



Norton Notice



The Newsletter of the
Northern California Norton Owners Club

No. 209

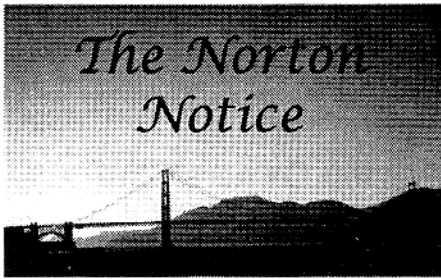
October, 1995



Don't Miss: The Mt. Hamilton Ride

Sunday, October 15th

(See Page 6 for Details)



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 an 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 any format placed on a 3.5" floppy disc can be read by the editors' clever Macintosh. You may also send articles directly to the editor via modem or fax at 415-595-3368. Set your telecom software to 8/n/1, use X or Z modem file transfer protocol, and just call up the editor most evenings (don't wait until the 20th...there is a long line then). The editor also has a fax at his office (415-593-4850). E-mail can be sent 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 \$60.00/year for a 1/4 page ad!!

Renewal dues are payable at the end of the individual's membership year, which is designated by the last number listed on the mailing label of the Norton Notice and the membership card.

All changes of address or questions about membership or the Notice, call the President.....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 organisations per the terms described on the Branch membership application form.

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NORTON NOTICE

IMPORTANT (Please note the following fine print) The object of the Northern California Norton Owners Club is to promote, encourage and develop motorcycle 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 the use of these 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 author's view 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

Sunday
October 15th
Mt. Hamilton Ride

(See Page 6 for Details)

November 4(Sat): Northern California All-British Ride, 6th Annual Don Danmeier 50th Birthday Party, "Brit-bikes" only, info: (415)898-0330

November 12: Delta Ride

December: No rides scheduled

If rides are cancelled due to poor weather - plan on the ride taking place the following week - same time - same place. Check with Jim!

September 30: Flat River G.P. Classic Bike Magazine Dirtrack, Park Fall, MO

October 13-15: Road Racing, Talladega, AL

October 21: British bike Magazine Trial, White City, IL

Oct. 21 -22: AHRMA MX, Hollister, CA

As you can see, the editor is running out of events...if you know of any, please contact me!!!

Scanning:
Steve Micheli
 A.B.E. Dental, Belmont, CA

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 12th

Harry's Hofbrau
 (Mt. View)

November 9th-Emperor Norton's Italian Restaraunt, San Jose

December 2nd - Xmas Party - Oakland Motorcycle Club (details to follow)

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

Harry's Hofbrau: 14900 E. 14Th St., San Leandro, CA

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

Fremont Brewery: 3350 Stevenson Blvd., Fremont, CA., East of Hwy 880 near Paseo Padre.

Emperor Norton's Italian Restaurant: 7058 Santa Teresa Blvd, San Jose, (408)226-4424, 101 to Bernal Rd. exit..go west to Santa Teresa.

Photography:

Alan Mueller, Gerald Mauricio

Press Production and Halftones:

John and Carrie Follett:
 White Oak Press, San Carlos, CA

Maya's Minutes..... by Maya Lai, President

The Old Timer's Ride was wonderful!!! We had about 35 Nortons, a Vincent and even some (NEW) Triumphs!! (Thank you Monroe Bros.) There were even some other "brands", and they were very nice to see, also. Even Carollyn came out of the wood works for the occasion. Don Danmeier and some of the BSA crew showed up with some beauties.

All in all, we had about 50 or 60 people. EXCELLENT!! Thank you Joe for the food you cooked and thank you Jerry for cooking and holding down the fort.

We have three new members that joined at the picnic. Clancy Moore with a MK III. (Glad you enjoyed yourself) Gene Sherbank, a Norton owner to be...(keep up the enthusiasm) and Graham Crawford with a '73 850 (very cute

indeed). Welcome to our club!!

We had one casualty. Mike Shippling kind of messed up somewhere along the line on his Triumph. He's OK, a bit shaky, with some minor bruises and scrapes. One minute on the road, next, tank slapping. The rest he doesn't remember. (He said it never would have happened, had he rode his Norton). Of course!! do we always say that? At least he's OK and the beast has not suffered much.

Thank you all for attending.

The last meeting went all right. We discussed the Xmas party and I am asking the members to help decide on how we take care of the food.

We also talked about elections. They will be at the next meeting..so pipe up! We need your help.

Maya

The Veep Speaks..... by Joe Edwards, V.P.

This years Old Timer's Ride was a real blast. We had the largest group of folks since we restarted the ride four years ago. A special Norton Club thanks to John Bria, Alan Mueller and Alan Goldwater who were on the road from points northeast and south and still made it to the ride. We were able to feed around 80 plus folks..we even had a few seconds of BBQ chicken. We had door prizes from Big Ed, Ken Armann, plus a few items the lady Pres. had stashed away. I am sure that the ride will be covered by Jim Carton. A special thanks to the lady Pres., Jerry Joliff, Ron Douglas, Grover Buhr for the great German potato salad. It was great to see a group of new Norton members on the ride for the first time...also having Don Danmeier on the ride after his accident earlier this year.

