



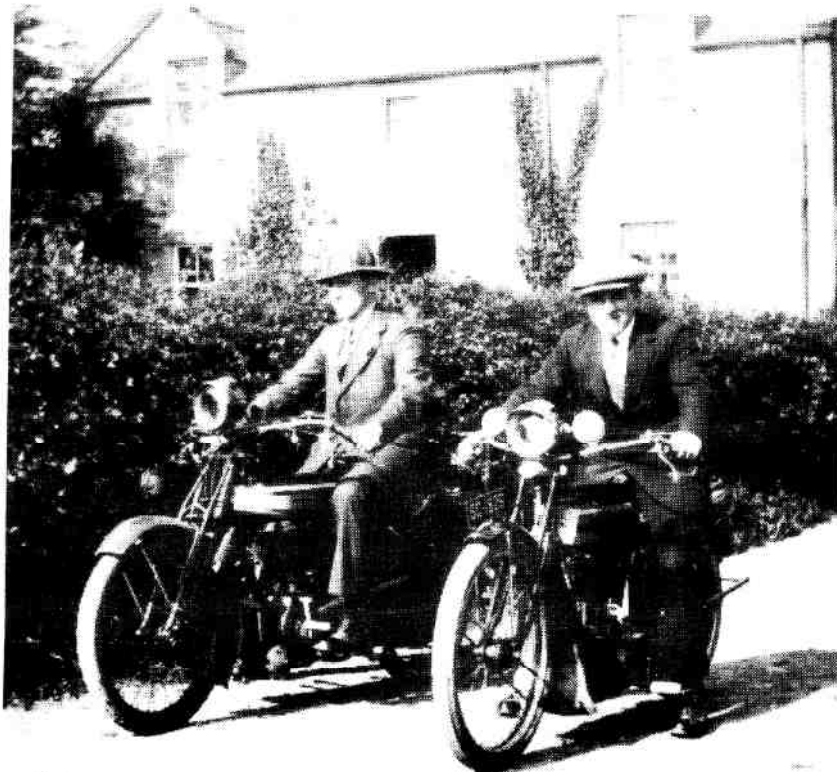
# Norton Notice



The Newsletter of the Norton Owners Club

No. 168

April, 1992



*Lynne Miller and Mike Burnham, leaving  
San Francisco for a Sunday Morning Ride*

This exclusive photograph courtesy of The Club Archives

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## Norton Notice

is published by the Northern California Branch of the Norton Owners Club. Its purpose is to inform and entertain members regarding all aspects of the Norton motorcycle, including history, technical advice, and preservation of the marque.

NORTON NOTICE is a reflection of the readership, who are encouraged to submit any article, technical tip, photograph (original or otherwise) as long as it is in good taste, so that other Norton enthusiasts may enjoy it. For Branch members who cannot attend club meetings or club rides, the NORTON NOTICE affords an opportunity to share experiences and information with the membership of the Branch and to bring the Branch members closer together.

The deadline for items to be submitted for publication is the 20th of each month.

Membership in the Northern California Branch of the Norton Owners Club is available for \$15.00 per year. Membership dues are payable to the Branch Secretary/Treasurer.

Renewal dues are payable at the end of the individual's membership year, that month being designated by the last number of the individual's membership number as listed on the mailing label of the NORTON NOTICE and the membership card. For example, 745/2 denoted member 745 with dues expiring on the 1st of February.

All changes of address should go to the Branch Secretary/Treasurer, not the NOTICE editor.

The Northern California Branch of the Norton Owners Club is affiliated with both the Norton Owners Club of England and the International Norton Owners Association. Interested persons can join these two organizations per the terms described on the Branch membership application form.

## CLUB OFFICERS

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## NORTON OWNERS CLUB

**IMPORTANT (Please take note of the following fine print):**  
The object of the Northern California Branch of the Norton Owners Club is to promote, encourage and develop motorcycling activities. The Club's members are owners of Norton motorcycles and they often submit for publication in the NORTON NOTICE technical tips pertaining to motorcycles of the Norton marque. Technical tips so published have been reviewed for technical content and are believed to be both acceptable and workable, but no guarantee is made or implied that they will work correctly, nor is any liability assumed by either the Norton Owners Club or the members for any problems resulting from use of these technical tips. The club also assumes no responsibility for the acts or omissions of its members in connection with Club activities. NORTON NOTICE articles or other materials express the authors' views only and not necessarily the official policy of the Norton owners Club or its Northern California Branch. The editor reserves the right to accept, reject or alter all editorial and advertising material submitted for publication. Advertising published does not imply endorsement of products, goods or services. Now you know.

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## Upcoming Events

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### Club Rides Schedule

**April 19th- the Easter Morning Ride**  
See the enclosed data sheet for details and prearranged meeting sites.

**May 9th- Mount Hamilton Ride**  
Breakfast at Bob's Big Boy @ 101 & 1st St. in San Jose. Depart 10:30 AM Sharp. Radford leads the Ride- what more can be said... other than to watch your tail...

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### Events Calendar

**SUNDAY, April 19-**  
*The Annual Easter Morning Ride to Mount Tamalpias-* Lynne Miller asks me to inform you all that the regional meeting places, the times, and the breakfast meeting place will be identical in every respect to last year's ride to Mount Tam. This is NOT a Club-Sanctioned or Sponsored Event, but we enthusiastically endorse it. Details are disclosed in the data sheet inside.

**SATURDAY & SUNDAY, April 25 & 26-** the West Coast Vintage Show & Swap Meet at Tulare, AND The USGP Roadraces at Laguna Seca in Monterey

*And, if that weekend ain't busy enough for you, there's*

**Sunday, April 26-**  
*The Vintage Old Time Scrambles-* Argyll Park, South of Dixon on Hwy. 113- (...sounds like a 500T event to me...)

### Meeting Schedule

The Club meets on the second Thursday of each month at 8:00 PM. The meeting locations rotate between the Peninsula, the South Bay, the East Bay, and San Francisco.

**April 9, 1992: San Francisco**  
**Tonto's Mexican Restaurant-** 3155 Vicente Ave. (Cross st. is 43rd)- Generous portions of food at great prices, and the Margaritas are killer!

