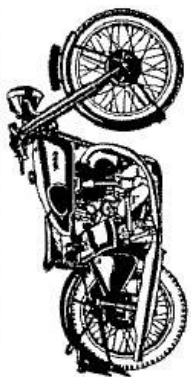




The Newsletter of the Northern California Norton Owner's Club



15787 Via Sorrento, San Lorenzo, CA 94580



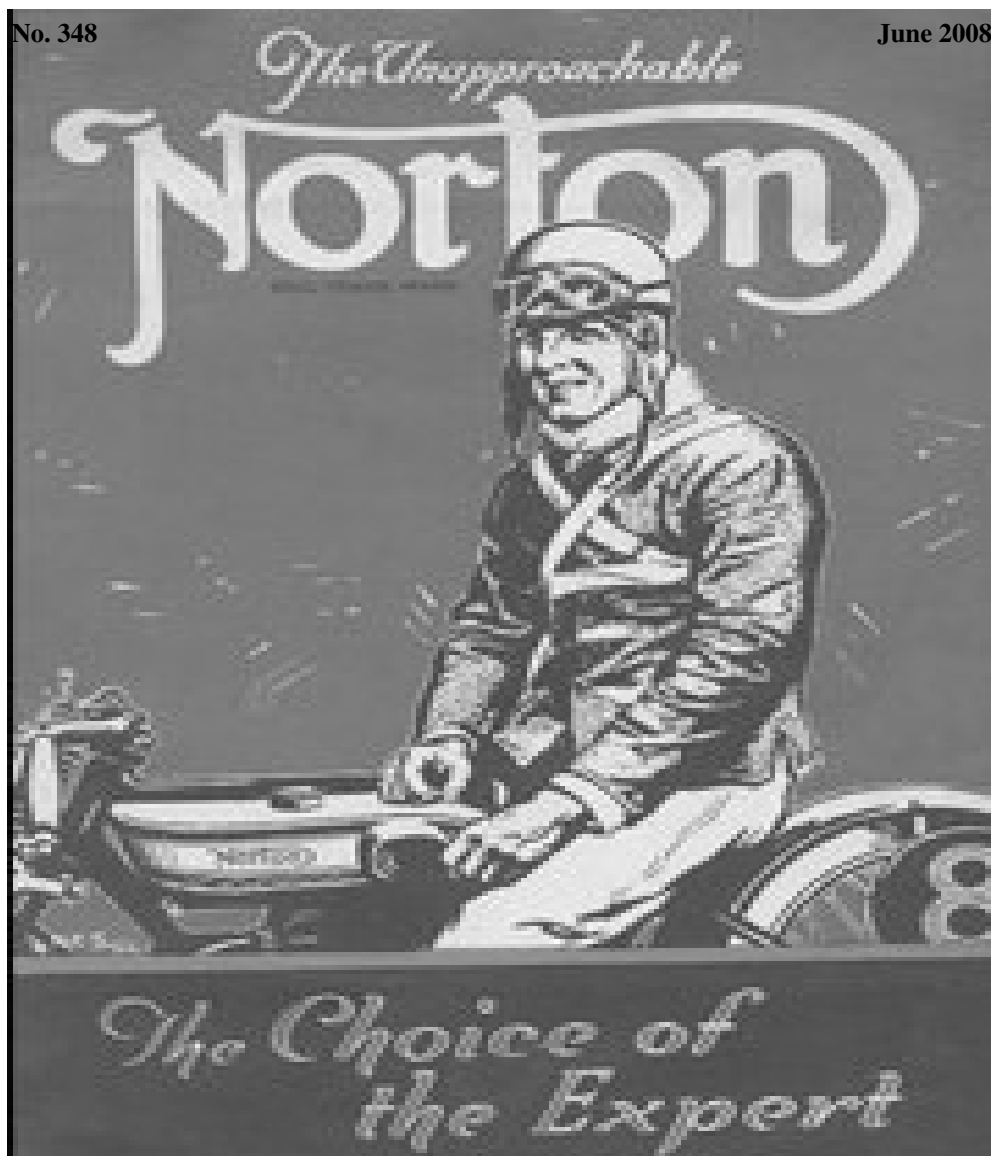
Norton Notice



The Newsletter of the Northern California Norton Owner's Club

No. 348

June 2008



The Northern California Norton Owner's Club



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

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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.
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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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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 NRMCCASSY** MSRP: \$235.00 each

