



Norton Notice



The Newsletter of the
Northern California Norton Owners Club

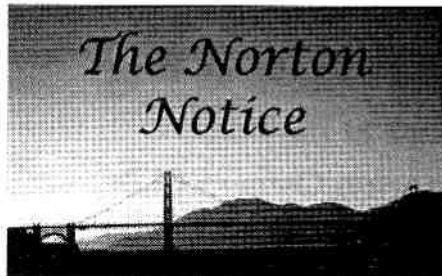
No. 210

November, 1995



**Rocker Greg Braithwaite on his 650 Atlas
Extra! Extra!**

Two Rides This Month
(See Whazz Happ'nin Page 6)



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 an 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 any format placed on a 3.5" floppy disc can be read by the editors' clever Macintosh. You may also send articles directly to the editor via modem or fax at 415-595-3368. Set your telecom software to 8/n/1, use X or Z modem file transfer protocol, and just call up the editor most evenings (don't wait until the 20th...there is a long line then). The editor also has a fax at his office (415-593-4850). E-mail can be sent 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 \$60.00/year for a 1/4 page ad!!

Renewal dues are payable at the end of the individual's membership year, which is designated by the last number listed on the mailing label of the Norton Notice and the membership card.

All changes of address or questions about membership or the Notice, call the President.....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 organisations per the terms described on the Branch membership application form.

CLUB OFFICERS

PRESIDENT: Maya Lai
1370 McKendrie, San Jose, CA 95126
(408)241-1812:
mlai%fastfood@daver.bungi.com

**VICE-PRESIDENT/PARAPHERNALIA:
Joe Edwards**
7127 Menaul Court., San Jose, CA. 95139
(408)365-1058

TREASURER: Stan & Lani Beneveds
36646 Darvon Ct., Newark, CA. 94560
(510)793-0704

RIDES COORDINATOR: Jim Carton
1749 137th Ave. San Leandro, CA. 94544
(510)483-2045

**NOTICE EDITOR/SECRETARY:
Alan Mueller**
128 Windsor Ct. San Carlos, CA 94070-
2198, (415)591-5444 or modem/fax
(415)595-3368 or (415)593-4850: E-mail:
norton2@aol.com

PUBLIC RELATIONS: John Covell
1183 Alemany Blvd., San Francisco, CA
94112 (415)334-1183; E-mail:
senator@well.sf.ca.us

PHOTO-JOURNALISM: Gerald Mauricio
PO Box 655, El Granada, CA 94018
(415)726-9337

SGT-AT-ARMS: Lynne Miller
639 Mangels, San Francisco, CA. 94127
(415)334-2042

NORTON NOTICE

IMPORTANT (Please note the following fine print) The object of the Northern California Norton Owners Club is to promote, encourage and develop motorcycle 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 the use of these 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 author's view 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

November 4th

Northern California All-British Ride
6th Annual Don Danmeier 50th

Birthday Party,
"Brit-bikes" only
info: (415)898-0330
(See Page 14 for Details)

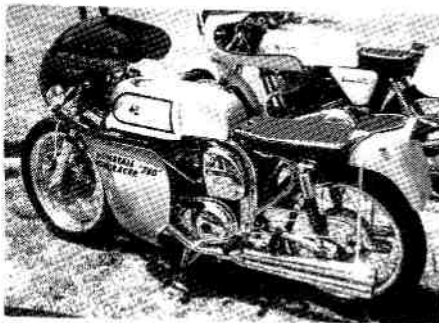
November 12

Delta Ride
(See Page 6 for Details)

December: No rides scheduled

*If rides are cancelled due to poor weather
- plan on the ride taking place the
following week - same time - same place.
Check with Jim!*

*As you can see, the editor is running
out of events...if you know of any,
please contact me!!!*



Scanning:
Steve Micheli
A.B.E. Dental, Belmont, CA

Meeting Schedule

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

November 9th

Emperor Norton's Italian
Restaraunt
San Jose
(Elections will be Held)

December 2nd

N.C.N.O.C. Christmas Party
The Mueller's
(See Page 7 for Details)

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

Harry's Hofbrau: 14900 E. 14Th St., San
Leandro, CA

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

Fremont Brewery: 3350 Stevenson Blvd.,
Fremont, CA., East of Hwy 880 near Paseo
Padre.

Emperor Norton's Italian Restaurant: 7058
Santa Teresa Blvd, San Jose, (408)226-4424,
101 to Bernal Rd. exit..go west to Santa Teresa.

