



The Newsletter of the Northern California Norton Owner's Club

36 Oakmore Dr., San Jose' Ca. 95127



The Newsletter of the Northern California Norton Owner's Club

No. 389

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The Norton Commando Racer of Tom Kullen of Utah.



NORTON NOTICE

Published by the Northern California Norton Owner's Club, its purpose is to inform and entertain the club members. The Norton Notice is a reflection of the readership who are encouraged to submit articles, technical tips, photographs (original or otherwise). The Norton Notice prefers contributions submitted electronically. Send to

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MEMBERSHIP

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

Advertising

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

AFFILIATIONS

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

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ACKNOWLEDGEMENT:

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

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

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

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

Name _____

Phone _____

Address _____

City _____ **State** _____

Zip _____ **E-Mail** _____

This is a new _____ renewal _____ application.

Norton(s) owned: Year _____ Model _____

Year _____ Model _____

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

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

Applicants Signature and date (required)

Make your check for \$25 payable to **Northern California Norton Owners Club**. Send all applications & inquiries to Ron Bastiaans, 3075 Estates Ave. Pinole Ca. 94564. You can also join on line at nortonclub.com and use credit card through our pay pal account.

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

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

**Wearing the correct riding gear ,
a decision that could make all the difference**

The summer is coming and the temptation to ride with less than proper protective gear is great during these sunny hot days, but that decision could be disastrous for you. Everyone who has ever crashed knows how many times they said "it'll never happen to me". That belief and those who say it are just foolish and sound more like rookie riders who just might possibly become a future statistic.

Crashing has no prejudices, it's not if it will happen, but when will it happen, since you don't know, it's best to be always prepared.

Be realistic, our sport, on the surface is fun and light hearted, but underneath it is a dangerous and exacting endeavor that can and will take your life if you relax your guard and forget to remember.

I have, since my last crash adhered to the philosophy that wearing all your gear all the time is the best defense and if I want to continue riding I need to be prepared for whatever can happen. I find by doing this I am more inclined to enjoy my ride because now I have one less worry. Also I've found when you buy the proper gear you are more comfortable riding regardless of the weather or situation.

One reason why purpose riding gear is superior is because of the materials it's made from. Designed to not grab pavement during a get off and when sliding so as to prevent "tumble" yeah like a dryer.. Safer material means better chance you'll survive in better shape.

Buying a new helmet at least every three years (technology makes amazing advances) buying the proper riding suit for your style of riding, even going so far as having a winter and a summer riding suit. Proper boots, believe me make a huge difference in riding comfort. Nothing beats a good fitting comfortable pair of gloves.

It all comes down this, if you enjoy the sport and you plan on continuing to ride, then do it right! Get the proper equipment for your sport; you would not go surfing on a painters plank would you? Then why ride in a t-shirt, jeans, no socks and Nike? Think about it rookie.



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the first 3 weeks of the month, 9 am to 5 pm

2014 RIDE AND EVENT DIARY: note: dates in bold are NCNOC club events those not in bold are events of interest to the club. **For event details see your club website at Nortonclub.com**

June 12 (Thurs) Meeting: Sonoma Chicken Coup Campbell, 8pm

June 29 (Sun) Bikes On the Bay, motorcycle show at Capitola Ca

July 10 (Thurs) Meeting: Harry's Hofbrau, Foster City, 8pm

July 13 (Sun) Ride: TBA due to rally, see Yahoo group for info

July 15-18: INOA Norton Rally, Ashland OR. See nortonrally.com for information and registration.

July 27 (Sun) Adopt-a-Highway Clean up, Alice's at the corners 10am start time. Chair: Lorin & Kathryn Guy 408.242.1976

Aug 7-10 Dardanelle Motorcycle Camp Out and Ride: 100 mile ride; Saturday night Club meeting; Pot Luck Dinner; Star gazing; Camp fire; fun times.

September 7 (Sun) Adopt-a-Highway Clean up Alice's at the corners 10am start time. Chair: Lorin & Kathryn Guy 408.242.1976

September 11 (Wed) Meeting: SwissPark Newark Ca. , 8pm

September 14 (Sun) Antioch Ride: Leader TBD

October 5 (Sun) AGM Ride and AGM Meeting: this is an important meeting for changes in NCNOC policy and board of directors so plan on attending! A new venue will be announced!

October 19 (Sun) Hollister or someplace else ride TBA...