We now have a supply of

reflective Norton decals. They come in three sizes and three colors....black, white and gold. The helmet one is black and white. If you give me a call after 6:00 PM any night, I will be able to tell you more about it.

Rolling towards to 1996 rally, we still are looking for help. We can not make the National Rally a success without your help. Please give me a call and let me know what you would like to do. We do need all types of help.

The October meeting will have the election of officers. We need some new blood to step up. The club is rolling through its 25th year. We need you to help out so we can make it another 25 years.

Remember, there will always be a Santa Claus!

Minutes of the September Meeting

Here are the minutes as taken by Grover Buhr. I apologize for any mistakes in interpretation!

The meeting was called to order by Maya Lai at 8:10 PM. The venue for this meeting was the Fremont Brewery. There were 26 members present, 25 humans and Brad. There were four visitors who were dragged in from the outer room. Maya was presiding and Joe E. was vice-presiding. There were 2 new members.

It was reported that the Dardanelles was a great success. Joe was complimented on a great dinner and Joe said that Maya makes a great breakfast, also.

New business: May is going to reassign numbers back to the old members. The club members numbers seem to be important to some of the older members. Maya asked if the members would like longer rides. Tom Dabel remember some weekend rides with specific destination or themes. Brad mentioned something about a motoring event like a Sacramento mile. Maya also would like to have some overnights next year.

Tom Dabel said that the Hollister trials are in October and that it would be a nice ride and campover. Don Danmeier suggested the Gold Country.

Brad thought that the club should have a P.R. person. Tom said that the Vincent Club has lodgings in Cambria.

Maya talked about the Christmas party. She went over the plan. Jim Carton pointed out that information had already been published in the Notice. We will cook or hire a caterer. Ken Armann pointed out that when they had the meeting at his place, they were able to put all the food together. He would like the venue moved back to San Jose.

The Old Timer's Ride was discussed. It will be the 25th anniversary of the NCNOC. Maya has had pins made up and will pass them out and will send a personal letter along with it.

Maya had obtained another computer for the club. Joe talked about a Tony LaRussa party with live music and a Poker Run all for \$25. It will be held October 8th and it is for a good cause...Animal Relief Fund.

Joe showed the new reflective strips or labels for tanks and helmets.

The meeting was adjourned sometime around 9:00 PM.

Respectfully submitted,

Grover Buhr (acting scribe)

Whazz Happ'nin

.....news of the NCNOC

Mt. Hamilton Ride

Sunday October 15th

This is certainly one of the best rides in the Bay Area. In less than one hour from home on Mines Road, I'm so far from civilization, cars, etc...it feels as though I am a couple of hundred miles away in the Sierra foothills. Just another reason to live in the Bay Area. A solid 1 1/2 hours of concentration...just you and the road...no distractions. It's like a meditation mind clearing. This is the best month of the year to ride. I'm going to try to ride the whole month of October, usually the places that are to hot in the summer, i.e. the are south of Hollister. For the third time, October 22nd, I will lead this ride..so anyone interested please call me.

The Mt. Hamilton Ride will meet, eat and depart from the El Rancho, 3848 Monterey Road, San Jose at 10:00 AM. Arrive early....the food is great!!

Old Timer's Ride

by Jim Carton

The Old Timer's Ride left Alice's with Lynne Miller towing roughly 30 Nortons, Triumphs, BSAs, Vincents, Ariels and Hondas...sorry if I missed anyone. Another 30 or so Nortons remained at Alice's, I guess, to get a jump on the chow line at our luncheon site. The weather was absolutely ideal, just cool and sunny enough to make those air-cooled Limey engines purr.

Two mishaps happened....Mike Shipping crashed on his Triumph

T140V....but I spoke to him Sunday night and his body survived with some assorted bruises. Michael Snyder also on a T140V sustained a bee sting on his right (whose checking) testicle....but, he didn't loose control....**Good job Mike!** Maybe now you will invest in a pair of leather pants like I told you.

John Britten Succumbs To Cancer

Everyone's favorite genius, New Zealander John Britten, died of cancer today. Britten, famous for building a mostly composite V-twin with little outside help, was 45.

After perennial cam drive problems, Britten's awesome V-1000 project finally came together in 1994, winning Daytona's Battle of the Twins. From there, victories piled up: after triumphant outings in New Zealand's Formula One series and the World BEARS, Britten and long-time pilot Andrew Stroud seemed unstoppable this year, bringing legitimacy and huge crowds to the BEARS events.

Phil Swartz (1940-1995)

A letter from Sam Jowett, Editor of The Velocette Owners Club of North America.

It is with great sadness that I report the passing away of Phil on August the 7th from, I believe, a heart attack.

