



Norton Notice



The Newsletter of the
Northern California Norton Owners Club

No. 197

October, 1994

THE OLD TIMERS RIDE



EXCLUSIVE: The National rally by Lou Caputo

See Page 7



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 motorcycleing 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

October 16: (Sunday)

Mt. Hamilton Ride

Phil Radford will lead this ride (see details inside this issue)

November 5: (Saturday) Northern California All-British Ride/ 5th annual Don Danmeier 50th Birthday Party

December ?: No ride scheduled



Activities at a glance.....

October 9: AHRMA SoCal MX, Palmdale (310)427-7433

October 15: San Diego Antique MC Club's Show and Swap Meet, Fairgrounds in Del Mar; call Theresa Worsch (619) 753-0105

October 22-23: AHRMA National Trials & MX, Hollister; (408)663-4014

October 23: Vintage MC Show in Tucson, Arizona

September 2,3,4: AMA District 36, 20th Annual Heydey Rally (707)823-1561

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.

October 13th

Prince of Wales

November 10th - Harry's Hofbrau

December 3rd - X-mas party, 128 Windsor Ct. San Carlos, (415) 591-5444 - for details see page 6

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, Joe Edwards
Lou Caputo, Alan Mueller

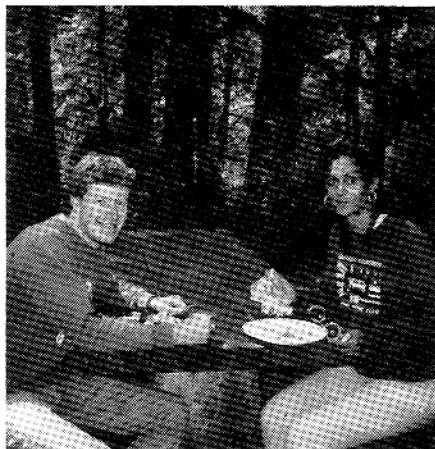
Press Production and Halftones:

John & Carrie Follett
White Oak Press, San Carlos, CA

Maya's Minutes

by Maya Lai, President

The meeting went well. It was a nice night for riding. A few new members with great bikes showed up. We discussed the Old Timers ride and the 96 Rally. The old timers ride was great. We had lots of Nortons up there. Some Triumphs, and others. Lou Caputo, Alan Goldwater and Carton, Duncan and I traded places in the heat of cooking. The food was excellent for chicken and bangers. I thank Kenny and his wife for the great salads they made and John and Alan's wives who made those great lemon sweets. Thank you to Lynne for leading a safe and gracious ride. Well see you at the next meeting guys!

**Maya****Pipes Up**by *Duncan Ferguson, V. P.*

Another Old Timers Ride has come and gone. I hope everyone that attended had a good time.

Many thanks to all the people that helped put it together.

Lynne Miller, as ride leader, Mai, Ron, Ken, Cindy, Stan, Lonnie, Grover, Lou..etc.etc... all deserve thanks for bringing food and helping cook it, thanks.

With the races at Laguna Seca, the big niner game on TV, overcast weather, it appeared that attendance was down a little. But many happy faces could be seen both on the ride and at the BBQ.

I would like to hear from any members regarding the possibility of changing the

venue and style of this event. How many would like to see this ride end up at Laguna Seca for the races, if the dates can be worked out?

Remember the Mt. Hamilton Ride will be Sunday, October 16th. This is an exciting ride to say the least... with Phil Radford leading.

Keep it in the Wind!**Duncan**

Minutes of the September Meeting

The September 8th meeting of the Northern California Norton Owners Club was called to order by Maya Lai at 8:23 pm. The venue this month was the Fremont Brewery. There were approximately 24 members & guests present.

Maya made a brief comment about the success of the Dardanelles ride. The only sour note was Lou Caputo's unfortunate run-in with a deer early in the morning on the way home. This opened a discussion about deer, deer whistles and the importance of correct clothing. The bottom line is "don't trust the deer"... he will do the least expected. Also ride with complete awareness and know that deer come out more often in the early morning and the early evening.

The Old Timers Ride will begin from Alices Saturday morning, Sept. 11th at 9:30 am. Lynn Miller has promised a nice comfortable pace for all the riders. There might be two groups set up...for different paces. A point of information was given as to the origin of the name..Old Timers Ride! It originally involved pre-Commando bikes which I guess were considered Old Timers.

Ron Fielder was introduced as a new, old member. Welcome Ron!

Maya is going to take charge of our clubs dealings with the Mother Club in England. She hopes to get all the previous problems ironed out so we can enjoy a good relationship.

Alan Goldwater discussed

opening an E-mail (Internet) line for all Norton owners. Many members are already on line. If there is any interest, contact Alan or send him an E-mail to...magicssound@pan.com.

We discussed the importance of more members having blank membership applications. Jim Carton said he will have applications printed on the back of our Norton cards. That seemed like a good idea to the members.

