



Norton Notice



The Newsletter of the
Northern California Norton Owners Club

No. 203

April, 1995



Lynn Miller will Lead "The Easter Morning Ride"
(See Page 9 for details)



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 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 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.

CLUB OFFICERS

PRESIDENT: Maya Lai
1370 McKendrie, San Jose, CA 95126
(408)241-1812:
maya%fasrfood%daver@sgilab.sgi.com

VICE-PRESIDENT/PARAPHERNALIA: Joe Edwards
241 Blossom Hill Rd. #1, San Jose, CA.
(408)365-1058

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

RIDES MARSHALL: Jim Carton
1749 137th Ave. San Leandro, CA.
(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.
(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 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, or 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

- April 16**
Easter Morning on Mt. Tam
- May 13-14:** North Bay Ride/Weekend
- June 11:** Santa Cruz & South Coast Ride
- July 30:** Fred Twigg Ride
- August 12th weekend:** Dardanelle
(Unofficial Ride)
- September 17:** Old Timers Ride
- October 15:** Mt. Hamilton Ride
- November 5?:** All-British Ride
- November 12:** Delta Ride
- 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!

- April 2 (Sun):** Rallye de Milani GP, San Rafael; for details call Ed Meagor (415)457-5423
- April 23:** AHRMA MX Sandhill Ranch, Brentwood, CA
- April 28-30:** AHRMA roadracing, Willow Springs, Roasmond, CA
- April 28-30:** Superbike Laguna Seca
- May 21:** 12th Annual Rally of European Motorcycles, Santa Cruz
- June 23-25:** West Coast Norton Rendevous in Southern Oregon
- Sept. 16:** AHRMA Steamboat Springs, CO
- Oct. 22:** AHRMA MX, Hollister, CA

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.

April 13th
Harry's Hoffbrau (Mt. View)

- May ?** - Marin County Weekend/Ride
- June 8th** - Prince of Wales
- July 13th** - Harry's Hofbrau (San Leandro)
- August 10th** - Connecticut Yankee
- September 14th** - Fremont Brewery
- October 12th** - Harry's Hofbrau (Mt. View)
- November 9th** - San Jose Venue
- December ?** - Xmas Party

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.

Connecticut Yankee: 100 Connecticut St., San Francisco, CA., (415)552-4440; Vermont St. Turnoff of Hwy 101 North

Photography:

Alan Mueller, Lou Caputo
Joe Edwards

Press Production and Halftones:

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

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

Well guys, I made it through surgery. Were there any bets out there? I still have problems swallowing and feel like Frankenstein's bride with the stapels in the front of my throat. The doctor said it won't show because he put the cut in a crease in my neck. What creases?? I sure grumbled about that.

The last month has been a sad one indeed. You all must know that we lost one of our best. Duncan was my right hand man. All smiles and help. He definatley will be missed. I couldn't have asked for a better V.P.. I never had any battles to have him do anything for the club. He never outspoke me and even kept you guys quiet while I gave the meetings. He took care of "Snort" for me, which Jerry Jollif has now. He was a kind and funny and wild kind of guy and a sweetheart to boot. With the raffle of his chaps, we raised 1400\$ for his daughter Laura, which went into a savings account until she is 18. (I won the chaps). I think that Duncan would have

approved of what we did for his daughter. Shelly, Joe Edwards good half, made a beautiful wreath that we put up on the telephone pole that Duncan side swiped on his way down on Niles Canyon Rd. I do beleive that in my years in the club, we have never lost an officer this way. I pray that we don't lose anymore.

Don Danmier was hurt when someone turned left in front of him while he was riding a new Red Hunter Ariel he had just purchased. This happened in Daytona, Florida during bike week. I hear he cracked his hips. Well Don, I've been that route too, same way in fact. Please take care so you will get on your bikes, too. I'll race you to recovery! I do beleive that Joe Edwards ran the meeting for me and that the ride was the only good day that week. Thank you very much Joe, what a guy.

