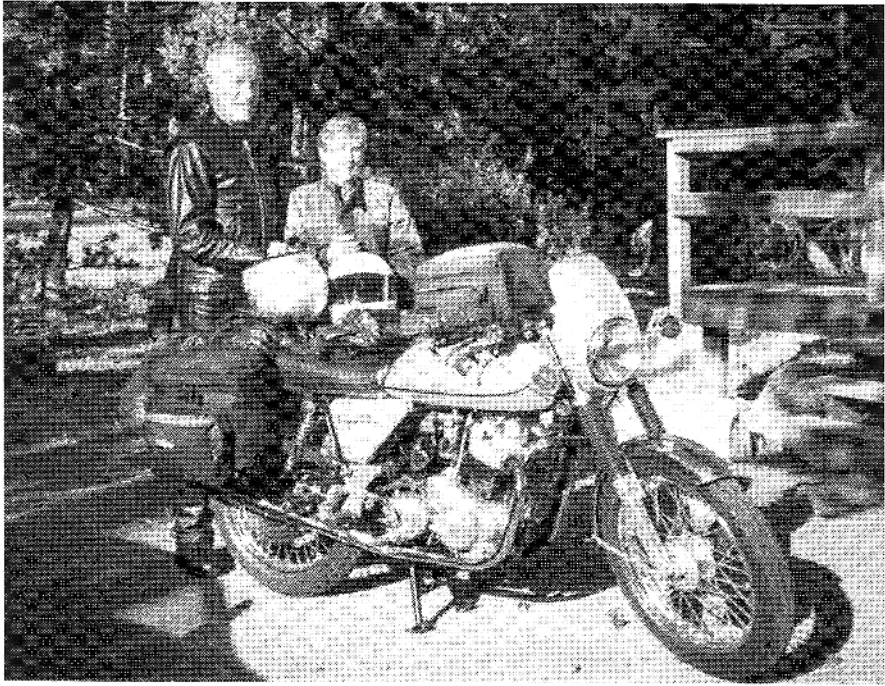
Editor's Corner, continued from page 6

Although the production has not started, the enthusiasm of the staff was infectious. I was told that they have orders for 69 units with Dave Edwards of Cycle World having the first unit on order and Jay Leno being number three. I told them about the INOA Rally at Lake Selmac, next June and they sorta-kinda promised to be there.

Other news: I received a post card from Mid America Auctions regarding the big auction in Las Vegas on Thursday, Friday, and Saturday in January. They are expecting 400 units on sale. For details go to www.midamericaauctions.com.

See you at the Old Timers Ride.

Mike Sullivan, Editor



TRAVELS WITH SHIRLEY

Part 1 Don Danmeier

It was a sight that would have driven Howard ("Sneaky") Johnson completely out of his skull: we were in the midst of acres of *stuff* that only swap meets provide; and in this case, it was the largest of its type in the country. Where to start?? For ol' Howard, it would have meant "Where to stop?", and then "*How am I gonna get all this crap home??*" It was the first time that I'd ever seen an event where they made available a fleet of golf carts for rent, just to get around. I particularly liked the ones in flat-bed "pickup" configuration, but didn't use one. Eventually, I spent a good part of two days getting from one end of the place to the other. Welcome to Vintage Days at Mid-Ohio.

Our annual summer motorcycle jaunt this year was ostensibly aimed at Ohio, since the INOA had thoughtfully plugged the Norton Rally into the space between the three-day Vintage Days weekend and the Superbike activity of the following week. Gee, multiple excuses for as motorcycle trip. Usually, one will do just fine. Shirley and I like to add a thematic overtone

to our trips if we can, so this one became a Magical Mystical Musical Tour of sorts - we figured we'd take in a little night life along the way, and it would help us make decisions when choosing our route from day to day. None of this, you see, is really planned in advance - except for the overall time frame, and reserving a place to stay for the Rally - so we have to kinda noodle our way along, and see what shows up. It can be said (I've heard it from many a critic) that this method of travel creates a lot of uncertainty, and there are sights that probably get passed by. Great, that's just the way we want it! Vacation means as little commitment to plans and schedules as possible; and in our experience, leaves us open to far more pleasantly unexpected discoveries than if we had a fixed itinerary.

We'd toured Ohio by BSA back in 1990, and to be honest, not much of that was memorable. We'd skirted the central Ohio area on our return from the Norton Rally in New Hampshire in 1992, and had found great roads in Tennessee. We'd also traveled southern Ohio and parts of Kentucky in the initial stages of our on our cross-country "Deep South Tour" (again by BSA) in 1999. So like an old dog circling his chosen spot to rest before he actually flops, in effect we'd been zeroing in on the Amish country of central Ohio, but without really knowing it. I wanted more of Kentucky on this trip, and besides I have a sister there, so we knew that we had to take that in, but the delights of Holmes County were a pleasant surprise. The Northern Ohio Norton Owners and the Central Ohio Norton Owners have to be congratulated for this really excellent Rally site selection (and they were).

For every trip we take east of California, there is always the central issue of crossing Nevada. There are really only two (if, as we do, you avoid Interstate 80 and Death Valley). The resolution of that generally dictates the nature of our journey. To get to the Norton Rally in Utah in 2000, we'd cheated by going completely around it, in a detour that eventually included getting to Torrey via Canada. The long and short of it is, this time we decided to head for Austin, having heard great things about the music scene there. That meant running across Nevada north of Death Valley (hot) but south of Highway 80 (not). Friends of ours had a cabin in Squaw Valley for a week, did we want to come up for an overnigher? Hell, yes. That would mean getting a great launch over the eastern slope of the Sierra and well into Nevada the following day. So we did.

