



Norton Notice



The Newsletter of the
Northern California Norton Owners Club

No. 194

June, 1994

Jim's North Bay Ride



Seventeen anxious NORTONS just waiting
to be ridden !!



Norton Notice

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. (Good taste is somewhat optional, but hey- this is a group of bikers we're talking about here... that's why we have an editor.)

The deadline for items to be submitted for publication is the 20th of each month. The *NORTON NOTICE* welcomes contributions submitted electronically. Material in MS Word or Aldus Page-maker on a Macintosh 3.5" disc is ideal. You may also send it directly to the editor via X modem at the telephone number listed for the Editor; set your telecom software for 8/n/1, use the **X** or **Z** MODEM file transfer protocol, and just ring up the Editor who is home most evenings. Also E-mail can be received by using INTERNET to norton2@aol.com.

Membership in the Northern California Norton Owners Club is available for \$20.00 per year. Membership dues are payable to the Branch Treasurer. **Advertising rates are \$60/year for a 1/4 page ad!**

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.

All changes of address should go to the Branch 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

The ride schedule for 1994

June 11th: (Saturday)

Fred Twigg Ride

July 16: (Saturday) Santa Cruz Ride

July 30: over night to Minden, Nevada

August 12, 13, 14: unofficial ride at the Dardenelles

September 11: (Sunday) Old Timer's Ride

October 16: (Sunday) Mt. Hamilton Ride

November 5: (Saturday) Northern California All-British Ride/ 5th annual Don Danmeier 50th Birthday Party

December ?: No ride scheduled

Please Note: There will be no Norton Notice in August due to Vacation schedule

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Activities at a glance.....

June 3-5: 3 Day Event. TMG Promotions, c/o Randy Antone: Lake Tahoe (602)778-4842

June 4: Mystery Run, S.F. Cycle Club, David Schiller. (415)467-3621

June 5: Norton Day at Alice's Restaurant

June 12: Northern California Motorcycle Festival. Laguna Seca (formerly Casa de Fruta). For information call (408)972-8063

June 22-25: I.N.O.A. 19th Annual Rally, Rapid City, South Dakota

July 29-31: CMA/AMCRA Atlantic Vintage TT, Halifax, Nova Scotia

August 19-21: AMA Superbike Race at Sears Point

As I am informed of events, I will include them in the Notice....editor

Meeting Schedule

The Club meets on the second Thursday of each month. The meetings are SUPPOSED to start at 8:00 P.M. If you get tired of bench racing, bring a newspaper to read.

June 9th

Prince of Wales

July 14th - Harry's Hofbrau

August 11th - The Connecticut Yankee

September 8th - Fremont Brewery

October 13th - Prince of Wales

November 10th - Harry's Hofbrau

December ? - To be announced

Harry's Hofbrau: 399 West El Camino Real, Mountain View, CA., (415)964-8455 just north of Highway 85 on El Camino Real

Prince of Wales Pub: 106 East 25th Avenue, San Mateo, CA., (415)574-9723— Off Highway 101 between Highway 92 and Hillsdale Blvd. Next to San Mateo County Fairgrounds.

Fremont Brewery: Note new name! 3350 Stevenson Blvd., Fremont, CA., — East of Highway 880 near Paseo Padre.

Connecticut Yankee: 100 Connecticut St, San Francisco, CA. (415)552-4440. Vermont St. turnoff off of Highway 101 North

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Graphics Contributions

Photography:

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

Maya's Minutes

by Maya Lai, President

The Meeting at the Brew Pub was a great turn out. We sat outside on the patio on a wonderful night. (over the shouting of the Sharks game). I wish to apologize for any of you that may not have gotten your Norton Notice on time.

I would like to welcome Bill Knight in to the club. I'm in love with that dirt bike he has. Richard Alves also joined the club.

While conducting the meeting, I adopted a new rule for the club. Anyone talking out of order while a member is expressing his or her thoughts gets dunned a quarter. At the end of the night I had \$5.00 for the kitty. Next, I brought up the idea of joining the AMA. They have their advantages. (insurance for rides). I am giving the

information over to John Covell to check into this for us. A vote to join will be given

at the next meeting. Most of us were in favor of the idea.

The **Day at Alice's** grows near. ***Please*** have your Nortons spit shined and ready to ride up there on June 5th. Just think.... what a beautiful sight it will be!!!!

The ride last Sunday was a great one!!!! We had about 17 bikes, I think. Beautiful roads and a great lunch. **THANK YOU JIM!!!** I hope that I see more of you on the rides this year.

I would also like to take the time to say thank you once again to my officers. You make my job as president a nice position to hold.

Safe riding.

*Maya***Pipes Up**

by Duncan Ferguson, V. P.

Short and Sweet this month. I enjoyed the meeting on the patio at the Fremont Brewery.

Maya did an excellent job of maintaining order. The food was great and the beer was even better.

It is still my feeling that the club needs to sponsor an event run. A ride, a raffle, a rally....something! We need this to put money in the club treasury. Not all club members need work on these events. Some could even participate. The idea would be to have fun and make more money for the club.

