



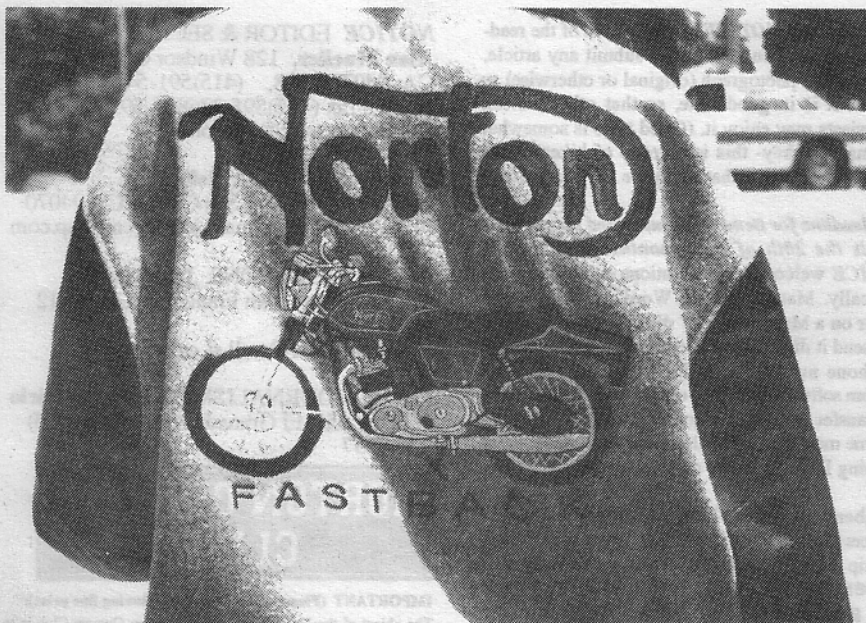
Norton Notice



The Newsletter of the
Northern California Norton Owners Club

No. 195

July & August, 1994



Special Summer Issue





Norton Notice

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

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

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

Membership in the Northern California Norton Owners Club is available for \$20.00 per year. Membership dues are payable to the Branch Treasurer. **Advertising rates are \$60/year for a 1/4 page ad!**

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 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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NORTON OWNERS CLUB

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.

Upcoming Events

Club Rides Schedule

The ride schedule for 1994

July 16th: (Saturday)
Santa Cruz Ride

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

July 30: over night to Minden, Nevada

September 11: (Sunday) Old Timer's Ride

October 16: (Sunday) Mt. Hamilton Ride

November 5: (Saturday) Northern California All-British Ride/ 5th annual

Don Danmeier 50th Birthday Party

December ?: No ride scheduled

Please Note: There will be no Norton Notice in August due to Vacation

Activities at a glance.....

June 22-25: I.N.O.A. 19th Annual Rally, Rapid City, South Dakota

July 29-31: CMA/AMCRA Atlantic Vintage TT, Halifax, Nova Scotia

August 6: 3 Bridges Run, Oakland Motorcycle Club, Sign-up at 5-8 pm

August 19-21: AMA Superbike Race at Sears Point

October 23: Vintage MC Show in Tucson, Arizona

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

Meeting Schedule

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

July 14th
Harry's Hofbrau

August 11th - The Connecticut Yankee

September 8th - Fremont Brewery

October 13th - Prince of Wales

November 10th - Harry's Hofbrau

December ? - To be announced

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

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

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

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

Graphics Contributions

Photography:

Gerald Mauricio, Degas

Ansel Adams, Alan Mueller

Press Production and Halftones:

John & Carrie Follett:

White Oak Press, San Carlos, CA

Maya's Minutes

by Maya Lai, President

The Meeting at the Prince of Wales was a hot one. We roasted up there. I do believe next time our meetings will be outside on the patio in back.

Well, the Norton club will be part of the AMA. This should be a plus for us with upcoming events. Norton Day at Alices was great. I do believe we had about 55 Nortons there. Some of them were truly beautiful. We only had a little club things to sell, but next year we will make sure that everything is in check.

Awards went to Gerald Mauricio for best commando. Greg Braitwaite for Pre Commando, Leo Sowers for best restored, Bill Knight for best modified, Tom Terry for most milage. Our 50/50 drawing put

out about 50\$ in the kitty for the club. I do believe that we recieved 8 more memberships with renewals also.

I would like to thank everyone that came to Norton Day. It was very good to see all those Nortons out there. Next year, It will be more than just a meeting with Nortons. I would really like to have a very special event that will great for all of us.

Thank you all again!!

Safe riding.

Maya

Pipes Up

by Duncan Ferguson, V. P.

June has been a great month to have a Norton. Activities every week of the month - the Norton meeting at the Prince of Wales went smoothly - A great turn out for Norton Day at Alice's Restaurant - The Fred Twigg Ride - The Chili Cookoff - The Fathers Day Ride - The Nor-Cal Motorcycle Festival at Laguna Seca. Pick an event, any event and a good time was had by all.

Many thanks to Jerry Jollif for coming up with the idea of hving a Norton Day at Alice's . Over 60 Nortons in one spot was pretty impressive.

