



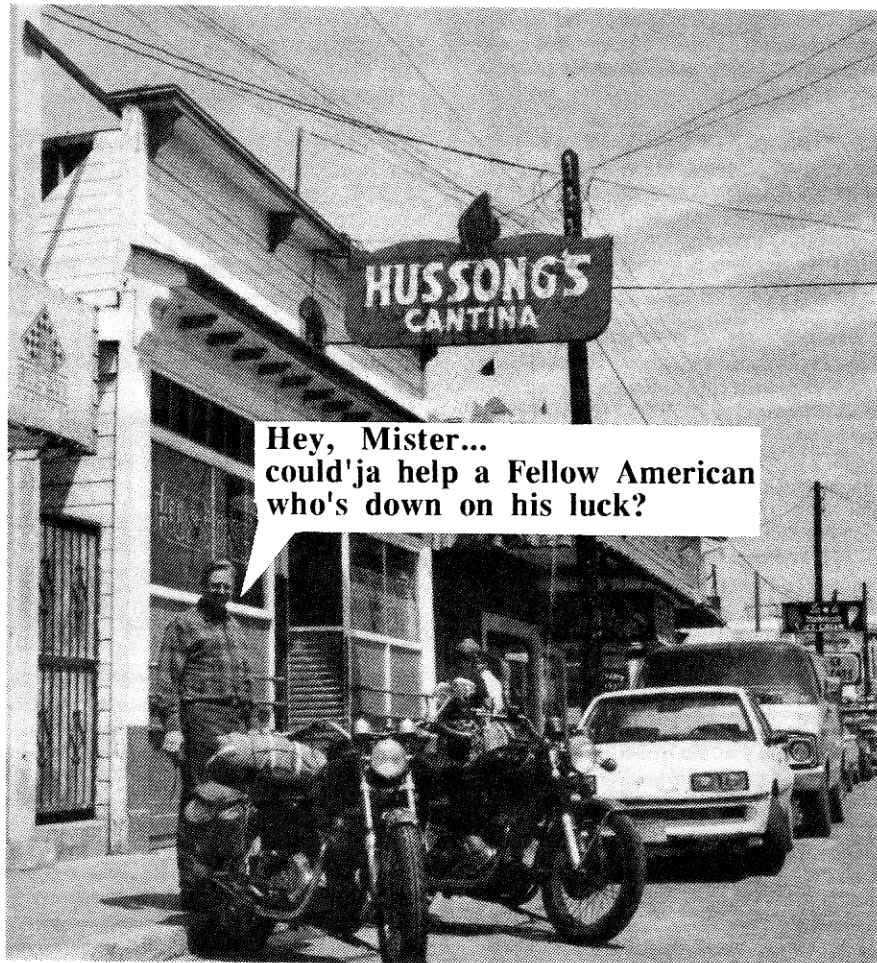
# Norton Notice



The Newsletter of the  
Northern California Norton Owners Club

No. 183

July, 1993



Harry and Grover's Adventure... Part Two



# 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 Page-maker on a Macintosh 3.5" disc is ideal. You may also send it directly to the editor via modem at the telephone number listed for the Editor; set your telecom software for 8/n/1, use the XMODEM file transfer protocol, and just ring up the Editor who is home most evenings.

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 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.

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# Upcoming Events

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## Club Rides Schedule

*July 11th:* Fred Twigg Ride...meet at Fred's shop at 10:00, ensuring departure at 11:00. Excellent ride for 5 hours, then show up back at the shop for partying.

*August 13th:* the Gathering of Nortons at the Dardanelles, OR the Delta Days ride

*September 12:* the Old Timer's Ride and Club Picnic (yes, the BSA Club is invited again!)

*October 17th:* Hollister Ride

*November 14th:* Santa Cruz Ride

*December-* no Club ride- Christmas Party

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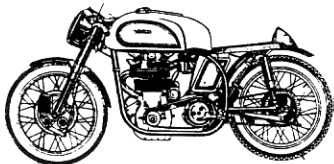
## Events Calendar

### 1993 Activities at a glance-

July 29 thru August 1- *The INOA Rally* in Havana, Illinois. Sponsored by the Chicago Norton Owner's Club.

August 13- *Unofficial Norton Rally at the Dardanelle Resort* - all are welcome. See the Full Page Ad in the centerpiece-  
OR

*The Delta Days Ride*- Contact Jerry Jolliff for further information



## Meeting Schedule

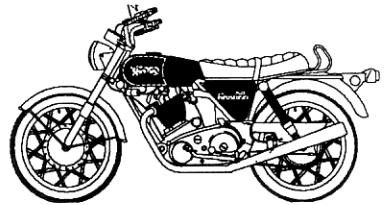
*The Club meets on the second Thursday of each month. The meetings are SUPPOSED to start at 8:00 PM, but they haven't done so for as long as I can remember...*

*July 8, 1993- East Bay  
Brew Pub on the Green*

Stevenson Boulevard, Fremont  
Brewski's made satz homestyle, great hours d' ouvers, and a private meeting room too. Bring your appetite for this one.

*August 12- San Francisco*

*The Clarion Hotel- Norton's Restaurant*  
Intersection of 101 & Broadway- Millbrae  
A new venue... let's park some Nortons in front of Norton's...



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## Graphics Contributions

### Photography:

Harry Bunting, Grover Buhr

### Press Production and Halftones:

John & Carrie Follett:

White Oak Press, San Carlos, CA

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**My Point of View**

by Joe Edwards, President

Well the month of June has been rather warm and strange. Most of you know by now that the man we call Lucky Grover had a slight mishap. I will not go into the details. But just so no strange stories get around, Grover saved the life of the young calf, but in the end had a few broken ribs, and is now sporting a plate in his right shoulder. Grover is at home resting and Harry Bunting is at this time trying to find Grover's motorcycle which was last seen in a ditch. Grover told me that when the accident happened that a couple gentlemen (Mexican Nationals) stopped and gave him aid, which as you can guess, he needed. As of this time, the bike is still missing but the all important item, Grover is on the mend.