It is hoped that Phil Radford will lead the Mt. Hamilton Ride which will be held October 16th. (*More details further on in the Notice...ed*)

The annual Christmas party will be held at the home of Alan and Vicci Mueller in San Carlos. The party will consist of a potluck dinner and gift exchange. The Brias, the Armanns and the rest of the board will help. **The date will be Saturday, December 3rd.**

There was some discussion about the National Rally that we will sponsor in '96. There was a lot of disagreement about how the event should be handled. A committee will be set up to work out some of the major details. Joe E., Duncan and Alan G. were to head the committee.

The meeting was adjourned at 9:15!

Respectfully submitted,

Alan Mueller, Secretary & Editor

Whazz Happ'nin

...regional news of the NCNOC

South Bay Report

by Maya Lai

Waking up on these wonderful weekends finds me out the door on the bike. Having the relatives over too many times in a month, made it a MUST to get out and breath Norton fumes to clear my head of family matters.

I raced up Bear Creek to 9 and over towards the coast. It was the first time in the early morning I saw deer on the road. Unlike Caputo, I walked around the deer. I couldn't afford to take out the Norton and myself for a selfish deer. As I continued my journey down the coast I saw many british cars fly by. Triumphs, Healeys, Sunbeams, MG's, even an Aston or two. I felt like I had been thrown back in time. I waved and rode past a couple of cars thinking this is great. Just as my confidence soared, Norton coughed and sputtered. I thought, (Oh please not now!). Sure enough....Norton sputtered to an outright kicking bronco, which made amusing entertainment for folks. I pulled off the road and checked it out. Damn that electronic ignition. Oh well it was time, but why now?

Well after getting help and getting the bike home late in the afternoon, I thought about the rotten day it had turned out to be. But the Norton was still in one piece and it was fixable. Only my pride was hurt. After all, it could have been worse. I could have stayed home with family.

Stuff

by John Bria

Good News/Bad News: The good news is that The Toot Sweet Jazz Band is becoming more successful. The bad news is that this success is going to interfere with attendance at NCNOC meetings. The band has had a regular gig on Tuesday nights at Louisiana Territory (150 S. First St, San Jose) and is sufficiently appreciated that we are being moved to a better night - Thursdays - in addition to every other Friday. This is going to make it impossible for me to attend NCNOC meetings for the foreseeable future and certainly impair my ability to function as regalia officer. Since no one has stepped forward to take over the remainder of

my term, I will continue to supply you by mail until a new person takes over these duties at the end of the year. I will miss coming to the meetings - you are a great group of people! - but will try to make as many of the other functions as possible.

Watches: We still have six left ... Christmas is coming, do your shopping early.

T-Shirts: I still have a couple of the green shirts available ... what

happened to all of you who begged me to get "just a few more"? We also have a good supply of the new red shirts with the club logo on the back. Just send a check and I'll mail the shirts, watches, whatever back to you. John Bria, 1801 Howard Ave., San Carlos, (415)592-8793

For Your Information: Anyone interested in getting in touch with the USNOA or CNOA membership secretaries. The addresses are as follows depending on where you live:

USA:

Sue Ballard

285 Poole Road,

Mercer PA 16137 (Phone # 412/376-4226)

CANADA:

Bob Bennison

1801 King Street. NW

Cranbrook, BC,

Canada, V1C 4Y7

Membership [US] is \$20/yr, which includes a subscription to Norton News, issue number 97 of which should be coming out sometime this fall. I'd also recommend buying the Tech Digest, a valuable companion to the standard workshop manuals (about \$15).

October Ride Report

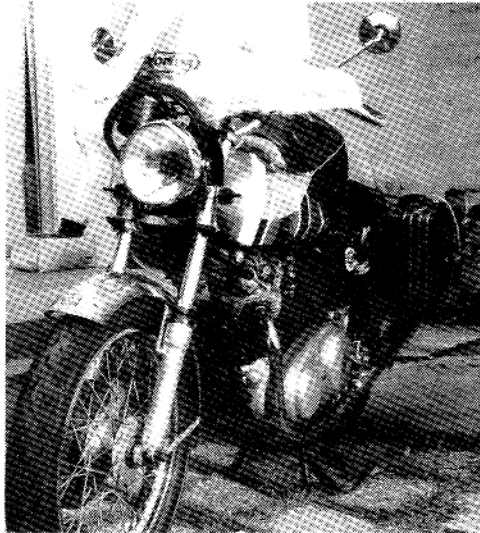
by Jim Carton

Phil Radford will lead the ride up Mount Hamilton on October 16th. The departure time will be 10:00 am as usual from Coco's Restaurant at the corner of 1st Street and Highway 101 in San Jose. **Don't miss it!**

~~South Dakota or Bust~~ Part II - by Lou Caputo

The next day I removed the tank to adjust the valves and inspect all electrical connections. The plugs, N7YC, were showing signs of blistering. I had noticed when the engine was good and hot and we were cruising a town that the engine would start to run erratically. I was unsure of the exact cause but speculated that overheated carbs might be the problem. I had brought spare jets and plugs (alas, no colder ones) along but as this was a minor inconvenience I hadn't bothered to change things. My resleeved carbs were set up with .005 needle jets with the jet needles set in the middle notch, and I was using 3 1/2 slides. While this was fine for around town riding in Berkeley it clearly was not optimum for conditions on this trip. Even though I had experienced no real problems on the road I resolved as a precaution to slow down on the return trip.

