



Norton Notice



The Newsletter of the
Northern California Norton Owners Club

No. 211

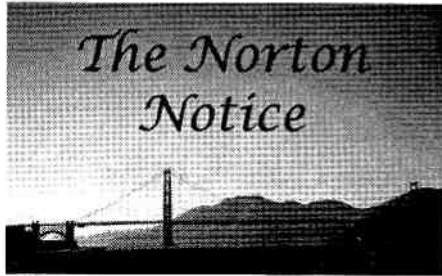
December, 1995

Merry Christmas



REMEMBER

There will always be a Santa Claus!!!



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 marquee.

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.

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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 marquee. 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

Christmas Party

Saturday Dec 2, 1995

(Page 7 for Details)

Meeting Schedule

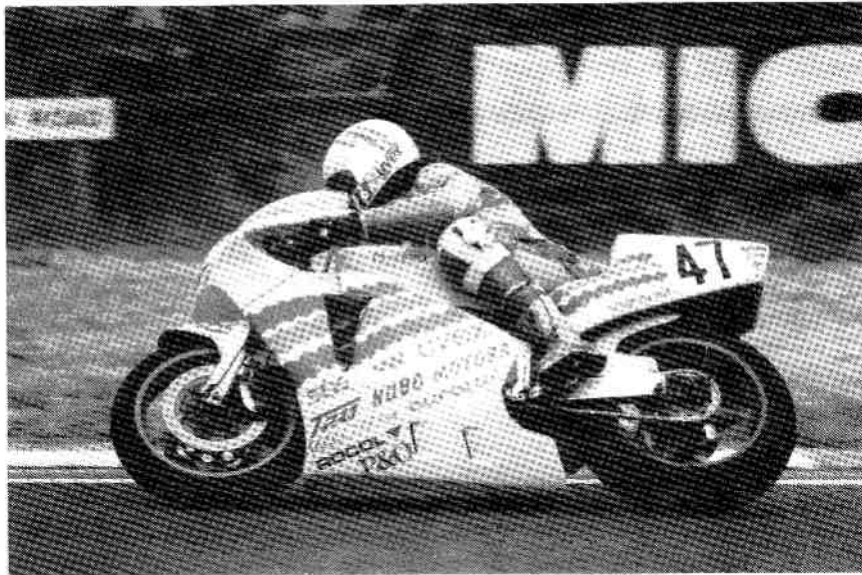
The Club meets on the second Thursday of each month. The meetings are SUPPOSED to start at 8:00 PM. If you get tired of bench racing, bring a newspaper to read.

Dear Alan,

Just a few lines to keep in touch. Enclosed is a picture of the guy I work for. He's Tony Clarey, who lives in Belgium. As you can see he races a 588cc twin Rotor Norton. The bike itself is very good, faster than most Ducatis and Japanese multis. This picture is out of the Lucky Strike Internation meeting in Estonia, which is not far from Russia.

I wore your T-shirt, which you gave me when I visited California, at a Belgian meeting this year. I had a picture taken with Tony and the Norton for a big story in a magazine with it on. Hope to get a copy soon to send to your club. If ever you are in England, please feel free to drop in for a beer..etc..

Dave Evans (former head mechanic at Norton)



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Alan Mueller, Gerald Mauricio

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John and Carrie Follett:

White Oak Press, San Carlos, CA

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

Well, the meeting was well attended. I do believe this was the biggest turnout we've had at a meeting spot. Of course it was election night, also.

Well, looks like I'm gonna be your president for another year. I would like to thank those of you that voted for me. I will try my best, I think most of you know that already. Greg Braithwaite is our new Vice President and Bruce McGregor is our new Secretary/Treasurer. Jason Kidd is our new editor and Jim Carton is still our ride leader as Gerald Mauricio and John Covell still hold their positions. I

think that we will all work hard for next year.

We talked about the meeting spots for next year and the International Rally. If there are any more volunteers, please contact Joe Edwards. I hear the ride went great. Beautiful weather for it. You mustn't forget the Christmas party. Please let Alan know if you can make it and what you will bring to the party. Don't forget the white elephant gift, too. Well, that's all until the party. Thank you all for your support.

