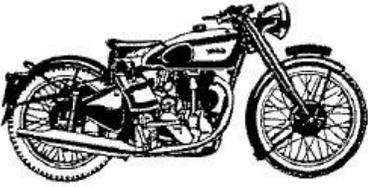




The Newsletter of the Northern California Norton Owner's Club



2329 Cimarron Dr. Santa Clara Ca.



No. 365

The Newsletter of the Northern California Norton Owner's Club

April / May 2010





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 by Robert Stokstad
Taken at the Clubmans 2010

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/>



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

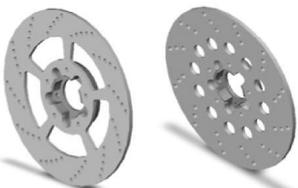


Brake caliper (exchange): rebuilt using SST pistons, plug, bleeder & Andover Norton seals. **Assembly: MCB part NORTNICAL MSRP: \$230.00 each**
Separate part price: **Pistons: MCB part NORPSTN MSRP: \$26.00 each**
Plug: MCB part NCALPLUG MSRP: \$32.00 each
Bleeder: MCB part NORBLEED MSRP: \$11.00 each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

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



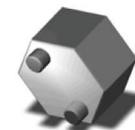
Separate part price: SST master cylinder: **MCB part NRMCBODY (also fits Triumph front and rear) MCB part TSMCBODY MSRP: \$155.00 each; Cylinder mount: MCB part BILETMNT MSRP: \$61.00 each; Boots (ext. or int.) MCB part NMCRBEXT or NMCRBINT MSRP: \$10.00 each**



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



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



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



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



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



Manifold adapter: transitions Mikuni manifolds to Norton heads. Allows smoother running by reducing turbulence. Two sizes: 32mm-28mm and 32 mm-30 mm.
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RIDE AND EVENT DIARY;

April 8 (Thursday) Meeting Harry's Hofbrau in Foster City : 1297 Chess Drive Foster City, CA 94404, meeting starts at 8pm

April 11 (Sunday) Meet at Alice's and ride via Boulder Creek/Skyline 35 to Gazos Creek for Lunch. Ride Leader - Alan Goldwater

May 8 (Saturday) Quail Lodge Motorcycle Gathering, Quail Lodge, Carmel Ca. NCNOC will again display.

May 13 (Thursday) Meeting at The Swinging Door (formerly Prince of Wales): 106 East 25th Ave. San Mateo, Ca. 94403.

May 16 (Sunday) Mt Hamilton Ride, Meet at Tom Dabel's house see web site for details.

May 30 (Sunday) Adopt-a-Highway, meet at Alice's hwy 35@84 10am for our service to the community highway clean up

June 10 (Thursday) Meeting The Liberties :998 Guerrero St Phone:(415) 282-6789, meeting starts at 8pm

June 27 (Saturday) Bikes On the Bay, Capitola Mall, Capitola Ca. Bike show and swap meet

July 4 (Sunday) San Juan Bautista Ride: leaves from Hobeas in Los Gatos and heads down to San Juan Bautista for Lunch. Ride Leader Harry Bunting 10am leave time

July 18-25 (Tuesday through Saturday) Norton Notorious Rally in Lumby, BC Canada

August 5-8 (Thursday-Sunday) Traditional camp-out weekend at the Dardanelle's Resort. Watch meteor showers and Nortons glistening by campfire light, ride and fish, breathe fresh air, ...The NCNOC has 3 campsites reserved for Norton Club members.

August 12 (Thursday) Swinging Door San Mateo Address:106 East 25th Ave. San Mateo 94403

Presidents Message and Morning After Ride Report

I don't think we can ever find a more enthusiast motorcyclist in the NCNOC than Lorin Guy. Fortunately he's the editor of our Norton Notice newsletter. Lorin likes all motorcycles and he enthusiastically organized the original European, Asian and American Vintage Motorcycle shows on the Clubman weekend. Hopefully you got to see all the pavilions at the fairgrounds show this year. The American motorcycle pavilion had some real cool ancient machinery. With all the stuff Lorin does, it's a family affair so we also have to thank Kathryn and Steffen for making it all possible. Ian Reddy and Family helped out too.