Don't Forget!

Sunday, June 19th (Fathers Day), the Fremont Travelers will be putting on the Annual Fathers Day Ride. This is the largest Northern California motorcycle ride. There will be over 2000 bikes - **Will you?**



Minutes of the May Meeting

The May 12th meeting of the Northern California Norton Owners Club by called to order at 8:15 pm by President Maya Lai. This months meeting was held on the outdoor patio at the Fremont Brewery. There were approximately 31 members present along with several guests. Quite a few members braved the chilly weather and rode their bikes.

In order to keep some order over the meetings it was suggested by Duncan that each person must take his turn speaking. If anyone speaks out of turn or disrupts the meeting there will be a 25 cent fine. This suggestion seemed agreeable to everyone.

New member Dr. Richard Alves was introduced. He is a dentist from the Concord area who rides a '75 Mark III Electric Start. Also Bill Knight was introduced. The editor received a great photo of Bill's dirt Norton (see photo in this months Notice). A new member, Ken Williamson (sp?) was also introduced.

Jim Carton discussed the upcoming North Bay Ride. He described the ride and hoped many members would attend. The group is to meet at Denney's Restaurant Sunday morning at 9:00 am.

Norton Day at Alice's Restaurant was discussed by Maya. The date is June 5th. Norton's are asked to show up around 10:00am so the bikes can be displayed. People will start arriving early and staying late. There will be a live band, bike judging, plaques, T-shirts and generally a lot of fun. **Let's all support this event!**

Maya brought up the possibility of our club joining the AMA (American Motorcycle Association). There were several reasons for this request with the main reason being help with sponsored events. Insurance, liability etc. This opened up much

discussion regarding the clubs role as a club. The main dissension was that the club is there strictly for riding pleasure and should not get involved with "money making events". It was pointed out by other members that the club needs money to operate. We can't get the Notice and other benefits of the club strictly through dues. After much discussion, **Ken Armann moved, and it was seconded, that we join the AMA. This motion was passed. However, if any member has a major problem with this issue please show up at the next meeting to discuss this one last time. You'd better speak up now or keep quiet!!**

It was suggested that a committee be set up to study how we raise money. Brad Green volunteered his time to try to find a fixer-upper bike to use for a raffle bike for the '96 National Rally in California.

John Bria reported that there are 16 watches needed to be sold. We can't buy any shirts without money. It's a vicious circle. Loni B. suggested we take prepaid orders for T-shirts so we can fund the order. This was approved as a good idea.

Alan Goldwater reported on the July 16th Santa Cruz Ride. This should be a great event with a moderate ride and then a beach party to follow. He would like help with the work, as well as some funds to help with the BBQ.

Some concern was voiced about the Notice getting out on time. The officers will look into seeing if there isn't a quicker way to get the mailing part of the process done more quickly and consistently.

The meeting was adjourned at 9:15 pm.

Respectfully submitted,

Alan Mueller, *editor and secretary*

Whazz Happ'nin

...regional news of the NCNOC

East Bay Report

by Duncan Ferguson

I was luck enough to be invited to the Society of the Automotive Engineers meeting May 11th in Berkeley.

The guest speakers were Dennis Manning of Bub Enterprises and Prof. Joe Harralson, CSU, Sacramento.

The topic was the design and construction of a land speed record motorcycle. Dennis and his partner proudly "displayed" their all new design, a DOHC, water cooled, V-4 90 degree three liter engine.

Just a few of the specs are: bore, 4.1; stroke, 3.4, 4 valves/cylinder with normal aspiration set to run nitro.

The goal is to win back the land speed record - 325 m.p.h. and possibly 400 m.p.h..

Besides the SAE members present, there were reps from the Associated Press, Motorcycle Magazine, Motor Sports News, Arlen Ness, Mega Cycle, Beta Foundry, Iron Trader Magazine, Performance Machines, Jim Keblewhite, etc. etc.

Best of luck Dennis - this engine should fit very well in the new chassis you built

South Bay Report

by Secret Admirer

I rode up skyline towards Alice's just for a spin. It was a gorgeous day for a Norton ride. I saw a nice little Victor and quite a few Nortons parked across from Alice's. I left screaming down 35 only to meet up with a Honda something or other. We met nose to nose down the road. A glint of triumph in his eyes, (thinking that he was actually going to pass me up, I suppose). As we raced passed Tunitas Creek Rd., I spotted a light. Not just any light. (RED). Norton sensed the danger. That left the Honda Unaware and still smug as

he raced in front of me. Dropping down into 3rd, I slowed to a reasonable speed and watched the kill take place. Helmet off, head down and defeated. The Honda owner glanced at me as I slowed to 2nd and glided by all smiles and waving. As I putted into the corner enjoying the warm afternoon breeze. I slapped the Nortons tank with "what a Good boy" in mind thinking (Honda.....come ride with us....watch us get a ticket). **Hee Hee!!**

(who is this secret contributor? Our president has offered a reward to find out...editor)

Peninsula Snooze


by Jerry Joliff

I'm sorry I missed the last meeting. I heard it was rather spirited. So the club needs some working capital, aye! Well, I haven't discussed this with any club officers, but my idea is this....

