



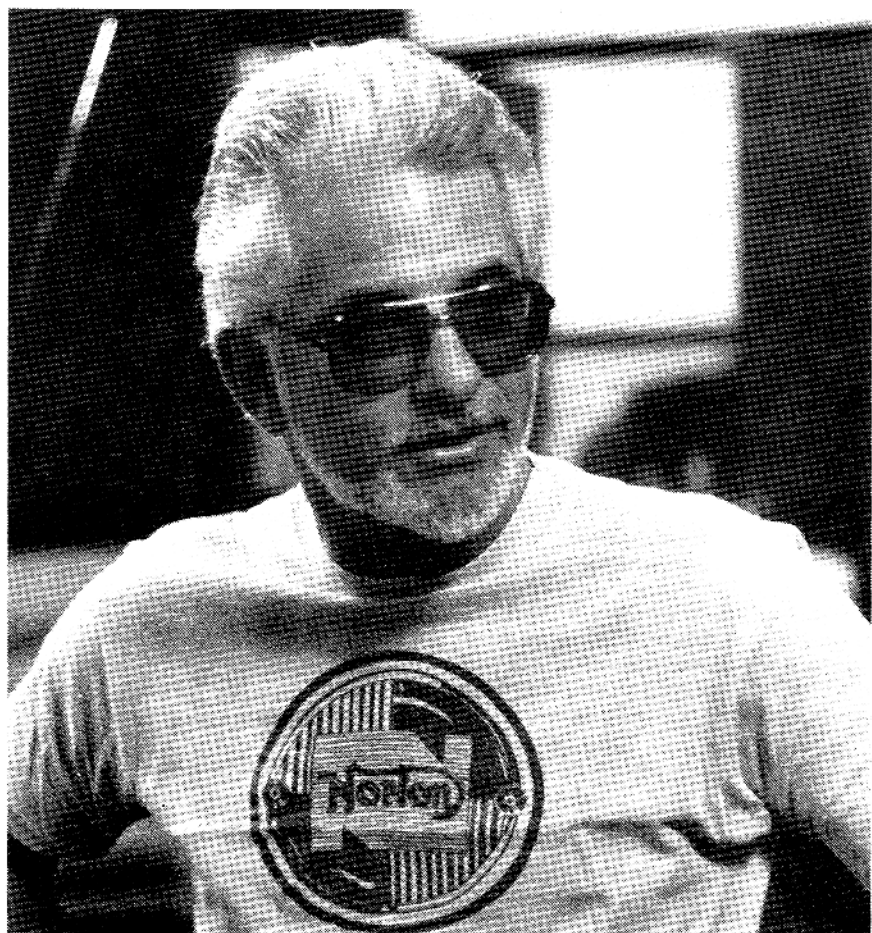
Norton Notice



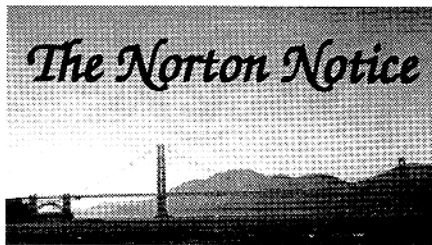
The Newsletter of the
Northern California Norton Owners Club

No. 215

April, 1996



May 21, 1941 - March 15, 1996



is published by the Northern California Norton Owners Club. Its purpose is to inform and entertain members about all aspects of Norton motorcycles, including history, technical advice, and preservation of the marque. The *Norton Notice* is a reflection of its readers, who are encouraged to submit any article, technical tip, or photograph (original or otherwise) in good taste for other Norton enthusiasts to enjoy.

The deadline for submitting items for publication is the 20th of each month. The *Norton Notice* welcomes contributions submitted electronically, preferably in MS Word, MS Works, Word Perfect, or Rich Text Format. The *Notice* is produced using Aldus PageMaker 5.0.