Well, I hope to be at the Clubman show, as I'm sure does Don Danmier. Be careful out there!

Maya

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

The prez, Maya, has asked me to fill the remaining term of the vice-president, this I will do. I hope that I can do a job as well as Duncan had done. I still will be looking for all the help I can get. I know all of you out there will miss the Santa Claus man on his red Norton as much as I will. They are tough shoes to fill, but I shall try my best. I would like to say thank you to each and every one of you who took the time to call me when they heard about Duncan — Mario, from the Monterey Bay Club, Capt'n Commando from the North Texas Norton Owners Club, Gene Sherbank of Simi Valley, also Harry Gross, a Norton member living in Alaska. We also would like to say thank you to the president of the International Norton Owners Club...but the guy with the beard is "twisting it" the way he

always liked to do.

The sale of the sweaters has gone real well and by the time you have read this, the first batch will have been delivered...the response has been so great, we will order some to keep in stock...the sizes that we will carry will be medium, large, extra large and the price will be \$40. We will carry only a small inventory so contact me as soon as you can, the only color we will carry will be harvest green...no COD's,..... PLEASE!!

The Monterey Bay Club has set the one day rally for May 21st (see page 10 of this issue). Those of you that can make it will enjoy the day they set up. They have a great poker run and lots of door prizes along with some great food....mark it!

.....continued on Page 16 ➡➡

Minutes of the March Meeting

The March 12th membership meeting of the Northern California Norton Owners Club was called to order by acting president Joe Edwards at 10:00AM. This month's venue was the El Rancho Steak House in San Jose. Considering the weather outlook we had about 16 members and a few guests. Linda and Alycia were present along with their significant others.

Outside, ready to be ridden were 10 Nortons and 1 Harley. The plan was to have the March ride following the meeting.

Art Sirota introduced a friend of his, Donn Tomlinson from New Zealand. Donn is a Norton Club member in New Zealand and is here visiting while crewing on a ship sailing to various ports around the world.

Joe asked for volunteers to help man the NCNOC booth at the Clubman Show on March 25th. Those interested are to call Grover Buhr to set up times with him.

We will try to sell a few items as well as memberships if we have the correct resale license number. Anyone trying to sell items must have one of these numbers. They are easy to get but take some time and paperwork.

Joe stated that he has the art work almost ready to present to the club for the upcoming national rally in '96. He is also trying to get some of the items ready for the Clubmans Show. Due to the terrible events this past month, Joe Edwards will act as Vice-President and

Alan Mueller will take over the Secretary position for the remaining year.

It was reported that Maya is doing quite well and Joe sent a living plant as a gift from the club. He took the funds from the paraphernalia money.

Duncan's wife has given Ken Armann the Norton that Duncan was riding. Ken will restore the bike and then the club will raffle the bike off at the National Rally in '96. The proceeds will go into a fund for Duncan's daughter.

Joe reported that \$1500 was raised at the wake for Duncan. This money was given to Duncan's sister who was to execute the estate.

The membership is down to around 160. We need to do something to bolster membership. When the membership is down, so is the treasury.

It was suggested that more AHRMA information is placed in the Notice. The editor stated that he will put in whatever information he receives.

Don Danmeier was in an accident down in Florida. Art Sirota suggested that we all sign the back of one of our ride maps and send it off to him as a get well card. It was done.

The meeting was adjourned at 10:30 AM.

Respectfully submitted,

Alan Mueller
(Secretary and Editor)

Whazz Happ'nin

..... news of the NCNOC

LAKE SELMAC?

by Kat Majors (editor, Northwest Norton Atlas)

You've never heard of Lake Selmac? Have no idea where it is? It could be due to the fact that it lies between the Oregon Caves and Crater Lake; a couple of spectacular natural wonders just 2 1/2 inches apart (well, it's a small map). It could also have something to do with the fact that I couldn't find it on ANY of my maps - not even my BLM Recreation Guide to Oregon. Granted, it was printed in July 1967, but whole lakes don't just spontaneously appear, do they?

