

15787 Via Sorrento, San Lorenzo, CA 94580



Norton Notice



The Newsletter of the Northern California Norton Owner's Club

No. 352

Oct 2008


**in defence and
 defiance on all
 fronts**



Langley's

NORTON MOTORS LTD., BIRMINGHAM



THE NORTON NOTICE

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

MEMBERSHIP

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

ADVERTISING RATES

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

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

AFFILIATIONS

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

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

2008 CLUB BOARD

- Acting President - Harry Bunting**
2856 Hemlock Ave. San Jose, CA 95128
(408) 615 1234, HarryB2378@aol.com
- Vice President - Dave Crader**
83 Palm Dr., Brentwood, CA 94513
(925) 513.3148 dpcrader@comcast.net
- Secretary - Mike Sullivan**
20 Bayview Ct., Milbrae, CA 94030
(650) 872.3336, MIKEMILL20@aol.com
- Treasurer/Membership - Ray Pallett**
15787 Via Sorrento, San Lorenzo, CA 94580
(510) 258 0145, rayp_94040@yahoo.com
- Rides Coordinator - Tom Dabel**
730 Linda Flora Ave., San Jose, CA 95127
(408) 272.0369, ttdabel@yahoo.com
- WebMaster - Ian Reddy**
5114 Devon Park Ct., San Jose, CA 95136
Ian_reddy@sbcglobal.net
- Regalia Manager - Liz Sain**
730 Linda Flora Ave., San Jose, CA 95127
(408) 272.0369, lizsain@yahoo.com
- Honorary Members**
Brian Slark, Dick Slusher, Jodi Nicholas

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

Membership Application to the Northern California Norton Owner's Club

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

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

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

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

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

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

Applicants Signature and date (required)

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

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

15787 Via Sorrento, San Lorenzo, CA 94580

510 258 0145/ treasurer@nortonclub.com

Contents © 2005. All rights reserved.

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



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

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

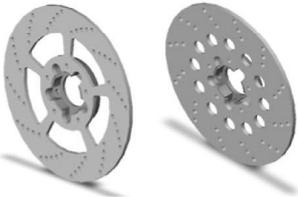


Brake caliper (exchange): rebuilt using SST pistons, plug, bleeder & Andover Norton seals. **Assembly:** MCB part **NORTNCAL** MSRP: \$230.00 each **Separate part price:** *Pistons:* MCB part **NORPISTN** MSRP: \$26.00 each *Plug:* MCB part **NCALPLUG** MSRP: \$32.00 each *Bleeder:* MCB part **NORBLEED**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

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



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



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



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



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



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



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



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

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

All products are manufactured in the U.S. by Miles Classic Brake LLC Contact milesplace@sbcglobal.net or (831) 684-1202 for full color brochure

"The approachable"
Ken Armann
 Classic & Antique
 Motorcycle
 Restoration & Repair
Norton
BSA
TRIUMPH
 851B So. McGlincey Ln
 Campbell, Ca 95008
 (408) 626-0061
kenarmann@hotmail.com

Norton
COMMANDOS ONLY

- RESTORATION
- REPAIR
- TUNE-UP
- INSTRUCTION
- 25 Yrs Experience
- Factory Trained

Call for Quotes
Jim Carton
 (510) 483-2045

Genuine Norton parts means
FAIR SPARES AMERICA, INC.
 NORTON TWINS SPECIALIST
Norton
Phil Radford
 (408) 292-6563 shop
 (408) 292-8514 fax
 P.O. Box 8224
 San Jose, CA 95155

- Full range of stainless parts & fasteners
- Norvil Production Racer parts
- VISA Mastercard and AMEX accepted

www.fairsparesamerica.com
 Send two first class stamps for current lists

RABER'S

www.rabers.com
ukspares@rabers.com

Large Stock of
NEW & USED PARTS

9-6 pm Tues-Fri **Norton** 8-5 pm Saturdays
 Factory Parts

EXPERT SERVICE
 Major Credit Cards Accepted
 Mail Orders Welcome
 1984 Stone Ave., San Jose
 (408) 998-4495 (408) 998-0642 fax

