


Northern California
Since 1971 "The Unapproachable"
Norton OWNERS CLUB

851B South McGlincey Lane, Campbell, CA 95008

Norton OWNERS CLUB
 of Northern California

INTERNATIONAL
Norton
 OWNERS ASSOCIATION

Norton Notice

Since 1971 ~ "The Unapproachable"

The Newsletter of the Northern California Norton Owner's Club

No. 440

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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 sportsterdiana@yahoo.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

2023 Club Executive Board

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- Norman Trueblood

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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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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.

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

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

Sign of the Times

Liz noticed our sign up by Alice's had been runover. She notified the group via Email. Since immediate action was required Michael sprang to action and rescued the sign before it could be stolen. Lorin talked with Cal Trans people who coordinate the Adopt-A-Highway program this morning at Redwood City-District 4. Since the crews do not have time to come get the sign from Lorin the coordinator will pick it up from him and get it to the work crews. It can be installed when they are in the area, hopefully when they fix the stop sign.



Classifieds

FOR SALE: A very nice parts pile from a 1959 m99. Nice motor parts, fenders, transmission, useable exhaust and more than is pictured. No frame, wheels or tank. Asking \$1500, call Shawn Sage 209 470 6676



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

Upcoming Events

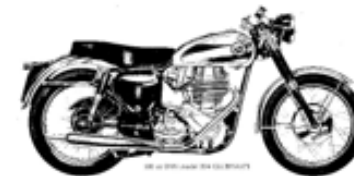
- Nov 4**
All Brit Ride see <http://www.bsacnc.org/2023AllBrit.pdf> for details
- Dec 3**
Holiday Dinner - Location Frank's Place, Time: TBD
- Dec 10**
Freeze ride to Alice's Restaurant 10:30am. RL: None
17288 Skyline Blvd, Woodside, CA

33rd ANNUAL
NORTHERN CALIFORNIA ALL-BRITISH RIDE
BRITISH BIKES ONLY
NO EXCEPTIONS



SATURDAY, NOVEMBER 4, 2023
Ride departs 10:00 AM – 940 Seventh Street, Novato

DO NOT PARK TRUCKS OR TRAILERS IN THE GYMNASIICS CENTER PARKING LOT
Bikes only at the curb – trucks/trailers use nearby streets or the back lot at the shopping center across the street



Info: Bill Whalen, 7070837-0424
or
David James, 415-760-6392
and
info@bsacnc.org

I just got back from the once in a lifetime adventure at the Isle of Man, I cannot express what a great adventure it was! We had a large turnout at the special highway cleanup, CalTrans was impressed to see 20 of us! Thank you all for showing up! Our sign was up in a temporary position for the day, but will be put back in its normal location soon.



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tery and power across the fuse, and power along the wire loom up to the ignition switch. What also found was no power on the exit side of the ignition switch. We ascertained that the ignition switch



was a primary suspect.

Knowing that, we bypassed the ignition switch by connecting the power wire (which came from the battery) directly to the ignition wire (which fed the Boyer) and the bike started with no problem. Later in the day we three rode to a hardware store and obtained all the items to configure an alternate ignition switch. See photos.

Things I learned.....

A headlamp when removed from the shell, is an excellent test light with just two wires and a bit of fiddling.

You can connect two female wire connectors together with just a slight offset to both of them.

We joked amongst ourselves that we should create a T-shirt slogan if one does not already exist that says something along the lines of : "Norton Moto Co, making fine mechanics from common people since 1908"



extra fuses, we tried an alternate one. Still no power/no start.

I commented that the one tool we did not have which would be useful was to have either a test light or volt meter. Tom, the finest mechanic of the three of us, said

something to the likes of "All street legal motorcycles have a test light if you remove the headlight and attach wires to it".

We had to remove the headlight anyway to check for any loose connections in the headlight shell so off came the headlight and we attached two wires to the headlight (one to be power and the other to be ground) and voila, we had a "test light"!

We efficiently started tracing power with the impromptu test light and found there was power from the bat-



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July Mt Umunhum Ride

by Sportster Diana



Ken, Tom M and I met at the shop then rode to Los Gatos. There were no other bikes when we got there, but that would change. By 10:30 we had 10 bikes present, three of them Nortons and a BSA A65. Pulling out into traffic we

managed to stay together through the lights getting out of town. Ken lead us down Kennedy and Shannon to Hicks, then took a little detour toward the dump. Luck was still with us making the two left turn lights while staying together as we got back on track. The views going up Mt Umunhum Rd were spectacular. It was clear on the coast all the way past Monterey. From the top the south bay was laid out like a picture, as was the Gilroy area and the hills beyond when coming down. The last stop of the day was Benedict's Café & Bar for lunch.



Short Scoots for Old Coats

by Don Danmeier

Photos provided by Pat & Leo, Brent & Janet, Ken, and "the waitress".

Two leisurely rides highlighted the recent NCNOC weekend in Sierra City, location of the latest two "campouts". But we'll get back to that in a minute.

