



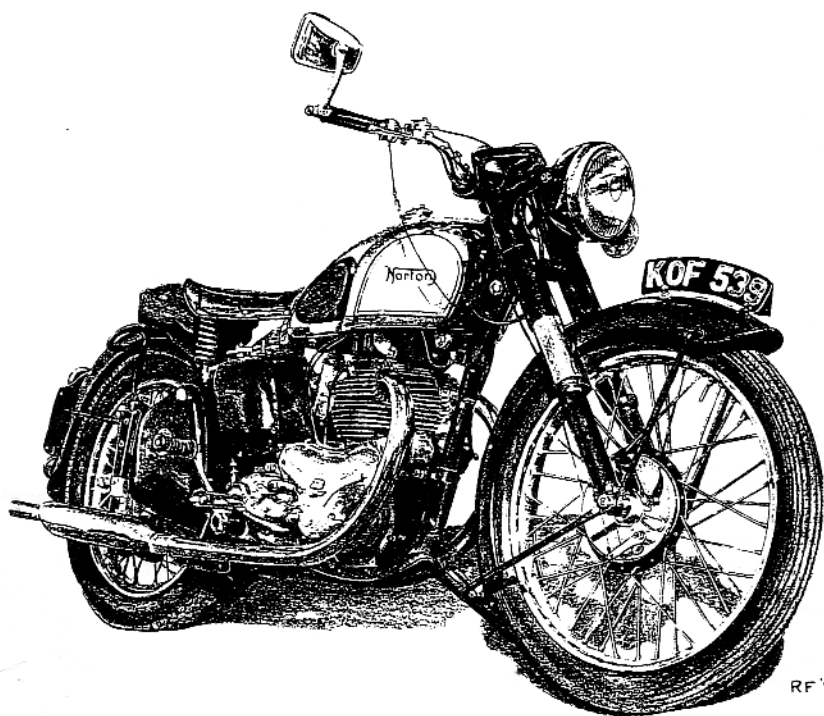
# Norton Notice



The Newsletter of the  
Northern California Norton Owners Club

No. 196

September, 1994



*Original illustration*  
by Robin Fisher in Great Brittan

**EXCLUSIVE: The National rally by Lou Caputo**

*See Page 7*

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Norton Notice

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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.

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.



## Maya's Minutes ....

by Maya Lai, President

I hope that Duncan had a good meeting up in the City. It must have been a hot one.

Dardenelle WAS a hot one folks! Lot's of Nortons at the campgrounds. Jim took us over the pass down to Bridgeport. I was a passenger since my neck is out of whack. Man what a ride! I think I sweated from being a passenger not from the heat. I'm not used to being on the back of "Snort". Anyway. There was an Indian fair which we stopped at. I guess their rain dances didn't do much good.

At the campgrounds we had croquet and volleyball! That was great!!! I didn't think the Club had it in them. We had a rematch on Saturday. I fixed breakfast in the mornings for those who wanted it and Joe and I made dinner on Saturday night. His spaghetti was delightful!! **Thank you Joe!** The members

put enough money in the kitty to cover our expenses for the food. Thank you all!!!

We had one mishap. Lou Caputo hit a deer. He was sent off to the hospital. I don't think he was majorly hurt but pain is pain. His Norton suffered a bit also. (the deer ran off). All and all, it was wonderful to be there.

For those of you who missed this event, maybe next year you will make it. It was well worth the trip. **Note:** Thank you Kenny for making my neck feel better.

Hope to see you at the next meeting and on the Old Timer's Ride. I suppose I will be making those brownies again.

**Happy riding!**

*Maya*

## Pipes Up ....

by Duncan Ferguson, V. P.

The Old Timer's Ride is just about to happen again. Lynn Miller has stated that this year it will be a little longer - **This is a great ride!**

The new club T-shirt looks great, "red" is the color.

I took a ride with Jerry Joliff, Brad Green and Joe Williams last weekend to the Delta. When Jerry said it would be a fast ride, he was not kidding. I set up back of the pack, as usual, at the start of Vasco Road - Joe leading followed by Jerry and Brad. It was hammer down.

Brad's bike has a fresh, crisp motor and pulls real well. Jerry mentioned

that Phil Radford just did a top end on his Combat and added new mufflers.

My old red 850 had a hard time keeping up with these speed racers - but it did get me to Bethel Island and back.

All 4 Nortons looked good, sounded like thunder and ran great. P.S. Brad, sorry we got separated on the way home.

**Keep it in the wind!!**

*Duncan*

## Minutes of the July & August Meetings

The **July 14th** meeting was called to order by Maya Lai at 8:30 PM. The venue this month was Harry's Hofbrau. There were 20 members and guests present. The most interesting of the many bikes parked out in front had to be Alan Goldwater's Interpol 2.

Jim Carton gave the details of the upcoming Fred Twigg Ride and don't forget the BBQ afterwards.

Joe Edwards is planning on cooking at the Dardanelle Ride on the weekend of August 13th.