Maya

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

Well, this looks like the last dance...I would like to say thank you to all of you great Norton folks out there who helped make the Norcal Norton Club the best of the best. It has been a tough year, we lost a good friend and a great lover of Norton motorcycles. I know we all miss him in our own way. But we all were touched by the man we call Duncan. It has been a great year and I know that the club will do even better things this year. I would like to wish Maya, Gregg and Bruce all the best as they take over the reins of the club this year. We all need to get behind them and help where we can. This is not a club made up of the north and south...we are a group of folks that make meetings when we can, no matter the location. I would like to thank all of you that made the meeting and the election.

I will be building up the paraphernalia this year. I will check into getting more sweaters and report back in the next Notice. If any of you have ideas for colors, please give

me a call any night after six. We have a supply of red T-shirts, med, large, xlarge, and xxlarge. Also a supply of pins and patches. Just call me and I will send them along.

The National Rally is moving along. We will let people know about camping, motels and the rates. We have added day care for those that need it. As we go along, we will let you know about the events that will be taking place. We are still looking for help...so call Jerry Joliff, Brad Green, Ron Douglas, Lou Caputo and Alan Goldwater if you wish to help. This is the National Rally and we are the host club...let's show them that we know how to hold a rally.

Well I hear the music playing and this is the last dance and my dance card is full. May the holidays find all of you filled with good cheer and good health...Happy Holidays to one and all!!.....**There will always be a Santa Claus!!!!**

Minutes of the November Meeting

The November meeting was called to order at 8:15 PM by Maya Lai. The venue this month was a new place, Emperor Norton's Italian Restaurant in south San Jose.

There were 42 members and a few guests at the meeting with 12 motorcycles mostly Nortons with one Vincent ridden by Ken Armann.

There were two new members Juaquin and Alice....welcome to the club.

The treasury was reported to have \$939.30 in it. This is good because next year we will have quite a bit more expenses with the National Rally.

Len Miller reported on the Danmeier Birthday Ride. He felt that it was the best ride ever. Wonderful weather, wonderful food and wonderful roads. Even Maggie Neato was wonderful (for those that left early...that string bikini was rather brief). The oldest bike was a '35 Triumph. They served fish and chips and chicken. There were 98 bikes. And amazingly, only 2 bikes died during the ride.

It was suggested that we put in the Notice a complete inventory of paraphernalia. Sweaters are special order. We will wait for a special order...if there enough we will order in bulk. We should try to get at least a dozen.

New Business:

Upcoming ride: The Delta Ride...meet at Dino's on E 14th street....turn off on Davis St. in San Leandro. We might stop at Craig Breedloves.

The Christmas Party was reported on by Alan Mueller. Everyone is asked to RSVP and bring either a salad, appetizer or desert. There will be a gift exchange as well.

INOA rally...Alan Goldwater reports that they met in Quincy and went over the details. They will try to have an AHRMA

flat track race at the rally. Volunteers are needed. The rally check has been made. Insurance details will follow. We will have some daycare facilities available. The fairgrounds will be very nice. Good camping, July 18-21st. We can go early at \$3 per night for a campsite. Jim Carton withdrew as chairman of Security.

Jeff made a map with pins denoting where most members live. The most members live in San Francisco and the next was in San Jose.

Robert Newman came 150 miles to get to the meeting and Andy Mattos came from Hanford. Lyn Miller suggested more meetings in SF area. It was suggested the Culinary Academy or Connecticut Yankee. San Mateo is a middle ground. Maya suggested a committee to decide upon where the meetings are.

Alan made a motion to have a meeting in San Francisco...have it be a part of the rotation. It was passed.

Jerry Joliff mentioned that a member of Fremont Travelers died in an accident like Duncan's. We will send something in his memory.

Election: Greg Braithwaite is V.P., Jason Kidd is editor, and Jim Carton is Ride Marshall...ballots were passed out. The candidates all said a few words about their qualifications.

The vote was Maya 29 Scott 14
Ron 13 Bruce 29

Lyn Miller will be Sergeant at Arms again....

Andy Mattos won the 50-50 pot with \$51.

The meeting was adjourned at 9:15 PM by the new president, Maya Lai.

Respectfully submitted,

Alan Mueller (secretary and editor)

Whazz Happ'nin

.....news of the NCNOC

The Delta Ride
by A. Mueller

What a wonderful day! Jim couldn't have had a nicer day for the last ride of the year. Who would believe that this was November.