Duncan



Minutes of the June Meeting

The June 9th meeting was called to order by Maya Lai at 8:30 pm. The venue this month was the Prince of Wales pub in San Mateo. It was a very warm night so many Nortonists rode their Nortons to the meeting. There were about 28 members present.

A discussion was continued from last month about whether the club should join the AMA. The discussion went off in many directions with some members worrying about the club being too concerned with raising money rather than just enjoying the club for the rides. It was pointed out that all clubs and organizations need members who are willing to work to make the club function. Joining the AMA should not alter the main goal of the club. Duncan made a motion and Grover seconded the motion that we join and do the necessary things to become members in good standing of the AMA. The vote was unanimous with 2 abstaining.

There was some discussion about the National Rally in 1996. We will need money for this venture, particularly to buy and fix up a raffle bike.

Norton Day at Alice's was a great success with at least 55 Nortons present. It was disappointing that the restaurant did not follow through with what they had promised, i.e. music, BBQ, T-shirts, special menu. It was felt that next year with proper preparation we should be able to make this a very much bigger success.

The winners at Alice's were: Leo Sowers, Best Modified Commando; Greg Braithwaite, Best Pre-Commando; Gerald Mauricio, Best Restored Commando; Bill

Knight, Best Modified Norton; and Tom Terry, Most Mileage. Congratulations to all!!!

The Silverado Ride (on the same day as Alice's) was a moderate success with 16 bikes showing up (all Brit except 1, I think). It was for a good charity, The Children's Hospital.

Jim announced the June Fred Twigg Ride will meet at The Lighthouse in Sausalito at around 7:00 am. There will be a BBQ following the ride at Fred's home.

Everyone was encouraged to attend the Dardanelle's event. It looks like there will be a good turnout. Maya would like to plan a BBQ while there.

John Bria announced that the watch sales are now in the black. All watches sold from now on will be profit. Also he needed \$50 to finish funding the T-shirt drive for the Norton factory workers. While I was writing this he got enough contributions to fund the event.

Grover stated that the treasury has about \$1200 in it. He also reported that there are about 195 paid up members.

Alan Goldwater is looking for riders to team up and caravan to the National Rally. Anyone interested please call him.

The meeting was adjourned at 9:15 pm by Maya.

Respectfully submitted,

Alan Mueller, *Secretary and editor*

Whazz Happ'n'n

...regional news of the NCNOC

East Bay Report

by Duncan Ferguson

The Fremont Travelers 24th annual Fathers Day Poker Run on Sunday the 19th started smoothly - the sun came out and so did the police - approximately 70 Newark, Fremont, Foster City and CHP showed up and set up their own check-points for the rally - right in front of the Newark Pavillion.

The attendance was about 1800, down 500 from past years.

The Fremont Travelers put on another excellent event enjoyed by many fathers, mothers, kids, etc. with no major problems and substantial money raised for the charities they support.

The only dark cloud was brought about by the presence of the police. They said "Happy Fathers Day" by issuing 80 tickets for improper helmets - towed away 10 bikes for either improper license, expired license, etc.

With over 1800 bikes showing up for the event it was interesting to note that only Harley Davidsons were asked to stop at the inspection station - all other makes of bikes were waived through.

Congratulations Fremont Travelers for the professional and enjoyable Fathers Day Ride under such difficult conditions. See you again next year. I did spot 5 Nortons on the ride (1 Atlas, 1 Fastback, 3 Roadsters) ..go Norton. **Keep it in the wind!**

Peninsula Snooze

by Jerry Joliff

And a great time was had by all! Thanks to Maya, Duncan, Joe, Jim, Alan, John, Vicci, Carol and Loni. Most of all thanks to Alice's Restaurant for making our first "Norton Day" a tremendous success. Special thanks to Joe

Edwards. There were over 60 Nortons on the premesis and 50 were involved in the judging. Next year "Norton Day" will be even better. Maybe we could have a slow race, noisiest Norton, trashiest looking runner, obstacle course.. you get my drift!

I'm really looking forward to the upcoming Santa Cruz Ride ending at the Santa Cruz Yacht Harbor. We need to talk up this ride. Don't forgit the unofficial - unofficial ride to the Delta on August 14 for those of ya who can't make the Dardanelles. Support our advertisers and **keep your knees in the breeze!**

Up Coming Rides

by Jim Carton

On Saturday, July 16th, the **Santa Cruz Ride** will take place. See information on the next page. Alan is requesting some volunteers to help with the work. He would like family members to come early to stake out a BBQ area. If there are any questions, please call Alan Goldwater at (408)476-7505.

There will be an **overnight ride to Minden, Nevada** on July 30th. I haven't made this ride yet but it sounds like a good test run for the Dardanelle gathering. Give me a call if anyone has any ideas about going up there is a group.

The **Dardanelle's Gathering of Nortons** will be held August 12, 13, and 14th. This ride is too much fun for three days. This is the best ride of the year so go out and buy a sleepingbag, a tent, rain gear and strap it all on the back of your seat. Then after checking all your fluids (I assume motorcycle..editor) hit the road!! No excuses this time. See you all there!!

Jim....Rides Marshall

Stuff ... by John Bria

Norton Day at Alice's was a real success in spite of the lack of follow through by the owners Alices (no band, no barbecue, no "Norton Menu").