2008 Calendar-(all Clubs) cont'd

- 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) CALIFORNIA BSA RALLY
thru Steve Ortiz, 951-245-5287
- Oct 12 (Sun) Don Danmeier, 415-898-0330
- Oct 25 (Sat) BSAOCNC/BSAOCSC SOUTHERN SIERRA RIDE
- Oct 26 (Sun) Frank Forster,
- Oct 26 (Sun) AMCA 49-Mile Ride, San Francisco
Pete Young,
- Oct 26 (Sun) NCNOC Delta Ride start—see Website for details
- Nov 01 (Sat) BSAOC NORTHERN CALIFORNIA ALL-BRITISH
RIDE Novato
- Nov 13 (Thu) NCNOC meeting Harry's HofBrau San Jose
- Nov 14 (Fri) Cycle World's International Motorcycle Show,
Nov 15 (Sat) San Mateo
- Nov 16 (Sun) (Need NCNOC volunteers to bring bikes and man booth)
- Nov 22 (Sat) BSAOCNC DUAL-SPORT RIDE
- Nov 23 (Sun)
- Nov 30 (Sun) NCNOC Turkey Ride meet at Alice's 11 AM
- Dec 07 (Sun) Ariel OC Christmas party
- Dec 07 (Sun) NCNOC Christmas party
- Dec 14 (Sun) NC Vincent OC AGM and year-end Gala
- Dec 28 (Sun) NCNOC Boxing Day ride meet at Alice's 11 AM

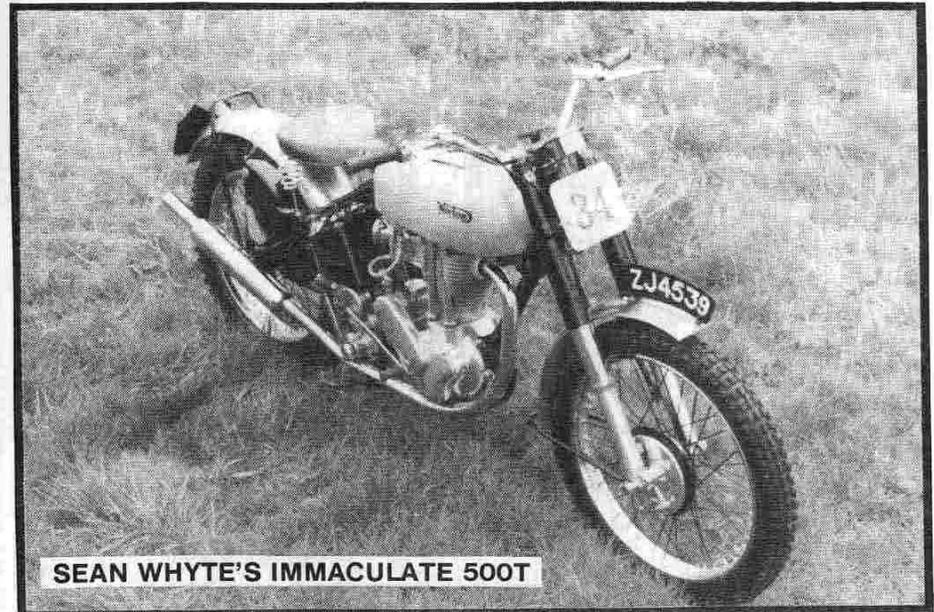
standard which results in the down tube having a slight curve to align with its lugs. This modification provided an increase in ground clearance, brought the wheelbase back to about 53ins. and improved low speed handling with the more upright fork angle.