Well, I was out of town when the Casa De Fruita event took place. From all reports the crowd was there but they did not spend very well. But a few stout members did make it. I at this time would like to thank each one of the members that showed. But I must take a second to give a great big hand to Tom O'Donnell for not only bringing a tent to keep the sun off the folks but also worked the booth, all the time being on crutches. Those of you who did not hear, Tom just had some major surgery to replace a knee. To top it all off, Tom has made plans to be at the unofficial Norton rally at Dardanelle Resort August 13th through August 16th.



Those of you who missed the last meeting, John Bria has a fresh supply of the new club pins. Also if you go by Ken Armann's shop, Ken has a small supply on hand. The price is \$4.00...a great deal. We also are looking for some decals. As soon as we get some bids in on these items we will let the members know.

Well with the month of July looking us in the eye, the Fred Twigg ride is due on July 11th. I am sure that the Notice will be on time and have the route

spelled out that we will be taking during the ride. If you have not been on this ride, make it a point not to miss this ride.

By the way, at the last meeting I passed around a notice about the item called Wee Willie, it is the best was to clean your face shield that I have ever seen. Mario

Salvino of the Monterey Bay Club will be sending me some for sale. At the next meeting we should have an updated report on membership and funds in the bank. The Old Timers Ride is in September and I would like to have someone step up as the leader for that day. Just give me a call at home or talk to me at the next meeting. Well the weather has been great and summer is really with us so let's get that British Iron or whatever you ride out on the roads. By the way, I just learned that Duncan's mother has an accident and is due to have surgery. Let's wish her well...

**RIDE SAFE !!**

## Minutes of June Meeting

The June 10th Northern California Norton Owners Club meeting was called to order by President Joe Edwards at Harry's Hoffbrau at 8:30 P.M. There were 29 members and guests present.

The second vote on the proposal made by Grover Buhr about including Tech - Tips in the Norton Notice passed. The vote was 20 for and 2 against. The space will be set aside by the editor for voluntary write ins of these tips. If none are submitted, the space will be filled by the editor. Let's make it easy on Andy and Alan and send in those tips.

Joe announced that any member of the club that shows his membership card at the gate will be allowed to enter the Casa De Fruita show and swap meet free of charge. Tom O'Donnell, Jerry Joliff and Duncan will man the Norton booth, selling T shirts, club pins and general regalia.

A rally called the Four Corners Rally will be held the week prior to the "National". The details will follow in the Notice

I am sorry to have to announce that Grover Buhr has been in a serious accident. While on a return trip to Mexico to retrieve his Norton, Grover was faced with a decision - Hit a bus - Hit a cow - or - Hit a ditch. Even with the least possible damage Grover went down hard breaking bones in his shoulder and ribs. Grover is now feeling better.

His Norton is still in Mexico. Harry Bunting has started a voluntary fund to help Grover get over his accident. (if you care to help, contact Harry !!)

GROVER GET WELL SOON

!!!

News or Rumor? Brian Halton of City Bike did not show up at British Bike Day in La Honda. He has sold that hard starting old Norton of his...

Joe showed off a new gadget called the Wee Willie Visor cleaner - \$9.99 retail - \$7.25 for NOC members. It is a small spray bottle with an attitude. I laughed and did not buy one but found myself wishing I had one on the trip to Casa De Fruita.

Four new members were introduced to the Club..

The July 8th meeting will be held at the Brew Pub on the Green in Fremont on Stevenson Blvd.

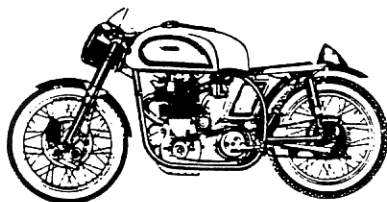
John Bria showed off the new club pins. They sure look great!!

The 50 - 50 raffle was not won by Phil Radford this time.

The meeting was adjourned at 9:10 P.M.

Respectfully submitted,

*Duncan Ferguson*



1963 catalog drawing of Manx 30M and 40M

**Whazz Happ'nin***...regional news of the NCNOC***Peninsula Snooze***By Jerry Joliff*

Hot! Hot! Hot! Boy, was Casa De Fruita Hot! Thanks to Tom "the tinman" O'Donnell for the use of his tent. We didn't have a meltdown. The Club ended up with a super location on a corner (great exposure). Duncan's bike was on and end and drew lots of attention. We didn't sell a lot, but we were there exposing our club to a lot of new faces and that was good. There were wannabe's, old owners who were looking to re-buy, and some new potential members. (Question: who's got the new membership forms?) NCNOC was the only British motorcycle booth out there. Thanks for everyone's help.

The new Club pins are so sharp I thought about putting the first hole in my leather jacket...NOT! Bob Kizer outdid himself on those babies! So now, start preparing your bike for the Dardanelles, because it's going to be a great ride. For those of us who can't make it for the long weekend, the Delta Ride will be on August 15th- not the 13th. It will be a kick-ass fun ride. Remember to bring sunscreen, beer money and cameras.

My congratulations to both Andy McKerral and Al Mueller for turning out a super June Notice.

And remember... "If Lucas made guns, wars wouldn't start."

**East Bay Report***by Duncan Ferguson*

After a trip to Grass Valley to see Dennis Manning of Bub Enterprises and a trip to Ken Armann's shop, British Motorcycle Restoration and repair for the new jets for the carbs, it was time to try twisting the grip to see what the New Bub "Short Conti" mufflers are all about. At 3000 RPM's they purr, at 4000 RPM's they growl and at 5000 RPM's they start to become a little loud ( but not as loud as Dunstalls). They allow the bike very good response through all throttle ranges.

In town or around town just a little light on the throttle. The short Conti sounds great (not loud). Grab a handful and they talk like a Norton should talk. The new Bub Short Conti mufflers look good, sound good and perform.

For more information call Bub at Bubb Enterprises Mon. - Fri. 9-5 at (916)268-0449

I intended to get a testimonial about performance with the Short Conti from a gentleman showing what looked to be a fast Harley Davidson at the show at Casa De Fruita but all I got was a "no comment". When he tried to catch me on Highway 152, the Harley looked and sounded great. The Norton sounded much better, however, and was lots faster. The look on the Harley riders face in my rear view mirror was well worth the cost... Thanks, Bub for an excellent exhaust system. Thanks Ken Armann for all your help. Quoting John Covell and others in the club "The Ride is the Thing"

*continued on Page 17*

## Baja or Bust - Harry & Grover's Trip to Baja Mexico

by Harry Bunting

### Chapter 2- The Plot thickens...

Next stop, San Diego, and we pick up motorcycle liability insurance for the 2 week trip at Oscar Padilla Mexican Insurance. It costs about \$45 each and you better not leave the US without it! We checked in at the Tom Bodett joint and headed off to a British Pub in downtown San Diego.

