When we ride, Safety first, always wear all your gear, know your limits
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 Loinguy@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.

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2013 Membership Application to the Northern California Norton Owner’s Club

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, 708 Liberty Street, El Cerrito Ca. 94530 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
More Rally Impressions:  By Sportster Diana

Going to my first ever Norton Owner’s motorcycle rally, I didn’t really know what to expect.  I’d never done more than stop for gas in Buffalo, WY before, so I was familiar with the area but not the town.  It turned out to be a really wonderful place to kick back and relax.

In all my trips through WY. I have only seen one Norton, that was up in Cody, so having Norton and other British bikes everywhere I looked was a trip, and a treat.

The day of the big show there was no reason to bring my Sportster while Ken drove so I rode over with him.  As we pulled out of the motel I saw another Sportster, an older one like mine, with a CA plate and another woman riding it.  Only one other woman would do that, it had to be Ann, with Ray on the modern Triumph in front of her.

The show was mostly Commandos of course, really showing off all the different ways they can be configured, including a chopper with gas and oil tank hidden in the seat.

The one bike that truly made me do a double-take was an Interstate.  Black is black and there was dozens...but the yellow frame on one of the inter-states was so distinctive that when I first saw it I thought Lorin had gone MadMax/RoadWarrior and ridden to the rally.  One other thing that stood out was a bike where the wheels had been balanced by using silicon sealant to stick penny's to the rim.

Next year’s Rally is closer, maybe I can ride my P11 instead of a Sportster to it.  Hmm.....

One of the very rare Kuhn yellow framed Norton Commando Homologation bikes. For the "yellow peril" The Production racer and formula 750 were based on this bike.

Gus Kuhn historic Norton builder.
President’s Message:

Was that it? Where has my summer gone? It is getting dark at 7:20 and I am not done having late summer evenings fun, where is the complaint department?

Been a great summer with club rides, Quail Lodge, Wyoming, the Dardanelle, I suppose who could blame me wanting more. We have been very lucky to have so much fun and good company, now we need to get more of our members out to be involved with us. I am open to any and all suggestions that can help me accomplish this goal.

Thanks to Lorin and Kathryn for all the effort with all our events. Thanks to Garwood Jorgenson and Ian Reddy for a really incredible time in Wyoming it could not have been better. Thanks to Harry and Isabel for bringing up the slack, I seem to leave stuff behind like food and transport at places like the Dardanelle and AGM. Tom and Liz Dable for overseeing all the rides this year.

To the rest of the club officers and helping members THANK YOU! WE CANNOT DO THIS WITHOUT YOUR HELP AND SUPPORT. Special thanks to “SportsterDiana” for all she does to help me keep on track and for her support of the club.

Dave Crader lead a great ride in the Delta last weekend (even if it was on a Sportster) with a very nice lunch spot. Thank gawd my bike only had a hiccup it almost stalled then coughed and sputtered but I was able to complete the ride this year, do not think I could take more grief for DNFin’ again on a club ride.

The AGM is at Vasona Park in Los Gatos, Please do your best to join us bring you motorcycle friends and motorcycle family we need more young blood. RSVP: It would be very nice if you could give me an idea of how many to plan for and what you might be able to help us out with, food, setup, cook, cleanup. I think I am working Harry too much.

Again my personal thanks to everyone who makes this happen, this special motorcycle family that keeps us all alive, and especially my wife Cindy.

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:

Turn Six at Barber Vintage Festival 2013
October 12, 2013
Barber Vintage Festival, Leeds, AL
Start time: the racers’ lunch break
Free to INOA Members

Coming events in the NOC:

The NOC is at the NEC for this show

National Exhibition Centre, Birmingham, B40 1NT

This show began as a series of classic motorcycle stands in a smaller hall off to one side of the Classic Motor Show. It has grown to the extent that in 2010 it was launched as a separate show running in parallel with the Classic Motor Show.

The NOC will have its stand there and there will also be an autojumble. Visitors can purchase tickets for just The Classic Motorbike Show or can buy a combined ticket that will give entry to the Classic Motor Show as well.

Nov 15, 2013 10:00 AM to Nov 17, 2013 05:30 PM

Motorsport Note: 2013 is the 60th anniversary of Eric Oliver and Stan Dibben winning the world sidecar championships, the last time British riders on a British bike won a World Championship.
Editor Notes:

I want to say I was taken aback by Jim Tomich’s death as I was unaware he was sick, last time I saw him was an event and he seemed so enthusiastic and really unless time is flying by me, it was not that long ago. My deepest condolences to the family.

