



Norton Notice

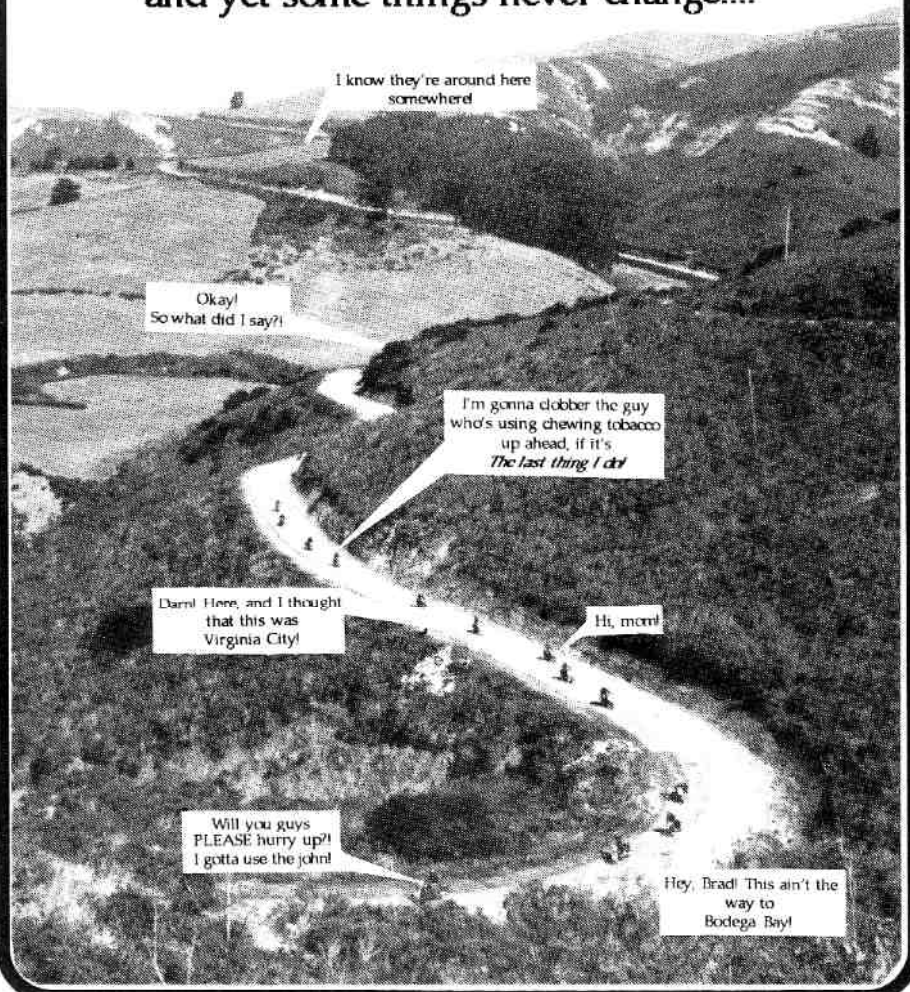


The Newsletter of the
Northern California Norton Owners Club

No. 179

March, 1993

Another Club ride in the Spring
and yet some things never change....





is published by the Northern California 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.

The *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 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 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.

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IMPORTANT (Please take note of the following fine print):

The object of the Northern California 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.

Upcoming Events

Club Rides Schedule

March 14, 1993-

The Annual Flying Lady Ride

Our annual geology-fest and twistie-orgy lead by Marick Payton. **THE RIDE WILL DEPART PROMPTLY AT 10:00 AM FROM BOB'S BIG BOY AT 101 & 1ST ST. IN SAN JOSE. THIS IS A LONG RIDE. IF YOU SNOOZE, YOU LOSE. EMPTY BLADDERS AND FULL TANKS, PLEASE.**

April 11, 1993-

The Mt. Tam Easter Morning Ride

...the same as it's been since it's inception.

Events Calendar

1993 Activities at a glance-

March 28- *The Clubman's Show* in San Jose. Sponsored by BSAOC.

April 11- *The Easter Morning Ride* to Tamalpias Summit. Organized by Lynne Miller. You gotta do this at least once.

June 13- *The Bridge School Memorial Poker Run-* Starts and finishes at the Swiss Park Facility in Newark... the first in what we hope will be a series of annual charity events put on by the club.

July 29 thru August 1- *The INOA Rally* in Havana, Illinois. Sponsored by the Chicago Norton Owner's Club.

More details to follow as we get them...

Meeting Schedule

The Club meets on the second Thursday of each month. The meetings are SUPPOSED to start at 8:00 PM, but they haven't done so for as long as I can remember...

**March 11, 1993- East Bay
Brew Pub on the Green**

Excellent beers produced on the premises, and a large meeting room

April 8, 1993- North Bay

Tonto's Mexican Restaurant...(I guess...)

San Francisco

Excellent food at great prices, super tequila (if you were here for the last meeting we had in this place in December, you'll need the Tequila to kill the memory), and a probable excellent sunset...

NO, I DON'T KNOW WHERE THE HECK WE'RE MEETING AFTER THIS. IF I DID, I'D TELL YOU. WHEN I KNOW, YOU'LL KNOW.