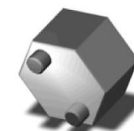
Separate part price: **SST master cylinder:** **MCB part NRMCCBODY** (also fits Triumph front and rear) **MCB part TSMCCBODY** MSRP: \$155.00 each; **Cylinder mount:** **MCB part BILETMNT** MSRP: \$61.00 each; **Boots (ext. or int.):** **MCB part NMCRBEXT or NMCRBINT** MSRP: \$10.00 each



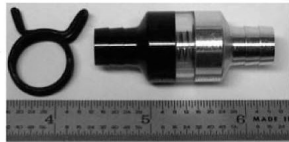
Norton 11-inch SST rotor: Includes disk, hub, and Instructions. Either design at left **MCB part NROTOR11** MSRP: \$323.00 each



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**

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2008 Calendar (all clubs)

Jun 06	(Fri)	<u>BSAOCNC NORTH WOODS RIDE</u>
Jun 07	(Sat)	
Jun 08	(Sun)	Frank Forster,
Jun 08	(Sun)	Ariel OC Annual General Meeting
Jun 12	(Thu)	NCNOC meeting SF - The Liberties 998 Guerrero St SF
Jun 14	(Sat)	<u>BSAOCNC "MARIN GP"</u> , San Rafael Ewen McKechnie,
Jun 15	(Sun)	NCNOC Ride Three Peaks Ride start at 9.00am at Junction of Ridgecrest Blvd and Pan Toll Road
Jun 21	(Sat)	Moto Melee
Jun 22	(Sun)	Harley Welch,
Jun 23	(Mon)	
Jun 21	(Sat)	AMCA Fort Sutter Chapter Meet,
Jun 22	(Sun)	Dixon
Jun 27	(Fri)	
Jun 28	(Sat)	NC Section, Vincent OC Rally
Jun 29	(Sun)	
June 26-29		West Coast Norton Rendezvous Hosted by NCNOC and NWNO Indian Mary Park, Oregon
Jul 05	(Sat)	<u>BSAOCNC BRITISH TRIPLES RIDE</u>
Jul 10	(Thu)	<u>NCNOC meeting Harrys Hoffbrau San Jose 7 PM</u>
Jul 21	(Mon)	North American Norton Rally
Thru		
Jul 25	(Fri)	Wellsboro, PA
Jul 20	(Sun)	North American Velocette Rally
thru		Benbow Inn, Garberville
Jul 26	(Sat)	Paul d'Orleans, 415-378-8787
Jul 25	(Fri)	Vintage Motorcycle Days
Jul 26	(Sat)	Mid-Ohio
Jul 27	(Sun)	614-856-1900
Jul 27	(Sun)	NCNOC Ride North Coast meet at Terry Morrison's

Hydration makes the ride safer and more fun:

By Lorin Guy

We are in the middle of summer riding and it's important to remind ourselves how important it is to stay hydrated. I know you think you drink enough water but the reality is that most of us do not. I was recently on a motorcycle trip, The Cycle TT, a two day ride in 100+ degree heat, the fact was that the majority of the riders were not hydrating enough and it was extremely evident by their fatigue, sweaty condition and overheating.

I was carrying my Camel Back brand hydration pak; I actually was convinced to use one by Barry Porter on last years TT. He claimed it was really a fantastic tool to keep alert and focused. This year I was drinking constantly while riding the heat at times was almost unbearable. This enabled me to stay cool, calm and mentally alert, and we all know how important it is to be alert.

Monique Ryan, a sports trainer says; the rules of hydration are simple: (1) Drink when you're thirsty; and (2) you'll know you're hydrated when your urine is pale or clear, not dark. But everyone has different sweat rates, so to drink like a pro; you need to do some quick math. Grab a cold one and follow these directions.

Hydrating simply means replacing lost sweat, so start by figuring your personal sweat rate, which can be as much as two liters per hour.

Drink about one ounce for every ten pounds of body weight at least four hours before your ride. Two hours prior, your urine should look like lemonade, not apple juice.

As a general rule, drink about eight ounces every 15 minutes, but adjust to your own sweat rate. Make sure you're getting about 100 to 200 milligrams of sodium in every eight ounces, which will help you absorb fluid.

Aim for 20 to 24 ounces of salty fluid for every pound of weight lost during the ride, plus some recovery fuel—about half a gram of carbs for every pound of body weight and up to 20 grams of protein.

OK, this sounds way too healthy for most of us. I've found that staying hydrated during the ride has significantly reduced the sore effect on my muscles in the evenings; I sleep better and feel more rested. I know I'm more aware and alert when I ride because I can feel the difference. My confidence is high and I feel energized. As we get older this is very important not only for our own safety but to make those damn young guys look on in amazement at how this old fart rider can keep up so well.

