

15787 Via Sorrento, San Lorenzo, CA 94580



Norton Notice



The Newsletter of the Northern California Norton Owner's Club

No. 353

Nov 2008





THE NORTON NOTICE

is published by the Northern California Norton Owners Club. Its purpose is to inform and entertain the club members. The Norton Notice is a reflection of the readership who are encouraged to submit any article, technical tip, photograph (original or otherwise) as long as it is in good taste so that other Norton enthusiasts will enjoy it. The deadline for items to be submitted for publication is the 18th of the month preceding the issue. The Norton Notice prefers contributions submitted electronically. Articles and high-resolution photos can be sent in almost any format generally common to most computers. Send submissions or comments to rayp_94040@yahoo.com.

MEMBERSHIP

in the Northern California Norton Owners Club is available for \$20 per year and open to all Norton motorcycle enthusiasts. Membership dues are payable to the Club Treasurer (see right). Renewal dues are payable at the end of the individual's membership year, which is designated by the last digit on the mailing label of your Notice. All changes of address, membership or dues, questions should be directed to the Club Treasurer.

ADVERTISING RATES

are \$100 per year for a 1/4 page advertisement. Contact the Editor for larger ads and rates.

VISIT US ONLINE at <http://www.nortonclub.com>
<http://groups.yahoo.com/group/NorCalNOC/>

AFFILIATIONS

The Northern California Norton Owners Club is affiliated with both the Norton Owners Club of England (NOC) and the International Norton Owners Association

ACKNOWLEDGEMENT The Northern California Norton Owners Club gratefully acknowledges the work of Fred Fortune for the designs used in this journal and the work of all previous contributors which is reused from time to time

2008 CLUB BOARD

- Acting President - Harry Bunting**
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(408) 615 1234, HarryB2378@aol.com
- Vice President - Dave Crader**
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15787 Via Sorrento, San Lorenzo, CA 94580
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- WebMaster - Ian Reddy**
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Ian_reddy@sbcglobal.net
- Regalia Manager - Liz Sain**
730 Linda Flora Ave., San Jose, CA 95127
(408) 272.0369, lizsain@yahoo.com
- Honorary Members**
Brian Slark, Dick Slusher, Jodi Nicholas

The object of the Northern California Norton Owners Club is to promote, encourage and develop motorcycle activities. The Club's members are owners or enthusiasts of Norton motorcycles and often submit for publication in the Norton Notice technical tips. These tips are reviewed for technical content and are believed to be both correct and workable, but no guarantee is made or implied that these tips or articles will work for your particular application. The Club or membership assumes no liability or responsibility for any issues or problems that may arise, or omissions or deletions in connection with the technical information. The Norton Notice articles or other materials contained express the authors' view only and are not necessarily the official policy of the Northern California Norton Owners Club. The Editor reserves the right to accept, reject, edit or alter all editorial and advertising material submitted. The Editor serves at the discretion of the Club's Board of Directors. Materials may be published both in print and/or electronically on the CNOC web site at nortonclub.com. ©2006 The Northern California Norton Owners Club. Not to be reprinted without permission

Membership Application to the Northern California Norton Owner's Club

Membership cost is \$20.00 per year and includes a subscription to the Norton Notice, a publication which provides an enormous wealth of information to Norton owners and recaps of club events.

I hereby apply for Membership in the Northern California Norton Owners Club (NCNOC)

Name _____
Phone _____
Address _____
email _____
City _____ State _____
Zip _____

This is a new _____ renewal _____ application.
Norton(s) owned: Year _____ Model _____, Year _____ Model _____

The undersigned applicant certifies that he or she is a legal resident of the US over the age of 18, has a valid motorcycle driver's license, and will use legally required safety equipment in connection with club activities. Participant does hereby execute this release, waiver, and indemnification for himself or herself and his or hers, successors, representatives, and assigns, and hereby agrees and represents as follows: To release the Northern California Norton Owners Club (the Club) and its officers, agents and members from any and all liability, loss, damage, costs, claims, and/or cause of action, including but not limited to all bodily injuries and property damage arising out of participation in the club's activities, it being specifically understood that such activities include the operation and use by applicant and others of motorcycles. The undersigned further agrees to indemnify the club and its officers, agents, and members and hold them harmless for the results of the undersigned's participation in those activities. This indemnification shall include attorney's fees incurred in defending any claim or judgment and incurred in the negotiation of any settlement. It is understood and agreed that the undersigned shall have the opportunity to consent to any settlement; provided, however, that such consent shall not be unreasonably withheld.