Membership in the Northern California Norton Owners Club is available for \$20 per year. Membership dues are payable to the Branch Secretary/Treasurer. Renewal dues are payable at the end of the individual's membership year, in the month designated by the last number of the individual's membership number as listed on the mailing label of the *Norton Notice* and on the membership card.

Send change-of-address information to the Branch Secretary/Treasurer, not the *Norton Notice* Editor.

The Northern California Norton Owners Club is affiliated with the Norton Owners Club of England and the International Norton Owners Association. Interested persons can join these organizations per the terms outlined on the Branch membership application form.

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Words to live by. . . *The objective of the Northern California Norton Owners Club is to promote, encourage and develop motorcycling activities. The Club's members are owners of Norton motorcycles and often submit technical tips pertaining to Norton motorcycles for publication in the Norton Notice. Technical tips 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 its members for any problems resulting from use of these technical tips. The Club assumes no responsibility for the acts or omissions of its members in connection with Club activities. Norton Notice articles 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. Club activities and membership are subject to standards established in the Club by-laws. Advertising published does not imply endorsement of products, goods or services. Now you know.*

Upcoming Events

Rides are on Sundays, unless otherwise noted. All rides kickstart at **9 a.m. sharp**. Be gassed-up, fed, and ready to roll! Call Jim Carton for details about any ride.

■ April

- 7 **Easter Morning ride***
Leaves Tam Junction at 5:10 a.m.
\$5 Park Service charge at the top
- 14 **Rallye de Milani Grand Prix**
Begins and ends at Milani's B Street Bar, San Rafael. Call Ed Meagor at (415) 457-5423 for details
- 21 **John Bria Memorial ride***
Begins at Alice's Restaurant

■ May

- 11 **(Saturday) Pre-Mother's Day ride***
- 19 **MBCEMC Rally of European Motorcycles, Santa Cruz Fairgrounds**
- 19 **Vintage show/swap meet, Hanford**
Call (805) 733-1137 for details

■ June

- TBA **Fred Twigg ride***
- 16 **Santa Cruz/South Coast ride***
Trophy party* to follow (see "Alan's Wrench", this issue)

■ July

- 18-21 **(Thursday - Sunday)**
INOA Rally, * Quincy, CA
- 20-21 **(Saturday - Sunday)**
BMT Promotions show and swap meet, Carson City, NV

■ August

- 8 - 11 **(Thursday - Sunday)**
Dardanelle ride (unofficial)

■ September

- 15 **Old Timers' ride***

■ October

- 13 **Mt. Hamilton ride***

■ November

- 17 **After the Danmeier ride***

Club Meetings

The Club meets the second Thursday of each month at 8 p.m.

- April 11 **Harry's Hofbrau**
390 Saratoga Ave., San Jose
(408) 243-0434
- May 9 **Prince of Wales Pub**
106 East 25th Ave., San Mateo
(415) 574-9723
- June 13 **Fremont Brewery**
3350 Stevenson Blvd., Fremont
- July 18-21 **Quincy**
- Aug. 8 **Connecticut Yankee**
100 Connecticut St., S.F.
(415) 552-4440
- Sept. 12 **Harry's Hofbrau**
399 W. El Camino Real, Mtn. View
(415) 964-8455
- Oct. 10 **Harry's Hofbrau**
San Leandro
- Nov. 14 **Prince of Wales Pub**

*Points awarded for attendance

Maya's Minutes

by Maya Lai, President

Due to work hours, I wasn't able to be at the March meeting at the Connecticut Yankee. I hear it went pretty well and that Greg did a good job running it.

In sadness I have to say that, as most of you probably know, John Bria passed away on March 15. He was in the hospital because of a complication following surgery the week before. He had a stroke on Wednesday and passed away Friday morning.

