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The Newsletter of the Northern California Norton Owner's Club





**THE NORTON NOTICE**

is published by the Northern California Norton Owners Club. Its purpose is to inform and entertain the club members. 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 will enjoy it. The deadline for items to be submitted for publication is the 18th of the month preceding the issue. The Norton Notice prefers contributions submitted electronically. Articles and high-resolution photos can be sent in almost any format generally common to most computers. Send submissions or comments to LorinGuy@yahoo.com.

**MEMBERSHIP**

in the Northern California Norton Owners Club is available for \$20 per year and open to all Norton motorcycle enthusiasts. Membership dues are payable to the Club Treasurer (see right). Renewal dues are payable at the end of the individual's membership year, which is designated by the last digit on the mailing label of your Notice, or on your membership card. All changes of address, membership or dues questions should be directed to the Club Treasurer.

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The object of the Northern California Norton Owners Club is to promote, encourage and develop motorcycle activities. The Club's members are owners or enthusiasts of Norton motorcycles and often submit for publication in the Norton Notice technical tips. These tips are reviewed for technical content and are believed to be both correct and workable, but no guarantee is made or implied that these tips or articles will work for your particular application. The Club or membership assumes no liability or responsibility for any issues or problems that may arise, or omissions or deletions in connection with the technical information. The Norton Notice articles or other materials contained express the authors' view only and are not necessarily the official policy of the Northern California Norton Owners Club. The Editor reserves the right to accept, reject, edit or alter all editorial and advertising material submitted. The Editor serves at the discretion of the Club's Board of Directors. Materials may be published both in print and/or electronically on the NCNOC web site at [nortonclub.com](http://nortonclub.com). ©2006 The Northern California Norton Owners Club. Not to be reprinted without permission.



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**Oil pressure gauge:** Norton Center Mount (left pic) or Side Mount: (center pic). **Side or Center Mount: MSRP: \$182.00 each** **MCB part NOPGSMT or Part NOPGCMNT** Triumph Center Mount (right pic) **MSRP: \$228.00 each** **MCB part TOPGCMNT** All three include all parts necessary for installation.

**13mm master cylinder upgrade:** (exchange): 750, 850 or Mark III. 33% more stopping power. Black powder coated. Includes, bleed kit hardware and instructions. No modifications to bike required. **MCB part NORMC750 or 850 or MK3 MSRP: \$192.00 each**

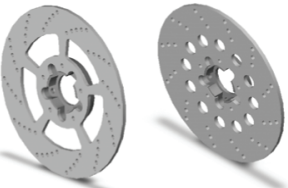


**Brake caliper** (exchange): rebuilt using SST pistons, plug, bleeder & Andover Norton seals. **Assembly: MCB part NORTNCAL MSRP: \$230.00 each** **Separate part price: Pistons: MCB part NORPISTN MSRP: \$26.00 each** **Plug: MCB part NCALPLUG MSRP: \$32.00 each** **Bleeder: MCB part NORBLEED MSRP: \$11.00 each** **Seal set: MCB part NCALSEAL MSRP: \$12.00 each**

**Rear Mark III master cylinder assembly:** new 13mm SST body master cylinder attached to powder coated billet mount. Includes both boots and #10-32 SHCS that attaches master cylinder to mount. Assembly: **MCB part NRMCASSY MSRP: \$235.00 each**



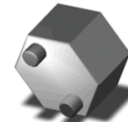
**Separate part price: SST master cylinder: MCB part NRMCBODY (also fits Triumph front and rear) MCB part TSMCBODY MSRP: \$155.00 each; Cylinder mount: MCB part BILETMNT MSRP: \$61.00 each; Boots (ext. or int.) MCB part NMCRBEXT or NMCRBINT MSRP: \$10.00 each**



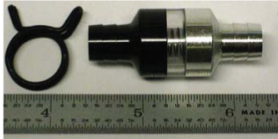
**Norton 11-inch SST rotor:** Includes disk, hub, and Instructions. Either design at left **MCB part NROTOR11 MSRP: \$323.00 each**



**Triumph 10-inch SST rotor:** Includes disk, hub, and Instructions. Direct OEM replacement **MCB part TROTOR10 MSRP: \$323.00 each**



**Caliper plug tool:** SST with hardened pins. Use with 1-1/8" socket or adjustable spanner. **MCB part PLUGTOOL MSRP: \$32.00 each**