Photography:

Alan Mueller, Gerald Mauricio

Press Production and Halftones:

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

Maya's Minutes..... by Maya Lai, President

Well, this last Norton meeting brought us two new members, Dylan Simpson and Ruth Middleton. We also had a newcomer Eric who wants to join with us. Welcome new members. Now remember, when you see a new member, make him or her feel welcome in the club. It's hard sometimes for new people to fit right in. So..... slap them on the back and welcome them into the club.

OK.. Due to some of the calls I received about having the Xmas party in Oakland, Alan Mueller has agreed to have it at his place again. His address is 128 Windsor Court, San Carlos (415)591-5444. (See the flyer on page 9). For those of you who didn't attend last year, it was quite fun and nice. As for those of you who wanted to go to Oakland, maybe in the future I can arrange something with

Oakland.

City BIke has offered us a free booth at the San Mateo swap meet on December 10th at the fairgrounds. We would like some poeple who have nice Nortons to think about putting them in our booth for the show. If you are interested please contact Jerry Jolliff at (510) 793-7747.

We also had nominations for 1996 officers. Scott Weir and I were nominated for President. Greg Braithwaite was nominated for V.P. Bruce McGregor and Ron Douglas were nominated for Treasurer, Jason Kidd will be taking over the Editor. The next Norton meeting will be in San Jose where voting will take place.

Maya

The Veep Speaks..... by Joe Edwards, V.P.

Well, here we are already in the month of November. How fast the year has flown by. We have had some great riding days and nights...so many great roads. Now as we settle in for the up coming winter months, the ideas are really kicking around...let's see, should I really paint the bike or should I keep the color or do the top end, or how about that basket case I have been putting off all year. Well the hell with it, I will wait until next year. Now the season of friendship and warmth is around us, a time to make up that list of parties and the great 50th birthday party given by Mr. DD The Norton Christmas party will be held at Dr. Mueller's house on December 2nd (see flyer in this issue).

Also, don't forget that the elections are going to take place at the next meeting. This meeting will be held at the Emperor Norton's Italian Restaurant at Bernal & Santa Teresa in San Jose...Phone #226-4424...Great food and cheap prices, beer/wine only...Be sure to attend this meeting so that your vote will be counted. We had some of the new folks jump into the fray. The only way the club can keep on, is to bring new blood and new ideas... so do show up and vote...You can make a difference...

I would like to take a second and thank all the members of the board who served and did an outstanding job, I would like to thank the members for asking me to fill in for the late vice president Duncan Ferguson. I hope that the late veep was happy with the job that was done. Also a great big bundle of thanks to Dr. Mueller for the outstanding job as the Norton Notice editor for the past two years, we welcome with open arms Jason, as he will walk in the footsteps of the Norton Notice editors of the past.. Good Luck and welcome to the fold.

Well that rally committee has made a trip to the big city of Quincy site of the International Norton Owners Rally.. The dates are July 18th through July 21st. 1996. Mark those dates on your calendar, it will be great....

Also, please keep in mind that we will be needing a lot of help for the rally. It is not to early to let us know what you would like to do. The rally is a showcase for our club. This is our club and you have a chance to make a stand and show the rest of the country that we here on the left coast have the iron and the best Norton club members anywhere. Well, we will put this to bed and remember **there will always be a Santa Claus!!**

Minutes of the October Meeting

Our evening started off at Ken Armann at 6:30. Unfortunately the note on his door said he would be back shortly. So I waited outside a few minutes, and Greg shows up on his beautiful Norton. Greg also finds the suitcase of Bud next to the door. Thank you Ken for thinking of us! Scott joins us the Ken shows up. After planning our route, Raj finally shows up, moaning about how bald his tires are. Finally we left down highway 85. What a joy it is to have 5 Norton's rolling together. Around the time the meeting was called, there were 8 bikes, 25 people present and Brad. Anyway the meeting was called to order at 8:20 by Maya. And yes Ken, we know you thought she looked great at the Old-timers Ride. New faces were greeted with smiles. We had a person from Colorado with us by the name of Eric Mundall. Joe was trying to convince him that we do have fun once in a while. After heated disputes as to where the Christmas party was to be, it was finally decided on that Oakland was not the best venue to host our party. A big THANK YOU goes to Alan Mueller for opening his doors once again for this years Christmas party.

As you will notice(no pun intended) Jason and Teresa will be the new names in the Editors column. Sort of a unanimously voted in. Sucker comes to mind, anyway.....As the end of the years grows nearer, the need for new officers has come up. Maya was re-nominated as was Scott Weir for club president. Continuing with new young-blood, Greg Braithwaite was nominated for vice-president. For secretary, Ron Douglas was

nominated. John Covell mentioned that he would like to continue as PR. man. Joe Edwards has decided to hand over the title of vice-president but will continue as the paraphernalia man.