For those of you who didn't know him, he was a wonderful, cheerful person. He had a very good outlook on life and did a lot of neat things. He and Alan Mueller were in a Dixieland band together and they were great! I know the band will miss him very much too. He had one of the nicest P-11s in the Bay Area, as well as other English, German and Italian bikes. He was a true enthusiast. His wife Carol is a sweet person; they made a great pair and got along well together. They graciously baby-sat one of my bikes when I had neck surgery, and John took excellent care of her. Gee, I don't know if he ever got Carol to ride her. I will miss him, he was a great person to have in our club. I wish Carol and his daughter Jennifer all of God's luck.

Well, it's getting close to Rally time and I have heard that Joe Edwards, Brad Green and Ron Douglas resigned from the Rally Committee. Joe is enduring a stressful time in his life, and the Executive Committee truly thanks him for the work he has done in setting up the Rally. Alan Goldwater has assumed the responsibility of Rally Chairman. If you would like to help, please call Alan at (408) 475-5705 and let him know. We still need volunteers. Let's have the best West Coast INOA Rally we can!

Bill Mankin from Raber's Parts Mart is retiring March 31 after being a mechanic for 49 years. His first Brit bike was a 1941 Triumph Tiger that he got in 1948, which got him fiddling around with motorcycles. In 1967 he moved with Ed Brooks' shop from Salinas to San Jose, where he has been ever since. He has had the best of motorcycling's years and has been friends with some of the greats. When he retires, he and his wife will go camping and do things they never had time for. I wish him well and my bikes will miss him.

The Mother's Day ride has been changed from Sunday to Saturday so you can have time for the Mother in your life.

Well, hopefully there is a lighter note in the future. See you at the next meeting and please ride safe.

Piobaireachd - A Salute to John Bria

This section of the Norton Notice is devoted to members' memories of John Bria. Piobaireachd, pronounced "pea brook", is classical bagpipe music that takes the listener through the range of emotions one feels upon the death of a friend. Lynne Miller played piobaireachd at John's memorial service.

■ by Alan Mueller

Many people have special friends, but no one had a better friend than I had in John Bria. On March 23, we said goodbye to John in a way that he would have liked. We celebrated his life with his wife Carol, his daughter Jennifer, his mother, his brother Tom, relatives, good friends, and Dixieland music.

John was very special to me, my wife, Vicci, and my son, Danny. He held a special place in our hearts, and I will miss him very much. He was a great influence on me. I would not be riding Nortons nor playing music with a Dixieland group if it were not for him. He was also instrumental in my involvement with the NCNOC, as a member, and then as Editor of the *Norton Notice* for the past two years.

John had a special way of including people in things in which he was

interested. I first met him 8 years ago while playing the banjo in a local show in San Carlos. I had just started riding motorcycles earlier that year. During one of the intermissions, we started talking about motorcycles and John kept referring to "BJ", his black Norton. I was ignorant about the various marques at that time and had no idea what a Norton was. We kept talking, and John mentioned the Easter Morning ride, which was the next day. He invited me to come along, even though I had an old Suzuki.

The next morning, at 0 dark-hundred, John picked me up. On the way to San Francisco, we met up with several people riding these loud bikes. I still remember going up 19th Avenue in the dark surrounded by 10 or 12 Nortons. It was special! I was hooked! The view from Mt. Tam that morning was gorgeous. Later, we all met at the Lighthouse for breakfast. I was really impressed by the members that I met that day. Several weeks later, I had my OWN Norton, black, like John's.

We have been riding regularly since then, including bike trips to Canada (with our wives), many Norton rides, private rides to Alice's, a ride last

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year to Colorado and Pike's Peak (with Rich Alves), and a ride we were planning for this coming September to Banff and Lake Louise in Canada (or as John would say, "uppa-uassa").

The musical side of John was something to behold. I don't know how many of you had a chance to hear John play. . . it was special. He molded our band, The Toot Sweet Jazz Band, into a successful Dixieland group. We had steady work and actually made enough money for me to continue adding to my bike collection.