There are many brands and styles of hydration pak on the market and recently I found a number of very nice ones at Costco for about \$20.00. A small price to pay for a very important tool for your rides. I highly recommend you try it, maybe like me you'll say it's one of the best purchases for riding I've ever made.



Hanford—Cont'd

PS: The Friday night Don Harrell's BritBike party is still going strong and Don is looking healthy and stalwart. It's another unknown how long this event will continue with the demise of Hanford. Don's party/feed has been a great place to see all our good friends from Southern California and parts East of Bakersfield. A great place to see some very cool bikes and touch base with the Nor Cal guys. This year's attendance was good with some very nice bikes being ridden in to the party parking area. All brands of bikes are welcome and with the picture taking and hand shaking, all had a card exchanging good time.

Reporting on the road: Roland Chicane



A very shiny Dominator 88 seen on the VMCC ride at Poynings Sussex on Boxing day 2007.

I believe this bike was the subject of an article in Classic bike guide some time this year.

The owner says he "just like polishing it"

Highway Clean up

May 25, Highway 35 at 84 was a sunny and warm morning to pick up trash; in fact it was a perfect day for a walk up the road. But being the Indy 500 day, and Memorial Day, we had a small but enthusiastic group show up. Lorin Guy, event leader, showed up early to set up and get some coffee and morning sweets going. It was very cool to meet Ron Bastiaans' wife Stephanie, they went the south route, we need to do something about that south course road marker, I think they went half way to Santa Cruz, it was clean though.

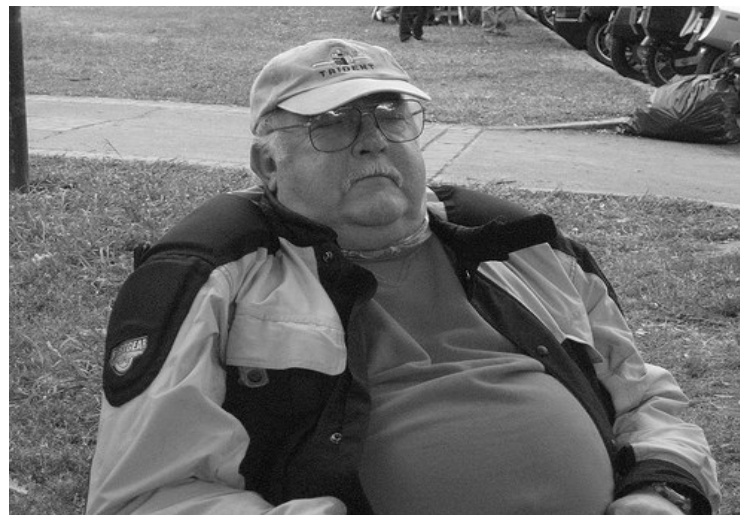
The north crew was Harry Bunting, Isabel Gloege and Mike Sullivan who arrived on his hot Moped with the stainless expansion chamber (I think this moped is faster than his Norton single). We got another good haul and the road is now safer and cleaner, again doing our part to help the community and to keep the road unsoiled.

I saw other club members having breakfast at Alice's but they did not come over to help with the club event, I guess they had an extra helping of apathy with their omelet. Remember Norton Club events are put on for the social and community value. Your participation is needed to continue the cause, the club is yours and members put out an effort to make the events happen for you.

If you have not put on an event in the last two years you need to get on the stick, the best times the club has had are because of a combined effort of the whole club not the hard work of a few individuals.

Caption Competition

Send your suggestion for a caption for the photo below. The best caption in the view of the acting editor will win a tee shirt! (Put your size with your suggestion. If you have a picture that needs a caption send it to the acting editor for inclusion in a future months completion.



Photo—Joe Erhlich

2008 Calendar-(all Clubs) cont'd

Aug 07 (Thu)	NCNOC meeting Harrys Hoffbrau San Jose 7 PM
Aug 09 (Sat)	NCNOC Dardanelles Ride
Aug 10 (Sun)	Dardanelles Resort, Hwy 108
Aug 12 (Tue)	Carmel Concours Michael Lynch, 831-622-0456
Aug 16 (Sat)	<u>BSAOCNC SIERRA RIDE</u>
Aug 17 (Sun)	Jerry Meadows,
Aug 16 (Sat)	<u>BSAOC INTERNATIONAL RALLY</u>
thru	Isle Of Man
Aug 23 (Sat)	
Aug 24 (Sun)	Manx Grand Prix
Thru	and VMCC Rally,
Aug 29 (Fri)	Isle of Man
Aug 28 (Thu)	Salute to America Rally,
Thru	Yreka
Sep 01 (Mon)	877-688-4229 or wings2fly@southbaybiker.com
Sep 06 (Sat)	<u>BSAOCNC VINTAGE TRIAL</u> , La Honda
	Kim Rowden,
Sept 11 (Thu)	NCNOC meeting Harrys Hoffbrau Foster City 7 PM
Sep 12 (Fri)	
Sep 13 (Sat)	SC Section Vincent OC Rally
Sep 14 (Sun)	

Cycle TT 2008.

