



Norton Notice



The Newsletter of the Norton Owners Club

No. 160

August, 1991

Who Is This Old Photo's Subject?



Find out next month... and send in your old photos, too!



Norton Notice

is published by the Northern California Branch of the 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.

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. For Branch members who cannot attend club meetings or club rides, the NORTON NOTICE affords an opportunity to share experiences and information with the membership of the Branch and to bring the Branch members closer together.

The deadline for items to be submitted for publication is the 20th of each month.

Membership in the Northern California Branch of the Norton Owners Club is available for \$15.00 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. For example, 745/2 denoted member 745 with dues expiring on the 1st of February.

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

The Northern California Branch of the 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: **Lynne Miller**, 639 Mangels Ave., San Francisco, CA 94127. (415) 334-2042;

VICE PRESIDENT: **Marick Payton**, 301 W. O'Connor, Menlo Park, CA 94025. (415) 321-5083

SECRETARY/TREASURER: **Stan Beneveds**, 36646 Darvon Ct., Newark, CA 94560. (415) 793-0704

RECORDING SECRETARY: **Brad Green**, 37028 Lassen St., Fremont, CA 94536 (415) 792-0501

NOTICE PUBLISHER: **Andy McKerral**, 28 Iris Lane, Menlo Park, CA 94025 (415) 322-4054

RIDE COORDINATOR: **Mike Burnham**, 2401A Bush Street, San Francisco, CA (415) 346-1224

PARAPHERNALIA: **Leo Christiansen**, 464 Alcatraz, Oakland, CA 94609 (415) 655-5083

PUBLIC RELATIONS: **John Covell**, 1183 Alemany, San Francisco, CA 94112 (415) 334-1183



IMPORTANT (Please take note of the following fine print): The object of the Northern California Branch of the Norton Owners Club is to promote, encourage and develop motorcycling 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

July 31st-August 4th: The International Norton Owner's Club Rally at Richardson's Resort in Lake Tahoe, California. (see center page for application form.)

September 15th: The Old Timer's Ride: starting at Alice's in Skylonda, and winding up wherever the machinery will allow.

October 20th: EITHER a repeat of last year's Delta Ride, or a Coast Ride- again, it's the Rides Marshall's call.

November 3rd: The All-British Ride/ The Don Danmeier second annual 50th birthday ride.

Graphics Contributions

Cover:

Center Spread: *Maya Lai...*

Courtesy of Performance Cycle-Bridge City, Louisiana

Page Ten: *Ben Stone...*

(AKA Gerald Mauricio's Father-in-law...

Meeting Schedule

The Club meets on the second Thursday of each month, at 7:30 P.M. Meeting locations rotate between the Peninsula, the South Bay, the East Bay, and San Francisco.

August 8th: San Francisco
Tonto's Mexican Restaurant

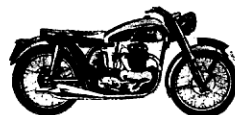
NOTE: THIS IS A VENUE CHANGE
3155 Vicente Avenue, San Francisco
-cross streets: 43rd and Vicente-

September 12th: Peninsula
The Prince of Wales Pub, on 25th Avenue in San Mateo. A great selection of beers, and a private meeting room with dartboards!

October 10th: South Bay
Harry's Hoffbrau, El Camino near Castro Street, Mountain View.

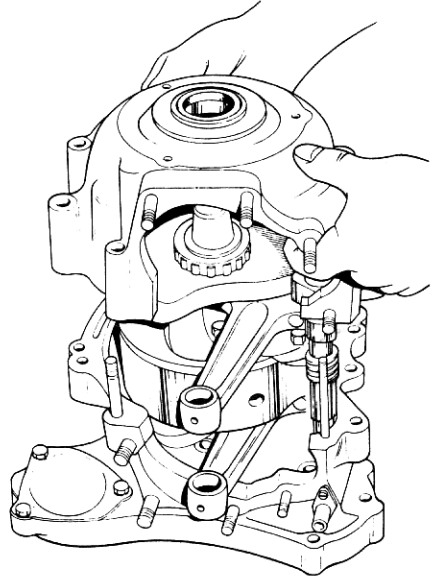
November 14th: East Bay
Brew Pub On-The-Green
NOTE: THIS IS A VENUE CHANGE
3350 Stevenson Avenue, Fremont

Other Meeting dates to the end of the year, to mark your calendar: December 12th. See you there!