Phil was an active member of our club for many years and for a considerable time served admirably in his position as treasurer.

"Phishtail" Phil was a lovely person with a great sense of humor, humanity and compassion, and enriched the lives of those of us fortunate enough to know him. To say that he will be greatly missed is an enormous understatement. Our heartfelt sympathy and condolences go out to Mavis, his dear companion, fellow rider and sailor.

Performance

While at the BMF Rally a few weeks ago I managed to get hold of the original factory Sales blurb on the ol' Commando for 74. I thought I'd share the section on Performance with all of you.

Depending on Conditions, and elapsed time of 12 1/4 - 12 3/4 seconds with terminal speed of 103-105 m.p.h. for a standing start quarter mile and, subject to final drive sprocket fitted, a top speed approaching 125 m.p.h. may be expected from a machine to the forgoing specifications. [Standard Stuff, 8.5 Comp ratio 850 Motor].

On September 23rd, 1973 at Elvington, Yorkshire, England, a Commando 850 carefully run in and tuned in accordance with service release M3/56 dated June, 1973, fitted with a small fairing and a 24T countershaft sprocket and ridden by a company staff development tester was electronically timed over a flying start quarter mile at a speed of 142.74 m.p.h. average of two runs in opposite directions.

On October 6th, 1973, at Santa Pod drag strip, Northamptonshire, England, the same machine, with the same rider, without fairing and fitted with a 19T countershaft sprocket was electronically timed over a standing start quarter mile at an elapsed time of 12.00 Seconds and a terminal speed of 114.68 m.p.h.

Peter Aslan (aka Captain Norton).

Bay Area Motorcycle Training

Call for brochures and dates:

These are the topics in the coming months.

Financing a motorcycle: Tony Ehret of Bavarian Cycle Works///What does it really cost? Who has the hottest deals? Is 2% really 2%?....**Let's Go Racing:** Laura Sharek, Jackie Jouret and Jim Perry///

Who does it, what does it cost? How can I get started? Is it for you?....**Riding in a**

Pack or Group: Sabine Balden and Tala Brandeis/// Long lines of staggered motorcycle pairs. Signaling, lane changes, turns, highway entrance and exits, safety and planning....**How to Buy a**

Motorcycle: Where can you get the best deal? Do you know if that used bike is mechanically sound? What does it take to find out?...**Customizing your**

Motorcycle: Go fast, stop safe, better handling, greater comfort...Who does it?

For information call Bay Area Motorcycle Training (415)285-8827, PO Box 14195, San Francisco, CA 94114.

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Norton Notice Announcement

It is my great pleasure to announce that we have a volunteer to take over the Notice next year. Jason Kidd and Teresa Ulrich have stated that they would be willing to take over the position of Editor of the Notice.

They both have considerable experience with computers and I am sure they will do an admirable job. Thanks so much to Jason and Teresa for volunteering their services...Let's all help them out....keep those articles rolling in!!!!

Alan

View from the Bridge..... by Alan Mueller

"**Pike's Peak or Bust**".....that was our battle cry, our goal and one of the reasons we decided to travel to Colorado this past month.

NCNOC members John Bria, Dr. Rich Alves and yours truly left for Colorado September 7th on our trusty (we hoped) motorcycles. While planning this trip we had several scenarios to contend with. Should we ride the Nortons all the way to Colorado....should we trailer the Nortons to Colorado and then ride.... orshould we ride our Beemers and pretend they were Nortons. I am ashamed to say we opted for the last choice. We wimped out and rode our BMWs all the way. The Nortons would be missed in the mountains but the long haul through Nevada and Utah seemed too much considering we only had ten days vacation time.

We had a very uneventful trip through Nevada and Utah. We took Highway 50 which I would recommend most highly. It was a very nice, smooth, scenic road with very little traffic. Before entering Colorado we detoured into Arches National Park...what beautiful scenery. One can certainly see the sights from a motorcycle compared to a "cage". It seems as though the whole 360 degrees are available...more than the eyes can take in at one time.

We crossed into Colorado Saturday afternoon. A bit of precipitation followed us into Telluride. I was in charge of the weather (my "handle" was Raindrop due to the fact that I seem to bring rain to almost any ride I get involved with). I must have let my guard down because it started raining pretty hard.....but we were only 20 minutes from our destination.

The next day we rode south of Telluride through Delores to Durango to Purgatory to Ouray (the Swiss Alps of Colorado) and then through the Black Canyon of the Gunnison. We spent the night in Gunnison...not real exciting but we found a great German restaurant.