The new trials bikes did not prove to be competitive, with the exception of Geoff Gobder-Ford's win in the 1946 Bemrose, major wins eluded the works solo riders. In contrast Dennis Mansell had taken the sidecar award in most of the 1946 National Trials. The continued success of riders on converted WD16H or pre-war open framed machines and recollection of pre-war successes provoked thoughts for radical redesign to meet the needs of a changing trials scene. Racing star Artie Bell had already interested the Norton management in the engineering expertise of his partner Rex McCandless. Both men were accomplished trials riders and acting as consultants to Nortons, Bell and McCandless produced a new lighter better handling bike which could use up a large amount of the surplus WD16H items accumulated during the war years. This was to become the famous 500T. Jack Blackwell had joined the Norton trials team for 1947, appeared on a prototype

500T at the Alan Trial in September 1947, a few weeks later all the factory solo riders appeared on the new machines for the Scott Trial. These new machines gained instant favour and when the production models were released for the 1949 season they established new standards for contemporary competition bikes.

The 350 and 500 Trials machines continued into production until the end of 1947 when the factory decided to delete them from the range and the last few building were cancelled and stripped down. The short comings as a solo did not apply when used with a sidecar. For several years after cessation of production they were preferred by many sidecar drivers to the 500T. Using such a machine fitted with the later 500T motor and gearbox, Arthur Humphries won the sidecar class of the 1949 Experts and shared the Trials Driver Star in 1950.

During 1946 four 350s (A13T) and thirteen 500s (A3T) with girder forks, followed by four 350s (B13T) and fourteen 500s (B3T) with teles were built. IN 1947 twenty two 350s (B13T) and seventy 500s (B3T) left the factory with thirteen being exported. At present three 500s (1 No.A3T and 2 No. B3T) and one 350 (B13T) are known to survive.



SEAN WHYTE'S IMMACULATE 500T

1945-47 NORTON 350 AND 500 TRIALS COMPETITION MACHINES

by Peter Roydhouse

Although Nortons name is always associated with racing motorcycles, the company was also very successful in trials. In the thirties every model in the range could be supplied in trials trim for an extra payment of £5. A small but very select trials team was supported and they achieved major success in National Trials, the British Experts and the Scottish Six Days Trial. For the International Six Days Trial the ACU annually called on the factory to provide machines and riders for the Trophy and Vase teams. Norton's solo stars were Vic Brittain and Jack Williams. Both were also accomplished road racers; in the 1934 Senior TT, Vic rode a 'works' 500 into fifth place to secure Nortons the Team prize. Jack brought the factory's experimental enclosed valve gear 350 home in 10th place in the 37 Junior and improved on this to finish 8th in 1938. On several occasions in the ISDT the Final Speed Test determined the destiny of the trophies and the ability of the two Norton men to go really quickly was a vital asset for the British Teams. Probably the finest trials sidecar driver during the thirties was Harold Flook from Bristol, who had alternately been supported by BSA and Nortons, his personal successes exceed even Dennis Mansell's, the factory boss, who drove very potent sidecar outfits, usually with ace racing mechanic Bill Mewis in the chair. The successes of the Norton Trials Team in the thirties would require several pages to enumerate and must be the subject of another article.

Following the end of the WW2 the sport resumed as petrol for private use was made available and riders were demobbed. Civilian motorcycle production resumed at Nortons in late September 1945 with Models 1, 16H and 18. In November the factory built five new 500 trials machines, one each for Vic Britten, new rider Geoff Gobder-Ford, Harold Daniells who liked to ride in winter trials to keep fit and J.H. Hodgkinson. The fifth machine went to Dublin. The factory 350's of Jack Williams, Ted Breffit and R. Dee were refurbished. In the opposite class, Mansell and Flook continued with their pre-war ohc outfits.

