



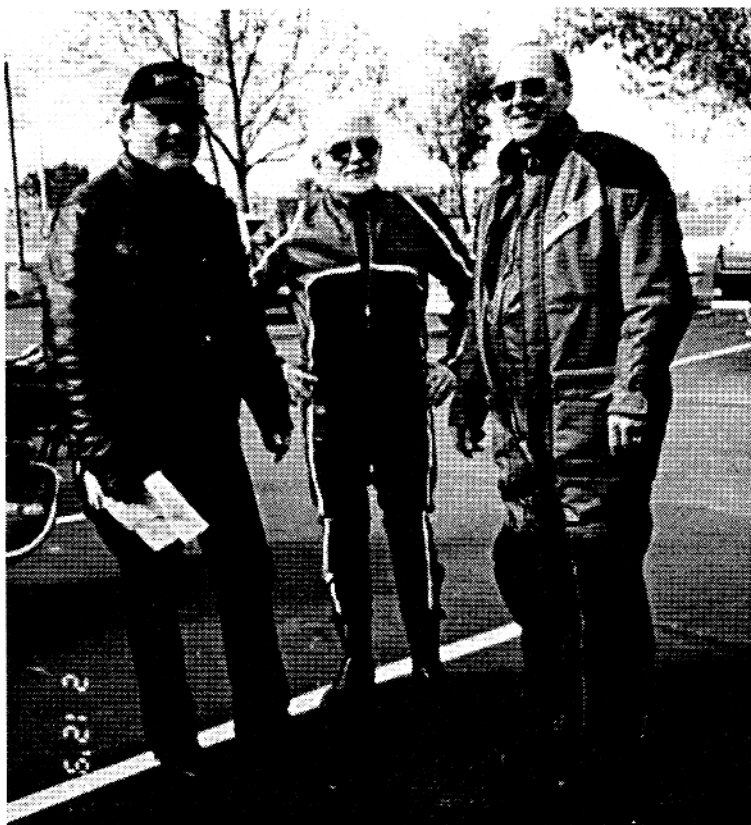
Norton Notice



The Newsletter of the
Northern California Norton Owners Club

No. 202

March, 1995



Jim, John and Rich discuss the "Sweetheart Ride"

Remember March 12th!!

Breakfast Meeting and Ride.....see Page 6 for details!!



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 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/m/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 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 organisations per the terms described on the Branch membership application form.

CLUB OFFICERS

PRESIDENT: Maya Lai
1370 McKendrie, San Jose, CA 95126
(408)241-1812:
maya%fasrfood%daver@sgiblab.sgi.com

**VICE-PRESIDENT/SECRETARY:
Duncan Ferguson**
2831 Petunia Ct., Union City, CA 94587,
(510)489-0196

TREASURER: Stan & Lani Beneveds
36646 Darvon Ct., Newark, CA. (510)793-0704

RIDES MARSHALL: Jim Carton
1749 137th Ave. San Leandro, CA.
(510)483-2045

NOTICE EDITOR: Alan Mueller
128 Windsor Ct. San Carlos, CA 94070-2198, (415)591-5444 or modem/fax
(415)595-3368 or (415)593-4850: E-mail:
norton2@aol.com

PARAPHERNALIA: Joe Edwards
241 Blossom Hill Rd. #1, San Jose, CA.
(408)365-1058

PUBLIC RELATIONS: John Covell
1183 Alemany Blvd., San Francisco, CA
94112 (415)334-1183; E-mail:
senator@well.sf.ca.us

PHOTO-JOURNALISM: Gerald Mauricio
PO Box 655, El Granada, CA 94018
(415)726-9337

SGT-AT-ARMS: Lynne Miller
639 Mangels, San Francisco, CA.
(415)334-2042

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

March 12:
Flying Lady Ride /meeting
(see Page 6)

March 26: Alice's Clubman Ride

April 16: Easter Morning on Mt. Tam

May 13-14: North Bay Ride/Weekend

June 11: Santa Cruz & South Coast Ride

July 16: Fred Twigg Ride

August 12th weekend: Dardanelle
(Unofficial Ride)

September 17: Old Timers Ride

October 15: Mt. Hamilton Ride

November 5?: All-British Ride

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!

March 25 (Sat): Clubman's All-British Show and Swap Meet, Santa Clara Fairgrounds

April 2 (Sun): Rallye de Milani GP, San Rafael; for details call Ed Meagor (415)457-5423

June 23, 24 & 25: West Coast Norton Rendezvous in Southern Oregon

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.