Both Grover and Maya talked about working out paper work problems with the Mother Club in England - there have been both letters and phone calls. New forms are on the way.

Both John Bria and Alan Mueller are vacationing in England with their wives.

Duncan Ferguson brought in the new red T-shirts and 15 were sold right away.. They look great.

Alan Goldwater stated that there will be chicken BBQ on the beach at Santa Cruz following the monthly ride - the first Saturday ride in quite some time.

It was reported that 10 members and or former members were seen in the Black Hills of South Dakota at the National Rally.

The meeting was adjourned at about 9:30 pm.

Respectfully submitted,

**Duncan Ferguson, Vice President**

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The August 11th meeting of the N.C.N.O.C. was called to order by Duncan Ferguson (filling in for Maya who was already up at the Dardanelles). The meeting was held at The Connecticut Yankee in San Francisco. The restaurant

improved dramatically from our last adventure there.

There were 18 members present and a few guests.

There was some discussion about the Dardanelle weekend and about the Delta Ride which was an alternative ride for those who couldn't make the long weekend.

Lynn Miller discussed the Old Timers Ride which will be held September 11th. It will leave Alice's at 9:30 am. It will be a bit longer ride with plans to get to Huckleberry about 12:00. Gerald will try to get some action photos of most bikes coming around the corner.

Duncan showed us the new, red T-shirt and said that several have been sold already.

John Covell introduced Patrick McDowell who gave a very informative demonstration about motorcycle safety and specifically what to do when a rider is down. Those that listened should have picked up some real good bits of information. Much of the information is in the January 1994 issue of the Notice written by Flash Gordon MD. Some suggestions also about the heat was to make sure you drink plenty of water (not beer) and be careful of time when you are just standing around in the sun. It can get to you.

John Bria and yours truly told the members about their adventures in Scotland and England. There is hope to really get back together with the mother club.

The meeting was adjourned at 9:30 by Duncan.

Respectfully submitted,

**Alan Mueller, Secretary and Editor**

**Whazz Happ'nin***...regional news of the NCNOC***The way I see it...** by Joe Edwards

Well now, it seems that the third annual trip to The Dardanelles was to say the least, outstanding, wonderful, great.....if you missed it, you really missed it.

The weather was great, the motorcycles all ran well. Just ask the guys who made the 225 mile trip through the mountains. A group of the risk takers did a bit of dirt bike climbing at about 10,000 feet. All in all, we had about 41 folks. Some rode, some came to fish and others just wanted to take it easy.....which they did. If I might make a plug for my new bride, she was amazed at what went on. I don't really remember a few of the hours (a few brews makes you do that).

The president, Maya, served breakfast for some of the gang and they really ate it up. On Saturday night a meal was served and we had some 42 people who really wiped out the kitchen. The prez dished out a great salad, and the smell of garlic really hung in the air. Those of you who plan to make the trip next year should make the date, **August 11th, 1995**, a must in your book. Also the folks at the Dardanelles must have your reservations well ahead of the date next year. It seems as though they held open a few cabins for some folks who did not show up. In case you have any doubts.....talk to a few folks who went this year!

As usual, we had a great share of motorcycles- Nortons, BMWs, Trumps, Guzzis, Hardleys to say the least. We even had a special visit from hair man, for those of you who read Independent Biker.

I would like to thank each and every one of you out there who made the trip to the Dardanelles one of the best ever. Lou Caputo had a run in with a deer and as of this writing he is doing well at home. Thanks to Ken Armann for getting the bike back to SanJose.

**That the way I see it!****Stuff .....** by John Bria

After visiting the NOA Rally outside London and finally getting my hands on a copy of ROADHOLDER, I'll be ordering some more stuff soon. Let me know the things that you'd like to have (shoulder patches, decals)

There are only 6 watches left. It'll probably be a while before we reorder, so if you have not already bought your watch, **do it now!**

Look at the inventory listing - there are six Green T-Shirts available -first come, first served! There are too many shirts in the inventory for me to carry in my tank bag, so call me before the meeting if you want to be sure to get what you want.

**John Bria (415) 592-8793**

## Periphenalia Inventory

Category	Description	Qty	Price	Value
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
T-Shirts	NCNOC - Med - Red	5	12.00	60.00
	NCNOC - Large - Red	13	12.00	156.00
	NCNOC - XLarge - Red	17	12.00	204.00
	NCNOC - XXLarge - Red	4	12.00	48.00
	NCNOC - Large - Green	3	12.00	36.00
	NCNOC - XLarge - Green	3	12.00	36.00
Key Fobs	N.O.C. Leather	10	3.50	35.00
	N.O.C. Clear	4	2.00	8.00
Misc.	Service Notes	2	5.00	10.00
	INOA 1991 Rally Caps	2	5.00	10.00
	Watches	6	38.00	228.00

## ~~South Dakota or Bust~~

by Lou Caputo

Dennis, my traveling companion for the next two weeks, glided quietly to my Berkeley driveway at 9:00 A.M. with camping gear piled high on the rear of his pearl white '89 Honda PC. Me? A Norton rider? I'd be riding with that, that thing? Oh well, Dennis was easy to talk to and was an accomplished tourer having made the Alaska trip solo last year on a Nighthawk 750. It just wouldn't do to turn my nose up over his choice of bikes. Besides, I knew I could count on the PC for a tow. I had examined all the angles.

