



851B South McGlincey Lane, Campbell, CA 95008



The Newsletter of the Northern California Norton Owner's Club

No. 423

March/April 2020

Covid19 edition.....

**GAS IS FINALLY
AFFORDABLE
AND WE CAN'T
GO ANYWHERE!**



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 editor@nortonclub.com. The NCNOC/Norton Notice Newsletter accepts ads from qualified business for the purpose of information for the readership. Acceptance and publication of ads is in no way meant to be an endorsement of or a recommendation, for service. The Club does not accept any responsibility for the qualifications of or reliability of advertisers.

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.

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/

HONORARY MEMBERS:

Ray Abrams, Robert Bausch, Jerry Kaplan, Bill Knight, Maya Lai, Brian Slark, & Dick Slusher

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Advertising:

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

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 IO group for information and club activities at <https://groups.io/g/NorCalNOC>

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Classifieds continued

BSA Rocket 3 bits 4 sale in Modesto. What you see on blue drop cloth is what I have....nothing more in terms of the BSA. I make no claim as to condition other than there don't appear to be any cracks in the cases. Very open to an offer.

Also a project Matchless 600cc twin, early 60's vintage for sale.

Thanks, and wishing every body safe travels and safety from viruses of all sorts.

Robert Chandler

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The NOC is looking for Roadholder issues between #2 and #6. They are scanning their magazine like we did and cannot find those issues.

Classifieds



For Sale – The Duncan Bike '73 850 Roadster - \$6,850
WEB Cam, 880cc, additional performance options, Corbin Hollister
50yr Seat and original seat. Work performed by Ken Armann
Ron Douglas 510-305-5488 or K6EZY@ARRL.NET

For sale: 1967 Atlas project

Motor and transmission have been completely rebuilt by Ken
and are ready to go. Wheels have been built by James



Do you have something to sell? Want to Buy something?
Contact the Norton Newsletter Editor @ editor@nortonclub.com
(Club or Norton Related Please!)

Upcoming Events

- May 24 Milton Ride RL. Tom Dabel
- Jun 14 Cleanup and Meeting at Alice's
- Jul 1 Ring Door or venue TBD
- Jul 1 Rally In E. Durham, NY
- Aug 13- nes Campout
- Aug 23
- Sep 5
- Sep 13 De
- Oct 4 AGM
- Oct 11 Highway
- Nov 7 All Brit Ride
- Nov 14 Meeting Swing.
- Dec 5 Christmas Party &
- Dec 13 Freeze Ride

To Be Determined-
Check Website @
www.nortonclub.com

I sincerely hope this finds you in good health. Our world has greatly changed in just a few months.

The previous edition of the Norton Notice, sent in late February, was relatively easy to fill with meeting minutes from the February club meeting, photos from January/February club rides and tidbits of information from the club that occurred in January and into February. We were a busy club.

Then came late February and early March and most of my editorial sources for information dried up....all because of Covid 19. The Social Distancing guidance put a serious damper on our club social events. No meetings....fewer group rides....no photos.

However, despite the inability to gather in groups, we still communicated through our email group and many of you contributed wonderful stories and information that I'm including in this version of Norton Notice.

Speaking of email groups: We moved our email away from Yahoo Groups and onto **groups.io**, which was already under consideration and had nothing to do with Covid 19. Please contact Alan at vice-president@nortonclub.com If you're not on the **groups.io** email group and want to be.

I am thinking of writing a "get to know (one of) your club members" in future newsletters which would be about any club member and a photo of their Norton(s) or other marque bikes. Any volunteers to send me a small write up of yourself? Otherwise, I will randomly ask for inputs from some of you, a few weeks in advance of me writing up the next edition of Norton Notice.

Talk to you soon!

Michael, your current editor of Norton Notice

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, announces 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 as-signs, 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 Treasurer
Alan Goldwater 1780 Chanticleer Ave. Santa Cruz Ca. 95062

You can also join on line at nortonclub.com and use credit card through our pay pal account.

See us at www.nortonclub.com and join our email group for information and club activities at <https://groups.io/g/NorCalINOC>

(Travels with Shirley by Don Danmeier, continued)

But out in front, in the street, we met a trio of riders on some seriously filthy dual-sport bikes. Their goal was to cross the USA on dirt roads, and since they had begun in North Carolina, they just about had it whipped. I had to congratulate them on that and then accept their kudos when they learned what we were up to. They were elated to find a Norton out and about. It turned out that they were camped just a little further down the road, in a state park. That helped explain the crowd that filled the restaurant at dinner time. We hadn't really expected that reservations would be needed in such an outback place, but with no competition and a "California cuisine" menu, the joint was jammed. We ordered a couple of drinks and sat out on the porch to wait. Eventually, we learned that the place was owned by a young woman from Chapel Hill, North Carolina who had bought and was remodeling it to launch a business: the Star Gazer Inn and Kerouac's, the restaurant. The guy cutting trim out there was her father. Our waitress was her sister. Well, Shirley had lived in Chapel Hill for a time and her two daughters had been born there, so there was a lot to talk about. Small world!