Unofficial counts of Nortons present were between 55 and 60. We had a nice day for socializing, getting new/renewal members, selling "regalia", and letting lots of folks get a look at a bunch of Nortons.

Thanks to Maya for bringing brownies and lemon bars and Carol for bringing cookies. We raised over \$40 selling them ! Thanks to Lani and Vicci for all their help selling food, regalia and tickets for the 50/50 drawing. And let's not forget Duncan and Jerry for getting the 50/50 drawing going.

T-SHIRTS: I am about to place on order for red short-sleeve T shirts. They will have the club logo on the back and NORTON in white arched across the heart. Due to funding problems, I am not going to do a large run of them. Thanks to those who have prepaid for their shirts - they'll be the first to get delivery.

While on the subject of funding, Jerry Meadows started a fund to send 20 of our current club T-Shirts to the remaining folks working at the Norton factory in the U.K. With his and two other donations, we now have \$80 of the \$150 needed to make this happen. Three donations from the entire membership is embarrassing !

Hurraah ! We're finally in the black with the Norton watches thanks to six sales at Alices. Everything from here on is profit ! There are 12 left - I have my doubts about reordering, so get 'em while you can.

Here's the list of what we currently have in the inventory. If you want to make sure that I bring what you want to the next meeting, call me at 415-592-8793.

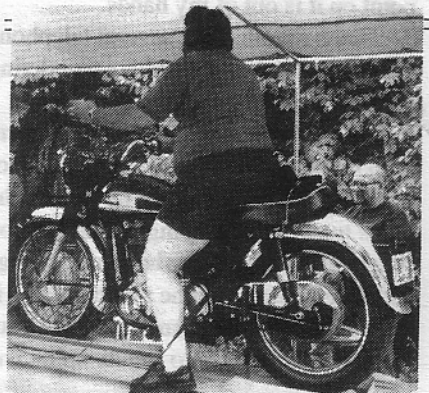
Category Value	Description	Qty	Price
Decals	N.O.C. - Large	33	2.00 66.00

	N.O.C. - Small	6	1.25	7.50
Patches	Commando Union Jack	1	2.25	2.25
	N.O.C. - Large	1	3.50	3.50
Pins	N.O.C. - Red	19	3.00	57.00
	Norton - Black	52	3.00	156.00
	INOA 1991 Rally	131	2.50	327.50
	N.C.N.O.C.	151	4.00	604.00
Key obs	N.O.C. Leather	10	3.50	35.00
	N.O.C. Clear	4	2.00	8.00
Misc.	Serve Notes	2	5.00	10.00
	INOA 1991 Rally Caps	3	5.00	15.00
	Watches	12	38.00	456.00

Santa Cruz Ride
and
Beach Party

Saturday July 16

The ride will leave from Alice's Restaurant at 10 AM. Our destination will be a barbecue at the South end of the beach at the Santa Cruz Yacht Harbor. You can have family and friends meet us there after the ride. Parking at the party location will be limited to bikes only, but metered parking for cars is available at the Harbor and there are restaurants and food stores within walking distance. Several volunteers are needed to help organize the food. Call Alan at (408) 475 7505.



View from the BRIDGE

by Alan Mueller

Well, six months have gone by since I started editing the Norton Notice. My first few articles were about my early experiences with motorcycles and getting my first Norton built. I still have not finished that story line and another project of building a BSA was started at the same time and that is not finished either. I guess that's the way it is when dealing with motorcycles and devotees of motorcycles. So many things keep happening that one never seems to have time to finish a project before something new comes up.

I personally feel very proud of the way the Notice has been turning out these past six months. I had a great teacher in Andy who left very **large footsteps** for me to follow.

One of my primary goals has been to get the Notice out early enough that the members have a chance to see what events are happening and then have enough time to plan for these events. So far, I have been successful. I have gotten the Notice back from the printer no later than the 26th of the previous month. From this point on it is out of my hands.

Each month, I get several telephone calls from NCNOC members wondering where their Notice is. I don't know !! I feel if any of you are having a problem with either not receiving your Notice or receiving it late, you need to contact the club's treasurer. Keeping a data base on roughly 200 members who move, change addresses, change phone numbers, etc., is quite difficult. Remember, this is your Notice and you need to follow up on any

problems you might be having.

Editing this Notice is a BIG job. I really can not tell you how many HOURS each month go into the job. To make this a periodical produced by the club, there needs to be input by the club members. In general, I am getting a lot of help. However, this help is coming only from a few members. There must be many of you out there who have information or gripes that you would like to share. Come on !! Write to me, start feeding me some articles which will make this Notice really one published by the members.

My only real gripe is that I still have to make calls around the 20th of the month to round up all the article that members have promised to write. I am quite busy and I don't always have that many hours around the 20th to do all the typing required to enter everyone's articles at the last minute. If I had them early, I could enter them at my own pace and have everything ready once it comes time to put the whole issue together. SO! As soon as you know what you are going to write about, send it on over to me. Believe me, it will be greatly appreciated. Last month, I left out a portion of Jim's tech session article because I was scrambling around with a bunch of new articles that all had to fit onto the remaining pages of the Notice (Sorry about that Jim).