Well, maybe they do. Lake Selmac is a 160 acre man-made lake "located in a fairy tale wonderland 20 miles south of Grants Pass" near a town called Selma, Oregon. No speed boats or water skiing are allowed, but swimming, fishing, and hiking are encouraged. Considering all the fish hatcheries I found listed for the area, I guess they needed another place to put all those fish they grow.

Of course, those aren't the only things to do in Josephine County: If you're a rock-hound, there are museums, celebrations and even parks dedicated to your hobby. The Oregon Caves are as rock-oriented as you can get, and at the Mill Creek Scenic Area they feature "Giant Boulders that are worn smooth by water". If you're more into "Middle-Earth", there is a mini-park inhabited by Hobbits just 2m N of Cave Junction on US 199.

Looking for accommodations that are more accommodating to your need to pamper your bones? Caves and camping, even Hobbit houses, sound a little uncomfortable? Kerby, the closest town south of Selma, sports the Holiday Motel and the Kerbyville Inn, a bed and breakfast. Just a short distance further is Cave Junction, which lists 3 additional motels and a bed and breakfast of it's own. Within the Illinois Valley you can also find such amenities as a drive-in theater, petting zoo and wildlife park, golf course, swimming pool, 3 vineyards, 3 markets and a laundromat. Not to mention the "Rough and Ready Botanical Wayside", and the "Woodland Echoes Walk Thru History Theme Park". Oh, by the way, Kerby is a reconstructed ghost town that was started in 1856 by a guy who was stranded when his mule died. It seems he was headed north from Crescent City, hauling a pool table. Either no-one wanted to help him carry it any further, or they just decided that was as good a place as any to party...

But what about the roads? What's to see from the back of your motorized pony?

Traveling E on 239 (at Wilderville), the road runs along the Applegate River, and on it (or just off it), is a 122ft long covered bridge next to a rest stop, complete with swimming hole and picnic tables. The next town along the way, Ruch, hosts the Valley View Vineyard (open daily from Easter to Christmas), and the town of Jacksonville is actually a historic landmark reflecting the Gold Rush of the 1850s.

At this point, if you travel N over a county road to Gold Hill, you're on your way to a real party town! That is, if you visit Rogue River the Saturday before our rally, you can experience the Annual Rooster Crowing Contest' (How many times can your rooster crow in 30 minutes?)

A bit further N, in Wimer, you'll find another covered bridge that was built in 1927. You'll soon find yourself looping SE, and then you're back near Gold Hill again.

If you decided to take the road more traveled at this fork, you will find yourself in Medford - host to Harry & Davids, Jackson Perkins, and the Medford Corporation (a lumber plant) all of whom offer tours. NW of Grants Pass, you can visit the crater rock museum in Central Point, or visit a couple more covered bridges to the NE (off 62) on State 140. Eagle Point has it's own historic landmark, a water powered grist mill built in 1872, and another fish hatchery. Or, another road N of Medford will take you to Table Rock, not only a "basalt formation resulting from volcanic activity and erosion", but the location of some historic activity between the Indians and the white militia. If you plan on staying for more than just the rally weekend, there are lots of other campgrounds (even a couple of free ones!) in the area, or you can pamper yourself at one of the many motels, bed and breakfasts or lodges. There are lots of whitewater rafting and mailboat excursions offered by local businesses in addition to horseback riding and dude ranches. There is even a mansion that has been converted to an inn. Crater Lake is also close enough to visit.

So, come to the rally, meet some other west coast Nortoneers, party, ride, and widen your historic horizons. If you need more detail on any of the events or places I've mentioned, just give me a call and we'll see what we can do to help you out! See ya down South! (Most of my information came from some books written by a local travel author, with the balance provided in various brochures I received from the Grant Pass Chamber of Commerce.)