**Anti wet sump valve with view port:** Attaches to engine oil supply line. Includes clamps. **MCB part ANTISUMP MSRP: \$72.00 each**



**Acid trap:** Collects acid, replacing tube that deposits wind blown acid on to the rear rim. Attaches with an adhesive pad and clamp. **MSRP: \$15.00** **MCB part ACIDTRAP**



**Manifold adapter:** transitions Mikuni manifolds to Norton heads. Allows smoother running by reducing turbulence. Two sizes: 32mm-28mm and 32 mm-30 mm. **MSRP: \$51.00 each** **MCB part MADAPTER**

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**Meeting Minutes**

Straw Hat Pizza, San Leandro Ca. 11/8/07

14 Members and guests present, 2 Nortons ridden; Keith Karn and Harry Bunting

President Alan Goldwater opened the meeting at about 8:10

Lorin Guy stated that he needed some new photos for the Club booth. He asked for \$100.00. Jerry Grainger moved to provide the \$100.00 requested and Keith Karn seconded it. There was no dissension.

Alan reported on the Soquel show and stated that it was to become an annual event. He also reported on the discussions that have been had with the organizer of the Legends of Motorcycling show at the Ritz Carlton in Half Moon Bay. It was stated that the Club offer to help if we would get to have a booth a letter was sent to the organizers and we are awaiting a decision.

Jerry Grainger stated that the Christmas Party at his house would start at 1:00 but that Officers should come at 12:00 to have a meeting to organize the Club for next year.

The last Adopt-a-Highway cleanup of the year will be held on 12/9 at 10:30am.

Under new business it was suggested that next year the East Bay meetings should be cancelled due to poor turnout. The motion was made by Ron Bastiaans and seconded by Kathy Guy. There again were no dissenting votes. This eliminates the Straw Hat from our list of meeting places.

Lorin Guy wished to thank the members who sent in articles for the Notice and asked that they keep coming for the new Editor.

The meeting was adjourned at 8:27

Respectfully submitted

Mike Sullivan, Club Secretary



**Diary: December/January 07/08**

**12/02/07 NCNOC Holiday Party** at the Grainger's house. Hosted by Jerry and Wendy Grainger. Starts at 1pm. Please call Jerry and or Wendy at (650) 348-5840 or email Jerry at to RSVP with your potluck plans. Directions: Exit Black Mountain off #280, east towards houses & stop sign, where you turn right onto Black Mountain. South 1/2 mile to another stop sign, then SLIGHT left to stay on Black Mountain, (not straight and not a hard left) another 1/4 mile on left, with brick driveway front.

**12/09/07 Adopt-a Highway Clean up**, last one for 2007, Highways Alice's restaurant be there for a 10:30 am start time. Things are picking up!

**12/30/07 The Freeze Ride** TBA see website ([www.nortonclub.com](http://www.nortonclub.com))

**01/10/08 Monthly NCNOC club meeting** at Harry's Hoffbrau in San Jose...start time 8pm.

**01/20/08 Polar Bear Ride**, This is our traditional January ride where just showing up at the start will get you double the usual points. Meet at Alice's Restaurant (Skyline and SR-84 in Skylonda) at 11:00 AM. Depending on the weather, we will either ride somewhere to seek food, or stay there and seek food and shelter.



**Alan s Wrench** Alan Goldwater, club president

It's been a busy and successful year for the NCNOC, filled with great rides and good memories. Starting with our award-winning display and booth at the Clubman's Show, and continuing through our excellent turnout and well-received breakfasts at the INOA Rally in Utah, we made sure that the Club traditions of enthusiasm and service were maintained.

Our rides this year were also superb, if sometimes shorter than many wanted. In particular, I personally enjoyed both Mt Hamilton rides and the Dardanelles weekend, as well as many trips over familiar roads to Alice's and around the Santa Cruz mountains. The points count in the Norton Cup standings confirms that participation in our events was higher than in past years, a trend I hope will continue. In response to your requests, we'll schedule some longer rides and more weekend outings in 2008, including several meetings with other Norton clubs.

