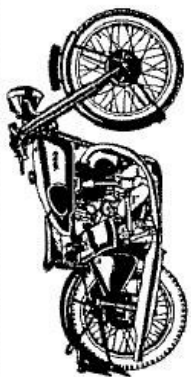
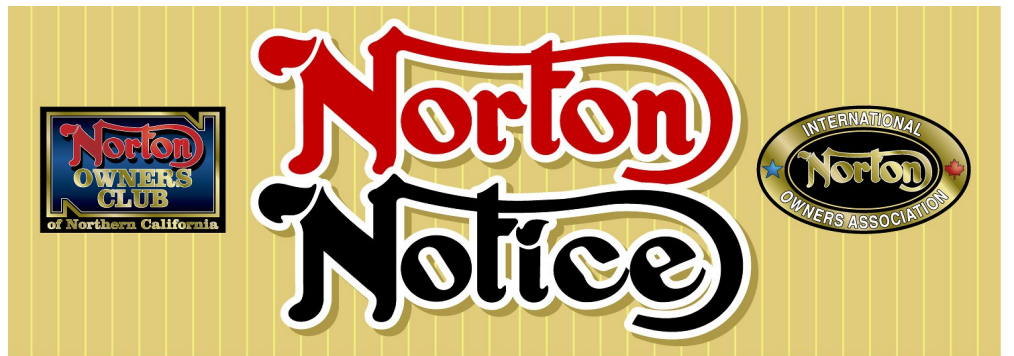


The Newsletter of the Northern California Norton Owner's Club



2329 Cimarron Dr. Santa Clara Ca.



The Newsletter of the Northern California Norton Owner's Club

No. 367

August / September 2010



NCNOC members show their spirit at the Dardanelle Campout and Ride!



NORTON NOTICE

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 articles, technical tips, photograph (original or otherwise) so that other Norton enthusiasts may 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

MEMBERSHIP

The Northern California Norton Owners Club is open to all Norton motorcycle enthusiasts. Membership and renewals can be paid for , to the Club via our web site and is available for \$25 per year. Membership offers a wide range of benefits including the mailed Norton Notice, and 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 lager ads.

AFFILIATIONS

The NCNOC is affiliated with both the Norton Owner's Club of England (NOC) and the International Norton Owners Association (INOA)
Honorary Members ,Brian Slark, Dick Slusher, Jodi Nickolas

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ACKNOWLEDGEMENT The NCNOC 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 Ian Reddy.

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

Cover Pix : taken at the NCNOC Dardanelle Campout

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 Elizabeth Recoder 4000 Mozart Drive, El Sobrante, Ca. 94803

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/>

Notes to ponder:

Summer, we are well into it and the year's been busy with motorcycle events, rides and fun like never before. Considering the economic conditions and the lack of motorcycle businesses looking to advertise to their core markets, this past year has seen some amazing events. The type of events you say years later "I was there" or "Darn I wish I would've". The Lumby Rally for the INOA, the AMA Calistoga Flat Track National, the Quail Lodge Motorsport Gathering, the IMS Show, the Motorcycle Extravaganza, Bikes on the Bay, and all our club rides, it's all fantastic stuff. We are fortunate to live where we do and have so many choices.

But it's hard to be sympathetic to motorcycle businesses despite our countries financial situations. It's amazing that businesses that cater to motorcyclists do not take advantage of the opportunity to advertise to its core market of owners and riders. The amount of motorcycle businesses failing or having a rough time of it is not surprising. They prefer to kick the doors open every day and wait for someone to walk in. I think it was Warren Buffet who said "In this economy, the business that seeks business will get business" and really that is so true. Motorcyclist do support the businesses that support their hobby, it's a fact. So when I see a business fail, I look at their community involvement. Did they support the sport? Ask yourself next time you go to your local bike shop, do they support the sport you love? If they do then thank them, if not, ask why not.