The ride began promptly at 10 AM from Dino's in San Leandro. There were around 15 Nortons (I forgot to count), two guest BMWs (which we never saw again until Al's) and Maya's Harley ridden by Jerry Joliff.

We slabbed it to Livermore where we met up with Jeff Gruwell and Robert Newman. We then cut across the Diablo area to Antioch via Morgan Territory Road. We had to be careful of many road hazards...i.e. gravel, leaves and roadkill. Jim even came close to hurting a sweet, lovable young DEER! I must say this road is one of the best if you like variety....tight, tight turns and then sweepers. It is much easier riding this road in a group because the roads are narrow (one lane in places) and the leader runs interference with the cages.

After a gas stop in Antioch, we rode along the delta through Isleton, Walnut Grove and into Locke. This is an old Chinese laborers community whose claim to fame now is Al the Wops. Everyone must try their large New York Steaks served with fresh bread lathered in butter. And then, believe it or not, there are large jars of peanut butter and jelly on all the tables. Before you know it you are devouring all this red meat, bread, butter, jam and peanut butter. A dieters dream! No cholesterol here! NOT!

We all watched most of the 1st half of the Dallas vs. 49er game (Go, Niners!) and then headed home. Everyone went different direction....some of us went back to Brentwood and then across Vasco Road to the highway and then home.

It was a great ride, a great day and a great victory for the Niners!

Recipe for a successful Brit ride
(ie., The Danmeier Ride):
by Lou Caputo

1. Invite your friends to a ride/party. Use newsletter, local paper, local MC shops, specifying Brit only.

2. At designated meeting spot (coffee nearby) pass out maps (gas stops marked). Arrange for a chase truck. Have a table with club flyers, announcement of future events, enrollment forms. Optional: Liability waiver form, coffee can for donations (Don didn't do this.).

3. Leave promptly after a riders' meeting.

4. Stop at least once to regroup (30-40 miles, necessary to do this in Marin County because of the ease of getting lost, but in any event a good idea for any ride).

5. Stop again to regroup and pass out new map showing location of mystery picnic spot. Give each rider a ticket for entry to a park (where you have reserved a site with parking near the picnic tables so the bikes are on display at all times). Don kept the location of the picnic a secret up until this point because over the years folks had been showing up for the picnic in their cars or non-Brit bikes. He is a purist, this is his event, and it was getting out of hand.

6. Have drinks cold and the fire hot.

What the above helps guarantee:

1. Only Brit riders on Brit machines will make it. You will all be on the same wavelength.

2. You will have created a memorable event for the Brit community.

Notes:

1. To those who would turn their noses up at an event which specifies 'Brit only' I offer the following:

Don's 'rules' get the Brit iron on the road.

It forces commitment and, in the case of owners of non-runners, asks them the question, "When ARE you going to fix it?" If my Norton had been down for a lengthy repair I would have made damn sure that I had prepped another Brit bike for the event. There are times when you may HAVE to ride a Triumph. . . .

Sure, we're all part of the moto scene (I'll wave at anyone on two wheels), but the procedure guarantees that everyone who attends understands that mere interest isn't enough—it's getting on the road that does it. And it's a major kick to look at all the Britbike riders and realize that Yes! They're out there, and HERE THEY ARE!

2. In chatting with a club member from the Sierra foothills, I learned that he kept seeing Nortons, Triumphs, BSAs on the road in his travel around the region, but never as a group. So he placed a "Meet for breakfast" ad in 2 or 3 local papers. I believe this was done about a year ago and the current roster is 52 riders! Breakfasts are rotated around 3 towns and they usually take a short ride. Doesn't take much to get it going. No newsletter, no maps, no BS over how to run the "club", just folks getting together to share a common interest.

Letters to the Editor

Re: The Danmeier Ride

1. Invite all your Brit friends.
2. Arrange for stunning Marin County weather.
3. Map 'em, feed 'em, award 'em.
4. Send each rider home with a genuine Brit high.

This event has become THE premier Bay Area Brit ride. Thanks, Don!

and:

Dear Editor,

Thank you for your efforts for the past two years. The Notice performs a very important club function and I believe we've all grown to rely on your ability to keep it accurate and timely. Congratulations on a fine job!