But that brings up question of the club and surviving family. We offer as a benefit of membership help with a members’ bike inventory, advice and suggestions, help with mechanical or transportation or should the family decide to liquidate, we can offer some assistance in research and in moving the inventory at current market value. Should the member like to donate his or her Norton or like items to the club as a legacy or as a means of support for the future of British motoring, the club is a “not for profit group” and can accept the donation and put the funds to work for the good of the club. The presentation of a Named perpetual trophy or event, dinner or supplies, there are many ways to support the club once you’ve past on*. If you’ve had fun and enjoyed the club activities or just want a legacy for a number of years here’s a great way to do it.

*donations and actions are all pending board approval

IMS show is coming and this year it’s earlier than in previous years. The IMS is a fantastic opportunity for the club to display and inform the motorcycling public of the presents of a viable and thriving vintage motorcycle scene in the bay area. In particular the British motorcycling clubs and organizations. Originally brought to the NCNOC by Lorin and Kathryn Guy the club is approaching its 10th consecutive year of involvement. We once again are looking for volunteers for the manning of the booth and bikes to display. Contact Lorin Guy or Ken Armann if you’d like to participate, perks are VIP 3 day admission ticket and one for guest.

Norton Notice Vs your Club Website… the currently diary in the printed Norton Notice is taken directly from the website calendar. For some reason we have not extended the events to the entire year on the website, as put forth at the Holiday meeting, but as we are moving through 2013 we are filling in the holes.

Always check you website and Yahoo group for current up to date and or changing up dated information, that’s what this media is for. The Yahoo Group especially as we can all post and update the current situation of events, rides, meetings as it occurs. This is your source of the most up to date information.

The Northern California Norton Owner’s Club

Club Meeting Minutes: August 2013, Dardanelles

Club meeting was held at the camp out before dinner: We heard from club President Ken Armann and a bit of history about the Dardanelles and his 50 years of staying and fishing the area.

Club business was held to a minimum but Kathryn Guy explained the possible new club T-shirt arrangement through a special on line web site exclusive to NCNOC and Alan suggested we again seek approval from Norton UK for copyrights usage to the script logo for club use, Harry Bunting said he would make contact.

Thanks to Club member Rob Franklin for all the firewood. Kenny reserved the tent sites 14-17 for next year.

Club Meeting Minutes: September 2013, Campbell Ca.

Meeting was called to order at 8pm by club Vice President Alan Goldwater as Ken Armann’s arrival was delayed, there were 22 members and one guest in attendance three members rode Norton. Before we could announce the first order of business for the day Kenny arrived and Alan gladly handed over the gavel. The coming AGM to be held again at Vasona Lake Park in Los Gatos Ca. October 6th but this year in a different BBQ spot less likely to have a Goose encampment. There’s a ride before the picnic see website and Yahoo group for information.

Harry Bunting announced he had gotten an answer back from Norton UK and CEO Stuart Garner regarding our inquiry into the use of the Norton logo the CEO agreed giving the club expressed limited permission to use the Norton logo on club T-shirts. Harry and Kathryn Guy will touch base and compare notes about T-shirts and report back the club.

Lorin Guy mentioned the coming IMS show and the new dates, as always volunteers are needed to man the booth and for set up Friday October 25 and load out October 27th. Email Lorin Guy if you want to come and help

Sad news was the untimely death of long time club member Jim Tomich, he died August 15.
Final Prep done for Norton USA deliveries

If you’ve had a mind to buy a NEW Norton better get it together head up to Monroe Motors in San Francisco Ca. and put your deposit down. Following hot on the heels of the Canadian launch event, Stuart Garner met with Dan Van Epps CEO of Norton America in central New York. The only topic of conversation was the imminent delivery of new Norton Commando motorcycles to the USA.

Stuart and Dan discussed the final specification and model details needed to begin the October production of US Commando 961 Models. The bikes destined for the USA will be some of the first produced in Norton’s new Hastings House manufacturing facility.

In addition to the location’s greater size and volume potential, it also allows for future expansion when needed. In preparation for the move of Norton production to the Hastings House facility, the key priority in its layout design and construction was a focus on quality control during each assembly stage.

The U.S. destined Commando models feature many product, material and engineering changes that ensure every Norton produced is robust, reliable and delivers that true British Roadster experience.

Bitsa Continued:

and a useful inexpensive way to get to work. Piecing different frames and engine, parting and prepping bikes together as a necessary more than a part of a sport but because of economic times. Café these days has been convoluted to a custom no expense spared mock racer for the street, a far cry from the original meaning or intent. George’s Norton is a throwback, it’s an anomaly and a classic example of street engineering.

The bike is transported to the Camp out behind Georges, 1934 Lincoln 12 cylinder sedan.