**May 14, 1992- Peninsula**  
**The Prince of Wales Pub-** on 25th Avenue in San Mateo. A great selection of beers, and a private meeting room with dartboards.

**June 11, 1992- South Bay**  
**Harry's Hoffbrau-** El Camino Real near Castro St. in Mountain View- A large assortment of beers, a large meeting room, and good cafeteria- style food.

**July 9, 1992- East Bay**  
**Brew Pub on The Green-** 3350 Stevenson Ave., Fremont- Fresh, cold beer made on the premises (the stout is heartily recommended), good food, and a large meeting room.

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### Graphics Contributions

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**Photography:** Gerald Mauricio  
**Printing:** John & Carrie Follett-  
*White Oak Press, San Carlos*

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**MPV... (my point of view)** by Joe Edwards, President
 

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She stood there, with the sun casting an outline of her on the sandy beach. I felt a warm glow charge through my body- this was a feeling I'd had before. Whether it could be born again, I did not know- nor was I ready to accept it. Her golden highlights were so pronounced that I had to look away. Once more, I stole a glance from the corner of my eye. Her dark skin had the depth of the ocean that framed her in the sunlight. I moved around her, to steal that second glance. Knowing that she sensed me, I threw all caution to the wind and reached out to touch. That dark skin felt like silk- smooth, yet with a little chill. I advanced, and she stood her ground. As I drew closer, I had the feeling that this would be a moment that I would never forget. We all have had that moment... mine was seventeen years ago when I mounted and rode away into that sunset aboard my..... *Norton*.

What a March meeting! At one point, there were over 40 people who showed up, and it was standing room only (sorry about that!) I counted 24 motorcycles (most of them Nortons) and a classic Trump, let's not forget the duck. We had just a few reports on Club items such as the Clubman's show and raffle ticket sales. We will be ordering more tickets. I hope that everyone has taken notice that Grover has gotten the printer to staple the Notice so that it travels better in the mail. It there are some folks who are not getting their Notice on time or in poor shape, please let us know. I realize that we ran through the meeting, because of the heat and such. At the next meeting I hope to touch on a few more items for the Norton Club approval.

There has been some interest in holding a meeting on a Sunday at a midway point on a ride. After speaking with a few folks out there, some like the idea. It's in the idea stage only so nobody should get upset. I had a chance to talk with Lynne Miller, and he spoke of having a picnic at the end of the Old Timer's ride later this year. This could be some great food for thought (Ed.'s Note: the pun was probably intended...)

We have in this edition of the Norton Notice some information on a few other outside-the-Club side trips. We've been given the opportunity to attend some vintage motorcycle races. While doing this, we might consider setting up a table to promote the Northern California Norton Owner's Club. After you check the dates of these events, let me know. I will set you up with the people in charge of those events so that you can get a space to help promote the Club.

I'd also like to let you know that the Gathering of Nortons, scheduled for August in the Dardanella Resort Area, will have all the information that you will be needing. Those of you who missed last month's meeting should get in touch with Alan Goldwater for the dates and times that they are taking off for the National Rally back East.

Keep the shiney side up- see you down the road!

That's M.P.V....



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## Minutes of March Meeting

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On Thursday, March 12, the Northern California Norton Owner's Club met in Fremont at the Brew Pub On The Green. There was a fantastic turnout for this meeting, with lots of seldom-seen faces! It was great to see them all again. Also in attendance were 24 Snortin' Nortons! The weather was warm and clear- perfect for an evening ride.

The attendance was so fabulous that it ended up being standing room only- so the meeting was kept brief and to the point.

The Raffle Bike will have all the finishing touches completed by Sunday, March 15. All members wishing to display their bikes at the upcoming Clubman's show will need to pay an entry fee of \$15- each additional bike entered will be assessed an additional \$5 entry fee.

**-Something very important to remember...** This is our crowning moment: be there to support your Club- Please show your bike, and make yourself available to help with the membership booth or Raffle ticket sales.

A great banner is in the works for the show. Joe Edwards passed around an impressive rough draft for our inspection. (Ed.'s Note: I got to see the finished product this morning when I met with Joe for breakfast- It's *magnificent!* We shoulda had one of those for the INOA Rally last year...)

Also, the logo that the Club had some years ago has been found, and will continue to be our official emblem. Many uses are being investigated, such as teeshirts, pins, patches, etc.

We have received an invitation to

participate in "Graffiti Nights" in Modesto on June 12, 13 and 14. Also, other interesting events are popping up that we are being asked to participate in. We seem to be getting a reputation- it appears to be a good one.

There's been a recent increase in mail from members from outside of the immediate Bay Area... lots of interest in all of our activities. Something's going on!

Our non-sanctioned trip to Dardanelle is still a go. Details will be included in in the next edition of the Notice. Cabins are available on a limited basis. Call early for reservations. You can also camp, or bring your R. V. if you want.

Don't forget that the National Rally is in New Hampshire this year. Alan Goldwater is heading up a group to brave out the long haul. Contact him for details. It should be fun.

Due to the crowded conditions, the noise and confusion level was a bit high, and so I apologise if anything was missed.

Respectfully submitted:

C.J. Jolliff

**Editor's Note:** I have been informed that CJ and Jerry have recently become the grandparents of a 6 lb., 8.5 oz., 18.75"-long baby girl named Joriann Joline. Congradulations! Time to get a side hack, Jerry!

**THE UNAPPROACHABLE**



## Membership Report

*By Grover Buhr*

Our current membership stands at 203 paid members, including two new members:

**Ken and Michelle Ward**  
213 First Avenue South, Apt. 3A  
Seattle, WA 98104  
(206) 622-0209

**Lyle D. Jameson**  
173 Long Barn Way  
Stockton, CA 95207  
(209) 476-0948

Ken and Michelle have a Norton of indeterminate type, 21974 BSA 500s (1974?!), 5 Triumphs, and another BSA. Theirs is an interesting membership application. Lyle is from the Chicken Ranch Racing bunch, and I forgot what he has - a Norrish, or Morris- or something.