May 18th 2008 Echo Park, Los Angeles Ca.

By Lorin Guy

The start of the Cycle TT is a customary night before swag bag offering, motorcycle camaraderie meet and greet pizza fest at Chongo Coffee Shop in the Echo Park area of LA. This underrated, underground vintage motorcycle ride is one of the best going in Southern California.

Ride leader Tad Yenawine held the attendance down to a more manageable number in 2008, but still some very nice equipment came out for the ride. The usual suspects and some new riders were in the folds, but with bikes like a Laverda RGS 1000, Triumph Bonneville's and Trophys, a Honda 305 Dream, Honda CBX, Ducati 750GT, Ducati 450 Desmo, BMW R75/5 and R90's, a Honda "rat" 500-4 and more how can it be anything other than a great time, this fine variety of vintage machines were ready for the 600+ mile two-day ride and so were the riders.

40th HANFORD SWAP AND SHOW, is this its last year?

It's May and time for the Hanford Motorcycle Swap Meet and Show, this year is the 40th anniversary of the event and quite possibly the last year for this historic meet. Declining attendance and the lack of an accompanying race has hastened the demise of the event that at one point was an iconic gathering of racers and motorcycle enthusiasts in central California, USA.

Glenn Bator of Bator International took over the ailing event about six years ago to try to revive it and save a little of the history and glory of the Hanford meet. Unfortunately as things go its dwindling attendance and the advent of offerings like E-Bay have killed the jumble, which at one point covered the 400 yards of grassy fields. The Saturday night American flat track racing that once brought out locals and Pros no longer exists. It was the combination of these two events along with a Saturday motorcycle show that made Hanford what it was. The gathering of hundreds of motorcycle collectors, restorers, racers, wannabi racers, home mechanics and just interested enthusiasts made Hanford a smashing weekend event. Over the years as the racing was lost, competing events have crept into the same weekend and even this year Eddie Mulder's Racing series was holding a race in the city of Tulare only miles away, as the last nails are pounded into the coffin of Hanford.

When I first started going to Hanford the event covered the vast field and seeing all this stuff seemed to take most of the day. Never being able to see the entire collection in one pass, we'd stop, rest and start again this time doing the rows of collectors, gathers and hoarders stash collections backwards. Hoping all the while to find that jewel that we need to finish or set off our own project. The good deals and the steals that lure swap meet buyers are all but gone thanks to the E-Bay glut of price gouging opportunists, but hope springs eternal and "ya never know".

This year walking in the 90+-degree heat I could walk the full jumble in about a half-hour and the quality of junk and jewels, stash and trash was nowhere near what I can remember. Bike frames and engine bits that look like they have been buried in a bog for the last 20+ years, the broken down barley running small bore Japanese bikes with asking prices in the 100's of Euros, this years jumble was a sore disappointment. With cash in my pocket and a mental list of needs, and a longer list of wants I went looking, all I could find to spend money on was something I did not need but wanted, a book, it had one very cool picture in it and so I bought it.

The bike show this year, although not as well attended as in past years did bring out some very sweet examples of vintage, classic and interesting bikes. From fully restored dirt bikes, street cruisers, Harley and Indian board track racers, Japanese road racers to full rat bikes, the show was the highlight of the day.

The requiem for the meet that once was the crown of the summer motorcycle scene and one of American Flat Track Racings top draws is all but a ghost of its former self. Maybe at this point to let it die in peace is the better choice. It's a sad footnote to our sport and as with all good things, they never last.

Cycle TT08—Cont'd

The morning heat was already at about 90 half way up the mountain, and off with the jackets and helmets, we pulled the plugs, Wow! They are hot... they looked good. Riders behind us started to stop and we all surmised as to the cause, looking in the plug hole the piston looked good, no hole. So a quick call to the first chase truck told us that they were at the bottom of the hill, and I told the others to head out and enjoy, I'll wait for the truck. Marcelo and the group rode off, what a depressed feeling to finish in the truck, my poor Bonnie sitting hot and sweaty, looking confused, I know she wanted to ride off with the group too. The conservative choice to stop, the better part of valor, we will live to ride another day.