There were times when Shirley and I would pack the Commando with a tank bag, saddlebags, two sleeping bags lashed onto them, and a tent - leap aboard and head off to the mountains. Those weekends included sleeping on the ground, cooking over a fire, and always a mountain pass ride or two. Monitor Pass, anyone? Remember that spectacular view? Or Sonora Pass, with the obligatory group photo? Or passing Art Sirota? No? You're so young, sorry you missed it. Ask Shirley sometime about the delights of cooking sausages with Louis Mendelowitz. I don't remember what they thought was so funny, maybe she does. But I do remember how much that old Norton liked soaring around up there among the trees. Matter of fact, it still does. So do I.



The Dardanelles campground eventually superseded Kennedy Meadows as the camping venue, I think because Ken Armann liked the fishing prospects around there, and who can blame him? We two upgraded from tent to cabin.

The rides and companionship remained. George Poore towed in his bike trailer with an old Lincoln Zephyr - why does that stick in my mind? He was running a V8 engine while his V12 was being rebuilt; its paint was long gone but the interior was still surprisingly plush. And there were roadside rescue attempts when my bike encountered electrical problems. Alan Goldwater and Jerry Grainger bailed me out. Tom Dabel once trucked my bike back to where my van was stashed.



Sierra City

by Michael Sehnert

Art, Tom and I were on an early afternoon ride to the neighboring town of Graeagle as we heard there was some sort of town event going on there that day. We rode from our cabins towards Graegel with nearly no traffic and when we arrived in Graegel we found that the event was a First Responder event (Fire, Police, etc.) hosted at the town park. We were welcomed with free hot dogs, drinks and other goodies including a few attendees who came to admire our bikes parked under a large shade tree.



Upon departure of Graegel, Art's bike



would not start, neither with electric push start or with kick. There was absolutely no attempt to start and we quickly ascertained that there was no spark.

Since we were parked under a shade tree and in

no rush, we decided to use the opportunity to diagnose the exact issue. We gathered our collective tools among the three bikes and found we had a variety of wrenches, screw drivers, fuses and lengths of wires, etc. .

We accessed the batter and found that the cables were not very tight. We tightened them up but that did not resolve the no power/no start issue.

We inspected the fuse and it appeared fine but since we had



squeak in just in time - the Graeagle Restaurant began its 2:00 closing while we ate. Norm Trueblood had gone off to explore conditions up in Quincy; Art Vasquez and Tom Mullin spent some time in Blairsden conjuring a work-around for an electrical issue on Art's bike.



Sunday's ride was a trip to Sier-raville for what had been conceived as a brunch, but considering what time it was when we got underway, it was actually lunch. Good Mexican fare at the Dos Hermanos restaurant was followed by a chat outside under the cottonwoods with a local guy while Alan, our "designated smoker", enjoyed his pipe. Our return was a backtrack on Highway 49. Tom Mullin was looking for a bit more adventure, so I recommended he try 89, South to Truckee and back.



He returned to camp later with a smile on his face, while the hustle of setting up our pot-luck dinner on the deck was getting underway. A lot of folks chipped in to

make that happen, but it was primarily orchestrated by Cindy Armann. I noticed that Ken was being diplomatically quiet, maybe because he and Norm were leaving the following week for a trip to the Isle of Man – and he "didn't want anything to happen" that would interfere with that. It was also behind his logic of driving up to Sierra City in the Benz, no bike included.

By the way, our group totaled nineteen people, eight Nortons, and the only bikes ridden up and back, Norm's Harley and Margie's Triumph.



Fires in the Sierra destroyed the Dardanelles facility, so those days came to an end. I think it was Margie who tracked down the Sierra City venue, and so the tradition continues, but without the tents. These days the Norton wears a new wiring loom, and it gets to its non-local events in the van. We carry normal luggage, not saddlebags. Having that expanded carrying capacity, why not also bring, you know, amenities: folding chairs? Ice chest? All of which, along with the Buttes Resort facilities, contributed to a relaxing, enjoyable weekend. Shirley and I stayed at the Old Sierra City Hotel, just down the street, owing to a last-minute confirmation that my potentially conflicting trip to Bonneville was definitely off due to (1) water on the salt, and (2) the Resort being fully booked by then. We can confirm that the Hotel, while clean, is definitely...Old. For socializing, we'd walk over to the Resort. Breakfast could be had at the Red Moose Café, nearby, but only when they were open. There is a presently derelict restaurant across the street where the BSA Club used to stop on our Grass Valley-to-Reno runs, which, according to a guy working on the next building, will be re-



opened sometime in the "near future." Every little bit helps. Sierra City, population 252, isn't exactly "bustling". But that's part of its charm.



For Saturday, we arranged a group dinner a half mile down the road at the only other place available, the Sierra Pines Resort. Good drinks, good food, good friends, what more could you want? Less BS? Maybe, maybe not – that's what seems to fuel these sessions. We'd taken an easy, meandering ride that day, to Graeagle and back, via Gold Lake Highway, and had paused for a short break under the pines by the lake. No rush for lunch – but we did

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