My Interstate, a '74 MKII, was crammed full, with one Krauser carrying spares, raingear, and a cover and the other holding clothing. Piled on top was a tent and mat in one bag and a small rounded leather bag into which I had stuffed my ultralight sleeping bag, pants, and

a small lightweight blanket. I had used two tiedowns to hold everything in place (As the trip progressed these straps proved to be the way to go— fast, secure, and with a bit of color.). Both hardbags were secured to their mounting hardware with packing straps. I was using a Plexifairing III windshield with high bars and had mounted highway pegs. Come to think of it maybe Dennis had objections to my tarted up Norton! But my setup was designed for comfort touring and reflected lessons learned from summer tours on Beemers. The package was stable up to about 80mph when it would occasionally take too long to settle down after a jolt from a hard bump or a slither across some fresh tar patch. 70mph was fine with me.

Saturday's run consisted of a relatively short hop to Sparks, NV, for a rendezvous with BSA Club owners and other Norton riders

.....see Trip on Page 12 



### I.N.O.A. rally in Rapid City

from Left to Right: Tom Dabel, Alan Goldwater, Mike Burnham, Robert Newman, Bob Marin, Phil Radford, Lou Caputo, Art Sirota, and Steve Coburn

View from the BRIDGE

by Alan Mueller

Well, a whole month has gone by and it's time to get back to work putting this Notice together.

Many exciting things have happened since I wrote my last article. John Bria, his wife, Carol, my wife, Vicci and I spent most of the month of July in Scotland, England and Italy. What an exciting time this was.

Since this is a motorcycle newsletter, I will stick with motorcycle news. However, if any of you are interested in the rest of the trip, I am sure either John or I would be more than happy to show you all of our millions of photographs (lots of churches and art galleries).

While in Scotland, I was reading my latest issue of Classic Bike and I came across an ad for the yearly rally of the Norton Club in England. It turns out it was to be held July 10th at Woburn Hall just south of London. What a coincidence, we were supposed to leave London for Italy the very next day (July 11th). This worked into our plans very nicely.

John called the phone number listed and got in contact with a fellow who explained to us what was happening and told us the details of how to get to Woburn Hall.

So on July 9th we left Scotland and headed south towards London. On the way there we stopped in Ulverston on the west coast of England and visited the Phil Cotton's Classic Motorcycle Museum. It was to have opened July 1st but when we arrived it hadn't opened yet. Fortunately, we have persistent wives. They kept knocking on the door until someone came to the door. We explained that we had come all the way from the USA to see this museum and could we please take a quick look around. They were very nice and let us in. The museum was FABULOUS! It is a working museum. As bikes are restored they are placed on display. All the pieces in the museum were for sale, if the price was right. They had all types and sizes of bikes from a Manx, to a Sunbeam, to a MV Augusta, to Triumphs, to BSA's, to Ducati's, all the way up to a Bimota.

What a place to just sit back and admire and wish you had the bread to afford a few of these beauties.

We then left for southern England and the N.O.C. rally. One would have thought we were celebrities considering the attention that we got. We were all wearing our green club T-shirts. We had trouble getting out of the parking lot what with the curiosity of the people taking our tickets. One of the fellows turned out to be the Editor of the Roadhold, the mother club's newsletter. We had lots to discuss.

The parking lot was a museum in itself. Gorgeous Nortons all over the place. Where to start. On the grounds of the estate where the rally was held contained a collection of Nortons that would have to be seen to be believed. Models from the earliest, to the F1 rotaries were present. All were running and were judged by category. Again, John and I have many pictures to share with those of you interested.

We met with the officers of the mother club and got a few of the problems ironed out. They really do want us as members. John and I joined the club (\$20) and have already received our membership card and first Roadholder. You will hear more of this at upcoming meetings.

We met Colin Seely and his rider, Phil Borley. Colin shares the factory with Norton and produces the racing machine known as the Duckhams Special. This is the new bike that has been very succesful on the racing circuit the last few years.

John had talked to the head man at the Norton factory the day before and while being treated quite courteously, was really discouraged about visiting the factory. It seems as though not much is happening. We were able to get Colin Seely to take the NCNOC T-shirts to the remaining factory workers.

I am going to close this article now as I am running out of room, but needless to say, we had a lot of fun and wished we had our Nortons there to ride on those great country roads.