There will be a swap meet on December 10th at the San Mateo Fairgrounds and Bryan Halton has offered the club three swap places for the Norton Owners Club. So if you want to show your bike....

Joe Edwards would like to make the Presidents Day ride a yearly Ferguson ride and asked that Brad Green organize the ride. Joe is asking for donations and all proceeds will go to his daughter. This ride will be a rain or shine event, so if you have to, pull out the dusty water-proofs. Again, for the December 2nd Christmas party, we will take donations and everyone needs to bring something. The pirates gift exchange will be in order.

Alan Goldwater is asking for people to volunteer for the 1996 rally, so don't be shy. A 50-50 pot was sent around and the lucky ticket was number 108. A happy Ron Douglas walked away with \$25.00. Congratulations Ron.

Joe still has a few black and gold reflective Norton decals available for sale. Also there are just a few green embroidered shirts left. The meeting ended at roughly 9:30. See everyone on November 9th at the Emperor Norton's Italian Restaurant in San Jose. Elections will be held that evening.

Respectfully submitted,
Jason Kidd (acting scribe)

Whazz Happ'nin

.....news of the NCNOC

The Delta Ride

Sunday, November 12th, 1995

On Sunday, November 12, we have have our first official Delta Ride. As far as I know, we have been on the Delta a few times, but never officially. I know of quite a few great roads in that area.

The ride will begin at Dino's Restaurant at 10:00 AM (arrive early if you want to get breakfast). The address of Dino's is 1350 East 14th Street, San Leandro (895-5351). You would take the Davis Street turnoff of Highway 880.

This promises to be a wonderful ride along some new backroads and then along the levies to Locke and Al the Wops. Al's is a neat spot...if you haven't been there, you are missing quite an experience. So let's all show up for our last official ride of the year.

If there is rain, call Jim for alternate plans.

Mt. Hamilton Ride

This months ride had a very good turn out considering the time of the year. The weather was just perfect for riding...not to hot...not to cold.

We met at the El Rancho Restaurant in San Jose. For those of you who had breakfast...what a feast. Only Jim Carton wasn't satisfied...he had to have seconds.

We left with 11 bikes, mainly Nortons with a couple of Triumphs thrown in to keep us honest...oh, yes....and a BSA ridden by Art Sirota (it stayed together but just barely). The road to the top of Mt. Hamilton is wonderful, lots of tight turns. At the summit, we were treated to a reading of an original motorcycle poem by Art (quite good, but what do I know). We also got a tour of the 36" telescope (this scope is over 100 years old).

The ride down the hill was uneventful except for some transmissions sounds coming from the BSA...fortunately

Phil Radford was along and fixed things up with his magic touch.

Most of the riders separated in Livermore and headed home. All in all it was a real nice day.

Harley Humor

Due to the success of the retro-styled Heritage Softail and in response to our loyal rider's input regarding handling behavior, our R&D department has come up with an innovative development. By eliminating all steering head bearings and sliding forks, and replacing these with a technologically advanced series of integral welds, we have eliminated all steering and its associated problems entirely. This is ideally suited to the style of cruising that made HD what it is today.

Rather than depending on inaccurate and potentially dangerous steering head movement, all new models based on the Hard Head technology will be steered by a combination of lean, body movement, and heel drag. The steering head now serves as a beer can holder. The Hard Head series will feature collapsible way-up-front footpegs to complement the new Hard Head riding style. These attractively designed components allow the rider to quickly and easily shift the heel of the boot into a position suitable for initiating a turn. Once the heel has caused sufficient drag to turn the bike, the rider can find the footpeg again with little effort and no loss of comfort. This novel technology will be first introduced in the 1996 "Heritage Hard Head" FXHHH model.

In addition to the "Heritage Hard Head", a marriage of Hard Head and Fat Boy technology results in our finest model yet — the sensual new Stiff Boy. This manly vessel's proud and erect stance will serve as a prominent icon on the American motorcycling landscape, and will undoubtedly thrust its way into the soft tissues of the American psyche forever.

As part of our integrated design

approach, we are replacing the Evolution V-Twin on these models with our new Revolution V-Twin. This model mounts the crankshaft rigidly to the frame, and spins the crankcase about the shaft. The gyroscopic effect of this rotating mass serves to stabilize the motorcycle.

For those who wish to adopt the innovative Hard Head technology immediately, various aftermarket suppliers will be distributing the Fork Action Restriction Trestle (FART), which rigidly joins the front axle, front forks, and the frame in a confidence inspiring rigid triangle. As a bonus, this new front-end rigidity makes it much easier to load the bike into the back of a pickup.