Low Caputo

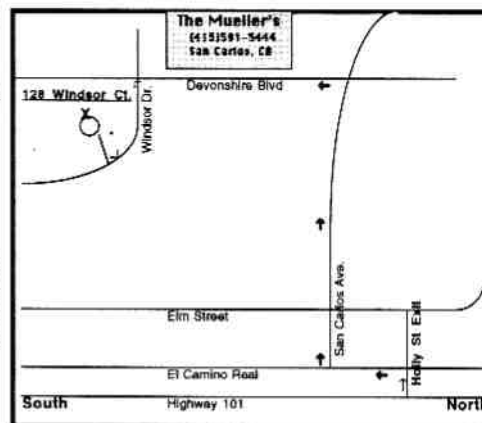
**Your Are Invited
To:
The N.C.N.O.C.
Christmas Party**

The Christmas Party will be held on December 2nd this year. 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. The party will begin at 6:30 PM.

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

Well, here I am at the end of two years as the editor of the Norton Notice. I must say, it has been an interesting and informative two years.

It started over 2 1/2 years under the tutelage of Andy McKerral. I worked for about 1/2 year, helping Andy data enter, helping format and just generally helping Andy finish out his three years as editor.

In January 1994, I was on my own. Twenty four issues later, I find myself writing my last editorial. I can assure all of you that I have learned something about motorcycles, about computers, about publishing and about people!

I want to thank those of you who have helped me put together what I consider to be one of the best, if not "the best", club periodicals on the West Coast. I hope this tradition will be carried out by your next editor, Jason Kidd.

There were a few people who I could count on every month to give me something to write about. John Covell was always there with his "Profiles", Gerald Mauricio, Jerry Kaplan and Lou Caputo with photographs, Leo Sowers with his "Purple Haze" articles, my cousin, Rich Alves with his informative articles on altering things that maybe don't need fixing, Maya and Joe for their officers columns. I am sure that I have forgotten several people, please forgive me, but I do appreciate all of you.

Here are a few passing thoughts while I still have a format to express them.

MEETINGS: I feel as though all this infighting over meeting venues really misses the point of this club....the purpose **is the ride!** I suggest that we have only six official meetings each year and those to be

held in one neutral site. After viewing the map laid out by Jeff, I suggest the mid-peninsula. All of the other meeting should be incorporated into the rides....either before the ride, at the lunch site or after the ride. I really feel that in the long run we will get a much better turn out. Those that care will be there.

THE RIDES: In general, I think the rides are wonderful. It is pretty hard to miss with this gorgeous countryside we live in and our weather, it is hard to beat. I do feel that the way we ride needs some consideration. I received a letter from a member (who doesn't want to be named). I will quote a small portion of this letter: "for a while, I thought of writing to the Norton Notice editor to comment on the insensitive, impolite, riders who use the stagger formation ahead of them as a slalom course for passing. What jerks! I wonder if they are aware that the "lesser/slower" riders they are swerving around are watching out for them and making sure they don't skin their knees while they play macho. Are they too much of a pussy to pass in the left lane? (Yeah, Brad's one. I wonder what his reality is like?) What jerks." End of quote. Perhaps this is a little strong but I feel that if riders want to ride faster they should talk with the ride leader and ride outside the group. I don't care how fast someone wants to ride...I just feel all this passing of one another is very dangerous.

Well this is just my opinion..so take it for what it's worth. I hope in the years to come that I will be able to get involved, again, as an officer, in the club. So, for now, Happy Riding and I'll see you all on the rides!