## Nuts & Bolts & Odds & Ends

### AMA District 36: 20th Annual HeyDey Rally:

The 20th annual HeyDey Rally will be held Labor Day weekend, Sept. 2, 3, 4, and 5, 1994. It will be held at the San Jose Family Camp, on Hwy 120, 12 mile west of Yosemite Park, 3 miles east of Buck Meadows. The gates will open at 12 noon, Friday the 2nd. AMA membership not required. **All motorcyclists are welcome.**

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### Norton's Rescue Deal Close to Collapse:

*Phil Radford sent this along from 7/29/94 (U.K.):* Plans to revive the famous Lichfield based motor cycle Norton appeared close to collapse today after the failure to raise cash in Canada.

The future for the oldest name in British motor cycle history now looks grim.

The lack of a cash injection has caused a bitter dispute between two Canadian bankers, according to the Financial Times.

Vancouver-based Wildrose Ventures, headed by financial consultant Nelson Skalbania, "rescued" Norton in a £500,000 deal last year.

But the firm has been at a virtual standstill since then. Most of the money is said to have been put up by the Aquilini family, the Canadian property investors, who are reported to have moved in at the crisis-hit Midlands plant.

The Aquilini takeover comes after months of efforts to restart motor cycle production and to develop new markets for Nortons rotary engine.

Meanwhile, American investor Pakie Plastino has set up a Norton Motors Inc. in Seattle after signing a deal for manufacturing and distribution rights with Mr. Skalbania.

His plans included importing 2,000

Nortons a year from Shenstone and building a factory in the U.S. But rival John Aycoth claims he owns the marketing rights and has put the matter in the hands of lawyers.

Mr. Aycoth is said to have bid £350,000 for the British factory and claims to have £5 million backing to relaunch the Norton name.

A business plan filed in the US proposes to make a "flying car", put the BSA marque back into production and manufacture leisure goods such as skis.

\*\*\*\*\*

### Do you believe this?

*Borrowed from the Brit-Iron mailing list:* **Whitsunday** (literally White Sunday) is the seventh Sunday after Easter, a celebration of the descent of the Holy Spirit on the apostles. The newly-baptized tended to wear white baptismal robes on this day.

There was a similar, although much later, tradition amongst British motorcyclists of bringing their cherished mounts to church on this day. Typically, feverish work would begin on the motorcycles after Easter, when the weather was starting to improve, in the hopes of getting the motorcycles to a state of fine tune (although any self-propelled mode was probably acceptable).

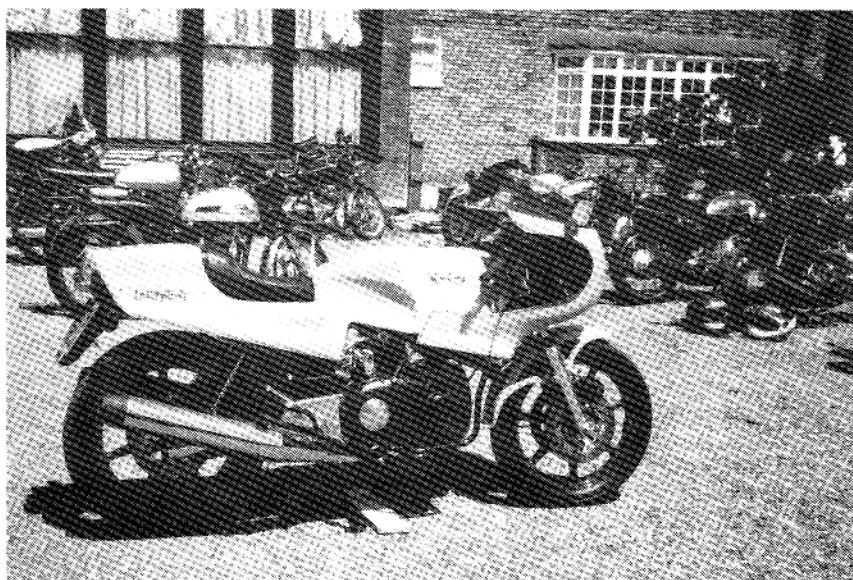
Those who were fortunate enough to ride their motorcycles to the church under their own power on Whitsunday were declared to be "**Whitworth**".

When the french invented the metric system, the British, who realized that God hadn't wanted metric because He had 12 apostles, began using the term "Whitworth" to describe any unit of measure which metric was attempting to replace, including the measurement of screws and bolts. (John Kula)