Our new slogan for these models is **"Things are Stiffer on a Harley."**
Godfrey DiGiorgi)

The Art of the Start

"...Each classic cycle had its own unique starting ritual: the carbs had to be tickled a little or a lot; the throttle had to be closed or opened just the right amount; the advance/retard lever had to be adjusted just so; the weather needed to be dry; the planets had to be in just the right juxtaposition; and the god Lucas had to be looking down favorably upon you. And when the bike was warm and you went to start it, the whole drill changed..."

"...Kickstarting a big single takes more dedication than a twin, too. You can't just dab at the kickstart lever to get it to start. It takes concentration, dedication, and occasionally a touch of Zen Buddhism to bring them to life. You've really got to want it to happen because you know that the other British gods, Long Stroke, Weak Spark, and Timings Off, are all against you..."

Bill Ford "The Art of the Start", Bike Journal Int'l

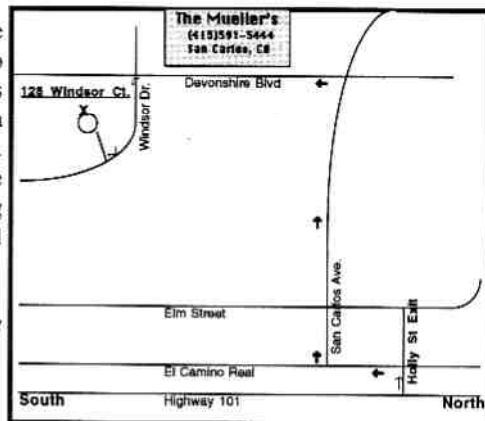
Christmas Party

The Christmas Party will be held on December 2nd this year. Contrary to the flyer included in last months Notice, the party will be held in the home of Alan and Vicci Mueller. For those of you who attended last years bash, I know you will agree that a good time was had by all.

We are asking those planning on attending to contact either Alan or Maya (for details see the flyer in this issue). We are requesting that you bring either a salad, an appetizer or a dessert. Beer, wine and soft drinks will be provided..if you wish something harder....B.Y.O.B. The main course (still to be determined) will be provided by the club. A small donation will be requested to help defray the beverage and food expenses.

Like last year, we will be having a White Elephant gift exchange. Each person is to bring a gag gift (valued at no more than \$15) with a motorcycle theme. This gift will be placed under the tree and later exchanged and traded and exchanged and traded..etc. The gifts will be distributed by drawing....all luck...no skill!!! This was a lot of fun last year...let's all get into the spirit and participate.

Let's make this the best Christmas Party ever!!



View from the Bridge..... by Alan Mueller

The "TEST OF TIME"

1. How many cylinders should a M/C have?
 - a. 1
 - b. 2 or 3
 - c. 4
 - d. 6
 - e. More and more and more
2. What type of ignition system do you prefer?
 - a. Magneto
 - b. Battery and Points
 - c. Magnetic pickup
 - d. Black box
 - e. Permanent and unknown
3. What type of helmet do you prefer?
 - a. Pudding basin
 - b. Open face
 - c. Full face
 - d. Hard
 - e. Whatever matches the bike
4. What type of tires should the machine wear?
 - a. Black and hard
 - b. Bias ply, with tubes
 - c. Bias ply, tubeless
 - d. Radials
 - e. Racing slicks
5. What type of clothes do you feel most comfortable in while riding?
 - a. Jeans, old boots, and Belstaff jacket
 - b. Jeans, boots and nylon jacket
 - c. Jeans, M/C boots and leather jacket
 - d. Leather jacket, leather jeans and boots
 - e. Color-coordinated Leathers and boots
6. What is the function of an oil leak?
 - a. Keep the lower end of the machine from rusting
 - b. Shows character
 - c. Indicated a head gasket leak
 - d. Cause for a product liability suit
 - e. What oil leak?
7. What should your M/C be made of?
 - a. Steel
 - b. Steel and Reynolds 531 tubing
 - c. Steel and humongous welding globs on the frame
 - d. Aluminum frame & fiberglass body parts
 - e. ABS plastic & unpronounceable unkonwns
8. Where should your motorcycle be made?
 - a. Merrye Olde England OR Honest-By-God USA
 - b. England, Germany, Italy or the USA
 - c. USA or Japan
 - d. All of the above plus Andorra, Togo, Burkina Faso and Lots of other places you haven't heard of.
9. How long have you been riding?
 - a. Since birth
 - b. 20 years
 - c. 10 years
 - d. 5 years
 - e. Plan to start any day now
10. How long do you expect your riding to last?
 - a. Forever
 - b. Until I can't get any more parts
 - c. Until my health gives out
 - d. Until I grow up
 - e. Until it rains

Scoring: One point for each A, Two points for each B, Three points for each C, four points for each D, and Five points for each E—Then subtract one for each of the following things you can identify.

