



# Norton Notice



The Newsletter of the  
Northern California Norton Owners Club

No. 191

March, 1994

**"Where to, next?" they ask  
"Just follow me" says Duncan**



**This months ride: The Flying Lady !!  
Sunday, March 13th**



## Norton Notice

is published by the Northern California Norton Owners Club. Its purpose is to inform and entertain members regarding all aspects of the Norton motorcycle, including history, technical advice, and preservation of the marque.

The *NORTON NOTICE* is a reflection of the readership, who are encouraged to submit any article, technical tip, photograph (original or otherwise) as long as it is in good taste, so that other Norton enthusiasts may enjoy it. (Good taste is somewhat optional, but hey- this is a group of bikers we're talking about here... that's why we have an editor.)

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

Membership in the Northern California Norton Owners Club is available for \$20.00 per year. Membership dues are payable to the Branch Secretary/Treasurer.

Renewal dues are payable at the end of the individual's membership year, that month being designated by the last number of the individual's membership number as listed on the mailing label of the *NORTON NOTICE* and the membership card.

**All changes of address should go to the Branch Secretary/Treasurer- not the NOTICE editor.**

The Northern California Norton Owners Club is affiliated with both the Norton Owners Club of England and the International Norton Owners Association. Interested persons can join these two organizations per the terms described on the Branch membership application form.

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

The object of the Northern California Norton Owners Club is to promote, encourage and develop 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 use of these technical tips. The club also assumes no responsibility for the acts or omissions of its members in connection with Club activities. *NORTON NOTICE* articles or other materials express the authors' views only and not necessarily the official policy of the Norton owners Club or its Northern California Branch. The editor reserves the right to accept, reject or alter all editorial and advertising material submitted for publication. Advertising published does not imply endorsement of products, goods or services. Now you know.

## Upcoming Events

### Club Rides Schedule

The ride schedule for 1994

**March 13:** (Sunday)  
Flying Lady Ride

**April 3:** (Sunday) Easter Morning Mt. Tamalpais Ride

**May 15:** (Sunday) Jim's North Bay Ride (Napa, Berryessa Lake area)

**June 11:** (Saturday) Fred Twigg Ride

**July 16:** (Saturday) Santa Cruz Ride

**July 30:** over night to Minden, Nevada

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

**September 11:** (Sunday) Old Timer's Ride

**October 16:** (Sunday) Mt. Hamilton Ride

**November 5:** (Saturday) Don Danemeier's British Birthday Ride

**December ?:** No ride scheduled



### Activities at a glance.....

**March 27:** Clubman's All-British Show and Swap Meet

**April 24:** Pacific Coast Dream Machines, Classic Car, Trucks and Motorcycles, Halfmoon Bay Airport, 10 - 4 PM

**May 20 - 22:** AMA Superbike Race, Laguna Seca

**August 19-21:** AMA Superbike Race at Sears Point

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

### Meeting Schedule

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

March 10th - Harry's Hofbrau

**April 14th** - Connecticut Yankee

**May 12th** - Fremont Brewery

**June 9th** - Prince of Wales

**July 14th** - Harry's Hofbrau

**August 11th** - To be announced

**September 8th** - Fremont Brewery

**October 13th** - Prince of Wales

**November 10th** - Harry's Hofbrau

**December ?** - To be announced

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

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

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

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



### Graphics Contributions

#### Photography:

Gerald Mauricio,

Lou Caputo, Alan Mueller

#### Press Production and Halftones:

John & Carrie Follett:

White Oak Press, San Carlos, CA

**Maya's Minutes ....**

by Maya Lai, President

My February meeting went fine, (after I was teased a wee bit about being at the Prince a day earlier with a mop and bucket). We had a good turn out. We have volunteers for the Clubman Show in March. Thank you to those that volunteered. Dennis Magri and Pat from Monroe Motors agreed to give the club 10% off at his shop. I personally want to thank you for your contribution to help our club members. I'm sure the members appreciate it alot.

Phil Radford gave a WONDERFUL tech session on transmissions. He answered lots of questions and hopefully saved any unsuspecting Norton owner a blown up gear box. Believe me, it's no

fun guys. I've been there (not on "Snort") but on a friends Norton. Thank God for long legs. **Cheers to Phil for doing a great job!**

The watches are coming along. I hope to have them before the next meeting. John Bria will be in charge of them if anyone wishes to purchase one.