None of this would be possible without the hard work and dedication of my fellow officers. I want to personally thank Lorin and Fred for a superb job in producing the Norton Notice, and Ray Pallett and

Dave Crader for handling the business of the club with competence and thoroughness. I also want to acknowledge Tom Dabel for keeping the rides going and Liz Sain for managing our merchandise. Most of these great people will continue to serve the club well in 2008, under the guidance of our new Vice President Harry Bunting. We don't seem to have a willing volunteer to serve as President, but it almost doesn't matter, with an Executive Committee this good. I'm sure Harry would appreciate sharing the burden, so if you want to get involved please contact him or another officer to see how you can help.

Finally, I want to thank every one of you for your support and encouragement over the past year, and for sharing the roads and the parties with me. I couldn't ask for a better group of friends. I have to admit that after at least 5 years in a row, I need a break from being a Club officer. I do plan on continuing with occasional articles on accessories and technical issues of interest to Norton riders, but until then, thanks for the ride and best Holiday wishes to all.

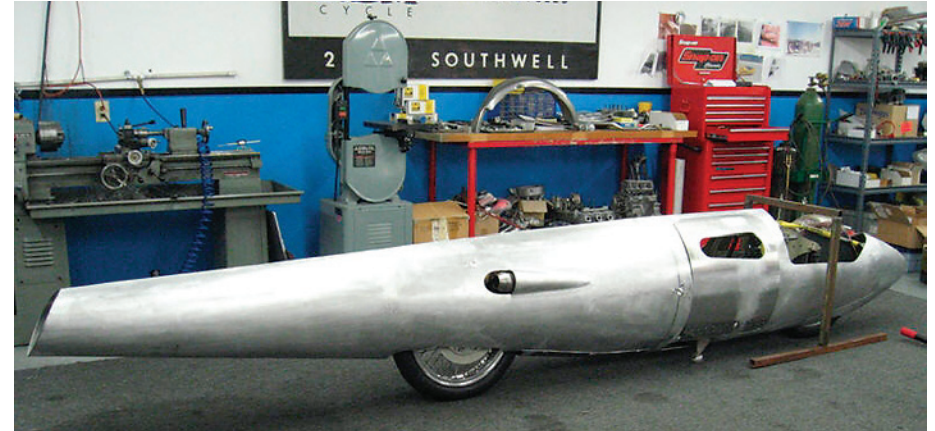
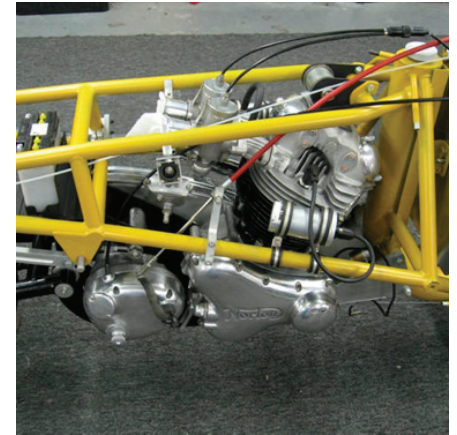
This is how it started for me, my first dose of Motorcycle Mania in 1966 (I didn't discover Nortons until '68).

**Sam Wheeler's Norton Streamliner**

—Lorin Guy

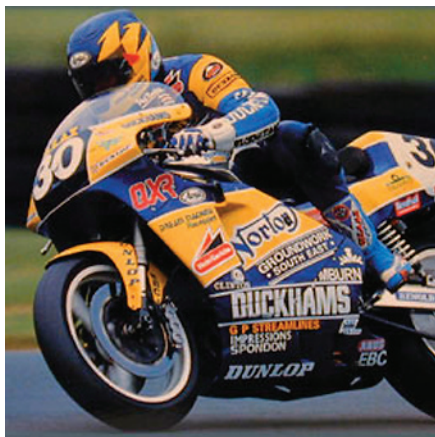
Work on the World's fastest Norton for the National Motorcycle Museum in Birmingham, UK continues at an accelerated pace. This Norton powered streamliner was built and piloted by Sam Wheeler - the fastest man on two wheels. It set the record at 208 mph in 1970 with a single 750cc Norton Commando.

Sam continued his Bonneville attempts and currently is the fastest man on two wheels. He set the record of 326 mph piloting his Kawasaki powered EZ-HOOK streamliner. For more information visit his site at <http://www.streamliner.com>



**The Crighton Norton**

Formerly known as the Roton this is the bike developed by Brian Crighton.