In 1939 the works solos had been the rigid open framed Model 18 and 50's with aluminium barrels and heads. Nortons, in their never to be announced 1940 programme had intended to offer only two trials models, a 350 and 500, based on the rigid ES2 machines. The post-war trials machine followed this development having a rigid cradle frame with shortened rear chainstays to reduce the wheelbase and increase ground clearance. International style girder forks. WD rubber bump stops, Manx conical hub front brake, 21x3 front and 18x4 rear Dunlop Universal tyres were used together with a chrome plated 2 gallon fuel tank. The engines were based on the standard Model 18 ohv motor but some were fitted with alloy barrel and head with ignition provided by either BTH or Lucas racing magnetos. A high level exhaust system with a 1937 type silencer was fitted. The machines also had a wide ratio gearbox with folding kickstarter, reinforced competition mudguards and WD type footrests with the short hangers.

Although not catalogued, production versions of the 'works' trials bikes were made available early in 1946 to selected dealers and riders. These machines which had standard iron barrels and heads were generally equipped with magdyno, lights and 4x19 rear tyres. Only 490ohv engines were available for road machines but for the trials models a 350cc engine was offered. It differed from the pre-war Model 50 in that a 500 size crankcase was now used, a feature that was continued when a Model 50 was reintroduced to the range in 1956. Compared with bikes from rival factories, Nortons trials machines had a superior 'on paper' specification and closely resembled what the 'works' rider was using.

When Nortons announced their 1947 range in September 1946 they had already commenced fitting the new 'Roadholder' telescopic forks. Trials machines with 500 or 350 engines were now listed. On the new trials machines the 'Roadholder' forks had the road style crown and column, but the front down tube was now 1½ins. shorter than

Bring Out Your Almost Dead Day, NCNOC event Sept. 13th 2008, By Lorin Guy

How do you judge the success of a Norton club event? Is it by the attendance, or by the fun had and smiles on faces, or the event accomplishing what its planner had set for the event?

The morning weather was high overcast as the day started, and it seemed perfect for a working on your motorcycle outside day. The NCNOC's "Bring Out Your Almost Dead Day" was about to start and everything was set up at Ken Armann's shop in Campbell Ca. The pop-up tents, the buckets with ice and water, soda and Snapple. The goodies / breakfast table, and good ole coffee, hot water for tea or instant cocoa all hot and ready to serve. Tools and jacks, pans for oil and a portable lift, even the club banner and it was all their for the masses. The event was to start at 9am and last till 3pm with everything in between being about working on your motorcycle. We had professional mechanics, Ken Armann of Ken Armann's British Restoration and Repair and Phil Radford, of Fair Spares America.

It seemed like a good idea, working on your bike, helping each other with issues and making real progress on your project, or rider. The idea stemmed from, not the lack of attendance at Norton club events, but the lack of Norton motorcycles at Norton club events. So the thought of offering an opportunity to have some professional advice and diagnostics and eager amateur help, for free... sounded good to me.

I arrived early being the event chair and wanting to work on my Norton, I had set up and duties to perform. I met Ken Armann, shop owner and his trusty sidekick David Hartwick both ready to help. We set the stage and waited... the 9am start time came and passed and the only bike in line for work was mine. Ok somewhat disappointing but on the bright side, I could get a lot done.

Then Terry Morrison showed up and asked what was the plan and what needed doing. After Terry a bunch of members started to show, all riding their nice and clean well running Norton motorcycles. 9:45 and club President Harry Bunting, on his shiny, maroon Interstate, sounded great as he rolled in to park. Announcing the he was just there to lend support and get a cup of coffee; he would be off to Sonora in a few minutes. Others rode in like Leonard Itosky, and Fred Fortune, and Tom and Liz Dable, new member Ian Gerbode, a couple of Triumph riders including Al Brenner also showed up, all ridding in on bikes sounding very strong and very British. Others showed to help but did not bring bikes to work on, Alan Goldwater and Ian Readdy, Long time members Jerry Jolliff and Bob Bausch (a founding member). All were enjoying the camaraderie and fun, helping with advice and comments and kicking tyres and snacking.