I hear the ride was great. I missed it due to some other business I attended to. So much for that storm that was suppose to hit us that weekend.

Well, I hope to see you at the next meeting at Harry's Hofbrau.

**Until then Happy riding!!!!**

Maya.

**Pipes Up ....**

by Duncan Ferguson, V. P.

A special thanks to Phil Radford for the tech-session on the Norton transmission. Phil did rebuild mine a few years ago and it is still going strong.

Maya had the flu but was able to control the February meeting quite well - not to mention the extra clean-up of the venue, i.e. new posters, covers for the couches (couches?). This lady cares about the Norton Club and goes the extra mile to see that things go smoothly. It is a pleasure to work with her for the good of the club.

At present Maya is working on a new project (jackets) that look great. (see *Nuts and Bolts*, page 9). Remember next month the meeting is March 10th at Harry's Hofbrau in Mountain View and the club

ride is to the Flying Lady Ranch. See you there.

**KEEP IT IN THE WIND !!**

DUNCAN



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## Minutes of the February Meeting

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The February 10, 1994 meeting was called to order at 8:15 by President Maya Lai. The venue was a much cleaned up (thanks to Maya and friends) Prince of Wales Pub in San Mateo. There were about 30 members and guests present (difficult to count with people coming and going). There were a few riders on bikes who braved the cold weather and threat of rain.

The upcoming Sweetheart Ride was talked about. If it rains, it is standard club procedure to reschedule the ride for the following weekend. Riders and significant others are to meet at the Brew Pub in Fremont at 10:00 A.M. The next ride will be the Flying Lady Ride on March 13th. (More details in the Notice)

Maya brought up the subject of the Norton watches again. She bought 8 watches with the green ball logo. John Bria will assess the watches and place a fair price on them. If these go well, we will try to get more to sell at the Clubman's Show.

Maya presented a gift certificate from Rabers to Joe Edwards. It was given by the new officers in thanks for the work he has done as president.

John Covell stated that Lynne Miller will not be able to lead the Easter Morning Ride due to legal problems involving club liability etc.. He will try to organize a smaller, independant and I imagine not official ride.

Grover reported that there are 175 paid up members and that there is \$600 in the bank. **All members are asked to look at the mailing label on their Notice to check the expiration date.**

Alan Mueller was thanked for getting the Notice out promptly. He brought up the importance of all the contributing writers to get the material to him early.

**The 20th is the last day.** If the articles can be submitted earlier he could get most of the work done so it is not all at the last minute.

Maya mentioned that Maggri and Monroe Motors offer a 10% discount to N.C.N.O.C. members. You must have your card, however. If you don't, see Grover and/or John Bria.

Lou Caputo suggested that we try to organize a get together at Alice's. He noted a lack of Nortons up there at various times. Jerry says he knows the owner and will talk to him about the possibility of arranging a meeting time there.

There was discussion about the upcoming Clubman's Show in March. It seems that to sell anything there, one must have a vendors or resale card or an exemption. This is brought about by the Board of Equalization to get the sales tax out of everyone.

John C. brought up discussion on the letter he wrote last month to the editor of the Notice. The letter suggested that we have alternative meeting places for those who can't always make the long trip to a meeting. After much discussion, both pro and con, it was voted that at this time we will leave the meeting schedule as is. It was felt that alternative meeting places would dilute the attendance.

After Maya closed out the official meeting at 9:00, Phil Radford of Fair Spares America fame, gave a very informative tech talk about gear boxes and lay shaft bearing breakage. **Thanks Phil for a great session!!**

Respectfully submitted,

*Alan Mueller, editor and secretary*

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**Whazz Happ'nin**

*...regional news of the NCNOC*

**East Bay Report**  
by Duncan Ferguson

On a recent trip to the Delta, I discovered that Mountain House is closed. Plans are to reopen in the spring. Rumor has it as a bigger and better place to stop.

While in Byron, we went into a watering hole called the Wild Idol. In the summer, this should be a great place for a cold drink. The place is clean - neat - comfortable with plenty of parking available. Hope to see you in Byron.

I met the crew at Brew Pub (now called The Fremont Brewery...editor) for the Sweetheart Ride. It was a very good turnout. There were 15 British bikes. Details to follow but the sound of all those Nortons thundering through the canyons was great. Lunch in Berkely sure hit the spot.