For the next few days we traveled across most of the passes including Independence, Loveland, Rabbit Ears and several others that escape my memory at the moment. During this time we arrived at an area close to Colorado Springs and PIKE'S PEAK. On the way there, it rained, it hailed and the word was out that it was even snowing on the peak. Our fearless leader, Rich, suggested that we start up the mountain and turn around if the road becomes too difficult. The park ranger even gave us a rain check so we could try it the next day...but...due to a tight schedule we started up the mountain. I am a fairly new rider and very inexperienced in dirt. Well, sure

enough, the road was 19 miles of dirt. It was a steep road with tight switchbacks. I just tucked in behind Rich and John and headed upward. I must say it was very exhilarating...the views were outstanding (when I dared to look) and Rich kept assuring me that it was worse coming down the mountain. We eventually reached the summit...14,110 feet. It was so high, breathing was difficult. I must say it was a great sense of accomplishment...we even bought T-shirts bragging that we "survived Pike's Peak".

Our Colorado adventure culminated with a visit to the AHRMA activities in Steamboat Springs. What a beautiful place and what a huge display of vintage motorcycles. Unfortunately we were under time restraints so we had to leave before the road race and the concourse. However, we did get a chance to watch the trials contest and the vintage motocross. I had never witnessed a trials competition before and found it very interesting...in fact...Rich is working on us to get a couple of trials bikes to get some experience in the dirt. It does sound like fun. The motocross was also very interesting because it was the British type of layout.....relatively flat with just a few small jumps....more twisty than high flying like the modern motocross.

Unfortunately, we had to leave Colorado on Friday to try to get home in time to get to the Old Timer's Ride on Sunday. On Friday was rode to Heber City, just east of Salt Lake City. We got up early Saturday and bombed 530 miles across Utah and Nevada to spend the night in Fernley...just east of Reno. Eleven hours in the saddle and very boring countryside. Oh, well! that is the price one has to pay to ride outside California.

On Sunday, we left Reno and arrived home at around noon. It's amazing how after several long 500 mile days, a 250 mile ride seems so easy.


Rich decided to go home to Concord and when John and I got home, we switched to the Nortons and rode out to Huckleberry Flat. Unfortunately, we arrived as the festivities were breaking up. This was not due us lagging our way there...I think John missed the Norton and really let it all out on the way there. I found switching to the lighter bike to be a bit uncomfortable but after a few miles it all came back. Boy do those Nortons offer a great, fun ride.

Well, in closing, we had a wonderful trip, one that I would recommend to anyone who wants beautiful scenery and great roads. What a blast!!!

Sir Luigi of the Bay and the Norton

By Lou Caputo

Being the tale of one knight's struggle to breathe life into a wounded King of Beasts

 One day in the glorious land of the fava bean, where mirth and merriment ruled the day, there came to pass a crisis of monumental concern. For on that day, Sir Luigi of the Bay, Custodian of the Norton, discovered to his dismay and alarm that his trusty steed had fallen and, like a wounded soldier, needed to be carried from the battlefield.

"What makest thou, O Lord, of thy limping beast's problem?" queried the one-legged knave Germane.

"Tut, tut. He has been mortally wounded I fear," replied Sir Luigi, "and needs immediate attention. We engage the Yamahons in a fortnight, on their own turf, and my beloved mount must be ready for battle."

"Master, surely I can help. What wisheth thou that I do?" urged the knave, rubbing his hands together.

"Go forth and ready the stable," Sir Luigi replied. "We will need the usual things and make sure I have sufficient libations for I fear the Norton has much amiss."

And so the stable was readied. Suitable instruments were aligned around the table and in a moment of great despair the Norton was laid upon it, while villagers from far and wide gathered to pray around the barn.

"What to do first, m'Lord?" an anxious and fearful Germane asked.

"Forsooth. We must remove the beast's head," answered the mournful Lord. "There, hand me the ratchet."

"Zounds no! m'Lord. Surely. . . ." sputtered the alarmed knave.

"This is no time for foolishness, knave. I must begin now or our kingdom will be at the mercy of the Yamahons, and we will nevermore live to see the sun rise in the West."

"But m'Lord, the sun rises in the East," the confused and grief-stricken Germane replied.

"West, East, do not burden me with such irrelevant matters now, Germane. Hark, it is time to make the Norton whole again."

"Whole again? But m'Lord, you are

taking him apart!

And with that, the exasperated knight lifted the pleading knave off of the floor and hurled him through the barn doors.

"Fool! Away, you whoreson boar pig, away! Lead the prayers, but leave me alone!" bellowed the knight.

And so, as the torch grew faint, Sir Luigi of the Bay labored into the night, removing bits and pieces, feeling for the vital signs, searching for the damaged parts, yea disemboweling his faithful steed until finally, just as the sun rose over the mountains, he found the cause of the problem.

The Lord exclaimed, "Oh no, the Norton has lunched a ring! Hmmm, did I say that? Never mind, we must repair him."

The linders were sent off to the blacksmith for reaming. New wings were carried in on a pillow by the fetching daughter of the village ingsmith, and she poured a flagon for the exhausted but satisfied Lord.

"What is 't o'clock?" he asked.

"Upon the stroke of six," she answered. "M'Lord has worked long and hard through the night. May I offer to massage my tired Lord?" she asked with a coquettish grin.