West Coast

Presented by the
**Northwest
N.O.C.**

Steve Neal
24056 26th Ave. S.
Des Moines, WA 98198
(206) 870-1758

**Norton
Rendezvous**
June 23-25, 1995
Lake Selmac, Oregon

and

**Northern
Cal. N.O.C.**

Alan Goldwater
1780 Chanticleer Ave.
Santa Cruz, CA 95062
(408) 475-7505

Three days two nights camping,
banquet, fishing, swimming, and
some of the best Norton roads
anywhere, all for \$22 (prereg.)
Come early, stay late, have a blast!

Lake Selmac is:
40 miles west of
Medford on US 199

150 miles from Redding	150 miles from Eugene
295 miles from Sacramento	265 Miles from Portland
380 miles from San Francisco	380 miles from Olympia
440 miles from San Jose	440 miles from Seattle

You can ride there - on a Norton!
all bikes and riders welcome

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

I am sure there are a few of you out there who know almost as little as I do about motorcycles and their engines. I found the following article from Cycle World, July, 1994 to be most informative. The subject is crankshafts and the difference between the various degrees.

Most engines of two or more cylinders use crankshafts that have separate crankpins (or "throws") for each cylinder's connecting rod. (The exception is Harley-Davidson's V-twins, which have just one crankpin for both cylinders.) The "degree" designation simply describes how those crankpins are oriented around the crank's diameter.

Parallel-Twin engines, for instance, either have 180-degree or 360-degree cranks. On those with 180-degree designs—such as Kawasaki EX500 Ninja or a Suzuki GS500—the two crankpins are 180 degrees across from one another, an arrangement that always keeps the two pistons moving in opposite directions. When one piston is going down the cylinder bore, the other is coming up; when one piston is at Top Dead Center, the other is at Bottom Dead Center.

Parallel-Twin engines with 360-degree cranks—such as those in British Twins—have their two crankpins located side-by-side. This causes the two pistons to move up and down together and arrive at either Top or Bottom Dead Center at the very same time.

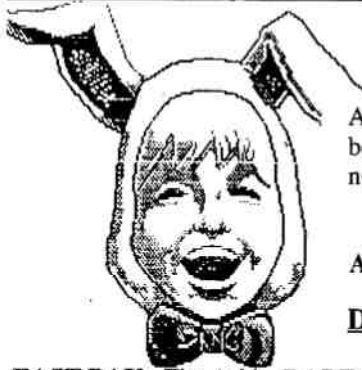
A 360-degree crank in a parallel-Twin poses a greater potential for vibration than a 180-degree crank; all the piston mass in a 360 engine always is moving in the same direction, whereas the forces created by the pistons' opposing

movement in the 180 degree engine tend to cancel each other out. On the other hand, given that any four-stroke engine requires two complete revolutions to fire all of its cylinders, a 360 arrangement offers the lower-rpm smoothness of evenly spaced power strokes (one power stroke for every revolution of the crankshaft), while the power strokes on a 180 Twin are unevenly staggered at 180-degree/540-degree intervals.

The 120-degree crankshaft design is used on inline-Triples as well as on inline and opposed six-cylinder engines. It is so named because its crankpins are evenly spaced 120 degrees apart around the crank's diameter. If the engine is a Triple or an opposed-Six (on which each crank journal is shared by two connecting rods), there are three crankpins; if it is an inline-Six, there are six, with one half of the crank being a mirror image of the other. The 120-degree arrangement provides one power stroke every 240 degrees on a Triple and every 120 degrees on a Six.

Today, most common inline Fours use what is commonly known as a "flat" crankshaft, sort of like two 180-degree cranks made into one. Thus, the two outer pistons move up and down together, and the two inner pistons also move in unison but in the opposite direction of the two outer ones. So, when the inner two are at TDC, the outer two are at BDC, and vice versa.

I hope this very brief discussion is not too simple for most of the Notice readers. Being a new, trying to learn member of this club, I found it most informative....editor!



THE INFAMOUS "EASTER MORNING RIDE"

A twentieth year of nearly the same format. If you've been on any of the previous rides you can quit reading now. You already know the rest.