So keep those cards and letters coming in. Your editor, along with your paraphernalia officer are going on holiday this month so I hope this issue will hold all of you until I get back and can publish the September issue. *Until then, arrivederci* !!

Alan

Nuts & Bolts & Odds & Ends

Diagnosis: Isolastic adjustments !

Vibration: up to 3000 RPM:

Rear engine mount tight- remove 0.005 shim
Front engine mount O.K.

From 3000-5000 RPM:

Front mount tight- remove .005" shim

From 0-5000 RPM:

Both Mounts tight.

I believe the best (and classic) method is the "night ride" where the analysis and adjustment requirements of the system is diagnosed thusly:

- 1) All tests should be made at 1000rpm intervals. Each interval should be tested for ~ 30 seconds.
- 2) All tests should be made in appropriate gear for use at that rpm.
- 3) Rider will position himself in front of an automobile who has turned on their headlights and is driving at an appropriate speed.
- 4) The rider will examine the pattern made in the rearview mirror(s) by the headlights for diagnostic wave patterns.
- 5) Diagnosis:

Figure 8 below 3000rpm - Rear engine mount tight- remove 0.005 shim

Figure 8 above 3000rpm - Loose front engine mount.

Horizontal line 3000-5000rpm - Front mount tight- remove 0.005" shim

Vertical lines 2000-4000rpm - Loose rear engine mount.

Squiggles at all rpms - All mounts loose.

Handlebars squiggle at all rpms - All mounts tight.

Two rock-solid spots above 5000rpm - Blew your engine, stupid!

Mikuni, for that longer-lasting effect !

Mikuni's round-slide VM carburettor bears more than a faint resemblance to an Amal: indeed, the Japanese company's earlier carburetors were modelled on Birmingham designs.

However, user's experience suggests that the Mikuni is more sturdy, and longer lasting, mainly thanks to superior metals.

A particularly important design point is its precision-ground hard-chromed brass throttle slide, which will only wear if subjected to unfiltered dirt for high mileages.

The VM boasts a cold starting system that is much more sophisticated than the Amal

Concentric MkI's simple choke slide. When in operation, fuel and air are metered and supplied independently of the main needle jey system. A similar device was subsequently copied by Amal for its Concentric MkII instrument introduced in 1979. Conventional cable operation can be used, or a carburettor-mounted hand-operated plunger.

The 34mm size is ideal for off-the-mark lowdown grunt on a Norton. For those seeking maximum speed for a Commando, a single 36mm instrument, or a pair of 34mm VMs will be more suitable. (*Reprinted for Classic Bike, June 1994, #173.*)

PENTAGON MAY BAR U.K.'s LUCAS FROM CONTRACTS !!

From the Wall Street Journal (5/20/94, p. A2), reporting on the Prince of Darkness's latest shenanigans:

The Pentagon has proposed barring Lucas Industries PLC from future contracts, citing investigators' claims that substandard aircraft parts from the British company pose serious safety hazards for military pilots, industry and federal officials said.

The expanding criminal investigation focuses on suspected false testing and chronic quality-control problems afflicting Lucas's aerospace operations in the U.S.

The Navy, which stopped accepting certain Lucas parts for its primary jets last summer and issued fleetwide notices highlighting potential safety problems, has told criminal investigators that 167 emergency landings of F/A-18 aircraft in the past year and a half are attributable to Lucas-supplied equipment.

The criminal inquiry comes on the heels of a \$12 million guilty plea by another Lucas unit that admitted to falsifying tests of missile launchers sold to the Air Force and radios sold to the Army. As part of that plea agreement, Lucas agreed to hire a court-mandated monitor with broad power to review past and present compliance efforts and ethical lapses.

According to the Pentagon investigators' report, company officials "removed rejection tags from defective components" and then "falsely marked quality-assurance logs" that the same parts were acceptable. Lucas also "may have conducted unauthorized repairs" without informing the government, the report indicates.

WANNA BUY A WATCH ?

- **N.C.N.O.C. Members \$ 35.00 + tax**
(that's \$ 38.00 in round numbers)

- **All Others \$ 40.00 + tax**
(that's \$ 43.50 in round numbers)
 - *For the mathematically challenged, joining the club would only cost \$14.50 and you'd get a full year of our newsletters !*

WHAT A DEAL !!!!