People, by nature, are collectors (pack-rats) if you will. I know the wife and I have some miscellaneous items (stuff that didn't sell at our personal yard sale or "gifts" from mom or other relatives), that we would love to donate to the club. We then pool all the "stuff" together and get volunteers to pick it up and take it to a central location and have our first "Norton Club Flea, Yard, Garage Sale". What do you think?

Norton longevity = maintenance, maintenance. We are going into our hard riding season now. So for your own safety, check all visible nuts and bolts. Maybe drain and refill the brake fluid. Run a comb around the spokes and listen for dead ones. Check the battery condition.

Here's a point of view from "papa" Joliff. That terrible motorcycle accident in the north bay taught me one thing. **YOU**, are ultimately responsible for you and your machine. If you

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don't feel comfortable traveling in a certain formation or at a certain speed, back off and go at your own pace. This is not being chicken, this is being smart. We want to be on lots of rides with you. **Air is free, get out in it!!**

The Fred Twigg Ride

by Jim Carton

The Fred Twigg Ride, June 11th is on a Saturday, this departs from our traditional Sunday ride, with the idea that we could snag some riders who like to sleep in on Sundays. Who knows, maybe we'll see some new faces. Any feedback is encouraged. I've made this ride for the past two years and it has been super! Thank you Fred. This is an area I don't get into very often and it is worth the freeway drive up there. Fred tells me it is about an hour from the Golden Gate Bridge or 1 1/2 hours at Richard Nixon's speed limit.

We will meet at the Lighthouse Restaurant in Sausalito (415-331-3034) at 7:00 am for a home cooked breakfast and off we go. Fred says the ride

will leave between 9:00 and 10:00 am. Fred's house is located 3 to 4 miles north of Sebastapol off Highway 116, 4051 Greenvalley Rd. Look for the Beacon gas station on the right and then turn right, go 400 yards and look left for a lot of old British motorcycles. Fred's phone number is (707)823-7712 and as last year, Fred is having a BBQ after the ride. So lets all show some class and strap a six pack of your favorite English rot gut on the back of your seat and throw it in the cooler. **Don't miss this ride!**



A Tech Session will be held, Saturday June 25th at 9:00 am to 12:00. The subject will be road side repair and trouble shooting. It will be held at Jim's San Leandro house, and please RSVP.

May 15, 1994 North Bay Ride

by Lou Caputo


The blue-suited jumper looked at the smiling spectators and grinned from ear to ear. "Man, what a rush! Wow!" Crazy Creek skydiver Steve (building a Nort, God bless him) was smiling too as he helped the first time tandem jumper remove the thickly webbed

harness from his body. With cries of "It's the President's turn!" all eyes turned to Maya who, wide-eyed and I'm sure rather reluctantly, declined this golden opportunity to view the Napa Valley from high above it.

Our special performance at the gliderport just outside of Middletown over (Thanks, Steve!), we made our way back out over the dirt road to Rt. 29. I

kept wondering, as I kicked up some dust for riders behind me, if I could slide just a few turns — time to get that Triumph out in the dirt again?— and still make it to the pavement. Nah. At Middletown we picked up Mark-of-the-Glowing-Commando, who had eschewed this side trip in order to keep his mount clean so he could continue to dazzle and outshine the rest of us. Then it was on to lunch and a beer, an event long overdue, especially in view of our dusty run to and from the gliderport.

The ride thus far had been great. While

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View from the BRIDGE

by Alan Mueller

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Due to the events over this last weekend, I would like to include this article which was received from a motorcycle mailing list. This article does not specifically involve Norton motorcycles but the seriousness of the intent does involve us all. ...editor

THE RACER'S IMAGE

Up on the 'hill' Sunday, I learned of another tragedy when handed a paper that said: "If you ride, PLEASE READ THIS!" The article detailed a familiar story; the loss of a friend due to a sport-bike crash. I know the writer's grief all too well, I have pictures of a favorite riding buddy (Brian Cohen), hanging on the wall next to me - I'm looking at him now.

Looking at the photo, I see a group of smiling faces, clowning around their sport-bikes. But what's sobering about this picture is that two riders are dead and one is recovering from a spinal injury - all had racetrack experience. The one standing in the middle, having had his own near-death experience with his GSX-R750, is me.

These were all separate and easily preventable crashes, but since racing speeds were involved, the outcome was predictable - time and circumstance the only variable.

'Canyon Racing' is becoming an increasingly dangerous pastime within our own easy-to-be-bad society. It doesn't matter if you're by yourself or dicing with friends, when sport-bike riders relish the competitiveness of their brethren, and when common sense is cast to the wind, you're going to 'whack-it' sooner or later; guaranteed! 'Canyon racing' maims and kills.