I have read and agree to the additional terms and conditions set forth on all parts of this application. Other affiliated clubs and organizations are also represented and protected by this release.

Applicants Signature and date (required)

Make your check for \$20 payable to **Northern California Norton Owners Club.**

Send all applications & inquiries to **Raymond Pallett**

15787 Via Sorrento, San Lorenzo, CA 94580

510 258 0145/ treasurer@nortonclub.com

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Join the club Yahoo group for free—go to Yahoo and look for the group called NorCalNOC and apply for membership to get up to minute news on what the club is doing.



Oil pressure gauge: Norton Center Mount (left pic) or Side Mount: (center pic). **Side or Center Mount:** MSRP: \$182.00 each **MCB part NOPGSMNT or Part NOPGCMNT** Triumph Center Mount (right pic) MSRP: \$228.00 each **MCB part TOPGCMNT** All three include all parts necessary for installation.

13mm master cylinder upgrade: (exchange): 750, 850 or Mark III. 33% more stopping power. Black powder coated. Includes, bleed kit hardware and instructions. No modifications to bike required. **MCB part NORMC750 or 850 or MK3** MSRP: \$192.00 each

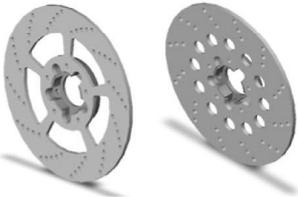


Brake caliper (exchange): rebuilt using SST pistons, plug, bleeder & Andover Norton seals. **Assembly:** MCB part **NORTNCAL** MSRP: \$230.00 each **Separate part price:** *Pistons:* MCB part **NORPISTN** MSRP: \$26.00 each *Plug:* MCB part **NCALPLUG** MSRP: \$32.00 each *Bleeder:* MCB part **NORBLEED** MSRP: \$11.00 each *Seal set:* MCB part **NCALSEAL** MSRP: \$12.00 each

Rear Mark III master cylinder assembly: new 13mm SST body master cylinder attached to powder coated billet mount. Includes both boots and #10-32 SHCS that attaches master cylinder to mount. **Assembly:** MCB part **NRMCASSY** MSRP: \$235.00 each



Separate part price: *SST master cylinder:* MCB part **NRMCBODY** (also fits Triumph front and rear) MCB part **TSMCBODY** MSRP: \$155.00 each; *Cylinder mount:* MCB part **BILETMNT** MSRP: \$61.00 each; *Boots (ext. or int.):* MCB part **NMCRBEXT or NMCRBINT** MSRP: \$10.00 each



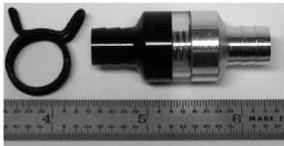
Norton 11-inch SST rotor: Includes disk, hub, and Instructions. Either design at left **MCB part NROTOR11** MSRP: \$323.00 each



Triumph 10-inch SST rotor: Includes disk, hub, and Instructions. Direct OEM replacement **MCB part TROTOR10** MSRP: \$323.00 each



Caliper plug tool: SST with hardened pins. Use with 1-1/8" socket or adjustable spanner. **MCB part PLUGTOOL** MSRP: \$32.00 each



Anti wet sump valve with view port: Attaches to engine oil supply line. Includes clamps. **MCB part ANTISUMP** MSRP: \$72.00 each



Acid trap: Collects acid, replacing tube that deposits wind blown acid on to the rear rim. Attaches with an adhesive pad and clamp. **MSRP: \$15.00 MCB part ACIDTRAP**