Their place turned out to be exactly 200 miles from Novato, so we had a relatively short day. After breakfast in Auburn, we took Highway 49 to 20, then over Donner Pass and along the shore of Donner Lake, arriving at noon. How convenient! Plenty of time for food, drinks, and pleasant conversation. I dearly love riding in the Sierra (and truly felt that we'd *really* arrived back home when reaching the mountains again on our return five weeks later), but am annoyed by the speed limits along the shore of Lake Tahoe. Thankfully, there was little or no traffic the next morning, so we trundled along to the junction at Highway 88 and headed over Monitor Pass. "Boy", I thought, "this sure beats the desert". In fact, it beats just about everything. The only way to make that ride absolutely perfect would be doing it on the Norton in the summertime, with my sweetie sitting there on the back. Well, shucks, I had those covered, so things were looking up. Really "up". You know, when you get that happy twitching in your trousers?

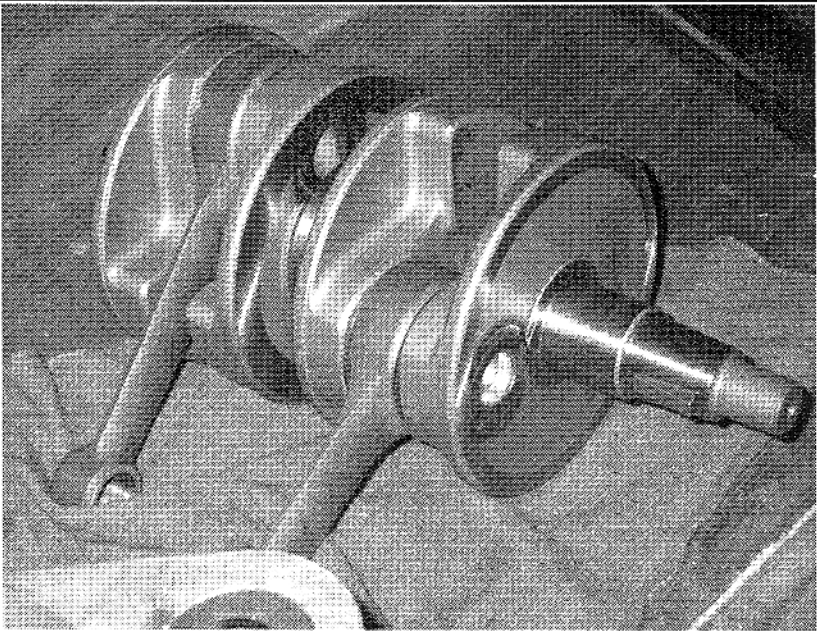
To be continued



Jeff Springsten, your Editor, Rob LaVigne

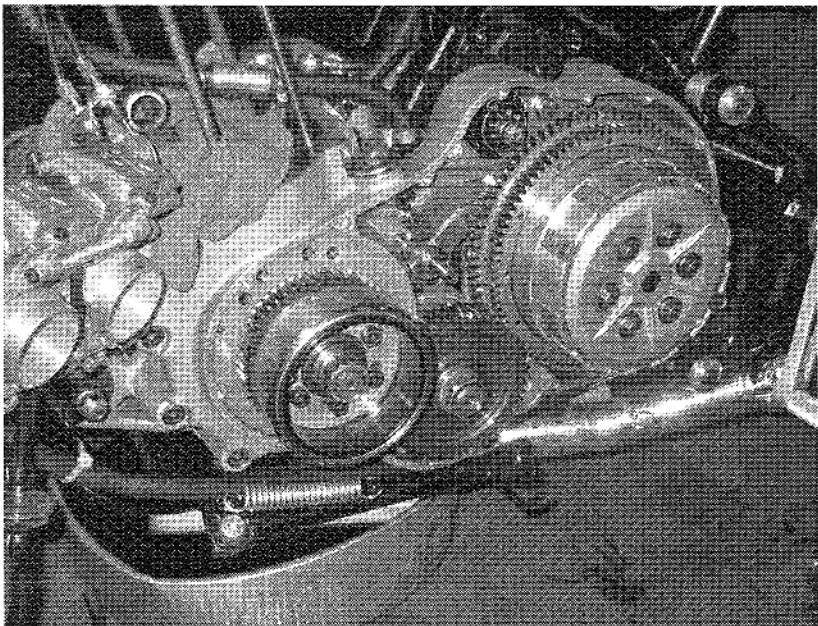
Factory below, production area extends right to the next roll up door





270 degree crankshaft with forged webs although the crankpins appear to be welded in

Driveside with gear primary and counter balancer below



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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:

'74 Commando Roadster

Good tires, good runner, decent appearance. Driven to British Columbia and back in '03 with no problems, not driven since.

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Call Robin at 530-389-2304

*Advertisements needed
Send Sales or wants to
your editor*

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:

REFERENCE ITEMS FROM CURRENT EBAY.

1970 Commando S
Concours winner 12,011 mi.
in Colorado
Last bid: \$5,195.00

1951 Model 18
Tele/rigid Restored in
Australia 10 years ago.
Bike in Canyon Country
(Utah?)
Last bid \$4,900.00

1974 John Player Norton
14,200 mi Best Norton at
Mid-Ohio Vintage Days.
In Brooklyn
Last Bid \$8,000.00

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 Slark, 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