On any Sunday, Skyline (35), becomes a mecca for wanna-be racers. A rite-of-passage for inexperienced riders working their way through sport-bike limbo - having enough knowledge to get by, but not enough savvy for the racetrack. As young devotees set out to prove they're worthy of the flashy leathers they wear and macho enough for the powerful super-bikes they ride, they'll maim and kill themselves trying to model themselves into the 'racer's image'. But as quickly as pseudo-racers pass onto a void of non-existence, others with veils over their eyes and great expectations are being recruited.

'Nobody Buys One To Go Slow' was the sub-heading for a newspaper article featuring sport-bikes a number of years ago. And it's true, I don't know anyone who's bought a 'race-replica' for its comfort zone.

Sport-bikes are merchandised with ads on TV, and in magazines loudly proclaiming the velocity accomplishments of their products. Motorcycle magazines often have photos of test riders doing wheelies and dragging their knees on back roads with a double-yellow stripe in full view. These photos have great impact with the reader, commercial and otherwise. Since a picture is worth a thousand words, these irresponsible photos that

transfer a 'racer's image' to the street degenerates the magazine's previously written lessons concerning rider safety to that of elitism and hypocrisy.

The 'outlaw image' has stuck to Harley riders ever since the infamous Hollister incident. Today it's fashionable to wear the black 'stuff' on Sunday and return to the business suit on Monday. Riding low-n-slow won't kill anyone, except maybe those who ride from bar to tavern.

But who wants to ride a 'race-bike-with-lights', SLOW. That's not why people buy super-bikes; it's certainly not why I bought one. Be honest, most everyone craving flashy leathers and sport-bikes with 130 plus horsepower worships the 'racer's image' to some degree.

Once a person has all the 'stuff' (helmet, colorful leathers, back-protector, matching boots and gloves), been to 'school' several times, and is signed-up for all the races at the local track, they're covered, right? WRONG!

The fight for self-control has just begun; eight race days a year will hardly satisfy the 'need'. Riding the 'Pace' can be fun if it borders on blistering, and the 'Pace' always ends in a rolling grid-start when a rider from another group begins passing everybody. The 'Adult' ride ends when another rider seeks to test your mettle, and your ego says you've got an 'image' to uphold. 'Squid Hunting' has always been a favorite pastime on the 'hill', and as long as sport-bikes are around, I suppose it always will.

The sport-bike can quickly transform a mild-mannered businessman into a 'back road terrorist' when he pursues this image. While partaking of the elixir of speed, the impatient worshiper with newly purchased equipment eagerly sends himself hurtling towards the abyss as he reaches for the 'fast-guy' mantle. But all too often, his only claim to fame will be vague comments in the obituaries column.

I've often marveled at how these same beautiful mountains during the week are so serene, concealing any evidence of the carnage that takes place on any weekend. I've seen countless shrines along the roadway to fallen riders killed while engaged in the sport of 'canyon-racing'. I've watched them fade into the landscape - only to appear again in a different place for someone else who's sacrificed their life to an 'image'.

What will you do, when someone comes up behind you and wants to play? You've got the bike, track knowledge, and you're wearing all your 'stuff'. Like you, he's also sporting the 'racer's image'. Will you stifle your 'Mr. Wheeler' and RIDE SMART, move to the right and wave him by? A most difficult decision when miles of your favorite twisty road lay before you. You DO have this 'need'; "Why not?" you say to yourself, "I'll spank this Squid and be on my way." Thus begins another game of 'canyon roulette'.

The 'racer's image' is an unfortunate by-product of road racing, since it's easily transferable to sport-bikes. Sadly, the image that's attracting riders is also slaughtering them.

Another glance at the picture on my wall makes my heart heavy. Be careful, young speeders, your trophy for paying tribute to a false god, one whose image maims and kills, **is a tombstone.**

Nuts & Bolts & Odds & Ends

Anybody Wanna Buy a Norton? Norton Row on Classic Bike Auction !!

Struggling Lichfield motorcycle firm Norton's plans to cash in on a collection of historic bikes has brought protests from museums who say the firm is "selling off the family silver."

Requests have been sent out to collections to send back machines which have been on loan. The machines will be auctioned by Sotheby's at Stafford.

The move has also sparked a row over who owns the classic bikes, some nearly 100 years old, with claims that Norton 93 has no right to them.

Prized exhibits will be brought back from the National Motor Museum at Beaulieu, the Science Museum in London, and Coventry's transport museum. They include 10 machines dating from 1898 to 1975 and two sectioned engines.

The bikes - with such famous names as Triumph, Ariel and Matchless - date from 1898 to 1975. It is believed that all the machines from the years when the British motor cycle industry was the world biggest will go under the hammer on April 24th. Top auctioneer Sotheby's confirmed it would be holding an auction of 200 bikes at the Classic Bike Show at Stafford.

But an industry expert said: "Some people believe that the machines do not actually belong to Norton 93, which is still short of cash after a £500,000 takeover by Wildrose Ventures, of Canada.

"The company, run by the Skalbania family, may not have acquired the historical assets - and that is something being debated and checked," Chris Boyce, deputy at the Coventry museum from which one machine is being recalled said: "This is a case of Norton selling off family silver."