Manifold adapter: transitions Mikuni manifolds to Norton heads. Allows smoother running by reducing turbulence. Two sizes: 32mm-28mm and 32 mm-30 mm. **MSRP: \$51.00 each MCB part MADAPTER**

Available from: Baxter's - BBC Triumph - BJ's Cycle Service - British Bike Conn - British Cycle Supply Brit Bikes of TN - British USA - Classic Cycles - Colorado Norton Works - Cook's Norton Service - Cycle Craft Clubman Racing - Domi Racer - Doug's Norton Works - European Motorcycles - Expert Motorcycle Works Fair Spares America - Frank's Brit Bike Barn - Ken Armann Restorations - Job Cycle - JRC Eng - Klempf's - MotoParts - MotoMontreal - Old Brits - RPM Cycles - Raber's - Rask Cycle - Relic Cycles - Rocky Point - Thoroughbred Motorcycles TT Cycle - Vintage Brake - Walridge Motors - Wes Scott - Xander's - Zap Cycles

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2008 Calendar-(all Clubs) cont'd

- Nov 13 (Thu) NCNOC meeting Harry's HofBrau San Jose

- Nov 22 (Sat) BSAOCNC DUAL-SPORT RIDE
- Nov 23 (Sun)

- Nov 30 (Sun) NCNOC Turkey Ride meet at Alice's 11 AM

- Dec 07 (Sun) Ariel OC Christmas party

- Dec 07 (Sun) NCNOC Christmas party Lorin and Kathryn Guy
2329 Cimarron Dr.
Santa Clara, CA 95051
(408) 961-3468 or (408) 242-1976

- Dec 14 (Sun) NC Vincent OC AGM and year-end Gala

- Dec 19 (Fri) Cycle World's International Motorcycle Show,
- Dec 20 (Sat) San Mateo
- Dec 21 (Sun) (Need NCNOC volunteers to bring bikes and man booth)

- Dec 28 (Sun) NCNOC Boxing Day ride meet at Alice's 11 AM

Front Cover—Members vote at the AGM. Below—A good turn out for the AGM



You can differentiate them easily, since Lucas's older selenium units are fairly large (3" dia), and if not painted over, have a medium-grey granular (selenium) coating on one surface of each plate. The silicon Lucas rectifiers are quite a bit smaller (1½" dia), with 4 thin circular plates. On each plate is a small bump with a wire attached: these are the individual silicon rectifiers. I can't remember the exact date by which Lucas started making rectifiers using silicon, but they were well entrenched by 1966.

The modern encapsulated silicon bridge rectifiers use the same technology as the Lucas devices, except that the individual rectifiers are in an epoxy case, instead of on circular plates and so are more robust, and easier to mount. They have one additional advantage: the Lucas rectifier takes its ground/earth from its central mounting stud, which means you are essentially stuck with the polarity the rectifier is built for (unless you mess around with an insulated mounting). Instead, a modern encapsulated bridge rectifier brings out all four leads, so you can run positive or negative earth, to suit your needs.

Tech Tips and Ends
By Gustaf Wynn

Editor: Mr. Gustafson Wynn has been a British motorcycle restorer and mechanic for almost 40 years. Starting in England as a boy working at a local shop then taking an assembly job at the Factory at Bracebridge street works, although his job included sweeping out the foreman's offices and picking up tie wraps, he learned a lot from watching and observing the actual assembly line. After leaving his ancestral home for adventure and travel he attended the Red Green School of Mechanics in Canada receiving a degree in duct tape technology. Settling in Northern California and has worked on British bikes ever since. Most of his clientele has been by word of mouth as his regular job; of counting flowers on the wall keeps him very busy. He has now conceded to offer some tips he's learned over the years to NCNOC.