October 26 (Sun) 49 miles ride SF Antique Motorcycle Club ride

November 1 (Sat) All British Ride, Novato Ca, BSA Club sponsored

November 13 (Wed) Meeting Sonoma Chicken Coop Campbell Ca,

November 30 (Sun) Turkey Ride NCNOC

Always check your club on line calendar for updates and your Yahoo Group for up to the minute ride and event information.

President's Message:

by Ken Armann

The Quail Motorcycle Gathering event May 17th at the Quail Lodge Golf and Resort in Carmel Ca, was again a fantastic affair, great weather and bikes, stuff we will never see again, like the 1909 and 1910 Winchester motorcycles, were really a treat and the owner told me they were the only ones known to exist. The Quail is such an amazing event every year it never fails to offer remarkable and eccentric motorcycles, outstanding displays, the rarest and some one of a kind as well as new introductions, along with the gourmet lunch there is nothing like this event in the United States.

I want to thank Harry, Isabel, Fred, Cathleen, John, Cindy, Lorin and Kathryn for their tireless efforts and help with the booth. We signed up 4 new members and sold 10+ shirts, made lots of contacts and had a great time. We now have lots of small and medium shirts and Harry is working on filling in with getting more of the larger sizes.

Our June ride will be a week later so we can make the annual trek to Capitola for the "Bikes on the Bay" motorcycle show and swap meet, remember hats and sunscreen.

Next up is Oregon, the INOA rally; it should be great fun so try to do your best to join us. Weather should be excellent and hopefully not so many bugs. Carrying on the camping theme we will be at the Dardanelle (Aug 7-10) three weeks later so don't unpack just show up, ok maybe do some laundry, but show up.

Please help the club to grow by inviting people to join us and making everyone feel welcome. Thanks all for your participation.

AGM coming in October: remember this is where you nominate and elect new board members, Pot Luck Picnic lunch after the Ride...

INOA and the NOC Happenings:

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

Coming events in the INOA:

INOA National Rally July 15th - 18th, 2014

Ashland, see Details at Nortonrally.com

The INOA 2014 Rally in the Cascades will be hosted by the Oregon Norton Enthusiasts and held near Ashland, Oregon. Dates are July 15th through 18th, 2014. We also have a Facebook page and Rally event if you're interested. Oregon Norton Enthusiasts Facebook page and Rally Facebook Event.

Coming events in the NOC:

CRMC Track Parade - Brands Hatch Jul 06, 2014

An opportunity to get your Norton out on the track and costing you nothing The NOC sponsors The Classic Senior Race for original 350 - 500cc race machines in the CRMC Series and a benefit of this is that NOC Members have the opportunity to parade their Norton at the meetings. The track sessions are run under ACU Parade Regulations i.e. suitable protective clothing (1 or 2 piece leathers) must be worn. Machines must be fully road legal (no race bikes). Jul 06, 2014 from 09:00 AM to 05:00 PM Where Fawkham, Longfield, DA3 8NG

You can join the NOC at:

www.nortonownersclub.org/membership

You can join the INOA:

www.inoanorton.com/Membership/

MotorCycle Logic: Bikes don't leak oil, they mark their territory. ~Author Unknown

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A special ride to the Mork motorcycle museum

By Eric Rhodes

The NCNOC Special Ride to Fred Mork's Vintage Motorcycle collection saw a very good turn out; about 14 motorcycles and a dozen more folks (who could only wish to be riding on that cool sunny day) followed in cars, Lorin and Ken followed in Lorin's van for ride chase.

The ride was short, from lunch at the Mountain Mike's Pizza on San Pablo Dam Road in El Sobrante, to Fred's home in Borines, but the idea was to see the display.



The collection of mostly racing vintage machines leads one to be amazed at the advance of technological metallurgy; and its evolution...of staggered stages, or whatever. There were odd and amazing limited production factory racers and independently engineered privateer bikes for the dirt and the pavement galore; from several parts of the world, covering perhaps a hundred years of cycling history.



The posters of great events and people, in a special display hall with 75+ bikes. Rather uncommon bench racing in the shop.

The collection was staggering as everywhere you looked it was cool and uncommon machines.

Thanks to all who came and appreciation to Fred, especially.

Ed Note: Fred Mork is a local motorcycle aficionado, racer, collector and innovative builder, active in motorcycling in the Bay Area for years.