Remember back in February when we voted against getting a new Norton for our Clubman booth? Then we modified the requirements and voted for it? Sounds like the Obama Health Care Bill! Lorin did a little schmoozing with Matt Capri of South Bay Norton in Lomita Ca. and as most of you know, the NCNOC got to borrow a new 2010 Norton Commando for the club booth at the Clubman Show. The 1st English made 2010 Norton was shown in Northern California and the NCNOC did it! Wow! Lorin and I endured two 12 hour drives to LA to get and return the bike. Are we dedicated or what? Needless to say, the Norton Clubs booth at the Clubman show was well attended. Pictures, hours of questions, articles were written, potential orders were taken and lots of drooling. We sold out the hats, most of the shirts and got some new memberships.

Check out Bob Stokstad's article at Ultimate Motorcycling.com: which has more info about the Norton, the NCNOC is mentioned with a few pictures of the bike. I think the bottom line for new Norton success will be good reviews and great reliability.

On March 13th, we had the 2nd annual "Bring out yer almost dead day" at Ken Armann's shop. It was well attended but not too many Nortons to fix up. Ken was working on a Triumph and showed us what happens to the crankcase when an end cap nut comes off a connecting rod. Ooops! We had pizza for lunch and everybody went away happy. Thanks Ken.

"The approachable"

Ken Armann

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Bring out your almost dead day 2

It was a great afternoon, The weather was perfect for the second "Bring out your almost dead day" at Ken Armann's British Restoration and Repair Shop in Campbell Ca.

The idea here is sometimes ya just need a helping hand so before the big "morning after ride" the day following the Clubman's event, we

have a day to tune, repair, work on, get some help, fixin day for your Norton. This kind was meant to insure our club bikes do not break down and of course try to get more bikes on the road.

The turn out was about the same as last year about 15-18 members, only the fixin's were not so momentous as last. We'll have to rethink this event as few bikes actually needed repairs. But fun was had getting together and having lunch, chatting about bikes and cool fixes to problems. Ian Reddy's daughter Erin is working on her BSA and sorting parts, making lists this could get scary.



The Ready's sorting BSA parts, Project 101 Bike kit.

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The good times keep on coming; the 40th year of the NCNOC

The NCNOC is about to embark on an important year, 2011 is our 40th. The club started in the early 70's in San Francisco. It was 1971 when the club established its identity as the NOC. It was the first American branch of the Norton Owners Club (NOC) of England and grew geographically larger to become the Northern California Norton Owner's Club. Still a branch of the NOC and also the International Norton Owners Association (INOA), it is one of the largest and most active Norton clubs in the USA.

Our club has gone through changes over the years but as the bikes have survived so has the club. It's time we celebrated and planning has already begun for a party/alum get together. Finding and contacting as many of the old members as possible and finding pix and stories to tell. That's were you, the membership come in. We need your help to gather and plan this shindig. Please if you know some stories, have some pix or know how, who and where to contact some of our alum, contact Dave Crader or me. You can e-mail me at loringuy@yahoo.com or Dave at dpcrader@comcast.net

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Jerry Grainger ready for the Morning after Ride, Member's Shirley and Phil chat with a passer bye



Presidents Message/ Morning After Ride Report Cont.

Last year the BSA club requested the NCNOC sponsor the Morning After Ride after the Clubman Show. Keith Karn put together the ride route and both of us rode it back in January and had a great lunch at "El Altono" in Watsonville. Keith and Mike Sullivan volun-

teered to be chase trucks and I was ride leader. So the day after the Clubman show we had about 60 people on the Morning After Ride, five breakdowns (Including a BMW) and no accidents. The weather was great, green hills, lakes full of water and clean roads. Everyone was pleased except Keith, he was so busy picking up bikes he never made it to Watsonville. Thanks to all the club members who were corner workers, Mike Sullivan and of course Keith.