Club stuff :

The year ahead of us is going to be very interesting as we approach the 40th anniversary of the NCNOC. I've started a series in the Norton Notice about "Those what had gone *before* and had knowing of things beyond our reckoning"* a history of when the club started and if you have stories about when you joined, please forward them to me. Its main objective is to get the "beginnings" in your mind and stimulate those memory cells. Some of the names you'll read about will be at the celebration coming later in the 2011 season. Your board is planning many events for the 2011 season that have a 40th theme to them.

In what seems like a recurring theme for me, we need more articles for the Norton Notice, It's hard to fill so many pages even though we are now in Bi-month mode and there are two minutes of meetings to publish, we still have empty spots. So regardless of how minuscule your repair is, how insignificant you believe your bike ride was.. write it, send it, I'll use it.

* quote: from *Beyond Thunder Dome*

RIDE AND EVENT DIARY;

August 29 (Sunday) Adopt-a-Highway Clean up starts 10:30am Highways 84 and 35 Alice's restaurant SkyLonda Ca.

September 9 (Thursday) Club meeting at The Swiss Park in Newark Ca. 5911 Mowery Ave. Newark Ca 94560-5005 Call for directions 510-793-6272

September 9,10,11,12 BSA Club California Rally Morrow Bay Ca. Info Burt Barrett (661) 832-6109

September 12 (Sunday) Napa / St.Helena Ride TBA see website:

October 3 (Sunday) AGM Meeting and Optional Ride: it's again at Huckleberry Flats Ride starts at Alice's 11am Keith Karn ride leader.

October 7-10 SLO Classic Motorcycle Rally info at www.Centralcoastclassicmc.com

October 16 BSAOCNC Southern Sierra Ride fro info call Gus at 415-488-1519 ride 16,17,18th.

November 3 (Saturday) BSA Club "ALL BRITISH RIDE" The Annual All-British Ride departs from 7th Street and Grant Avenue in Novato at 10:00AM sharp. Take 101 to Atherton Ave/San Marin Dr Exit. Go west, then left on Redwood Blvd. Right on Grant Ave, then left on 7th Street. Details TBD, but likely to be similar to previous years

November 11 (Thursday) Club Meeting Harry's Hofbrau 390 Saratoga Ave. Saratoga Ca. 8pm start.

November 28 (Sunday) Highway Clean up and Turkey Ride: starts with a Highway clean up then ride. See website for details

December 3 (Sunday) Club Holiday Party : Alan Goldwater has graciously volunteered to host the 2010 Holiday Party at his house in Santa Cruz, CA. It will be a pot luck dinner just like 2009 so bring salads, hors d'oeuvres, vegetable plates, etc. 1780 Chanticleer Ave. Santa Cruz, CA 95062 or call 831-475-7505

Presidents Message and Ride Report

In June, Dave Crader set up our NCNOC booth at the Dixon "Antique Motorcycle Show and Swap Meet". I set up our booth the following weekend at the Capitola "Bikes on the Bay" show. Thanks Dave and for the support of members who did show up at these events.

Thursday July 1st was a special day, it was my birthday, and about 15 members came to Alice's for birthday cake, well maybe, but more likely to see KPIX, "Eye on the Bay" with Brian Hackney interview the NCNOC and go on rides up and down Skyline Boulevard in front and back of his little red MGB. Thank you for showing up and according to Reuben at KPIX, the Norton Club Skyline "Eye on the Bay" episode will air after September 8th in their new season.

Our July 4 ride started out with 8 riders from Los Gatos and after a couple of loopy loops, I successfully got us to Joan and Peters Restaurant in San Juan Bautista. We noticed a Norton was already there and it turned out to be Frank and Elisabeth Recoder who attended Mass at the Mission. Later in the day we attended a great party at Liz and Tom's .

I'm sorry to say, I missed the "Nortorious" rally in Lumby. However, there was a good NCNOC turnout and a picture of our group was taken with our banner .What's the deal with our NCNOC banner getting stolen for awhile Tom? Lorin Guy continues to astound us all by putting together fantastic motorcycle shows and bringing motorcycle celebrities to sign autographs and chat about their careers. This time it was the "AMA Pro Flat Track Grand National" in Calistoga July 31st. He even set up our Norton Club booth and brought up the 2011 Norton Commando for a special display. Hats off to Lorin and Kathryn.