Over the Bars . . . by Lynne Miller, President

Please take note that our San Francisco meeting place has changed. The situation at the boathouse has gone from bad to worse- and, therefore, we are going to try Tonto's Mexican Restaurant for the August Meeting. It is a good size for our needs and there is plenty of parking space for cars and bikes. The food is good and reasonably-priced. Tonto's is located at 43rd and Vicente Streets- easy to find: only five or ten minutes from the Boathouse. The street address is 3155 Vicente Street, and the telephone number is (415) 681-3155. Let's give it a try! If it works, then we have a new spot in San Francisco!



El Presidente' was so excited about the Rally that he was a man of few words this month!

Check out next month's NOTICE for some real juicy post- Rally topics!

Minutes of July Meeting

The August meeting of the Northern California Norton Owner's Club was gavelled to order on Thursday, August 8th, at The Spaghetti Factory on Jack London Square at 8:05 PM (!) by President Lynne Miller.

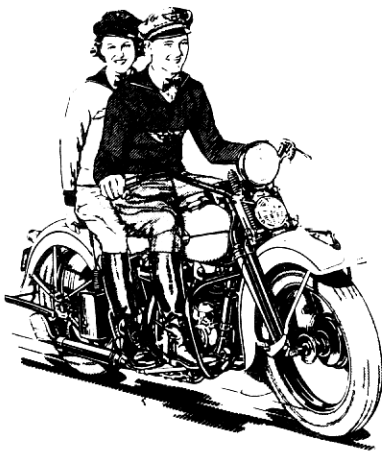
The immediate topic of discussion, which was carried over from the previous meeting at the Prince of Wales Pub last month, was a new East Bay meeting venue.

It was conspicuously noted that not a single member of the Club from the Berkeley, Hayward, or Oakland areas was present for this meeting. President Miller then presented a strong argument for commute time and ease of access for active East Bay members. Other East Bay members from Fremont, Castro Valley and points southeast of San Francisco countered the argument with their vehement reply that the meeting place should be changed to more accurately reflect the demographics of present, active members in the East Bay. The decision to relocate the East Bay Venue to Blue Pub on the Green in Fremont was tabled until the next meeting, when further input from other members could be had.

Lani Beneveds reported that the Club account was doing very well, thanks to the raffle ticket sales for the Club Bike, and

that renewals had been picking up on a steadily increasing pace.

Andy McKerral reported on the status of the Rally Commemorative Edition of the Norton Notice, scheduled for publication in September. He also stressed the importance of safety and mechanically sound machinery for anyone contemplating the journey to Lake Tahoe on their bikes. He concluded by showing a worn-out Mark 3 rear sprocket.



various administrative and operational requirements for the Rally.

The meeting adjourned at 9:10 PM, amidst the sordid glutteny of overindulgence in sourdough bread and killer pasta. Hopefully, a good blast through Kingsbury Grade headed east of Tahoe will unclog all those abused arteries...

Andy McKerral, In-Absentia Scribe for Brad Green

Side Trips...

by Andy McKerral, Editor

As is often the case in publishing a periodical with relevant, newsworthy events overlapping the press date, the INOA Rally at Lake Tahoe will have happened by the time this issue is in your hands. I am, however, very confident that you'll find the September Commemorative Edition to be worth the wait! (Let's just say that I've spent about 25 man-hours on it so far, and I don't even have a single article or picture yet! As in everything worth pursuing: *overkill is everything!*)

The other day, as I was contemplating my journey to Tahoe, I remembered something which happened not too long ago, and considered that had the positions been reversed, I might not have handled the situation with as much skill and diplomacy as the circumstances called for.

I had been visiting a friend in San Mateo, and on the way home I decided to stop at a "convenience store" in Redwood City to purchase some soda. I parked my Mark 3 about fifteen feet away from a bevy of Harleys- the owners of said machines were patronising a nearby donut shop, and making the other patrons very nervous by their "bearing and demeanor". In a quiet way, I smiled to myself as I walked past the corn chip aisle, thinking back to the days when I was younger, in a lot better physical shape, and had one hell of a lot more hair. I remember running with the Pagans back east a very long time ago, and illiciting the same reaction from the general public... it was incredibly damn fun to see little old blue-haired ladies scramble for cover as we rolled

into a restaurant parking lot. But, we all get older, no matter what we try to do to prevent it- and things change. In my case, I worked very hard to make the changes for the better: I cleaned up my act and got a good career started; I took a sabbatical from bikes and rock n' roll for awhile to even out my disposition; I returned to them later, determined to satisfy my lusts for riding and music, but doing so in a safe and responsible manner.