March 12th

Ride / Meeting
(see Page 6)

April 13th - Harry's Hofbrau (Mt. View)

May ? - Marin County Weekend/Ride

June 8th - Prince of Wales

July 13th - Harry's Hofbrau (San Leandro)

August 10th - Connecticut Yankee

September 14th - Fremont Brewery

October 12th - Harry's Hofbrau (Mt. View)

November 9th - San Jose Venue

December ? - Xmas Party

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.

Connecticut Yankee: 100 Connecticut

Photography:

Alan Mueller, Lou Caputo

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

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

Get Well Soon, Maya !!

Our illustrious President will be going into the hospital, March 9th to get her back and neck all fixed up. Our best wishes are with her. I'm sure she would love to have as many of us "Norton Folks" visit her during her recovery. Again, get well soon so you can get back up on those bikes and start riding again.

From the desk of the editor.....

AND THE WINNER IS:

It is my pleasure to announce the winner of last months picture contest...**Steve Coburn**. The answers were: (upper left) '53 or '54 Dominator

88, 99; (lower left) '61 Manxman; (upper right) Postwar Model 19 {ES2}; (lower right) '58 or '59 Jubilee 250.

For these probably correct answers Steve receives the following prize: An official H.E.A.T. British Supercup '94 Championship program held in Snetterton, England, Sunday May 22, 1994. This program was given to John Bria and me when we were in Merry Olde England last year. It was given to us by Colin Seely and autographed by rider Phil Borley.
Congratulations, Steve.

Don Danmeier Talks About British Bikes!!

Tune in station KXOA in Sacramento, March 18, at 8:00 AM

Pipes Up by Duncan Ferguson, V.P.

A Brief Side Trip!

It's strange how tragedy can hit you at the most unexpected moment. As i'm cerertain many others did when they heard the horrible news, I came up with a list in my head of at least 200 nitwits who had cut me off, stood me down, passed me on blind curves, or committed other acts of dangerous rudeness while I was scooting up on the ridge who I felt genuinely deserved Duncans fate. What made me cry is that this was a motorcyclist who was one of the most deliberate, conscientious, curteous and safety-minded bikers that I ever had the privilege of riding with.

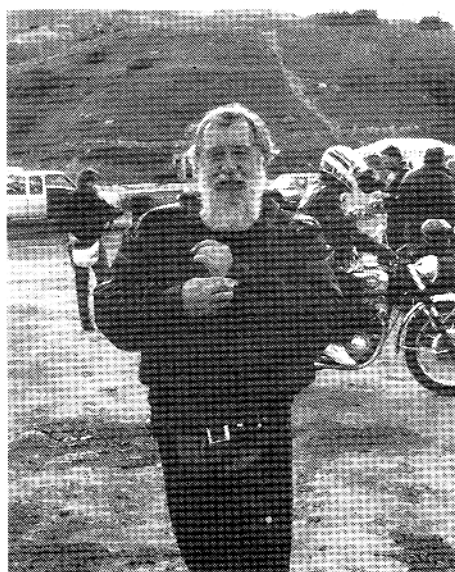
He could never say no to service in the club...and while I was editor, he **NEVER** missed the deadline for anything. He took his biking, his commitments and his living seriously...with a kind heart and a gentle sense of humor.

I'm 42 years old but this is the first time in my adult life that I can honestly say that I really am going to miss **Santa Claus - on his Norton.**

Andy McKerral



Duncan Ferguson



Whazz Happ'nin

..... news of the NCNOC

RIDE ANNOUNCEMENTS!!

Sunday March 12 - "The Flying Lady Ride and Meeting" - Meet Sunday morning at 9:00 AM at **El Rancho Restaurant** in San Jose. The telephone number of the restaurant is (408)629-1807. It is located just south of Road Rider on Monterey Road near Rancho Drive.

Sunday March 26 - "After The Clubman Show Ride" - The ride will depart from Alice's Restaurant on Skyline at 10:00 AM. There will be some maps available at the Clubman Show Saturday, March 25th for those of you who don't know where Alice's is located!!

If there are any ride questions call Jim Carton at (510)483-2045!!



During all of the "Fowl" weather we had throughout January, John Bria sent me this clever article. Ken Armann also sent me a clever advertisement concerning the same material (I can't reproduce the photo well enough to place in the Notice). Someday ask Ken to see the ad.