Your Norton is designed as a dry sump type oil system so the oil is carried in an oil tank or bag if you will, mounted to the bike by rubber grommets. This system is not over engineered and the rubber grommets can fail and often do. They are under strain due to the mudguard fouling the hoses and connections. They are, as it seems, not oil proof and usually fitted twisted in the frame. If you ignore broken grommets the tank will not fall out but it can fail and once that happens you'll have a mess on your garage floor like you've never seem, or maybe you have seen it, but you know it's a mess and I'm sure said "I never wanna do that again". It should be part of your winter checks to see that the grommets are in good condition, and that the tank is secured within its mounts. It takes only seconds to check and not hard to fix should you find error.

Your oil filter, I was talking with a bloke recently and it was his opinion that the reason for his engine issues was a clogged oil filter. Well the oil filter on your Norton is fitted on the return side, not the feed side so there is never a change of starvation due to a clogged filter. It is however good prudence to change the filter at least every other oil change or twice a riding season. It's cheap insurance that all is clean and as it should be.

The more you can work on your own bike the better you'll feel, and the more customers I'll continue to have. Remember to stop just before you break something, as broken parts are expensive to replace. The hourly rate is the same if you bring it in before you work on it or after

Lucas's use of a zener is pretty unsophisticated, since zeners require a series resistance in the system to protect them from self destructing as the input voltage increases (its output voltage is not temperature compensated either, the way lead-acid batteries like it to be). Lucas simply rely on the internal impedance of their alternator to rapidly choke down the available output voltage as the zener comes on. It certainly works (after a fashion), but I mention it as a caution in case someone tries to apply this technology to a more robust (e.g. a Japanese) alternator setup: a simple zener will certainly blow because of the greater reserve in more modern alternators.

Lucas Alternator Types Initially with the introduction of zener regulation, Lucas used the RM 19 unchanged, and paralleled the windings externally (by connecting two of the wires together) so the unit ran at full power all time. Later, they connected the wires internally, which resulted in the two wire alternator we all know and love.

2) True three phase alternators, such as those used in cars for years, require special rectifiers and regulators. Generally Japanese units are not suitable for use on Lucas alternators.

Alternator Output Considerations - An often-overlooked cause of low charging may be a weakened rotor (be sure to get a 'welded' rotor to ensure yours does not loosen and fly apart, the way they did on countless machines in the 1970s.)

Possible reduction in a rotor's magnetic strength may account for the discrepancy whereby some people have removed their zeners with no ill effect, while others have boiled batteries with their systems. Another reason could be that there are different capacities of alternator stators, with rotors made to match. You can usually discern the difference by the thickness of the parts (thicker is better).

By mixing up the intended pairing of the stators and rotors, you can end up with combinations that produce more (or likely less) power than needed. Moral: there are many inter-related factors at play, even in a simple system such as the Lucas. Some factors are electrical, others are mechanical.

Boyer Electronic Ignition - Boyers require a battery in order to generate an ignition spark, simply because of the electronics they contain. The alternator rarely produces enough power from a kick start to satisfy the Boyer and as has been pointed out, once the engine is started, an alternator alone cannot keep the Boyer fed at low revs if it also has to contend with the demands of a headlight. In a standard points ignition, all the alternator's current is available to generate a spark, so a battery is not really required; but you'll find that starting is a real chore if you leave your lights on.

5) Whether or not a Boyer can withstand voltages much higher than 12 volts is a moot: I'm certain that Boyer's followed current engineering practice, and built in a greater safety margin than this. However, that's not what I would worry about. I do know that bulb life falls off rapidly as you exceed rated voltage. As I recall from my early engineering days, a 10% increase results in a 30% decrease in life. Thus, your bulbs will likely die before your Boyer.

Rectifiers - There seems to be a bit of confusion over selenium versus silicon rectifiers. Selenium was the material of choice in the 1950s, but the industry (Lucas included) quickly moved to silicon as the preferred semiconductor material because of improved efficiency. Thus, the silicon units are 'better' than the selenium ones.