Graphics Contributions

Photography:

Gerald Mauricio, Cecil B. DeMille,
Sam Goldwyn and Ansel Adams

Press Production and Halftones:

John & Carrie Follett:
White Oak Press, San Carlos, CA

M.P.V. ...

by Joe Edwards, President

We'll here we are, rolling into the month of March. The rain gods have been with us for some time; I almost have some moss growing on the ol' bod. But- then again- we need it, so I won't bitch. There have been a few nice days, and one of the best was the club ride on Valentine's day. When I was told that we were going to "the Wall", what a great surprise to find that it wasn't going to be a rumble! The weather was just outstanding with just a little nip in the air. The roads were out of sight, and the pace of the ride fit in real well. I think that we all owe a bit of thanks to Brad and Lou-also, a tip o' the brim to Duncan for providing the chase truck. The weather worked with us, and the view from the top of the hill made the ride one thing of beauty. Even the ladies who accompanied us had nice things to say about the event. The ones that missed this ride missed one fine day.

The highlight of the trip had to be lunch in Berkeley. Although the food took a little long to get served, the beer and the sandwiches were great. The incoming and outgoing localites certainly lent a fun bit of entertainment to this stop!

It appears as though our meeting venues will be a little out of whack for awhile, but we should have things ironed out in the next couple of months. March's meeting will be at Brew Pub On The Green, so put it on your calendar of "things to do"... as this will be a very important meeting. We'll have a pretty full slate of issues to go over, and these will affect every Club member.

We're presently looking at a North Bay meeting venue called Zimms, located in

Sausalito. It has a large, private back room, and this place sounds as though it could fit our needs very nicely.

There's a lot of positive things that are going for the club this year, and we need the help of every member out there who can spare us a hand.

We've set up a group of members from different parts of the Bay Area to inform the General Membership of what's going on in their localities. Just remember... get your information into Andy so he can get all of the information into the next publication. (*Ed.'s*

Note: How many times have I gotta tell you all?! PRACTICE "SAFE JOURNALISM"! Don't get it "into me"- just send it to me, and I'll take care of the rest!)

This is YOUR newsletter, and we need your input to make it work. If there's something on your mind, write it down and send it to Andy. I know that a lot of you people have bikes, parts or information for publication, or you're possibly looking for that rare part or book that someone else might be willing to share with you. Use the Notice to get these things done. All you have to remember is that you have to submit it to Andy by the 20th of the month.

In the past, we've had as many as 42 people in attendance at the Brew Pub On The Green. Let's see if we can beat that record this month.

I hope that the rain lets up so that we can get some riding in real soon. And that's MPV for this month.



Minutes of January Meeting

The February meeting of the NCNOC was called to order by Joe Edwards at 8:30 PM. The venue was Harry's Hoffbrau in Mountain View, and there were 15 members present.

Joe stated that the Notice was at the printers early, with the hope that it can be mailed out on time.

The main topic of discussion was the Bridge School Run, now scheduled for June 13, 1993 at the Swiss Park Facility in Newark, California.

Swiss park has accepted ythe NCNOC deposit to reserve the site for the scheduled date. It is located off of Mawrey Avenue at I-880, across the street from New Park Mall. There is a fenced picnic area with enough room to park 2000 motorcycles. There is also plenty of room for vendors. The facility also has a huge BBQ available, a stage for a band, and the layout makes it easy to control large numbers of guests. All the information has been forwarded to Lookout Productions for approval.

Vendor participation is now in the planning stages, as well as door prizes, T-shirts, pins, etc.

The March meeting will be held at the Brew Pub On The Green- 3-11-93.

Brad Green announced that the Sweetheart ride would depart from The Brew Pub at 10:00 AM on Sunday,

February 14th for an easy-going ride through Niles Canyon to points north, with the final destination being Berkeley at a place called Bison and Brew. Brad also stated that the ride for March- weather and Marick Payton permitting- would center around the Flying Lady ranch.

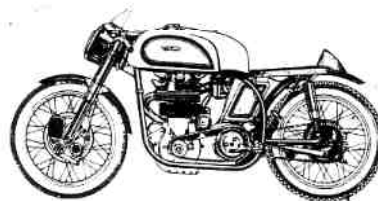
Joe Edwards asked that all members fill out and return the questionairre attached to the January Notice. This is a perfect time for all to express themselves.

Don Danmeier reminded us the the All British Show and Swap Meet will be held on March 28th at the Santa Clara County Fairgrounds in San Jose. The Norton Club will have two booths with room to show 5 bikes. Anyone interested in showing their bike should contact Joe Edwards. The Norton Club will present a trophy for the best bike.

John Bria read a letter from the INOA in regard to a membership drive and then displayed the Club's Norton paraphernalia.

Respectfully Submitted,

Duncan Ferguson



Pipe Up!

by Brad Green, Vice President and Rides Coordinator

As you all know, the annual Clubman's show is on Sunday, March 28th at the Santa Clara County Fairgrounds. We're in need of volunteers to donate time in our club booth. Call Joe or me if you're interested ASAP.

Warning: there is a virus going around called "*Bikusinfectiousmaximus*". There is no known cure. This virus has little or no regard for gender and can strike at any time. Why just last week, Kathie was at a neighborhood garage sale and was stricken without warning, causing her to bring home a bad case of "*rwowheelitis*". Her condition is stable but there is little hope of a full recovery. Get well cards and letters can be sent to 27349 Dribble Ave., Hayward, CA 94542.