Almost directly across the street is "Rocket Motors". I don't know much about the place but they do sell used British bikes, parts and have a mechanic. Grover bought a shirt and after a few beers in the Princess of Wales Pub, we drove to a German Restaurant for dinner.

On our way back to Mission Bay, we lost each other. Grover ran out of gas and it took about 30 minutes to find him. Whew.

Next morning we head for Tijuana except we don't have Pesos. There's a Bank of America right on the border but they won't convert travelers checks to Pesos, only the money changers next door will do it for a 10% surcharge, Ouch. If you're going to Mexico, change your money at SFO or LAX. The exchange rate is about 3200 Old Pesos/\$ or 3.2 Nuevo Pesos/\$.

We get back on the freeway and head across the border into Tijuana. Finally we are in Mexico, and we head directly out of Tijuana.

There is a 62 mile toll road that goes to Ensenada. The toll is about \$7 each way and the road is real smooth with great ocean views. The area is really nice and you don't feel like you're in a foreign country. The signs are in English and the speed limit is 65mph. I recommend we have an INOA rally right down here at Rosarita Beach! Lots of Mexican beer

and no helmets required. There is a famous bar in Ensenada called "Husson's Cantina" and we stopped for mucho cuervezas. "Chicletts, Chicletts, \$.25 Senior Gringo or I'll steal your bike" said the 8 year old kid. We filled the gas tanks at a PEMEX station. MAGNA SIN is high octane unleaded and NUVO is low octane leaded gas. We used the MAGNA SIN and it cost about \$1.50/gallon. They still have full service gas stations in Mexico and our bikes never pinged on their fuel. I hooked up the Walkman and started the "Talking Heads". Boy was I feelin good.

The drive out of Ensenada has a few rough spots and they put speed bumps in the main road to keep you slow. The potholes are also quite effective. We were having a great time.

The area south of Ensenada is Norton country, curvy twisty roads up through the hills and down into agricultural land next to the coast. We are flying through the hills and just ahead we see a bike and man standing on the side of the road. Its a BMW GS850 Dakar, and its not running. Seems this guy just drove 150 miles on 1 cylinder and now the bike won't run at all. Well, whats wrong with it, kick it over? I've never seen a BMW where the cylinders wag back and forth when you kick it over. The cylinders had separated from the crankcase. We took down his name and a phone number to call up ahead. He said he had a ride coming but wanted me to call just the same. I wanted to make a snide comment about BMWs but I was thinking to myself, "This could be me, what is the road like ahead that could damage an engine like that?"

We drove to the next town and made the call, nobody home. More about phone calls later.

We stopped into a small restaurant in San Vicente, had a couple of drinks and hit the road. The road gets real close to the coast and our next goal was to eat lunch in Valle de San Quintin and decide where we would stop for the night. We were cruising about 70mph around the pot holes and bad spots. Ok, here's

...continued on Page Twelve

## Side Trips

by Andy McKerral, Editor

Because of space limitations (and also by popular request), this column is going to be light this month.

I thought about reflecting on the curiously light turnout of British Bikes at Alices recently... but then I figured that everyone's been busy with calendar events, business commitments (my personally perennial excuse these days) and other Significant Important Stuff.

Then, I considered commenting on a ride that I took recently when I had a few hours to kill last Wednesday through Pacifica; I always wondered if there was a road that crossed through southern Pacifica to the San Andreas reservoir-but then I figured that everyone probably already knew about it, and so it wouldn't be enlightening information that everyone could benefit from...

Finally, I thought about stirring up some controversy by reporting a rumor I heard that Norton Motors has gone into receivership- AGAIN- but I decided that everyone probably has better information on that than I do at this point... so why bother?!

What I CAN report is that the Australian dinosaur scum called Penrite was purchased and tried by yours truly this weekend. This highly-touted oil piqued my curiosity because the technical data indicated that it's made from a heavier base crude than the synthetics I've grown to love... not necessarily for the price, but for the extra protection they afforded. I was surprised to discover that the stuff dramatically quieted my Mark 3's mechanical noise; and even after a good, spirited run up to skyline via Goddard Park Road, the bike did not show any signs of heat fatigue (over-rev at idle, clatter or hesitation) and the fuel consumption was static. G'dday, mate! And save your motor by using this stuff!

I am very pleased with the progress that Al Mueller has made in learning the rudiments of the alchemy that goes into slapping this overgrown outhouse graffiti together. He's a formidably quick study at anything I throw

in his direction, and it's really nice to know that this rag will pass on to someone with capable skills to perpetuate the myth.

The rumor mill has it that even as we speak, Alan Goldwater is resurrecting his amazing Norton/Indian (...Nindian?- Inorton?). It would be great to see that good ol' beast back on the road again. Also, I hear that "the tinman"- aka Tom O'Donnell and his rusty knee- are doing better. We could see him and Phoenix out and about real soon. Who I haven't heard from recently is Grover. Get well soon, amigo.

I've noticed a dramatic increase in correspondence to this newsletter recently regarding the seemingly never-ending debate over fuel, additives, octane and other matters relating to feeding our Norton beasties. This month's most sensible (yes, that's my opinion) answer to the controversy is to actually purchase Tetraethyl Lead in bulk form and prepare your own premix. In spite of the obvious benefits from doing this, I nevertheless feel the need to caution those of you who are contemplating this option: *Tetraethyl Lead is as toxic to handle as hydrogen cyanide. Concentrated skin contact in any form can result in extreme illness or death by blood poisoning. Tetraethyl Lead is extremely systemically reactive and almost immediately absorbed into the bloodstream through the skin. It causes liver and kidney damage, as well as bone marrow depletion and overall systemic toxicity. Always wear eye goggles and neoprene gloves when handling this compound. After handling, thoroughly clean any residual drippings. Keep the unused portion tightly sealed, and in a child-proof storage area. After handling, bathe thoroughly with soap and water. Launder clothing contaminated with Tetraethyl Lead as soon as possible, or else discard immediately.*

Non-EPA warning: Tetraethyl lead is some seriously toxic shit that can kill you if you don't handle it with the respect that it deserves. It can make your baby purr very sweetly- or else help you to avoid paying taxes on a very permanent basis. The choice is yours.