Alan

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

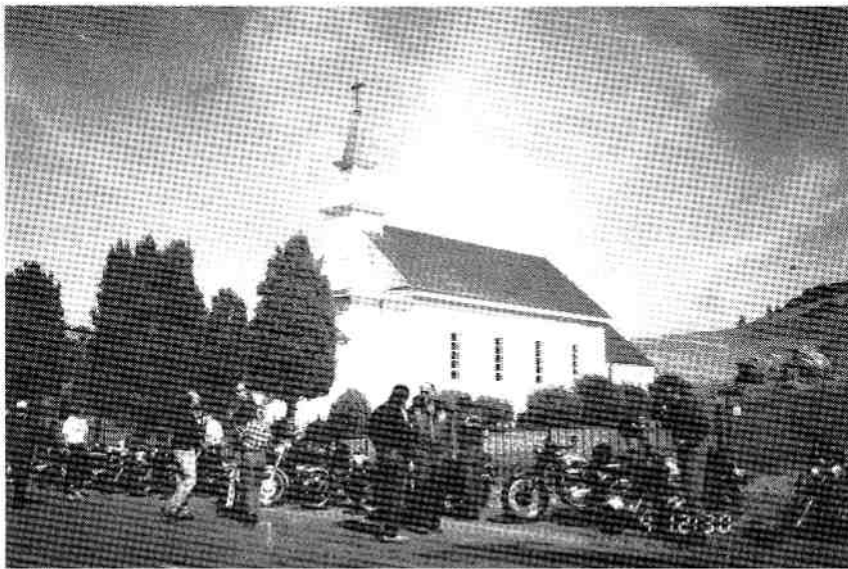
This gift will be placed under the tree for a random
gift exchange.

RSVP: ALAN AT 415-591-5444

MAYA AT 408-241-1812

(SEE MAP ON PAGE 7)

The All British Ride November 4, 1995



**Many Thanks to:
Don Danmeier**

The Delta Ride

November 12, 1995



The search begins

by Lou Caputo

And so I, on a fully up and running 850 Norton, nosed my way onto the freeway for the 3 hour ride to the "hanging Norton" in Carmel. Plans were to rendezvous at the Baja Cantina with my son Lauren who was riding north on rt 1 from San Luis Obispo on his VFR. I brought along important cargo for transfer—the latest Performance Bike calendar which was sheer inspiration for neophyte wheelers. Wheelieites? The centerpiece of the calendar alone was worth the price of the magazine; a picture of a full tilt powerhouse reaching for the sky, comin' right at ya'.

I hoped that as soon as I rose above the Berkeley flatlands I would shed the fog but, except for a wonderful 300 yards or so of glorious sunshine at "The Wall", a biker hangout in the hills, I rode in dense fog following a truck's taillights for about 5 miles, and then low clouds for the rest of the 140 miles. I stopped along the way at a MacDonald's for coffee and lo and behold they were offering espressos, lattes, mochas. Can salmon with hollandaise be far behind?

The Norton didn't miss a beat. All those adjustments following the upper end rebuild were finally paying off—I was just about leakfree again. With 1300 miles since the tear down, I was still concerned about high oil consumption, 1 qt/400 miles, but had resolved to wait it out to see if matters would improve with more miles. It was burning less than it had been, but it was hard to ignore since every now and then I'd catch a whiff of burning oil.

BTW, for the last 500 or so miles I've been averaging >50mpg, much of it at freeway speeds! I've never had such good mileage!

Carmel Valley was stunning and when I arrived it was sunny there! I waited in the parking lot at the small village center and started counting the Mercedes. In about 10 minutes I had run out of fingers and toes just counting the ones in the lot and those entering

and exiting the Quail Lodge next door. I made a special mark on the ground for the lone yellow Ferrari that happened by and simply ignored the Porches, Jaguars, and other daily Carmel runners. It occurred to me that if there is any justice in this world the poor, in their afterlife, will be riding Nortons on Carmel Valley Road while the rich will be forced to ride—Triumphs on the interstates!

The Kid arrived about a half hour later with the announcement that he'd left his house at 10:00. That put him in at 2 1/4 hours to my 3, for the same distance, and while that made me feel just a little bit older I reminded him that punctuality counts and that he was 15 minutes late. He asked me how many times I had had to stop.

His arrival was fortuitous as my bladder had just sent up a third level warning signal and so we hastened to the restaurant, but only after I had said good-bye to a friendly blue-eyed dog waiting quietly in his master's pickup nearby. I'm a sucker for dogs, unless they're trying to grab my leg while I ride by.

The restaurant was almost as described by my colleague. Signs everywhere—Mohawk tires, Champion spark plugs, all bearing the marks of time. Two Gilmore gas pumps stood prominently in the front, and we made our way past them to the rear terrace. I asked to be seated inside under the hanging Norton.

"The what?" she said.