The Sweethearts Ride that was scheduled to leave the Brew Pub at 10 AM left 45 minutes late (as usual). Duncan Ferguson drove the chase vehicle, with Harry Gross riding shotgun and taking pictures. This "Motley Crue" proceeded East through Niles Canyon and then North through Palomares Canyon into Castro Valley. We ventured north along Redwood Road meandering up Skyline to Grizzly Peak, arriving at "The Wall"?!? The scenic vista was enjoyed by all. After a brief repose, we adjourned down the mountain to Bison Brewery in Beserkely for lunch. All were had by a good time!

Next month's Flying Lady Ride will be led by someone with the same reputation for his presence as the Flying Dutchman- Marick Payton. It should prove to be as enjoyable and scenic. I hope that everyone can make it.

So, hey! PIPE UP AND PUSH HARD!



Whazz Happ'nin

...regional news of the NCNOC

San Francisco Peninsula

by Jerry Joliff

Did anybody see the February, 1993 "Independent Biker"? It looked like a *Norton Notice* on steroids! Maybe we should take advantage of the hype, and during the upcoming warmer months re plan the San Francisco 49(er) Mile Ride and include a putt through the Haight Ashbury for a photo shoot (*Ed.'s Note: hey, wait a minute!... didn't we use to call it "Hashbury"?*)

At the Clarion Hotel in Millbria (for you, John) adjacent to runway 39L at SFO, they have a restaurant and bar called "Nortons"! Picture this: lots of parking out front- full restaurant (nob hill court) starting with appetizers such as Manhattan clam chowder for \$3.25, or Mayland crab cakes with sauce for \$5.25, or salads and pastas and entrees and sandwiches (Philadelphia cheese cake- yum yum!). When I explained to the food and beverage manager, Harry Bookstein (Joe Edwards knows him too, I'll bet) that our motto was "...Ride to eat and eat to ride", he rolled out the red carpet. We could move tables around- have a separate waitress just for us, and- get this!- they have a HUGE sign that faces 101 that could be made to say something like "Nortons welcomes Nortons" if we want to- to be seen by a million cars an hour, the occupants of which have at least that many motorcycles. I'm not saying that we should forget our regular watering holes, but for a special meeting or whatever. What great advertizing for our Club! (*Ed.'s Note Again: Sounds like an excellent end-of-ride stop after the 49-mile ride to me, Jerry. Let's talk about it in the next meeting.*)

This year, our annual Gathering of Nortons at the Dardanelles happens to fall on the same weekend (August 15 and 16) as

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"Delta Days" (...or daze, as the case may be) on the weekend where the delta opens it's doors and waterways to the public. It's a huge motorcycle and car show- both old and new with lots of food and beverages. Duncan and I both rode up last year by accident and we had a blast. The weather will be hot and the ride will be, too. I have been in contact with the Chamber of Commerce up there and as soon as I get some more information, I'll pass it along. If you don't plan on attending the Gathering of Nortons, you've got to plan on doing this one! (...definitely an "E" ticket ride!) Sunscreen will be mandatory.

East Bay Report...

...by Duncan Ferguson

The Sweetheart Ride was a big success.

We rode through Niles Canyon, Redwood Canyon and Palomares Canyon roads, up through skyline (east) to "The Wall", then off to Berkeley to Bison Brewery.

There were seven couples and six singles in attendance- an excellent turnout for February. In fact, there were more bikes that showed up for this event than were in attendance at the February meeting!

...by Eric Rhodes

The Bison Brewery, 6 blocks south of the U.C. Campus on Telegraph Road, is owned by one (or more?) motorcycle enthusiast(s). Up on a wall is displayed a real, perhaps operational British bike, on loan from Dennis Magri's San Francisco shop. Currently, an Indian is hanging out there, replacing a BSA that served a 4 month stint (with a tin pan wired under the motor that reportedly collected a total of 26 gallons of oil during that time...)

The place is reasonably clean, has an upstairs outdoor deck, serves several beers brewed on the premises, and a number of palatable sandwiches and other offerings.

There's a small pool table and some interesting objects of art (in addition to the motorized bicycle). The bartenders are okay, and the parking just outside on Parker Street (sic) is safe- read visible. Many bikes park on the sidewalk. The "Abate" newsletter and "Citybike" are distributed there.

Next time: "The Wall" on Grizzly Peak.

the East, East, East Bay

Report

by Monty Starr
Janesville, CA

Greetings from the High Sierras! I just received the January edition of the Norton Notice (which, I might add, was as usual out-friggin' standing). Tonto's Summit must've been something, what with all that laundry flying about. I must confess that I had to break out the ol' Webster's to get to the bottom of "voiciferous paens", whereas "cahones" was pretty much self-explanatory. (*Ed.'s Note: yeah, I know- lately I've been getting the reputation for being the Club's version of Spiro Agnew. It's a real bitch to be literate... but then again, it's a burden that some of us just have to bear... or is it bare?!*)

I would have loved to have been there, as I truly enjoy hanging out with you Norton motorheads- but I couldn't get through the four feet of snow at my house to get to your two inches of rain.

Anyway, you want some input from someone who never comes to club meetings? Come on, now, get a grip- I mean, it's 5-1/2 hours to the Bay Area! (*Ed.'s Note: yeah, but Marick Payton's got the same problem, and he still occasionally makes it to meetings- trouble is, he only lives 35 miles maximum from any of our meeting venues! Wotta challenge!*) Our club must have the dignified, as well as the over-emotional and the irretractible, narrow-minded rednecks (my personal favorite).