Now, several years later, I'm watching a playback of my younger days, and I'm thinking how far I've come and how rough the journey's been- but worth every step.



"I said, I was inside robbing the store when some sonnovabitch stole my motorcycle!"

I pay the cashier, and walk out of the store- only to find an argument going on between one of the Harley owners and a man in his 50s. The guy accuses one of the bikers of scratching his 550 SL, parked on the other side of the bikes. Pretty soon, the rest of the guys start pouring out of the donut shop, and the Mercedes owner backs down- but, as he pulls around the parking lot to leave, the guy heaves a whole "bedwetter" size soft drink cup full of Coke out his window- and thoroughly coats

me and my bike. I mount my POS and light it up, determined to put an additional scratch on that 550- with a tyre iron- but as I put it into gear, I'm suddenly surrounded by eight tattooed, burly guys, and I can't leave. They're blocking me in, and at this point, I give the pig in the Mercedes a lower priority.

In days past, as I mentioned before, this sort of thing would be manageable- with the outcome made a little more certain with a broken beer bottle- but at 38, with a wife, three daughters, and a good career, my proclivities turned to an extreme feeling of profound humility and defeat.

One of them- with a tattoo on his bicep

the size of Rhode Island, and his hair in dreadlocks, stepped forward and grunted, "Man, that fuckin' jamoke ain't worth it, dude. Let's get ya cleaned up and on th' road."

I sat there, with soda dripping down my shirt and soaking my groin, dumbfounded.

"Anyhow, man, you'd bust ass to catch him, and you might waste that cherry Norton. C'mon, let's get started."

I demounted my bike, and they got to work. One of their gals went to fetch some water from the gas station across the street; the others started in with the rags and the simichrome- and in 20 minutes, the bike was cleaner than when I pulled up to the store.

When they were done, I bought them a couple six-packs, and thanked them- feeling pretty foolish for thinking the worst. We parted company with strong handshakes, and I got home with absolutely no idea how to explain what happened to me and my clothes, while my bike was so shiney and clean. Besides, upsetting my family with incidents like these doesn't exactly enhance support and confidence in motorcycling.

While it's certainly very true that you can't trust everyone to have a sense of humanity these days, I was nonetheless fortunate to benefit from a somewhat grizzled but genuine version of it... and consequently add one more piece of useful information to my middle-aged process of continuing to grow up: while we were all bent over the bike, wiping and polishing away, one of the guys gave his amply-endowed lady a pretty hefty grab and an extraordinarily protracted kiss... then told me, "It ain't about age or any of that bullshit- it's about the ride."

"The ride"... indeed.



The July Ride Report

by *Mike Burnham*
Rides Marshall

It's impossible to say what the turnout for this ride would have been had I organized it a bit earlier and gotten it in the Notice in plenty of time for people to read about it... not to mention that the ride was scheduled for the tail end of the Fourth of July Weekend, and the dense summer fog was uninviting. In spite of all that, four whole Nortons and one Harley were in attendance. Meeting for breakfast in Sausalito, we prepared our bodies for the rather cool ride North. Fortunately, the fog was high and the pavement was dry. Riding up Highway One is always a treat, even in less-than-optimum weather. An unhurried pace from Tam Valley to Occidental was a sure test of everyone's executive ability. As soon as we arrived in Occidental, the sun came out- and from then on, it was a perfectly sunny day without the excessive heat of the inland areas. I had given Fred Twigg a call the day before and asked if he would like to join us, as we would be in the neighborhood. He agreed, and he linked up with us in Occidental. In case you haven't met Fred, you've no doubt seen his advertisement for Manx Motors in the back of the Notice. Riding with Fred was a real treat; it isn't often you see a featherbed International being ridden... with a capital R...

Making our way to River Road, headed East through Gurnville (and a bit of traffic-), we stopped at Westside Road for photos. Two riders departed, and we were down to four motorcycles. The best part of the ride was before us; Westside Road is one of those rural twisties through

...Continued on Page Thirteen

This Motorcycle was raced by:
PERFORMANCE CYCLE- Bridge City, Louisiana

Owner: Dave Daily
Mechanic: Tracey Clourtre
Racer (victim): Allen Mavor



This triple-motor 850 was bored out at each power unit to 940cc. Installed were Norris Camshafts, Hilborn Ignitions, and all of this insane power was sent through a B&J 2-speed gearbox. Performance Cycle of Metairie, La. built the frame and clutch. This bike ran an 8.09" quarter mile @ 180 MPH in 1978. The bike is retired, but still running... just like the rest of us...