1. AJS
2. Joseph Lucas, AKA the Prince of Darkness
3. K81
4. Marusho
5. Knucklehead

Your point total, applied to the following chart will give your approximate technological comfort zone:

- 5-15: The 1950s, when men were men and women were grateful
 16-26: The 1960s, when we all met so many nice people
 27-35: The 1970s, when the Japanese took over motorcycling
 36-45: The early 80s, when sales hit the skids
 46-50: Right now, and isn't that new bike gorgeous.

Reprinted from, Amercian Motorcyclist with special thanks to, Hearts of America News and the Chicago Norton Owners Club.

Norton Christmas Party!!

WHERE: *The Mueller's*

128 Windsor Court, San Carlos

WHEN: *Saturday, December 2, 1995*

TIME: *6:30 P.M.*

**Bring either a salad, appetizer, or dessert
....enough for 4**

Bring a White Elephant (gag) gift valued at no more than \$15

This gift will be placed under the tree for a random gift exchange.

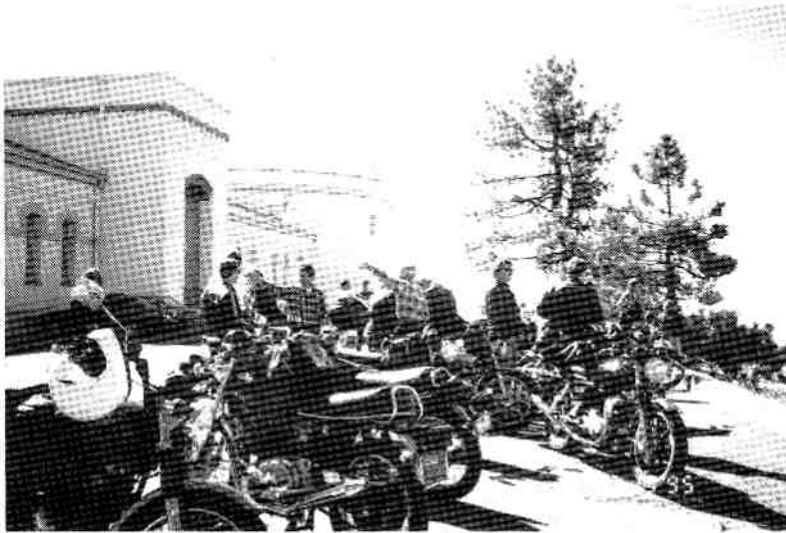
RSVP: ALAN AT 415-591-5444

MAYA AT 408-241-1812

(SEE MAP ON PAGE 7)

Mt. Hamilton Ride

October 15, 1995





You meet the strangest people around purple Nortons



Another example of "The Color Purple" in Nortons

WHO'S RIDING BRIT BIKES

BY LOU CAPUTO

Motorcycling is a hobby for me—I can get around in my truck and not have to worry about the rain or down time for repairs to the bike. Of course the truck's had its problems; the differential, the brakes, and I've let the shops tend to those problems, all at \$55/hr. labor + parts (and new differentials don't come cheap!). But I DO worry when S/S barrel bolts are priced at \$8.50 ea (OK, so S/S ain't cheap.), and other parts seem similarly costly. At some point you wonder if it's time to sell out and buy something new. A new bike would easily last me 10 years, probably with minimal after-purchase expenses.

So who's going to keep the old bikes alive? Dunno. Few of the younger folks have a real sense of what the old bikes were all about; when my VFR riding son mentions Nortons to his college friends not many recognize the marque. They'll opt for Japanese bikes if they buy in and will probably never have to face an engine rebuild. Middle aged grunts are trying to figure out why their hard-earned dollars never seem to be accumulate fast enough for a house purchase. Which leaves the old farts, who may still get teary eyed when a Brit bike fires up but who, like me, are wondering how to keep costs under control, especially when spouses decide to upgrade non-essential home parts like windows and the roof. Who cares if there's a slight dribble down the dining room wall; my garage is watertight.