The Crighton Norton's ran alongside the JPS Norton team as a separate factory assisted team who carried out their own development work until the end of the 94 season.

**Technical Specifications**

- Engine:** Twin cylinder liquid cooled rotary
- Displacement:** 588cc
- Compression ratio:** 10:1
- Carburation:** Twin 36mm Amal smoothbore carburetors
- Ignition:** Crighton "Hall Effect" capacitive discharge type
- Gearbox:** 6 speed, close ratio gearbox
- Clutch:** 20 plate hydraulic operated aluminium wet clutch
- Power Output:** 150bhp at 10,000 rpm
- Maximum torque:** 78 lbs / ft at 8,500 rpm
- Frame:** Twin spar, triple section, extruded aluminium
- Suspension:** Whitepower upside down, fully adjustable front forks. Twin Whitepower rear dampers. Adjustable ride height all round.
- Brakes:** Front: Twin cross drilled 320 mm front discs with AP one piece 4 piston caliper. Rear: Single 190 mm cross drilled rear disc with 2 piston Brembo caliper, Ferodo pads
- Wheels:** 3.75 x 17 magnesium alloy front wheel. 6.00 or 6.25 x 17 magnesium rear wheel
- Tyres:** Dunlop radials
- Weight:** 134 kilos / 295 lbs

*The Unapproachable*

**The Norton Commando**

From Wikipedia, the free encyclopedia

1978 Norton Commando Interstate Mk3

The Norton Commando was the last twin motorcycle produced by the company. During the 10 years it was in production it was popular all over the world. In the it won the "Machine of the Year" competition for five successive years from 1968 - 1972.

Some regard it as the classic twin British Motorcycle Industry's swansong, selling well from its introduction in through the end of the British bike industry as a commercial concern in the mid 1970s



**NCNOC and the IMS Cycle World show.**

—Lorin Guy

The NCNOC was a big hit at the IMS Cycle World show Nov. 16-18 at San Mateo Expo center, with a nicely appointed booth and lots of cool ridden Norton motorcycles. The crowds were very impressed with the club booth and with members there to answer questions and offer memberships was a huge advantage.

I want to thank all the members who came out to the IMS Cycle World show this week end and specially those who volunteered time in the booth, Mike Sullivan, William Ball, Ray Pallett, Diana Pettijohn,



Liz Sain-Dabel, Tom Dabel, Alan Goldwater, Keith Karn, Fred Fortune, Kathryn Guy and David Hartwick.

We offered a 1972 Commando Norvil Production Racer, a very clean 1975 Commando MkIII, 1950 International 500, 1967 P11 Ranger and a 1960 ES2 (complete with it's own drip pan)

The NCNOC was again sharing its booth and this year with: Ducati Vintage Club, (VTRG) Vintage Triumph Riders group, the Cal Giro riders and BSA club thanks to all for their help and participation. Big Special thanks to the clean up crew, we were down and out in an hour and half. Barry Porter, Tom and Liz Dabel big thank you, for helping carry bikes.



*"The approachable"*

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**All British Ride**— Diana Pettijohn

Despite being in the BSA owners club I didn't hear anything about the All British Ride until I stopped by Ken Armann's shop and he asked if he could borrow my Commando for the ride. Fred Fortune stopped in as we were talking about it and the plan started taking shape.

I went home to see which two bikes looked best for the ride. The Commando after 3 months needed the sump drained, the battery charged and two kicks to start. My BSA Victor after 5 months needed nothing but 22 kicks. The P11 after 8 months needed a new battery, sump drained, a few kicks and it was running, but mostly on one cylinder thanks to oil leaking into the points. I decided it would be the Commando for Ken and the BSA for me.

Lorin Guy carried the Commando up to Novato in his van, Ken and I rode with Fred in his truck, my BSA rode in the back with Fred's Commando. As we unloaded at the starting point we were treated to a free bike show of classics, seen as they should be; out in the sun and ready to ride! Ken and I walked the rows of bikes lining the street but as I found out later we still didn't see everything.

After a brief riders' meeting we took off on a carefully mapped out route, but for the most part just followed the other bikes. Speeds varied as they will.

One highlight for me was seeing a 1933 Velo 350 bored out to 400cc blow past us WFO! There was one crash early on but the rider seemed to be OK.