The Monday after Calistoga, NCNOC members met at the Straw Hat Pizza parlor in San Leandro for "American Sport Bike Night" (ASBN) where "Norton" was the featured bike. We got to tell them the fascinating history of the NCNOC and how we are coming upon our 40th year.

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Cont. Norton, Caswell and One man,

figuring that any fluid epoxy left would pool in the top of the tank where, because of the filler flange, no fuel goes anyway. BIG MISTAKE!

The epoxy stayed fluid quite a bit longer. Long enough that a pretty big glob of it settled in the top of the tank, just like I planned. It then hardened, getting very hot in the process. When I came back to check on it about 30 minutes later, it had gotten so hot that the urethane paint on the outside of the tank got soft and the towel on which it was sitting, stuck to the paint. It left the impression of the towel's weave deep into a spot on the top of the tank about 3 inches wide and 6 inches long. Bummer!

After things had hardened and cooled down, I went after the damaged area with some wet sand paper and got most of the weave marks out. But the deepest parts were down to the primer so I now have a "light spot" on the top of the tank (I have a plan to fix that).

Caswell said to let the tank cure for 24 to 36 hours before putting fuel in. Higher ambient temps result in faster curing. After about 22 hours at 75 degrees, I stuck the tank in the sun for a couple of hours. The resulting tank lining looks excellent. The coverage is thick and clear, and everywhere that I can see through the filler looks well covered. So yesterday, 24 hours after I started, I put it back on the bike and filled it up. It's looking good so far. No leaks and the liner seems to be ignoring the gas. I have put about 50 miles on the bike over some less than smooth roads and everything still looks good.

So my initial experience with the Caswell sealer is good in both a steel and fiberglass tank (disregarding the heat, towel, paint thing). Next time I will be more careful about the heat build up and hang the tank rather than putting it on a towel for the curing process. Long term in a fiberglass tank, who knows what will happen. But from the looks of it, I think the Caswell sealer stands the best chance of anything I have tried to permanently stops the leaks. I guess this wasn't so short! ... Garwood Jorgenson.

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A Norton Commando, Caswell Tank Sealer and one man's experience

I thought I would give everyone a short report on my experience with Caswell Tank Sealer. Just before the Lumby Rally I had my Mark 3 tank sealed and painted by Precision Motorcycle Painting in South Bend, Indiana. The sealer that Precision uses is Caswell's two part epoxy. When I got the tank back the seal job looked really good. The epoxy lining was thick and even. Gas doesn't seem to effect it, so far.

With that in mind, I ordered some Caswell sealer for my 1970 fiberglass tank. It had a leak along the spine of the tank and I sealed it a year ago with a different brand, one part sealer. I think the sealer was probably OK, but maybe I didn't get it evenly distributed. It looked good when I finished but it was fairly thin. Anyway, within a year it was leaking again.

Rather than trying to strip the previous sealer out of the tank, I decided to put the new Caswell sealer right on top of the old stuff (The guy at Precision said he knew of a couple of people who have done that without problems). I washed the tank out with soap and water, then let it dry. The Caswell sealer kit I bought makes about a pint of sealer, which they suggest will do two small motorcycle tanks. They recommend mixing only 1/2 of it for one tank. I decided that since this was a fiberglass tank, and prone to leak issues, to use the entire amount.

I plugged the tap holes with rubber plugs and put a sheet of plastic wrap over the gas cap to keep the sealer off the gas cap rubber when I closed it up. I mixed up the sealer and poured it in. I closed the cap and began rotating the tank in all directions. The Caswell instructions suggest rolling the tank for about ten minutes but after that length of time I could still see areas that weren't covered. Ultimately I rolled it around for about 35 minutes.