My concern over oil temperature led me to replace my Castrol 20/50 with Mobil 1 15/50. I anticipated possible leaks but knew that Mobil 1 would hold up better at higher engine temps. For a touring rider who travels long distances in a few days a synthetic certainly makes good sense anyway— oil changes every three or four days can become tedious with dino oils— a synthetic extends the interval considerably.



At about this time I began to experience some front end chattering on braking. Inspection of the disc revealed uneven wear and I began to suspect a warped disc.

Meanwhile Phil Radford and Mike Burnham had arrived. Phil's bike is gorgeous with exceptionally clean lines. It features a BMW seat (ahem); the rear cowling adds a nice finishing touch to the bike. Mike had a healthy glow about him and obviously had enjoyed the ride.

Brian Slark always gives an informative talk at these rallies, fielding questions from riders and responding with smooth and clear answers. He still retains the young man

enthusiasm for motorcycling and spoke fondly of his days as distributor for Norton in So. Cal.

I declared Friday a ride free day and lounged about, gazing fondly at all of the bikes and allowing my derriere a well deserved rest. Dennis took off for the Badlands in the morning and visited an Air Museum on the way back, returning just in time for dinner. On

Saturday we visited a motorcycle museum in Sturgis. The sole Norton on display was an Electra. Egads!

During the awards ceremony after dinner we all discovered that no Norton had been ridden to the rally by anyone younger than 30. Hmm, my own kid wasn't interested in "those old bikes", preferring instead the flashy new Japanese marques. Where were future Norton

View from the BRIDGE

by Alan Mueller

Well another NCNOC ride has just concluded and I thought I would sit down and write about it. The Old Timers Ride was again a great success.

About 25 Nortons, a few Triumphs, and at least one BSA, met at Alice's Restaurant at 9:30 am. It took awhile to make sure everyone was present. It was a fairly good turnout considering the other activities going on this weekend with the races at Laguna, the 49er game (boo-hoo), and the Open tennis match. The ride left Alice's around 10:00 with our fearless leader, **Lynne Miller**, as our guide.

We started off going west down La Honda road (#84) towards La Honda. Just past the town, we turned left onto Pescadero Rd. After a short distance, we turned onto Alpine Road. This is the type of road to wake everyone up. There is no room for daydreaming and looking at the scenery. Many, many bumps and twisties. At the first intersection we were to view the site of Phil Radford's crash and get a few words from Phil himself. However, Phil must have been so choked up about the incident that he wasn't even with us. Maybe JP Players don't like to associate with the common folk (yo...Ken). Anyway, we continued down Alpine back to Skyline. Boy, Skyline felt like a super highway after Alpine Road. Lynne kept a nice pace on this road where it felt like one should be going very, very fast. In fact, I think he kept a very nice, comfortable pace throughout the ride.

We arrived back at Alice's and stopped for a couple of minutes to pick up any late comers. I don't know where everyone went but it seemed to me we had fewer bikes than we started with. Maybe

they went directly to the picnic.

We took off north on #35 and continued to Tunitis Creek Road where we went west. This road, which to me, is always tough, but today seemed like a piece of cake after Alpine Rd. We continued on this road and then took the Lobitos Creek Cutoff over to Purisima Creek Road. I must say these are roads I have never been on and I've lived here all of my life. This road led us over to Highway #1.

We then made a long shot down #1 until San Gregorio where we stopped and rested for 15- 20 minutes. Several members thought the old gas station would make a great restoration into a NOC Clubhouse...maybe next year.

After our rest, we took off down Stage Coach Road through Pescadero to Bean Hollow Road back to #1. We then made a nice loop around coming back to Pescadero Road. We arrived at Huckleberry Flat at around 1:30 pm ready to eat anything in site.

Our fantastic committee had a marvelous BBQ ready for us weary riders. There was chicken, sausages, corn, potato salad, several other salads, fruit and desserts (not to mention, beverages).

Our thanks are offered to all that helped put this great event together. I will try to mention them all but if I should leave someone out, I apologize. Thanks to Maya, Duncan, Alan G., Grover, Cindy A. and her mom, Vicci and Carol. All of these people (and many more) did a *maaaarvelous* job. The food was outstanding and the feelings of friendship were very special.