Ahoy matey,

Because of the copious quantities of rain recently, I've opted to convert the Commando into a water-worthy assault vehicle. I contacted my local W-V rep, a Mr. Dewey Newton, and he sent the appropriate literature.

I was impressed. The Webley-Vickers model X-17 "Zundapp/Norton Aquavert(tm) pontoon and paddle-wheel kit worked like a charm. The inflatable flotation devices were a drag to blow up, in that they require the use of a soccer ball pump, but we got her done.

The installation of the water paddle on the rear rim was easy, except for the obvious fender clearance issues.

The State of Calif. requires a Boat License and tags, but I'll do that later. I was warned that my oil leaks may leave me open to potential legal problems, i.e. the whole ugly Exxon Valdez mess. But I'll get to that

later.

Anyway, we took the NortBoat out to the ocean this weekend. Aside from that one surfer, nobody was really hurt too badly. The optional "Salt Water Protecto-Kit" seems to be keeping the finish intact. I'm considering a sort of cattle-catcher doo-dad to keep both the sea kelp and the freshwater debris (mostly Yugos and swingsets washing down the local creeks/highways) from being a hazard.

I'll tell you about the "TugBoat style water cannon" option next time. Time to cast off.

Admiral Milhone



Notes from Joe Edwards ('96 Quincey)

Well this is the last time we will be making this pitch for the Norton sweaters. For those of you who have not seen the sweaters, they are really first class. Just to give you a run down on them, they are 100% Shetland wool, crew necked and long sleeved. The color are Hunter green, black, and charcoal grey. You also have a choice of having the Norton logo on the left breast. The total price will be \$38.00. Please note that this needs to be paid in advance. Make checks out to Joe Edwards, as I must pay the supplier (Macys) when I pick up the sweaters. I will give those of you who did not make the last meeting until March 6th to contact me about the size and color you want. Please note that this is a one time deal. By the way the sizes are small, medium, large and extra large.

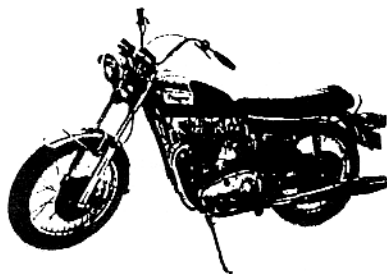
The new club patches are in and they look great. If you want one and can't make a meeting, I will mail you one... the price is \$5 each.

For those of you who might be looking for that special gift, we still have five more watches left in the inventory... they will sell for \$40 each.... what a deal!!

If you have any questions please call me at home. My number is (408)365-1058!

The Eighth Annual Clubman's
ALL-BRITISH MOTORCYCLE SHOW & SWAP MEET

Saturday March 25, 1995



Honoring
Triumph Motorcycles

**Exhibition Hall, Santa Clara County Fairgrounds
 San Jose, California**

Indoors - Rain or Shine

OPEN FOR SHOW & SWAP ENTRIES 6:30AM
 DOOR PRIZE ELIGIBILITY WITH ADMISSION

GENERAL ADMISSION \$5.00 8:00 AM
 KIDS 12 AND UNDER FREE

AWARDS

Street & Competition Classes

Restored and Unrestored Divisions

Trophies also for Specials, People's Choice, and Best of Marque

RAFFLE

Win a 1977 Triumph Bonneville

Tickets \$1 in advance or at the show

Raffle Tickets via: BSAOC, P.O. Box 594, Novato, CA 94948

BUY & SELL

Registration Deadline March 18

PRODUCED BY THE BSA OWNERS CLUB OF NORTHERN CALIFORNIA

WITH THE SUPPORT OF THE ARIEL, AJS/MATCHLESS, GREEVLS, ROYAL ENFIELD, RUDGE, NORTON, TRIUMPH, VELOCETTE AND VINCENT OWNERS' CLUBS, THE A.H.R.M.A., AND THE BSA OWNERS' CLUB OF SOUTHERN CALIFORNIA

FOR DETAILS CONTACT:

DON DANMEIER (415) 897-6145 (DAYS) • (415) 898-0330 (EVEN TO 9)
 ALL ENTRIES/CHECKS PAYABLE TO: BSAOC, P.O. BOX 594, NOVATO CA 94948

Sunday March 26, 1995

The "Morning After Ride" Organized by the Northern Cal. Norton O.C.
 Meet at Alice's Restaurant
 Highway 84 & Skyline Blvd., Skyland
 Ride departs 10:00 A.M.
 Info: Jim Caron - (510) 534-8030

The "Morning After Motocross" Nor Cal Vintage MX Series
 Carrizo Cycle Park
 Carril Hollow Road, Livermore
 Gates open 7:30 \$3.00
 Info: Allen Wenzel - (510) 829-9386

Don't Forget

SUNDAY, MARCH 26TH

THE MORNING AFTER RIDE

MEET AT ALICE'S RESTAURANT
 10:00 A.M.