The membership is down from last month because I only counted paid-up members. Memberships which have expired during the last six months tally: September-1; October-6; November- I forget; December- 7; January- 5; February- 1; and March- 3. Most of these people probably didn't realize that their membership renewals were due, so I wrote reminder notes to all of them and included them with their copies of the March Notice. Beginning with this issue, the mailing labels will all have the respective expiration dates on the upper right corner, so people will be aware that it is time to renew their memberships... and also, so I won't have to write all those notes again. Twenty-five members are due to expire their memberships with this issue, so don't get lost...

*Speaking of lost...* Mike Pawlack is still lost, as now also are Richard House, Burton Kranzel, and Russ Pereira. If anyone knows where these folks are, please let me know immediately; otherwise, I'll have to stop sending their Notices out since they just get returned as "undeliverable".

## Paraphernalia Update

*by John Bria*

It was great to see such a large turnout for the March meeting. Whatever happened to the theory that East Bay meetings were sparsely attended?! In spite of nearly running out of gas in East Palo Alto on the way home and the sauna environment in the meeting room (beer seemed to help this condition), I thought it was a terrific evening.

There are 2 events coming up where we'll be able to sell our "stuff" that I will be unable to cover. It seems that my band is playing for festivals on both of these dates- April 26 in Stockton, and June 14 in Modesto. If anyone can take charge of selling paraphernalia at either of these events- or perhaps both- please call me at (415) 592-8793, or see me at the next meeting.

Here's a listing of our inventory. If you want a specific size, call me before the meeting.

<b>Decals</b>	NOC- large	48	\$2.00
	NOC- small	25	\$1.25
<b>Patches</b>	Commando U.J.	15	\$2.25
	Shoulder	15	\$2.25
	Wing-self stick	07	\$2.00
	NOC Large	09	\$3.50
	NOC Small	12	\$2.50
<b>Pins</b>	NOC Red	28	\$3.00
	NOC Black	63	\$3.00
	INOA 1992 Rally	142	\$2.50
	NOC Union Jack	11	\$4.00
<b>Fobs</b>	Norton Leather	11	\$3.50
	NOC Leather	17	\$3.50
	NOC Clear	09	\$2.00
<b>Shirts</b>	Small-black ss	1	\$10.00
	black ls	1	\$15.00
	Medium-gray ss	5	\$10.00
	Large-gray ss	3	\$10.00
	gray ls	2	\$15.00
	X Lg gray ss	2	\$10.00
	XX Lg gray ss	3	\$10.00
<b>Misc.</b>	NOC Metal badge	2	\$10.00
	Postcards (8)	4	\$2.75
	Service Notes	21	\$5.00
	INOA 1991 Caps	5	\$5.00

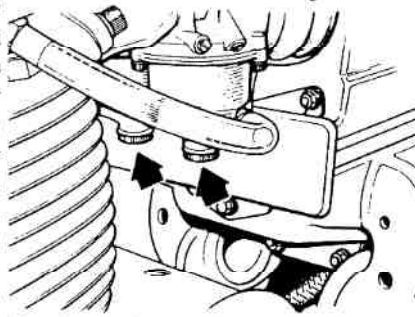


## March Ride Report (not) and Raffle Bike Update

by Mike Burnham, Rides Marshall

Well, kids- for the second month in a row, our Club Ride has been rained out. It's a real shame, because the Flying Lady Ride was going to have a great turnout- as well it should- for it is a truly great ride and Marick Payton always puts a great deal of effort into it. Perhaps some month in the (near) future, we can have two rides! (Ed's. Note: being the pushy lil' trollop that I am, I'd like to see a reschedulling for this ride in May: we're relatively event-free, the weather is nearly guaranteed to be dry, and the temperature should be great with an extra hour of daylight to play in!) Next month is the Easter Morning Ride, and if all goes as planned, there should be a flier in this edition of the Notice.

As you by well now know, the Raffle Bike has found a new home. As I am writing this, 13 days before the drawing, I don't know who the lucky person will be, but I sure hope that he or she likes to ride! I also thing that it is time to again thank all the major players in the Raffle Bike Saga. The first order of thanks must go to the BSA Club in general, and to Don Danmeier in particular, for allowing the Norton Club to raffle the bike at the Clubmsn's event. The second order of thanks must go to Phil Radford for donating his time and expert services in rebuilding the engine and gearbox, and for various other types of technical advice and assistance. And to Bob Raber for his generosity in selling us anything we needed (and we needed a great deal) for what must have been at or below his cost. The third list is a bit longer, and consists of all those who participated in donating their time or



parts. John Caraway must be at the top of the list for donating two NEW carburetors; Gerald and Shirley Mauricio, Grover Buhr, Brad Green, James Langan, Ken Armann, Maya Lai, and Lawrence Gill all make the list. Without Lawrence's skill in welding, the bike would not have either a side stand or a center stand of any use, and the swing arm would flap in the breeze. The people who have worked hard at selling tickets should deserve some recognition as well... but outside of Susan Wood, I'm not sure of who you are. But, thank you, just the same. I think that the next time we do this, the person who sells the most tickets should get some sort of prize.

AND- speaking of ticket sales, we need to recognize the motorcycle shops who have

participated: Raber's in San Jose, Mean Marshall's in Oakland, Magri Motors and Munroe Motors- both in San Francisco, and Ken Armann in Campbell... Also, Alice's Restaurant in Skylonda. Thanks to all these fine businesses for their support and

encouragement.

As for future Raffle Bike Projects, here are my thoughts. Once a year may be too much. The bike to be raffled should have plenty of circulation before the raffle date, i.e., swap meets and the like. In order to do this, it should be well-planned in advance. Six months is too little time to get a bike ready, and still allow ample time to pre-sell raffle tickets. The bike itself should be of the highest possible quality, within budgetary constraints. If you develop a reputation for quality, the ticket sales will climb. Lastly, the bike should be interesting, so let's not do six Roadsters in a row- why not hybrids, or other pre-Commando models?

Enough said. I'm raffled out.  
See you Easter Morning!

- Mike Burnham

## Side Trips

by Andy McKerral, Editor

I am writing this article on 15 March... watching the drought-quenching rains pour out of the heavens between brief interludes of blue sky teases. Waxing philosophical on many issues relating to intestinal fortitude, commitment, or macho proclivities doesn't seem to weaken the frustration and sadness. Many years ago, after watching a good friend go down in a light rain, resulting in his being paralyzed from a broken neck (yes, and he was wearing a helmet, too...), I made a self-imposed rule right then that I've never violated since- and although the temptation to deviate from pragmatism this morning is overwhelming, the simple truth is that, just like meeting a friend at a bar for a drink after work, I know that if I break from my awareness of my own limitations, the chances of inviting disaster are increased by logarithmic proportions.

