



The Newsletter of the Northern California Norton Owner's Club

36 Oakmore Dr., San Jose' Ca. 95127



The Newsletter of the Northern California Norton Owner's Club

No. 386

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NORTON NOTICE

Published by the Northern California Norton Owner's 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 articles, technical tips, photographs (original or otherwise). The Norton Notice prefers contributions submitted electronically. Send to

Loinguy@yahoo.com. The NCNOC / Norton Notice Newsletter accepts ads from qualified business for the purpose of information for the readership. Acceptance and publication of ads is in no way meant to be an endorsement of or a recommendation, for service. The Club does not accept any responsibility for the qualifications of or reliability of advertisers.

MEMBERSHIP

The Northern California Norton Owners Club is open to all British motorcycle enthusiasts. Membership and renewals can be paid for via our web site and is available for \$25 per year. Membership offers a wide range of benefits including the mailed Norton Notice, website, yahoo group, Social activities, Tech sessions and Monthly rides.

Advertising

Ads are \$100.00 per 1/4 page for the year. Contact the Editor for information and pricing on larger ads.

AFFILIATIONS

The NCNOC is affiliated with both the Norton Owner's Club of England (NOC) <http://nortonownersclub.org/> and the International Norton Owner's Association (INOA) <http://inoanorton.com/>

Honorary Members ,Brian Slark, Dick Slusher, Jodi Nickolas

2013 Club Executive Board and Members in Service

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ACKNOWLEDGEMENT:

The Club gratefully acknowledges the work of Fred Fortune (Fortune2.com) for the designs used in this journal and on the club web site. Website program is thanks to club member Ian Reddy.

See us at www.nortonclub.com and join our Yahoo group for information and club activities at

NorCalNOC@yahoogroups.com

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Membership cost is \$25.00 per year and includes a subscription to the Norton Notice, a publication which provides an enormous wealth of information to Norton owners and re-caps of club events.

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

Name _____

Phone _____

Address _____

City _____ **State** _____

Zip _____ **E-Mail** _____

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 \$25 payable to **Northern California Norton Owners Club**. Send all applications & inquiries to Ron Bastiaans, 708 Liberty Street, El Cerrito Ca. 94530 You can also join on line at nortonclub.com and use credit card through our pay pal account.

Join our club Yahoo group at <http://groups.yahoo.com/group/NorCalNOC/>

*The NCNOC is associated with both the NOC and the INOA You can join the INOA and the NOC from our website at Nortonclub.com

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Our friend in the CHP shares some safe riding tips:

By *Jim Travers* Consumer Reports:

Experienced motorcyclists understand that defensive riding is a must. But riding in the "cookie zone" is one mistake that Trooper Bindar Dundat of the California State Highway Patrol says he sees even long-time riders make far too often. And it is a dangerous habit that as a master instructor, he trains officers not to do.

"We ride in either the right or left wheel track because of all the debris left in the center of the roadway, also known as the cookie zone," Bindar said. Typically stained dark with motor oil and covered in bits of tire dust and other hazards, the cookie zone gets slippery, especially when it's wet. Not only is traction better and tire damage less likely outside "the zone," but by avoiding this center strip, a rider is more likely to be visible in the side mirrors of other vehicles.

Bindar shared other experience-based safety tips:

- **Be extra vigilant of texting drivers**, or those occupied with other distractions. "I don't even pass a car if they're on the phone," Bindar said. "You have to be aware of what they're doing."
- **Constantly keep your eyes moving**, scanning for danger all around you. Don't just focus on the car ahead. Instead, use your higher seating position to watch for danger two or three cars ahead to give you maximum time to react.

Of course, Bindar is a big believer in safety basics. Proper clothing and gear is a must, including a DOT-approved helmet, along with protective gloves, boots, pants, and jacket. He believes proper training through a Motorcycle Safety Federation (MSF) course is essential, for new and returning riders, and even for longtime motorcyclists. "People need to know that just because you've been riding for 40 years, doesn't mean you're all set," Bindar said. "You've got to keep training and continue your education."