What to do? Spend more. Stockpile. Prepare for the future. Prices aren't going to go down. Go to the swaps. Keep an eye open for the sales. Use substitution parts that work. Get the Radio Shack bargains. Share the info with others on Brit-iron and in the newsletters. Find a good machinist and don't quibble about reasonably priced machine work. Support vendors who are trying to make biking affordable. Sell a part you don't need at what you paid for it and make someone in need joyous. Stop worrying about concours condition and just keep it on the road. Above all keep your sense of humor. It's only money and you COULD be riding a H*onda.

Here is an answer from Captain Dan from England

Captured from the Internet:

Lou wrote that the people riding British bikes look to be getting older and older. It's not quite so, here in Britain, where an increasing number of younger men and women appear to be buying British, notably seventies Brits like the Commando and the Bonneville.

Speaking as a mere thirty year old, I can vouchsafe my own statements. The reasons for this difference are many-fold, I think. Most notable cause, is rising insurance costs. As a rider of some experience, with no convictions and only one previous insurance claim (hit and run, the little coward!) I would have to pay around 300 pounds for theft-and-third-party-only insurance on a bike like a Suzuki GS850. Compare this to 84 pounds fully-comprehensive on a Norton Commando, with no milage limitation (Carole Nash Insurance), and you begin to see the exasperation many young people feel when faced with such premiums. Given that a Commando like mine is worth 2800-3400 pounds (depending on season and condition of bike), and liable to rise; and that the Suzuki is worth about 800-1000 pounds and losing value all the time, the exasperation doubles!

The Commando can outperform the Suzuki, out handle it, and return much better fuel economy (no small matter in a land where petrol now costs around 60 pence a litre! If you do the conversion, and I think you'll agree).

Then there's parts. A regulator/rectifier for the Suzuki costs a staggering 140 pounds, and even simple bits like clutch plates have to be ordered specially, most times, with up to a week's delay. The otherwise dismal UK publication "MotorCycle News" recently calculated that to build a 6000 pound Jap bike up from its various parts would cost 22,000 pounds! In the early days of this classic biking frenzy, the tendency of many younger riders was to opt for a Jap classic - a Kawasaki z650, for instance an honest reliable and fairly racy sort of machine. But this was a self-destroying

situation. The market for these bikes went through the roof. A parallel twin like the Yamaha XS650 now costs about the same as a Triumph Bonneville of equivalent age. Many younger riders started thinking: "Why am I paying Bonneville prices for a machine which, all said and done, still has 'Yamaha' written on the side of it?" After all, a Jap classic still requires expensive Jap parts to keep it running. If you're going to dedicate your life to riding an old clunker, why not go native and buy the Trumpet, or similar. Cheaper to run and better spares availability!

And so the majority of the seventies Brits you now see in regular use (both standard machines and the enormous fleet of chopped Triumphs that exist over here), are oft owned by people who're perhaps only five years older than the bikes they ride. Even more favourable insurance rates exist for riders of vintage and veteran machines, so collectors have tended to offload their seventies bikes, and hold onto their A10s, Thunderbirds and Domminators. This process can only accelerate if the government goes ahead with its plans to require all vehicles eligible for road use be taxed continuously, while allowing bikes made before 1960 to be exempt from taxation at all! It becomes rather easier to become an OLD bike collector, under such circumstances, and easier to justify riding your seventies bike in all weathers. The machines sold often fall into the hands of younger bikers, who then dilligently attempt to become conversant with new concepts, like a bike held together with more than one type of screw thread. This was me, a few years back, and the old Mando has now clocked up four times the milage while in my possession, than it did while in the hands of all its previous five owners put together (this is not a boast, by the way, I'm simply saying I'm running it into the ground, that's all!).

And isn't this how it's supposed to be? A bike like a Norton Commando is a young person's machine, while the Kawasaki ZZRs belong in the hands of a generation who've become rich enough and old enough to lose patience with machines that have to be

tinkered with all the time, and leave oil all over your clothes, and sometimes require real thought and perseverance to ride at high speeds. I oft laugh to see the bemused looks of the forty-somethings in their onepiece matching leathers, who started biking on a Honda CB750/4, and have never ridden a British bike in their lives, as they listen-in to people ten/fifteen years their junior discussing the inadequacies of Amal carburettors, Lucas coils and Eddy Turner's grip on reality during his declining years.

While other factors, like the current wave of seventies nostalgia sweeping Britain, and the fact that the bike market is contracting, and people can afford to run several bikes, must also play a part, I firmly believe the root of this trend is that younger riders (traditionally the hotheads of the bike scene) have finally become sick and tired of buying machinery and parts from faceless foreign multi-national corporations who show every outward sign of despising their customers. Whether the trend will continue, I don't know. I don't reckon I'll be selling the Commando for a while.