*It seems the other district reporters must have been on vacation this month because only Duncan sent in his report...editor !!!! Sorry Jerry, yours came in after I had this page formatted. See page 14.*

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**ANNOUNCING !!**

Lake Havasu City EASTER CAR SHOW. The fifth annual open to any car, truck, motorcycle or boat. Friday, Saturday and Sunday, April 1, 2, & 3, 1994 at the Queens Bay Golf Course. For information please call: Larry Palmer (602)453-2194.....

**Win a Triumph !!**

A 1975 Triumph Trident T-150 will be raffled off at The Seventh Annual Clubman's All-British Motorcycle Show & Swap Meet on Sunday, March 27th. This year they're honoring British Triples

**Exhibition Hall, Santa Clara County Fairgrounds, San Jose, CA**

Indoors - Rain or Shine - Admission \$5- Starts at 8am, Kids 12 and under free. Raffle tickets \$1 each in advance or at the show. Need not to be present to win.

**Raffle Tickets via: BSAOC, P.O. Box 594, Novato, CA 94948**

*For details contact: Don Danmeier 415/897-6145 Days 415/898-0330 Eves to 9*

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**The Flying Lady Ride !**

by Jim Carton, Ride Marshall

This months club ride will meet at the Big Boy Restaurant at the intersection of Highway 101 and 1st Street in San Jose. The ride leaves at the usual time of 10:00 A.M. Come early for breakfast if you want but keep in mind we will be stopping between 12 - 1 P.M. at the Flying Lady for lunch. This ride will take us through the hills east of Santa Cruz and is very scenic. These are great Norton Roads. Hope to see you all there!!

.....SEE MAP 

# The Flying Lady Ride !!

Sunday, March 13th at 10:00 A.M.



## View from the BRIDGE

by Alan Mueller, Editor

Well, another month has gone by and it's time to write another article. I had some very positive response about my article last month concerning how I got into motorcycles and motorcycling. Many of you remarked that you had the same experiences as a youngster as I did. That is, parents that felt riding motorcycles was too dangerous and risky. That motorcycle riding did not fit the image of their child. However, many of you were able to get involved much sooner than I was.

I certainly wish I had started to get involved sooner. My knowledge and experience with the mechanical part of motorcycles would be much greater. I could have seen, ridden and appreciated these Brit bikes first hand when they were new. But, who knows, I might have burned out by now and could be finding some other way of getting my "kicks" on the weekend. And now continued from last month:

#### WHAT DOES IT TAKE TO GET A BIKE BUILT?

After my exciting experience two years ago on Easter Sunday, I decided it was time for me to get involved with motorcycles. John Bria had told me about the club's rally at Tahoe and about the monthly rides and regular meetings. They all sounded like fun. I was too involved with work and needed another outlet besides my music.

Having very limited experience, about six months riding a 550 Suzuki and a crash (?) course by the Motorcycle Safety Foundation (I would highly recommend this course to all riders), I was not sure what type of bike I wanted. I liked my Suzuki but it just wasn't the answer to my gut feelings as to what a motorcycle should be. I think the sound was what attracted my attention first. Of course, my first inclination was to get a Harley. Fortunately, two months prior, I had gone to the Motorcycle Show at the Cow Palace and got a chance to ride the Harleys. I really wasn't

that impressed. They sounded great, but they were **heavy and cumbersome** and, boy, did they **vibrate**. Take into account the cost of these bikes and it was out of the question.

After talking with John and spending a few hours down at Ken Armann's shop, I asked him to start looking for a Norton. They both agreed that with my limited experience a Mark III, 1975 Commando would be the best bike to start with. I wouldn't have to learn a new shift side and shift pattern. Also that model has an electric starter (Oh, really). This made sense to me. I knew what John had paid for his Norton (at that point he only had B.J.) and felt that I could afford that amount of money.

Several months went by and I started looking in the paper and reading the ads. I saw several '75 Nortons for sale at fairly reasonable prices. I just felt I didn't know enough about the subject to just go out and buy one. So I waited. Finally John calls me and said Ken has found a great bike that will just fit my needs.

That weekend I went down to Ken's shop to view this bike. Remember now that I had been up on Mt. Tamalpais and had seen all these beautifully restored bikes. When I saw the bike Ken had picked out for me, I thought, "this doesn't look like those other bikes". It was not very pretty. It had clip on handlebars, no fenders, no battery and no electric start. Ken explained that it had been converted over to a racing configuration and all parts that caused extra weight had been removed. I wasn't real sure if this was what I wanted.