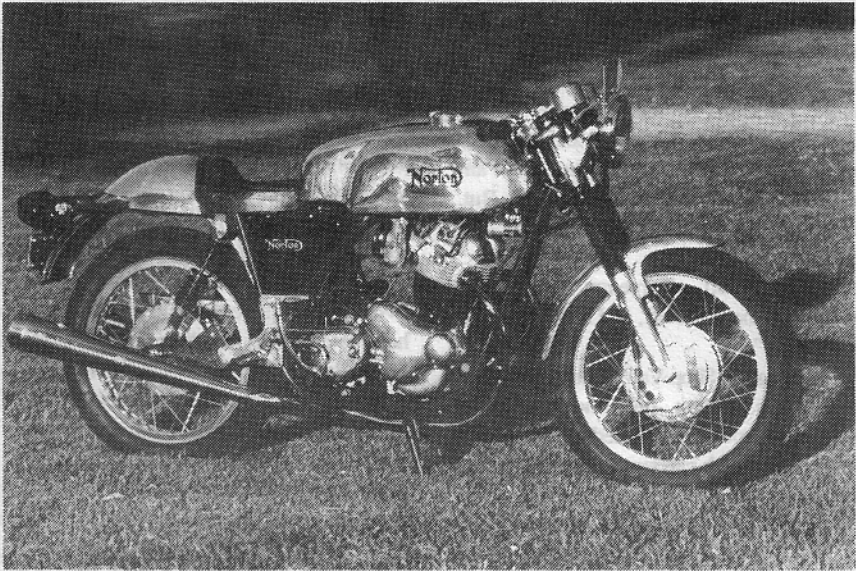
Call or Send Orders to: John Bria

The Northern California Norton Owners Club has decided to have some Norton watches made up. They have a black band, a 1 1/4" yellow bezel with the Norton name in a green ball. We will be selling them by mail, at club meetings, and at the Clubman's show. The price is \$40 plus tax. We're rounding it to \$43.50. N.C.N.O.C. members get them for \$35 plus tax (or \$38).

For the mathematically impaired, that gets a years membership cost down to \$14.50 which also gets you 12 copies of one of the best newsletters in the country. If you'd like to order one, send a check payable to N.C.N.O.C to me at **1801 Howard Avenue, San Carlos, CA 94070**. We'll absorb the mailing cost. We'll start shipping right after the Clubman's show.

P.S. There is also a smaller dial version that we may order if there is enough interest. It's bezel is 15/16".

What a Beauty !



Stan Baldwin's Cafe Racer

It's a 1971 750cc Norton
with
engine and transmission by Phil Radford
and
tank, seat and front fender by John
Williams of Great Brittan
also
Dunstall 2-1-2 exhaust system

**A CLEAN NORTON IS A HAPPY
NORTON
WANT TO SPEED UP THE PROCESS?**
by Rich Alves

I was on a trip with a friend who very proudly rides a new Harley, complete with every shiny accessory he can get his hands on. Our conversation turned to, "man you must spend a lot of time cleaning and polishing this beauty." He said, "not really I just ..."

At this point I must interrupt and apologize to all you experienced Norton riders who I am sure are already aware of this time saver. But, there may be some novices out there such as myself who have not.

"... wash it off, reverse my Shop Vac to blow most of the water off, and finish drying it with a towel."

Hey, I have a Shop Vac! I gave it a try and it worked like a charm, only one damp towel and no water spots. I finished by draining a little gas from each carburetor bowl (knurled knob on the bottom of each carburetor) in case water drained or blew past the ticklers.

**UPDATING THE IGNITION
WARNING LIGHT ASSIMILATOR
CIRCUIT ON EARLY MARK III'**

or

How Ken Armann Suckered Me In

My cousin, Alan Mueller, had been after me to "get into a Norton" for some time. He enlisted my wife, Connie, in his efforts, and lo and behold guess what I got for Christmas? Filled with excitement I arrived at Ken Armann's to pick it up, what a beauty. The test ride was uneventful (well maybe not entirely so, but that's another story). The bike checked out perfectly (well maybe not entirely so, but that's another story) except for a little red light that didn't come on.

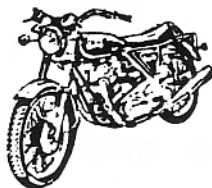
I asked Ken about it. "Oh, that's just the idiot light that shows you if your alternator is working or not." "Is it any problem to fix," I asked? "Naw. Except..." Ken then dazzled me

with five minutes of technospeak and concluded with, "... do you know anything about acupuncture or electricity?" Having recently conquered a three way light switch I said, "Well... I built a Heathkit once 35 years ago." "Great", said Ken as he handed me a paper bag filled with transistors, resistors, a breadboard, a circuit diagram, miscellaneous pieces of "stuff" and two old burned out assimilators (Type 3AW, Lucas part #38717), "just follow the diagram and you'll have these puppies rebuilt and working in no time one for you and one for me!"

Did I ever get into this project. I cannot stand to quit when I know a logical conclusion is just around the corner. Some five weeks, two electronics books, and thirty seven gray hairs later, I was standing in my local Radio Shack deciding which Electronic Projects kit I should buy so I could increase my knowledge of transistors and possibly get this circuit to work. I already had about \$75 invested in books and burned up "stuff", and now I was thinking about another \$60 and who knows

Assimilator continued on page 14 

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PURPLE HAZE

"The Three Days of the Norton"**Part III**

In the last installment of this story Freak, on his road burning Norton, Mark on his 350cc Kawasaki two stroke, and the author on his 450cc Honda, had continued their motorcycle trip home from a Florida College. We pick up the story with day 2 of the trip.

---I came crashing down on the kick starter, with the throttle half open. The Norton fired up VAROOM, I revved it a few times then looked up and noticed people in the restaurant were falling off their seats and wiping tears from their eyes. They were all hysterically laughing. Then I heard it "you #@%*&# hole!" I turned around and saw that my friend had changed color and so had all his clothes.