Oh, well- I guess it's like my Dad used to tell me in a time like this: It's better to be pissed *off* than to be pissed *on*....

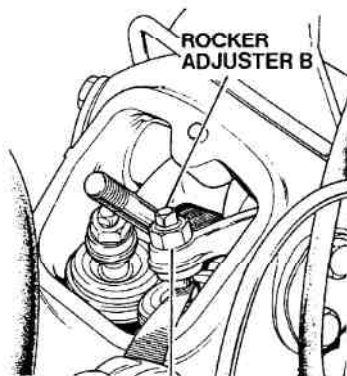
On a brighter note, that meeting last month was really something! Some number of attendees approaching 40- I guess that "cabin fever" really got to us during all this rain, which is all to the good. I like circuses... It kinda reminded me of a caucus committee meeting, where there was lots of noise, laughing, no room to move, no air to breathe, and everyone was sucking down stout-physically draining, but rich in ambiance. For those of you out there who haven't been to a meeting for awhile, just remember- the more, the merrier! Next month's San Francisco meeting at Tonto's will at least have the option

of opening the front door to let in a fresh supply of oxygen from outside...

So what did I have to do to my bike to get it ready for the ride I'd been waiting for all year?- the ride where I was expecting to put 200+ miles on the clock?- the ride to set me free? Well, the crusty old Rider's Handbook has some good service scheduling inbetween it's battery acid-etched covers, and I did it all. Getting a Norton ready for a whole summer of riding takes about one full day's casual work to complete the effort thoroughly. When you're finished, you've got a machine good for 3,000 miles of dependable riding.

I regard the operation in much the same way I used to view a good Friday night date in my younger days- leave no part untouched. I

like to start with the obvious-lubrication. (Shut up, Burnham!) A brief jaunt to San Mateo and back (about 25 miles), and the oil is warmed up enough to completely drain out of the bike. I pull the sump plug and strainer, using a pan large enough to catch the gearbox oil at the same time. The primary oil gets drained as well. After draining the oil tank, I remove it and re-fit the drain plug. I then put



a quart of methyl ethyl ketone (a commonly available, fast drying solvent) in the tank, and a 1/2" nut inside, and swirl around for 3 minutes, to break up the sludge in the bottom of the tank. Then, I drain out the goop, remove the nut, and set the clean tank aside to dry out. I fit a new spin-on oil filter. Because I have a Mark III, and because I retained the black box air cleaner, I pull out the foam element, wash it in gasoline, re-oil it, and pop it back in.

I remove the gas tank, get out my click-stop torque wrench, and check the head bolts. I look over the wiring harness for any vibration-induced fraying, loose connections, or rubbed insulation, paying special attention to the spade



terminals on the coils for oxidation and looseness.

I put a rag over the starter and remove the float bowl drain plugs on the carbs to let any sediment expel, then replace them with fresh plugs and gaskets. Then, I remove the rocker covers and set the valve lashes. I reinstall the covers with fresh gaskets (I learned the hard way what happens when you re-use these gaskets, *especially* the exhaust ones... very messy, indeed). I gap new spark plugs to .028, smear a bit of NeverSieve on the threads, and torque 'em down to 20 foot-pounds. Finally, I pull the tach drive assembly and replace the seal, just for insurance. They're dirt cheap, and easy to do.

I then check front and rear tyre pressures, and peer into the brake calipers to see if the red lines on the pads are beginning to show. If they are, I replace them. (Norton is more fun if it stops.) I check brake fluid level and condition, fore and aft. If the stuff looks even slightly milky, I bleed them. Fresh fluid means less-frequent master cylinder tear-downs.

I then take a small plastic-handled jeweler's screwdriver, and tap each spoke on both wheels. If I hear something other than a solid clank, I carefully take up the slack on the offending spoke, taking care to tighten it JUST SO.

By this time, the oil is completely out of the engine and the oil tank is dried out, so I button things up, install the oil tank, and add 3 quarts of Torco Synthetic. I fit the drain screw in the bottom of the gearbox and add oil until the level screw head is covered. I then go 'round to the primary side and put in oil until the level hole just begins to weep, and reinstall the plug.

I check on the gearbox oil level to see how much it has settled, and add more.

Then, I remove the battery, and check the electrolyte levels. I clean up the terminals on the battery and the cable connectors, and clean up the battery tray. I check the connectors on the warning light assimilator and the capacitor for cleanliness and tightness.

I reinstall the battery, replace the cover,

and check the gearbox oil again. It's getting close, but it needs to be right- so I put in a dollop more.

I pull the points cover and use a cool little trick that Ken Armann taught me- those little cut-off discs made for Dremel tools are great for dressing the points. I break a disc in half, and use it like a points file, only the little guy does a much better job than a file. Then I set my points gaps, and set up to check my timing. I put the auto-advance stepped washer on the end of the spindle, line up my 28 degrees on the primary side, and check the points opening position using an ohmmeter with the kill switch on (this disconnects the points from the ignition circuit, thereby isolating them for a continuity check). Some guys like the cigarette paper method, and others use the little lamp and clip technique... but I prefer a meter- only, I guess, because I'm used to checking switch continuities with one at work... it might be more accurate, but probably not by much. I put a light drop of oil on the rubbing block felts, and then I replace the points cover.

A final check of the gearbox oil to ensure the correct level, and then I fire the beast up with the oil tank cap off to ensure that the oil return pressure comes up to par in a respectable amount of time.... usually in 20-30 seconds. Then I shut it off and re-check my oil level, just for insurance.