NCNOC Annual General Meeting - October 5, 2008
Huckleberry Flat, San Mateo County Memorial Park

26 members in attendance, 15 of which rode in on Nortons

Acting President Harry Bunting began meeting with list of major issues to discuss:

- 'NORTON NOTICE' – Treasurer and editor Ray Pallett reported there are currently 115 dues paying members, and 50 in arrears which he says “reflects a rapid fall off this year of committed members”. With \$1800 in the “kitty” (and \$250 due for latest Norton Notice), “we are financially OK for now”, but facing insolvency in the future. With the newsletter costing \$250 a month, we would need 150 paid up members at \$20 each to meet the \$3000 annual cost of the newsletter alone.
 - Harry Bunting lead a discussion of the options including raising the membership dues; changing the newsletter from monthly to every other month or quarterly or annually; reducing the number of newsletter pages by half; posting it only on the Website.
 - Following a discussion it was unanimously voted to REDUCE the Norton Notice to 6 issues a year and INCREASE the membership dues to \$25 per year.
 - A proposal by Alan Goldwater to send postcards on the alternative months with updates of the club calendar, was tabled for further consideration.
 - FUND RAISING possibilities discussed include reinstating the “50/50” raffle tickets at club meetings; promotion of the Norton apparel sales; more contributions by members for the Christmas Party auction including “old greasy parts”; more efforts at getting new members especially through the Clubman Show booth.
 - EXPENSES for the year besides the newsletter, include the trophy for highest year's points; website software; Clubman show fee (\$35); food for Christmas Party (ham) and barbeques. The donation kitty at today's barbeque netted \$270, and it was decided to consider a barbeque in the Spring as well.
 - Lorin Guy explained the three choices for membership dues renewal on the club website: First Button provides automatic annual renewal Second Button selects renewal for one year. Third Button allows a donation at any time
- RIDES COORDINATION - Harry presented a list of the annual rides to consider changes, and there was agreement
- to continue all: Clubman day after; INOA rally; Dardanelles: AGM; Mt.Hamilton; Delta “Ride to Ryde”; Napa Area/Sacramento; Cambria/Southern California; South Bay/Hollister; North Coast Ride; Polar Bear Ride; Alice's quarterly Hwy Cleanup Events.
- that the ride should be the Second Sunday of each month except for holidays and rare schedule difficulties. And that efforts should be made to not change the schedule once it is agreed to and posted as this definitely makes attendance suffer. Lorin Guy emphasized the importance of supporting the North Bay Members by attending the “Ride to Ryde” Oct.26 to encourage their continued interest and support.

NCNOC Annual General Meeting - Continued

- MEETING LOCATIONS - A suggested proposal by Harry to have ONE meeting place only was soundly voted down, and it was agreed to continue alternating between the San Jose Harry's Hofbrau, San Francisco's The Liberties; and two alternating locations in San Mateo – The Swingin' Door and the Foster City Harry's Hofbrau.
- NEW BUSINESS –
 - Lorin Guy discussed the upcoming Cycle World INS December 19 to 21. He is looking for Commandoes for the following years: 1968, 71, 73, 75. If you are interesting in helping please email him at loringuy@yahoo.com. T
 - There was a motion and agreement to make it club policy that every member supply one article to the "Norton Notice" per year on any subject from technical to club rides to personal rides to past bike romances.
- ELECTION OF 2009 OFFICERS – the following members were nominated and unanimously approved:

President – Harry Bunting
 Vice President – David Crader
 Treasurer – Elizabeth Recoder
 Editor – Lorin Guy agreed to return to this post if it could be shared with a fellow member, and Mike Sullivan was suggested and agreed upon pending his acceptance. Ray Pallett agreed to be tech advisor as needed.
 Secretary – Donna Morrison (Isabelle Bunting will be the San Jose meeting alternate)

There being no further business the meeting was adjourned at 2:20pm.
 Respectfully submitted for Mike Sullivan , Secretary
 by Donna Morrison (Secretary elect)



2009—Vice President
 Dave Crader



2009—Quartermaster
 Liz Sain

Norton Electrickerery

(Purloined from the UK NOC website)

Warning Light Assimilator - The warning light assimilator controls the charge indicator light very crudely. It contains a pair of normally-closed bi-metal contacts which allow current from the battery to light the charge indicator light when the ignition is switched on. The assimilator also has a fine heating coil near the contacts. This coil is connected directly to the alternator stator. Its job is when it senses sufficient AC output from the stator to heat the coil, the bi-metal contacts open, extinguishing the indicator light. Anyhow, you can see that a burnt out bulb or even a defective assimilator has no effect to the operation of the system.