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Side Trips

by Andy McKerral, Editor

Okay, so I went on the sweetheart's ride on February 14th... a surprisingly good ride, with great roads and spectacular scenery- and the Bison & Brew in Berkeley was a real trip, man... but on the way back home that afternoon, I was thinking about the dichotomy between where I used to live and where I live now: East Coasters are much more somber people. In Washington, D.C., when someone says that they're going to "the Wall", that usually means a flower, a contemplative mood, and thinking back to that time when a lot of us wondered if we'd ever lead some kind of normal life again. By contrast- out here, when someone says that we're going to "the Wall", you ride on spectacular roads, and wind up at a scenic overlook that reveals a very nearly complete panorama of the entire San Francisco Bay Area, sufficient to see beyond the Golden Gate Bridge to the tips of the Farallone Islands. You can count and identify virtually every high-rise in both Oakland and San Francisco, and see 4 of the 8 bridges that span the bay... and, in typical California fashion, *there ain't no stinking wall!* So okay- *why do they call it "The Wall" ?!* If you take one unconsidered step, you fall off a 400 foot cliff, with nothing to stop you! - no fence, no barricade- NO WALL. "Lover's Leap" would be a better name! Seriously, is that the point of the joke?

Those of you who have been reading my column for nearly 3 years now are aware of the fact that once a year, I go through this ridiculous ritual of changing out my rear tire. This year, because I live in an apartment, I had to use special care to keep my language under control- and you know, something wierd resulted. I demounted the old, worn out carcass and replaced it with a fresh newRoadrunner in less than 20 minutes!- with no pinched inner tube, no reversed fitment arrow, and a cursory balance check proved that it turned out perfect! I get the feeling that someone's trying to tell me something...

Also, this year, I will *NOT* mention how much I look forward to the Flying Lady ride; I will *NOT* mention the other-wordly scenery and spectacular roads- and I will *NOT* further extoll the virtues of the event- primarily in order to ensure that it doesn't become jinxed like it was last year (...and also to keep Phil Radford's use of the word "wanker" to an absolute minimum). I plan on attending this event, and you should, too.

I must say that I am extremely pleased that we now have local news coverage from all regions of the Bay Area for our Club. This publication now more fully meets the information needs of *all* of our members, and this was a primary goal for me this year. To those who volunteered for their assignments, the Club and I **BOTH** thank you.

I have a couple of very brief comments regarding the letter I published from the NOC's secretary, Mr. Dave Fenner last month. While it's laudible that the NOC has made inroads to make association with them far more affordable, I'm wondering what a person who sends them £2.00 would actually receive. Personally, I don't have a problem with sending them the money, as a matter of principle to perpetuate the international organization... however, there have been past incidents of sending them money and the requisite application, only to find out that they don't even have records of who sent what- and consequently, they get the money, and the member gets nothing. If anything, a membership card would be an inexpensive token of association, even at the reduced cost.

Finally, I wish to thank Mike Burnham for offering his new feature column for the Notice called Burnham's Law. I certainly enjoyed last month's installment, and I look forward to the next one. Keep that copy coming, Mike!- and thanks again for your efforts!

Andy

Burnham's Lawby Mike Burnham

In case you have the impression that I'm some sort of expert or technical wizard, let me set the record straight. I am a dumbshit. I think I inherited it. Probably from my mother. Many years ago, she received a 35mm camera with a built-in light meter from my father. Sometimes, the needle in the light meter would stick, and she would smack it up against the television to free it up. I guess that she was so used to smacking the television just in order to improve the reception that it seemed like the natural thing to do. That's a humanities major for you.

I'm not that kind of dumbshit... I'm the sort who would grab something in a fit of frustration and throw it without really noticing that I had just hurled a can of black spray paint- and, in mid-flight, realize what I'd just done... it's heading straight for the wall!- where the Mark 3 is parked. And the Volkswagen- the WHITE Volkswagen. *THUD! PFFFSST! CLONK! pfsst, pfsst, pfsst, pfsst.* That's the sound of an aerosol paint can meeting it's fate on a concrete wall directly above my Mark 3, falling to the ground, and with the force of the escaping propellant and pigment, rocketing itself across the garage floor. Yes. Towards where two more Nortons are parked. That's a psyche major for you. (*Ed.'s Note: Norman! Didn't Mother tell you not to throw paint cans, Norman?! Knives, yes- paint cans NO, Norman!*)

That incident occurred four years ago, and I've just recently restored and put the aforementioned Mark 3 back on the road. One of the small problems I noticed during the initial break-in period was the banjo washers for the oil tank filter were leaking, and so I made the decision to change these at the first break-in oil change. Just the other day, I was busy changing the oil and filter and remembered (read almost forgot) to change the washers. So, I commenced to do so. After, of course, I had

replenished the oil tank with fresh oil- \$4.75 per quart kind of oil. All over the floor, all over my pants. No, I didn't throw anything- I'm not stupid. I'm just a dumbshit.

You see, a stupid person is too stubborn to admit when they've done something dumb, and as a result, can't learn from his mistakes. In the end, he gives up. Conversely, a dumbshit recognizes his stupidity, but is still too stubborn to give up. And so, he's capable of learning from his mistakes. HOWEVER... gaining knowledge by this method is hard-won.