RIDE AND EVENT DIARY: note: dates in bold are NCNOC club events those not in bold are events of interest to the club. **For event details see your club website at Nortonclub.com**

November 25th Sunday: Turkey Ride meet at Alice's at 10:30am

December 8th 1pm-6:30pm Holiday Party: Lorin and Kathryn Guy will again host, see website and Yahoo group for update Questions please call 408.242.1976

December 29th Adopt-a-Highway Clean Up meet at Alice's Ride to follow. The Freeze Ride...

January 9th 2014: Monthly meeting TBA see website

January 12 2014 Polar Bear Ride.. Meet at Hobee's in Los Gatos 10:30am

Always see the club website for event details: Yahoo group for up to the minute changes or updates.

Short interview with longtime club supporter and NCNOC member Phil Radford:

ED: local shop owner and Norton Notice supporter Phil Radford and his company "Fair Spares America" has moved, Tell us Phil! *"Well, I'm here in Los Osos, (The Bears). It's situated on the Central Coast about 10 miles west of San Luis Obispo and 4 miles south of Morro Bay.*

ED: Wow cool area; what brought this on? *"I got married last year to a wonderful lady, Sylvia, and she lives here.*

ED: Tell us about your new shop. *"My old shop was 1000 sq. ft. and anyone who visited knows how cramped it was. This new one is 2400 sq. ft. So I finally have space for my motley collection of bikes, a 2nd bike lift, all my tools and tooling and more space for my parts shelving. I still perform exhaust port thread repair and oil seal modifications and do primarily mail order Norton parts. Also I try to answer people's technical questions regarding their Norton's. So not much has changed about FSA just the location. Anyone visiting in the area should give me a call and pay me a visit. I'm about 25 minutes west from Hwy. 101.*

ED: this is exciting Phil. I know the guys out there in the Central Coast club are going to love having you there and I'm sure some of our locals will make the trip. See Phil's updated ad in this issues.

President's Message: by Ken Armann

Now that the days have gotten shorter and DARK is everywhere when I wake up, sun is down by 4:30 and I'm heading home in the dark, I find I am waiting for the rain to begin. I had a revelation this summer as I found out it rains all over the country except in California in the summer, personal experience was needed to bring it to the front of my mind. I had the pleasure of experiencing rain, hail, lightning and buffalo, in short Wyoming and the INOA Rally and It was the highlight of the summer for us. Thank you NCNOC member Gar Jorgenson and all the volunteers who made it an incredible rally experience in an unbelievable spot. I am still blown away by the public swimming pool and how wonderful everyone there was to us.

Thanks again Gar you are one of the best.

We have had a great year of fellowship and support thanks to all of you who have helped out but now it is time to try to get more of our motorcycle community involved in our activities. The club needs you to go out and find new people to join. We are the club of "inclusiveness" we must not be exclusive or we will not continue. The Club has business size cards that can easily be stashed in purses or wallets and passed out anytime you see a potential candidate. That kind of means anyone expressing the slightest interest in British or Norton motorcycles.

Our activities are fun and done with professional skill with monthly rides, trips, meetings and others. Unique events like the Dardanelle motorcycle camp out, which was super fun this year. The Delta ride was magnificent and I even finished! We need to have more young folks joining us, but again making everyone welcome is our first priority. I am open to any suggestions to help the club to be more dynamic and inclusive so please bring new ideas and people to join us.

As the year comes to a close I would like to thank the core group again for their help and support without you I do not know what I would do, to the club officers and spouses, Harry and Isabel, Lorin and Kathryn, Dianna and my wife Cindy THANK YOU SO MUCH.

See you all at the Holiday Party and the best to you all for the coming year.

INOA and the NOC Happenings:

The NCNOC is associated with the NOC of England (Norton Owner's Club) After years of establishing ourselves as the Norton representatives in the USA we joined with the INOA (International Norton Owner's Association). We highly encourage all members to join both organizations, for the benefits to you and your club.

Coming events in the INOA:

The **21st Annual Gathering of the Norton** will be held Sunday April 27, 2014 at Washington Crossing Historic Park. Sponsored by the Delaware Valley Norton Riders:

Coming events in the NOC:

The NOC is at the NEC for this show

National Exhibition Centre, Birmingham, B40 1NT

This show began as a series of classic motorcycle stands in a smaller hall off to one side of the Classic Motor Show. It has grown to the extent that in 2010 it was launched as a separate show running in parallel with the Classic Motor Show.