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

After just finishing "The Sweetheart Ride" yesterday, I remembered this article Lou Caputo sent to me last year. I think it is good to reinforce some the important characteristics of a successful and safe ride!!

Here's some signals that I use when I go riding in groups. Most of them are pretty self-explanatory, so they work even with riders who haven't encountered them before. If anyone has more, I'd like to hear them.

1. Point to tank - I need gas, stop at the next station
2. Point at ground - Careful, there's something on the road (Note that you aren't pointing at the hazard necessarily, as this might not be convenient) Also, point at ground, rub fingers together - road is slippery.
3. Flash brake lights very rapidly - Major watch out! Be prepared to stop QUICK.
4. Point at sign - read the sign. If it's a highway sign with multiple exits listed, hold up the number of fingers corresponding to which exit you want (e.g. two fingers for the second exit listed)
5. Point at another rider, then pat leg - you want that rider to come alongside you (usually so you can talk)
6. Point at another rider, then point to side of road - pull over now.
7. Arm out, palm back - stay behind me
8. Arm out, forward waving - go past me
9. Waving arm in quick downward motion, with palm down and parallel to ground - slow down! Often used for bikes traveling in the opposite direction to warn of hazard or police.
10. Tap top of helmet, or hand on helmet - cop nearby (This signal is designed to be both noticable and undecipherable by the cop)
11. Point forward, shrug shoulders - I don't know where we're going, I probably shouldn't be leading!
12. Little wave to oncoming motorcyclist - "Aren't motorcycles great?"

Finally, when someone gives you a signal, you should nod your head so they know you understand, since they can't see your face very well behind a helmet.

Next, here are some hints for formations for various types of riding:

On the highway - staggered within one lane to provide good visibility for all riders. Lead rider should ride smoothly, and not shoot into gaps that aren't big enough for the whole group (if possible). Leader also should point out exits in advance by pointing to signs, and get in the correct lane soon enough so the entire pack can follow safely.

When changing lanes, the leader should maintain the same relative position in the new lane, so the stagger doesn't have to propagate all the way back. Riders should try to note how many are behind them. Everyone should know what the exit is before hand just in case. Riders should not pass each other, as it messes up the stagger and makes it hard to keep track of where everyone is in the pack.

Canyon Bombing - Single file, fastest to slowest. Leaders should stop at intersections if there's a chance someone could make a wrong turn, and also periodically (perhaps every 10 minutes) to make sure everybody's still there. Be sure to signal turns well in advance. Don't fixate on the rider ahead, watch the road. If this is a problem, drop back. When passing cars, don't assume that when the rider ahead of you goes, you can too, or that they won't abort their pass and nail the brakes! When passing multiple cars, watch for the cars deciding to pass also! Glance in your mirrors before pulling out.

City Streets - Two per lane at stops, staggered while riding. Don't split traffic if not everyone has their own lane. Signal and get in the correct lane in plenty of time. Avoid unnecessary lane changes. With larger groups it won't be possible to stay together, so split into smaller groups. If someone gets stranded at a light (leaders must watch for this!), the leaders can pull to the side of the road in single file and wait for them, assuming there aren't too many leaders.

In all cases, the leaders must keep track of what is happening behind them, as it is much more difficult to pass information forward than back. It can also be a good idea to designate a "sweeper", generally an experienced rider who agrees to ride last in line and make sure everyone is OK. It's much more enjoyable (and safe) when everyone in the group follows the same plan. Happy riding!

Ridin' with Rich.....
...by Rich Alves

Product Report:

The AERostich Roadcrafter
one piece suit

I like to get on my bike and take trips of eight to ten days, 2500 to 3500 miles. As much of my riding is in the spring and fall, I have ridden extensively in one hundred degree plus weather as well as high twenties/low thirties, and wet as well as dry. While I have managed to keep relatively comfortable, it has been at a cost of carrying many different items of clothing that always seem to get lost under one another in the bottom of a bag. Plus getting ready to ride on a cold morning is an extended process. By the time I find and don long johns, pants, shirt, leather chaps, leather jacket - whoops, better take it back off and put the liner in, and finally my one piece rain suit to keep the wind from leaking in through all the cracks, it's time to stop for lunch. I thought there must be a better way and started asking other riders for advice as well as perusing product reviews in magazines.