Possible Answer to Wiring Problem!

I'm not surprised that the problem with the bad spark on the Boyer-equipped Commando turned out to be a bad connection. Boyer electronic ignitions, although well-made internally, have Mickey Mouse connections that aren't much better the Lucas originals. Giving the wires a "tug" may have broken through the oxide layer and fixed the problem for awhile, but it isn't a permanent solution. Here's one that is:

1. Cut off all the spade connectors to the Boyer, which are crimped in place and can

corrode. Then solder and tape all wire-to-wire connections with rosin-core electrical solder. do the ones to the black box and also solder both ends of the wire that connects the pickup unit in the engine to the wiring harness. At the same time, you can rub epoxy around the two coils on the pickup unit, thereby encapsulating them against vibration like late-model alternators.

2. The terminals of Lucas coils are threaded, but their nuts [at least on Nortons] are used to hold male spade lugs that connect to female spade lugs on the wires, allowing many places for corrosion. Instead, solder round connectors on the wires (i.e., the kind with a hole on the end), which you can get from Radio Shack. These will go onto the coil terminals directly, with the nuts holding them on. Polish the terminals with steel wool, tighten the nuts down, then coat everything with silicone to keep them dry. I installed a Boyer on my Commando in the late 80's this way, and it's worked flawlessly without attention for more than 6 years, even with outdoor storage some winters.

Finally, for long term reliability on any British bike, I'd recommend discarding Lucas "bullet" connectors wherever possible. These are prone to corrosion, and the 4-in-1 connectors in headlamps and main wiring harnesses also tend to fall apart from metal fatigue, which cannot be detected from the outside. On my bike, virtually every wire-to-wire joint has been soldered and taped, and components that are rarely disconnected, such as the alternator, zener diode, and ignition switch also have soldered leads.

Written by Mike T from NYC on Brit-Iron

BSA Club Chili Cookoff Ride!!

Saturday and Sunday, June 18-19. Leave from Lyons Restaurant in Nevada City, CA at 9 AM, ride to Reno on some of the best roads in the world and eat more chili than you thought possible. Norton riders welcome. Call Jim Meadows for details (702) 348 6338

The National Norton Rally !!

Lou Caputo called the Norton hotline (INOA - (404)969-8795) and the dates for the National Rally are June 22-26 near Rapid City, SD. Final plans not firmed up but club members might like these dates for planning. He said he was going to try and go.

WANNA BUY A WATCH ?

- **N.C.N.O.C. Members \$ 35.00 + tax
(that's \$ 38.00 in round numbers)**

- **All Others \$ 40.00 + tax
(that's \$ 43.50 in round numbers)**
 - *For the mathematically challenged, joining the club would only cost \$14.50 and you'd get a full year of our newsletters !*

WHAT A DEAL !!!!

Call or Send Orders to: John Bria

The Northern California Norton Owners Club has decided to have some Norton watches made up. They have a black band, a 1 1/4" yellow bezel with the Norton name in a green ball. We will be selling them by mail, at club meetings, and at the Clubman's show. The price is \$40 plus tax. We're rounding it to \$43.50. N.C.N.O.C. members get them for \$35 plus tax (or \$38).

For the mathematically impaired, that gets a years membership cost down to \$14.50 which also gets you 12 copies of one of the best newsletters in the country. If you'd like to order one, send a check payable to **N.C.N.O.C** to me at **1801 Howard Avenue, San Carlos, CA 94070**. We'll absorb the mailing cost. We'll start shipping right after the Clubman's show.

P.S. There is also a smaller dial version that we may order if there is enough interest. It's bezel is 15/16".

Norton DAY

at

ALICE'S RESTAURANT



Show off your Norton..... Bike Judging....BBQ
Live Music....T-shirts
Promote the Northern California Norton Owners
Club

SUNDAY, JUNE 5TH, 1994
10:00 A.M

Dr. Norton: by Ken Armann

Owning a unique and classic motorcycle can be a joy or a nightmare "on or off" forever. Cleaning it and cleaning up after it can be the same.

Giving your Norton a bath is great— afterward, starting it can be a drag! Some simple precautions may be of some help. Cover your aircleaner, and have a screwdriver to remove the point cover and carb bowl "plugs" when done. Keeping the water out of the aircleaner is great, however, some always gets past the ticklers and into the bowls - so, drain 'em afterwards. Water in the points is irritating - worse is when it starts right up and fouls the points 1/2 mile from home - therefore, pull the cover and dry it out.

Personally, I find engine cleaners (gunk, etc.) do a good job, however, the residue "stinks" and is hard to get completely off! Anionic cleaners (simple green, advantage, etc.) require more elbow grease but the results are better and "cleaner".

Dry the chrome and exhaust system to avoid water spots. A little wax on the chrome and alloy covers will keep 'em nice. Then, enjoy your toy.

**An Ergonomics (Part 2) Rebuttal**

In my opinion, ergonomics are a matter of "perception". Tall / short, skinny / fat, flexible / stiff, racer / laid back, uncomfortable / easy chair. I feel we are all different - even Nortons.