The NOC will have its stand there and there will also be an autojumble. Visitors can purchase tickets for just The Classic Motorbike Show or can buy a combined ticket that will give entry to the Classic Motor Show as well.

Nov 15, 2013 10:00 AM to Nov 17, 2013 05:30 PM

You can join the INOA at :

<http://www.inoanorton.com/Membership/index.html>

You can join the NOC at:

<http://www.nortonownersclub.org/membership>

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NCNOC : Strong showing at IMS

The NCNOC again had a solid showing at the annual IMS at San Mateo. We had excellent booth coverage for the entire show. Kathryn and I want to thank everyone who participated, We want to thank Maguiar's Wax for the great participant gift swag bag too.

We got a note from Advanstar the promoters for the show:

"Thank you so much for participating in our show this year. Your display looked amazing! I look forward to having the Northern California Norton Owner's Club back again next year."

Thanks again!

Lisa Nordholm

Operations Coordinator

A special thanks to our volunteer club member team for working so hard to make our booth one of the best club displays.

Andrew Sharper; Ken Armann; John Coffman; Kathryn Guy; Lorin Guy; Tom Dable; Liz Sain-Dable; Dave Crader; Fred Fortune; Alan Goldwater; Harry Bunting; Steve Mingrove; David Collantes; Mike Sullivan; Sportster Dianna; James Pritchard; Jose & Cheryl Meruelo; Rob Franklin

And the club members who loaned bikes for the event:

- 1975 Mk III Norton Commando (Black)
- Steve Mingrove
- 1972 Commando Fastback Long Range
- Alan Goldwater
- 1957 Norton Model 19s
- Alan Goldwater
- 1961 Norton Model 50
- Mike Sullivan
- 1975 MkIII Norton Commando 850 (Red)
- Andrew Sharper
- 1956 Norton Dominator 88
- Tom Dable



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Club Meeting Minutes:

The NCNOC-AGM (Annual General Meeting) held October 6th at the Los Gatos Vasona Lake Park saw a fantastic BBQ lunch prepared by head chef Harry Bunting and staff and about 15 members' coming off the "Old Timer's Ride" lead by Alan Goldwater, total AGM attendance was about 50 people.

The state of the club was discussed at the meeting lead by current and now continuing President Ken Armann, along with coming events. Part of the AGM is to nominate and elect new club officers, but in the last few years finding candidates has been a bit difficult. The club has decided based on voting at the AMG to retain the current board status except for the position of Secretary and that position will be temporarily taken over pending the volunteering or drafting of a new candidate by Lorin Guy, currently Newsletter Co-editor. All Board positions are the same as last year and will continue until further notice.

A proposal of set longer terms for board positions was mentioned at the meeting, but would need to be researched as it may take an amendment to the club charter to initiate. The lunch was great and everyone had a great time. Weather was picture perfect and this year the new BBQ spot was just delightful as no Geese and lots of shade.



The Curtner-Manx at the Bonneville Salt Flats in Utah .

2014 is the 100th Anniversary of Land Speed recording at Bonneville.

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Ken Armann

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The 24th annual All British Ride By: Don Danmeier

The bikes just keep getting better and better. Prior to the ride, I had been talking to Randy Riggs, previous Editor at Cycle World, about how there is less and less oil on the ground, duff electrics, parts falling off, and general mayhem than there seemed to be "back in the day", and things were still improving. Guys just seem to be getting the hang of assembling things with care, using better products, and they can rely on a robust aftermarket for things like electronics that, not so long ago, were non-existent. We had two chase trucks on duty this year – they didn't get much use. I heard that a little Cub hadn't made it out of town after we launched; it was carried to the Cheese Factory (and presumably its owner took it home from there – I never saw it); and one guy ran out of gas. That's it. Oh, wait, there was one flat tire. Not too bad for a turnout of 169 riders over some 90 miles.