Well... how about passing along some of that hard-won knowledge then? Having owned an auto parts store for nearly eleven years, I've had access to all the automotive sealers and chemicals that you can imagine, and I've experimented with most of them on Nortons... save for radiator flush and diesel fuel conditioner.

Not all automotive chemicals are suitable for use on Nortons. For example, there's this product called "Motor Purr" which is marketed as a tune-up additive- a 7-1/2 ounce bottle of red liquid which is sold as a miracle cure for a myriad of problems. Added to the fuel tank, it boosts octane and dissipates water. Added to the engine oil, it frees stuck lifters and decarbonizes everything else- while in an automatic transmission, it swells shrunken seals and de-gums the varnish. Ditto for the power steering. I might add that it does these things, just as advertised. In a Norton, however, it will crack your fiberglass fuel tank and dissolve the sealant in your engine at no additional cost. Some things you just have to learn the hard way. After the fact, I paid closer attention to the label and contents... "contains toluene and methyl ethyl ketone." Dumbshit.

And then there is this highly-touted

continued on Page Thirteen



The Easter Morning Ride

The eighteenth year of the exact same format. If you've been on any one of the previous rides, you can stop reading now, because you already know what to do.

Who's invited to attend this ride?
-anyone with a *British motorcycle!*

Departure Points

East Bay: The Ashby BART station (west side) at Ashby Ave. and Martin Luther King Jr. Way in Berkeley at 4:00 AM. Leave for Tam Junction in Marin via Richmond Bridge at 4:15 AM to join the rest of the group.

S.F. and South Bay: the parking lot at the toll plaza of the Golden Gate Bridge at 4:15 AM. We leave at 4:30 AM for Tam Junction in Marin County.

Marin and North Bay: Tam Junction at 5:00 AM
We leave for the top of Mount Tam about 5:20 AM to enjoy the sunrise and each other's company. At the summit, we have about 2-3 hours to look at bikes and reflect on the meaning of life. Between 8:00 and 9:00, we scoot on down the mountain for breakfast, after which you are on your own.

Most of you have attended at least one of the previous 17 rides. We're asking your help in keeping it all together (i.e.: keeping folks on the right roads, keeping our meeting places and the top of Mt. Tam clean of garbage, and otherwise just helping out). Dress warmly, and bring a vacuum bottle of 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 THIS EVENT IS CANCELLED.

By now, you're thinking "-this sounds great!" or "-these people are nuts!" Both thoughts are correct. If it sounds good, then you are welcome to join us. If not, then, hey...

This ride is dedicated to friends... and one last thing- we won't buy you your gas or your breakfast! As Marshall said- *get a job!*

SEE YOU AT TAM JUNCTION ON SUNDAY, APRIL 11 AT 5:00 A.M!
Thackery Washer, N.O.S.



*The Northern California Norton Owner's Club
presents*

A Gathering of Nortons

**Location: Dardanelle Resort: Highway 108- Dardanelle,
California 95314
Telephone (209)965-4355**

on

***Friday, August 16, 1993 through checkout on Sunday,
August 16***

Great Roads
RV Hookups
Launderette
A Restaurant
Cabins



Fishing
Camping
Showers
Sport Shop
Motel Rooms

This will be a very Informal gathering... no rally pins, no fee, no free meals- you will have to make all of your own reservations and preparations, and pay your own bills. The only thing we offer is a chance to meet other Norton Owners from other areas. This is an opportunity to ride on some of the best roads in Northern California. When you call the resort- and we strongly urge you to do so as soon as possible- just tell them that you are part of the "Gathering of Nortons".

This is not a Sponsored Event.

*The Northern California Norton Owner's Club does not assume
any liability in the event of an accident, or loss of property-
Ride Safely.*

Whazz Happ'nin ...from Page 7

We've got to have them because it's all those diverse personalities that fuel our passion for Norton motorcycling, and if a passion is not worth arguing over between friends, it's not worth having. However, when a club member's agenda includes visceration of a fellow member, it should be noted that this practice, when directed toward a limey iron rider, is about as safe as bear hunting with one damn short switch- and due to the expense of sharply rising medical costs, should be avoided for the good of all parties.

In conclusion, a few personal notes:

Hey Grover- you reading this? You really think that your garage is cold? Come on up here and play, my friend, and we won't have to wait for nightfall for it to reach 30. Jeez, you crack me up!

Don, thanks for showing me that limey is best and there's more to motorcycles than just ridin'.

Finally, I'm gonna make a club meeting this summer. Hell, y'all won't mind one more irretractible, narrow-minded redneck, will ya?

Rubber down, an' carbs in the wide-open.

South Bay

by Maya Lai

This month seemed uneventful- just lousy weather, work and wine...

The only pleasant thought of the month was that all of my babies, "Snort" and "Camilia" were safe from this wicked weather.

Snort underwent the annual "Checkup", passing with no cavities. I felt triumphant that he had finally overcome

all past problems.

Camilia wasn't so fortunate. She has some minor aches and pains, hopefully to be remedied early next month without much expected pain- to the pocketbook, that is. She seems gifted, but not trouble-free. (*Ed.'s Note: How very odd- that's the exact same phrase that my third grade teacher used to describe me to my parents during a principle's conference a long time ago...*)

I knowingly missed the Valentine's Day Ride, seeing as how my sweetheart was in the shop.