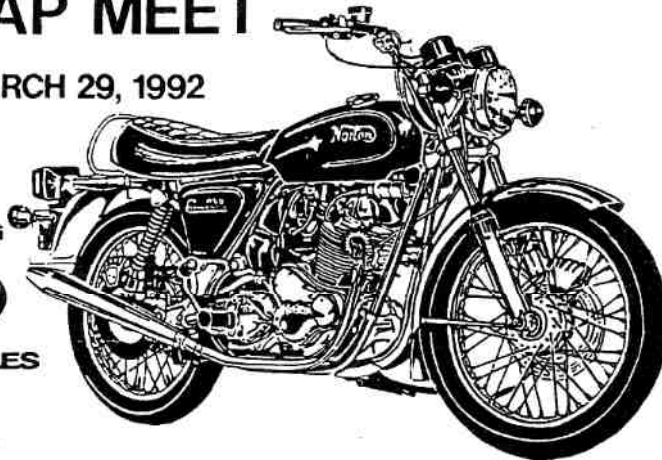
Again, a brief sojourn to San Mateo and back, and I re-check the gearbox oil. (If you get the impression that I'm paranoid about the gearbox, then you're right. I'm determined not to tear into that damn thing again for at least 5 more years...) With the fresh primary oil warmed up, if the clutch action feels good, then I leave it alone. If, on the other hand, there's drag or rough shifting, I adjust it at this point.

Then, I drain and refill the forks. I use BelRay 15W 'coz it behaves like 20W motor oil, with a *slightly* softer ride and the additional benefit of seal conditioner. The "Baby Bottle" technique for doing this task in the INOA Tech Tip manual works really well, and makes this

THE FOURTH ANNUAL  
**CLUBMAN'S ALL-BRITISH  
 MOTORCYCLE SHOW  
 & SWAP MEET**

SUNDAY, MARCH 29, 1992

HONORING  
  
 MOTORCYCLES



**SANTA CLARA COUNTY FAIRGROUNDS  
 SAN JOSE, CALIFORNIA**

Open for Show & Swap Entries 6:30 AM

GENERAL ADMISSION \$3 8:00 AM

**AWARDS**

**STREET & COMPETITION CLASSES**

Restored and Unrestored Divisions

Show Bike Registration \$15 (\$5 each additional bike)

Trophies also for Specials, People's Choice, and Best of Marque

**RAFFLE**

**WIN A NORTON COMMANDO**

Tickets \$1 in advance or at the Show

Raffle tickets via: Norton Owners Club, 2401-A Bush Street, San Francisco, CA 94115

**BUY & SELL**

**SWAP SPACES \$25**

PRODUCED BY THE BSA OWNERS CLUB OF NORTHERN CALIFORNIA

WITH THE SUPPORT OF THE ABEI, AJS/MATCHLESS, GREEVES, ROYAL ENFIELD, NORTON, TRIUMPH, VULCANETTE AND  
 VINCENT OWNERS' CLUBS, THE A.H.R.M.A., AND THE BSA OWNERS' CLUB OF SOUTHERN CALIFORNIA

FOR DETAILS CONTACT:

Don Danmeier 415-897-6145 (days) 415-898-0330 (eves to 9)

ALL ENTRIES/CHECKS PAYABLE TO: BSAOC, P.O. BOX 594, NOVATO, CA 94948



All riders are welcome to join us for the  
**9th Annual Rally of European Motorcycles**

**Sunday, May 3rd**  
**Henry Cowell Redwoods State Park, Hwy 9, Felton**

Presented by the Monterey Bay European Motorcycle Club

Don't miss this fantastic rally, informal bike display and poker run featuring a scenic road course on Santa Cruz County backroads. Scheduled events include the poker run with prizes, a raffle for door prizes and an afternoon barbecue which will be available at additional cost.

Trophies and prizes will be awarded for the best poker-hand in the following categories: British, German, Italian and Non-European Motorcycles. Participation pins will be awarded to all Rally entrants.

The **MBEMC's 9th Annual Rally of European Motorcycles** will begin and end at the **Henry Cowell Redwoods State Park**, located on **Highway 9** in **Felton** on **Sunday, May 3, 1992**. Note! Highway 9 south of park entrance to Santa Cruz may be closed - Access Highway 9 via Scotts Valley

Registration and check-in begins at **7:30 am**, with the poker run starting at **9:00 am**. Cutoff time to start is **11:00 am**. Awards at **3:00 pm**.

The cost is **\$9.00** or **\$7.00** if pre-registered (must be postmarked by **April 24**). Cost includes free raffle ticket and participation pin, but does not include lunch.

For further information, call Gerry Reynolds at **408-424-5265** or Mario Saviano, evenings at **408-394-7346**.

**Registration:** fill out below and mail with your \$7.00 check or money order to:  
 Monterey Bay European Motorcycle Club, P.O. Box 894, Pacific Grove, CA 93950.  
 Must be postmarked by April 24th, 1992 for \$7.00 pre-registration (otherwise show up with \$9.00).

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Motorcycle Make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

Motorcycle License Number \_\_\_\_\_ State \_\_\_\_\_

All contestants will be required to sign a waiver of responsibility at the start of the event. © 1991 Monterey Bay European Motorcycle Club

## The Ride From Hell

(... Or, How to lose all enthusiasm for any Brit product ever made, or ever TO be made)

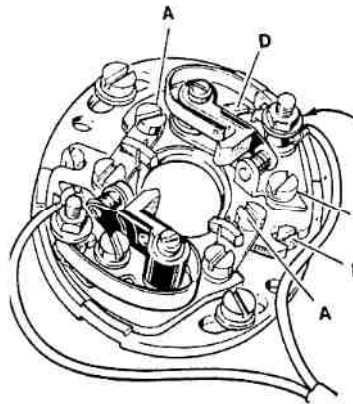
By John and Carrie Follett

Alices- the name has such a ring to it. It brings to mind dream bikes, dream speeds, dream rides, and further down the line... food. The Norton's first big outing. I'm psyched, it's been a long hard haul. Looking forward to a great ride and to showing off a great ride. I ride over to Andy McKerral's house, nice, slow, uneventful. Seems to be running (or is it vibrating?) Norton juicy. We head on up the hill. Great pipe scrapin', roadrunnin' fun. Park at Alice's and a bunch of NOC are there. Just waiting to rip the old Norton apart. Everyone puts in their two cents on the virgin (new to the club), some a whole buck. Oh well, Johnny's damn happy with it. Breakfast and Bull... alot of the second, heavy on the java. And then Back on the bike's down to Andy's... Well almost. Kaboom! What the hell? Couldn't be a 357 magnum, they are quieter. Must be the Norton. Next light, Kaboom! People around me are amused... I'm not. Coax it back to Andy's. He decides it's the points and does a quick point job on it then and there. I take off down the street. do a quick turnaround, give Andy a thumbs up and head on over the bridge to Fremont. Well Ol' Norton decides it doesn't want to go and Kaboom!... Kaboom!... Kaboom! Great fun, I'm ready to leave it never to

return. I thought I finally had a bike to ride. Wrong. Peolpe are passing me as I'm slowly Kabooming over the highrise in the slow lane... no where to go, but forward. I decide I'm getting this no good @#%&\*\$\$! Brit bike home if it's the last thing I do (with the Norton). I get over the bridge and pull off to find a phone. No, not to call England for parts, but to call Ye Olde Wife Tow Company. I'm Hot, I do not want to see or touch this bike ever again. Into the truck, into the garage, GOODBYE NORTON...