The truck had my Trophy in it with its bad oil pump, so it felt more like my garage than a chase truck, but the fact is I am in the truck and not on the road. 25 miles to Idyllwild and a gas stop, running though my mind are all the thoughts about what might be the issue and how at times like this I could strangle my mechanic, even though it's not his fault, it feels good to blame someone else. It's my maturity or the lack of it that at times like this makes me want to stomp my feet and scream. I say bad things like, "I'm gona buy a HONDA!" or worse.

But as I relax, I think maybe it was just the heat, and it'll fix itself while in the truck, hey, it could happen, well has happened, my Norton once fixed itself over night... I have a witness. At the gas stop I tried to start her and nothing, I checked the headlight and nothing, I check the fuse and it's good, so I rob the battery from the Trophy and still no headlight but I accidentally hit the horn and the plug fires? Things like this happen to me, so I take apart the headlight switch and it looks like a wire is touching the metal plate inside the switch... so I move it and re-install and still no headlight but she fires and sounds good.

Out of the truck and gassed up, a quick call to the rear chase truck tells us they are about 10 miles away. I'll wait for the rear chase truck as the truck I was riding in leaves, and the four bikes the rear truck is tailing and I hook up at the gas stop. We are off and riding again, I can feel the Bonnie's power has returned and she's feeling good to be on the road, all is right with the world again. In my mind I send apologies to my mechanic and take back my naughty thoughts about a Honda and Japanese bikes.

So the ride ends with a wonderful banquet at the restaurant called MASA in Echo Park. What a great wait staff, so attentive and the food is very tasty. Awards are given to the standouts, mostly joke prizes of home made folk art trophies (which in my mind mean so much more). The hand shakes and hugs, the see ya next years and let's keep in touch, exchange of business cards and e-mail addresses. The dinner is a fantastic way to end the ride.

It's 400 miles home; I'll finish loading the van tomorrow morning, leaving with a feeling of great accomplishment. Some sadness for the Trophy but glad my friend got to experience the Cycle TT even if it was mostly on a Honda.

Sunday morning started with the time-honored riders meeting and some route issues due to construction, but after the picture taking and hand shaking we were on our way. The route is Angeles National Forrest to Angeles Crest Highway then down to the Yucca Desert and the now ailing Yucca Inn for the night. The return is Palm Desert to Palm Springs, on to 243 to Idyllwild and Banning then around Lake Arrow Head and into San Bernardino over the hill to Angels Crest Highway and back into the Valley. The scenery was again spectacular with clear sky and very green valleys. The Southern California Mountains have their own special allure. The heat wave was a factor but the attrition rate of this years ride was very low and not heat related. Temps in the high 80-100's I can say that some of the routes fast, twisty roads were taken slower than in past years.

The riding is sometimes fast paced but all the riders seem to find a happy space for themselves and there is never any pressure to do anything but enjoy the ride. Lunch stop at DJ's coffee shop in San Bernardino was better than in past years as the staff was ready for the onslaught of bikers and had a special waitress with mad skills. Lauren, was in the lead, takin' orders and passing the hash. Leaving the stop we encounter the route issues discussed at the riders meeting, new highway names had some riders looking for the route and passing group riders in the opposite direction, but it soon got all sorted out.

Which brings us to my ride; I really enjoy the company of women on rides like this. It's not so much a gender thing as it is the ability to digest directions and understand routes, they seem to have a built in ability to grasp the concept faster and adapt to the situation better than men.

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Don't get me wrong I like to ride with guys and bikes are, after all, mostly a guy thing. But when it comes to getting to where you need to be on time and in one piece, I'd take a girl on a bike first. I think married guys understand this better than single or younger men; well age and experience brings some sort of knowledge doesn't it?

I am riding my 1976 T140v Triumph Bonneville and I brought my 1969 Triumph Trophy for my good friend Marcelo to ride. He has never ridden a Triumph so I thought what better way to introduce him to the joys of the Brit bike mania than a long ride on a Triumph. I can hear your chuckles from here, so stop it!

The Bonnie is my tried and true good buddy, owning the bike for what seems like forever, I know all its habits and flaws and I can deal with most all of it. => p13.