I didn't realize that these bikes were made up of a lot of pieces that people interchanged. I always thought you bought something and that was that. Boy was I wrong. Ken explained how it is important that a bike like this needs to be examined carefully. There are so many things that need checking and that being apart like this would give him a chance to check out all the innards and make this a clean, marvelous running machine.

Well I am running out of time for this month so I will continue with this subject next month.

**P.S. Your Notice needs your help. Please contribute !!**

# Nuts & Bolts & Odds & Ends

## A great catalog:

M.A.P. Cycle Enterprises, Inc.  
7165 30th Ave. North  
St. Petersburg, FL 33710  
phone (813)381-1151  
fax (813)347-9469

They sell parts for Triumphs, Nortons and BSAs. The catalog is pretty informative by itself. It includes exploded diagrams of Amal, Mikuni and Keihin carbs, and exploded diagrams of many (all?) Triumph, Norton and BSA engines and trannys. Better detail than lots of service manuals. They even sell a manual titled something like "A Complete Illustrated Guide to Lucas Electrics", plus manuals for most older brit-bikes. A quick rundown of things I noticed in the catalog: special tools, tons of electrical stuff, carbs, pipes, handlebars, seats, tires, manuals (even one for Scotts), and an ad for someone who does engine work and tuning. The catalog is worth a read even if you never order anything.

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## Here are a few silly acronyms using motorcycle names:

- Norton** = Nothing On Repair Tag Ordered Normally
- BMW** = Brick Motor Wheezer
- Ducati** = Dirty, Ugly, Crappy And Trashy Italian
- BSA** = British Spoken Abuse
- Triumph** = Terrible Racket Inside, Unknown Mechanical Problems Heard
- Moto-Guzzi** = More Obsolete Than Others - Gets Ugly Zig-Zagging Instantly
- Harley** = Half Assed Ride, Leaks Every Year
- Yamaha** = Yet Another Mistake And Hopeless Act
- Honda** = Heavy On Not Doing Anything

**Laverda** = Loud And Very Excessive Racket Deafening All

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## Tips on Adjusting Your Headlights

If you want to set up a simple measuring device to check your motorcycle's headlamp alignment, mark a horizontal line on the wall of your garage at the height of the middle of your motorcycle's headlight. Roll the motorcycle 25 feet back and sit on it; do not use the center stand. The "hot spot" in your low beam should come in some 6 inches below the line, indicating the light is angled downward appropriately. The high beam "hot spot" should be right on the line.

If you're going two-up on a trip with a lot of baggage, load the bike and then adjust the headlight. It is not very surprising that a 120 pound passenger and 50 pounds of baggage can alter the angle drastically. You will see more of the road. If your low beam is set too high, that means your high beam is up there spotting planes, and you are wasting much of your light.

*Reprinted from Rider © March 1994, by Clement Salvatori.*

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## Norton Jackets !!

It was suggested to me that we look into having some jackets made using our clubs logo or a drawing of a Norton or something. There is a great company that specializes in custom design. They can even take a photo of your bike and turn it into a beautifully embroidered jacket. The company is **Big Studio Graphic Screen Printers**, 2740 E. Spring St., Long Beach, CA, 90806. (Mitch or Freddie) (310)989-2444 or FAX (310)989-2447.