• • • •

One month later... I'm starting to miss the British hunk o' junk. I mean it's still my hunk. So off to the garage I go. Brad Greene comes over and we go into the electrical. Yes, two bare wires in the point might make it go Kaboom! Just could be the problem. After much rewiring, retaping, refixing (yes the 3 r's), it's back together. Looks like a Norton, sounds like a Norton, My god it is a Norton! A man's bike, this man's



bike, Yeah! Well as I look back it was all worth it. Especially seems like it when I take it for a putt or when I go into the garage for a little polish and alot of drool. But hey, don't take my word for it. You take a look at my bitchin' bright red 69 Fastback, and if you don't want to buy it or ride, well just call me a liar. And just remember what Johnny Norton says...

"A Norton in the garage is better than a poke in the eye with a sharp stick."

## Letters to the Editor

Dear Norton Notice:

I was wondering if any of the Clubmen can remember the formula for calculating roadspeed in MPH using the tachometer.

It involved the primary drive ratio, transmission gear ratios, final drive ratio, rear wheel diameter and an exponent that I can't remember.

The obvious answer is a speedometer-mine had been dubious at bets since making contact with the tarmac on an icy corner many years ago, but now the drive unit seems to have de-geared itself. So- I was thinking that since the tachometer has always perfectly...

**Steven Famuliner**  
Citrus Heights, California

Hi, Steve.

*I personally don't know the answer to your question, but I'm sure someone like Lynne Miller, Art Sirota, Alan Goldwater, or Phil Radford might have that one in their updated Roy Bacon version of Trivial Pursuits. Let's wait and see what they come up with...*

Dear Norton Notice:

Wondering what to do with those old intake/exhaust valves? Don't throw them away! Recycle them (pun probably intended here, too...) into a handy helmet rack!

Simply drill four holes into a piece of lumber, spacing them sufficiently apart to accomodate the helmet diameter. (You can drill them at an angle, if you like) Insert the stems in the holes, and *voila'*, your rack is ready for mounting on

cave wall.

Next time- making musical instruments from bent wheels and exhaust Pipes!

**John Hatch, o.p.e.**  
San Francisco, California

*Thanks for the tip, John! I used to use my bent valves for ammo in my home-made cannon, and fire it in the direction of Sacramento- Now I can do something LEGAL with them...*

Dear Norton Notice:

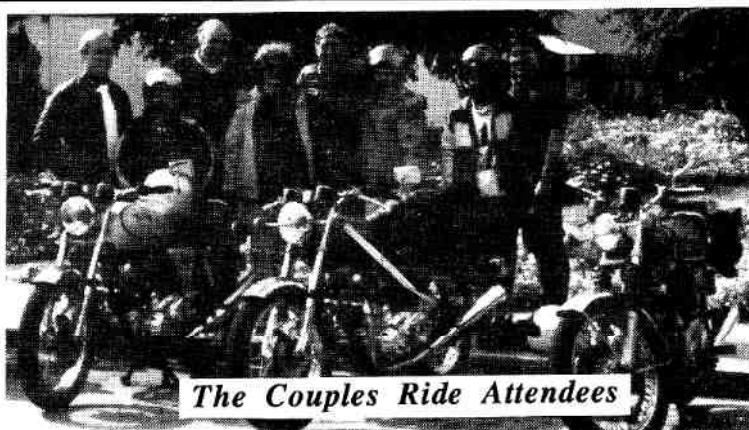
Perhaps some mention should be given to club members who have been instrumental in bringing the Norton name into the limelight recently.

For the 3rd year in a row, Chris Nichols has had a photograph of his published in the Norton Owner's Club Calendar which is distributed worldwide. Congratulations, Chris!

Margie Siegal has had a feature article published in a new magazine called *Motorcycle Collector*. The article deals with the history of the Norton model International. Copies are available from Infosport, 30011 Ivy Glenn Drive, Suite 114, Laguna Niguel, CA. 92677-9929. A one year subscription is \$20.

Art Sirota has a Norton-related poem published in the March/April, 1992 issue of *Winding Road Motorcycle Times*. This is a very interesting and varied full-length publication which is FREE. Copies are available byt writing WRMT, PO Box 204, Burtonsville, MD 20866. The poem is called "The Agent", and this is the first time that it has ever been in print.

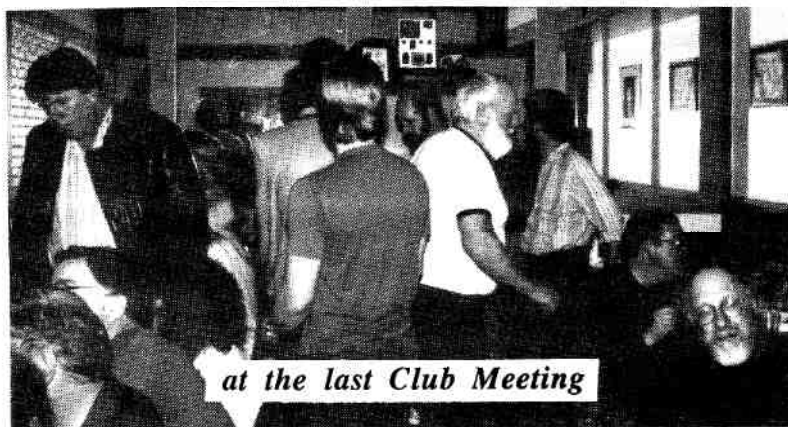
**I. Pushtit Holme**  
Menlo Park, California