As in all things compromise is the order of the day. Many of the things we want in a riding suit are mutually exclusive. We want it to be waterproof, but we want it easy to get in and out of, and it must have lots of ventilation for hot weather. Zippers and velcro are about the only choices to close access and ventilation holes. Sadly, they are not waterproof. We want a tough fabric that has terrific abrasion resistance and thick padding to cushion a fall, but we want it light and cool for summer riding. This sounds like a real challenge for a suit designer.

The Roadcrafter suit has done very well in balancing needs. It is constructed of heavy 500 denier GORE-

TEX / nylon Cordura. The fabric has good abrasion resistance, is waterproof, yet it breathes. According to AERostitch, it will "... let perspiration vapor escape but block outside wetness and cold wind, with up to 40% greater warmth than conventional fabrics. ... is cooler than leathers in the heat, and warmer than leathers in the cold." The suit comes with knee, elbow and shoulder pads and additional padding as well as many other optional accessories are available. The pads are removable and the suit can be laundered in the washing machine.

I was bothered by the idea of water leaks and talked to several people at AERostitch as well as several other riders. The consensus seems to be that in a downpour on an unfaired bike you will start to get some leakage through some of the zippers in about an hour and a half. On a faired bike it can take substantially longer. However, the bottom line is I couldn't find any AERostich owners who take along additional rain gear.

With a one piece suit (#120, \$637), fleece jacket (#629, \$64), fleece pants (#630, \$57), fleece wind band (#535, \$12), and a light nylon jacket of your choice, you can be very comfortable in a great variety of weather conditions.

Give AERostitch a call at 1 (800) 222-1994 and request a catalog. You can return a suit as long as it is a standard size that has not been altered, so order one to try on for size. Exchange it until you find one that fits your torso. (Remember cold weather undergarments if you're going to wear it in cold weather.) Then order yours with instructions for lengthening or shortening the legs and sleeves. You can then receive your very own custom riding suit and find it is probably the first piece of wearing apparel you have ever purchased that comes with an Owners Manual - well worth it at any cost! Good riding!the editor has just ordered one, also.

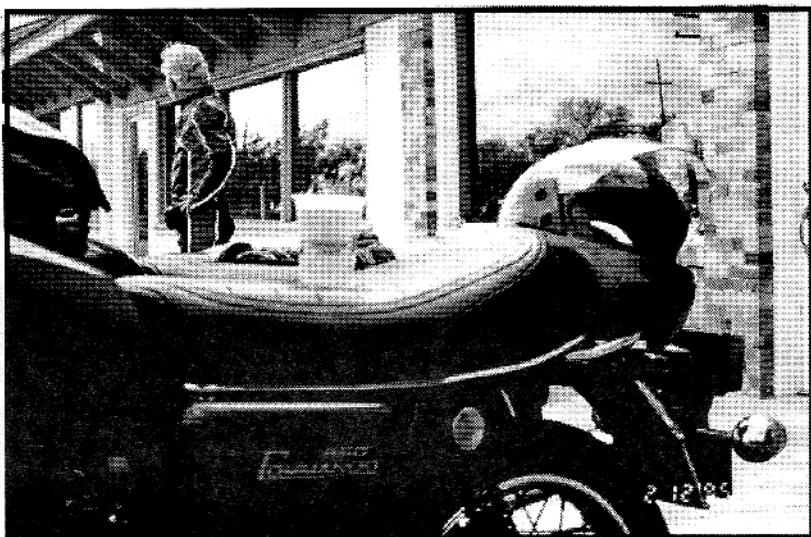
"The Sweetheart Ride"



What a Great Turnout !!



A Stop At The Rusty Porthole For Lunch!



Time For Lunch!!



Shouldn't All That Leather Sink Like A Rock?

This article is the fourth in a series of technical articles. This information is taken from the "Technical Digest, the First Five Years" compiled and edited by Jim Balliro. If these articles are informative and you would like them to continue, please let me know....editor.

SECTION B

(CONTINUED)

8. Procedure for Checking Cam Chain Tension (every 5000 mi.)

1. Use a 9/16" W wrench to turn the camshaft nut counterclockwise. This controls the alternating load of the valve springs.
2. Proper tension is with 1/8" to 3/16" slack on the top run and should be checked in several positions.
3. To increase tension, loosen the slipper nuts, life (sp?) the slipper, and re-tighten the nuts.
4. When tension is correct, torque the nuts to 15 ft.-lbs.