I will miss John, as I know most of you will. I hope the things that I learned from him will remain with me forever. My last remembrance of John will be his ashes being taken to sea by his brother while the band played "Just A Closer Walk With Thee" and "When The Saints Go Marching In"!

"Toot Sweet," John!

■ by Andy McKerral

Every so often, if you're really fortunate, you have the chance to cross paths with a unique kind of person for this day and age who, unlike his contemporaries, lives a life without guile; he speaks well of his fellow man in spite of the other's shortcomings, he assumes positions of authority and responsibility without complaining, he uses his authority to create order out of chaos, and he walks in peace among his peers.

It was my privilege to know John Bria. I met him for the first time at the Lake Tahoe Rally in 1991. I was struck by his child-like wonder at seeing so many Nortons in one place, and his boundless enthusiasm for tackling just about any task someone put on his plate. In the years I knew him, I was always taken by his forthright way of dealing with people and his determination to do whatever he took on with care and felicity.

Five years ago, I was winding my way up the mountains through Woodside to Alice's with Grover Buhr and the woman I was dating at the time, who was sitting behind me. We met John and joined him for breakfast on the patio. As we were waiting for our orders, we talked in the beautiful morning sunshine about how we'd all want to go. My date made some perjorative comment about how maudlin the subject was, but the other three of us discussed it with an almost joyous unanimity--and we agreed that if we had to die, we'd

all much rather die riding around the mountains on the backs of our bikes than in some messy freeway crash or in a hospital room with tubes sticking out of us--we wanted the roar of engines behind us and wind blowing through our helmets. My date thought we were all one cucumber shy of a salad, but she couldn't understand the connection. I really can't fault her; after all, there are few people as thoroughly in touch with their mortality as motorcycle enthusiasts, whether it be because of the insane traffic here in the Bay Area, or because Norton riders, in general, tend to push the envelope a bit harder on a daily basis than most "weekend amateurs". It's a natural topic for discussion among us by virtue of the nature of what we enjoy.

John's death is personal to me because I still remember the ordeal I experienced ten years ago when I underwent spinal fusion surgery. When I regained consciousness after the surgery, I was under the influence of a Morphine I.V. and Demerol, and they had placed these cuffs around my ankles which inflated and deflated every 30 seconds. I remember that all I felt like doing was going to sleep, but every 30 seconds those damned cuffs would squeeze my legs like a boa constrictor. I couldn't concentrate on going to sleep- and the cuffs began to hurt like hell after two hours. I am still not very proud of the pandemonium I raised in the recovery room, in my drug-induced fog, with the nurses who were simply

following my surgeon's instructions. The next day, my doctor explained to me that the purpose of the cuffs, together with anti-coagulant drugs, was to prevent blood clots from the surgery reaching my brain and causing a stroke. "Without those cuffs," he said, "there's a chance that a clot could get to your brain and kill you." Suddenly, I didn't feel very sleepy. I recovered quickly afterwards, and to this day I am fortunate not to have experienced problems with my back.

I understand that John's problems began when a blood clot, a result of back surgery, formed in his leg. Doctors administered anti-clotting drugs to him, but there was a 1 in 100 chance that he'd have an adverse reaction. Tragically, John was in that 1%.

And apparently, that's how John Bria died. Not on the road. Not on the mountains. Not on a freeway. He died in a hospital bed.

I got to meet John's wife Carol 3-1/2 years ago. She graciously showed me around her home and glowed about how she had always wanted that house, and how John had found a way to get it for her. Everywhere in their large Spanish stucco house was warmth and friendliness--signs of John's music, of Carol's special attention to detail, which made their environment a warm and friendly place, and of the pride they both took in the accomplishments of their daughter, Jenni-

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fer. These people really loved each other, and it showed.

Maybe Carol would have had an extra-wide smile on her face at the time if she had known that one Sunday up at Alice's, shortly after her brain surgery a few years back, John told a couple of us how much he loved her, and how he worried that she might not make it. And, amidst the Nortons, Harleys and Triumphs, we all kind've sat there in a state of jealous admiration, thinking to ourselves how lucky the two of them were to have each other.