[See [Alan Osborn's article](#) for a more detailed description of Norton assimilators - Editor].

[Whereas the Lucas alternator is of the permanent magnet type, - *Ben English*] by contrast many Japanese alternators use a rather clever 'wound' rotor, [or excited field - *Ben English*] which is fed only enough current to generate the voltage required by the system at any point in time. This function is handled by a regulator (usually solid state). The charge indicator light in these systems is in 'series' with the regulator's power feed from the battery (gives the regulator its 'exciting current'), and hence will light when the ignition is switched on. When the engine starts, the alternator produces electricity, and feeds the regulator end of the indicator light, nullifying the voltage across the lamp, and causing it to extinguish. Thus, you can see that if the indicator light is burnt out, there will be no feed to give the regulator its exciting current, and hence the alternator will not start producing electricity.

Zener Diodes - The zener diode's job is really to act as an automatic valve (pardon the metaphor) that dumps excess electricity as required. To be technically correct, it is a voltage-sensitive semiconductor that only begins to conduct once the applied voltage reaches a certain ('zener') threshold. At that point, the zener begins to conduct more and more current, with very small incremental increases in its applied voltage. Since the zener is effectively in parallel with the alternator via the rectifier, the applied voltage is the alternator's rectified output. The zener 'senses' and dumps any excess electricity from the alternator by converting it to heat.

So, if your alternator is low on output, or other things use up the available power (like headlamps being on all the time in Norway), it's pretty clear that the zener won't have much work to do: there isn't any 'excess' electricity to deal with, because it (1) isn't being generated in the first place, or (2) something like a high power headlamp is dumping (using) it instead.

A higher voltage zener can only help in as much as it will let the system output rise further before the zener starts dumping electricity. A zener can't compensate for a weak alternator, or excessive loading on the system. So, removal of the zener, and running with lights off can be disastrous because there's nothing there to shed the excess generated power.

President's Page

The Annual General Meeting (AGM) at Huckleberry Flats had a great turnout (32 people and 1 lost individual we later found wondering around Alice's?). Alan Goldwater, Cindy Armann and others provided the food and I brought the cake. We nominated new NCNOC club officers and voted on changes in membership dues and sending out the Norton Notice every other month to secure the financial viability of the NCNOC. The following individuals were nominated as officers of the club and gladly accepted:

- Lorin Guy - Editor
- Elizabeth Recoder - Treasurer/Membership
- Keith Karn - Ride Coordinator
- President - Harry Bunting
- Vice President - Dave Crader

Current Club officers remaining in same positions:

- Mike Sullivan - Secretary
- Liz Sain - Regalia Manager
- Ian Reddy - Webmaster

Due to a dip in membership of the NCNOC and the cost of producing the Norton Notice every month, we would run out of money in a few months. The club unanimously voted in favor of the following changes effective 2009:

- 1) Dues will increase from \$20 to \$25 per year.
- 2) The Norton Notice will be published every other month.

You can pay membership dues 2 years in advance at the current rate so act fast! The club still needs our members to provide Norton related articles for the Norton Notice so get out there and do it! We also had great enthusiasm for having more tech sessions like we recently had at Kenny Armann's shop and barbecues at various members homes so we will plan some of these for 2009, Volunteers?

Last weekend was the "Ride to Ryde" organized by Waldon Williams from Sacramento. I want to thank Waldon and Keith for coordinating the multidirectional ride with 20 riders and most of us were on Nortons.