9. Camshaft Application Chart - 1971-1972

<u>Pre-72 P/N</u> <u>Application</u>	<u>I.D. Stamp</u>	<u>Journal Type</u>	<u>New P/N</u>
061084 S	Scrolled	061084	std. 1971
062608 S	Plain	061084	std. 1972
062673 SS	Plain	063536	Combat '72
062807 SS	Scrolled	063536	Combat '72
063536 SS	Scrolled	063536	Combat '72
063537 SS	Plain	063536	Combat '72
TX0302 SSS	Scrolled	063761	Original NVPS
063453 SSS	Plain	063761	Variant TX0302
063761 SSS	Scrolled	063761	Variant TX0302

Note: There are no part numbers on cams, causing difficulty in identification e.g. Combat or "SS" cams are marked with an "S"!

Care should always be taken to fit at least one scrolled component when replacing a camshaft and/or bushings. Matching plain bushings with plain bushings with plain journals will result in oil starvation.

10. Revised Main Bearings

All models prior to S/N 207197 and especially after S/N 200004 were prone to main bearing failure (roller type). The fitting of the new Main Bearing P/N 063114 required a slight change in the crankshaft. This crank can be identified by the letter "H" stamped in the timing side crankshaft cheek adjacent to the bearing location. The correct end float is 0.010 to 0.024". The new bearings are 2 dot single lip roller bearings and are assembled with the lip facing in on both crank halves. It is a special bearing manufactured by Fischer A.G. of Germany with radiused rollers to allow for crank flex.

Crossreference

<u>Manufacturer</u>	<u>Type</u>
S.K.F.	NJ306 or NJ306E
F.A.G.	NJ306 or NJ306E
N.T.N.	NJ306 or NJ306E
Hoffman	R306L
R.H.P.	N.F. 306

All must be 2 dot or C2

11. Oil Breather

A. Relocating the breather tower to behind the crankcase where the magneto used to sit - as it is on an 850 - will cure the problem of excessive oil return to the tank. The inner wall of the crankcase must be drilled to allow the engine to breathe through the timing cover.

B. Excessive oil discharge from the breather is usually caused by either too high an oil level or by air entering the engine through other than the inlet ports. Fill only to the halfway mark and check to see that the rocker covers and primary chaincases are screwed on tight.

12. Oil Pump

Check oil pump spindle nut when timing cover is off. Occasionally, a projecting Woodruff key will prevent adequate tightening of the nut. If this is the case, shorten the key by filing (you may need a claw extractor to get it apart). Then reassemble the pump. Loctite the nut or use larger locknut.

13. Oil Lines

Truck air brake line is a handy replacement. Bring a sample for sizing. The judicious use of heat will facilitate installation.

14. Oil Pressure Gauge

a.) Replace the single banjo oil line fitting at the rocker oil line takeoff with a double banjo fitting. Run a length of rocker oil line of the extra banjo stem to a 1/4" to 1/8" adaptor. The 1/8" tubing then connects to all standard mechanical gauges.

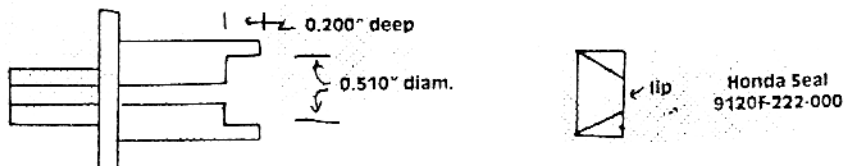
B.) Obtain either a straight or elbow 1/8" brass fitting. Remove one, convenient rocker shaft cover set and drill a hole to match the fitting through the outer cover. Push the fitting through the hole and solder or braze the fitting to the outer surface. Remove the excess threads from the inner side of the plate. Drill an 1/8" hole through the center of the inner cover and gasket. Reassemble the covers and hook-up 1/8" oil pressure line to gauge via compression nuts.

15. Rebuild Oil In Timing Case

When rebuilding any 1972 or later motor with a roller timing side bearing, no oil will flow initially through bearing to timing gear. Filling the inlet rocker box with oil and allowing it to drain into the timing case prior to running the engine solves the problem.

16. Tachometer Drive Fix

This modification stops tach drive oil leak.