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## In Search of the Perfect Norton

By Robert Newman

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### SUBJECT: OIL TANK

This installment will focus on the common Commando oil tank (not the fastback type). Often, the rear half of the bike is coated with grime and the oil tank is usually the main source. What's wrong with the tank? Several things - so let's remove it for a closer look.

To remove the tank, first drain the oil and disconnect the oil lines and vent hoses. Now get a 1 1/8" socket and undo the banjo assembly at the lower rear of the tank. Lastly, use a 7/16" wrench to free the three tank mounts, one of which is under the bottom. The tank should come out now and may drag with it some remnant of the chain-oiler tube. Discard the chain-oiler; it's obsolete since spray chain lube was invented.

At this point, you'll probably need help. It's time to clean and flush the tank in a parts washer. Use a penlight to be sure that ALL the crud is gone from the bottom.

Since a leaking chain-oiler is extremely common, let's just plug it. Use a 1/8" plumber's tap to thread the end of the pipe and plug it with a standard 1/8" pipe plug coated with red Loctite.

Another modification well worth the trouble is to saw off the bottom tank mounting lug. This will spare you two major hassles. (1) trying to get the screw out of the difficult location behind the frame plate and (2) an oil leak caused by vibration fracture at the weld of the mounting lug. In case you see a definite leak at the bottom lug, the tank must be TIG welded, but wait until you've completed the pressure test. Another fracture may be revealed.

One more area needs attention before pressure testing, - the banjo assembly. Wash all the parts in the solvent bath and examine the sealing surface for scratches. Replace any of the parts that cannot be restored to a uniform

mating surface and dress the mating face on the tank with a carborundum stone. Another modification - shorten the banjo pipe by half an inch and deburr the new end of the pipe. This allows installation with the banjo assembly tight. Before putting the banjo back together, get a new pair of aluminum sealing washers - not copper. Position the banjo pipe to be perpendicular to the bottom of the tank and tighten the bolt.

OK fine, now for the pressure test. What's the purpose? Well, aside from bullet holes, leaks are generally invisible. Testing your oil tank requires only two things you probably need to buy - a 1 1/2" plumber's expansion test plug and a plumber's gas line pressure fitting which has been reduced to a 1/8" male iron pipe stub.

Use the expansion plug to seal off the filler hole. Next connect the test fitting to one of the vent pipes or an oil pipe with a short length of 3/8" hose and hose clamps. Plug or tape up the other pipes. Now blow the whole thing up to 5 or 10 PSI. With a bottle of Windex, spray all the welds and the banjo assembly and look for big bubbles growing out of the joints and seams anywhere on the tank.

Once you're sure that everything is tight, paint the tank and put it back on the bike. For replacement oil lines, you can use transmission oil cooler hose from a good auto parts store.

OOPS, almost forgot about the missing lower tank mount. Just stick a foam pad onto the rear arm of the battery tray and let the tank sit on it. It won't go anywhere with the two top mounts bolted on. For foam, buy a roll of peel and stick camper shell mounting foam at the auto parts store. It's useful elsewhere.

You might replace the cork gasket under the filler cap and get a new sealing washer for the drain plug.

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*First Annual*  
**Yerington**  
 Motorcycle  
**Classic**  
 July 30, 31 & Aug 1, 1993

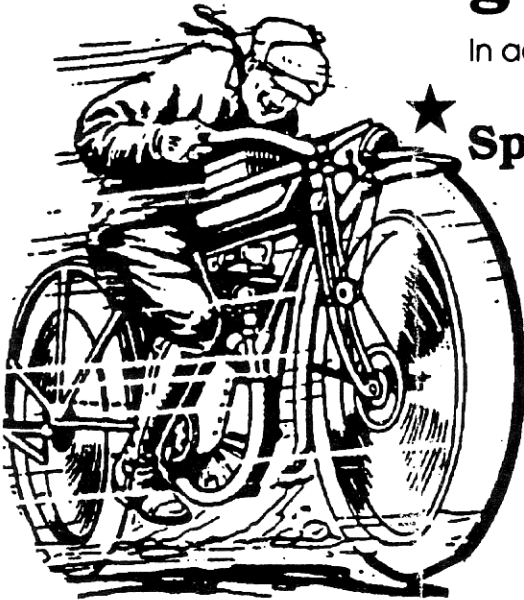
*Special Notice*

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*Golden Gate Chapter*  
*Harley Owners Group*

# The FOG HOGs

*Group Riding GuideLines*

March 15, 1993

*Golden Gate Chapter, Harley Owners Group  
San Francisco California*

*FOG HOG Group Riding GuideLines, for all riders*

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**RESPONSIBILITIES:**

The Group Leader (GL) is the person in charge of the group, the event organizer, the Chapter Director, the Lead Road Captain, the one point of responsibility. He/She is responsible for the safety of the riding group, to the extent that GL controls entry to and exit from traffic, and signals lane changes only when all riders in the group may safely do so. GL thinks and plans ahead, and keeps the pace of the group moderate, so that riders may react safely to GL's signals, but not so slow that the group becomes a traffic hazard. GL rides at the front of the group.

Road Captain (RC) and Assistant RC ensure that riders know the planned route, and that riders will observe these GuideLines. They do this by holding a "Rider Meeting" before departure, and by frequent review during the ride. RC keeps the Group Leader informed on group events, and supervises assistance to riders in need.

Sweeps may be assigned to ride or drive behind the group, to ensure that no one is left behind.

Members of the group are responsible for their own behavior, and, ultimately, their own personal safety. Members should realize that riders traveling behind them are likely to "follow the leader" and imitate wrong actions they see right in front of them. Members may keep an eye out for one another by watching their mirrors... if the rider behind you is not visible, he/she may be in trouble or may have lost the way. Members must also know who the Group Leader and the Road Captain are, and inform them if they intend to leave the group.

**RIDER MEETING:**

The Road Captain(s) will review the planned route, and these GuideLines, with all riders 15 minutes before departure. Each rider is personally responsible for her/his attendance at this meeting.