**Nuts and Bolts continued on Page 13.....**

The Sweetheart Ride



**The Wild Bunch sitting on The Wall....**



**THE SWEETHEARTS! Connie, Carol, Vicci & Rose**

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*The Seventh Annual*

# CLUBMAN'S

ALL-BRITISH MOTORCYCLE SHOW & SWAP MEET

Sunday March 27, 1994



*Honoring  
British Triples*



**Exhibition Hall, Santa Clara County Fairgrounds  
San Jose, California**

*Indoors - Rain or Shine*

OPEN FOR SHOW & SWAP ENTRIES 6:30AM  
DOOR PRIZE ELIGIBILITY WITH ADMISSION

GENERAL ADMISSION \$5.00 8:00 AM  
KIDS 12 AND UNDER FREE

## AWARDS

## Street & Competition Classes

*Restored and Unrestored Divisions*

*Trophies also for Specials, People's Choice, and Best of Marque*

## RAFFLE

## Win a 1974 Triumph Trident

*Tickets \$1 in advance or at the show*

*Raffle Tickets via: BSAOC, P.O. Box 594, Novato, CA 94948*

## BUY & SELL

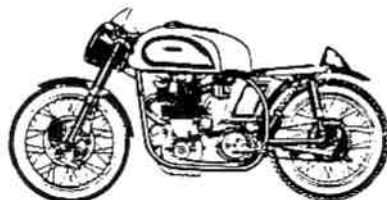
**Registration Deadline March 19**

**PRODUCED BY THE BSA OWNERS CLUB OF NORTHERN CALIFORNIA**

WITH THE SUPPORT OF THE ARIEL, AJS/MATCHLESS, GREEVES, ROYAL ENFIELD, NORTON, TRIUMPH, VELOCETTE AND  
VINCENT OWNERS' CLUBS, THE A.H.R.M.A., AND THE BSA OWNERS' CLUB OF SOUTHERN CALIFORNIA

### FOR DETAILS CONTACT:

DON DANMEIER (415) 897-6145 (DAYS) • (415) 898-0330 (EVES TO 9)  
ALL ENTRIES/CHECKS PAYABLE TO: BSAOC, P.O. BOX 594, NOVATO CA 94948



1963 catalog drawing of Manx 30M and 40M

**Dr. Norton: by Ken Armann**

In the process of living, sometimes trying to accomplish "everything", it works - we get lucky - and other times, when things don't go our way, we're frustrated and crazy with trying to make the "perfect fit".

Keeping things together involves watching closely and prayer - just when the realization hits, "this isn't working" another (hopefully) better solution arrives!

After so much has occurred with the Norton Motorcycle Company and always praying for a miracle - maybe, just maybe help will come. A friend in London sent this article from the newspaper.



Motors(1993), the Canadian-based operation put together by Rozanda's father, has injected £500,000 and more cash is flowing in from private investors.

The new owners intend to restart production, launch a race team in North America and develop Norton's rotary engine technology. Standing on the shop floor at Shenstone, Rozanda, 34, said; "There is enormous interest in this engine. It would be a disgrace if the Norton name went. We have great guys in here, like Brian Crighton and his race team and Jim Noon - world record holder on hydro-planes run by a rotary engine".

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**Blonde Ambition at Norton**

by George Campbell

A businesswoman with a passion for racing is set to kick-start Norton, the defunct motorcycle company.

But blonde Canadian Rozanda Skalbania, the female equivalent of motorbike-mad Steve McQueen, is facing an uphill financial struggle. Every rescue operation has so far failed; Midland Bank has had its fingers burned and production at the Shenstone plant in Staffs has ceased. The workforce of just 22 - slashed from 270 in the 1990's - relies on service and repair contracts.

But the Phoenix could soon be rising from the ashes. Norton

Well there is something positive to watch and pray for... And on the being crazy department - I just received a speeding ticket (its been a long time) on a Vincent which had no "speedo" and had three bikes show up at the shop with speedo drive problems.

Keep an eye on yours - If the "cable end" starts pulling out of the case, or the rear end pug starts coming out, tap them back into place or take it apart and clean it. **This is much cheaper than buying a new one!!**



.....Nuts and Bolts continued from page 9

PRESS RELEASE from Andy Molnar, Stainless Engineering Company

**“MANX” COMES TO PRESTON**

We are pleased to announce that, after extensive discussion with Unity Equipe, Stainless Engineering have acquired the rights to manufacture components for the “Manx” engine.

This transfer includes the original Norton drawings and relevant patterns and tooling. The intention is to put all components back into production, working with the original specifications, but using sophisticated CNC machinery to ensure accuracy and competitive prices. Crank cases have been cast and are being machined now.

The project has reached us through a well documented route. AMC sold the rights to the AMC production racers to Colin Seeley in 1966, who sold the “Manx” side of the business on to John Tickle in 1969. Unity bought out John Tickle in 1978.

The new “Manx” parts will be retailed through both Stainless Engineering and Unity Equipe, both companies will continue to develop their established businesses.