A similar fix can be achieved by installing Chicago Rawhide oil seal P/N #2450 O.D. 1/2". Simply, drill your housing in the same fashion as above only with a 31/64" drill and stop when the seal can be pressed flush, lip toward the cam.

This section will be continued in next month's issue....editor

PURPLE HAZE

by Leo Sowers

"FREAK AND THE CAJUN"

When people look at my 1974 Norton and ask why I had it painted 1971 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, 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, "Freak and the Cajun" is based on an incident which took place in 1972.

Since the college Freak and I attended was located in Florida we had a lot of fellow students from the Deep South. One of the more memorable ones was a Cajun called Ray. Ray was a mountain of a man. He stood 6 feet 8 inches tall and weighed about 270 lbs. He had long black wavy hair and dark eyes which always had a half crazed look about them. I actually saw a man pull a knife on him one night in a bar. When he made eye contact with Ray, he put the knife away and quickly left the bar. Ray was truly a scary person.

Ray dated a petit red head named Rose. Ray really cared for her and they went everywhere together on his 550cc Honda. Freak hated Hondas. He would ride with Ray and Rose only if they rode ahead of him or behind him. They were never allowed to ride next to him. He didn't want any of his Harley friends accusing him of riding with owners of Asian bikes.

One afternoon, they went for a ride down to the beach. About two blocks from the ocean they were stopped at a red light. Freak heard squealing tires, then

saw a car veer to the right and hit Ray's bike. Ray was thrown about ten feet up and onto the sidewalk. Rose was left laying next to the bike. Ray was unharmed but Rose had a bad gash in her leg from the car's front bumper. Freak and Ray picked her up and carried her over to the sidewalk.

As they were lowering her to the ground they saw the driver of the car put it in gear and start to leave, dragging Ray's bike under the front bumper. Freak started yelling "Hey, Hey, Hey!" Then he felt Ray run by him toward the moving car. He had his helmet in his hand. The car was an older Cadillac with a long hood. Ray jumped up on the hood and started smashing the windshield out with his helmet.

Freak realized that Ray wasn't trying to stop the car, he was trying to get to the driver. As Freak watched Ray smashing out the windshield and the Cadillac slowly picking up speed, dragging the bike with it, he then noticed a police cruiser approaching the intersection. Freak ran over to the Cadillac, jumped up onto the hood and grabbed Ray, hoping to stop him before he got to the driver. Moments later the cruiser pulled in front of the Cadillac blocking the street. The Cadillac hit the cruiser and stopped. Freak and Ray were thrown to the ground next to the Cadillac. Ray was now fully enraged. He ripped open the driver side door and dragged the Cadillac driver out of the car and onto the ground. Freak jumped on top of both of them trying to stop Ray. While all three of them were rolling around on the ground they heard three gun shots and someone yell, "HALT!"

Freak and Ray looked up and saw a female police officer pointing her revolver at them. She shouted at Ray, "What the hell is going on here!". Ray slowly stood up, grabbed the driver of the Cadillac by his groin and neck, lifted him over his head and body slammed him onto the hood of the Cadillac, knocking him out cold. He then slowly turned around, facing the police officer, and with a big grin on his face said, "Why ma'am, I'm just making a citizen's arrest."

The End

WHAT'S IT WORTH

That ideal project machine about to become real? Think twice. what is it really going to cost? Better still what is it worth? The following formula is a bulletproof method to determine the true cost of any anglophillian motor cycle restoration, or modification.

We attempted this article several years ago with very poor results, something about the typist not understanding. What did we expect from a pagan? One who does not know the true light of Lucas, or been anointed of Castor Oil, or even felt the tickle of Amal. We hold no grudge. It would be a better world if everyone was enlightened, though I think parts would be harder to find.

The front part of the equation is quite straight forward and simple. The second part is not so easy. We'll look into part two first.

The second part requires you to think in terms of your life and those around you. It asks you to define yourself using values that when applied to the first part give a total in dollars and not sense. Choose the value that most closely represents you and your way of thinking.

VALUE	DESCRIPTION
A.	You consider yourself a practical person, not given to excess, you appreciate your marquee and mount but would gladly help Widow Smith turn her flower garden, or go to little Bobby's soccer game even if it fell on your usual Sunday ride.
B.	You attend all club meetings and functions, know the phone numbers to all the local parts suppliers and would rather have a good brisk ride to Alice's than attend the kid's PTA meeting.
C.	You have no use for club activities, think they're boring, except the swapmeets. But, your dues are paid up for the next ten years. You hawk the obits of all the local papers, always comparing them to the club rosters. You have a lifetime subscription to Classic Bike Magazine, and British Bike too, and can credit your last divorce to too many hours spent in the garage. And your Visa bill looks like the national deficit, funny thing it's all to Unity Equip, and Domi Racer and nowhere

else.