It's not too difficult to get enthusiastic about a ride that is actually comprised 100% of British bikes, traveled over the countryside of rural Marin and Sonoma counties, in clear, dry weather. And did I mention the miles of new pavement that we found? Plus there is always the draw of the BBQ at the end - that helps. I'd added a four-mile loop of scenery above Bodega Bay that proved to be pretty rough, but it was narrow, twisty, and...swell, scenic. The guys who commented on it afterward admitted that they had a great time in spite of it.

So: we toured to Tomales and overwhelmed the little bakery there at our first stop (must remember to give them warning next time); and we pitted in Bodega Bay after motoring through the village of Bodega (the site of Alfred Hitchcock's "The Birds"); and for the last leg, made a run down wonderful Highway One to Point Reyes Station and then a turn toward the Marin French Cheese Factory.

They (the Factory) keep telling me that we won't have use of the place in the future, as they are expanding and will subsume our traditional picnic grounds. We'll see. There is a BSAOCNC Plan B, and it is partly due to the impending expansion, but also a tripling of out rent.

Ed: The All British Ride and the Clubman Show are events sponsored by the BSA Nor-Cal club. We Thank them for their support and enthusiasm. Not all of the British one-make clubs have local representation in our region which organize events for their benefit. This ride, along with the All-British Show in March each year, provides an outlet of all the BritBike folks to participate



NCNOC Booth at the 2013 International Motorcycle Show at San Mateo, October 25-27 : Kathryn Guy manning the booth .Thanks to all who help and put in a shift.

AGM October 6th at Los Gatos Vasona Lake Park, Club members enjoyed a BBQ lunch after a cool ride. Annual meeting elected 2014 Board members as well as dealing with other Club business.



This years "Thank You Swag Bag" for those loaning bikes to the IMS/NCNOC Club Booth was Meguiar's Wax. Products included were from their Ultimate Line; liq-uid wax, wash& wax , a bottle of their Quick Detailers polymer and a detailing cloth.

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Cleaning up after working on the Norton by Margie Siegal

You have finished the oil change, the transmission rebuild or the fork seal project, everything went together and works, you have no leftover parts and the Norton is good-to-go. Before you wander off in search of that well-earned beer, you have one more thing to do. You have to get your hands clean.

Since most of the readers of this rag are men, an explanation of the importance of hand cleaning may be in order. First of all, burned carbon, old motor oil and assorted road grime are not good for human beings, and, left on unprotected skin, can work their way into your system. Second of all, getting grimy oil stains on your wife's new slipcovers is an excellent way to be banished to the doghouse. Third of all, black fingernails and grimy hands will quickly quell any romantic feelings any member of the Other Sex may feel for you. So wash your hands already.

In order to do it right, you need a good stiff nail brush and three different cleaning solutions. You need different cleaners because, through experiment, not all grunge responds to one type of detergent, but most grunge will respond to one of these three. They are liquid dishwashing detergent, mechanic's hand cleaner and Dr. Bronner's liquid soap. Dr. Bronner's is also really good for getting road grime out of your hair.

I start with the mechanic's hand cleaner. Slop it on your hands, rub it in well and remove it with a shop towel or paper towels. Use more hand cleaner and the nail brush on bad spots. At this point, add water, Get all the hand cleaner off your hands and inspect. Mechanic's hand cleaner tends to leave hands sort of grey. Get the Dr. Bronner's, pour it on, rub it in and wash off. At this point your hands should look pretty professional. If not, move to the dish detergent. Dish detergent is excellent for removing grime from under and around fingernails.

If all this cleaning had left your hands feeling dry, Badger Balm will moisturize without making you smell like the cosmetics counter in a cheap department store. You wouldn't have had to go through all this trauma if you had remembered where you put your disposable mechanic's gloves. Next time - put them on BEFORE you tackle that repair job.

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All British Ride Cont.