**PB4UGO:**

All members of the group are responsible for being personally prepared to ride. Their motorcycles have been safety-checked and gassed; they have allowed time to familiarize themselves with the ride plan (see above); and they have "pre-flighted" themselves.

**TIME IS OF THE ESSENCE:**

The FOG HOGs are prompt. The departure time announced at the Rider Meeting means just that... not 10 minutes later. Rest stop departures will also be at the time announced by the Road Captain.

**GROUP SIZE LIMITS:**

Large groups of motorcycles traveling together can be unwieldy to control, and make it difficult for other highway users to merge and pass. Limit the size of the group. Split large groups into manageably-sized units. Allow a 5 minute travel-time interval between units of the group. Be sure each unit of the group has a leader and a sweep.

**COMMUNICATION:**

All signals come from the Group Leader, and are repeated and passed back by each rider. Simple, standardized, hand signals will be made available to all members (see last pages).

- . Right and left turn, or lane change
- . Slow down
- . Hazard on the roadway
- . Stop (unplanned)
- . Go; "Onward, thru the fog !"
- . Rest stop ahead
- . Gas stop needed !

And, all riders use their turn signals.

Members of the group who need to communicate with the Road Captain or Group Leader should raise an arm, move to right or left edge of the group (while observing traffic), slow down, and wait for a Sweep or Asst RC to pass the message to.

Sweeps and Assistant Road Captains will pass messages and signals from members of the group back to the Group Leader.

#### **OUTRIDERS:**

Only designated Sweeps, Road Captains, and their assistants may ride outside the group... and then only for specific group "shepherding" and traffic control situations. We do NOT spread out to fill all available traffic lanes; we ride in an orderly manner. And, no one rides AHEAD of the Group Leader and Lead Road Captain.

#### **SWEEP:**

Road Captains or their assistants may be designated to ride at the rear of the group to provide aid to riders in difficulty. Additionally, there may be a "sag wagon" along for the ride to provide assistance. The Sweeps will know the itinerary of the group, the planned route, and scheduled stops along the way, so as to find the group again. Generally, the whole group will not stop at the side of the road to assist a rider suffering a breakdown. A rider who is able to offer specific assistance is free to stop.

#### **SPLITTING LANES:**

... is not illegal in California; nor is it a particularly safe way for a group of riders to cope with traffic jams. Unless all riders in the group agree beforehand to split lanes, and can be comfortable doing it, there is no advantage to doing it, since the splitters will have to wait for the non-splitters on the other side of the jam. Save this for emergency situations.

#### **INTERSECTION CONTROL:**

Blocking an intersection, access ramp, or exit ramp to allow passage of the complete riding group is illegal, and rude, too. We ride within the rules of the road. On freeways, allow other vehicles to pass through the group to enter or exit the roadway. The Group Leader should wave cross-traffic through an intersection until the group has finished "rubber-banding" up to the stop. Once everyone is together, and traffic is clear, proceed. The GL should anticipate traffic signal changes, and stop for yellow lights.

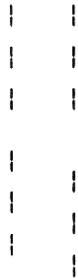
#### **RE-GROUPING:**

If the group becomes separated, the Group Leader will stop the group at a pre-determined location (probably the next rest stop) to await the arrival of the stragglers. In city traffic, this merely means waiting beyond the traffic signal, safely at the side of the street, for the folks who got caught at the red light.

**TRAVEL LANE & STYLE:**

We always travel as traffic and common sense permit.

City streets: as traffic allows; obeying all rules and courtesies.  
This is the only situation in which tandem, two-abreast, riding is even slightly safe; the need to keep the group compact and together outweighs, almost, the hazard of restricted lane size:



Rural 2-lane: in staggered duals:

This is the generally preferred style of travel. It offers each rider almost the full width of the highway lane for safety, yet keeps the group relatively compact.

Rural 4-lane: in staggered duals; generally, keep right except to pass.

Mountain 2-lane: in single file; giving each rider a full lane for the curves.

6+ lanes; freeway: staggered duals; in second lane from right except to pass.

**LANE CHANGES:**

It is not always possible for the group to change lanes together. Each rider must determine that the new travel lane is clear, and that the rider with whom he/she may be sharing the lane is aware, before changing lanes. You are responsible for your actions.

**PASSING:**

Members should keep in mind that, when passing while riding in a staggered-duals formation, you are longer and wider than you think. The rider on the inside of the highway lane and forward initiates the pass, when traffic clears, and allows plenty of room for the rider to his right and rear to complete the pass before moving back to the travel lane. Passing within the riding group is not permitted. It is rude; it is not safe; and it gets you nowhere but into trouble with the Road Captain.

**RIDING INTERVAL:**

The distance you keep between yourself and the rider in front of you depends on road and traffic conditions, and your own personal comfort level. If the group in front of you disappears into the fog, you might consider tightening up a little. If the rider in front of you flips you the old "Back Off", do so graciously, to accommodate HIS comfort level.

**STOPS:**

The Group Leader should remember that he/she is the head of a long snake, and that to get the entire snake off the road and stopped, the head of the snake must be practically peeking out the other side of the hole, so to speak. Pull WELL off the road, at a location large enough to accommodate the entire group. Planned stops. All members of the group know where the planned stops along the route are located, and can anticipate. Unplanned stops. The Group Leader, or the Road Captains acting through the GL, may call a halt if conditions warrant (rain, etc). The GL must prepare for the stop by signalling to the group, moving to the right lane, and then selecting the stop location.

**PARKING:**

Park it off the road. If the group has slowed to the point of a crawl while entering a parking lot, and a rider farther back finds himself still on the road, MOVE TO THE SHOULDER OF THE ROAD. Park it smoothly. Ride on up to the parking space, pull forward, and back your motor down to a stop parallel to the bike next to you. A) it's a smooth, uncluttered, predictable motion; and B) it looks professional.

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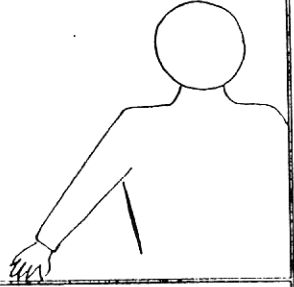


**HAND SIGNALS:**

GO - Onward Thru The FOG !