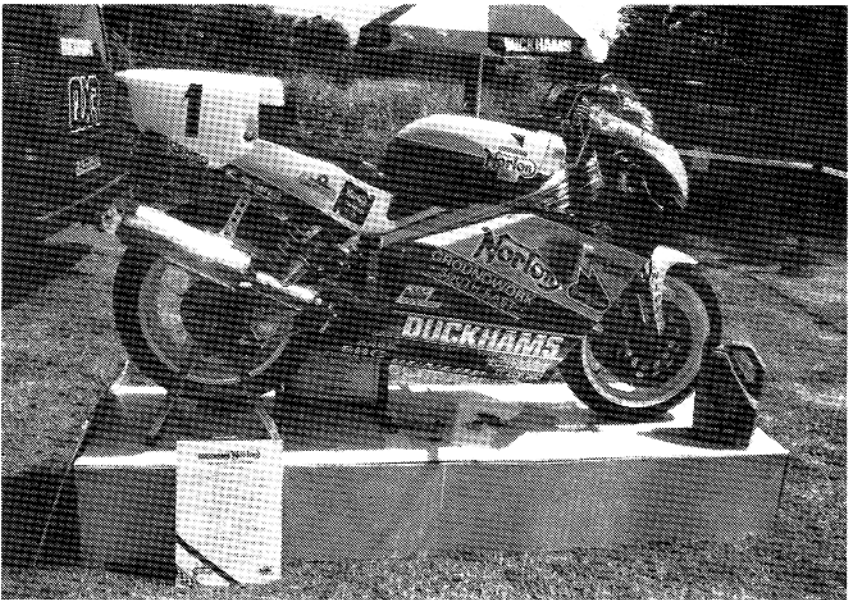
## A Few Snapshots from Merrie Olde England



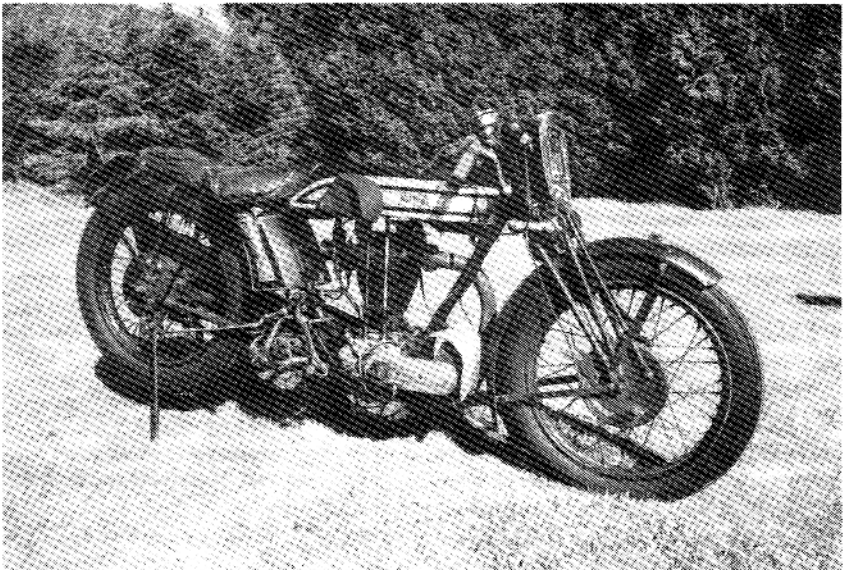
**The Muellers & the Brias at the Annual N.O.A. Rally  
at Woburn Hall**



**A gorgeous powder blue Interplus Rotary**



**The Duckhams Special  
Designed by Colin Seely & Piloted by Phil Borley**



**An Original Model 16 still being raced by the owner**

.....*Trip: continued from Page 7*

from the NorCal Owners Club who were also making the Rapid City trip. The event in Sparks was an annual chili cook-off, a neighborhood gathering which this year featured about a dozen chili concoctions with a dazzling array of names. Dennis and I had meandered through the delta between San Francisco and Sacramento, stopping along the way to enjoy a Father's Day celebration in the small town of Isleton, where crawdads were losing the day in a big way. We arrived in Sparks in the late afternoon, with the cook-off in progress. Without unpacking, we dove for the chili. My personal favorite was a delicate repast with the unlikely name of 'Guts and Feathers', a subtle blend of flavors created by the brother of the event's host. The winning dish bore the name 'Spider Chili' and was created by a twelve year-old. I confess that my delicate palette had not been up to sampling that one.

Those who were camping in Jerry's backyard eventually bedded down for the night. As the night wore on the chap sleeping next to me was emitting nicely rounded sounds, appropriate perhaps to the overture of an avant-garde musical piece. "Rhapsody in Chili" a la John Cage came to mind. Later, about 3:00 A.M., those sounds were augmented by deep growls punctuated by loud gasps for air as NorCal member Robert Newman contributed his own unique vocal offerings. I speculated that his sounds would draw attention away from my own noises which family members had described variously as "rude" and "frightening."

I heard coyote howls for the first time that night. Wow!

Our plans to roll leisurely across Nevada on US 50, a road I truly enjoy, were changed when Alan Goldwater offered his services as "chase truck." He and Tom Dabel were trailering their Rotary and Atlas respectively behind Alan's pickup and had settled on the Big Slab, US 80, as the quickest route to Rapid City. Earlier in the evening Robert Newman

and Kevin Burrell had phoned to report that they were having mechanical problems (even before they had left the Bay Area) and the idea of a chase truck began to sound appealing.