John's life ended in a way that I imagine didn't settle too well with his spirit. After all, it was the *ride* that mattered for him, whether it was on the back of his P-11, or on the roads he shared with Carol in their journey together. It remains to be seen whether his death was the end of one ride, or the beginning of another, more extended trip. In any case, I suspect that if I'm fortunate enough to catch up with him, he'll probably have found a way to play his clarinet while counter-steering into a curve along King's Mountain Road... and I'll probably end up buying a Norton patch from him at a rest stop just to remember the encounter.

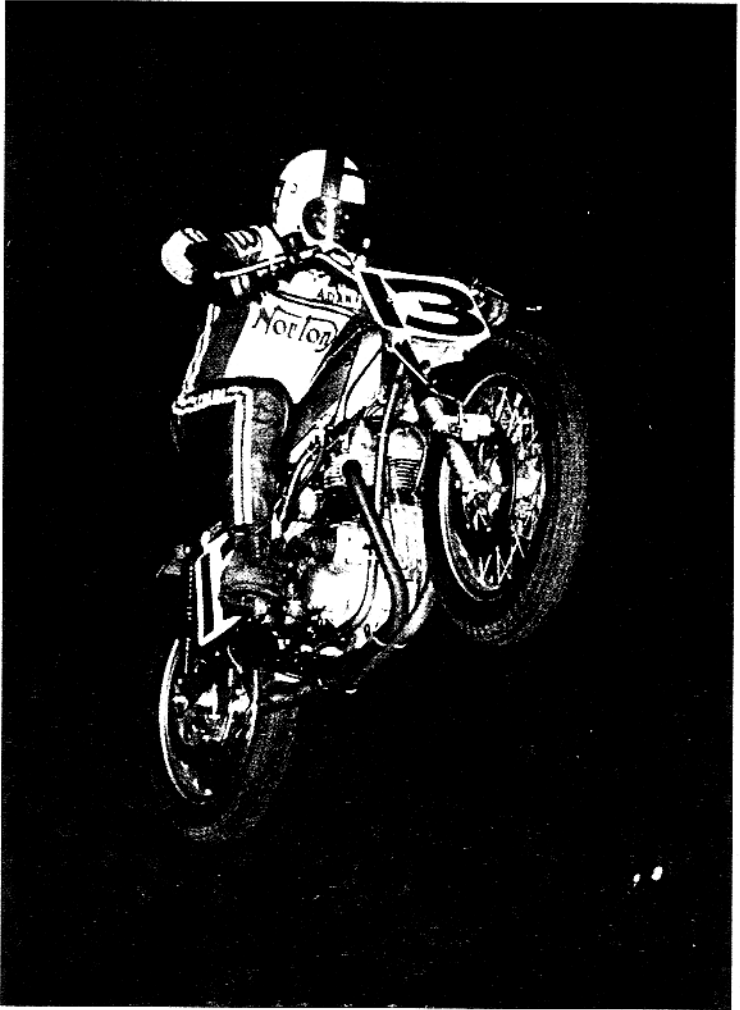
So long, John.

Dad

by Jennifer Bria

*Sailboats racing in the bay
Music playing every day
Sounds of motorcycles racing by
Tears start welling in my eyes
I can't describe the pain I feel
An empty void that can't be filled
I hope you're in a place you like
Where you can ride all your bikes
I can see you smiling that silly grin
Such a handsome face, but your beauty
was within
You gave so much I can never forget
Love, caring, kindness, humor, intellect
I will always remember the things you said
Nothing will ever leave my head
The pain will get better, they say, with time
I hope they're right
I loved you so much, I hope you know
You are in my heart and in my soul
The influence you had on everyone's life
was a tremendous gift that will be cherished
by all, for eternity.*