Harry Bunting



Harry Bunting on the new 2010 Norton Commando SE 961 at the NCNOC booth Clubman Show, Santa Clara County Fairgrounds, San Jose Ca. March 27th.

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NCNOC MARCH MEETING MINUTES

March 11, 2010

Liberties Pub and Restaurant, San Francisco, Ca. 17 members present – 4 rode in on Nortons; Meeting called to order @ 7:45pm

There being no one present with the minutes from the February meeting, President Harry Bunting proceeded with a presentation of the DVD's that will be featured at the Norton Booth at the Clubman show this month.

TREASURER'S REPORT : Elizabeth Recoder said there is \$2900 in the bank, and 173 members of which 90% have paid their dues in full at this time. There are now 10 advertisers for the "Norton Notice", of which 3 are currently unpaid. It was agreed that henceforth the treasurer will mail an invoice to all advertisers with a due date of the Clubman Show at the end of March so the term of the contract is uniform. Also, it was agreed that Ken Arman's expenses in hosting the "Bring Out Your Dead" event will act "in kind" for his advertising dues. That event is scheduled for this Saturday, March 13.

FUTURE MONTHLY MEETINGS: Harry reminded member that the April 8th meeting will be held at Harry's Hoffbrau in Foster City, and the May 13th meeting will be in Foster City at The Swinging Door.

CLUBMAN SHOW: March 27 will be at the Santa Clara Fairgrounds as usual with the general admission remaining at \$5 for the clubman and track racing and swap meet components. An additional \$7 will allow admission to the Euro, and Asian, and Classic American Antique Bike shows. Parking at the event has been raised from \$8 to \$10 by the county. Lorin Guy is still working on getting the new model

Norton to be displayed at the club booth, and if successful this will be the ONLY venue where it can be seen in N. California.

MORNING AFTER RIDE: Keith Karn reported that our club is responsible for this 100 mile ride which he will lead, with Frank Recoder at the rear. Corner workers include Len Iosty, Liz Sain, and Dan Bockmier. This is a points ride with lunch in Watsonville. The route is on our club website and Keith reiterated that rain cancels the ride.

CLUB REGALIA: Liz Sain announced that she has a limited number of T-shirts (all sizes) here for the sale price of \$5 while they last. And Keith proposed that the club ask Bob Bosch to design a club T-shirt as a possibility for the 40th anniversary of the NCNOC 2011.

Donna Morrison, Secretary



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Travels with Harry: Picking up the New Norton Commando SE cont.

Getting home with the bike was a relief and having that cool new Norton in my garage looked and felt amazing, even if it was not mine. But the thought of debuting the bike to NorCal and British enthusiasts here in the SF bay area, and doing it with the club was very exciting. Harry was a huge help and that Subway sandwich hit the spot on the trip back. We did pretty much a carbon copy trip in reverse to return the bike and it was a joyful relief to give the bike back. Matt was again in early to the shop and was very pleased to see us and we chatted, took some picture, Matt invited us to Bonneville for the Norton running this year and we presented him with a letter of thanks and a club t-shirt. There is some stress in borrowing expensive motorcycles and although I continually do it, my gray hairs tell the tale. I appreciate the trust and confidence the vintage motorcycling community has in me that allows me to do this. It's quite an honor to be thought of that way.

So in all, I think it worked out, the NCNOC has a break through as the first US club to show the bike, the Clubman show gets the prestige of being where it was done and I think the attendees at the show were surprised and pleased to see it; we all have great memories and someday you can say "I saw it when".



South Bay Norton Triumph in Lomita Ca. Below: Harry Bunting and Matt Capri



Harry napping on the long drive to LA to get the bike, Happened several times.



Views from the Morning After Ride

Keith Karn, ride Captain herding the cats, Below: Harry Bunting Ride leader gets ready to roll . NCNOC gals ready to ride, and Members chat before the ride.



Moring after riders getting ready to ride



Lead by the NCNOC the Clubman's traditional Morning After Ride leaving from the Hobbies restaurant parking lot in Los Gatos Ca. Members of all the clubs from all the Brit Bike clubs are invited to ride the routes around the Santa Cruz mountains laid out by the NCNOC.