Only the Odd Stuff

If it's odd or strange, odds are it has been to the shop, or will be soon. I'd like to say seeing a Commando inside a motorhome was something new, but it would be a lie. This one had even been here before like this, belonging to one of the Utah boys, Tom Kullen.

He was stopping over between racing in So-Cal at Willow Springs Raceway and then up to Sears Point. The Commando is not so hard to unload, from the Motorhome, weighing only 327 pounds. It could be the weight saved by not having a kick arm, but then the extra for gears in the 6-speed transmission offset that. The bike was in the shop and needed a new collector fitted, fluids changed, and a once over for broken/loose bits.



The new collector was to mate the headers and then into the single exhaust. Unfortunately it was longer than the old one. A trip to Barnaby Company to shorten the muffler, that took care of the problem faster and cleaner than using a hacksaw. We're lucky to have such a great resource provided to us by Tom and Judy. After that it's down to changing the fluids, and fixing the broken seat mount before loading it back into the motorhome. Just another day in the shop.

Photo Credits: Cover & page 5 Sportster Diana; Page 9-10 Ken Armann; Page 8 Harry Bunting; Page 12 Lorin Guy

NCNOC Meeting Minutes for May 8th, 2014

Officers: Ken, Allen, Ron
Members: John, Dave, Keith, Andrew, Diana

Ron states "Yes, we have money". T-shirt sales have reached the break-even point so everything from here on is profit, Big thanks to Harry and Isabel for all their work on this.

The 'Renewal due' stamps on all the Norton Notices sent out last month we are getting a lot of renewals. Ron needs an updated membership list with renewal dates. We should put the membership due dates back on the mailing labels.

The Quail lodge show is May 17th. Ken and Harry are bringing bikes to show (Ken is having his Commando professionally cleaned). Lorin has everything for the booth ready, and Fred will help Ken and Harry set it up.

The Hanford swap meet is on the 17th for anyone not going to the Quail.

May 18th ride is TBD. Tom is at the BSA rally, but the rumor is it will be a reverse of normal.

Dave brought a few signup forms for the Norton Rally and will be dropping off more at Ken's shop for those that need them. Allen, John, Ken and Ron are all planning on going.

Les Emery is retiring and will be selling Norvil-Fair Spares. There is a chance that the NOC may buy it, though there are no firm plans yet, or details of what they will do with if it they do.

Dardanelles campout is set for Aug 8,9,10 and the heaviest night of the shower will be Aug 12th. Mark your calendars.

Tech Tip: Should you ever change your 19inch front and rear wheels and tires for 18 inch wheels and tires for more modern rubber compounds. You'll probably find that even though traction is greatly improved the steering has become slow and lethargic. An improvement is to change to 13 ¼ inch rear shocks (Gerling are 12.9") This not only will straighten the fork angel but also transfers weight to the front (improves traction) as well as improves ground clearance. (submitted by Chris Nickols reprinted from NN 1990 edition 142)

Seats, fenders and mounts, oh my! By SportsterDiana

I've always liked my P-11 more than the Commandos I had before. It's not as reliable for sure, but that's OK, I can often fix it and get going again.

I like how it looks and rides I like everything but the home made seat with 8 inches of fender bolted to the end of it. Worse than how it looks was how it feels, but what really drives the need to replace it is the mounting was done by threading into the aluminum sheet that made up its base. This had been torn out while keeping the bike upright in a side of the road fix, it was a wiring problem on an all Brit ride.

I was lucky enough to be able to get a seat from Ken for it, but that was only half the battle. I now needed a fender, and a way to mount it. The bolt on tail loop was bent with tabs cut off and cracked on one side. I borrowed a good example and for much less than the work was worth Kerry made my old one look like new, all it needed was a coat of paint.

This still left me short a fender, and after trying an assortment of different Norton and Triumph fenders I decided to go with a Commando front fender that had been damaged on the back half. It would have to be shortened anyway to fit with the P-11 oil tank, so a damaged fender took the guilt out of cutting it.

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The stock center mounts on the fender were shortened and bent to meet up with tabs already on the frame, then mounted and drilled for the rear mounts and to mount the old tail light back up.

While doing all this I discovered I had been running around with a real Lucas tail light lenses all this time! I swapped it out for a repo before anything could happen to it. When it was done even Ken who had liked the look of the old seat had to admit the bike looked a lot better. Amazingly after its long nap waiting for me to do this, all I had to do was drain the sump, charged the battery, spray a little cold start in the carb, and I was able to kick start her.