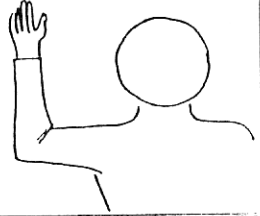
Slow Down



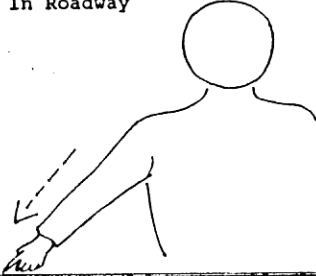
Left Turn



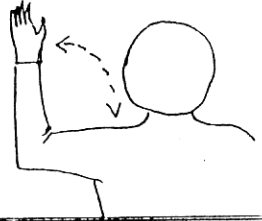
Right Turn



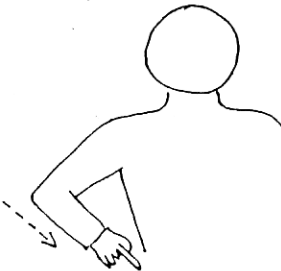
Hazard In Roadway



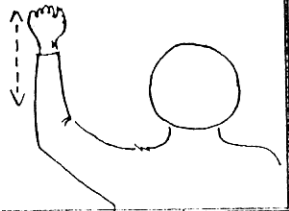
Pull Off Road - Stop



Fuel Stop



Rest / Food Stop



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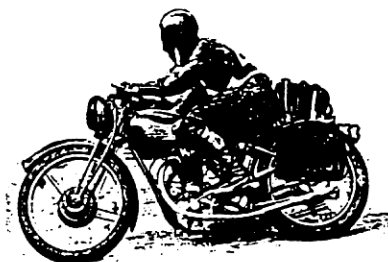
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P.O.Box 255, Spring City, Utah 84662

Phone (801) 462-3404

or Tom at (801) 649-7169

or Mark at (801) 773-5988



*Baja Ride... continued from Page Seven*

a nice bridge, whats that ahead, no pavement, Yow! This is one of two places where the road had washed out. There was nothing we could do but hold on and ride it out. I now respect "VADO" road signs which I think mean slow down idiot, bottomless pit ahead. Some of these "VADOs" have streams flowing thru them, others are just dips and some turn to dirt with 10 inch potholes, you can't always see whats at the bottom until you are right up at the top looking down and this can be quite scary at 70mph. We had a great shrimp dinner next to Motel Chauvez in San Quintin and decided we could make it to Catavina 120 miles away before dark. Everything is wonderful and we're having a great time.

Ok Norton fanatics, this is a dream road. El Rosario to Catavina and beyond. Beautiful green desert, Saguaro cactus, its warm and the curvy twisties are exquisite. Its about 6:30pm and the desert sunset is gorgeous. We stop and the desert is dead quiet, the sun finally sets. Its beautiful out here. We are about 20 miles from Catavina. Its dark and we come to a "VADO" with a stream in it. I remember to slow down. A Federale sits in his car watching for speeders. Sorry buddy.

Catavina has a LA PINTA hotel on the right side and a PEMEX station and plywood wall grocery store and restaurant on the left side. We are out in the middle of nowhere, the nearest town over 100 miles away. The LA PINTA is very nice with wonderful architecture, atriums and its the only show in town, so \$60/night total is not unreasonable. We eat, we drink, we had a busy day, we crash.

Next morning, no shower, the hotel doesn't turn on the water until about 8:00 AM and we want to be gone by then. We eat, gas up and hit the road.

Our next goal is the city of Guerrero Negro. The desert road is still beautiful, green hills with lakes, flowers and cows and the next gas station is supposed to be at the turn off to

Bahia de Los Angeles. The big building is empty and there is no PEMEX; Grover is going to run out of gas! Yep, about 50 more miles and we beer can my Interstate tank into Grovers Roadster tank and off we go.

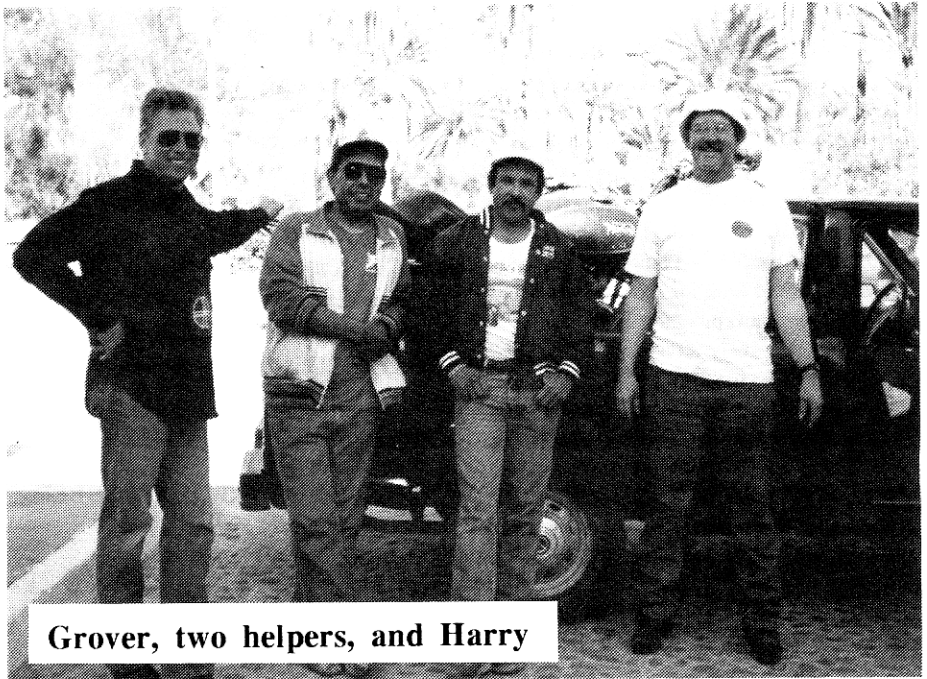
We gas up in Villa Jesus Maria and I look at my rear tire. There is no tread left- and furthermore, there is a rip clear around the center of the tire and big chunks of rubber are gone exposing the cords. The road is straight and the terrain is flat, this area is ugly. I need a new tire.