The International Motorcycle Show is in San Mateo Dec 19-21, 2008. Lorin contacted the show and we will have a 40th Anniversary Norton Commando booth in the Vintage Pavilion. He has lined up 10 different Commando Types and we will man the booth to bring in new club members. Please volunteer for a few hours if you can. Check the Norton website for more info about the show. Thanks Lorin.

The XMAS party is about 1 month from now (December 7th) at Lorin Guy's house in Santa Clara. We will have the traditional gift exchange, selling Vendor Parts to raise club money and you can bring parts you wish to sell and donate all proceeds to the NCNOC. I have a basket of stuff ready to go!

Remember, Adopt-a-Highway Cleanup day and Turkey ride is on November 30th.

Harry Bunting



2009—President
Harry Bunting



2009—Treasurer
Elizabeth Recoder



2009—Secretary
Donna Morrison

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2009—Editorial Team
Mike Sullivan and Lorin Guy



2009—Ride Coordinator
Keith Karn



Comes Home!!!

FOR IMMEDIATE RELEASE

Derby UK 15th October 2009

After nearly fifteen years of US ownership, Norton, the quintessential and most famous of British motorcycle brands returns home.

As a result of prolonged negotiations and a multi-million pound deal we can announce that the Norton motorcycle brand is, at last, back in caring British hands.

Stuart Garner a UK based businessman and owner of Norton Racing Ltd has bought back all the trademarks and development work relating to the Norton, Manx, Atlas, Commando and Dominator brands.

Norton Racing Ltd is already in development of a new rotary engine race bike and now with the ownership of the brand itself plans are being developed to introduce a new road bike for 2009.

'This has been a challenging and exciting period for us' Commented Garner 'We are proud to have brought the brands back home and we now intend to focus on re-establishing Norton as a premier motorcycling brand across the World' he added.

In the early nineties the brands were bought by Norton Motorcycles Inc in the USA with the view of developing a new Commando road bike for the US market. Nearly \$10 million was spent on IP, design and development, and this development work has formed part of the new deal. The investment can now be brought to bear on the new global project for the Norton Commando 961.

Norton intend to develop a strong presence on the track and on the road during 2009 with a new 15000 sq foot factory and office complex based at Donington Park - Norton are at the heart of motorcycle racing once again and committed to investment to make the initiative work.

As well as creating a new 'state of the art' road bike the Norton brands will see a vigorous licensing programme through Norton Global Brands to safeguard and develop licensing of all kinds from spare parts to clothing.

Commenting on the programme Garner said 'Our trade marks and brand have incredible strength and value, we will strongly enforce our position as the new owners of these world famous brands and ensure our new partners benefit from a robust protection programme going forward'.

This is the beginning of a new and exciting era in a brand that was started over 100 years ago by James Lansdowne Norton. It has sustained ups and downs over the years but still stands for performance and excellence. These will be the standards we live by from now on' stated Garner.

-ends

For further information contact:-

Tony Norton, Norton Press Office, 01608 812830

Note to Ed's

Further information can be found on www.nortonmotorcycles.com
www.nortonracing.com

Stuart Garner will be available for interview by appointment.

Holiday Get Together and Party

You're all invited to the NCNOC Holiday Party
Good food, fun times and a club meeting
Raffle and Gift Exchange*

Tradition is a great thing and the NCNOC has traditionally had a great Holiday Party
This year should be no different, and in keeping with tradition we are having the potluck
dinner. Email your dish to

Loringuy@comcast.net put in the subject line "Party"

Lets bring in the new riding year and new club officers with a rip roaring party

December 7, 2008 in Santa Clara Ca.

At the home of Lorin and Kathryn Guy
2329 Cimarron Dr, Santa Clara Ca. 95051

For information, confirmation, affirmation and defamation
Call me at 408.242.1976

- Gift exchange is optional and subject only to those who bring gifts for the exchange activities,
- (Vegetarian dishes will be served as well) If you have special dietary needs or concerns please forward those questions to me at the above phone number.
- All members, past members, associate members, future members, past due members are welcome
- Holiday auction to help support the club in 2009, will be new and used items and donations can be brought to the event or ahead of timed dropped off, notify me at the above phone number.