"No time for dalliance, wench! Fetch me the asket ompound."

"Yes, m' Lord. Dost thou wish the new asket ompound?"

"Yes indeed. The opper asket ealant."

And with that she was off. In the meantime he set about arranging all parts for the delicate task of bringing the Norton back to life. But he was weary, and his vision suffered greatly from the strenuous work of the night. Parts became intermingled and soon he had lost track of the proper placement of the most critical elements, the tuds. He tried many combinations and thought he had finally found the correct one when the wench reappeared.

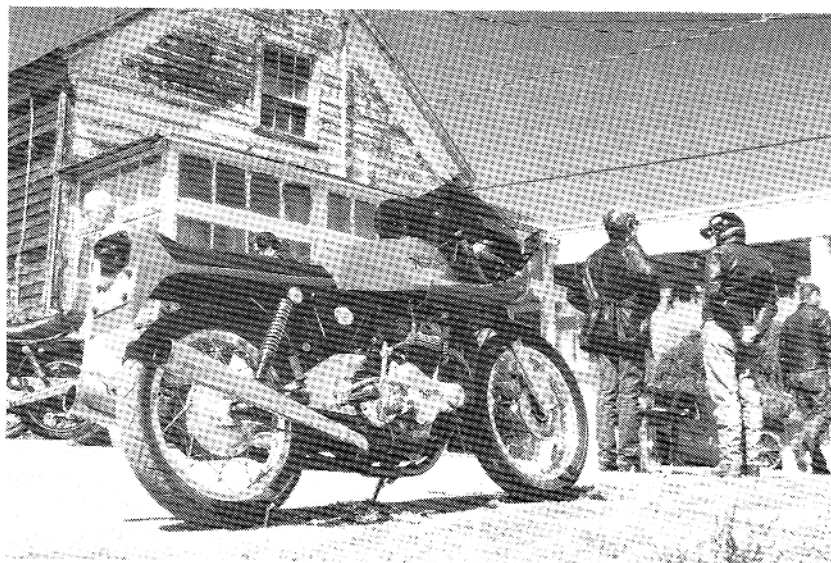
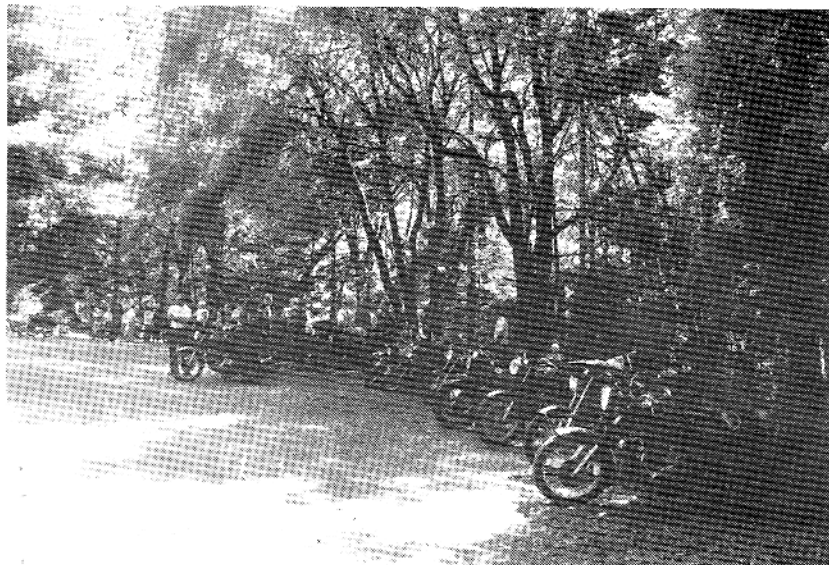
"M' Lord, thou needest another flagon for I see thou hast finished the last one. Here. . . .", and with that she poured him another and offered it to him with a curtsy and a smile.

"Wench," the knight said, "when our battle is done I will see to it that you are rewarded for your unselfish and kind acts for you have aided me greatly."

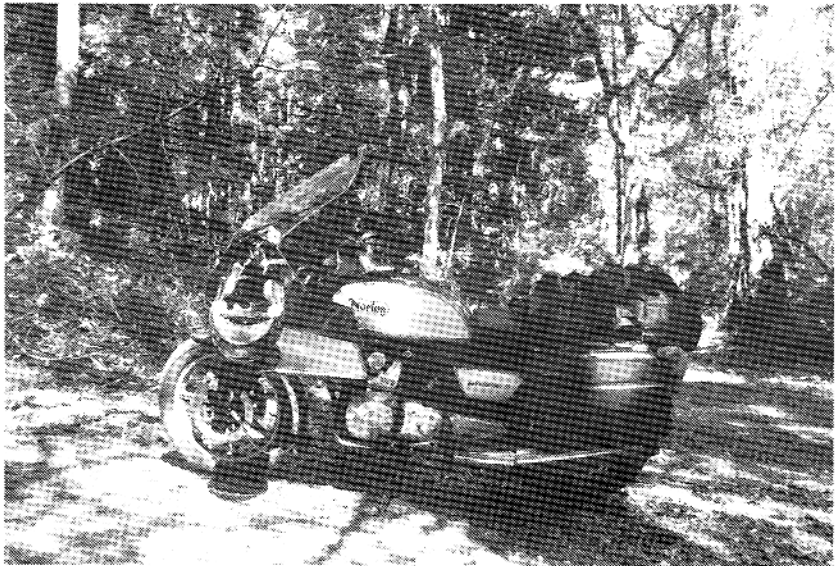
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The 25th Anniversary Party**The Old Timer's Ride**