Harry Bunting was set to go saying his good byes he was off to Sonora, and putting on his ear plugs and helmet, jacket zipped, throwing his leg over the bike settling in and pushing his electric start button and... nothing, not event a sound. He tried it again, same routine, key in and on, push the button and

... it seems in the excitement of the morning and all the repair accumulative knowledge, his bike wanted some maintenance and would not start in fact had no power whatsoever. Climbing off the bike and taking his helmet and coat off, the crew strolled over to see what, if anything was causing the issue.

Ken Armann, and Harry ripped the seat off as Terry Morrison left his post attending to my bike to lend his special knowledge to the pot.

It's a well documented fact that British bikes will not start if being watched and the amount of effort to start the bike is in direct alignment with how many are watching and the expertise level of those watching. So in this case he was fracked, with club members standing staring and professional mechanics in attendance the deck was stacked against poor Harry.

It was not going to be simple and the crew pushed the bike into the shop and onto the lift for some serious investigations, testing and theory. Great source of entertainment, if you have never stood around and watched 5 or 6 motorcycle riders, DIY mechanics, all offering their own brand of thoughts and quarries to a problem you have really missed something amazingly hilarious.

My bike was getting some long overdue attention and some needed maintenance. Having sat for two years, many little things needed to be touched and although it's still not ready to start, it's hours closer than sitting in my garage with a cover over it.

Which brings us back to what this event was all about, (no not working on my bike) but helping the members get that bike out of the back corner of the garage and into the sun again, getting your fingers dirty, feeling the precision parts of a Norton. Working with tools and wrenching on your bike, wow, it's therapeutic and freeing, it's a oneness with your bike that blends everything that vintage motorcycling is about. The familiarity and closeness that wrenching on your own bike brings and then riding that bike that you put time, effort and knowledge to. Your best friend is not your dog; it's your motorcycle.

So how do we judge success? Sure we only worked on two motorcycles, and one was not running at the end of it, although much closer to running than it was weeks ago, another's trip was saved and he made his destination on time. Members had fun and left with tummies full and smiles on their faces. New members came out and old members came back. For me as event planner to say that this event, although not fully what I intended it to be, was a success, would seem like a biased opinion, but I do fully believe it. This event was a rip roaring, fantastic success.

I want to thank all the members who came out and all who helped, Ken Armann for the loan of his shop and to Phil Radford for taking some time to be with us, and to Terry Morrison, a big special thank you for helping me with my bike.

Pictures on page 8



Nortons
and their
owners
enjoy
Middle-
town



As we were about to leave around 1:30, a guy came over to tell us about buying a 1969 750S Commando brand new in 1969 in Flint, MI and riding it all the way to SoCal. Quite a feat! He also said he went to the Clubman's Show and was amazed at how small Nortons seemed now. But in 1969 he surely had one of the fastest bikes in Flint, MI.

Outside we all posed around our bikes for one last photo and Harry headed for Lake Sonoma. The remaining 4 of us backtracked the same route and split at Moscow corners. I rode the rest of the way back to Oakland w/o incident and thought we had a pretty fine, if somewhat lean ride. Priorities, tight money, and a distant starting point can thin out the ranks quickly.

This road is like going up the East Side of Mt. Hamilton, only more twisty and I highly recommend it for Norton riders. I met my friend and at about 4:00PM I watched his son cross the finish line on his bicycle which he had ridden from San Francisco.

The final leg of the plan was to ride to Corte Madera and go out to dinner with my second dad who I've known for 40 years and be there by about 5:30PM. Sunday night going south on Hwy 101 through Santa Rosa and near San Rafael was lots of lane splitting but I made it and had a fine Mexican dinner in Mill Valley. The Norton ran flawlessly all the way home and the ride was a complete success.

The AGM is coming up this Sunday October 5th. This is an important meeting for NCNOC members and we request you attend. With memberships and revenue declining, we need to address how our club should proceed in the future. Not only do we need volunteers for various positions in the club, we need your input on the direction of the NCNOC next year with our Norton Notice, Monthly rides and money making activities.