The early Commandos (not fastbacks), i.e. S & R's, the seat is wider and flatter. Later, the seat changed to the best stock seat on the Mark III - the foam is the best, also!

Basically, personal choice is whatever works for YOU! Do what is the most sensible, safe and comfortable so you can enjoy your machine. *Isn't that why you have it?*

*Serving the Bay Area
Since 1972*



Jim Carton
Motorcycle Mechanic
Tune-up and Maintenance Instruction

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PURPLE HAZE

**"The Three Days of the Norton"
Part II**

In the last installment of this story Freak, on his road burning Norton, Mark, on his 350cc Kawasaki two stroke, and the author on his 450cc Honda, had started home from a Florida College on their motorcycles.

We got on to I-95, headed North, at about 3:00 PM. Freak immediately dialed the big Norton up to 80 m.p.h. and started to leave us as it started to rain.

We caught up with Freak and tried to stay with him but it was very difficult. Trying to hang on to a bike at 80 m.p.h. for any length of time is very tiring. We decided to make our first fuel stop at Daytona, approximately 100 miles up the road. When we stopped, Mark's bike was on fumes. Two strokes don't get good mileage while traveling at 1000 RPM below their redline. Their life expectancy isn't too good under those conditions either. The Honda was surviving the ordeal but that was soon to change.

We pulled out of Daytona and set the speedometers at 80 m.p.h.. In defense of Freak, he wasn't traveling at these speeds without reason. Below 4000 RPM the Norton started to load up and run rough. When it started to do this, the rear chain was subjected to constant jerking and snatching as the engine constantly stumbled. This action made his chain life expectancy about 100 miles.

It was still raining. We had agreed to stop in South Jacksonville for gas, we didn't make it. First, we got separated in the rain. Freak was about a mile ahead of

Mark, and Mark was about a half mile ahead of me. I came over an overpass and there sat Mark on the side of the road, out of gas. Freak didn't see us and keep going. Later, Freak said he pulled off the road, got gas and waited for 30 minutes. Thinking that we had passed him (the station he stopped at was off I-95) he got back on the road headed North looking for us! Meanwhile, I spent 45 minutes teaching Mark the fine art of how to push a motorcycle with another motorcycle. We got him gassed up and set out after Freak. We knew he would stay on I-95/301 all the way home, we just didn't know if we could catch him. By now it was getting dark.

We left Florida and entered Georgia. Now the road changed from Interstate to two lane blacktop, lovely to drive on at night when it's raining and you're looking for a familiar small British tail light. As you may have guessed the big Norton had not skipped a beat. Freak was eating up large chunks of territory in short order. As he got closer to Savannah, Georgia Freak realized that we had not passed him. He purposely lengthened his gas stops, waiting for us. Not realizing that we would get separated, there were no plans to stop at a specific motel that night. Freak knew he had to find us.

As Mark and I made our way toward Savannah that night, we asked at every gas stop if a purple motorcycle had passed through. Finally at 9:00 that night a station attendant, about 60 miles South of Savannah, said a purple Norton had passed through town 10 minutes in front of us. We finally caught him 5 miles South of Savannah. He was in a donut shop with the Norton parked next to the road so we

Continued on the next page



.....continued from page 13

could see it. The 300 mile chase was over, for one night. It was still raining. We rented a motel room in Savannah and crashed.

The next morning I started the Honda and it sounded sick. The 450cc Honda valve clearances were set by ear, using an external adjusting screw and locknut. The high speed chase of the previous day had tightened up the valve clearances (a common problem in 450cc Honda's). So I spent 30 minutes that morning resetting the Honda's valves. At least it stopped raining. Then the Kawasaki wouldn't start. We dried out the plug wires and it fired up. Just about then I saw Freak climb off the Norton and collapse on the ground. He'd been kicking it for 5 minutes and it wouldn't start.

We dried out all the electric's on the Norton and prepared to try again. Since I weighted about 20 lbs. more than Freak I offered to try kicking for a while. The 1971 Nortons had weak side stands. Knowing this, I told Freak to straddle the back of the bike and hold it upright while I tried to start it. Now this show was happening in front of the motel restaurant. The local patrons were having a good time watching three long haired college hippies try to start their waterlogged bikes. There was only one flaw in our starting procedure for Freak's Norton. We had forgotten that his mufflers were upswept. They were full of rainwater, soot, raw gas and God knows what else. Here's the picture - restaurant full of locals watching hippies, two bikes running, one hippie behind a big purple Norton holding it upright, while another hippie prepares to summon every ounce of energy he has and come crashing down on the kick starter.

Oh! Did I forget to mention that Freak was wearing his white Levi's. They were the only dry pair of pants he had left. I came crashing down on the kick starter, with the throttle half open. The Norton fired up VAROOM, I revved it a few times then looked up and noticed people in the restaurant were falling off their seats and wiping tears from their eyes. They were all hysterically laughing. Then I heard it "you #@%* &# hole!" I turned around and saw that my friend had changed color and so had all his clothes!