September 17th, 1995



**The 25th Anniversary Party
The Old Timer's Ride
September 17th, 1995**



4. Early Commando Triple Tree Assembly Hint

When assembling triple trees which have the stem as part of the lower yoke, you must keep the assembly centered while tightening the stem nut. If not, the lower yoke may lodge under the fork lock tab on the steering head tube. Then, as the nut is tightened, the lower yoke will be bent.

5. Operation of Steering Lock

The steering lock on early Commandos was intended only for use at full right lock. In other positions, left and forward motion is possible.

6. Correct Alignment of Front Forks

Whenever reassembling front forks, loosen the left side pinch bolt, bounce the forks a few times, and then re-tighten it carefully. This assures correct alignment.

7. Fork Boots

Stock fork gaiters can be replaced with Honda 750 or Triumph fork boots. This will provide superior protection from road abrasives for the fork tubes.

8. Fork Collar Removal

1. Pipe wrench - gently and proceed with liquid wrench
2. a. Wrap an appropriate size hose clamp around the collar.
b. Place a strip of fine emery cloth around the collar, rough side in, and tighten the clamp.
c. Tap the clamp and the collar will loosen
3. Place collar in a vise, use the axle to turn slider.

9. Recommended Front Fork Lubricants (150cc/5 oz. ea. leg)

Casrolite 10W/30
BP Superviscostatic 10W40
Shell Super MotorOil
Mobiloil Super

Esso Uniflo
Duckhams Q5500
Texaco Havoline 10W30
Sunoco Special 20W50

NOTE: One of the easier ways to get the oil in the forks is with a baby bottle. Once the fork nuts have been disengaged from the fork tubes a push on the handle bars (front wheel in place with bike on the center stand) will push the sliders up the tubes and expose the springs and damper rods. If the front wheel and fender have been removed, this may be done manually, one side at a time, but if the front wheel of fender is to be left in place both sides must be done at the same time. Remove the fork crown nuts and instruments from around the springs. With the springs still in place, fill a plastic baby bottle with 150cc of fork oil. The same baby bottle works well for transmission oil and primary case oil.

PURPLE HAZE by Leo Sowers

"FREAK AND THE MIKUNI"

When people look at my 1974 Norton and ask why I had it painted '71 Norton Purple, I just smile and remember "Freak".

Freak and I spent four years together in College and Graduate School, putting miles on motorcycles. Freak owned a 1971 Purple Norton during those four years. He put approximately 100,000 miles on that bike during that time period.

We had many riding adventures during those four years, luckily none of them were tragic. Although looking back today, some 20 years later, I'm sure Freak and I used up eight of our nine lives. To put it bluntly, we had a lot more testosterone than common sense. This story is based on an incident which took place in 1975.

Author's note: I have been asked by several people if these events really happened. Yes they did. In several instances I have changed names, sequence of events, and locations to protect the subjects' rights to anonymity.

Freak had many friends with Harley Davidson Motorcycles. Crazy Horse's bike was a show winning 1940 Harley Knuckle Head. He had spent over \$20,000 on the bike and it was beautiful. In fact, he had spent over \$900 solely on the purchase and painting of the custom gas tank. No one knows where Crazy Horse got his name, but everyone who knew him understood that he had a bad temper and when he lost it he would go "crazy".

A few weeks before Daytona Bike Week, Crazy Horse invited Freak over to his house to help repair the bike's vintage carburetor and tune the engine. Crazy Horse wanted to enter the bike in the Daytona Show. One stipulation, for this Bike Show, was that all entries had to arrive at the Show under their own power. In other words, it had to run. Crazy Horse was having trouble getting his bike started and he was hoping Freak could help.

They worked on the bike for several hours and traced the problem to the 35 year old carburetor. It was not responding to any adjustments and the bike refused to start. Freak noticed that the longer Crazy Horse tried to kick start the bike the madder he became.

Freak was beginning to get nervous. He could see that Crazy Horse was about to lose his temper.