Up to Alice's on "BB", my 60/7, and few Nortons were there. Tim Coburn's Norton hiccuped a but, but otherwise went on it's merry way. The usual Jap crowd was there, undecided about which way to burn the pavement.

I putted down the hill with Mike Paulak, enjoying the view of cops concealed in certain hidden areas and shrubs. Thereafterwards, "BB" and I were home: "BB" in the stable, and a glass of wine in hand.

The passing of another rainy week went by.



Burnham's Law... from page 9

"Hylomar" stuff, invented by none other than Rolls Royce. The first time I used Hylomar, it was on rocker spindle plates. They leaked like a sieve. The next time I tried it was on the raffle bike's heat insulating spacers for the intake manifolds. It ran fine at first, but gradually deteriorated until it wouldn't even run... because the sealant was being sucked in by the intake vacuum very gradually. Of course, I had forgotten about this incident when I was reassembling my bike after having the carbs sleeved, and the same exact thing occurred- air leaks. To make matters worse, I replaced the head gasket at the same time- and instead of leaving it bare like you're supposed to (with a flame ring), I thought that I'd experiment with my old friend Hylomar. In three months, it was leaking oil out the front. Dumbshit. This isn't intended to put a bad rap on Hylomar, I've just come to the conclusion that it doesn't work well in the presence of pressure- either positive or negative (vacuum). I've since experimented with it on rocker covers and inner primary gaskets, and Mark 3 outer primary gaskets, where it seems to work quite well.

And then there is silicone RTV. Fortunately, I haven't had to learn things the hard way in this department, but I've known many who have. Silicone is one of the most popular but mis-used of all the sealants. **RULE 1:** never use silicone on an area that will be in constant contact with gasoline, and **RULE 2:** do not use it on head gaskets. The key to success with silicone is understanding that it needs to cure for 24 hours, which is fine if you are assembling a motor for later use. However, if you wish to slap on that timing chest and head on down the road, you're better off with a sealant which is not sensitive to curing like CopperCoat or Hylomar. An even better solution in some instances is an anaerobic gasket maker. A **WHAT!?** Say "Anna Robick" That's a physics term that means that it cures in the absence of air. This can be very handy, but more about that stuff later.

Another important key to successful use of RTV (or, for that matter, ANY sealant) is to read the directions. RTV needs to "skin over" which takes about 15 minutes before reassembling the parts. If you skip this process, you'll simply squeeze all the silicone out of the joint upon tightening. Also, **NOT ALL RTV'S ARE INTENDED FOR USE IN ENGINES!**- and, in fact there is an amazing variety of silicones with varying degrees of oil resistance and temperature rating. In my store, I stock *only* seven different varieties. As a general rule, if you stick with the high-temp varieties, you're in good hands... but here's a basic rundown of the different types in the popular Permatex/Loctite brand, keeping in mind that there is a great deal of redundancy between the different types for use on Nortons.

Number 66, and Number 16, black, are good for sealing your bath tub or the windshield on your Toyota, but useless for motorcycles... almost no oil resistance.

Number 6 blue is part of the older generation of silicones which is marginally acceptable for leaky British machinery.

Number 26 HI TEMP is the only older generation silicone able to cope with Norton's needs.

By the way, if you've used silicones in the past and wondered why it stinks, it's the vinegar they use as the solvent. (All drying sealants have solvents which evaporate to leave a cured sealer) The new generations of silicones by and large do not use vinegar, as it destroys the oxygen sensor used in modern automobiles. So on to the latest- and, in my opinion, the best- of the RTVs. They're marketed under the following names: "Ultra Blue" #77, "Ultra Copper" # 101, "Ultra Black" # 598 and "Ultra Gray" # 599. The last two are sold under the Loctite brand.

The Ultra Blue and Copper are excellent, and have the greatest flexibility as needed when you have widely spaced bolt holes, or are mating two different materials such as aluminum to cast iron because of their different expansion rates when heated. Ultra

...continued on Page Fourteen

Burnham's Law ... from page 13

gray was designed with the modern Japanese automotive engines in mind, with their closely-spaced bolt holes and all-aluminum construction; it therefore doesn't need the flexibility of the Blue or Copper Ultras. It dries just a little bit harder and has the best oil resistance of all the RTV's. It's perfect for the engine cases, timing chests, and the inner primary cover. Because the exhaust rocker covers tend to distort, the more flexible RTVs are better suited to this application.

I can see now that due to space limitations, I'll have to give you the lowdown on Anna Robick and her friends another time... which brings us full-circle to why the smartest people do the dumbest things- You see, smart people are constantly thinking about things, and eventually think about "A" when they're doing "B": hence, a screw-up is inevitable.

That's my story, and I'm sticking to it...

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NOC Member Profile

by John Covell

NAME: Marick Payton

AGE: 53 ("The body, that is.")

CITY RESIDENT: Menlo Park

MARITAL: Married, four kids

OCCUPATION: Information systems manager, Stanford University

NOC MEMBER SINCE: ca. 1986

HOW FIRST BECAME INVOLVED WITH NOC: Found a rusty Norton in the neighbor's yard, bought it for \$150, rode it, ran into Art Sirota at Alice's...

CLUB OFFICES HELD (YEARS): Recorder (1987), Vice-President (1988), N.N.Publisher (1989-90)

NORTON(S) OWNED, DESCRIBED: '72 Combat

OTHER MAKES OF MOTORCYCLE: Honda Hawk 650 GT
WHAT FIRST INTERESTED YOU IN THE NORTON? "Nothing — just found it. Thought the Royal Enfield was prettier! But now I know Norton's the best."