**PACIFIC COAST DREAM MACHINES:**

This is a non-judged open event featuring classic cars, trucks, motorcycles, aircraft, tractors and farm equipment, and steam and gas engines. Presented by Pacific Bell at the Half Moon Bay Airport, Sunday April 24, 1994, 10 AM to 4 PM. The airport is located 30 miles south of San Francisco on Highway 1. The spectators admission is \$10.00 and the participants fee is \$10 per machine or \$20 the day of the event. Commercial booth space will be available. For information call (415)726-2328. **This is a Benefit for the Coastside Adult Day Health Center.**

**Some interesting information direct from the U.K from Phil Radford:**

**Motorcycle firm plans “flying car”!** - Norton, the crashed motorcycle firm, is set to take to the skies. The Shenstone-based company is to be involved in a “flying car” project.

The stubby-winged Blue Thunder - like machine from children’s TV programme Thunderbirds - would be powered by Norton’s rotary engines.

It would cost the same as some ground-hugging supercars at £140,000 but it would have vertical take-off, the ability to hover and fly at 140 mph.

Norton would join a number of partners, as yet unnamed. But industry watchers say that only scale models have flown so far. However, the Norton business plan looks for two and four-seat flying cars, claimed to be as safe and as simple to “drive” as a motorcycle.

Further schemes in the plan to rescue the firm include plans to manufacture motorcycles, pedal bikes and skis - some of them made in other countries.

Norton, currently at a standstill - is looking at plans to make four new Motorcycles with Norton and BSA names on the petrol tank. Everything hinges on a fresh injection of cash from America. Norton is still struggling because of a cash shortage despite a recent £500,000 takeover by Wildrose Ventures of Canada.

**Norton Steering West:** Troubled Midland motorbike firm Norton could come roaring back as a stock market company - but in America.

Canadian group Wildrose, which last year paid £500,000 for Norton’s assets, now plans to reverse the company into an American-listed business. Recent attempts to rev up one of Britain’s most famous bike brands ran into problems when Wildrose was suspended from the Alberta Stock Exchange last year. Nelson Skalbania, who describes himself as a consultant to Wildrose, is due to face charges in Canada relating to a collapsed property deal. Norton’s spell on the London stock market is being investigated by the Serious Fraud Office.

**NOC Member Profile**

*Name:* Jim Carton  
*Age:* 45  
*City Resident:* Oakland  
*Marital:* Single, no (known) kids  
*Occupation:* Motorcycle mechanic  
*NOC Member since:* 1978-82,1991-PT  
*How first became involved with NOC:*  
 "Steve Coburn saw me, said 'Join the club!'"  
*Club offices held (years):* Ride Marshall  
 1994  
*Norton(s) owned, described:* Commando  
 Mk.3 (two of them)  
*Other makes of motorcycle:* H-D  
 Sportster XIC.H, BSA Thunderbolt  
*What first interested you in the Norton?*  
 "I was working for Alex at Motorcycles  
 Unltd. in '74—all it took was one ride. It

was a year after I'd bought the Sportster, which I immediately regretted!"

*Other hobbies/interests of note?*  
 Photography, flying, shooting (handguns, target practice)

*Favorite motorcycling road/ride:* S.R.  
 70 from Quincy to Oroville

*If you could redesign the Norton, what one thing would you most want to change? How and why?* "It needs an extra Isolastic (like a Norvil headsteady); and more brakes."

*Favorite/most embarrassing episode on a Norton?* "At the '91 rally, I dropped my bike at a standstill right in front of Art Sirota. I forgot to put the sidestand down—or maybe it was soft dirt!"

**Peninsula Snooze**

by Jerry Jolliff

1994 will be a great year for the N.C.N.O.C., good weather, good riding, good friendships. According to the technical digest by Jim Balliro, your tire pressure should be as follows:

Avon:	Front and rear	minimum	26 psi
Dunlop:	one 168 lb. rider	F	22 psi
		R	24 psi
	two 168 lb. rider	F	24 psi
		R	28 psi
	plus up to 100 lbs extra	F	28 psi
		R	32 psi

I always wondered about this so I thought I would pass it along.

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**Alice's Restaurant:** I have taken the initiative of contacting Alices and asked if they would be interested in hosting a "Norton Day". Pat, Bill and Betty (? editor) were very responsive. They suggested that they could rope off an area just for us. We both felt it would create some additional revenue for them plus give our club some positive exposure along with a great photo shot. I have asked Duncan to get together with Maya and get a tentative date. Then we can confirm with our hosts and start planning in earnest. If we promote this properly we might turn this into an annual event. Don't forget March 13th for the "Flying Lady Ride" or the "Which way did Dago Ride". **This is a great one so don't miss it !**

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## *In Search of the Perfect Norton*

By Robert Newman

### **SUBJECT: ERGONOMICS**

In other words, how does the structure of your motorcycle relate to the structure of your body?