The previous night, while it was raining, the Norton had collected at least 3 quarts of rain water in its upswept mufflers while parked outside. That water, along with raw gas, soot, and bits of carbon was now being worn by Freak. Yes, in case you're wondering, we had already checked out of our room. So Freak had now irreversibly selected his wardrobe for that day - "Norton Excrement". He wiped off what he could, with some shop rags we had, and we left.

Twenty years ago, I-95 was not an interstate through Georgia and the Carolina's. This meant that we were forced onto Rt. 301 which was a two and three lane blacktop road. It was still wet from the previous night's rain when we left Savannah. Once again Freak was in the lead working his way through traffic trying to maintain a steady 80mph speed. He and Mark moved out a half mile ahead of me, while we were going up and down several large hills on a two lane section of the road. As I came over one of the hills I saw skid marks on the road, pieces of plastic, and scrape marks at the bottom of the next hill. At the bottom of the hill, parked on the side of the road was one motorcycle, the Norton. I pulled up and

stopped but there was no one around.

I looked to my right and saw three heads bobbing up and down. They were down in a ravine so all I could see was the top of their heads. Then it struck me, where was Mark and his bike? I got my answer a few seconds later when I saw someone toss the Kawasaki's seat up into the bushes at the top of the ravine. I parked and walked over to see what happened to Mark. He was down in the ravine, with Freak and a truck driver, trying to retrieve his bike. He was dirty but OK.

Freak was using New Jersey curse word's, I'd never heard before, on Mark. I interrupted, before things really got heated, and asked if I could help. We finished dragging the Kawasaki back up to the road and the helpful truck driver left. Standing there I noticed that Freak's taillight lens was broke and there was a tire mark on his muffler. I asked Freak if the truck hit him. Mark was still not talking. The reply was "*@\$%# no!" Then he pointed to Mark and said "This *%\$#@ hole just tried to kill me with that piece of trash he rides." After he calmed down, Freak explained what happened.

He was working his way around cars maintaining around 80 m.p.h. with Mark right behind him, riding in Freak's draft. As Freak started around an eighteen wheeler the truck's trailer started to jackknife while going down a wet grade. Freak slammed on the Norton's brakes, Mark ran into the back of the Norton, hooked a turn signal on the rear fender and proceeded to cartwheel off the road.

Freak was able to keep the Norton upright and suffered only a broken taillight. The Kawasaki looked like a Kuwait War survivor. The gas tank was dented, the handlebars were bent, all the turn signals were broken, the chainguard was gone, as were both mirrors and the fiberglass front fender. We stood there looking at the new "stunt" bike for a few seconds and the Freak said "Well let's see if the damned thing will start. If it will, we'll

Continued on the next page 

THE FRED TWIGG RIDE

by Rich Alves

Your Editor, Alan Mueller, was otherwise engaged and asked me to fill in for him and write something about the Fred Twigg Ride. Alan's motorcycle boots are too big to fill, but here goes anyway.

It was a dark and stormy night.....

The morning arrived in Concord very warm and almost balmy. I decided to wimp out and trailer my bike to Fred's as I would have to leave at 5:45 AM in order to meet the group in Sausalito. Also, the two hour ride after the Bar-B-Que and Brew didn't sound too good.

I arrived at Fred's, at the same time as John Wilkes. We were the first to arrive and were warmly welcomed by Fred, given a cup of coffee, shown around his shop, and introduced to many of his projects. Jim Carton arrived around 9:00 leading a group of about 8 riders who met at the Lighthouse Restaurant in Sausalito for breakfast.

Bench racing commenced in earnest as bikes of many shapes, makes, and vintages arrived? Nortons, BSA's, Triumphs, a Velocette, a Moto Guzzi, a Harley, Hondas, BMW's. Bruce Gordon with friend Virginia Samuda appeared in style on a well restored 1969 Triumph Trophy with an early 60's side car. Dave Walden roared up with his wonder dog, Sprocket, proudly strutt'n his stuff on the tank and sporting cool goggles.

Stragglers continued to arrive until we left around 10:45. We lost about 8 bikes between Fred's and Jenner so I suspect some came just to talk. I wondered if in the future we could have an arrival time for those who wish to bench race before a ride, and a firm departure time for those with time constraints who wish to ride.

Off we went, numbering about 40 bikes, the most I've seen in my few months as a member. The weather was sunny and pleasant as we took Occidental Road to the town of same name and then went west on Coleman Valley Road to the coast. This is a great stretch of road that twists, rises in elevation, and comes out on top of ridges far above the ocean. On a clear day you have a wonderfully panoramic view. On Saturday it was foggy, cold, and misty. In some places it was difficult to see the rider ahead of you. A short stop was made on the way down by those who had warmer clothes to put on. We then proceeded past an abundance of beautiful roadside wild flowers to Jenner for gas.

A few riders turned back because of the cold and the time, but the rest headed north on Highway 1 including Ron Whitaker dressed in

T-shirt, no gloves, and I guess, pumping a lot of adrenalin. We went inland on the Meyers Grade road to avoid both the traffic and the cold weather, stopping at Seaview Ranch to take off the warm gear and go through the Gallery, then off again, up Seaview Road, over Tin Barn Road to the next rest stop at the Buddhist Temple.