What a great end to a perfect day. Thanks again to everyone involved... **this is what this club is all about!**

Commando Column By Jim Carton

Most of us who ride Nortons are pretty fed-up with our lack of stopping power on our front disc brake. I finally did something and you can, too. It's a relatively easy fix. It's been common knowledge that a 13mm master cylinder/piston will make a Norton calliper work...so that's what I used. I used a Nissin, found on several current Suzuki models, and for all of you amal retentives out there puking at the idea of using Japanese parts on your Norton, remember the new Triumphs are also using Nissin brake components. The reason I picked Suzuki over Brembo or Magura is that it just happened to fit without cutting or modifying anything and it was a simple bolt-on operation. It cleared the stock right hand switch. Note that you will need about an inch of handle bar inboard of your switch cluster to allow for the master cylinder handle bar bracket and note that this mod was done on a Mk III with K+N super bike bars with bar and mirrors, so if you have to keep what ever handle bar configuration that you have on your bike...consider welding on 1" or longer extensions to make everything fit.

With this set-up I can now stop harder and faster with one finger on the lever than I could before using my whole fist. Total investment for parts came to roughly \$220.00 for all new parts. Junk yard parts are, of course, available but I learned long ago never save money on tires or brakes...so I bought new.

Also I might add that the brake line hose end of the master cylinder does a better job of clearing, pick one: 1.) top triple clamp, 2.) instrument bracket, 3.) fork ear...(see photo)... than the stocker and the lever is one inch longer than the stock for more leverage to boot. Originally, I wanted to run a full length stainless hose, master to caliper, but time only allotted master to first bulk head fitting on my #2 MK III. I might attempt a full length hose

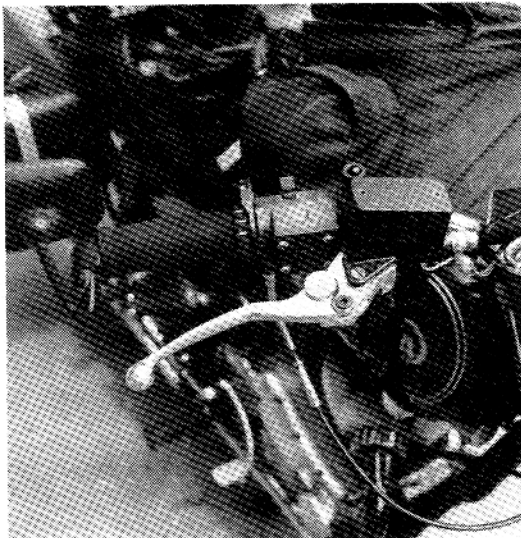
on #1 later...this just happened to be the fastest conversion.

Parts list:

- | | | |
|---|-------------|----------------|
| 1 | 59600 45c10 | cylinder assy. |
| 2 | 09161-10009 | washers |
| 1 | 09360-10017 | bolt union |
| 1 | 57460-17c00 | switch assy |
| 1 | 57 431-1700 | bolt lever |
| 1 | 08319-31065 | nut, 6mm |
| 1 | 57420-01d00 | lever, brake |

All parts were purchased at: Schleichers Suzuki/BMW, 7956 MacArthur Blvd., Oakland, CA, 94605-3599, (510)569-4767...ask for Larry.

There are three levers available, the black listed above, aluminum and an adjustable aluminum (cam in lever to move the lever closer to the handle bar...etc.). I started out with the black non-adjustable and currently am experimenting with the adjustable...both



seem to work fine. If you get the non-adjustable, get it in aluminum so that it matches the clutch lever. The stainless hose and fitting were purchased at Hoses Unlimited, 1955 Marina Blvd., San Leandro, (510) 632-4477...ask for Rick (1) 600803 Banjo, (1) 640203 Bulk head fitting and (1) 666-3/8" stainless hose or but length determined by your handlebars. The banjo and fittings are

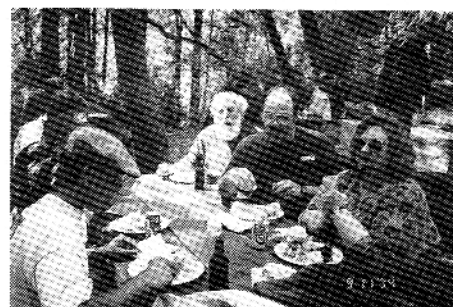
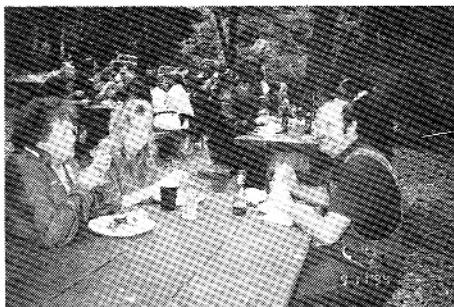
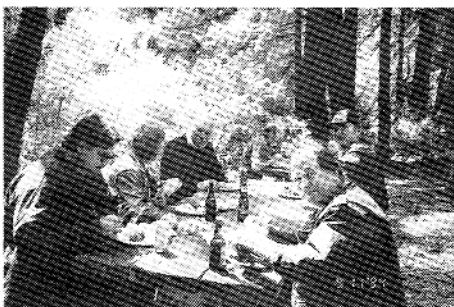
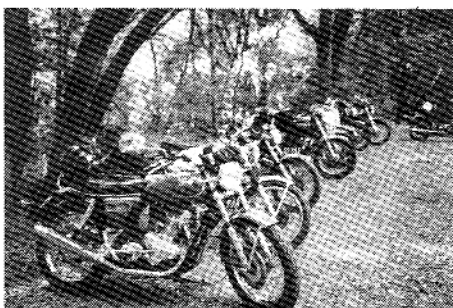
reusable so you can change hose lengths if you change handle bars. Buy an extra fine hacksaw blade to cut the hose to length. You will also need (2) .187 female spade connectors for your new smaller brake light switch. Any good hardware store will have them.