The latest Pseudo- Gerald Mauricio Photograph
of the latest Club Ride



A favorite friend of mine- an artist and a teacher at Peninsula School here in Menlo Park sent this postcard, which could reasonably depict all of us during the Rally. - Roger Ganaz

I Want A Manx...

by I. Pushtit Holme

I want a Manx. There. I've said it, it's out in the open, and I don't have to keep my desires in the closet any longer.

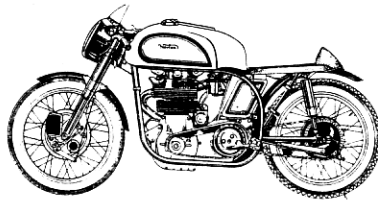
But why do I want a Manx? Could it get me to work faster than my Mark 3 850? Of course, not! First of all, it's impractical for the street. It's geared for track, has no kickstarter or center stand, and comes with a carb which is only happy when there aren't any traffic lights around. And really, how much faster than my Mark 3 could a 350cc or 500cc single be?

So I don't want a Manx. Still, I imagine the looks on my friend's faces as I pull up to the parking lot at Alice's some Sunday morning with my Featherbed framed, double overhead-cammed, 500cc silver beauty with several police cars and motorcycle units in hot pursuit, with sirens blaring and red lights flashing. I imagine the looks of envy on everyone's faces-complete strangers competing for the honor of buying me breakfast in the vain hopes that I might actually allow them to sit on my classic piece of racing history, and the frustration of the local authorities as they realize how limited and pathetic their modern equipment is compared to my old British machinery.

So... I do want a Manx. But then I also envision the look on my insurance agent's

face when she reads all about the speeding tickets I would accrue (Ed.'s Note: Herb Caen would probably do a feature on it...). I know my rates would double- or even *triple!* Pretty soon, I wouldn't be able to afford insurance at all. I'd probably wind up losing my license, having a long police record, and riding my bicycle up to Alice's for breakfast.

So, I *really do* **NOT** want a Manx! I can live happily without having one of those silver and black beauties in my "stable" of vintage bikes. Besides, they've gotten so ridiculously expensive! A little 350 recently sold for \$36,000 at the ACS auction in San Mateo! That equates to about \$103 per cubic centimeter! At that rate, my 850 Mark 3 should be worth \$87,550!! My '72 Chevy pickup should be worth \$703,902!!! And



you know that that Manx is going straight to some museum where it will be polished regularly, but never again fired up and run. After all, those exposed hairpin valve springs may look great, but they make an awful oily mess all over that spotlessly bead-blasted engine.

Now it just so happens that I have one of those nine-inch plastic and metal Protar models of a Manx. It gets polished regularly, never gets fired up and run, and didn't cost me a King's ransom to obtain. So, in a certain sense, I already own a Manx! It may not be worth \$36,000, but that just goes to prove what Art Sirota once said: "No pain, no capital gain."

The Covell Column

by *John Covell*

The NOC Member Profile for this month is.... ***Jerry Kaplan!***

Age: 47

City: Davis

Marital Status: married, two children

Occupation: Beekeeper and Honey Packer (*Island of the Moon Apiaries, Esparto, California*)

NOC Member Since: 1971 (founding member)

First Involvement with NOC: Met some Norton Riders in San Francisco, and discussed how neat it would be if there were a Norton Owner's Club. Organized it.

Club Offices Held: I think I was a Vice President at some point...

Norton(s) Owned: 1968 P-11 (original owner); 1971 Fastback Longrange

Other Bikes Owned: 1991 Kawasaki ZX-11 Ninja

What first interested him in the Norton:

In their day, the best performing motorcycle you could buy.

Other Hobbies/Interests: Senior men's baseball, coaches Little League. Motorcycling has eclipsed most of the others.

Favorite Motorcycle Rides:

"California... that's why I came here (from Chicago) in the first place."

If could redesign the Norton, what one thing would you most want to change?

How and Why?

The P-11 used to be really uncomfortable over about 70 MPH; it'd be nice to do something about that. But the Isolastics on the Fastback show that this problem was handled. "I like its quirkiness and its

idiosyncrasies, that's what makes it a Norton."

Favorite or most embarrassing experience on a Norton:

"Having the chainguard repaired at a scooter shop in Madrid, Spain, where the guy asked for a ride after repairing the bike- he disappeared for about 45 minutes, then came back with tears in his eyes and said I could have his whole shop if I'd trade for the Norton P-11. He was in heaven.