We then headed East on Stewarts Point Road which turns into Skaggs Spring road. This is one fine road. Nowhere has any highway department ever built a twisty road that is as smooth, wide and civilized as this one. We strictly adhered to the 35 MPH signs as we did not want to tarnish the NOC's good reputation. A right on Dry Creek Road took us to the next stop? the Dry Creek Store. The group, now consisting of 22 bikes, turned this into an extended break once they got settled in the beer garden.

John Wilkes whose feet were more tired than his butt, invited all on a side trip to Calistoga. Ron Whitaker and I took him up on it. Alexander Valley Road? Highway 128? boy can these guys ride! ? Franz Valley Road? Franz Valley School Road? boy can these guys ride fast! ? Petrified Forest Road? Porter Creek Road? someone has to ride cleanup! ? Mark West Springs Road? River Road? nice guys, they wait at all the stop signs for the old fart to catch up! ? Laguna road? Vine Hill Road? and back to Fred's on Green Valley Road? great route? great ride! Thanks, John and Ron.

Bar-B-Que and Brew time! The 15 remaining bikes produced bottles of English Brew from nowhere and Fred fired up the Barby. The aroma of chicken and bangers filled the air. Amongst more bench racing, wechewed down.

Day, ride, food, camaraderie? it was great! Many thanks to Jim Carton, our Rides Marshal, who continues to work hard in our behalf, Fred for a great ride route, and Fred and Kit for their wonderful hospitality.

Bob DiMascio

Carol DiMascio

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NOC Member Profile

Name: John Covell

Age: 44

City Resident: San Francisco

Marital: Married, no kids

Occupation: Freelance editor

NOC Member since: 1985

How first became involved with NOC:
Saw a poster advertizing the NOC picnic at Huckleberry Flats, went there and had a good time. ("Who's the slinky brunette in the full leather racing suit?" said I.)

Club offices held (years): President, 1987-88; Recorder, 1989-90; Public Relations, 1991-present

Norton(s) owned, described: 1975
Commando Mk.3 Roadster

Other makes of motorcycle: None

What first interested you in the Norton?
The looks, the repute as a thoroughbred

Other hobbies/interests of note? Radio, music, reading, writing, telecommunications, admiralty, economics, airships, libertarian politics

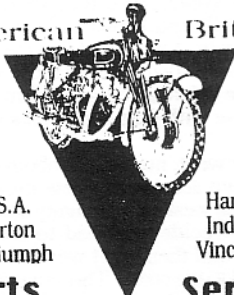
Favorite motorcycling road/ride: SR-88, from Jackson to Picketts Junction

If you could redesign the Norton, what one thing would you most want to change? How and why? A totally reliable electric

system (including the electric start); maybe an overdrive gear.

Favorite/most embarrassing episode on a Norton? Both times I've fallen off/ been knocked off were disgusting, but the most embarrassing episodes involved bad wiring by myself: once that led to my breaking down in Big Sur on the way back from a Morro Bay campout (thanks to Louis M. for the lift home), and again in 1991 when it resulted in my having to ride in the high Sierra at night with no lights enroute to the Rally—driving by moonlight and truck/car taillights, stalling out whenever I dropped below about 35 mph, and pushing the bike across the main highway intersection in South Lake Tahoe, thank god it was late at night so no one could see me blushing (and thanks to Alan G. for rewiring me the next morning).

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FOR SALE: 1966 BSA Thunderbolt stored since 1983. 5000 original miles, all original except paint: \$3,500/B.O. **FOR SALE:** 1973 XLCH, professional restoration, new engine, lots of chrome, one owner, \$5,700/B.O. call Jim (510)534-8030 (6/94)

FOR SALE: '72 Norton, needs work, 7000 original miles, once was high riser model, Price to be negotiated. Call Rich Wampler, (415)591-1704 (7/94)

FOR SALE: Nortons! '75 Interstate. '74 850, '69 750, all disassembled from frame, Dunstall & roadrace fairings, seats, many extras. \$4500, all or nothing...serious inquiries only. Call Denis ((408)335-4863 (7/94)

FOR SALE: '73 Norton Dunstall Commando, \$5000; '91 Ducati 851, 5K miles, extras, \$8,800; '65 Norton Atlas, disk brakes, \$3,500; Featherbed frame, Atlas, rolls, \$350; Norton Interstate tank, seat, side covers, \$350; Dunstall tank, seat (Commando) \$350; SS/Hi rider tank, side covers, fresh red, \$500; Drouin Supercharger, \$950; Bultaco 250, El Tigre (dead) \$500; call Tom Terry (408)446-2738

FOR SALE: '71 Commando. Fresh red paint, new seat, new Dunlops, rebuilt tranny, Konis, rebuilt front end, new Isolastics-all stock-runs great! No leaks. Factory manual - extras- Fred Twigg tuned and ready to ride anywhere. Has oil filter added. \$2700 or trade for???. Call Chaz at (707)578-1712 (5/94)

FOR SALE: '74 850 John Player Special, less than 10,000 original miles, \$8500 or B/O - call Ken Armann at (408)371-6786