Please visit the NCNOC website, email anyone on the board or discuss it on the Yahoo website. The ride will begin at Alice's Restaurant at 10:30AM down to the San Gregorio store, over to Pescadero and then to Huckleberry Flats for Lunch at 12:00PM. Hope to see you there.

Harry Bunting

President's Page

I looked at my schedule for the weeked of September 13th and planned to make it a magnificent Norton weekend by putting over 500 miles on the odometer. I started the ride by driving over to "Bring out your Dead" Norton day at Ken Armann's shop at about 9:30AM. Bike was running great with its new stator and I knew Lorin would have coffee and donuts so it would be a short visit, see what's happening, schmooze a little, then off to Sonora to celebrate Isabel's granddaughter's birthday at 3:00PM.

I put the key into the ignition and turned it on and the red and green lights came on as usual; then I hit the electric starter button. Nothing, and the red and green lights went out. After about an hour and a half with Ken's help and guidance (Thanks Kenny!) we had replaced the fuse holder (fuse didn't blow), and cleaned all the contacts. We disconnected the starter motor power wire and could hear the solenoid clicking when I pressed the starter button. Based on all this effort, we put all the wires back on and tried it one more time. Again, lights out and No Starter!

Uh oh, its getting late and I don't know what's wrong? Then, I remembered I had hooked up dual Fiam electric horns and charging wires for a Battery Tender to the battery I got from Frank Recoder. I took all these wires off except those made for the Norton. Bingo, it started right up and has started over 20 times since then. To make a long story short, I discovered later that the Fiam Horns, which sound great, and yes I had the relay connected, are drawing a substantial current just being connected to the battery. My guess is these horns caused my original stator to burn up too. So, be careful when adding after market stuff to your Norton Commando!

I bade farewell to the now much larger crowd of (snickering) Norton club members and off to Sonora. I stopped for gas at Costco in Manteca and went inside for lunch to find that this Costo is actually selling Harley Davidsons, at least temporarily. Discount buying Harley Davidsons, what a concept. I made it to Sonora in record time for the birthday party.

Next morning, September 14th I fired up the Norton about 6:45AM and was off to Cordelia Junction to meet Keith Karn for the NCNOC "Napa" ride. From Sonora, I drove Hwy 49 to San Andreas to pick up Hwy 12 to Lodi, Rio Vista and finally Cordelia Junction. The weather was perfect but it was a bit sad that more NCNOC members didn't show up considering how far Keith and I drove to get there by 10:00AM. We met the 3 riders from Sacramento in Moscovite Corners and drove up through Pope Valley to Middletown. We had Lunch at The Mount St. Helena brewery and amazingly, we were all riding Norton Commandos. Read the ride report this month for more information and pictures.

Everyone said I shouldn't go south on Hyway 29 to get to Hyway 101 but rather go North on 175 all the way to HopLand and Hyway 101. The next part of my journey was to get to Lake Sonoma by 3:00PM to watch a friends son cross the finish line and collect money to support Muscular Dystrophy research. Hyway 175 to Cobb Mountain and Clear Lake is riding curvy twisty roads in the trees but when it turns West near LakePort it gets really windy.

Meeting Minutes:

The Liberties Pub, San Francisco
17 members present 4 Nortons, 4 other makes

Acting President Harry Bunting gave thanks to Lorin Guy for his continuing efforts in regard to the Adopt-a-Highway clean-ups. Lorin mentioned that we are being re-newed for the same stretch of Hwy 35. CalTrans has agreed to put up another sign on the North bound end of the assigned area. They are also giving us new "Green" vests and new bags with built in handles.

The Bring out your Almost Dead repair day at Ken Armann's shop on Saturday 9/13 was discussed.

Keith Karn talked about the North Bay Wine Country Ride.