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

DEPARTURE POINTS

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

SF AND SOUTHBAY: The parking lot of the Toll Plaza at Golden Gate Bridge at 4:15 AM. We leave at 4:30 AM for Tam Junction in Marin County.
DO NOT PARK AT THE GAS STATION! PARK IN THE SUPERMARKET LOT!

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

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

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

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

THIS RIDE IS DEDICATED TO THE MEMORIES OF LAURENCE GILL AND DUNCAN FERGUSON

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

See you at **TAM JUNCTION ON APRIL 16, 5:00 AM!**
Thackery Washer, N.O.S.

it will cost \$5.00 at the gate. Please have a five dollar bill ready. The rangers will collect it. This ride will be monitored by the Highway Patrol and the Marin Sheriff's Dept.

Dear Alan,

Please include a copy of our flyer and the date of our rally, May 21, in your newsletter. Thanks and we hope to see many Norton riders at the rally this year.

Please extend our sympathies to all of your members and the family of Duncan Ferguson. Although I did not know him, the loss of a member of our motorcycling community affect all of us.

Sincerely, Mario Saviano



All riders are welcome to join us for the
**12th Annual Rally of
 European Motorcycles
 Sunday, May 21.**

Santa Cruz Co. Fairgrounds
 Hwy. 152, Watsonville CA.
 Presented by the Monterey Bay Classic
 European Motorcycle Club

This year's rally will be a *modified enduro style* run. Don't worry if your odometer doesn't work, you won't need it! Bring out the 1930 Thraxton Flagellator if you want! A 50/50 raffle, door prize giveaway and informal bike judging will be held at the fairgrounds following the ride. An afternoon BBQ lunch will be available at additional cost.

Prizes will be awarded in the following categories: British, German, Italian and Non-European Motorcycles. Participation pins guaranteed to the first 225 entrants.

The MBCEMC'S 12th Annual Rally of European Motorcycles will begin and end at the Santa Cruz Co. Fairgrounds, located just outside of Watsonville on Hwy. 152, Sunday, May 21.

Registration and check-in begins at 9:00am, cut off time to start is 11:00am.

Awards at 2:00pm

The cost of this fun event is \$10.00 or \$8.00 if pre-registered (must be postmarked by May 1!) Cost includes raffle ticket and participation pin, but *does not include lunch*.

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

Registration: fill out below and mail with your \$8.00 check or money order to:
 Monterey Bay Classic European Motorcycle Club, PO Box 894, Pacific Grove, CA 93950
 Must be postmarked by May 1, 1995 for \$8.00 pre-registration (otherwise show up with \$10.00).

Name _____ Phone _____

Address _____

City _____ State _____ Zip _____

Motorcycle Make _____ Model _____ Year _____

Motorcycle License Number _____ State _____

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



PARADISE PARK CAMPGROUND
 READING CENTER, N.Y.
 (6 miles North of Watkins Glen, N.Y.)

July 19-23, 1995

RALLY FEES:	ADULT PREREGISTRATION	\$ 40.00
	ADULT AT DOOR	\$ 48.00
	CHILDREN 5 - 15	\$ 15.00
	CHILDREN UNDER 5	FREE
	EXTRA BIKES	\$ 5.00 EACH

FEES INCLUDE:

- * 4 NIGHTS CAMPING
- * RALLY PIN
- * FRIDAY NIGHT DINNER
- * GRAPE APPRECIATION NIGHT
- * MUSIC FRIDAY & SATURDAY NIGHT
- * BIKE SHOW
- * SATURDAY NIGHT DINNER & AWARDS
- * TECH SESSIONS
- * FIELD EVENTS
- * GROUP RIDES
- * HOT SHOWERS
- * FIREWOOD
- * STOCKED POND
- * SWIMMING POOL