2008 Calendar-(all Clubs) cont'd

Sep 14 (Sun)	NCNOC Ride Napa start TBD
Sep 20 (Sat)	<u>VELO OC / BSAOC / AMCA "RIGID RIDE"</u>
Sep 26 (Fri)	California Ariel Rally
Sep 27 (Sat)	and Founders' Memorial Ride
Sep 28 (Sun)	
Oct 04 (Sat)	Vintage Cycle Show & Swap Meet, El Camino College Torrance
Oct 05 (Sun)	NCNOC Ride & AGM Meet at Alice's 10 AM
Oct 09 (Thu)	<u>CALIFORNIA BSA RALLY</u>
thru	Steve Ortiz, 951-245-5287
Oct 12 (Sun)	Don Danmeier, 415-898-0330
Oct 19 (Sun)	NCNOC Delta Ride start TBD
Oct 25 (Sat)	<u>BSAOCNC/BSAOCSC SOUTHERN SIERRA RIDE</u>
Oct 26 (Sun)	Frank Forster,
Oct 26 (Sun)	AMCA 49-Mile Ride, San Francisco Pete Young,
Nov 01 (Sat)	<u>BSAOC NORTHERN CALIFORNIA ALL-BRITISH RIDE</u>
Nov 13 (Thu)	Novato NCNOC meeting SF venue TBD
Nov 14 (Fri)	Cycle World's International Motorcycle Show,
Nov 15 (Sat)	San Mateo
Nov 16 (Sun)	
Nov 22 (Sat)	<u>BSAOCNC DUAL-SPORT RIDE</u>
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
Dec 14 (Sun)	NC Vincent OC AGM and year-end Gala
Dec 28 (Sun)	NCNOC Boxing Day ride meet at Alice's 11 AM

CycleTT 08—Cont'd

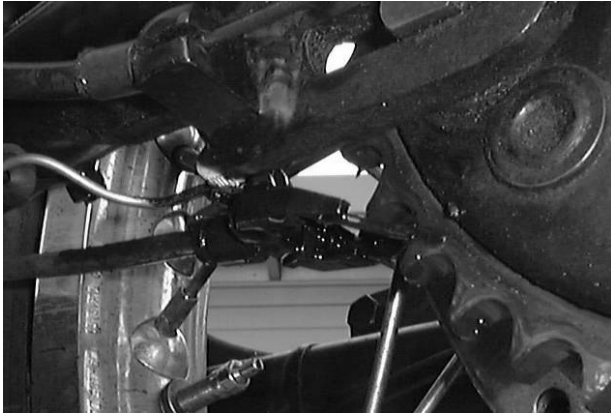
The Trophy on the other hand is a relatively new acquisition, only about 5 years, and although we've done about all a human can do it still seems to come up with new issues from time to time, seems it likes to lure you into a state of confidence and then offer a new concern. Having just had it serviced and checked I was in that "state of confidence" with the bike, hence my decision to loan it.

Marcelo is an experienced rider and part time vintage racer and although his lack of British bike experience he is a good rider and a good friend, with, thank heaven, a good sense of humor. The Trophy lasted about 90 miles, at which time he had to switch to the "back up bike" Honda 600. Yes we are experienced vintage riders and bring back up bikes and chase trucks. But it's not so much what you ride as that you do ride, it is the name of the game here. Although this was not a life changing experience on a British bike for Marcelo, he did get to ride and finish the route.

My Bonnie was feeling good through the first day, but a bit rough on the second. I could hear a slight tapping on the left side, I knew it was not serious but still I kept an ear on it. I can't ride with earplugs or radio or, like some these days, with "Blue Tooth" in my helmet. I'm kinda old school in that I need to hear my motor, and my pipes, Oooo the pipes. There are few things that sound as good as a Triumph Twin, in my mind, if I'm sitting on top of the motor or coming up on a Bonneville the sound of that bike is the truest "sound of a Motorcycle".

But the rough feeling was getting worse as we headed out into the desert on the second day of riding. Dillon Rd off highway 62 south out of Yucca, a 13mile (more like 25mile) extra route stage of the ride, but with throttle wide open the bike was still pulling so I just laid on the tank and went for it. The whoopee doo's at the 12th mile (24th mile) of the extra route signals the turn on 1000 Palms Rd. and braking for the corner I was feeling hot (100+ heat) and the bike did not want to throttle down, also I saw smoke from the left pipe pass me as I was slowing. Heading into Palm Springs, what a town of excess, middle of the desert, green lawns and golf courses, 100+ degree heat and water sprinklers are going full blast for miles.