Finally, drenched with sweat, Crazy Horse jumped off the bike, grabbed a 5 lb. sledge hammer, and BEAT the old carburetor off the engine. Fortunately, the old Harleys mounted the carburetors on rubber hoses and held them in place with hose clamps, so little damage was done to the bike when the carburetor was "removed" with a hammer. Freak just stood there in fear of Crazy Horse's rage. After a few minutes he asked, "Well, have you got another *%#@ carburetor? The old one is *%#@ trash!" Crazy Horse looked up and answered, "Yeah, I've got a new Mikuni carburetor in my tool box."

Freak was shocked, "You're going to put a (Japanese) Mikuni carburetor on that beautiful piece of American iron?!" Crazy Horse picked up the carburetor and answered, ""Yeah, well maybe it's time this American Motorcycle was introduced to a superior Japanese gas mixer." Freak just murmured, "I don't know if this is a good idea?"

Crazy Horse hooked up the throttle cable to the hand grip and then to the Mikuni carburetor. Within the next 30 minutes, he had the new carburetor mounted on the engine and was ready to start the bike. He slowly kicked the engine through a few times to prime it. Then he grabbed a handful of throttle and came down on the kickstarter with all his weight. The Harley completed one revolution then backfired through the carburetor. The backfire was so violent that it blew the Mikuni carburetor of the engine and up into the air. Unfortunately it was still attached to the throttle cable. The cable stopped the carburetor's flight in mid air and put it into a slow upward arc over the bike. As it arced back over the bike the carburetor ran out of momentum directly above the \$900 custom gas tank. Then the foreign carburetor kamikaze'd the tank! Bang! It wedged itself 4 inches deep into the top of the tank.

Crazy Horse started screaming about the same time Freak fell down on the floor laughing. He was laughing so hard he couldn't breathe for a couple of minutes. When he finally caught his breath Freak yelled at Crazy Horse, "I tried to tell you not to put that carb on that 35 year old Harley, she just SPIT that thing off!"

The End

.....Luigi continued from Page 9

The wench smiled her discrete smile and glided softly from the barn, pausing at the doors to say, "Just whistle."

"Huh?" he said, and set about repairing his great steed. First the opper asket ompound on the tuds, then on the linder ead. The ead was eased into place and everything tightened. But two of the uts wouldn't snug up to the tuds. O no! In desperation he tried to remove the uts and found they were stuck! O no! "I'll have to take it all apart again!" he cried and the villagers, hearing their great leader in such anguish began to moan and beat the ground.

It was then that he noticed the jar of opper asket ompound. "Opper asket ompound?" he said. "That's not what I wanted! I need opperoat! And then he knew why his uts had remained fastened to the tuds.

Quickly he began the second assembly. This time he omitted the ompound and in a short time had completed the work. The Norton was beginning to stir and soon was on its feet, nudging the knight.

"It's time for a ride!" shouted the knight. "Make way for the Norton!"

And together they rode out into the sunshine, a glorious pair. Down the path to the river they rode, with villagers cheering and jumping up and down. "Huzzah, huzzah!" they screamed as the knight, proudly astride his thunderous mount, raised his fist to the land of the Yamahons.

But alas, they never made it to the river. For soon the Norton began to gurgle up blood, and suddenly it just stopped and lay down.

"Woe is me," exclaimed the Lord. "What hath gone wrong?" And he poked and prodded but no amount of poking or prodding could stir the great beast to life. Dejected, the knight called for the villagers to place the Norton upon a cart, and it was wheeled back to the stable, while the villagers wailed and threw their arms to the sky.

The knight sat staring at the lifeless form. "O great and noble steed, thou who hast lead me into battle so gallantly, O that you could rise again," the knight moaned. "Why is there no spark in your eyes, no movement in

your body?"

Just then the wench reappeared. "M'Lord, I have heard the sad news. Can I helpeth?"

The knight answered, "Do what you can do. Be do. Did I say that? I am exhausted and have tried all of my cures. Look yon, 'tis well past daybreak and we are yet to breathe life into my noble friend."

The wench looked at the downed warrior and noticed something curious. "M'Lord, what is that dangling piece?" she asked, pointing to a thin filament hanging from the side of the beast.

"That?" the knight said, casting his eyes over the Norton. "Oh it's just, it's the, you mean THAT filament? IT'S THE WIRE FROM THE GODDAMNED BOYER PICKUP! Did I say that? THAT'S SIT! THAT'S THE PROBLEM! Hear me! We shall mend the beast now!"

And with that the knight placed the filament into its proper position and the beast stirred and soon was up and about. And word spread throughout the village that the Norton was ready and the villagers flocked to the barn. And what they saw when they arrived was the knight, astride the great steed, with the wench on the back, both of them smiling enormous grins and waving great waves to all. And all the villagers arose as one with loud shouts of "Huzzah, huzzah" for the Kingdom surely now would be saved.

And so this tale endeth, with an admonition to all: Check yer frigg'in' Boyers!