 TO PREREGISTER, COMPLETE THE FORM BELOW AND MAIL TO:
 GEORGE KERRIDGE, 13996 RIDGE RD., ALBION, NY 14411
 (716) 589-9053

NAME: _____
 ADDRESS: _____
 CITY: _____ STATE: _____ ZIP: _____
 INOA# _____ NO. OF ADULTS _____ CHILDREN: _____

AMOUNT ENCLOSED: _____ US FUNDS ONLY
 PLEASE PREREGISTER BY JUNE 15, 1995

It was a sunny day, February 20th, 1995...President's Day. I was sitting at my computer waiting for Duncan to bring me his written contributions for the March issue of the Norton Notice. It was around 4:00 in the afternoon when I received one of the most shocking and distressing telephone calls. It was Grover informing me of Duncan's accident. The following articles were found on the front seat of his pick-up truck. I am including them in their entire form....Alan Mueller, editor.

MINUTES OF THE FEBRUARY MEETING

The venue for the February meeting was the Fremont Brewery on Stevenson Blvd. in Fremont.

The meeting was called to order at approx. 8:30 PM by Vice President Duncan Ferguson who announced that Maya Lai would not be able to attend the meeting due to a traffic accident - Duncan asked Joe Edwards to conduct the meeting.

With an overflow crowd of 38 members and/or guests the meeting was very informal - there were no proposals or motions voted on.

Joe Edwards stated that sweater sales were going well and that the new

patches will be available next month. There are red T-shirts still available in stock.

Jerry Joliff brought a couple of items to auction off with proceeds going to the club treasury - about \$100 was raised - Thanks Jerry!!!

Lynn Miller discussed the Easter Ride with details to follow. This a don't miss ride for it is the 20th anniversary (note possibly in memory of a Norton rider and member).

This ride will be in memory of Lawrence Gill.

Jim Carton stated that the March Ride will go by the flying lady - whether they are open or not.

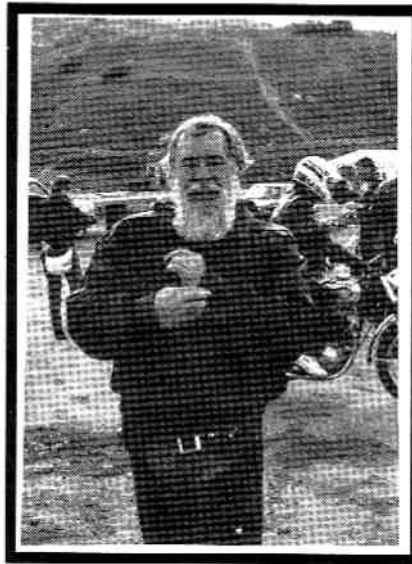
More time was spent enjoying the food - then talking business.

Thanks to Bill Knight for riding the trick Harley to the meeting.

The meeting was adjourned at 9:30 PM.

Respectfully submitted,

Duncan Ferguson, VP and Secretary



Whazz Happ'nin

East Bay Report

by Duncan Ferguson

The weather made the Sweetheart Ride excellent. Seventeen Nortons rumbling through the back roads of Sunol, Fremont, Livermore, Byron, Brentwood, Bethel Island, Vasco Road....it was great.

The roads were dry and fast. There were no major breakdowns. The stop at Sand Hill to watch the Moto Crossers brought back good memories. Bill Knight looked strong riding the track on his Norton.

The food at the Rusty Porthole sure hit the spot. The Irish coffee at Byron Station did help to warm the bones and the

sight of the old Indian display did bring a smile to more than one face.

Many thanks to Ted Williamson for showing the way through the back roads of Livermore and watching throttle control so that the entire group did not get a present from the CHP at their radar set-up.

Vasco Road - Niles Canyon Road - Palomares Canyon - AltaMont Pass - Morgan Territory - Redwood Road - etc...are all fun to ride so it is easy for me to write about them. Could we get someone in the club to take the time to write about Skyline - Alpine Road - etc... for the Peninsula and North Bay? (HINT, HINT) Thanks again for coming to Fremont for the Sweetheart Ride.

Pipes Up.....

by Duncan Ferguson, V.P.

Roadster - Fastback - Interstate - Matchless...what a choice to choose from. All fun to ride and enjoy. All set-up for different types of riding.