On a reliable Commando, the rider who has made ergonomic corrections can rip along at high speed for hours without tiring. There is a light, easy feel to the ride and the mirrors are clear enough to see Smokey trying to sneak up.

A bike which is prepared according to your personal size and shape, is a main factor in the formula for cross-country touring.

So what's the problem with a stock Commando? First, a little background.

Where do motorcycles come from and where do they go? With few exceptions, motorcycles are born on the drawing boards of dedicated engineers who then turn over their work to the marketing office who view the drawings from a completely different angle. While the engineer aimed toward reliability and other worthwhile considerations, marketing is focused on how to extract maximum profits. Basically marketing aims to cheapen the bike as much as possible and to direct it toward the largest potential market. Since the largest potential market is novice riders who have no insight into motorcycles, high quality becomes immediately unnecessary. Novice buyers don't notice fine points so don't expect marketing to overlook an opportunity to save on production costs. Furthermore, marketing officers will pressure engineering to utilize strange

materials they have found at bargain prices. Eventually the bikes leave the factory - where do they go?

To the showroom, of course, where a very important event occurs. They are sold. How? - by letting the prospective buyer sit on the machine which has been started by the salesman. The customer blips the throttle a few times, and wonders which color to choose. Why is this enough to sell a bike? Because he felt natural while sitting on the bike. The customer has had lots of experience sitting...starting with his high chair to the dinner table chair, to the family car, to the theater, to the barber, to the school and even to the toilet. So when it comes to evaluating a motorcycle seat, he is ready.

Remember, marketing addresses the idiot as he is and does not attempt to educate him.

So if you own a perfectly stock Norton and haven't put it in a museum, don't brag about it.

**NEXT MONTH, specific information on Norton ergonomics.**

Bob DiMascio

Carol DiMascio

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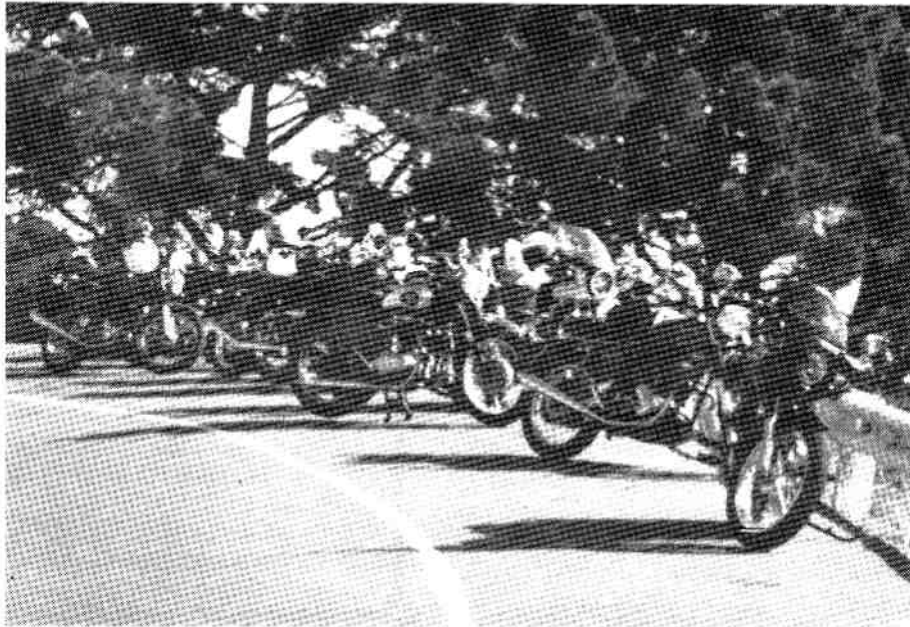
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**Editor Note: All adds will run for 3 months. Please notify the editor if your item has been sold. Your add will automatically be removed after 3 months if I haven't heard differently. Note the expiration date at the end of each add.**