Caswell's instructions say to drain the excess out of the tank through the gas cap. Unfortunately, on a fiberglass Norton tank, you can't do that because the flange sits so deep into the tank, the excess epoxy will just pool at the top of the tank. So I pulled one of the rubber plugs from a tap hole and drained it out through there. By now nearly an hour had gone by and I was concerned that the epoxy would harden and gum up the threads on the tap hole. Caswell's instructions suggest that it will start to harden after about 60 minutes. So I turned the tank upside down and cleaned out the hole. I decided to leave it that way, sitting on a towel,

Cont. Presidents Message and Ride Report:

We had at least 4 Norton on display including the 2011 Norton. They mentioned that Buell motorcycles are making a comeback. Doesn't that sound familiar?

As for the continuing story of our coming AGM, the club decided to scrap the Cameron's Restaurant idea and I rescheduled the NCNOC Annual General Meeting (AGM) for "Huckleberry Flats", Sunday, October 3rd starting at 12:30PM including barbeque lunch. This is were club members can decide who they really want in charge of the NCNOC. The ride starts from Alice's at 11:00AM, ride leader is Keith Karn.

Harry Bunting



Longtime club member "Tarmo" gives some wrenching advice at 9600 ft. On the NCNOC Dardanelles Motorcycle Campout and Ride.

Tech Spec: Spark Plugs as they increase in number are "Colder" in foreign made plugs. it is just the reverse in American made plugs. American made plugs are "Hotter" as they increase in number. A "Hotter" plug can cause "pinging". It acts like a glo-plug firing compressed gas early. Ideally, a plugs' porcelain should read a light tan in color. Information is from NGK's web site

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NCNOC JULY MEETING MINUTES July 8, 2010

Harry's Hoffbrau, Foster City, Ca. 16 members present – 1 rode Norton 1 rode "other" Meeting called to order @ 7:55pm

President Harry Bunting reviewed recent rides and events: BIKES ON THE BAY – June 27 in Capitola where the club had a booth and a huge variety of bikes were on view DIXON NATIONAL SWAP MEET & SHOW – June 18 in Sacramento where the club had a booth run by Dave Crader with help from Jerry Kaplan and Margie Siegal. Dave reported that a chopper Norton is currently for sale via Jerry if anyone is interested. EYE ON THE BAY – July 1 at Alice's with 12 or so members being taped picking up trash and riding on Highway 35 for the KPIX show with Brian Hackney. The producer will contact Harry with the air date. FOURTH OF JULY RIDE – to San Juan Bautista had 9 members riding into "Joan & Pete's Deli" for lunch.

TREASURER'S REPORT: there are currently 185 members, and \$4000 in the bank. UPCOMING RIDES & EVENTS: July 18-25 NORTON NOTORIOUS RALLY – in Lumby, BC, Canada. Tom Dabel and Liz Sain will attend as part of a 2 week ride up the Coast taking in MC events and visiting friends. July 31 – THE CALISTOGA HALF MILE NATIONAL - at the Calistoga County Fair Grounds. Lorin Guy reported the MC Show opens at 10:00am with booths, vendors, and big name riders coming to sign autographs. There will be several rides for various charities.

August 2 – AMERICAN SPORT BIKE NIGHT – which happens every first Monday of the month, will be at the Straw Hat Pizza in San Lorenzo in August. Average attendance at these monthly events is 40. August 5 thru 8 – DARDENELLES CAMP OUT & RIDE – Thurs. thru Sun.

NEXT MONTH'S MEETING – Sept. 9 (Thursday) will be at Swiss Park in Newark Off Mowry. LOCATION FOR THE AGM – Sunday Oct. 3 still needs to be decided. Loma Mar is unavailable due to extensive remodeling.

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Cont. And In the Beginnings:

At this time we were thinking of Associate memberships with the club in England, but the idea had been talked about, and as things developed, it seemed the possibility of a San Francisco branch could become a reality.