Anti-theft ignition system offers secure parking where you leave the bike. System is multi-tiered and requires a sequence to start

Truly unique in appearance this turns heads everywhere George takes it.

Surprisingly enough it runs really well.
Ultimate Bitsa / Café Norton Commando

For the last few years Norton club member George Poore has ridden his Norton Commando at the Dardanelles Camp Out and Ride. This has to be the ultimate Bitsa/Café Norton ever. George says he came to own the bike after a roommate moved out owing money for back rent, George took the fully disassembled motorcycle behind and under the couch as full payment. Not knowing what make or model the bike was or how much of the bikes was even there it was a quick and easy way to resolve the rent issue.

It sat for another little bit when George decided to partially assemble the bike and see what he had. It was missing a few parts but overall it was a roller Norton. At that point he disassembled the bike again and began his “resurrection”. Parts that were missing George made from scratch or found other parts that would suffice. The tank a classic Triumph T120 650 tank was given to him by a friend because the top seam had leaked George welded the seam and then he had his tank. The classic Bosch touring horns were the final coup de grass, now he had a rider of the most extreme and ultimate Bitsa.

High handle bars and King and Queen seat take little away from the classic roadside engineering of the electrical system, or the elaborate fuel lines and filters. Specialized oil line ensure proper pressure and flow. George has the tach covered as RPM are not the main concern but more the overall speed of the MPH clock is all the information he needs. Surprising enough the bike starts and runs considerably well and had no issues making the 4000 ft climb over the pass and down the other side of the Sonora Pass a number of times.

It was in the 60’s that the term Café was first coined for a bike that was a bitsa and used by the English youth as a form of entertainment.

In Memorial

James “Jim” Tomich October 20, 1941-August 15, 2013

Long time NCNOC member and British motorcycle enthusiast Mr. Jim Tomich succumbed to cancer, his family by his side. Longtime member of the NCNOC and many other local clubs, serving time on the boards and just being a good club member by participating in many of the rides and event, along with his loving wife Glo were a fixture and attended and helped buy chairing numerous events over the years.

His reserved style and ever present smile were his trade mark. Jim was an enthusiast and owned several British brands of bikes including Norton, Rudge and BSA. Jim had a vast knowledge of the bikes and an amazing wit, but it took a while to get him to open up. His relaxing presents was a welcome addition to board meetings and events.

Jim was born and raised in Sacramento Ca, and went to school at CSU and later Santa Clara University. Jim was a supervising Air Quality Engineer in the greater Bay Area until his retirement in 2010.

The club extends condolences to the family, Jim will be missed and we hope Glo will continue to attend as club relationships are deeper than just bikes, we are family and friends as well.

MotorCycle Logic: Safety is a cheap and effective insurance policy.
Ride Wrap Ups: Dardanelles

The NCNOC Dardanelles Motorcycle Camp Out and Ride weekend was great fun, perfect weather and lots of members and friends for our 21st annual event. There was an impromptu ride Friday over the pass to Bridgeport for lunch and back, then Saturday’s official club ride went over the pass and saw the majority of the riders head to Markleeville, North on 395 to 89 and over Monitor Pass and lunch.

Returning to camp and members working hard on the evenings pot luck dinner. Fresh Corn on the cob and BBQ Chicken, BBQ Ribs and salads. Spirits flowed as the group cooked and kidded. Deserts of smores around a camp fire, brownies and cookies. Everyone had fun. See you next year!

Ride Wrap Ups: Delta Ride: By Dave Crader

Want to thank everyone that came along this year. Nortons were in the majority with a few more machines of the German persuasion. My apology having to lead with a Sportster this year. My Commando has two worn camshaft lobes and a cracked engine case…. repair in progress.

Nice weather, not hot, not cold while sunny. We followed the roads north from Rio Vista crossing at the two ferries to get to Grand Island. Always reminds me of southern Bayou on the roads close to the Grand Island Mansion.

The only downside is I think the condition of the pavement is getting worse every year, likely due to the poor condition of California’s delta levees. East from Courtland we traveled some roads new to me that took us along more of the many waterways. This circled back to River Road also known as CA160, then a stop at Maya’s in Walnut Grove for lunch. We borrowed this place from the BSA club’s Delta Ride earlier this year. Interesting menu with alligator in season and being served. Anyone partake?

For whatever reason, I chose a shorter ride this year. That part I’m inclined to change for next year back to destination Old Town Sacramento. This is a cruiser ride, so not much speed or cornering. For the two ups I can imagine there was some suspension bottoming as a couple of you were checking under rear fenders for rub marks. Total distance came up 68 miles, so just passed the club ride minimum.