**FOR SALE:** '60 Chrysler Saratoga 2-door hardtop, metallic blue, good condition (older restoration). This is the finned Batmobile you may have seen at a few club meetings and events. Standard: 383 c.i. V8, 4-bbl. carburetor; Allison electronic pointless ignition added. Runs well. Original "Buck Rogers" dashboard with Astradome, Panelescent lighting, and pushbutton TorqueFlite automatic transmission. Interior good, new carpets. Factory A/C. "Golden Tone" AM pushbutton radio w/rear speaker option. Asking \$6000. John, (415) 334-1183, or e-mail to senator@well.sf.ca.us (3/94)

**FOR SALE:** 1966 BSA Thunderbolt stored since 1983. 5000 miles, all original except paint: \$3500/B.O. **FOR SALE:** 1973 XLCH, professional restoration, new engine, lots of chrome, one owner, \$5700/B.O. call Jim(510)534-8030 (6/94)

**FOR SALE:** '72 Norton, needs work, 7000 original miles, once was high rider model. Price to be negotiated. Call Rich Wampler, (415)591-1704 (6/94)

**FOR SALE:** 1963 Atlas Scrambler (G15/N15). Very clean and strong runner. Recent restoration with new paint and engine rebuilt by Ken Armann. Rare, one of first 200 hybrids built (Norton Matchless). \$4000. Contact Rick at (408)894-5220(work) or (415)969-8917(home). (3/94)

**FOR SALE:** '75 MK III 850 Roadster, Gilmer Primary drive, single 36mm Amal carb; H4 Headlamp, Dunstall 2 into 1 into 2 exhaust, Grimeca front Master Cylinder, -3 braided hose. \$2500 or...**FOR SALE:** '68 P-11A Ranger, mostly original appearing. Matching frame, engine and G/box Serial Numbers. Non original stuff: very hot photocell triggered ignition and Marzocchi twin disc front end off Ducati, -3 braided hose, Grimeca master cylinder. Needs one-off T-stem made; installed

item is Mickey Mouse. Includes COMPLETE spare P-11 engine with engine plates and matching SN G/Box (earlier magneto equipped version) and extra Police alternator. Have owned it over 10 years, ridden a total of 10-12 miles. Engine appears to have never had head cylinder removed. There aren't many of these around. A must for the Compleat Norton Fanatic!! Could include service tools, Whitworth stuff. Call Tom Davenport, (415)924-6558. (3/94)

**FOR SALE:** 1974 Commando. Interstate tank, black, custom paint. Rita ignition, top end rebuilt. Very recent high output alternator, luggage rack, saddle bags. \$2800 or B.O. Call Clark Samson (415)927-4559. (3/94)

**FOR SALE:** '71 Commando. Fresh red paint, new seat, new Dunlops, rebuilt trans., Konis, rebuilt front end, new Isolastics-all stock-runs great! No leaks. Factory manual - extras - Fred Twigg tuned and ready to ride anywhere. Has oil filter added. \$2700 or trade for??? Call Chaz at (707)578-1712. (3/94)

**FOR SALE:** 1927 Model 18, 500 cc single, OHV, totally restored, all black, original tools, \$12,500/ Ron Weaver, (602)776-4081, Prescott, Arizona (6/94)

**FOR SALE:** Commando 750 Roadracer, '86 AFM Twins State Champion. 38mm Marzocchi front end, 36mm Amal MK II's, belt drive, oversize in. and ex. valves, ported, D.I.D. 2.50 front and 3.00 rear rims X18, Grimeca brakes, Kosman rotors, QD rear sprockets and gearing, complete spare lower end + spares, too much to list. \$6000. Call Lee Steinmetz, day (510)845-0992, eves(510)548-6019. (3/94)

**Wanted:** Rear brake assembly with rim for MKIII. Will trade 2 roadster tanks (glass),MKII seat. Call Mike Shackelford, Klamath Falls, Ore. (503)-884-8108, (4/94)

**FOR SALE:** Norton International(s), huge collection of parts - enough for 2+ bikes, '50 Featherbeds. \$15K. SASE to "INTER", 610 Taylor Ave., Alameda, CA, 94501. (3/94)

**FOR SALE:** N-15 frame, 750 engines disassembled with reground and polished rod journals ready for rebuilding. **WANTED:** 850 engine for P-11 cafe racer project. Call Dave Neal, day (510)233-0254, eves (415)383-0894. (6/94)

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