"Don't you have motorcycles hanging in the restaurant? We'd like to sit under the Norton," I replied. "Well, we have motorcycles inside but I don't know about a Norton," she said, a bit confused.

And so we proceeded to the hunt. We passed the Indian and Ariel, both sitting on planks fastened to the wall above head level. I had a quick peek at the Favor sitting on a counter and then headed for the restroom. Maybe. . . . but then, I had other business to take care of in there. No Norton. Sob.

Ah well, it was too good to be true. Lauren commented (apologies to Cindy and others in-the-know), "Women! What do THEY

know about motorcycles!" And so we made our way to the terrace and brunch.

I asked him about his ride and he remarked that it had been overcast most of the way. I shoved a forkful of some Mexican concoction into my mouth and listened as he told me that at one point he had attempted a pass and some guy had crossed the line and tried to prevent him from moving ahead. I choked a bit, visualizing son+bike headed off the cliff in a graceful arc toward the Pacific Ocean, and asked how he had eventually passed the guy. "I waited for a stretch with broken lines and he must have thought it was okay for me to pass then because he let me by. I kicked his front fender." I almost choked on the last bit of the Mexican delicacy but managed to ask, "Did he try to catch you?"

"He flashed his headlights and honked his horn but I was gone."

We turned to other matters and I filed the story in the "Incidents To Forget" part of my brain.

Lunch over, we moved to a grassy area where a girl had set up rides on a donkey and I offered to sponsor him for the tour. He declined. We poked at the bikes a bit and transferred the valuable cargo. We were tentatively scheduled to ride Carmel Valley Road together and on the way south I had been stringing together reasons why we should take it easy—the county had just received a grant for enhanced radar enforcement on the weekends, there was a known speed trap about 15 miles down the road, but sometimes it was 20 or 25 miles, the CHP was experimenting with aerial surveillance, lies all of them, but helpful lies. Good lies. Lies that any right thinking Pop would be proud of. The aerial surveillance ploy became the front runner since we had both been surveilled and nabbed on separate occasions. And this bond might just prevent the inevitable—Junior disappearing around the bend and over the hills while Pop huffed and puffed trying to keep up. I was getting sensitive about how 'slow' seemed just fine these days.

Alas, I was already in for a 280 mile round-trip at this point and another 80 was more than I wanted. So we parted ways, and, even though we hadn't been able to eat under the hanging Norton, I considered the visit a great way to spend a Sunday. We'll do it again!

As I wheeled into Berkeley I was overcome with a terrible thirst and headed straight for the Bison Brewery and — the hanging BSA! But it was gone! Woe was me! Well, at least I CAN claim to have had a few brews under a Beezer twin. But under a Norton— now THAT would be something!

Three notes:

1. I'm breaking in a Timbuctoo jacket (HG) and it's a great coat. Very thick leather (puts you on equal footing with any cow you might meet on the road), good wind proofing at the neck, and I like the length (long). Very good fit for riding. Snap cuffs are a bother, and my coat has adjustable straps at the waist which adjust through 2 D loops— inconvenient. A friend has a coat like mine with a different adjustment arrangement for the straps and I think his is easier to use.
2. Touring alert: someone on the Beemer list suggested using packing air bubbles for seat cushioning. I tried it under my sheepskin and like it. I used the large (1" dia.) bubbles. Renew as needed. May be a promising addition to your list of cushions, and I've tried them all.
3. I had more stuff than my tank bag could handle and so was trying a cordura briefcase with a single strap (over head, onto shoulder). The advantage over a backpack is that the case can be shoved around back and sit behind you, taking the strain off of your shoulders. Motorcycle and bicycle messengers use this system (some do anyway). It's also significantly easier to put on and take off, especially if you're wearing a heavy bike jacket. I liked it and really didn't notice that I was carrying a bag. Not suitable for clip-on users.

The search continues

**A lecture on the meaning of:
"Whitworth"
by Charles Falco**

First, a tiny bit of history. In the 19th Century every British factory which needed to bolt something to something else devised their own fasteners to do it. Clearly, this caused all sorts of compatibility problems. So, along came Mr. Whitworth (I forget his first name right now) who invented a standardized system of coarse threads (with 55 degree thread angle and rounded roots and crests).