*The Couples Ride Attendees*



*Maya Lai departs  
Brew Pub On The Green*



*at the last Club Meeting*

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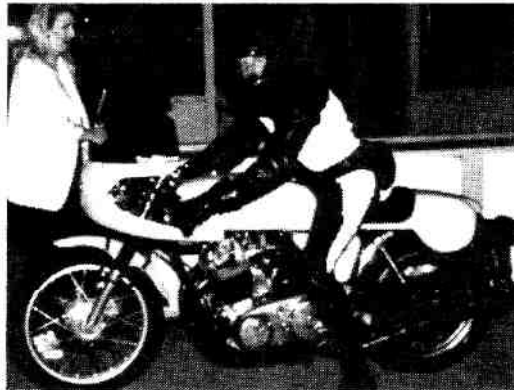


## Membership Profile

by John Covell

**NOTE TO READERS:** This month's interview features a recently elected club officer, President Joe Edwards. In coming months this column will feature other club officers, among regular members, with the object of familiarizing them to members who haven't met them yet. However, I also encourage NOC members who might not regularly get to attend meetings (where I conduct most interviews) to write to me with particulars responding to the routine questions appearing in these member profiles. You, too, are entitled to your 45 seconds of fame!  
-JSC

**Name:** Joe Edwards  
**Age:** 50  
**City Resident:** San Jose  
**Marital, Etc.:** Single, one son (21 but not a motorcyclist)  
**Occupation:** Marketing Specialist (food industry)  
**NOC Member since:** 1988  
**How first became involved with NOC:** Took my bike to Raber's for service, someone there referred me to Alan Goldwater, and Alan invited me to a meeting, then to a Christmas Party at Alice's  
**Club Offices held/years:** President, 1992



**Norton(s) Owned, Described:** '75 Commando 850, '75 JPN still crated (!)

**Other bikes:** '85 BMW K-100RS

**What first interested you in the Norton?**

The beauty, quickness and sound of it. They were an uncommon bike in Philly, where I first became acquainted with them. Nortons are torquey, good in the mountains.

**Other Hobbies/interests of note:** I'm a DeeJay at about 75-90 gigs a year, dance music mainly, plus some '50s rock 'n roll; also very interested in people-watching... I love people.

**F a v o r i t e**

**motorcycling road/ride:** In Colorado, US 550 from Ouray down to Durango... a great downhill ride at high altitude.

**If you could redesign the Norton, what one thing**

**would you most want to change?** How and why? Conti mufflers should be stock, because Nortons ought to be LOUD!

**Favorite or most embarrassing episode on a Norton?** At the Grand Canyon Rally a few years ago, I was to lead a ride down Devil's Canyon. But as I started off, my side cover fell away from my bike and everyone passed me while I was trying to retrieve the cover and reinstall it! At least I then had an empty road to ride down and enjoy my "followers".

*Thank You!*

## Tech Tips

### *1- Ignition System Salvation Upgrade*

Ever vigilant in my quest to keep my Mark 3 as technologically current with sensible and practical upgrades as time and resources will allow, I found myself perusing through the INOA Technical Digest during my "spring tuneup". I found wiring cracks around the warning light assmulator, and checked out the condition with available schematics. When I checked out the data and compared it with what was actually in my bike, I wiggled out... my S/N 326102 Mark 3, made in December of 1974, was a clone freak: the "blokes" in Wolverhampton put a "bloody" Mark 2-A wiring harness in my bike! In 20 years of electromechanical engineering, how many times have I read the following bat guano in technical publications: "...In order to facilitate production...(followed by some weak-assed lame excuse that translated into 'cheap'." (My industry is dying because it's not paying attention to a fundamental axiom of integrity that only us old-timers live by: "If you can't build it right the first time, don't f.....g build it at all- because the customer will suffer!" It's not reassuring to realize that nothing has changed in 20 years...)

Further research revealed that old-style assmulators could short out with age, vibration, and random karma in ways that would do everything from burning out warning light bulbs to shorting out the stator windings in the alternator- therefore, the necessity exists for replacement, as a reliability upgrade- also, to reduce the cost of spares replacement from catastrophic failure of pricey parts.

Turns out that NVT later upgraded the assmulator unit with a solid-state device, part no. 06-6393, (costs about \$11, as opposed to \$40 to replace the old one) which was simultaneously integrated with a Mark 3 upgrade wiring harness 06-6396, *which isn't in my bike.... even though I have a Mark 3!* What to do...?

Cutting to the chase, I studied several versions of the Commando electrical distribution schematics, and figured out how to put a Mark 3 factory upgrade assmulator into an earlier wiring harness. T'ain't that hard to do- but it does require that you follow instructions without question, and in no way attempt to deviate from the laws of physics in this particular time dimension. There may be more brilliant electrical engineers out there who could find more elegant solutions, but since my bike is the ONLY one I have, my practical application was gambled on my own resources... so it boils down to my singular risk against other's factorial of mass quantity...

To begin with, the can-style assmulator has 3 connections: "E" (earth or ground), "WL" (warning light) and "AL" (alternator). Your new upgrade assmulator has 5 connections: the same 3 as mentioned above, an additional "AL" connection, and "IGN" (ignition). The task is to create taps for the last 2 connections.

The first step is to run a tap cleanly from the other side of the stator coil (a green/white wire). I did this by locating the rectifier and running a wire from the green/white side of the rectifier to the location of the new assmulator. I crimped a new female spade connector to the business end and attached it to the second ALT tab on the assmulator.

The second step is to create a tap for the IGN tab. Being a commonized white wire which is a parallel circuit for stuff like coils, brake lights and accessories, I broke into the main wiring harness, found a white wire, carefully separated the insulation to expose copper, and soldered in a length of wire. Then I taped it back up, crimped a new female spade connector to the other end and attached it to the IGN tab on the assmulator.

As previously mentioned, the other wires attach onto their normal, respective places. Then, I buttoned it up, put fire in the hole, and I was amazed: The solid state device causes the warning light to respond in intensity to the rate of alternator output at low RPM, and diminish as the engine speed increases (i.e. it responds

to the behavior of the rectifier and zener diodes as they begin to function at increased RPM). I believe that it makes the warning light a far more useful indicator for determining the rate of charge for the battery, and may well prove valuable in the future to detect stator winding, rectifier and zener diode malfunctions.