The route took us over one and two lane roads with some fun twists, amazing views...through sheltered valleys and along the coast. Shop owners in Tomales seemed a bit dazed as suddenly their town was completely filled with vintage bikes, many types had never been seen in town before. At the gas station in Bodega Bay we again took over the place.

At each stop I would see bikes I hadn't seen earlier, like the cafe'd P11 in Tomales, or the 'black chrome' Commando at the end of the ride at the BBQ.

This was my first All British Ride, but it won't be my last!



middle, and high. In slow mode you should be pumping on low speed, thereby minimizing the vapors that are created while you are pumping. All hoses at the pump have a vapor return. If you are pumping on the fast rate, some of the liquid that goes to your tank becomes vapor. Those vapors are being sucked up and back into the underground storage tank so you're getting less worth for your money.

One of the most important tips is to fill up when your gas tank is HALF FULL or HALF EMPTY. The reason for this is, the more gas you have in your tank the less air occupying its empty space. Gasoline evaporates faster than you can imagine. Gasoline storage tanks have an internal floating roof. This roof serves as zero clearance between the gas and the atmosphere, so it minimizes the evaporation. Unlike service stations, here where I work, every truck that we load is temperature compensated so that every gallon is actually the exact amount.

Another reminder. If there is a gasoline truck pumping into the storage tanks when you stop to buy gas, DO NOT fill up--most likely the gasoline is being stirred up as the gas is being delivered, and you might pick up some of the dirt that normally settles on the bottom.

Hope this will help you get the most value for your money!

**Daylight savings time and night riding**  
CHP Officer Bindar Dundat

*Editor: Thanks again to Officer Bindar of the CHP for his contribution, but it's a well-known fact that a British motorcycling gentleman does not motor about after dark. We can take this important advice and apply it to those who also ride more modern motorcycles with lights that actually work.*

Quite often you'll have to ride at night. After all it is dark about 50 percent of the time.

1. Dusk is really the worst time, when people eyes are adjusting from daylight to headlights. Be especially careful just after sunset.

2. Usually it is advisable to slow down a little when riding at night, especially on any sort of winding road.

3. Use your own headlight and those of other traffic to keep an eye on the road surface. It is more difficult at night to see the patch of sand or something that fell out of a pick-up.

4. The distance between you and the vehicle in front becomes even more important at night. Give yourself room to react.

5. Wear a clear face shield without scratches. A scratched shield can create light refractions that might confuse you: two headlights can look like four and you don't know who is coming from where.

6. One of our biggest hazards at night may be a "Who" coming from a few hours of drinking.

7. Be especially alert for drivers and vehicles doing odd things, like weaving in and out of traffic, and give them lots of room.

Editor: I've asked Officer Bindar Dundat to continue to contribute into 2008

Lorin Guy



**Experts say Grunting helps**

—H. D. Rambler, BikerDay Reporter

Dennis O'Conwell is a certified Norton and vintage British motorcycle specialist and professor and chairman of riding therapy at Hardin-Simmons University of the Two Wheels in Abilene, Texas. He has led two studies assessing grunting's ability to maximize starting kick output. "Very experienced riders, that normally grunted when they start their bikes, did have about a 1 percent improvement with first kick starts," O'Connell said.

That pattern was repeated with the other riders who grunted, he added. "A group of experienced riders -- they, of course, also rode modern bikes fairly regularly -- showed a 2 percent improvement. And the untrained group -- new riders -- had about a 5 percent increase," he said.

When these improvements were spread across the total group, they did not reach statistical significance, O'Conwell noted, so there's no firm conclusion that grunting will always boost your starting performance. "But, for some people, there was actually a small percentage increase when they grunted, in terms of the force produced," O'Conwell said. For that reason, "I wouldn't be trying to tell people not to grunt," he said.

"As far as anything going on physiologically with grunting, I'm not aware of any data or studies that have revealed that," said Larry Buelbaum, a shop owner based in Duluth, Minn. "The only thing I can think of is that it's a psychological thing," he said. "But psychology is very important in riding in general -- if you think you can, it raises the possibility that you can."