I could feel the heat from the engine over the heat of the morning's sun. We were about 10 miles from the mountaintop on highway 74 and so I thought, with the cool air on top the bike might feel better. Heading up the hill, little traffic, I was feeling in the groove through the corners. Marcelo on the Honda now, had dropped a bit back but I could see him exiting a corner back. Then Bonnie started to give up, it felt like one cylinder was giving up, I've felt this before and covered the clutch handle in case of a soft seizure. I opened the throttle a bit more, opened the reserve petrol cock and it was trying to recover, good ole Bonnie she never wants to give up. I could no longer put her through this and I shut it down; Marcelo came around the corner to find me in the pull out and stop-ping.



Once this happens the hard surface is destroyed and the chain will quickly wear out. To keep it from happening, spray the chain thoroughly with WD40 immediately after riding in the rain. Let it soak in for a while, then wipe clean and re-lubricate with regular chain spray. Remember WD40 is NOT a lubricant, and it should also be kept out of the wheel bearings.

Another approach favored by long-distance and wet-weather riders is to use an automatic chain lubricator system. Unlike the original Commando system, this makes it possible to use a specialized lubricant, which, in theory, will be less prone to fly off the chain onto the bike. The best-known product is the Scott Oiler, invented by Glaswegian Fraser Scott about 25 years ago. This system is the 'industry standard' and uses engine vacuum to automatically control the flow of oil to the chain. Like most things made in UK, the price is high nowadays, about \$150 and rising! Scott also sells a special high-temp lubricant for their system, about \$10 for 500 ml (pint).

If you want an automatic chain lube system at a reasonable price, Loobman (also UK-based) offers a kit system for under \$50 that will get you started. It's a cleverly designed assembly of plastic parts that can be put together and installed in a couple of hours. Unlike the Scott Oiler, the flow isn't automatic, but is rather dispensed by squeezing the reservoir bottle at the beginning of a ride. This forces a small amount of oil into a clear applicator tube, from where is applied directly to the rear sprocket by a pair of plastic wire ties attached to the swing arm with a metering head. See the attached pictures for details of the reservoir and the installed applicator.

I quickly found that the Loobman system wouldn't work on a MK3 because the speedometer drive is right where the applicator needs to be. I did install it on a 1974 850 with no problems, and found it worked as claimed. My test with the recommended EP80 gear lube in the reservoir kept the chain wet and also quickly coated the rear wheel and fender, but a specialized lube like Scott Chain Oil or chainsaw bar oil might stay on the chain better. Personally, I will stick with Chain Wax spray, but if you ride a lot of miles you might like the Loobman product. It's available online direct from the maker at <http://www.chainoiler.co.uk/>, or from aerostich.com and several other shops in the US.

This article originally appeared in issue #152 of the INOA Norton News

Alan's Wrench - by Alan Goldwater

Every Norton made since 1922 used a rear chain drive. Those few fortunate enough to own a Rotary model have the advantage of a fully enclosed final drive requiring virtually no maintenance. The rest of us have to deal with the rear chain on a regular basis, and this chore is a traditional part of the vintage bike experience.

The original chain used on postwar models was usually made in UK by Renold, in 520 size for the singles and Dominators and 530 for Commandos. These chains are pretty narrow and clearances to the chain guard and primary case (on the Commando, at least) are minimal. As a result, many '530' chains will rub on one or both surfaces, resulting in hidden damage and eventual leakage of primary lube. This is especially true of o-ring type chains. Standard economy-grade 530 chains from RK-Excel and DID (Daido) will clear, and are plenty strong for the Commando. They are typically half the price of the Renold chain and seem to stretch less and last longer as well.



The key to long chain life is lubrication. Commandos up through 1974 had an automatic chain lubrication system fed off the oil tank return, using a felt restrictor and a primitive clamp to adjust the flow rate. The adjuster is usually a screw or knurled knob cleverly hidden between the oil tank and battery. The system seems to work, and will reliably dispense engine oil onto the chain and from there onto much of the rear part of the cycle. If you ride a lot in the rain, this will also provide a degree of rust protection, but otherwise doesn't contribute much to the look of the bike. The adjuster isn't capable of completely shutting off the flow, but it's easy enough to disconnect the feed tube and block it with a foreign object or crimp it shut.

Having done that, the chain must still be regularly lubricated, and most people use a spray can for this. Today's chain spray lubricants are a vast improvement over earlier ones, and if applied at the end of a ride and left to set up, they will not fly off the chain onto the bike. My personal favorite is Chain Wax, and there are lots of other choices like PJ1 and BelRay. About every 300 miles, I give the chain a thorough spray on both sides of the rollers, then wipe off the excess before parking the bike. Treated this way, my chains seem to last about 15,000 miles. I've seen detailed instructions on how to clean your chain before oiling, but this seems like wasted effort to me, unless you ride in the dirt a lot. Some users of 520 O-ring chains claim service life of 40k miles or more, but the major sprocket mods and regular cleaning needed seem not worth the effort given the reasonable cost of standard chains.