OTHER HOBBIES/INTERESTS OF NOTE? Hang-gliding; repairing my motorcycles.

FAVORITE MOTORCYCLING ROAD/RIDE: From Pescadero to La Honda

IF YOU COULD REDESIGN THE NORTON, WHAT ONE THING WOULD YOU MOST WANT TO CHANGE? HOW AND WHY? Halogen headlight, better horns, better alternator, but especially the brake!

F A V O R I T E / M O S T EMBARRASSING EPISODE ON A NORTON? "My favorite was the trip to the rally in Kimberly, B.C., a few years ago."

Thank you!

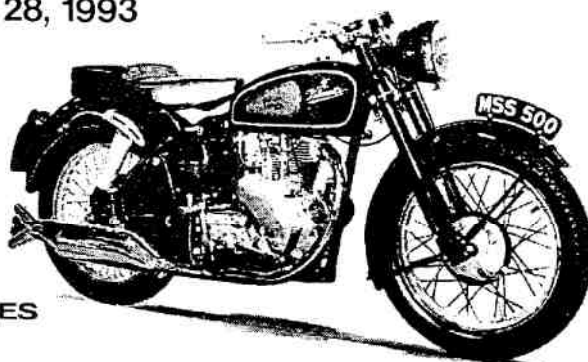
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STUFF...

By John Bria

... A great big THANKS to Brad and Duncan for organizing the Valentine's Day Sweetheart's Ride. It was great to see so many folks riding with their sweethearts. The roads and scenery were great, and aside from a bit of crispness in the air, the weather was perfect. We were able to see the Farallone Islands clearly from "The Wall" above Berkeley. Unfortunately, we also got a pretty close look at the area of the Oakland Hills that was devastated by the fire last year. The ride broke up after a fuel stop in Berkeley at the Bison Brewery. Visual entertainment was provided by local "Beserkeleyites".

If you'll bear with me for just a moment: rides and good companionship are what make this Club fun. The Bridge School event is an opportunity to combine both while paying some "social dues". Let's keep ourselves focussed on the things that we enjoy even if it means biting our tongues once in awhile. End of commercial...

A few months ago, I told you about a small list called "Euromotor" network. The cops got on his butt for using government resources for personal interests. Fortunately, the list has found a new home. If you want to subscribe, send the following message to "majordomo@onion.rain.com": subscribe euro-motor. As you would suspect, the list has it's own group of characters, but they seem to be a lot less flaming than you find under rec.motorcycles.

I just picked up a couple of new toys. I found a guy who had money, woman and drinking problems- addition to a '67 Norton P-11 and a '56 Matchless G80CS. I relieved him of the bikes and made a small contribution to the relief of his money problems (which probably contributed further to his other two problems). The P-11 is pretty much all there and Ken Armann is putting it together for me. The Matchless is already running, but it's not street legal- no electrics- I still haven't decided

how I will want to proceed with it, but I'll probably want to make it minimally street legal. *(Editor's Note: I had the occasion of visiting Mr. Armann's shop recently, where I was shown these two bikes. After I got over my green attack (especially over that P-11), I took a look at the Matchless. I'm not as familiar with this kind of riding that Tom Dable would be, but it was obvious to me that both of these bikes were used for some serious competition riding- either off-road enduro, or track enduro- both are stripped for rough terrain and speed. Nice find, John.)*

Here's the latest inventory list. As usual, add \$2.00 if you want a shirt mailed.

Deacls	NOC Large	43	\$2.00
	NOC Small	15	\$1.25
Patches	Comm, Union Jack	9	\$2.25
	shoulder	1	\$2.25
	wing-self-stick	2	\$2.00
	NOC large	6	\$3.50
Pins	NOC small	5	\$2.50
	NOC red	25	\$3.00
	NOC black	61	\$3.00
	'91 INOA rally	134	\$2.50
	NOC Union Jack	1	\$4.00
Key Fobs	Norton leather	7	\$3.50
	NOC Leather	18	\$3.50
	NOC clear	8	\$2.00
Shirts	Medium green	7	\$12.00
	Large green	11	\$12.00
	x-large green	10	\$12.00
	xx-large blue	11	\$12.00
Misc	NOC metal badges	1	\$10.00
	Postcards (8)	1	\$2.75
	Service Notes	10	\$5.00
	1991 Rally caps	3	\$5.00

The Toot Sweet Jazz Band (my group) is performing on the 2nd and 4th Fridays of each month at Pizza and Pipes in Redwood City (Windslow and Broadway) from 7-10 PM. For the South Bay folks, come to Pizza and Pipes in Santa Clara (Homestead at Lawrence) on Mondays following the 1st and 3rd Friday.

Classified Advertisements

For Sale:

Pre-1975 Interstate seat with new cover, \$85.00. Call Jerry Cooper at (408) 262-6518 or (408) 263-7428

Wanted:

an engine for my "Featherbed Special". What have you got? (maybe a Vincent or a Triumph or ???) Call Rick Cording at (408) 894-5220 or (415) 969-8917

For Sale:

1975 Mark 3 Roadster seat- stock. Excellent condition, silver logo. Rubbed bottoms with some great people. \$75. Call Andy McKerral at (415) 365-9337

Wanted:

Featherbed Frame- Any year or condition. Also wanted: tool box for a 1958 Nomad or Model 77 (not a featherbed frame model). Does anyone have a picture of a 1958 Nomad? Call Steve at (408) 476-1319

For Sale:

1974 Commando-based "Chopper"- runs good, looks badass. Have an Easyrider summer or put back into a stock frame. Might consider bike + cash for something Italian or... \$1,100 or best offer. Call Steve at (408) 476-1319.