It's the same old story, really, and what goes round comes round. The big four (the current big four, not the old big four, I mean) are losing the faith and loyalty of their traditional market, who have started buying simpler easier to maintain machines, built in a totally different country.

There's a subtle twist here, I think!

You needn't to worry about spares availability for your bikes, the only way to guarantee the spares market is to continue *needing* new parts - and the only way to do that is to continue wearing the old ones out!

Okay, that's enough. I've waxed it lyrical again. The missuz is here with the straightjacket to take me away. She's just read this, and apparently I forgot the mention that "Brit bikes are just *proper*", and that's that!"

Commando Dan

djw12@leicester.ac.uk

**The Sixth Annual
Don Danmeier 50th Birthday Party**
Saturday, November 4, 1995
**NORTHERN CALIFORNIA ALL-BRITISH RIDE &
THE SIXTH ANNUAL DON DANMEIER 50TH BIRTHDAY PARTY**

SATURDAY, NOVEMBER 4, 1995

**ARIEL
BSA**

British bikes only

No exceptions. Don't embarrass your non-British mounted friends by inviting them, unless you are willing to loan them a bike. Any British make is welcome.

British bike club membership required

Application forms for all clubs available on the day of the ride.

Non-member spouses/girlfriends/significant others welcome if accompanying a member.

No racing

This isn't the time, or the place, besides, the cops are wise to it.

No ride pins

Your host is too cheap to buy 'em, but that doesn't mean there won't be a few surprises.

No charge

The price you pay for going along with the rules.

Try it, you'll like it.

And

Because your presence is present enough,

No presents, please!

Greaves

Norton

ROYAL ENFIELD

M

VINCENT

TRIUMPH

A.J.S

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RIDE DEPARTS 10:00 AM

Baker's Square Restaurant, 1700 Novato Blvd.

Please park your bikes AT THE CURB, not in the parking lot.

For those trucking in bikes, plenty of parking at Don's house.

PARTY/BENCHRACING BEGINS 1:00 PM

NOT at the usual location -

Find out where by coming on the ride!

FOR OUR OUT-OF-TOWN FRIENDS: Travelodge 415-892-7500 Quality Inn 415-883-4400

QUESTIONS/INFORMATION: Don Danmeier, 415-897-6145 (days) 415-898-0330 (eves to 9)

My Opinions

by

Jason Kidd

(New Editor of the Norton Notice)

I wasn't competent when I volunteered to take over as editor of the Notice. It was my first Norton meeting, I had a few beers and I just wasn't thinking logically at the time. Since I am true to my word, so I am now the Norton Notice editor. Actually, the real reason for doing the Notice was to courtship Teresa(my newsletter assistant) The good thing about this is that it worked and the bad news is that I am frantically trying to learn the program that I will be using to do the layout of the Notice. I am fortunate that Tersesa knows the software, but I must learn.

My love for Nortons developed over a year ago when my new roommate had a 1972 750 Commando that had been powdercoated and was basically sitting in a box waiting to be put back together again. My buddy was not in a great hurry to put it back together as he was riding his BMW everyday. When I saw the bike I decided that I wanted it and after figuring on an inexpensive price and a new black paint job on his bike, the Norton was mine. When I moved out, the Norton went into storage for 6 months. I bought a new Ducati and was happy for a while. I met Raj downtown one night and he invited a few of us outside to look at his bike. It turned out to be a Norton and I said, I have one of those. Raj introduced Ken to me and the next weekend I was at the Dardanells looking at many Nortons. Within a few weeks after that weekend

Ken had mine on the road and I now ride it to work every day and take it everywhere else.

A few of my goals as editor will be to put a new and creative look into the layouts of the feature and special pages. I am going to include a letter's page that will act as a forum for questions and answers and also as a venting page for comments and suggestions.

I would like to see new younger faces at the meetings and many of my friends are taking a keen interest in Nortons, so hopefully these new faces will show up at future meetings. I would also like to see more bikes attend the meetings.

Teresa and I will be doing the Notice on her Quadra 800 Macintosh. She is a degreed multimedia artist and I currently work for Hewlett Packard as a Network administrator. I hope between the two if us we can accomplish our goals and tasks. We are currently looking for a Norton for Teresa, and if anyone can help please let either of us now. We look forward to meeting new people and having a good time.