Risposo in Pace, caro Papa, Ti Amo



Dave Aldana, 1973

April Ride Report

by Jim Carton

Despite poor communications, Club politics, the wrong date in the *Notice*, late newsletters, and earthquake-induced road closures (no kidding). . .the Flying Lady Ride flew last month on the 17th and *we had fun!* All four of us and Ralph Kramden. We ran into Chester Sederreh, figuratively speaking, ate Mexican food twice in one day (life is good), and got home before dark. Incidentally, that is Chester leading the Commando Column. Look for Lynne Miller's Easter Morning ride info in this issue. Dress warmly and bring a thermos of hot coffee. This can be the coldest ride of the year! And don't miss the parking lot on the right **before** the toll booths at the south end of the Golden Gate Bridge, like I did last year.

Ed Meagor again welcomes us to attend the 8th Annual Rallye de Milani Grand Prix (funny name for a BSA Club event) through Marin on April 14. This is an excellent ride, the Ford Model A Club will also attend, and, Nortoneers take notice, lunch is free. Ride kickstarts at 10 a.m. at Milani's on B Street in San Rafael. Call me or Ed at (415) 457-5423. Oh yes, there is a \$1 donation to San Rafael's finest to defray any clean-up from Exxon Valdez incidents on the sidewalks at Milani's.

Alan's Wrenchin'

by Alan Goldwater

Recent changes in the Rally Committee have not deterred us from moving forward with our plans for the Feather River Rally. Here are some key items which still need work and volunteers:

- **Friday night banquet.** I have asked the Quincy Chamber of Commerce to find a local service group (like the Lion's Club or Boy Scouts) to do a spaghetti meal for us. This seems more practical than trying to organize it ourselves. We may need to provide them with some assistance, so several volunteers are needed.
- **Trophies.** I have made two prototypes of the trophies in black walnut. I would like 3 or 4 volunteers to help finish the 20 or more plaques needed for the Rally, so I'm throwing a "trophy party" on June 16, following the Santa Cruz ride. I will have the pieces cut out, ready to sand and finish. Beer's on me!
- **Country Store.** This is where we sell NOC shirts, paraphernalia, poker-run cards, etc. Also serves as a general Rally help center and info source. Manager and staff needed.
- **Field events,** which will be organized by Steve Neal of the Northwest NOC. He may need volunteers.
- There's a good chance we may have a **vintage racing program on-site** after all. Some security and race crew volunteers may be needed. Stay tuned for news on this exciting development!

In Search of the Perfect Norton

by Robert Newman

■ "Better" gasoline

You may have heard about the June, 1996 deadline for U.S. gasoline sellers to reformulate their fuels to meet new, higher EPA standards. The EPA's only concern is about air pollution. If this new gasoline isn't right for your engine, that's your problem--and since English motorcycles were designed for high-octane leaded fuel, there is a real problem.

Last year, Fred Twigg saw three Triumphs hole pistons, and this year an 850 Commando holed one or two pistons after a 90-MPH burst which lasted a bit too long. A friend of Fred's who owns a car repair shop has a few customers with burned-up Porsche and Volkswagen engines. The source of the damage appears to be the fuel--other potential contributing factors were in normal ranges.

One of our members, Jeff Gruwell, works at the Shell refinery in Martinez, where he manipulates the controls of a cracking facility. He tells me that about a year ago, Shell completed a new branch of the refinery designed to add a final process to the fuel which will make it comply with the new regulations. Basically, without chemical details, the new fuel burns leaner. It is as if the oil companies are adjusting our fuel-air mixture settings for us. This will be OK for newer vehicles

(mostly) which come with swirl-type combustion chambers and near vertical valve angles, but it could cause detonation in earlier engine designs. Hotter-burning and/or faster-burning fuel could also suggest a cooler plug range to guard against pre-ignition.