Changing plans to include a chase truck meant we faced a 526 mile day to just past Salt Lake City. I voiced my reservations but everyone seemed to feel it was a feasible goal. Dennis just smiled and said, "Sure, no problem." Art Ride'em-Hard Sirota suggested 6:00 A.M. as a start time. Alan and Tom were sleeping in, and wouldn't start their sweep through to Salt Lake until about 10:00. We had agreed to cruise at 70 and the balmy morning air felt good. Rolling out of Sparks, Art took the lead, and my speedo was pegged at 90, the result of a recent speedo drive ("Made in Taiwan") replacement. At my indicated speed, with reasonable weather, the 526 miles might just be possible. But Robert slowed gradually and I followed suit along with the others. Art slowly disappeared over the horizon. The boy needed to run, urban living and all that, and we let him go. We finally caught up with him several days later in Rapid City.

*continued on the next page ....*

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*....Trip: continued*

Robert was having problems. His 'testbed motor', a tricked out high compression job, was running hot and showing low oil pressure. We stopped after 50 or so miles and allowed the engine to cool. We repeated the drill another two or three times and finally pulled into a diner for breakfast. Someone asked how far we had come and I replied that I wasn't sure because my speedo drive apparently had the wrong gear ratio. Kevin didn't have a speedo, and Robert's didn't work. Dennis came to the rescue with the announcement that his PC odo was within 1% of the highway mileage markers. Who cared about mileage anyway? We had simply come as far as we had come.

Robert was using a 50W oil but was worried that the combination of altitude (4,500'), warm air (in the 80s), and constant high speed running was eating up his motor. By day's end, a 400 mile run to Nevada's east side, my own oil was down 3/4 quart of Castrol 20/50, easily twice normal consumption. At least I had no leaks!

At some point we lost Kevin at a scheduled gas stop. Thinking we were ahead of him, he blasted on through to Salt Lake City. At one point I caught sight of a pickup truck with trailer at the end of an offramp, and waved to Alan as I passed. We had been chasing the chase truck!

This ride arrangement clearly wasn't working and Dennis and I bid Robert a fond adieu. We told him to look for our bikes in Wendover, NV, and that we would be at a motel. Once we had settled in at the motel I topped up the oil, applied chainwax, and tightened a loose centerstand nut. It had been a hard day but the Norton was taking it all in stride.



Robert arrived in time for dinner and decided to stay at the motel. At 3:00 A.M. we got a phone call. Robert was about to leave, preferring to run in the cool night air, and was wondering if we had his tent. His tent? Well, it was back on the road somewhere.

Dennis and I left Wendover at 7:00 A.M.

We decided to get off the Interstate and headed for the Wasatch Mountains. Though we hit a slight drizzle both of us enjoyed route 150 north from around Kamas. I could feel that the Nort was down on power from about 6,000' up but was amazed when we hit 11,000' and it was still eager to run.

We rode to Fort Bridger the next morning and explored that site, spending some enchanting moments with a lovely coed role-playing the fort's general's wife. On the road again we split rainclouds at the South Pass, part of the West's historic main route for the Pioneers. We started encountering Wings traveling south. At a gas station I spied a "Mad Dog" sticker on the back of an Aspencade and went inside the diner there to seek out the owner. "Mad Dog? Oh yeah, that's me. Got the name from someone I caught in a drug arrest. I'm a retired cop." As we all left I noticed that they were all dressed in light clothes, sneakers, and 3/4 helmets. Looking back on the trip, I recall that many of the riders we saw were similarly dressed. None of the full leather garb we see in the Bay Area. Almost without exception, by the way, riders returned waves, many of them barehanded.

On Wed., 6/22, we encountered a light drizzle, enough to put on raingear. Several hours into the day we went through a construction site with some of the worst dirt surface we'd seen. Actually the 2-3 miles of torn up road provided relief to a butt that was finally beginning to bother me, since I spent much of the time with legs flexed and much of my weight on the pegs. Once clear of the construction we resumed our pace. I discovered that I could slide one cheek off to the side of the seat and use a foot on the highway peg to stabilize me in a sort of Ricky racer position. This position made high speed sweepers feel a bit awkward, especially if I was leaning left on a right-hander. But it worked to ease the discomfort. At day's end I noticed shoe rubber burned onto the left exhaust pipe. I needed

*Continued on the next page*  

.....*Trip: continued from Page 13*

to add a plate to stop shoe movement toward the pipes and some sort of non-skid tape or rubber to help my feet stay in place.

At a rest stop my centerstand caved in and the bike toppled over. Fortunately there was no damage apart from a now slightly askew windshield. I removed the broken pieces— the stand had split in two at the connecting tube between the two sides; this with Norton's new and improved (strengthened) centerstand, only recently purchased and installed. Oh well. I rounded up the bits and adjusted the mirrors so that I could lean the bike up against trees,

building, whatever. It was clear that I was going to miss that sidestand that I had removed when fitting new pipes, ones which didn't quite allow the same clearance as the originals.