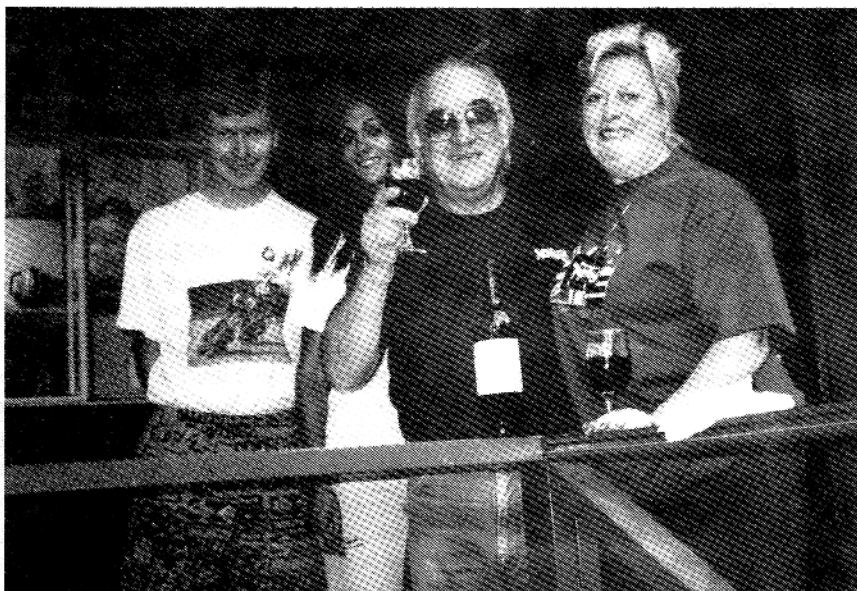
The last item came for Bowlin Equipment Co. in Berkeley (510)527-8282...(4) 10x32x3/4" stainless button head allens to fill the four holes in the switch cluster.

So that's it! Call me if you have any questions. Now you will be more concerned about what's behind you instead of what's in front when **haulin' down old snort'in a hurry!**

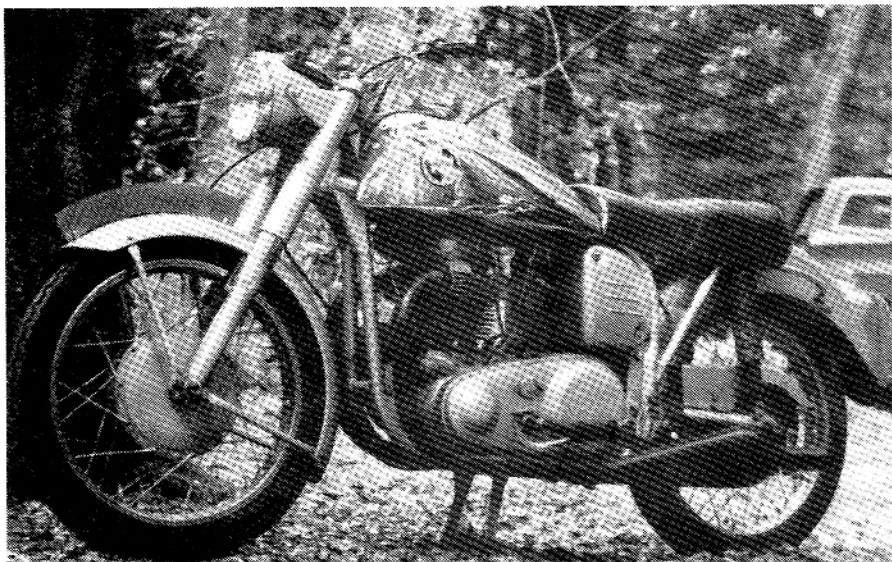
The Old Timers Ride

September 11, 1994





The Master Chefs at the Dardanelles



**Tom Dabel's Beauty
A 1956, Model 88, 500cc, Dominator**

.....Trip: continued from Page 7

riders going to come from? Alan later mentioned that if there had been an award for total miles by club NorCal would have walked away with it. As it was the event turnout was (to me) disappointingly small— something on the order of 180 instead of the usual 400. The event organizers had done a good job providing most rally amenities but somehow publicity drew short shrift. Nevertheless I found the days there, under gorgeous skies, relaxing and pleasurable. Norton folks are just plain friendly.