Belisa Vrbadich, a vintage motorcycle expert in New York City, "Some people grunt to give others the impression that they, the grunters, are doing a lot of work. It's just like revving and wheelies, trying to attract attention," she told the Orange County Register. "The other reason is a more physical one -- they're not breathing properly. In order to grunt, they have to hold their breath and exhale forcefully." O'Conwell said there might be a means of ending this debate linked to grunting. "I think that the vintage bike rider might look at deep breathing in

and out without necessarily the vocalization," he said. Instead of that loud burst of sound, "they may try and practice giving a little less 'auditory stimulation' for the rest of us," O'Conwell advised. But Larry believes people should lighten up and accepts the occasional grunt as part of the vintage bike experience.

"I'm kind of in my own world when I'm riding, and I think most people are like that," he said. "So, between rides or tyre kicking breaks, you're sometimes aware that people are grunting. And that's just the deal, no biggie".

**WHEN BUYING GAS...**

**Some dollar saving tips**

—Sunbeam Tigers, off the Melee Yahoo site

Here in California we are paying up to \$3.50 per gallon. But my line of work is in petroleum for about 31 years now, so here are some tricks to get more of your money's worth for every gallon.

Here at the Kinder Morgan Pipeline where I work in San Jose, CA we deliver about 4 million gallons in a 24-hour period thru the pipeline. One day is diesel the next day is jet fuel, and gasoline, regular and premium grades. We have 34-storage tanks here with a total capacity of 16,800,000 gallons. Here are some trick I've learned over the years.

Only buy or fill up your car or truck in the early morning when the ground temperature is still cold. Remember that all service stations have their storage tanks buried below ground. The colder the ground the more dense the gasoline, when it gets warmer gasoline expands, so buying in the afternoon or in the evening. ...Your gallon is not exactly a gallon. In the petroleum business, the specific gravity and the temperature of the gasoline, diesel and jet fuel, ethanol and other petroleum products play an important role. A 1-degree rise in temperature is a big deal for this business. But the service stations do not have temperature compensation at the pumps.

When you're filling up do not squeeze the trigger of the nozzle to a fast mode. If you look you will see that the trigger has three (3) stages: low,



**A Rolling Resurrection—Ray Pallett**

I find rebuilding old motorcycles is always educational. Not being in anyway a trained mechanic and prone to boggles I generally also prove that education never comes cheap. My latest semester at the university of life has seen me attempting to resurrect a 1960 ES2. which I bought earlier in the year as a loosely assembled machine, from Phil Radford.

It was never going to be an immediate runner but has turned its wheels now and I thought a progress report might be interesting. My first concern was to see what sort of state the engine was in after 32 years of inactivity. The bike was turned into a "Triton" in 1975 – hence 32 years. It may not have actually run for some time before then. Lifting the head and barrel I was able to determine that the bottom end is sound. The piston is still standard but the bore is well worn, to probably the point where probably the only serious option is a re-bore.

Before I do that I am trying to see if renewing piston rings will be enough for a while. I tried one set from Hastings ( a great firm to deal with) but a conversation with JP lead me to believe I had screwed up as I took their advice as to the type of ring and he has found cast iron oil control rings don't work well in a worn engine. Rings are relatively cheap so I am going to re do the job. I found on the ride that I am woefully short of power when going up hill. Compression is poor so an inspection of the new rings I put in will be valuable. I will take another look at the valves, head gasket and barrel to case gasket to see if I can improve compression

I have rewired the bike as the conversion to a Triton and subsequent return to Norton trim left it without any circuitry at all. I couldn't find a diagram for an ES2 so made one up based on some Norton and Triumph twin diagrams I have. Perhaps that is why on the All British the fuse blew – finally bringing me to a halt just outside Valley Ford! I doubt it but something is amiss somewhere.

The other problem is with the gear box – lever return spring. I could barely change gear for much of the All British being able to do so only by returning the lever with a quick tap with my foot or by hand. With no power and unable to change gear effectively,

getting up hill was an interesting experience. As we turned onto Hwy 1 North of Bodega Bay the spring finally gave up and I had only 3rd gear all the way to Valley Ford where the fuse blew.

The ride showed up the general incontinence of the machine. By the time I reached Tomales my back tyre was soaked in oil. The jury is still out as to whether it is from the primary or something more serious. Ken reckoned he thought it was blowing past the crank shaft seal into the primary. We'll see. It did use quite a bit of oil so it went somewhere and the back wheel evidence was significant.

So - opportunities for a learning experience abound with this one!