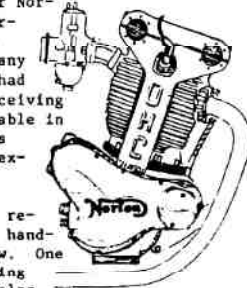
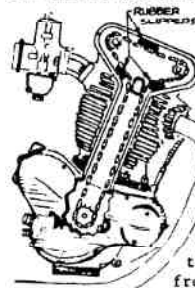
DOHC Kit Available

Now available for Norton twins is an overhead cam conversion from the Tinku Company of India. We have had the privilege of receiving the first kit available in the U.S. Quality is what we've come to expect from Tinku.

Installation is straightforward and requires only regular handtools and a hack saw. One must remove the timing cover and cut two holes

to allow the cam chain to loop over the original cam chain sprocket. The old cam is left in place but is not used. Next, cut the fins off of the right hand side of the cylinder to allow the chain case to be installed.

By far, the most unique part of the kit is the novel method of valve operation. One starts by removing the stock rocker arms. The cam towers bolt on where the original valve covers attach. Valve adjustment is a bit of a problem as the cam must be removed, but that is more or less common these days.



The kit is complete indeed, having two types of cams included, both road and track.

A major problem with other overhead cam machines is the increase in weight, but not so with this one. The cams are made from high strength aluminum alloy and all mounting parts are durable, non-stick Teflon®.

As we said, this is the first kit in the U.S., but they should be available by April 1st at local Norton dealers everywhere.



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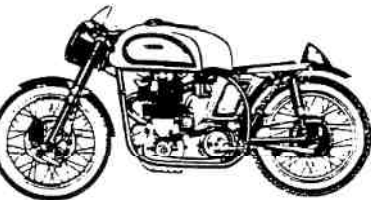
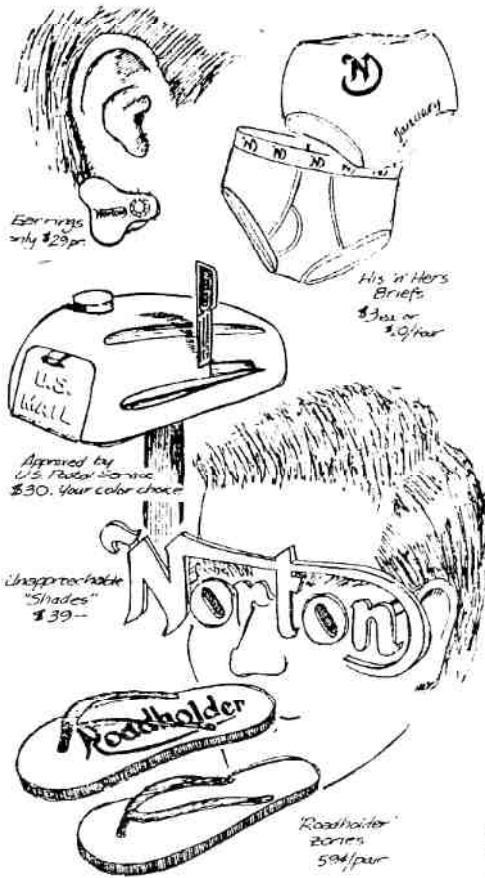
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NORTON BOUTIQUE



1963 catalog drawing of Manx 30M and 40M

Norton

Public Relations
NORTON MOTORS LIMITED
1977-1980
Norton Works, Ludlow
Shropshire, ENGLAND
Tel: 0513 251101. Telex: 339117 HARENG

In response to an unusually high number of private and dealer enquiries, Norton have decided to take a bold step in the production of lightweight twin motorcycles. "The Japanese invasion of lightweight twins must be stopped," says Mr. Desmond Sawyer, Marketing Analyst for Norton Motors. "We have decided to resume production of the famous 'Electra' model."

As recently as six months ago, reproduction of this famous twin was thought to be an impossible dream. However, in September of 1983, while swimming off the Cliffs of Dover, an unidentified diver found the missing links; the moulds for the crankcases were recovered from the ocean floor.

Armed with these moulds, the factory engineers went to work. Since all of the other parts for the Electra model are still readily available, it was decided to make little or no changes to the original design. The main difference in the new models will be the electric starter unit. This will now be a Prestolite starter taken from the M4 III Commando series. It was found that the original Lucas M3 starter motor experienced some problems under certain isolated conditions.

A limited number of these machines should begin to show up on dealers' floors some time in mid-April. If all proves satisfactory, the future of the factory would appear very rosy indeed. The only sad note will be the DISCONTINUANCE OF THE COMMANDO SPARES SCHEME, in order to finance this new venture. Norton Motors have decided to cease all production of Commando spares immediately.

For more information and brochures, contact: Norton Motors (1978) Ltd., Sherbourne, Lichfield, Staffordshire WS14 0EA. Telephone 0542 480101. Telex: 339117 HARENG.

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