(to be continued)

**Santa Cruz Ride
and
Beach Party
Saturday July 16**

The ride will leave from Alice's Restaurant at 10 AM. Our destination will be a barbecue at the South end of the beach at the Santa Cruz Yacht Harbor. You can have family and friends meet us there after the ride. Parking at the party location will be limited to bikes only, but metered parking for cars is available at the Harbor and there are restaurants and food stores within walking distance. Several volunteers are needed to help organize the food. Call Alan at (408) 475 7505.

.....North Bay Ride continued from Page 7

we were forced to take I 80 to Suisun Valley Rd., just short of Fairfield, from then on the roads were made for Britain's finest twin. Along with Mark, three others had joined us near our interstate exit, among them Robert Newman who later helped this rider remove a stubborn kickstart lever. We were eighteen bikes now, fourteen of them bona fide Norton Villiers gems. From our brief stop here it was just a quick zip to the intersection of 121/128 with John Padilla (always great to see John!), Maya and me checking for strays. As we were relaxing at the gas station, Jerry Kaplan rolled in on his P11 followed by friend Bruce on a very tidy black and gold Darmah. But I think it was Mark's Commando that stole the show, and I noticed that few dared park close to it. My own 40K mile road-wear warrior rested a safe distance away, the only nag to sport a windshield. Hey, I'm not proud and besides, she's running better than ever! Still, all that gleaming chrome and those highly polished cases . . . And I loved those Supertrapps!

We fired up and headed out on 128. There were no cars and the group gradually spread out. From my sweeper's vantage point I watched the long line wind right and left ahead of me, like a long freight train working its way through the mountains. I was also reminded of the view from turn 7 at Sears, where I could watch that line of racers wend its way through the esses, gradually moving away from me as I struggled to keep up on my Triumph 500. But hey! If you were in the front of the pack you didn't get to see this spectacle! My new Progressive fork springs, which had been so harsh on the interstate, felt just right now on the backroads and my engine was humming sweetly. After many years of low bars I had recently switched to some higher ones which initially felt like apehangers but which now, some 400 miles later, were actually starting to feel natural. More leverage, a more relaxed riding position; I was content.

Meanwhile, at the Lord Derby Arms (Look for the sign "English Pub" just outside of Calistoga.) Some of the faster riders were already wrapping lips around some fine brews. The staff did a great job of setting up for us and delivering the food as quickly as possible. Someone had the courage to order Shepherd's Pie, but if it was as good as my fish and chips they may have made out OK. We had plenty to

eat. Mike Burnham was sitting nearby, looking like the ride had relieved all stress from his body. Or maybe it was that second beer. . . .

After lunch riders chose different routes back to the Bay Area. At a gas station I asked John Covell what our mileage had been thus far and he answered, "About 120 miles." I noted that my odometer read 161 miles and resolved to calibrate my speedo to the new speedo drive I had recently installed. On the other hand I was becoming accustomed to riding at an indicated 80-90mph. This old fart can move when he wants to. Well, er, um . . .

I followed Robert via Rt. 29 back to his place, past some new fairyland-style winery buildings, to work a bit on my hard-to-remove kickstart lever. I had been fiddling with it earlier in the week and snapped the cinch bolt. After some drilling, some testing with an E-Z Out, I just knew this was going to be one of those lengthier repairs and I wanted the bike for the ride. Fortunately Robert had a fancy drilling/grinding tool which cleared the way for use of a pry bar, and we managed to remove the lever before the sun went down. A few tugs to bend a replacement kickstart lever into the correct position and I was ready to hit the road, all set for that next gearbox rebuild. Thanks, Robert!

The traffic coming back from the wine region at 7:30 on a Sunday night was heavy, but it WAS moving and I rolled into my driveway about 8:30. We had avoided all drops of rain thanks to Alan's Concord friend, Rich Alves, having worn his rainsuit the entire trip. It had been, in a nutshell, yet another successful Norton club ride thanks to Jim Carton. And, we get to head up north again in July on the Fred Twigg ride. Why I'll bet we can get at least twenty Nortons for that one. **See you there.**

Bob DiMascio

Carol DiMascio

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NOC Member Profile

Name: Ron Bastiaans

Age: 45

City Resident: San Francisco

Marital: Married, 1 daughter

Occupation: PG&E lineman

NOC Member since: 1992

How first became involved with NOC:
Mike Burnham, whom I met at a gas station, told me about Nortons and the Norton Owners Club after I admired his.
Club offices held (years): None yet.

Norton(s) owned, described: '73
Commando 750 Interstate

Other makes of motorcycle: '82 Yamaha
750

What first interested you in the Norton?
Always liked the looks of the early British bikes—simple and straightforward.
Other hobbies/interests of note?
Photography

Favorite motorcycling road/ride: Any road is fine by me!

If you could redesign thNorton, what one thing would you most want to change?
How and why? I don't yet have enough experience to have my 'druthers.
Favorite/most embarrassing episode on a Norton? The fact that I haven't ridden it much since buying it (two years ago)—it needs to be rebuilt.