On Saturday we said good-bye to Kevin, who had to return to his job in the Bay Area by Tuesday. I didn't envy his ride schedule. Art announced that he too had to return by Tuesday and would be leaving early Sunday morning.

Dennis and I departed on Sunday. I wanted to show Dennis the Bighorn Mountains. We started out on I 90 and stopped for lunch in Moorcroft, WY. We parked next to a pair of Harleys. I scanned the bike closest to me and, moving down from the V8 emblem on the tank, discovered that I was looking at a Chevy engine. The installation was tidy and, given the massive fenders and overall bulk of the frame and front end, the engine actually looked like it belonged there. Apparently these bikes are offered in kit form— it was the first I had ever seen.

After a quick trip to the "Bucks" room, we headed out. We took route 16 north off I 90 west of Gillette in an effort to savor the countryside but found ourselves instead in a dreary landscape of ranch and farmland. It was a warm overcast day and we rolled into a bar somewhere near Clearmont.

I noted an old Schwinn with balloon tires hanging from the ceiling in one corner. Probably worth hundreds in the right market. But what really caught my attention was a set of four welded up tractor seats made into chairs arranged around a circular table with interlocking and welded

horseshoes under glass which served as a tabletop. The tractor seats were just a bit too small for my large butt but I knew I was on to something. "Yeah, hard to find them nowadays," offered the bartender.

We fired up and spent the next few hours enjoying the empty road, but by the time we reached Sheridan at 5:00 P.M. the temperature had soared to 97. I stocked up on soft drinks and we took a short tour of the town, finally landing for dinner.

Routes 14 and 14a out of Sheridan were a biker's dream. Little by little as we worked our way up into the mountains on long wide sweepers my speed increased. Dennis' headlight gradually disappeared in my mirrors and I found myself leaning more and more, singing and hooting, and, in general, letting it all hang out. The Norton just seemed to scream for more and I started playing around 5-6,000 rpm which I had been trying to avoid. This was IT! and I played it for all I was worth. We regrouped near Lovell but it was clear that Dennis hadn't savored the road as I had. Perhaps last year's crash had left its mark. . . .

We arrived in Cody and checked in at the Visitor's Center. Their handy list of motels and a free phone made short work of finding a place for the night. We made plans to attend the nightly rodeo and headed to the downtown section for some browsing and food.

Now, at about 3,000 miles (2,500 for the trip, 500 around town) I was beginning to see significant wear on the rear tire, a disappointment but probably no reason to go back to the Dunlops. I loved the feel of the Super Venoms.

In the morning we wandered north into Montana in a heavy headwind (Hey! Where were the tailwinds?!?) and cruised I 90 for awhile, looking for a good cutoff into the boonies. At one point a 16-wheeler came by at about 85. We passed him and a highway cruiser at the side of the road about ten miles later.



Hmmm. I guess, like the deer, they were out there. We eventually settled in the small town of Townsend on route 287. The winds and high speed riding for much of the 280 miles resulted in an oil consumption of about 1/2 qt. for the Norton.

After dinner we wandered across the street to admire the farming machinery for sale. I fondled several tractor seats and finally settled on one attached to a John Deere tractor priced at \$2,500. It would be a slow ride home but my, the comfort! Well, maybe I wasn't ready to trade just yet.

My front end continued to deteriorate. I could use the brake to slow down at higher speeds but around 30 mph the chattering was severe. I began to rely on the rear brake, an unnatural switch for me, and started slowing well in advance of stops. My curiosity continued to grow about the cause of the problem but I resolved to wait until I got home to take everything apart.

In the meantime I had my second sparkplug lead failure. I had installed "Sparkies", plug lights which glowed every time the plugs received current. These plastic/rubber devices were adding an element of complexity to what I was trying to keep simple, and they were not particularly well made. I had packed a spare Sparkie and thought I had extra plug wire and caps with me. Alas, when the first Sparkie blew apart I lost the spring which holds the light in place and discovered that I hadn't brought the stock spares. I used my spare Sparkie and began gathering up various bits at Napa stores along the way to make standard plug connectors. The second Sparkie eventually blew apart, but I had also bought a replacement spring. With some cutting and a dab of Hylomar I reassembled the device and made it all the way to Berkeley with sparks galore. Needless to say I don't recommend these devices, unless you are carrying replacement items. If you are currently using them, unscrew the lamp and RTV the threads.

From Townsend, routes 287, 12, and 141 got us to route 83 and a spectacular run to Kalispell. Once again I was singing and humming under gorgeous skies as we rode through verdant valleys. The Norton had been digesting an almost steady supply of 87 octane gas with no pinging or other adverse signs but when we tanked up at 85.5 I feared the worse. No complaints. I was going to have this engine bronzed.