As I hinted above, if you ride in the rain (or wash your bike with a hose), extra care is needed to remove water from the rollers. In my experience, one ride in the rain is enough to ruin an otherwise good chain. The appearance of a red coloration on the chain is a warning sign that water has got inside the rollers and caused rust.

President's Page

The NCNOC June Club meeting is at the "Liberties" in San Francisco on the 12th. This will be our second meeting at this venue. Food was good, Lynne Miller on Bag Pipes, free beer with a free glass, their Guinness was the best I ever had. Hard to top that.


Dave Crader resigned as our UK NOC branch secretary last month. There were some lively discussions about keeping or not keeping our branch affiliation with the UK NOC. We are listed as the only US overseas branch in 'Road Holder' magazine! In the meantime, Mike Sullivan, volunteered to take over the duty as UK NOC branch secretary. Thanks Mike! My suggestion is that we should collect enough money from those who want to join the UK NOC via the NCNOC to pay for any currency conversion issues and mailing of the dues to England. Isn't it a bit absurd for the NCNOC to deal with this when you can do it yourself on the web and pay by credit card?

To go on Tom Dabel's' Mt. Hamilton ride, I had to fix the MKIII. I put the key in and turned it on. The dash lights would light up and as soon as I hit the starter switch (yes, it usually works) I would get one click and the lights would go out and the starter never turned over, sometimes, the lights would not come back on. I whipped out my trusty voltmeter and noticed that the battery voltage was about zero and the fuse was good? I have 4 terminals on the battery minus and 3 on the battery plus. Why so many? Starter motor/solenoid, ignition, trickle charger, and a decent horn. I took them all off and noticed a fair amount of corrosion on the starter wires and had these at the top of the screws. After careful cleaning, and moving the starter rings next to the battery, problem solved. Next, I will get down to no more than 2 wires on the battery terminals by combining the wires with ring lugs, solder and heat shrink tubing. Basically the impedance of the terminals was so high that not enough current could be supplied to the starter so the solenoid just connected which shorted the battery via the starter motor but did not draw over 35 amps necessary to blow the fuse.


We had 8 riders on the Mt. Hamilton ride. It turned out to be a beautiful day and we stopped at Lick Observatory and down to the Junction for lunch. With a little help from his friends, Dave Crader got his dead battery Norton running and we wished him well on his way back to Livermore. I saw Todd blast away on his KLR and never caught up with him again. Just as the road starts up the eastern side of Mt. Hamilton toward Lick Observatory, a Honda S2000 pulls up close behind. I just couldn't stop myself, so I blasted the ole Norton up to the top and pulled into the Lick parking lot as fast as I was willing to go, the Honda about 1/4 mile behind. The guy gets out of his car and runs over to where I'm standing and says "Wow, that's some pretty impressive driving on that old bike with those little itty bitsy tires!" I wasn't sure if I should thank him or hit him but we all had a good laugh. But alas, beating the crap out your Norton usually has a penalty, this time it appears that the primary chain has stretched and is occasionally banging the inner primary cover. I always promise myself I won't do that again!


Remember the ride to Oregon on June 26 - 29th, its a beautiful campground on the Rogue river, with our friends from the NorthWest NOC, so if you can, plan to attend. Lorin convinced me to enter the Ducati Vintage Club MotorCycle show at 'MotoConcorso' on July 12th, it should be a nice day on Fisherman's Wharf with all the cool bikes. And, we will be providing dinner Saturday night this year at Dardanelles Resort August 8 - 10th like last year, if you can't make any other rides, this is the one not to miss.

Presented by the



and





The poster features a central illustration of a Norton motorcycle. Above the motorcycle, the word "Norton" is written in a large, stylized font. Below the motorcycle, a banner reads "WEST COAST RENDEZVOUS IV". At the very bottom of the poster, the word "OREGON" is written. The dates "JUNE 26-29" are at the top of the poster.

Four days of Nortons, camping & fun on the Rogue River in SW. Oregon
At Indian Mary Park, near Grants Pass – all motorcyclists and families welcome!

The \$20 fee includes camping and Saturday night banquet.

For details visit: <http://NortonClub.com> or <http://www.nwno.org>
NCNOC Alan Goldwater (831 475-7505) NWNO John Hill (425 788-3410)