There you have it. The first part is the multiplication of the amount you intend to spend times pi (3.174), then factor this by the value of your choice above. Almost forgot they are: A=1.5, B=1 and C=.5

For example if you thought you were going to spend \$500.00 to restore a Commando, if you're a type A. You will look like 500(pi)(A). Not very good at math?, me either, but in English it sounds like this: 500 times 3.147 times 1.5, which is 2360.25, that's \$2360.25. But we agreed the ideal was \$500.00 it is ideal... it's just not practical. If You have a life where you don't eat drink and breathe motorcycles, you might actually have some sort of balance. The more normal your life is the more it costs to maintain your machine. You don't have all day to phone England looking for NOS. bolts nuts and fittings. You'll be content paying whatever the local dealer wants, and being glad he had it, in any condition. If you're a type B or C you can bring your costs way down, but at what cost?

You can always change yourself, if you don't like the type you appear to be, it's up to you. The bike will always be out in the shed. And perhaps Krylon isn't powdercoat. And if you've got some friends, some family and you value them some, then just maybe you could squeeze another season out of that chrome. Think about it. These machines are rare and expensive, but the people who make up our lives are priceless and not replaceable.

Charlie

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NOC Member Profileby John Covell

Name: Richard Alves

Age: 55

City Resident: Concord

Marital: Blissfully married to Connie

Occupation: Dentist

NOC Member since: NOC member since 5/94

How first became involved with NOC: Al Mueller conspired with my wife and she bought me a Norton for Christmas. It was all downhill from there.

Club offices held (years): None

Norton(s) owned, described: 1975 850
Commando Electric Start

Other makes of motorcycle: BMW
R100RT

What first interested you in the Norton?
Riding one sounded like it would be a great change of pace — and it is!

Other hobbies/interests of note? Snow skiing, motorcycle touring, fishing

Favorite motorcycling road/ride: A nearly morning ride going east on highway 138 from Roseburg, Oregon along the north fork of the Umpque river. The road was pleasantly convoluted, the mist was rising from the water, and the sun was intermittantly breaking through the mist. I expected to see "Walt Disney Presents" appear before me at any time.

If you could redesign the Norton, what one thing would you most want to change? How and why? Make it easier to get into neutral, even if the clutch is a little dirty.

Favorite/most embarrassing episode on a Norton? I just picked up my "new" bike after Ken Armann anointed it. It crapped out on its maiden check ride down highway 280. Alan dissappeared over the horizon, oblivious to my plight. I pulled to the side of the road and checked the gas. Nope, still some in there. Just in case, I pushed the reserve petcock down just like the main one. Nope, still doesn't start. I pushed the bike to the nearest call station and got hold of Ken. He sent two friendly and helpful Norton owners to save me. They arrived about the same time Alan found me and they all informed me that while the main petcock opens down, the reserve one opens up. [Not on my Mk.3! —JSC]

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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)

WANTED: After a small mishap, I need a new speedo and bracket for a '74 Commando, also a sissy bar (rusty ok), rim (would love alloy), and misc. hot parts (racing brake, fork brace, Boyer, single carb..) Contact Chris Wilcox @ (916)448-2182 (or E-mail...cvwilcox@ucdavis.edu)..(3/95)

FOR SALE: 1972 Combat Roadster, 10K on rebuilt Eng-Trans, Black/gold, Clean-strong and *FAST!!!* \$2,300.. cal Jerry (415)578-8584. (3/95)

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)

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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: "Sorry Children, Daddy has to sell you for medical experiments" - 1975 Norton MKIII Roadster, 6000 original miles, stock RED & gorgeous, Lucas RITA, Hi-Output alternator, single AMAL, better brakes, re-inforced oil-tank and chain guard by Dennis E., Sleeved tach and many spares...\$4000 takes all; call Nathan eves at (510)843-8612, (1/95)

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)

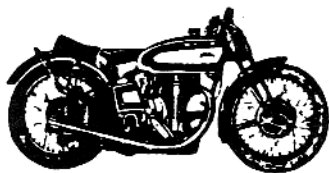
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