We took our time through Glacier Park the next day. We rode slowly past the waterfalls and savored the views through the mountains. Once clear of the park we cut across on route 17 to a border crossing and continued north on 6 until we hit BC3. Route 3/3B is a great section of road. You travel through hills, with snow capped peaks on either side and dip down into valleys with towns situated along the Columbia River. We spent a glorious day riding the road and managed to almost check into our room in Osyoos before the deluge came. As I was leaving the motel office the heavens opened up, but we managed to remove our gear without getting soaked. Amazing—this was the only real rain we had experienced in two weeks. I had used my rain jacket once, in a light drizzle which had lasted for maybe fifteen minutes. Somebody was smiling down on us.

We were at mile 3,388 and plans called for us to head for the Oregon coast. We crossed into Washington and headed south on Saturday, 7/2. Route 97 through Washington was a bore save for our time coming through the cool Wenatchee Mountains.

We discovered the US version of Stonehenge near Mary Hill, WA, and the next morning visited the Mary Hill Museum. What a great collection of chess sets from around the world! Highly recommended.

At some point I realized that I had been starting my Norton without applying much

continued on the next page



...Trip: continued from Page 13

body weight to the kick. I'd stand with my left foot flat on the ground and simply poke the kickstart lever. The change had been a gradual one but even in the morning when it was chilly I no longer jumped to start the beast. I believe the oil was making a significant difference.

It was time for a major decision. My butt was sore. Coming down the coast meant slower riding which meant more time in the saddle. Dennis, of course, was ready for more and so I decided to head for home while he turned west near Redmond, OR, and headed for some camping and exploring in Oregon. We'd meet again on the weekend for the AMA races at Sears Point and compare notes.

A stopover just before Klamath Falls set the stage for the final day's run down I 5. The morning ride was chilly but truly beautiful.

Near the entry port for California I passed two highway police cars with lights flashing. A large German Shepard was apparently exploring the inside of a stopped sedan and gave me a bark through the open driver side window. The driver was off a ways in a field watching the sun come up. I proceeded briskly but cautiously and saw several parked cop cars waiting for some early morning business. Route 97 from the CA border to I 5 is an invitation to disaster for anyone with a heavy throttle hand. I sensed the danger and simply relaxed and took in the view of Mt. Shasta in the morning light. Somewhere around thirty miles from Weed you start to gain in altitude and by 5,000' my legs were frozen. But coming down into Weed everything warmed up and by the end of breakfast I felt truly restored.

Unfortunately this looked to be a long day. I rhumbaed my way over a stripped and grooved pavement for about five miles south of Redding and then slowly started to open the engine up. By midday I was cruising at 70-75, passing with abandon, and cycling through my collection of fractured Italian ballads.

By 1:00 P.M. I was struggling to cope with the heavy traffic flow into the Bay Area. By 1:30 I had pulled into the right hand lane and was traveling at a sheepish rate, wondering if I really lived amidst this madness. Sometime around 1:45 I pulled into my driveway. The Norton was finally showing signs of abuse—my Honda O-ring replacement in the tach drive had cried foul and was not doing its job properly. I was getting more oil from the head gasket though the trail still hadn't managed to reach the rear of the fins. The puddle on the crankcase was about twice its usual size.

I sat still for a moment or two and the Norton idled on, no missed beats. 4,134 miles together and it was still waiting patiently for me. Yup, it's gotta be love.

End of Interstate Odyssey.

Addendum: All riders made it back to the Bay Area safely. **Kevin** visited Yellowstone on his return trip and packed in an 800 mile day along the way. Art eventually caught up with him on the road, left him, and continued smoking his way to the Bay Area. But by the time he arrived at his driveway the bottom end was making strange noises. The bike is now at Phil's; no diagnosis yet. **Robert** discovered that his Rita had been advancing improperly all along. He substituted a Boyer when he got home and the bike now runs fine. However, he feels the partial seizure(s) warrant a rebuild; something he will do in the next month. **Phil and Mike** had a safe ride back to Idaho where Phil had left a truck but encountered and complained of strong headwinds in Wyoming. **Dennis** wandered down the California coast, finally got tired of the fog, and called it quits three days after I did. Everyone should be up and ready for another rendezvous in the Sierras in August.

Ya just gotta give these Nortons regular exercise.

PURPLE HAZE

"The Three Days of the Norton" Part IV

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 continue our story on day two of the trip.

— — "Freak took great pleasure in removing the "stunt" bike's broken turn signals by twisting them off with his bare hands.

We got the Kawasaki "stunt" bike back on the road. Evidently the wheels and frame on the "stunt" bike were still straight. Within a few miles, Mark and I were once again chasing Freak's Norton, at 80mph.

The rest of the morning was rather uneventful as we made our way up through South Carolina and into North Carolina. As we were about to leave North Carolina I began to smell a funny odor coming out of Mark's "stunt" bike. Now being a two stroke it already smelled like a runaway weed wacker but now there was a new smell, like burning rubber. I pulled up next to him to see if anything was rubbing or dragging on the ground which could cause this odor. When I got close to him I saw the problem and started screaming for him to pull over. All three ignition coils had broken off their brackets and were bouncing around on top of the engine. The strange smell was the ignition wires melting onto the top of the cylinder head.