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NOC Member Profile

by John Covell

Name: Eric Rhodes (under protest)**Age:** 45**City Resident:** Berkeley**Marital:** No**Occupation:** "Work of a technical nature."**NOC Member since:** 1985 or so.**How first became involved with NOC:**
"There's no Triumph club. I wanted to join a club. Now I'm a member of both the BSA and Norton Clubs."**Club offices held (years):** None. Once led a ride or two.**Norton(s) owned, described:** No Nortons.**Other makes of motorcycle:** Triumph T-140E (1979, bought new in 1981)**What first interested you in the British bikes?**
"My brother's a rebuilder. He developed some unique machining jigs for blueprinting Triumphs."**Other hobbies/interests of note?** Swimming.**Favorite motorcycling road/ride:** "The Old Timer's Ride—today's ride!"**If you could redesign the Norton, what one thing would you most want to change? How and why?** "Badly designed/underfinanced electric componentry. Brake system has a flaw in the master cylinder bore."**Favorite/most embarrassing episode on a Norton?** "Almost fell down once in front of the Sunday morning ride. Had to make a sloppy stop, almost blew it. So I just rode on."

Dear Editor,

The inclusion a couple of months ago of Mean Marshall's break-in tips for bikes just overhauled was timely, as Jim Carton was just rebuilding my Commando Mk.3's engine (top end) when that N.N. appeared. I have a brief addendum.

When doing oil (and filter!) changes subsequent to an engine overhaul, DO NOT omit checking and thoroughly cleaning both the magnetic sump-drain plug and the adjacent crankcase gauze strainer (the one that requires that 1-1/2" socket). All the big iron filings and other chunks left over from the rebuild seemed to collect in those two places, and they looked evil enough that I wouldn't want them staying anywhere near my oil.

Cheers,

John Covell

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Editors note: All ads will run for 3 months. Please notify the editor if your item has been sold. Your add will automatically be removed after 3 months if I haven't heard differently. Note the expiration date at the end of each add.

HOUSECLEANING SALE: '74 J.P. Special, '72 BSA-B50T, '66 Norton 650SS, '70 BSA-B25, '78 Tr. TR7RV, Several project bikes...call Ken Armann (408)371-6786 (12/95)

FOR SALE: '72 Commando 750, 8500 Original miles, Corbin seat, Hyde rear sets, Avon Super Venoms, Stainless brake and oil lines, oil pressure guage, All Original...not a restoration, have all original parts..\$3800 or B/O..Call John (707)577-0101 (day) or (707)824-1226 (1/96)

FOR SALE: BSA B-40, 350cc single street bike, new motor & tires, Ron Freeway, \$1850; BSA B-40 350cc Trials Single, All tricked-out, \$1850: Both for \$3000. Call Ed Meagor (415)457-5423 or (415)459-9947 (10/95)

FOR SALE: MK3 Drive Star - New - \$30; MK3 Rear wheel seals - New - \$6; 21 tooth G/B sprocket - New - \$40; Lightweight tappit adjusters - New - \$15; Locking gas cap - New - \$35; Sifton 460 track cam - New - \$135; Bracket set for Norvil fairing - New - \$60; Rubber mounted intake manifold - \$75; **WANTED:** VM34 Mikuni Carbs - 1 pair.... Call Chris (415)965-4611 (12/95)

FOR SALE: '71 750 Commando, assembled but not running; '72 750 Commando, basket case; call Mark (408)439-2305, days (408)336-2501, eves

FOR SALE: 1968 Commando Fastback, excellent condition, 2nd owner, very low serial number 126178 - the 54th Commando off the Production line!! \$2,800. Call Howard at (408)298-6850

FOR SALE: 1972 BMW R75/5 with 6-gal tank, small fairing, Krauser bags, new battery and rear tire. Has reverse cone (Norton) mufflers and Amal concentrics, runs and sounds great \$1600 or trade. Make me an offer...Alan Goldwater (408)475-7505 (3/95)

WANTED: Front fender from any slimline unit, ES2, 88, 99, Atlas or Mercury, chrome or painted. Call Mike at (415)872-3336

FOR SALE: ~~RedLine~~ Synthetic Oil at dealer cost {20w50}...\$6/qt or \$72/case plus tax and shipping. Protect your Norton with the best oil made!!..call Alan (408)475-7505

FOR SALE: 1966 BSA 650 Thunderbolt, 5000 miles, stored 15 years, runs good, non-stock, paint and ex. system..excellent condition \$2500; **WANTED:** Will pay anyone going east to within 50-100 miles of Chicago area..to transport one motorcycle: i.e. truck, trailer, van etc...Call Jim (510)483-2045

WANTED: Steel Roadster seat pan - MKII type, Commando belt drive, gearbox mainshaft, MKIII rear hub. **FOR SALE:** 1970 T-250 Suzuki 6-speed - 8600 miles, near concours condition \$1500 or trade/. call Stevan Thomas (415)923-1662 (11/95)

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