As Malcom had said would happen, I was contacted on December 21, 1970 by Dave Brian, Branch Liaison Officer of the NOC in England (who rode a red Fastback), and on January 7, 1971 by Pete Scatchard, Public Relations Officer. They were enthusiastic about the possibilities, and Dave arranged for materials to be sent in time for the show. These were application forms, sample issues of the Roadholder, and other paraphernalia. Pete also put me in contact with Norton Villiers in Long Beach, the West coast distributor. I got in touch with Mike Jackson (General Manager), who agreed to allow some space for the NOC at Norton Villiers' show display, Max Maxsted (Sales Manager), and Brian Slark (Service Manager). Max Maxsted, who had worked for Smiths Instruments in England before coming to Norton (he was an expert at rebuilding the "chronometric" Smiths meters that "clicked" the change in speed), was a wonderful person, and it was he whom I worked directly with at the Norton Villiers display at the show, helping them sell Nortons, and also enlisting new members for the NOC. Though the idea of a SF branch of the NOC existed at this time, the branch in fact did not, and the memberships I sold at the show were Associate ones in the parent NOC, though I must have been telling everyone a SF branch was due to start.

Just before the show, March 17, 1971, Dave Brian also wrote me about Jerry Kaplan, who was going to be moving out to San Francisco from Chicago, where he had been involved with the Chicago NOC. I don't remember meeting Jerry until sometime after the show (Jerry says August or September), but his timely offer of help was very welcome and appreciated, as I was concerned with finding the time to form the SF branch on my own. I had started freelancing as a graphic designer in 1968, and was beginning to get very busy. Dave thought Jerry and I could share the effort, and that's the way it worked out. End part One.



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And In the Beginnings : The Story of the NCNOC upon the eve of its 40th year.

With the 40th anniversary of the NCNOC coming in 2011 I thought it might help us understand the significance of this momentous event if we took a look back that the beginning. We are so fortunate to have the story right from the man who started it all, Robert (Bob) Bausch. Here is the first portion of the story, we'll feature the whole story in a four part series over the next few Norton Notice publications. Ed.

Start of the San Francisco Branch of the Norton Owners Club

To the best of my knowledge, this is how the NCNOC got its start originally, and operated in the early years, as the San Francisco Branch of the Norton Owners Club.

I bought my new 1969 Norton 750 Commando Fastback, Quicksilver and Burgundy, from Frank Servetti Motors on Valencia Street in San Francisco on June 10, 1969 for \$1531 (got a \$50 discount for paying cash!). It was the first motorcycle I ever rode, and I learned how to ride on this bike, taught by David Eller, Servetti's Sales Manager—this would never happen today. It is a bit faded now, as it is unrestored, but the song of the stars still comes out the exhaust pipes—no other bike has that sound. I think I can safely say this is the bike that started the club/branch/whatever all we folks belong to now!

Some months after buying the Norton I found out about the Norton Owners Club in England, and decided this was a group I wanted to belong to. I sent off my membership dues to England (\$6.46 in February 1970). Over the next several months I had a correspondence with the club in England, first with Malcom Arnold, editor of the Roadholder club magazine, who rode a yellow Production Racer. Basically I was frustrated that I had this marvelous Norton, and no one to share the experience with. Malcom started the idea of the branch by merely saying in his letter of October 26, 1970 "...unfortunately there are no other members in that area of the USA, but suggest that all you need do is to find two other Norton mounted riders to join the club and that is all you need to form a branch. This we would like to see and will give you all the help you need". I had told Malcom about an upcoming motorcycle show in the city in Spring 1971, and thus was born the idea of a San Francisco Branch of the Norton Owners Club.

This is the way things developed: The motorcycle show would take place at the Cow Palace in April 1971, and as said above I had been in correspondence with the NOC in England, and received encouragement from them to represent the club at the show, and recruit new members for the NOC.

Cont. July Minutes:

Another possibility is the BBQ area behind Cameron's in Half Moon Bay, or back to Huckleberry Flat in San Mateo County Memorial Park. Harry said he will check into the fees which were raised to \$250 last year but have been reduced again this year.

40th NCNOC ANNIVERSARY – Harry reported that he got a response from a representative at Monroe Motors in San Francisco regarding becoming the location for an Anniversary party, Harry will contact him. Dave Crader said the party should be in the City since the club was started there. Dan Bockmier suggested contacting Parks & Rec. for rental sites including the Yacht Club at South Beach. Tom Dabel suggested contacting "CITY BIKE" editor, David Ets-Hoken, to interview a representative of the club for publicity. Also promoting the party in "The Friction Zone."