Dinner that night was great, so was breakfast the next morning. When we hit the road, we thought that this was going to be a long, hot day, but it was surprisingly pleasant. Listen: there are a lot of straight, empty miles in Nevada. As my Dad used to say, you can see miles and miles of nothing but miles and miles.

To be continued

Hi Michael,

As a recent new member to the Norton Owners Club, I read the Norton Notice with some interest.

I am peripherally associated with Ken Armann and "Sportster" Diana in that I recently completed a 750 Commando rebuild with their help.



The last time I visited Ken, he had just installed a tangerine sheet metal set on his bike and looked thoroughly joyful. I thought the look on his face is worth sharing with the other members who know him.

I've attached two pics. Perhaps, as the editor, you can find a suitable place to share one or both of them.

Thank you.

Tom Mullin



Thanks Tom. Consider it done!

From the Editor

"The approachable"

Ken Armann

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TRIUMPH

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kenarmann@hotmail.com

Anonymous and submitted by Margie Siegal

TOOLS EXPLAINED

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh --'

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

SKILL SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

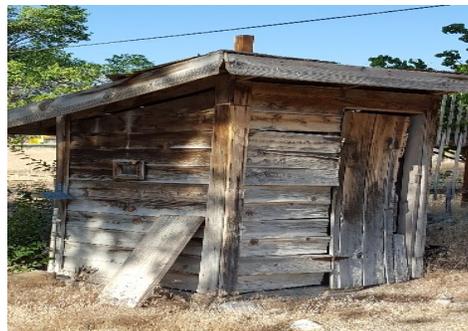
OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

(Travels with Shirley by Don Danmeier, continued)

But we'd done it before. The weather this time wasn't oppressive, and the road was empty as usual. We stopped for a pleasant lunch in Ely. Shirley had a conversation there in the restaurant with a woman whose husband, as it turned out, knew friends of ours who live in Sparks; he'd ridden with them over the mountains on the BSA Club's Sierra Ride & Chili Cook-off. "Hi Gus", I said. "Small world!" Taking on gas later I got to talking with a BMW rider who was going West and we both wondered aloud about how much further we'd push it that day. For us, there were only two choices: Delta, Utah or somewhat closer, the unknown features of Baker, Nevada.



We wound up at the latter, pulling in with exactly 600 miles in the clock. Baker's off the highway a couple miles and so we'd never noticed it on previous rides. It's basically a crossroads near the Nevada-Utah state line, with two mom-and-pop restaurants (one closed) and a gas station (also closed). My phone showed an inn there, which we realized was a part of the outfit operating the one open restaurant. We spoke to a guy who was sawing wood trim on the front porch, who agreed to inquire about a vacancy. We got a room, but as I told Shirley when we trucked in our bags, it was the only time we'd found one with stop lights and a license plate bracket out in back.

(continued on next page)

TRAVELS WITH SHIRLEY

2017: Part 1

Don Danmeier

My Norton has taken us to many places, but the most commonly recurring one is the Small World Department. That can be just about anywhere. In the case of Fallon, Nevada on July 2, 2017, it was found in a motel parking lot. I was covering the bike for the night when guy parking his van gave a shout: "I know a guy who works on bikes like that!" I asked him where he was from. "Colfax, California". We simultaneously said, "Dave Molloy". Dave's actually a Vincent guy but certainly knows a Norton when he sees one, so this encounter wasn't too coincidental. Months later, he and I we met prior to a BSA Club ride in Grass Valley and he greeted me with: "I hear you met my heart doctor! He saved my life!". See? Small World.

Fallon was our first-night stay on what was planned as another cross-country adventure, this time, to the Norton Rally in Virginia. You may have noticed that US 50 runs from the San Francisco Bay area right across to the East coast. It had dawned on me in a twisty section of the highway in the mountains of



West Virginia during a previous trip westward on the BSA that this eastern section of 50 was nothing like what were accustomed to in Nevada. So, we'd decided that with the Rally as the inducement, the Norton had overdue airing-out coming and for that matter, so did we. We'd take 50, more or less, with a stop in Cincinnati to team up

with our pals Bill and Shelia for the rest of the ride to the Rally. We left at 9AM on a Sunday and after a lovely, leisurely ride across the valley via Lodi, stopped for lunch at Cook's Station in the snow-capped Sierras and then put up with a bit of heat when we hit Nevada. We had a long, lonely stretch ahead of us the next day.

(continued on next page)

GO OUT AND RIDE YOUR NORTON By Margie Siegal

Me and my Norton are running North on 880. The sky is overcast, and there are some occasional sprinkles. The abnormality of our times is apparent – there are no slowdowns, no bumper to bumper traffic. I am calm and happy.

It is a truism that you never see a motorcycle in front of a psychiatrist's office. The current pandemic is a reminder that we are never really in control, and Mother Nature has a way of throwing curve balls. Humans are social creatures – we gain comfort and strength from each other's company. With the current requirement for social distancing, many of us are suffering from lack of the company of friends. Yet – there is the motorcycle in the garage, and the endless road outside the door.