We pulled off the road and I located a small piece of board which I stuck between the coils and the head, to prevent any further damage, while we figured out what to do. Freak reminded us (in his subtle manner) that he was getting tired of these interruptions, "I usually make this trip home in one day. We've been on the road two days and I'm only about halfway home. Now I suggest we burn this *!/#\$@ trash bike and put Mark on a bus, so we can all get home before the summer is over!"

I spotted a Sears store across the road and suggested we try to jury rig the "stunt" bike again. We were only 100 miles from my parents' house. We walked over to Sears and bought some small hinges and fasteners. With these we were able to pseudo-attach the coils to the frame. In one hour we were on the road again.

My parents lived in Richmond, Virginia. Our last gas stop was 50 miles south of the city. The gas station was run by redneck named Butch. As Freak was putting gas in the Norton, Butch walked up asked him "what kind of motorcycle is this ugly piece of shit". Freak just looked up and didn't answer him. Then Butch asked him again "what kind of motorcycle is this piece of shit — BOY?" Again, Freak didn't answer him.

Freak started to snap. He'd been on the road for two days, survived one night of driving in the rain, received a "Norton Excrement" bath, withstood a kamikaze attack from the "stunt" bike, helped repair the "stunt" bike twice, and now some yo-yo redneck was calling his beloved Norton a "piece of shit"! Freak reached over the Norton's seat and started to slowly unwind the 5 foot long 1 inch wide security chain he kept wrapped around the sissy bar. He was not getting ready to lock up the Norton.

(To be continued.....Next month)

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NOC Member Profile

by John Covell

Name: Jim Baldocchi*Age:* 45*City Resident:* Oakland*Marital:* Married, one son (Daniel, 19 mos.)*Occupation:* City & County of San Francisco, manager of War Memorial Opera House and Davies Symphony Hall*NOC Member since:* Early 1980s*How first became involved with NOC:* Bought the Norton, knew the club was around, and saw a flyer at Munroe Motors.*Club offices held (years):* None!*Norton(s) owned, described:* '75 Commando Mk.3*Other makes of motorcycle:* None!*What first interested you in the Norton?* First impressions, the father of a friend riding his Atlas across the top of Mt. Tamalpais.*Other hobbies/interests of note?* Camping and fishing with a local men's group.*Favorite motorcycling road/ride:* The Easter Ride to Mt. Tam in 1992—glorious.*If you could redesign the Norton, what one thing would you most want to change? How and why?* Get the battery to stay charged.*Favorite/most embarrassing episode on a Norton?* "One night many years ago, feeling no pain, I headed south on the Great Highway about 3 a.m. and only the oncoming headlights alerted me that I was inadvertently in the northbound lane... "**Christmas Party**

It was agreed upon at the last NOC meeting that this year we would have the annual Christmas Party in a private home.

This year, the party will be held at the home of Alan and Vicci Mueller, 128 Windsor Court, San Carlos, CA. (415)591-5444.

The party will be a pot-luck format with the main course being prepared by the Bri'a's, Armann's and Mueller's.

Each member who is planning on attending is asked to bring either an hors d'oeuvres or a dessert. Drinks (beer, wine, soft drinks, and coffee) will be provided. If you wish something stronger, you may bring your own.

There will be a \$10 donation requested to help cover expenses.

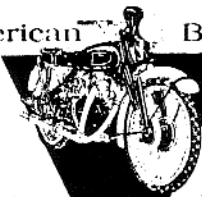
A "white elephant" gift exchange will also be held. Nothing expensive....serious or gag.... all with a motorcycle theme (Nortons preferred). For this to work correctly, everyone should participate.

Please call Alan or Vicci to place your reservation (415-5911-5444). We would like to have a fairly accurate count by Thanksgiving.

Oh, yes! The date will be Saturday, December 3rd at 6:30 pm. A detailed map will be in the next Norton Notice

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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: '74 850 Commando, restored and rebuilt..\$4000, Bl/gld; '75 MK III, Electric start, \$2000...call Rusty, (408)379-9956

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)

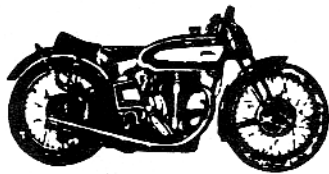
FOR SALE: '63 Atlas Scrambler, excellent condition. \$3500. Basket Atlas/G15 engine & gearbox...\$250. Basket '67 Cub roling chassis w/engine cases..has title..\$200 **WANTED:** WM2 X 19 40 hole Borrani rim drilled for full width hub. Call Rick at (W)408-894-5220 or (H)415-969-8917 (9/94)

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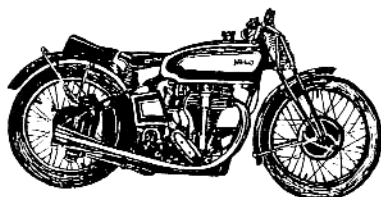
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