The entrance to Guerrero Negro has this big concrete THING in the middle of the road, it is the highest terrain for miles, does anyone know what it is? Let me summarize this city quickly, it is a fishing city and is noted for whale watching. Its not a vacation mecca. My immediate problem is to find a phone and get a tire into Mexico. I call "British Marketing" and they UPS/DHL me an Avon tire to the Hotel Vista Hermosa in Mulege. Thanks Doris and Joe. Tire in Spanish is "Lanterra" and you can get any type you want except for 19" Norton motorcycle tires. We didn't see any motorcycle stores anywhere. Thanks for the beer Grover, I needed that.

We decide to drive the 165 miles directly to Mulege only I'm beginning to hear some strange noise emanating from the old Norton engine.

The road out of Guerrero Negro is got to be one of the worst in the world. Its boringly straight with deep ruts and the asphalt has rocks sticking straight up with potholes everywhere. Maximum speed is about 50mph. We hate this road but stop and have lunch in this nice little cafe in Vizcaino Junction. Imagine the grass roof veranda, the petite Pacifico Cervezas, great tacos and burritos. My 850 engine is getting louder. This area of the Baja road has numerous broken down cars that are stopped in the middle of the road and there are memorials to those who died on this stretch of pavement.

Next town is San Ignacio about 40  
*continued on Page Fourteen*



Grover, two helpers, and Harry



...and away we go!- maybe

*Baja Ride...Continued from Page Twelve*  
miles away. I pull into the PEMEX station and idle the engine. There is a terrible noise coming out of the crankcase. S#@&\*%! The bike is unrideable. We drive towards the center of town and cross a lake with big palm trees on the edges. We are basically in an oasis in the Baja desert. Up ahead is the LA PINTA Hotel on our left and we pull in. I quickly open up the primary case and look for problems, nothing wrong in here, must be in the crankcase.

First thing we do is get a room and unload the bikes, what do we do next? We want to go to Mulege which is about 80 miles away. Its a good thing most Mexicans speak english or Grover and I would still be down there. I was able to contract with two guys to truck my bike to Mulege in the morning. There is not a lot of people in this hotel but we have a nice dinner and make friends with a number of people including some Canadians. I call my wife and tell her the good news. By the way, San Ignacio has some of the biggest and oldest trees in Baja located in the town square.

Next morning a new adventure begins. The two Mexicans show up with a Ford Ranger pickup. We load the bike into the back and off we go. Carlos is a nice guy who speaks great english and we start talking politics. Seems that Mexicans can't understand why our new presidents first concern in offic is gays in the military. Is this a high priority for the American people? The Mexicans are baffled. This is not a young truck and as we proceed down the road it starts to backfire and miss. Grover blasted his Norton down the road and reaches the next town, Santa Rosalia, and waits for the truck that never shows up.

*Next Month:*

*Mac Davis said it best:*

*"Some days it just don't pay to get up..."*

## NOC Member Profile

*By John Covell*

NAME: Maya Lai  
AGE: [Classified secret]  
CITY RESIDENT: San Jose  
MARITAL: Married to a non-Nortoneer  
OCCUPATION: Computer coordinator  
NOC MEMBER SINCE: 1972  
HOW FIRST BECAME INVOLVED WITH NOC: A boyfriend gave me the club's "join" card.  
CLUB OFFICES HELD (YEARS): Vice-President (1980, 1990)  
NORTON(S) OWNED, DESCRIBED: '69 Commando Fastback; '75 Commando Roadster Mk3  
OTHER MAKES OF MOTORCYCLE: '75 BMW 75/5; '78 BMW 60/7; '79 Harley Sportster XLS; '69 BSA 500 Royal Star; '69 Triumph Bonneville; '69 Triumph Trophy 500; Ducato Paso  
WHAT FIRST INTERESTED YOU IN THE NORTON? It was the bike my boyfriend had, and I wanted it! It was the best thing he had to offer.  
OTHER HOBBIES/INTERESTS OF NOTE? Drawing, bodybuilding.  
FAVORITE MOTORCYCLING ROAD/RIDE: Skyline Boulevard from Hwy 9 to 84.  
IF YOU COULD REDESIGN THE NORTON, WHAT ONE THING WOULD YOU MOST WANT TO CHANGE? HOW AND WHY? Electric start that *works*.  
FAVORITE/MOST EMBARRASSING EPISODE ON A NORTON? Going on the '91 Tahoe rally, starting the bike on the sidestand—I fell over.  
*Thank you!*

*Letters...*

Dear Notice Editor:

I've often asked myself what it is about the Norton Owners Club that makes it a special bunch of people—it is hard to put a finger on. But I recently read about something that may have given some insight.

A federal jury in Pennsylvania recently handed up a verdict for the plaintiff in a product liability suit against Honda Motor Co. This bozo (it's already clear where my sympathies lie, is it?) fires up his 550 cc Nighthawk and puts off without folding up the sidestand. Sure enough, before long he's going around a curve and the rubber-tipped sidestand digs into the road surface, flinging him off. Unfortunately, the accident left him a quadriplegic. His attorney says the Honda was defective because there was nothing to remind the rider that the sidestand was still down. Honda maintained that the sidestand was not down as the man rounded the curve, and even if it had been, contact with the road would've kicked it up automatically. Meanwhile, the court excludes a physician's testimony that he smelled alcohol on the plaintiff's breath when he was admitted to hospital and that plaintiff spoke of having five or more drinks prior to the accident. The judge says a subsequent blood test showed a very low blood alcohol level. The jury says \$19.8 million. Honda says it'll appeal. I admit it: I can imagine an NOC member forgetting to put up his sidestand and riding off, and even getting a rude surprise when it "reminds" him down the road. But, try as I might, I can't imagine anyone I know in the NOC trying to blame the motorcycle for his own negligence. *That's* what is special about the Norton Owners

Club. 'Nuff said.

And, by the way, I believe it was John Gallivan to whom we must credit the saying, "The ride's the thing." (My motto is, "Sometimes you get the elevator, sometimes the shaft.")

Cheers.

*John Covell*  
*San Francisco*

Dear Notice Editor:

I'm responding in reference to the letter sent to you by David Stroebe (June, 1993).

In addition to belonging to the NOC, I also belong to AMC World Clubs, which is how I got turned on to "Lead Supreme 130".