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FOR SALE: 1966 BSA Thunderbolt stored since 1983. 5000 original miles, all original except paint: \$3,500/B.O. **FOR SALE:** 1973 XLCH, professional restoration, new engine, lots of chrome, one owner, \$5,700/B.O. call Jim (510)534-8030 (6/94)

FOR SALE: '72 Norton, needs work, 7000 original miles, once was high riser model, Price to be negotiated. Call Rich Wampler, (415)591-1704 (7/94)

FOR SALE: Nortons! '75 Interstate. '74 850, '69 750, all disassembled from frame, Dunstall & roadrace fairings, seats, many extras. \$4500, all or nothing...serious inquiries only. Call Denis ((408)335-4863 (7/94)

FOR SALE: '73 Norton Dunstall Commando, \$5000; '91 Ducati 851, 5K miles, extras, \$8,800; '65 Norton Atlas, disk brakes, \$3,500; Featherbed frame, Atlas, rolls, \$350; Norton Interstate tank, seat, side covers, \$350; Dunstall tank, seat (Commando) \$350; SS/Hi rider tank, side covers, fresh red, \$500; Drouin Supercharger, \$950; Bultaco 250, El Tigre (dead) \$500; call Tom Terry (408)446-2738

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FOR SALE: '74 850 John Player Special, less than 10,000 original miles, \$8,500 or B/O - call Ken Armann at (408)371-6786

FOR SALE: Commando 750 Roadster, '86 AFM Twins State Champ. 38mm Marzocchi front end, 36mm Amal MK II's, belt drive,

oversize in and ex valves, ported, DID, 22.50 front and 3.00 rear rims X18, Grimeca brakes, Kosman rotors, QD rear sprockets and gearing, complete spare lower end + spacers, too much to list. \$6000. Call Lee Steinmetz, day (510)845-0992, eves (510)548-6019 (5/94)

WANTED: Rear brake assembly with rim for MK III. Will trade 2 roadster tanks (glass), MK II seat. Call Mike Shackelford, Klamath Falls, Ore. (503)884-8108. (5/94)

FOR SALE: N-15 frame, 750 engine disassembled with reground and polished rod journals ready for rebuilding. **WANTED:** 850 engine for P-11 cafe racer project. Call Dave Neal, day (510)233-0254, eves (415)383-0612 (6/94)

FOR SALE: '72 Combat Commando roadster. 8800 original miles. \$3000 or B.O. call Neal at (707)537-0844 days, or (707)538-0612 (7/94)

FOR SALE: Rickman roadrace special chassis, Original, 750-850 engine, \$1750 for chassis. call Jeff Hecox at (408)257-7268 (7/94)

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The Newsletter of the Norton Owners Club

Pictorial Supplement
of

Jim's
North Bay Ride

Sunday, May 12, 1994



Mark chose not to ride in the dirt !!

The Newsletter of the Norton Owners Club



Lou says, "What's that about a *Perfect Norton*"?



John is ready for the ride!!.....

The Newsletter of the Norton Owners Club



Skydiving can be hazardous to your health

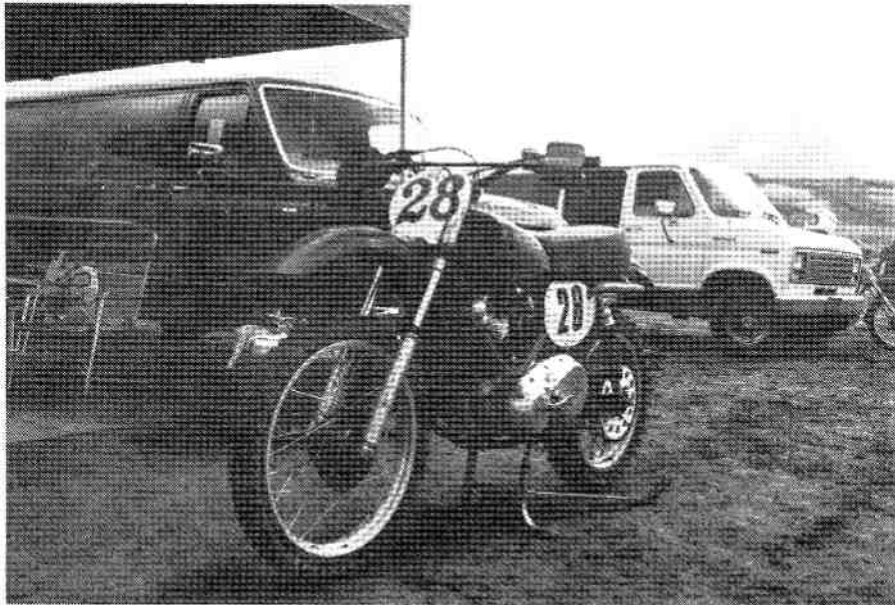


.....Maya and her Court !!

The Newsletter of the Norton Owners Club



Lunch break at the Lord Derby Arms....



Bill Knight's awesome motocrosser