**For Sale, Good runner and other tall tales**  
— Lorin Guy

We hear and for that matter, say these and other ridiculous catch sentences over and over. It's almost asinine how many appear in For Sale ads. I've been buying a selling a number of bikes lately and so I've been reading a lot of ads. What I've found is reading ads are almost like deciphering code. If you read some of these, you know there is a hidden meaning and getting the best deal is learning to decode the message the seller is trying his best not to reveal.

"It ran good when it was parked", "It's a race bike project", "and it was always a one kick bike for me". I hear these all the time and really like the one, "the checks in the mail" I'll believe it when I see it, come on guys. I hardly believe that anyone parks a good running bike, or that crashed piece of crap is a "race bike project" and how many times have you heard that one kick tale?

"It was running great so I parked it in the garage and left it there for 15 years." Really is there a big "L" tattooed on my forehead, Friend, I was born at night but it was not last night.

The race bike... 'c9 yeah, likes that 500cc bike with no fairing, or gauges, and those dents in the tank is a racer. Sure you were going to build a "racing motorcycle" but lost interest in the project or your

wife put the nix on it, now you want to sell. I'm sure that frame is still straight and besides most tracks are circulating to the left so think of it as "stagger".

Kicking a bike, this is directly in sync with how many people are watching at any given moment. If you ride up and there are 10 people standing there, you're sunk, just keep on riding. If you leave the restaurant and no one is in the lot, it's good as gold gona be a one-kick wonder.

Believe only what you know, believe half of what you see a quarter of what you read and believe none of what you're told. Buying and selling motorcycle is always buyer beware, yes even from family or friends. Strive for a livable deal, that when all the truths come forward, you can still say, " Well, it was a good deal".

**Why is it that Babies, Girlfriends, Wives, and Garages don't like Motorcycles?**  
From Craigslist: adaptations—Lorin Guy

I see for sale ads for motorcycles all the time that start "baby forces sale", "wife wants it gone", "divorce forces sale" "girlfriend does not want to ride must sell" or "new girlfriend forces sale" "garage too full must sell" why are all these forces working against motorcycles?

I mean, hell, babies have so much power they can just be "on the way" and they get rid of motorcycles. Girl friends lead you on saying "sure I like bikes" then once they move in it's "sell that damn bike and lets buy a couch" wives are the worst, they wield huge power and once they get a burr under their saddle against bikes, you have no hope. They'll bring it up all the time and play a guilt trip when you want to go for a scoot, making your life miserable, you have to sell.

I believe the existing condition clause hold true in marriage and relationships, if you are riding before you married/dating her or him then it's your right to continue ridding. Now for those who are on your second marriage or thinking about it, you have to lay the law down early in the relationship and let her/him know that come heel or high water, the bike stays.

Maybe I just still have my balls, but no way in hell would my wife or girlfriend ever be able to get me to sell one of my motorcycles. Not even if they teamed up against me.

And my garage...my garage has no say as to whether it needs more room or not. I pay the friggin' rent. I'll fill that garage full of horse poop if I want to.

The little things in life that help us get through it all, like rock music, beer, a good 90 point wine, a tuned guitar or our motorcycles, keep us sane and on the straight and narrow. Riding frees my mind, gives me renewed confidence and a feeling of free spirit. I say fight the forces of evil that collaborate to take our bikes from us and get yours out and ride it as soon as possible.

Remember guys, "it's the toys that keep us boys."

**Obama Campaign van strikes motorcyclist**  
—Lorin Guy

The Associated Press and The Des Moines Register are reporting that the motorcyclist who was by hit a van carrying the wife of Democratic presidential candidate Barack Obama earlier this week in northern Iowa has been cited for passing too close to an intersection. The accident, on a two-lane road, happened about 3:35 p.m. and roughly 4 miles south of Hampton, Iowa, The sheriff's department said the van was struck as it was making a left turn into a park driveway near a pavilion where Michelle Obama was expected to appear.

Motorcyclist Timothy Emerson, 41, of Iowa Falls, who was involved in a crash was airlifted to a nearby hospital. A nursing supervisor said this evening that he was treated and released.

None of the six people in the campaign van were injured, the driver of the van was David Whichard, 22, of Greenville, N.C. There also was no indication that alcohol or drugs played a role in the crash, the sheriff's department said. The bike was destroyed.