A fundamental correction for this problem is to enrich the fuel mixture. Since most Norton riders use Amal carbs, raising the needle is the first thing to do, and then, if necessary, increasing the main jet size. If, after plug-chops at midrange and full throttle, you find a white or light gray center insulator, be warned! Now is the time to enrich your fuel-air mixture. Play it safe; a motor running rich does far less damage to itself than one that burns up from leanness.

This is a serious issue. If other Club members have some input, we might establish a forum for comparing experiences on this subject.

There is a head-temperature gauge available for about \$80 that reads at the spark plug. More on this in the next issue--Ed



An Electric Start That Works?!

How About a Four-Brush Conversion...

by Jeff Gruwell

Hey, Mark III owners, if you're dissatisfied with the performance of your electric starter motor, maybe this article will help you get your motor runnin' with the push of a button!

The first task is to make sure your electrical system is in top-notch condition. This includes your battery, handlebar starter switch contacts, starter solenoid, starter leads and terminals. The next thing on the agenda is to acquire all the parts necessary to convert your Norton Prestolite starter from a two-brush to a four-brush motor. You will need:

1. Field coil windings

Accel makes Prestolite starter field coils in two flavors for Harley Davidson Prestolite starter motors: stock replacement, and high torque (which produce 20% more torque). I do not recommend the high torque field windings because I've heard rumors that the sprag clutch may not be strong enough. The stock windings are available in the Custom Chrome H.D. catalogue in the Starter section as part #25-047 at \$36. They will fit in your original case. If you prefer, you may use a Harley Prestolite case with four field windings already installed.

2. Brush plate

You will replace your two-brush plate with a Prestolite four-brush plate.

3. Brushes

You will need a new brush kit for the Harley Prestolite.

4. Brush springs

Of course, you will need four.

From your Norton starter, you will use the end caps, the two long bolts and the armature. Check that the bushings and oil seal in the end caps and the armature are all in good shape. If they are, we can proceed with assembly.

When you fit the brushes in the brush plate, you will need to arrange them so as to reverse their polarity. Move each brush one position clockwise from the "Harley" position to reverse the phase. Hopefully, the leads on the brushes are long enough--mine barely were. You will need to do some soldering when you fit the field coil windings to your case.

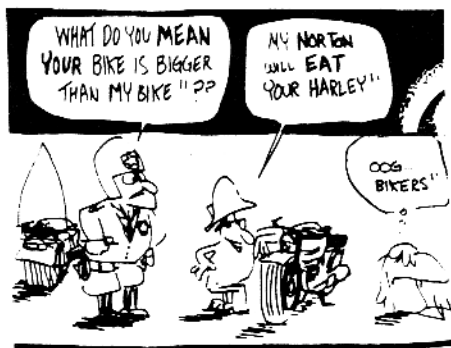
After you assemble the motor, you can check the rotation using a 12-volt battery, but make sure you ground the starter case to the positive battery terminal. The starter should rotate clockwise, as viewed from the drive end. If the rotation is correct, you are ready to install the motor.

I only use my starter when the

engine is warm, because of the rumors I've heard about the sprag clutch. So don't go raising your compression ratio and using the Accel high torque windings in your starter, and then come whining to me when you don't get trouble-free service! Also, I am using a Lucas Rita electronic ignition, and my bike fires right up without cranking the starter motor excessively. I've heard the Boyer does not work as efficiently as the Rita when the starter is energized.

All this Yankee jabberwocky works out better than that bright red camouflage did against our green background.

By the way, East Bay Custom Cycles in Martinez will give Norton Club members 15% off the list price of Accel field coil windings, and if you're nice, maybe other items.



Member Profile

by John Covell

Ruth Middleton

Age: 36 **City:** Hayward

Marital: "Single, but committed."

Occupation

Refrigeration tech for Marriott Hotels

NOC member since

October, 1995

How did you become involved with NOC?

"My significant other, Brad Green, was a member."