This standardization was a Good Thing. Along with his threads came heads for the bolts that were based on the length *along* the side of one flat, rather than across the flats. Hence, there is no simple fractional number for the length across the flats, which is why your American wrenches don't fit. The fractional number on your English wrenches refers to the diameter of the bolt (which is 1/4", 3/8" etc. just like in the U.S.); not to the distance across the flats (which ends up being various weird dimensions). Some years later the Brits decided they needed a finer pitch for some applications, so another thread series was introduced (same 55 degrees). They also decided that the heads were too big for the bolts, so for most applications they switched to using the next size smaller heads. Because of this, and to add one more bit of confusion to life, one manufacturer will mark a particular wrench (spanner) "3/8BS," while a different manufacturer will mark the same sized wrench "7/16W." They fit the same diameter bolt.

The first thing any fledgling Brit biker learns is that his (or her) motorcycle has "Whitworth bolts." They think this is interesting, buy a set of "Whitworth wrenches," discover these wrenches fit their bolts, and believe they now know everything they need to know about British fasteners. Unfortunately, at this point they know only enough to make themselves dangerous. Instead, what they *should* have said to themselves is "Ohmygod, what other weird and incomprehensible things

have the Brits done to the fasteners on my machine?" The answer to this question is:

**British Standard Whitworth
(BSW)**

These are the original, 19th Century, coarse-threaded industrial bolts designed to hold locomotives together. Because of their coarse pitch, they are more prone to vibrating loose, so are little used on motorcycles. _Except_ for threading into Aluminum (e.g. crankcase studs), where a coarse thread is less prone to stripping than a fine one. It turns out that, except for 1/2" (where the Brits use 12 tpi, and the Americans 13 tpi) the thread pitches are the same as for American Unified Coarse (UNC). However, the thread *form* is different; Whitworth = 55 degrees; UNC = 60 degrees. In spite of this, mismatched nuts and bolts mate nicely, so you're likely to find UNC bolts or studs where BSW should have been.

**British Standard Fine
(BSF)**

A finer pitch series, analogous to the American Unified Fine (UNF), although—unlike the case of BSW/UNC—with none of the pitches in common with UNF. Many motorcycle manufacturers commonly used a lot of BSF threads.

**CEI (Cycle Engineers' Institute)
or BSC (British Standard Cycle)**

—these are different names commonly used for the same threads.

60 degree thread angle, rather than the 55 degree of BSW and BSF. For sizes from 1/4" through 1/2" by far the most common are 26 tpi, although 24 tpi appear as well. *Most*, but by no means all, fasteners on post-War BSA's (through the late '60's, when it got more complicated) were CEI. Although the thread form and pitch is different, the head

sizes on CEI-threaded fasteners use the same wrenches as BSW/BSF.

British Association (BA)

47-1/2 degree thread angle. This is a metric thread system devised by the British for small screws used in components like speedos. Not metric like you might expect, but with diameters determined by a factor proportional to a power of the logarithm to the base 10 of the thread pitch in millimeters. I couldn't possibly be making this up. Ah, the English. You'll find lots of BA threads on any British bike, but only for fasteners smaller than 1/4". BA fasteners have their own set of wrench sizes. Typically, a set of "Whitworth" sockets will include a 0BA (and maybe a 2BA—bigger number = smaller size) socket.

British Standard Pipe (BSP)

A tapered, self-sealing thread system used to seal fluids (interestingly, the US *and* the metric world standardized on the BSP system for threading all their pipes).

UNF and UNC

In the late 1960's, when even the U.S. was thinking of going metric, the giant BSA corporation decided it was finally time to scrap that old 19th Century Whitworth-based system, and switch to...yes, you guessed it, American. Since they had lots of money invested in tooling, the switch wasn't made suddenly (or completely), so bikes from the late '60's and later had a mix of all sorts of thread forms. Typically, engine internals (e.g. the thread on the end of a camshaft) stayed with whatever form it used to have, while simple fasteners (e.g. holding the fenders on) switched to UNF.

"None of the Above"

While the above systems account for well over 95% of all threads you'll ever run across on a British bike, some manufacturers—again BSA springs to mind, but others were guilty as well—couldn't restrain themselves from inventing a few oddball pitches of their own. This is why, when dealing with British bikes, you should assume nothing. You must have a pitch gauge and calipers.