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Travels with Harry: Picking up the New Norton Commando SE

By Lorin Guy

After not being able to secure the new 2010 Norton Commando for the IMS show at San Mateo last November, as it was in Canada, I was bound and determine to have that bike for the Clubman show. I had talked with Harry and we both agreed that the club could benefit greatly from the exposure and the prestige of being the first club in the USA to display the bike and again be in the limelight of the Clubman's show.

Since the demises of the "Club Booth" award at the event, which we pretty much dominated, its been my goal to make the club stand out above the other British clubs, even if I can't be there due to other shows obligations.

We decided that we needed to take the idea to the club meeting and get some kind of stamp of unity, a vote if you will, that the club was behind the scheme. Trying to keep it under wraps was hard as heck as we hatched the plan. I had been talking with Matt Capri at South Bay Norton the new US distributor of Norton for months and was surprised when two weeks before the Clubman he called me. When I originally made the call in August of 2009, Matt did not know me from Adam, it took a number of phone calls and Goggle searches as well as asking around within the vintage community to get him to feel comfortable with who I was and what I've been involved with. It's not easy to borrow a new \$18,000 dollar motorcycle, one of only two in the USA, for the weekend.

We had a number of chats on the phone about bikes, and like me Matt is a huge Triumph enthusiast, we had a solid foundation of understanding there. So when he called a couple weeks before the Clubman to ask me when I wanted to drive to LA to pick up a bike, I was a little surprised but very pleased. My mind was racing as I was in the middle of planning the Classic American Antique & Vintage Motorcycle Show with the Yerba Buena Chapter of the Antique Motorcycle Club and working details for Classic Cycle Events to take on an All Bike Parts Swap Meet as well.

I called Harry and told him the game was afoot and we needed to borrow a van to make the run. My Old Blue is still aligning from the Daranelle disaster of 2009.

I e-mailed two people with Sprinter vans and Hans Mellberg stepped up, I had used Hans' van before and he volunteered it for chase duties at MotoGiro America in 2008. At that time Kathryn (my wife) drove it about 800 miles through the course of that event. It gets great mileage and is easy to drive and fits bikes fantastically.

I was planning to do my usual LA run, leaving at 3am on Tuesday (as M/c shops are still only open Tues-Saturday for some odd reason) and return the same day by 3-4pm, the ole 12hr+ turn around. Harry was game and said he'd bring a sandwich, Kathryn packing some snacks, we were set to go. 2:45am comes early no matter what day of the week and I had coffee brewing, we packed the van and hit the road. Chatting about bikes, the club and about every other topic you can imagine, as hwy 5 is long and has very little in the way of sights along the 400 mile route. But you get to know someone after spending 12 hours in a car with them; Harry's a quiet sleeper, see pic.

Arriving in LA or actually Lomita off the Pacific Coast Highway we noticed the shop was open a little early, good for us. Matt had just arrived and his crew had new Triumphs and Royal Enfield scattered about the landing area in front of the shop. The South Bay shop was smaller than I had anticipated, having read about the fantastic work they have done with Triumph performance both new and old. They are actually one of the leaders in Hinckley Triumph performance, not just resting on their laurels for older Triumph victories, but moving forward and finding horsepower for the new bikes as well.

We entered to find Matt behind his desk and he eagerly greeted us. We introduced ourselves and took some picture as his crew rolled the New Norton out for viewing. Matt is a real enthusiast and businessman, as well as a gentleman his warm welcome put us at ease and we were comfortable chatting about bikes and racing for the better part of an hour. Loading the new Norton into the van we made haste in our exit from the City of Angels. Back on highway 5 I kept looking in the mirror still not believing I pulled it off, actually I was skeptical right up the point of pulling from the driveway at South Bay, as if this was not really going to come off. So it was no wonder that as soon as the bike was secure in the van, I turned off my phone and hit the highway. No way was I going to turn back now for any reason.



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