Short, fast trips on the backroads - Long trips across the country to major events - or short weekend rides just to show off your prized toy. Take all of these words and put it in one word - NORTON!!

Put up with a small oil stain - hard starting (never) - a need for pampering and ride the best - NORTON!!

Be prepared to answer questions when you stop on a ride....smile and say "It's my Norton!".

Keep it in the wind.....*Duncan*

Thanks for everything Duncan....you will be with all of us, forever!!

Electrical Theory

by Joseph Lucas

Positive ground depends upon proper circuit functioning, the transmission of negative ions by retention of the visible spectral manifestation known as "smoke". Smoke is the thing that makes electrical circuits work; we know this to be true because every time one lets the smoke out of the electrical system, it stops working. This can be verified repeatedly through empirical testing.

When, for example, the smoke escapes from an electrical component (i.e., say, a Lucas voltage regulator), it will be observed that the component stops working. The function of the wire harness is to carry the smoke from one device to another; when the wire harness "springs a leak", and lets all the smoke out of the system, nothing works afterwards. Starter motors were frowned upon in British Automobiles for some time, largely because they consume large quantities of smoke, requiring very large wires.

It has been noted that Lucas components are possibly more prone to electrical leakage than Bosch or generic Japanese electrics. Experts point out that this is because Lucas is British and all things British leak. British engines leak oil, shock absorbers, hydraulic forks and disk brakes leak fluid, British tyres leak air and the British defense establishment leaks secrets...so, naturally, British electrics leak smoke.

Author Unknown

The following is a discussion about the above theories and observations!

When wires smoke, how come the smoke is not the same color as the wire?

This is not completely true. When the smoke is in the wire, it is under pressure (called voltage). The pressure difference causes the color to change from the normal color we are used to. It's not unlike the blood in our veins and arteries changing color due to the oxygen content. When the smoke escapes the wire and is exposed to air, the pressure is released, and the color reverts back to what we commonly recognize as smoke. The wire then changes to the color of the smoke that escaped.

I would only question the last sentence of that description. It has been my experience that the wire turns a color directly opposite of the smoke.

Not always true, I think it must depend on the composition of the smoke in question.

I should have made it a little clearer; the color the wire becomes is directly proportional to the escape velocity of the smoke. High velocities generate higher heat. This heat tends to burn the wire and affect the coloring. The statement was meant to be a

generalization, indicating the fact that the color of the wire does in fact change. Sorry for the miscommunication.

I was speaking of electrical smoke which is generally white. The spent smoke casing generally assumes a color somewhat near black after the smoke leaves.

I can't stand it anymore! If, as you say, light bulbs suck up darkness and convert it to smoke which is transmitted (via wire) to a power source for recycling...why do car batteries go dead when lights are left on? Do car batteries (and flashlight batteries for that matter) have a limited amount of storage capability? Is it like a hard drive that gets so full that you have to double-space and then lose all data?

Now you're getting it.....

I thought you guys were smarter than this. Of course the battery stores the smoke. In fact it can store so much smoke that if you open the top and light a match, the resulting explosion can do serious damage. I'm sure you are aware that usually where there's smoke there's fire. If you connect the battery to a charger, the smoke is then returned to the wire (remember, a light bulb won't work unless it is connected to a wire system) for the utility companies to

usc. Your hard drive analogy is a very good example.

I think your basic understanding of smoke systems is remarkable. However I find a flaw with your theory. The battery is a reusable storage device for smoke. Therefore, one would assume that some sort of one way valve (we can call it a diode) should be needed to prevent pressure flooding back into the system while at rest. Unlike the A/C system, the smoke system is collecting darkness at the headlights and converting it to smoke. This causes the system to fill up. The battery can contain much higher pressures and volumes than the wires. If this pressure exceeds the capacity of the wire, it will cause a rupture as you described. The rupture can be controlled by a sacrificial device known as a fuse. But this still doesn't eliminate the problem. Perhaps a two way valve (zener diode) is used to allow a small amount of pressure to return to the system, and partially equalize. I find this theory unlikely though, due to the increase in the force required to start the pump (which is now under pressure) working again...