The Ride to Ryde meeting place in Antioch was discussed. The gathering point will be the Carl's Junior restaurant on Hwy 4 at the south end of the Antioch bridge.

It was agreed that the Club will reserve 4 campsites at the Dardanelles for next year.

Lorin Guy with Kathy's consent offered his house for the Christmas party this year.

It was announced that Ray Pallett is stepping down from his twin duties of Treasurer and Editor. As such, there are openings for President, Editor, Treasurer, and Secretary that need to be filled.

It was said that if you do not show up at the AGM you might be elected in absentia.

Harry Bunting p-resided over a long discussion about the Club finances. The following possible future sources were mentioned:

- Get more advertisers and make sure that they pay
- Bi-monthly Notices instead of monthly
- Electronic issues every other month
- Aggressively re-recruit old members
- Otherwise cut expenses.

More discussion to be had on the above matter at the AGM.
Meeting adjourned at 8:55

Williams Welding

Shop and Mobile

Braze to Heliarc, we weld ANYTHING

We will work with aluminum,
stainless steel, cast iron and more!

Also we do rust repairs,
fabrication and painting.

9 to 5 weekdays
2056 Clement Ave
Alameda, CA 94501

Kim Williams (510) 521-5514
Cell phone (510) 541-8012
Fax (510) 521-0965

Terry Morrison administers last rights to Lorin's S type



Ressurections are exhausting—the Norton club gets down to the main business of the day.



SO! How many geriatrics does it take to fix a dead Norton?

Harry's Kaput Commando gets TLC from Terry and Ken at the bring out your dead day.

Harry has an interesting story to tell about his recent electrical adventures.

NCNOC Napa (Middletown) Ride Sept 14,2008

by Keith Karn

I awoke before 7 am in a very foggy and chilly Oakland Sunday. A quick check of email for any pertinent NCNOC messages (none), then down to the kitchen to make our daily fresh squeezed orange juice. This is the only reason Cheryl's kept me around for 19 years. After feeding Kody our 11 year old Aussie, and a quick glass of yoghurt drink, I headed down to the garage. By then it was about 8 am and after a 15 minute struggle to get into my riding gear, including an extra windbreaker, I rolled the Commando down the driveway and around the corner so the noise from those fine Peashooters wouldn't wake too many folks. A relatively quick ride up highways 13, 24, 680 and 80 put me at the Shell station starting point just after 9 am. Plenty of time to gas up, drink coffee and eat powdered sugar mini donuts. The weather was clearing as I watched a good sized group of sport bike riders depart from the adjoining Chevron station and hoped they didn't stir up the CHP too much.

As I waited and waited, closer to 10 am I was still Norton suelement, until AP Harry showed up right before 10. We exchanged the usual banter and watched/listened for more Nortons to no avail. So about 10:15 we hit the road for Muscowite corners. A decent ride with only a couple of boat haulers blocking the path and they used the turnouts when they could. A bicyclist was down on the opposite side of the road, but he was waving on all who tried to aid him, so on we went. Arriving at the closed store at Muscowite corners we saw a group of old guys, but no Nortons.

Thinking maybe the Sac guys were Nortonless we enquired if they were waiting for the Norton club. What's a Norton they all said. So after castigating them for being old enough to know better, Harry and I stood around for a couple minutes then heard the unmistakable sound of Big British Iron heading our way. Two Norton rolled into the lot, quickly followed by one more. All 3 Sac guys showed up and all on Nortons. You can't beat that! Intros were passed around, drinks were drank, BS was flowing, but no gas was available, even though that station was open. Apparently only cold drinks will be sold.

The store and restaurant are out of business at least for now, but folks hope for new owners.



A bit after 11 am we headed towards Middletown per the outlined route. All was well, no breakdowns, no tickets, no mishaps. Lunch at the Mt. St. Helena Brewery was fine, plenty of time for us all to kibitz and pose for photo ops.