At 6:30, under cloudy but warm skies, we rolled into a purple motel in Newcastle, WY, and I set about looking for a prop for the bike. A ten inch piece of lodgepole pine worked perfectly under my left footpeg. Across the street, next to the Howdy Drive-In, 'Jack's Glass and Cycle Shop' looked closed but after awhile I noticed a moving body inside and wandered over. "Know any welders in town?" I asked, and Louis D., a welder for the nearby iron mine, replied, "That's me!" In just a short while I had my repaired stand ready. I declined Louis' offer to ride his immaculate '75 rebuilt Shovelhead. With 600 hours of overtime last year, he was beginning a search for a Softtail,

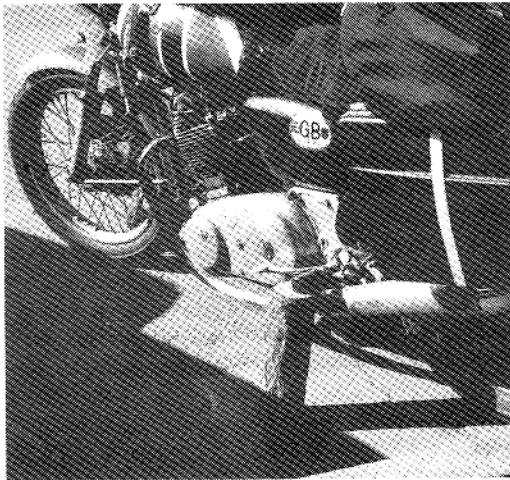
but his Shovelhead was clearly a source of great pride. Did they ride much in Riverton? No, but every once in awhile a small group would get together for a poker run up in Gillette or Spearfish sponsored by the local ABATE group.

It had been a 300 mile day, about average as it turned out, and my spirits were high. The Norton had been sipping oil at the rate of 1/4 qt every 300 miles and I attributed the lower consumption to the relatively cooler weather. The oil cooler was certainly helping but even it had met its match crossing Nevada. Dennis and I had been comparing gas consumption

and at the last fillup I had recorded better than 50 mpg compared to his 50 mpg. Our gas usage remained comparable for most of the trip with a noticeable drop to around 40 mpg on days when we had run 65-70 most of the time or when we were charging into headwinds. I was surprised at my relatively low gas consumption since around town riding had usually

yielded 40 mpg. But then I was babying the 40K+ engine— gentle starts, slow roll-ons, no wasted moves. And once we were underway we rarely encountered traffic lights. Yeah!

In the morning we departed Newcastle after breakfast. We fought a stiff headwind on the way to Rapid City. By the time we reached route 16 south of Rapid City the sun was bright and there were delightful stretches with few



.....*continued on the next Page*

.....Trip: continued

motorists and a fine road surface. The rally hadn't been widely publicized and I didn't know the exact site but figured we'd just follow the first Norton we saw. As it turned out we rode right past the campground without ever noticing it but stopped down the road a bit at the first motorcycle dealership we spotted. Everyone came out to eye the Norton (and all ignored the PC— it was a Honda dealer — poor Dennis). We got directions and a few minutes later checked into the rally site.

We were the last of the California group to arrive. Kevin had predicted that I would be towing the PC. He had broken down outside Casper, WY, and, unable to sort out the problem at roadside, had rented a U-Haul truck. Robert was with him and so the two had trucked their way to the rally. The source of Kevin's trouble was eventually traced to a broken electrical connector. Robert's tools were all neatly laid out and he was methodically going through every nut and bringing all adjustments to specs. Art had blasted through to Rapid City in three 500 mile days and was now out somewhere enjoying the roads. The boy needed to ride.

It was time for some more extensive maintenance than I had been doing on the road. We found a carwash and I got most of the road grime off. I had used WD-40 on the rear chain partly to clean it after our run on the wet roads and it had loosened all kinds of grease which now refused to come off the rim even under soapy high pressure water. My hi-temp barbecue paint was finally starting to lose its grip at the base of the cylinders— not a bad record after about 5,000 miles including that searing run across Nevada.

*To be continued next month !!!*

**Lou, thanks for the great article and we're all pulling for you for a fast recovery....Alan**

## Online Motorcycle Yack by John Covell

Any Norton club members who are able to send and receive electronic mail (e-mail) should be interested to know that there is a listserver called Brit-Iron from which you can receive posts from all over the world on the subject of British motorcycles. It is automated now, and apparently unmoderated; I see an average of about ten posts a day to it. It is coordinated by Chuck Stringer in Indiana. To subscribe to the list, send a request to <majordomo@indiana.edu> and, in the body of the message, put "subscribe brit-iron [your e-mail address]". Within a day or so you will start receiving posts to the list. Depending on your e-mail system or reader, you should be able to respond to any post you receive; but if your response is for the whole list then it (or a cc of it) must be addressed to <Brit-Iron@indiana.edu>. Check the header of the received post to see where your direct reply will go, and be sure to add the Brit-Iron address if necessary.

A couple of local electronic bulletin board services (BBSs) have motorcycling conferences. On the WELL (Sausalito, 332-6106, 8-N-1) visit the motorcycling conference hosted by Flash Gordon, M.D. (g rde). Modern Cycle II is a mid-peninsula BBS (637-9876, 8-N-1). There also is a motorcycle topic in the Automotive bulletin board on Prodigy, and probably something similar on CompuServe and America OnLine (AOL).