FOR SALE: Commando 750 Roadster, '86 AFM Twins State Champ. 38mm Marzocchi front end, 36mm Amal MK II's, belt drive,

oversize in and ex valves, ported, DID, 22.50 front and 3.00 rear rims X18, Grimeca brakes, Kosman rotors, QD rear sprockets and gearing, complete spare lower end + spars, too much to list. \$6000. Call Lee Steinmetz, day (510)845-0992, eves (510)548-6019 (5/94)

WANTED: Rear brake assembly with rim for MK III. Will trade 2 roadster tanks (glass), MK II seat. Call Mike Shackelford, Klamath Falls, Ore. (503)884-8108. (5/94)

FOR SALE: N-15 frame, 750 engine disassembled with reground and polished rod journals ready for rebuilding. **WANTED:** 850 engine for P-11 cafe racer project. Call Dave Neal, day (510)233-0254, eves (415)383-0612 (6/94)

FOR SALE: '72 Combat Commando roadster. 8800 original miles. \$3000 or B.O. call Neal at (707)537-0844 days, or (707)538-0612 (7/94)

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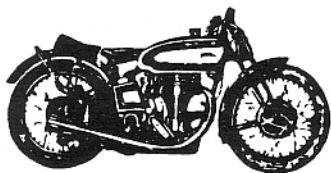
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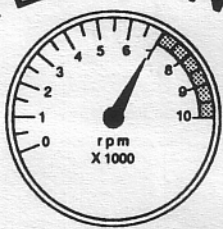
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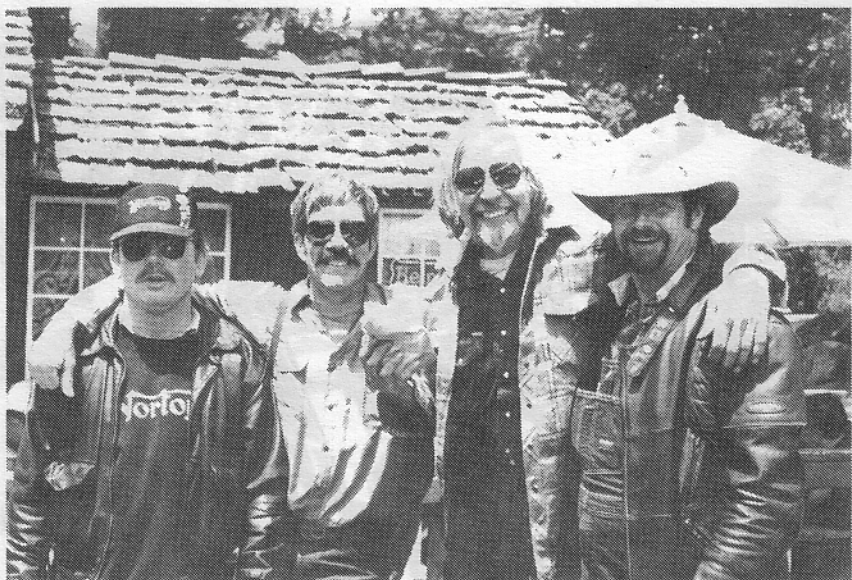
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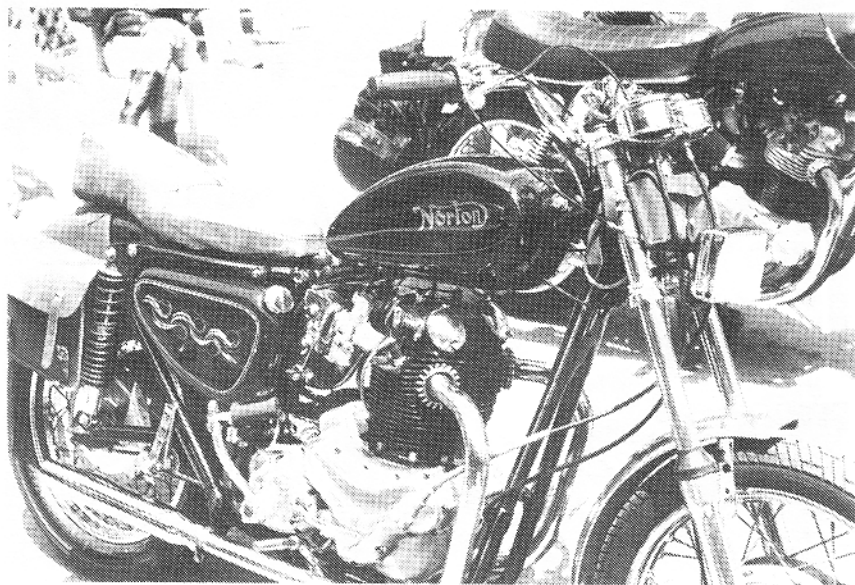
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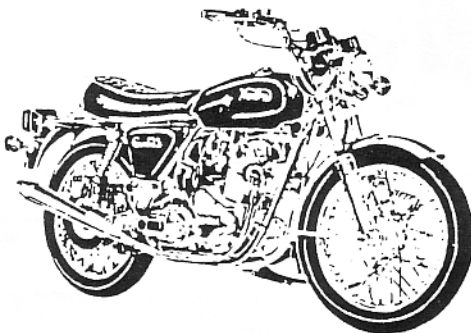
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