So, let's get back to the question someone asked a few days ago about buying a set of "Whitworth" taps and dies to last him the rest of his Brit biking life. The first thing I'd say is that if you want it to last, be sure you buy a HSS set (rather than carbon steel), even though it will be at least 2x the price. Then, in order of overall usefulness, I believe you'll find in first place it will be a CEI set, then BSF, then BA. Unless/until you really get deeply involved, make do with UNC to "simulate" BSW (although you'll want to buy an individual 1/2"-12 at some point to supplement the UNC set). Thus, if you follow my recommendation, the very *last* thing you'll want to buy for working on your British motorcycle is a "Whitworth" set (I have one, by the way, but only got it after I'd had CEI, BSF etc. for a long time).

THE END

Bob DiMascio

Carol DiMascio

B & C ACTIONWEAR

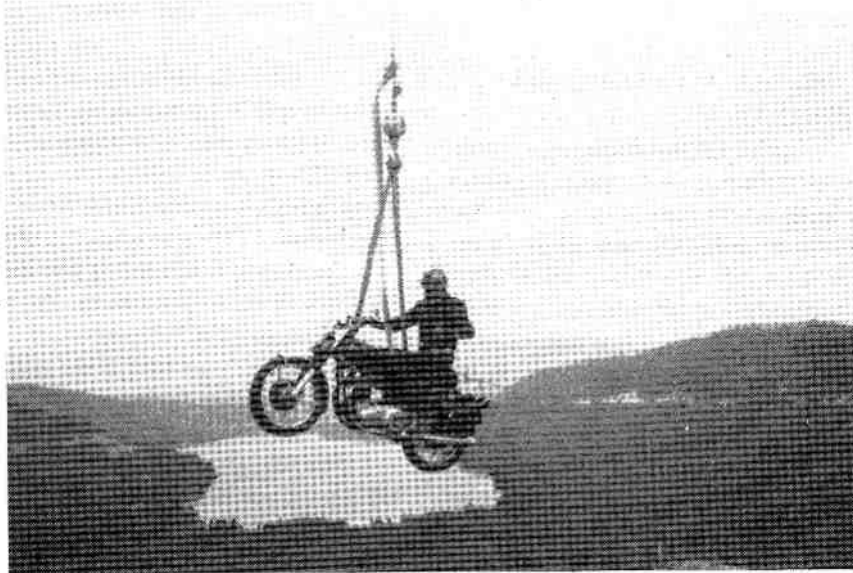
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From **THE NEW ENGLAND JOURNAL of PSYCHIATRY and SPORTS TOURING**
*A Glossary of Terms Used in The Treatment of
 Deviant British Bike Addicts'*

AMAL RETENTIVE: Slavish insistence on authenticity of the induction tract. See MIKUNIPHOBIA.

BASKET CASE: 1. A motorcycle requiring minor fettling. 2. The patient after noticing oil gushing from a just-rebuilt engine.

CASTROL COMPLEX: A persistent fear that one's oil supply will be cut off.

HEAD GASKET: The cerebral cortex. Available in copper or composition.

ID: The part of the psyche containing the vehicle identification number (VIN). Numbers of the ego and the super-ego should match for concours work.

OBSESSIVE-COMPULSIVE DISORDER: Characterized by incessant wiping of the floor under a british bike to clean up imaginary 'oil leaks'.

MULTIPLE PERSONALITY: One who basis his self-worth on the number of cylinders of his engine. See TRIDENT DEMENTIA.

SADO-LUCASISM: The association of pleasure with the infliction of british bike ownership. Named after the Marquis de Lucas and his wife and chief electrical designer, Sady.

ZENERPHOBIA: An unreasonable fear or hatred of heat sinks.

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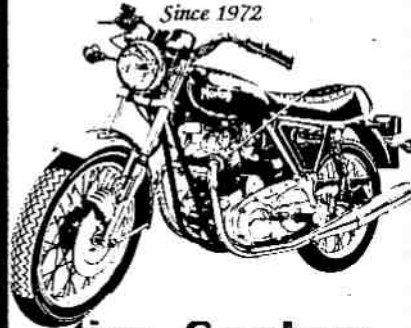
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