"2nd incident: Once I was crossing the Golden Gate Bridge, I snapped the primary chain, it jammed against the big sprocket and locked up the rear wheel, so I skidded about a hundred yards, but luckily didn't drop it... had a hell of a time getting off the bridge, though. At least on one rear-ended me!"

Thank You!

**Back by Popular Demand...
the Second Annual
Norton Owner's Club
Picnic and BBQ**

Sunday, October 13th, 1991

(the fact that this just happens to coincide with Andy McKerral's birthday has nothing to do with it.)

Free Brit Beer! Free Food!

(donations gratefully and graciously accepted.)

The festivities start at 2:00 PM.

**Everyone attending MUST
SHOW UP ON A NORTON!
ALL ATTENDING MUST BE NOC**

MEMBERS

**CLUB MEMBERSHIP FORMS WILL BE AVAILABLE
FOR THOSE WISHING TO SIGN UP AT THE EVENT.**

**1281 Laurel St., Menlo Park 94025
Call Art @ (415)327-3167 for information**

Ride Report. .. continued from Page Seven

wine country which is so common throughout Northern California. It goes all the way through Healdsburg from just outside Rio Nido. I have been on this road several times before, but never following Fred Twigg. We were at the outskirts of Healdsburg before you could say "Manx Norton"! Fred certainly has no qualms about wearing out his International on roads like these.

Mr. Twigg departed our company, and and we continued on through Healdsburg to the Alexander Valley and highway 128, south to Calistoga. Calling 128 a "highway" is a bit misleading, inasmuch as it's nothing more than another two-lane road which snakes though wine country.

In Calistoga, we lunched at a British Restaurant and Beer Garden, located on the east side of town where the Silverado Trail meets Highway 20. It was a lovely, uncrowded place with good food and beer. While sipping my Watney's, I realized that the remaining 3/4ths of the remaining ride attendees were Gerald Mauricio and his family!

In order to combat future under-attendance on these rides, I shall endeavor to get thje ride info out there in a timely fashion. Starting now... AUGUST- NO RIDE! GO TO THE RALLY! September is another attempt at an "old timer's ride". If you have some real old machine, bring it. If not, come anyway... Alices' at Skylonda for breakfast, and we leave at ten. In case the August Norton Notice isn't out before the ride, you still have no excuse for not showing up. October's ride will be in the August Notice. *Read it.*

Save the date!...

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***Friday, September 20, 1991
6:00 PM to Midnight
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***Call now for advance ticket
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Dave Molloy (408) 252-1993

Classified Advertisements

For Sale: 1965 Norton Atlas, A veritable boatload of work done, including: Superblend main bearings, new big end bearings, pistons, cyls rebored and honed, top end redone, Norris camshaft, rebuilt gearbox (done right), fork tubes, bushings, seals, and much more. \$2500 firm. Add \$300 for perfect tank. Contact Steve at (916) 921-2706 or (916) 925-1797.


Wanted: Atlas 750 motor and a BSA/Triumph 750 Triple motor. Contact Andy Molnar- Atherton House- Fullwood Row, Preston, Lancs.- England PR2 6SC.

For Sale: BSA 1971 B50T. All original- the last year for classic off-road racing. Runs great! \$1700. Contact Stan or Lani at (415)793-0704

For Sale: '71 Norton 750 Commando Race bike- was '89 750 AFM 750 Twin Class Champ and the '89 AHRA Champ. Fully restored, raced once this year (took 1st Place at Sears Point). Has new frame w/3rd isolastic installed, new braced swing arm, new Fox Shocks, 2 rblt. engines (the one in the bike has new pistons), megacycle cam, lightened & balanced crank & rods, Mark 3 engine cases, head has been ported and flowed, valve gear lightened & polished, 36mm Amal Mark 2 carbs, st. pipes, new Metzler Comp Ks, fresh 4 spd. gbx. on bike w/ Quaife spare, fork brace, all s/s fluid lines. \$5000 takes it. Also, lots of other parts & assemblies. Call Eric Swortsfigure at (415) 965-0392

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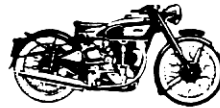
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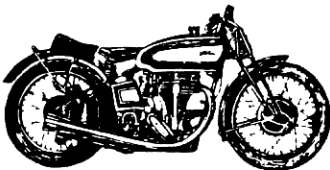
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