The smoke continues circulating through the system, due to the pressure differential in the battery (smoke pressure/vacuum reservoir). When the reservoir becomes depleted, the pressure simply equalizes everywhere in the system (similar to an A/C system when it's turned off) and stuff just won't work. Notice the relations: Work (W) = Force (F) x Distance (D); Force (F) = total difference in pressure (Dp) x Area (A). Therefore, the work done in a pressure system is: $Dp \times A \times D$. If the pressure differential (Dp) is reduced to zero then $W = 0 \times A \times D = 0$.

The smoke only escapes the wires when a path is created between the pressure differential areas (@ either the reservoir or the pump) that has too little restriction. When this happens, the smoke travels through the wires so fast that the friction between the smoke and the outer walls of the wiring heats the wires until they rupture. The smoke continues to escape until its pressure is equalized with the atmosphere, or until the conduit that provides the path between pressure areas is severed. When this happens, the sudden drop in pressure allows the wires to "collapse" slightly and, being so hot, as the edges of the ruptures and severed ends touch, the material becomes fused, sealing the system and retaining the remaining smoke.

Don't forget, when the system is at rest, all the valves, (switches and relays) are closed, keeping the pressure areas separated. When restarting the pump, as long as everything is OK, the smoke pressure is equal on both sides of the pump and there is no net force on the pump when it begins operating again. Also, within the pump there are pressure/volume-actuated one-way valves with restrictors built in, arranged in such a way that they keep excess smoke volume recirculating through an integral smoke loop, which maintains the pressure within manageable limits.

The excess smoke, created by the light/smoke converters (headlights and other darkness absorbing devices), is changed back to darkness and dissipated in small unit concentrations so its dark effect is not locally observed. The smoke pump impeller (stator), converts smoke into magnetic flux which does work on the engine. Some of the excess work energy is dissipated through the cooling system and exhaust in the form of heat, while the remaining work energy is converted back to smoke and distributed evenly in small concentrations as you drive. This maintains the total quantity of smoke in the system at an average that does not change over time.

The latest issue of Moss Motors parts catalog shows that they now sell a *smoke injector* to refurbish failed electrical components. It's only \$19.95 and comes with both sae and metric adapters (whitworth is a \$9.95 option). The replacement smoke comes in 12oz containers, individually or in 6-packs, and cases of 24. Also, you can get either full or pony kegs of it. The cost averages around \$2.00 per quasidecifurlong which works out to about \$5.75 per metric fathom.

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.....The Veep Speaks from Page 4

Well the rain stopped long enough for the Flying Lady South Bay Ride to take place and we had a nice turn out for a somewhat overcast day. We had to bypass some road closed signs, but you know Nortons can't read anyway. We wound up at Henry Coe State Park at the time the weather made a change, then to Morgan Hill for a bit of Mexican food, which topped off a great ride led by Tom Dabel and the Ride Marshall, Jim Carton. We had a nice chap from New Zealand along on the ride. They broke off a Morgan Hill to try the Santa Cruz area, but needless to say the roads were closed....try again...

Several members got together to present a plaque to Jack Curry at the Prince of Wales Pub for his outstanding service to the Norton Club. Sorry to say the photos didn't turn out to well, but we were there. The beer was cold and the food was great. Jack has



picked out a great place for the plaque..so next time, look for it when you visit the Prince of Wales.

I have had a meeting with the artist that is putting together the art work for the 1996 rally in Quincy. I will be showing the proposed art work at the next meeting.. the rough art looks really great.

Just a short note that the Dardanelle Ride this year really looks like it will be better than ever. I have had calls from a number of folks who are already booking rooms and campsites for this year. If you have not made this ride, put it on your calendar...it's GREEEAAT!!

Well that's all for now and remember...there will always be a Santa Claus!

Joe

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