MEMBERSHIP – Harry lead a discussion of the ongoing problem of club longevity with only a handful hard core members active in the club. He again suggested expanding the club to "Vintage British" with the example of the Utah British Bikes Club. Lorin pointed out that there is ALWAYS a core group of workers (6 to 30) and that when he was Club president he and Ian Reddy did a computer chart survey and estimated that the club had about 20 more years before it ran out of those core workers. Keith Karn said he remembers joining when there were enough Nortons and Norton riders to keep the club a single marquis club, but now we need to invite ALL bikes on our rides, and promote that on our website and the ride schedule in "City Bike"... "Norton Ride – All bikes invited!"

NEW BUSINESS – we have been invited to enter Nortons in the San Jose Hot Nights event this coming weekend - July 10 & 11 – at the Santa Clara County Fair Grounds. BSA will be present and selling their raffle bike tickets. After it was discussed that this is an all hot rod event, there was no interest.

There being no further business the meeting was adjourned @ 8:55pm. Respectfully submitted, Donna Morrison, Secretary



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Dardanelles Motorcycle Camp Out

As one of the clubs traditional events, our yearly Dardanelles Motorcycle Campout was again very successful. We had about 20 members show up including Gar Jorgenson, Dave Crader (said he wasn't coming, but we are glad he did), Ian Reddy and his kids and Tarmo (yeah baby!). On Friday's ride, we finally found "Buck-Eye Hot Springs" near Bridgeport after years of trying, but there were to many people around, we couldn't go in the buff and it was a dirt road, so we gave up on that idea and went back to the Dardanelles campsite and had a fabulous meal at the campsite. For Saturday's ride we cruised over to Wellington, Nevada and had lunch at the "Heyday Inn". Everything was wonderful with good food, good service and no accidents or breakdowns. The NCNOC put on the Saturday night dinner and it seems like everyone had a great time all for about \$30 per person (such a deal) for the 3 nights campout.

We sat around the campfire reminiscing about past misdeeds, rides and events till well after midnight and the group had to put up with my singing, guitar playing and venting. Next year we plan to go back to the good ole "Travertine Hot Springs" right out of Bridgeport. The club has booked the same 4 large campsites with driveway for next year far away from the generator. There is plenty of space for more campers and cars so put it on your calendar for next year.

The NCNOC at the summit of Senora pass, (9600 ft) this is the traditional stopping point for the club picture during the Dardanelle Motorcycle Campout and ride. (right)



NCNOC members enjoy a fine feast and a roaring fire during the Dardanelle Motorcycle Campout and Ride. (left)



Longtime member George Poure arrived with his 1947 Lincoln V12 (sporting a Merc V8) towing his Norton Commando Custom.

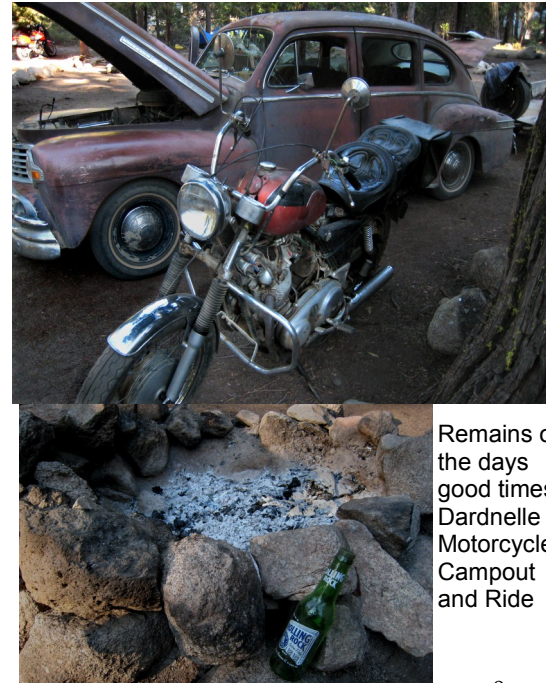


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