The Alameda county Shelter in Place order includes the following: "To engage in outdoor activity, provided the individuals comply with Social Distancing Requirements as defined in this Section, such as, by way of example and without limitation, walking, hiking, or running." East Bay MUD has announced that it is discontinuing permit requirements, and hikers are invited to use the trails. In my mind, motorcycling is an outdoor activity.

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Now, given the current emergency situation, some common sense is required. You need to maintain social distance – no hugging, handshaking or gathering close. You also need to slow down, and avoid engaging in fantasies of leading the pack at Sears Point or the Isle of Man. The medical system is taxed enough; don't add to the burden. Consider taking rubber gloves along and use them when you pump gas to avoid possibly touching a contaminated gas pump handle. One researcher suggested zinc throat lozenges, which may help avoid virus infection.

If you want to ride with a buddy, make arrangements via phone or email to meet at a gas station someplace and maintain social distance. You may want to chat over the phone to avoid shouting.

The Nuts and Bolts Section

While building an early 850, I found a few items which could interest other club members:

1: FAG has renamed the main bearings- ordering the old NU306 will get you the proper diameters, but no stop (ridge) on the crank to limit axial motion, which came with the early FAG NU306. To get the best match order the NJ306-E-XL.

2: The rear wheel on the pre-Mk3 uses a a non-sealed bearing and felt washers. Vendors offer a sealed 5203 bearing which is 0.06" wider, and requires machining the insides of the hub and spacer to work with the Norton. The 4203-2RS is dual race, sealed, and matches the Norton dimensions. Only hassle - noone-stocks it; I had to pay 58\$ for one, but it still beats machining the hub.

3: There's a bit of chatter discussing machining the sprockets to fit a 520 O-ring chain. The Commando used the #530 from Renolds, thinner sprockets than the standard #50/530(5/8 x 3/8), so it won't crossover, and an o-ring chain would make it even wider. I put three different used front sprockets on the lathe, they are simply too hard to machine, but I wanted 520 (1/4" nominal width). I'd *thought* that the Atlas used the 1/4" sprocket, but the two I ordered were labeled 'Atlas' but showed 3/8" width. I had to set up a grinder, and zing the front down to 0.230". Does anyone know a vendor who will supply the 1/4" wide front sprockets (I have some worn ones in the used bins, I know they existed)?

The rear sprocket is softer and turns with the lathe. I used an RK GB520MXU to get the 520 dimensions, o-ring reliability, and a conventional master link with clip. If only it weren't gold.

Eric Mondale

An about face and up over Nacimiento with a couple of stops for pictures. The road was in excellent shape as it appeared it had been swept recently. No gravel in the corners so it made for an easy pass up and over. Heading down the sun coming through created some blind spots but not a problem as no traffic at all. Headed into the base and after first 2 miles the speed limit was 50. Not sure I remember it being that high.



Exited the base and headed north on Jolon Road to the turn off to San Lucas. One of my favorite 7 miles of road through vineyards on one side and green fields on the other. A flock of vultures was feeding on a dead boar on the side of the road so I interrupted their meal for a few seconds.

A stop at the Wildhorse Café for gas and a great chorizo scramble and cherry pie. The pie assortment is huge and the staff very friendly. Headed north from King City on the road east of 101 and the train tracks to Soledad where I cut across Arroyo Grande road and several others to River Road up to Salinas. A few more back roads through the Elk Horn Slough to Aromas and for the last few miles took 101 back into Gilroy.

261 miles of pure bliss.

Submitted by club member Scott

A Coastal Ride by member Scott

A beautiful day for a ride preceded by the night before ensuring the bike was ready. Oil check, tire pressure check, chain clean and lube check, all good to go. Left Gilroy at 9 am with semi blue skies and 34 degrees but I was dressed for the weather. Two layering pieces with one being a light-weight packable down jacket which I find to be the best and a freeze out liner.



A quick putt down to Seaside to meet a friend at Acme Coffee Roasting who was not able to ride. No seating there except for two very narrow benches out front. Excellent coffee with multiple varieties offered. They roast locally and make an effort to be eco-friendly.

Down HWY 1 with minimal traffic to Big Sur and the temperature

was rising and sun was fully out but as always the tourists trying to sight-see and drive at the same time. Slow going in a few places and one car doing 20 while driver straddled front seat to improve his view. Good news is horn works but I will not share how I passed the slow pokes.

Needed to gas up in Big Sur. \$5.69 a gallon which was a little shocking as gas prices have come down everywhere else. Only needed 2 gallons to be on my way. Wonder if they have a special price for locals?

Original thought when I left home was to stop at Nepenthe as the outdoor café at the lower level is always a great place to relax and take in the view but kept going a little past the turn to Nacimiento Ferguson Road to my favorite pull off. It is a picnic area at sea level (picture attached). I was the only one there and was able to enjoy the serenity. Site also has two restrooms.

February Club Meeting; Photo by Linda Marsh



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February Sweetheart Ride; Photo by Linda Marsh



February Sweetheart Ride cont; Photo by Linda Marsh