This product is the only genuine tetraethyl lead that I know of with an octane booster to boot.

I have been using "Lead Supreme 130" for several years in my '69 AMX two-seater, and just as long in my 3 Nortons and Triumph as well.

The only major supplier of genuine tetraethyl lead in quarts and gallons is Kemco in Salt Lake City. Since I get my supply from AMC World Clubs, I don't know what the availability is from the supplier.

Lead Supreme 130 uses 1 quart per 18-20 gallons and costs about \$25-\$30 per gallon.

Anybody who's interested can give me a call and I'll set you up with a telephone number to call.

*Paul Bannon (415) 921-5556*  
*San Francisco*

## Technical Sundries

by Lou Caputo

Hi, folks. I have a disc brake question: Has anyone successfully removed the inboard piston on the front brake caliper? If so, how did you do it? Also, I made a tool to remove the end plug on the caliper so I could replace the seals but the plug wouldn't budge. What's the best way to loosen it? Heat? And, assuming that I can gain access to the inside surfaces, what's the best way to clean them up?

In other unrelated matters, I recently cleaned some cables with Break Free CLP, a cleaner/degreaser used for firearms. The stuff seems to work great for cables. I followed it with WD40. A chap on the Internet remarked that if your speedo needle is wavering, it may be due to a crudded-up cable, so this cable got the treatment along with the others. *[Editor's Note: from personal experience, speedo chattering can also be the result of a speedo drive gear assembly that's about to fail from being dry as a bone. Shoot some grease into the drive after cleaning up the cable, just for drill and extra added insurance.]*

I finally broke down and bought a new helmet... a Shoei FG-200. VERY quiet. The venting system seems good, but I'll have to wait for summer for the final verdict. The inside of the face shield hazed over several times while the helmet was sitting on a shelf and I'm on my 4th soap-and-water washing. Hmmm...back to D-rings after many years of the effortless BMW System 1 latch. I tried an aftermarket latch system (don't remember the name) which I found at a BMW dealer,

but the latch was too small to use easily.

While I had my top end off, I decided to paint the barrels. I used Krylon BBQ and Stove paint. This finish is holding up better (1000 miles so far with no cracking or peeling) than Zynolyte 1000F Hi Temp and a variety of other brands which I have used on the exhaust systems and barrels. The Krylon finish is flat black.

Fast Orange by Permatex, a hand cleaner sold by Grand Auto (and others?)

will clean your chrome as well as your hands... a cheap substitute for Simichrome?

I met a guy at the Minden meet last summer who claimed that Chemtool B12 cleaned out a pair of carbs that had been sitting for several years on an unused Honda. He added it to the gas tank and simply ran the bike. This might be something to try for those bikes that get run infrequently.

Probably the most worthwhile investment I've made recently was the Mityvac vacuum pump. This tool is probably overkill if you're using it just for your bikes, but if you bleed your car brakes too this tool can pay for itself in just one use. It's well-made, easy to use, and a bargain at \$35.00 or so.



## South Bay Report

by Maya Lai

Casa De Fruita was hotter than the new Triumphs in England. I was with Raber's Parts Mart and trying not to look like a fried egg. There were "some" Brit bikes there. The N.O.C. booth was across from us. I popped over a few times to see what was up. It was a very slow and hot day. I don't think there were many Nortons out there. Phil's Norton was there, ( the silver racer) It was very striking. Bob gave away some K70's. I dont think anyone in the club got them. I know I didn't. Over all... we sold a bit a stuff and was glad to get on home.

---

**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 ten years, ridden 10-20 miles total. Engine appears to have never had head or cylinder removed! There aren't many of these around. A must have for the Compleat Norton Fanatic! Could include service tools, Whitworth stuff. Call Tom Davenport, 415-924-6558.

## Classified Advertisements

**Wanted** Information of any kind on 1963-65 on Norton Electra- pictures or tech. info. Call Lani or Stan at (510) 793-0704

**Wanted:** BMW System 1, 2, or 3 helmet. Size, paint, visor, cushions unimportant- sound construction IS, however. Call Tom O'Donnell at (408) 356-9353 any time/leave msg.

**For Sale:** 1971 750 Roadster. 500 mi. on rebuilt engine-all work done by Phil Radford. Helmet & manuals included- Call Lance at (408) 974-3830

**Wanted:** Featherbed Frame- Any year or condition. Also wanted: tool box for a 1958 Nomad or Model 77 (not a featherbed frame model). Does anyone have a picture of a 1958 Nomad? Also wanted: 500 twin motor- any condition or year- or parts. **For Sale:** 1974 Commando-based "Chopper"- runs good, looks badass. Have an Easyrider summer or put back into a stock frame. Might consider bike + cash for something Italian or... \$1,100 or best offer. Call Steve at (408) 476-1319.

**Wanted:** Interstate Side Covers- call Herb Poppe (818) 248-8135

**For Sale:** 850 head-bare-needs finishing- RH4 w/ contoured ports-\$95.00; 850 bronze valve guides (new)- set of 4-\$30.00; 850 cylinder barrel-std.- \$130.00; 850 cylinder barrel +.040" NEW bore- \$190.00; 850 pistons +.020 and +.040 NEW- machined w/ valve clearanc pockets- w/ rings and pins- \$165.00 set; 850 pistons- used but good- \$50.00; 850 ring sets +.020 and +.040- \$50.00 set; 850 Mark 3 rear hub drive star NEW- \$30.00; new buffers- \$12.00; Genuine Norvil fairing front bracket- NEW- \$50.00; Williams Type "S" exhaust system- beautifully handmade- \$160.00; FOR THE MOTION PICTURE PURIST!: 16mm Bolex camera- \$500.00. WANTED: 750 RH5 head or RH6 head, 5-speed gearbox. Prices negotiable (maybe)... call Chris Nichols at (415) 965-4611

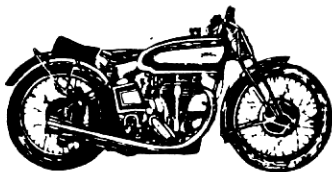


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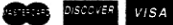
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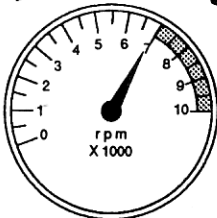
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