- Andy McKerral

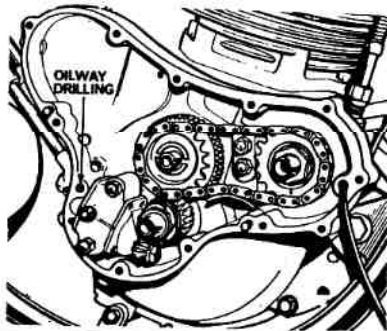
**2- A REAL Cure for Wet-Sumping**

I recently wrote to Les Emery at Fair Spares and inquired about a problem I was having with my 1972 Combat 750 Commando. The problem was a common one: wet sumping. After 5 or 6 days, my Norton would have a small puddle of oil accumulate in the drip pan beneath the engine. Part of Les' response was, "Always leave the engine on compression to close the oil hole in the conrods. Don't forget, oil has to pass through the crankshaft as well as the oil pump."

So three weeks ago, I went for a ride on my bike and made sure that when I parked it, the engine was on compression. That was the only thing I did differently. Guess what? There is not even one drop of oil in the oil drip pan. End of problem.

This is one of those solutions that won't cost you a penny to try out. Simply try to remember to leave your Norton twin cylinder engine on compression when it's going to be parked for awhile. If you've been having a wet sumping problem, this might be the perfect cure.

- Art Sirota



**Side Trips... Cont'd. from Page 9**

chore less onerous.

I douse a rag with MEK, clean the final drive chain, and re-lube it with chain spray, hitting the side plates and rollers. I now take the extra time to start at the removeable link and rotate each roller between my fingers to work the lube into the pins and ensure that they actually are free. Having recently replaced the rear sprocket at considerable cost, I'm wiser now.

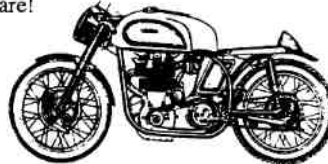
I pull off the rubber boots on the adjustment end of the Isolastics, loosen the through-bolts, and check for .010-.015. If everything's cool, I torque the bolts to the specified 25 ft./lbs. and reinstall the rubber boots.

I pull, clean, lube and reinstall the tach and speedo drive cables, and lube the throttle and clutch cables. An injection-type cable oiler really speeds up this necessary task. *Finally*, I get out the grease gun and lube that expensive little weasel at the rear wheel- the speedo drive unit. At that point, I'm done.

By this time, it's usually around 4:30 PM, and enough light exists for a short putt up to Los Trancos via Page Mill Road. Norton's happy- I'm happy (see the bugs in my teeth?)- and all's right with the world for the summer.

This fall, it'll be time to pull the carbs and check the slides, install fresh o-rings and gaskets, and probably renew the needles and jets (by then I'll have 10,000 miles on 'em.). Also, I'll pull the clutch plates, wash 'em off, check for trueness and flatness, and also check the clutch pushrod for end wear. It'll also probably be time to check the rear wheel cush rubbers- maybe have Ken bang 'em back in for me again, as an excuse to have a beer.

Happy trails... and remember this always and never forget- Wherever you go ... there you are!



### Classified Advertisements

**For Sale:** Nearly new Mark 3 Roadster seat with hinge and screw plate, silver marque on rear- \$100. Also, 3 connector warning light assimilator- used, but in good condition- \$25. Call Andy McKerral at (415) 329-9072.

**For Sale:** Paul Dunstall universal fairing- a red fiberglass quarter fairing which includes turn signals, mounting brackets, clear and tinted windscreens. Call Ken Ward at (408) 974-0083, 9 AM to 6 PM, weekdays.

**For Sale:** G15 parts: '64 frame, \$150, gas tank (good cond'n.) \$125, Roadholder forks w/ triple tree, \$100, 19" complete front wheel, \$50, 18" complete rear wheel (WM3), \$50, oil tank, \$35, rear fender, \$35. **WANTED:** Lucas 12v horn (8H70159), Smiths Tach 3003/00 and tach drive for Atlas, G15 forkspring cover (long-8.5"), and G15 handlebars w/crossbrace. Contact Rick @ W (408)894-5220, or H (415) 969-8917

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## THE INFAMOUS "EASTER MORNING RIDE"

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WHO'S INVITED TO ATTEND?  
ANYONE WITH A "BRITISH MOTORCYCLE"

### DEPARTURE POINTS

EAST BAY: The Ashby BART Station (Westside) at Ashby Ave and Martin Luther King Jr. Way in Berkley at 4:00 AM. Leave for Tan Junction in Marin via Richmond Bridge at 4:15 AM to join the rest of the group.

SF AND SOUTHBAY: The Parking Lot of the Toll Plaza at Golden Gate Bridge at 4:15 AM. We leave at 4:30 AM for Tan Junction in Marin County.

MARIN AND NORTH BAY: Tan Junction at 5:00 AM.

We leave for the top of Mt. Tam about 5:20 AM to enjoy the sunrise and each others company. At the top, we have 2 or 3 hours to look at bikes and reflect on life. At some point between 8:00 and 9:00 AM, we head down the mountain for breakfast at which point you are on your own.

Most of you have attended at least one of the previous sixteen rides. We are asking your help in keeping it all together, (IE. keeping people on the right roads, keeping our meeting places and the top of Mt. Tam clean of garbage and just help out.) Dress warm .....bring coffee or tea.

NO NINJA MENTALITIES--THIS IS NOT A ROAD RACE: Many of you have never ridden with as large a group as this. Don't assume that other people are as good a rider as you think you are!

**IN CASE OF RAIN, THE RIDE IS CANCELLED!**

By now you're thinking "This sounds great" or "These people are nuts!" Both thoughts are correct. If it sounds good, you are welcome. If not.....

### THIS RIDE IS DEDICATED TO FRIENDS

One last thing.....We won't buy your gas or your breakfast! As Marshall said.....GET A JOB!

SEE YOU AT TAN JUNCTION ON APRIL 19, 5:00 AM!  
Thackery Washer, M.O.S.