Here's the tally of our "winners":

HARD LUCK: John Frei, 1972 Norton Commando

CHROME WON'T GET YOU HOME: Lou Brero - 1959 BSA B40

LIFESAVER: Ron Perconti - 1969 BSA Rocket 3

OLDEST BIKE: Jim Romain - 1937 Velocette KTS

BLING THING: Bob Rumohr - 1954 BSA Gold Star

CRUEL TOOL: Dan Boos - 1962 AJS Model 16

SMOKE SCREEN: Rob Franklin - 1975 Triumph T160

SOUND OF MUSIC: Jeff Molinari - 1971 Eddie Mulder Triumph

SLIPPERY SAM: Roland Badertscher - Rickman Triumph

TOP WANKER: Jeff Scott - 1961 Velocette Endurance



Come celebrate the Holiday Season: At the NCNOC Holiday Party:

December 8th 2013 from 1pm-6pm

Join us for the club Holiday **pot luck** for traditional and vegetarian cuisine, BYOB (no nuts please)

At the home of Lorin & Kathryn Guy at 36 Oakmore Dr. in San Jose Ca..

RSVP at 408.493.5044

FYI: flat entrance available; kids always welcome; cat environment

MotorCycle Logic: When Issues arise, it's no surprise, check the cheapest, easiest to get to part first.

Alan's Wrench for Norton Notice 386 © 2013 Alan Goldwater

When I got home from Wyoming I found that my cordless drill had not returned from the rally with me. I remember loaning it to someone, but not who. So if you have my drill, please send it home. It's bright orange, "Rigid" brand and I miss it.

At my informal tech session I dealt with two of the most common failure problems experienced by Commando owners. The first one was a bike that started and idled normally but would run poorly with the throttle open, missing and popping when under load. This is a typical symptom of a main jet holder unscrewing inside the float chamber. It can't come all the way out, because the jet hits the bottom of the float bowl. As a result, the jet is partly blocked and air leaks up the threads, further leaning out that cylinder. The fix is easy, just drop the bowl and tighten it up. I always check that the holder is fully tightened and the jet just 'nipped up'. That way the jet can be changed through the bowl drain plug (if present) without further disassembly.

The most common failure is still the Boyer pickup wires, which usually break right where they exit the plate. The copper wire fractures inside the insulation from vibration-induced work hardening. You can't see it unless you pull firmly on the wires. If the inner conductor is broken, the insulation will stretch at the broken spot. The fix is easy if you carry a spare crimp splice and pliers. The tricky part is to get enough free length of wire to make a splice, which often involves carving away the epoxy where the wire is attached to the board. It's best to replace the splice with a proper solder joint at first opportunity.

I was recently asked if the tach drive oil seal fix in the INOA Tech Digest was still current. A few years back I tried the Honda part mentioned and found it didn't entirely fix the leak on my 74 850. Ken Armann showed me an even easier and so far very effective fix. Just slip a larger O-ring on top of the stock 06-1282 part, so it fits into the chamfered pocket inside the drive body. It should be a tight fit on the shaft and just fat enough to give a bit of crush when installing the drive assembly on the crankcase

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Alan's Wrench: cont.

tried this and it worked perfectly, no leak after about 4 k miles. The MKIII has a lip seal and shouldn't need the extra O-ring.

It's also important to have the HELP 80190 one-way valve installed in the breather hose (72 and later motors). This is the single easiest and most effective fix for the various slow oil leaks and weeps, from the valve covers to the sump drain.

I wrote a while back about the increased riding comfort of lowered foot pegs on a Commando. I've now done this successfully on two bikes. The idea is very simple, you just rotate the chrome peg hangers down by drilling and tapping new holes in the z-plates. Start by removing two of the three bolts and rotate the hanger piece down using the remaining bolt as a pivot. When you have a good position that will still clear everything, mark through the holes for the other two bolts. Before drilling for the new bolt holes, check that you can get a good position of the shift lever on the



splines, and that the rear brake cable (or hose for a MKIII) routing will work with the lowered angle. Also check that the new holes won't interfere with the zener diode(s). Once you confirm these details, drill and tap new holes for the remaining bolts, two places each side. You may need some spacers because of the recessed casting area in the z-plates.

Rear sets on a MKIII are a particular problem, but I was finally able to lower mine. On the left side, just rotating the casting did the job pretty well.

A bit of grinding and an adjustment of the linkage made everything fit nicely. (*insert picture left_peg.jpg*) On the right side the linkage prevented a similar mod, so I just used a short bracket made from 3/16 thick steel. (*insert picture right_peg.jpg*). This leaves the brake pedal a bit high but it's workable and my legs no longer get cramped on long rides.