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NOC Member Profile

by John Covell

Name: Mike Sullivan**Age:** 54**City Resident:** Millbrae**Occupation:** Sales (pumps and compressors (Ingersoll))**NOC Member since:** 1994**How first became involved with NOC:** Saw meeting notices in CityBike, went to a meeting in Mountain View.**Club offices held (years):** None yet.**Norton(s) owned, described:** 1961 Model 50 Slim-line 350 single (18 hp!), imported from England.**Other makes of motorcycle:** BMW R27 (not running); Honda moped**What first interested you in the Norton?** Brother had an ES-2, liked its classic mystique.**Other hobbies/interests of note?** Hunting and fishing.**Favorite motorcycling road/ride:** Skyline Boulevard.**If you could redesign the Norton, what one thing would you most want to change? How and why?** "Six-volt electrics gotta go!"**Favorite/most embarrassing episode on a Norton?** "Broke my chain on Page Mill Road, Palo Alto, and didn't have a spare link. I knew it was bad."**Mick's Main Fix**

Norton specialist, Mick Hemmings (01604 38505) is taking orders for strengthened Commando crankcases for 750 and 850 twins.

Cases are being made for road and race bikes. According to Hemmings, the drive side main bearing housing on standard cases are prone to failure on campaigned Commandos. The cases are supplied to Hemmings by Andover Norton with the outside of the housing unmachined. It is not possible to use standard chain cases with these castings, but because most racers use primary belt drives this does not present a problem.

Crankcases of late Mark III design are also being remade for standard road bikes. These have significantly more alloy supporting the drive side main bearing than earlier types.

"If you look at pre-Mk III cases they only support about half of the bearing," says Hemmings. "These castings should obviate any failures at that point."

Both types cost £493.50.

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FOR SALE: MKIII Roadster, totally rebuilt, 7K miles, Extra improvements..Boyer, sleeved carbs, new battery, solenoid...also, three-phase alternator & quartz-halogen headlight. 18 inch wheels (good rubber) & KN filter. \$2500/offer. Call Ron (510)653-7760

FOR SALE: BSA B-40, 350cc single street bike, new motor & tires, Ron Freeway, \$1850; BSA B-40 350cc Trials Single, All tricked-out, \$1850; Both for \$3000. Call Ed Meagor (415)457-5423 or (415)459-9947 (10/95)

FOR SALE: MK3 Drive Star - New - \$30; MK3 Rear wheel seals - New - \$6; 21 tooth G/B sprocket - New - \$40; Lightweight tappit adjusters - New - \$15; Locking gas cap - New - \$35; Sifton 460 track cam - New - \$135; Bracket set for Norvil fairing - New - \$60; Rubber mounted intake manifold - \$75; **WANTED:** VM34 Mikuni Carbs - 1 pair:.... Call Chris (415)965-4611 (12/95)

FOR SALE: '71 750 Commando, assembled but not running; '72 750 Commando, basket case; call Mark (408)439-2305, days (408)336-2501, eves

FOR SALE: 1968 Commando Fastback, excellent condition, 2nd owner, very low serial number 126178 - the 54th Commando off the Production line!! \$2,800. Call Howard at (408)298-6850

FOR SALE: 1972 BMW R75/5 with 6-gal tank, small fairing, Krauser bags, new battery and rear tire. Has reverse cone (Norton) mufflers and Amal concentrics, runs and sounds great \$1600 or trade. Make me an offer...Alan Goldwater (408)475-7505 (3/95)

FOR SALE: 1963 Ford Falcon Sprint, Last year for the "round" body style, 1st year for V8 power...302cu,i., C-4 auto trans., \$5000...call Woody at (408)378-3035 (3/95)

WANTED: Front fender from any slimline unit, ES2, 88, 99, Atlas or Mercury, chrome or painted. Call Mike at (415)872-3336

FOR SALE: RedLine Synthetic Oil at dealer cost {20w50}...\$6/qt or \$72/case plus tax and shipping. Protect your Norton with the best oil made!!...call Alan (408)475-7505

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WANTED: Steel Roadster seat pan - MKII type, Commando belt drive, gearbox mainshaft, MKIII rear hub. **FOR SALE:** 1970 T-250 Suzuki 6-speed - 8600 miles, near concours condition \$1500 or trade/. call Stevan Thomas (415)923-1662 (11/95)

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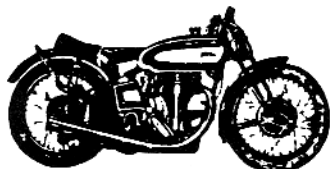
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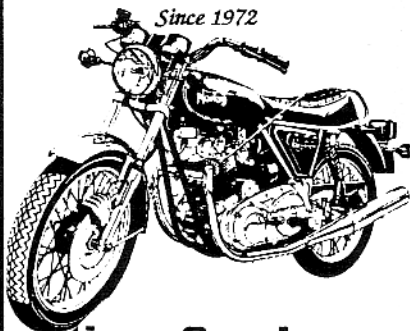
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