If you have full Internet access, there are a couple of Usenet newsgroups that should also be of interest, though they are general rather than British-oriented. A local (Bay Area) group is ba.motorcycles; a national group is rec.motorcycles. They receive lots of posts—the latter is huge—so you'll probably want to pick and choose what to pursue, lest you spend all of your time online instead of riding. (Big mistake!)

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**NOC Member Profile**

by John Covell

*Name:* Stan Beneveds*Age:* 48*City Resident:* Newark*Marital:* Married, 2 sons & 1 daughter*Occupation:* Electronics technician*NOC Member since:* 1989*How first became involved with NOC:* Called after seeing an announcement in CityBike.*Club offices held (years):* Paraphernalia 1990, Secretary-Treasurer 1991.*Norton(s) owned, described:* Six Nortons: G15, M15, Commando Combat Interstate, Model 77, Electra, 1946 Model 18.*Other makes of motorcycle:* Two Hondas, one Harley-Davidson moped.*What first interested you in the Norton?* A young man in Mississippi had one—the sound, and the way he rode it.*Other hobbies/interests of note?* Ham radio, electronics, computers.*Favorite motorcycling road/ride:* Old Calistoga Highway from Santa Rosa to Calistoga.*If you could redesign the Norton, what one thing would you most want to change? How and why?* Improve the brakes!*Favorite/most embarrassing episode on a Norton?* Kickstarting the Commando on the sidestand, when the bolt broke and I fell onto the adjacent car—owned by a CHP officer!**Christmas Party**

by Alan Mueller

The board has decided to do something a little different this year for its X-mas party.

The party will be held in the home of Alan & Vicci Mueller who will be helped by John and Carol Bria along with rest of the Board.

We are open to suggestions but the plan at this time is to have a potluck dinner with members signing up for hors d'oeuvres, main course and dessert. We can have it be B.Y.O.B. or we can have everyone pitch into a kitty and we can supply the drinks.

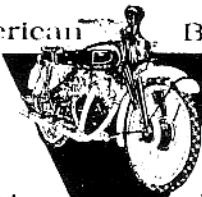
The dates we are thinking about are the weekends of December 3rd, 4th, or December 10th, 11th either a Saturday or Sunday.

We plan to have a White Elephant gift swap featuring motorcycle gifts, gag or serious, limited to about \$15 - \$20.

Bring all your suggestions to the next meeting at the Fremont Brewery.

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## Classified Advertisements

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

**FOR SALE:** 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:** 850 MK2A, head, engine cases, crank, pistons; 750 head, good threads, broken fins; 850 MKIII engine cradle; 2 front isolastics, clutch basket and primary chain, brake caliper; one filter setup; early Dunstall exhaust system; early twin timing cover...also '69 fastback, not running, all there, green, \$2500...call Dennis at (510)525-1164 (Berkeley) (12/94)

**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 (9/94)

**FOR SALE:** '74 850 John Player Special, less than 10,000 original miles, \$8,500 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 + spacers, too much to list. \$6000. **The price has now been reduced to \$4500!** Call Lee Steinmetz, day (510)845-0992, eves (510)548-6019 (12/94)

**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)

**FOR SALE:** Rickman roadrace special chassis, Original, 750-850 engine, \$1750 for chassis. call Jeff Hecox at (408)257-7268 (7/94)

**FOR SALE:** Lockheed Norton caliper body...\$20; Wassal Rack...\$35; Euro bars...\$15; Drum H-bar clusters, L/R...\$20/pr; Drum front right slider...\$25; Steering Damper & Mount...\$50; Tapered roling bearing swing-arm kit for MK3, as new, never used...\$125; RM23 Stator & rotor...\$100; Disc side slider...\$75; Pinch bolt side slider...\$75; MK3 front Iso mount, complete...\$50; MK3 headlight w/wiring & glass & rim...\$80; 19 tooth sprocket...\$19; MK3 left inst. cluster & clutch lever...\$25; Smith speedo/black face...\$75; Smith tach/NV MK3...\$75; MK3 rt. foot rest hanger...\$50; MK3 left footrest hanger...\$50; Call...Nathan Meyer, eves (510)843-8612 (9/94)

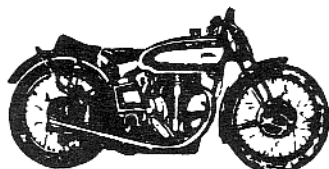
**FOR SALE:** '63 Atlas Scrambler, excellent condition. \$3500. Basket Atlas/G15 engine & gearbox...\$250. Basket '67 Cub roling chassis w/engine cases..has title..\$200 **WANTED:** WM2 X 19 40 hole Borrani rim drilled for full width hub. Call Rick at (W)408-894-5220 or (H)415-969-8917 (9/94)

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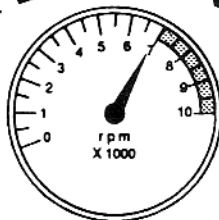
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