Bikes in front of Ken Armann's Shop ready for "Bring out your Dead Day".. An event sponsored by the NCNOC where member help other members "get-r-done" on their bikes. Sometimes all it takes to get it running is a helping hand.

Club members hangin' out at "Bring out your Dead Day" event . discussing the better parts of bike maintenance .
Commando below



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And a lil bird told me...



Delays in the delivery of the New Norton to the west coast has some doubting Thomas's crying wolf. But the story currently being circulated has some threads of truth to it.

The current batch of West Coast bikes (California spec bikes) have disembarked and are on the water but the delay was due to a supplier of components. A quantity of parts were inferior and the assembly team did not catch it until a number of bikes had already been assembled. It was then that the parts people had to find a more reliable supplier and the assembly crew had to disassemble the bikes already completed. This brought the whole assembly line to a halt for a number of weeks until parts matching the spec were made and delivered. This, although a nightmare for a boutique supplier, is not an unsurmountable obstacle. It does however screw the whole scheme up.

A call to our local dealer, Munroe Motors of San Francisco, was not any more enlightening but they did confirm they have bikes on the water, so to speak. Vin numbers in hand on paper, calling the So Cal dealer, South Bay Triumph Norton, in Lomita Ca. also confirmed vin numbers in hand. Although most of these bikes are already sold and deposits have been taken. So when will the next shipment on new Norton (California Spec) arrive, well according to dealers up and down the state, your guess is as good as theirs.

Mal Childs, secretary of the Essex Norton Owners Club, UK, called into the factory to take delivery of his dual seat 961 Commando. Mal designed an original paint scheme for the bike which was derived from the NRV 588 race bike colours. The bike looks stunning and is one of the first batch of dual seat bikes to come from the factory...



NCNOC scores best club booth at the Quail!

The Quail Motorcycle Gathering, May 17 at Carmel's Quail Lodge and Golf Resort is now considered the primer motorcycle show in the United States. It's only fitting that the best and most active Norton Owner's Club be one of the featured clubs at the event. The NCNOC had the prime booth space being between the on green lounge and the food tent! The booth was visited by hundreds of show attendees. The club was highlighting their new club t-shirts and was accepting memberships.

The booth was manned by club members Ken Armann (current club president) and Cindy Armann, Harry Bunting (past president) Isabel Gloege, Fred and Cathleen Fortune and John Coffman, and were docents and ambassadors for the marque. Booth essentials were transported by Lorin and Kathryn Guy. Bikes for display were supplied by Ken Armann, Alan Goldwater, Harry Bunting and Craig Nieland. Many club members attending the event stopped by to say hello.

In the clubs continuing effort to support, educate and expose the Norton brand, attending local shows and exhibits is essential to the of the goal, showing the attractive advantages to club membership the NCNOC is a leader in the San Francisco Bay Area.

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Bring Out Your Dead

BySportsterDiana

Roughly thirty people came out for this year's "Bring out your Dead Day". March 15th. Held at the shop of Ken Armann in Campbell Ca.. Along with the assortment of Commandos, two Atlases where ridden in along with a Triumph 500 a BSA 441VS and three BMWs. Tom brought the cylinder and modified piston for this B50 to show.

Cindy Armann made three pans of hot dish for lunch with garlic bread and salad. She was helped buy Yvonne Ready who made a large fruit tray. Liz Sain-Dabel came in later and brought in divinity with chocolate chips for a late desert.



Through the course of the day five Norton's, a Triumph and a BSA were all worked on. To get the day started new rear tire went on the P11 to fill time until Harry showed up. Harry trailered in his 74' 850 Interstate for carb work, which Ken got running even though it was missing a jet.

John rode his 71' Bonneville in for some work on the carbs Dan called to say his Commando decided to loose spark so the truck was dispatched. It turned out to be the pickup for the Boyer.

As Dave was trying to escape on his Atlas it was discovered that his chain was way too tight, so that got pulled in for a quick adjustment. Bill's granddaughter Danni, had a stuck 68' BSA 250 that turned out to be filled with gas in the sump, trans and clutch.

Ian's 74' Roadster got new clutch plates, then an anti-sump valve was installed but Ian wasn't ready to stop when his bike was done so the P11 was put back on the lift and a new front tire installed.

It seemed like a great time was had by all...No Hondas or Ducs this year thankfully.