Club offices held

None

Norton(s) owned

1972 Commando 750 short-stroke
(under construction)

Other motorcycles

1986 Harley-Davidson Sportster 883

What first interested you in the Norton?

"It sounds like a Harley!"

Other hobbies/interests of note

Brazing, skiing, speeding

Favorite motorcycling road/ride

Palomares Canyon; Hwys 34 and 84
also—the twisties!

If you could redesign the Norton, what would you change?

The electrical system—do it with a Boyer.

Favorite/most embarrassing episode on a Norton

"Brad's bike broke down in Union City, and Duncan had to come in his truck to rescue us."

Commando Column

by Jim Carton

■ Spring Maintenance

Spring maintenance is actually what you should have been doing from November through February in preparation for springtime riding! But, between cold, rainy days, Thanksgiving, Christmas and taxes, our poor old Nortons wait patiently for us in dark garages to see the sun glimmering off that endless slab of concrete and asphalt that we call "the road." Think of the possibilities: go outside and place your palm on the street in front of your house (don't worry about what the neighbors think, they've known for a long time that you're crazy). That piece of road you're touching is part of an endless link from where you are all the way to New York city and nearly anyplace on the North and South American continents. You could ride the world, on your Norton.

But you're not going anywhere until you perform your spring maintenance. No, your battery is sulfated and your carbs are choked up from "fast-evaporating-no-octane-leaves-a-residue-reformulated California smogless gasoline." Both your tires have flat spots from sitting for 5 months, and I won't even get in to all the maintenance items left over from last year. Don't worry, your Norton will forgive you, just buy it some stainless goodies this year, along with a complete spring tune-

up and service.

Be honest now, get out your rider's manual, maintenance log book, service records and shop manual, and systematically give the bike what it needs. Time and mileage are your guides.

Owning a Norton is a matter of immense pride, but also immense responsibility. I get a big kick watching Brand-X riders drool over my Norton with lust when I park, thinking I'm some kind of super-wrench or that I'm rich enough to take it to the shop every week to fix an oil leak or whatever must have fallen off.

You and I know differently. All it takes to ride a Norton is preventive maintenance and a reasonable yearly investment. Here is where ego gets in the way. You have basic-to-good mechanical skills, you can read a shop manual, and you do a good portion of your bike's maintenance. Every once in a while, though, something doesn't get fixed or attended to because of time commitments, "ignore-ance", or lack of a convenient place to do the work. Instead of taking the bike to a pro, you let pride get in the way. You want to give your machine TLC with your own two hands. You want to be involved with the machine that propels you safely down the road.

■ TECH SESSION

On Saturday, April 20 at 9 a.m., Jim will hold a tech session on how to fix a flat on the roadside, and, if time permits, on roadside trouble-shooting. Call Jim for details and directions. R.S.V.P. by April 14. If you need a new tire, bring the right size and a new tube and we can work that in.

However, "safely" is the key word. Nobody likes to come home in a truck, so what I'm getting at is this: if you're not riding your bike because you might not make it back, it doesn't have to be that way. Take the bike to a professional once or twice a year for an evaluation. It used to be

"Oh, you ride a Norton? Do you have to be a mechanic to own that bike?"

"No, but it helps."

It's not that way anymore. We've gotten 20 years of upgrades, knowledge and support, not to mention experience, that we didn't have in 1975. So take advantage of it and enjoy your bike!

Yes, I know--"who's going to pay for it?"

Correction: Mean Marshall is doing the Japanese tach drive seal conversion discussed in last month's Commando Column, and has been for quite some time.

Oops!

Editor,

This letter is in response to the "Commando Column" in the March, 1996 Norton Notice.

The article states that my shop does not do the tach drive seal conversion that "everyone does". Well, our first work order record of us doing this is dated June 28, 1978. Since that time, we have done over 200 of these jobs and supplied this very seal to over 40 other shops on a wholesale basis. (No - Honda didn't invent this seal, it has various other applications as well.)

I've included a photocopy of the original letter to Norton and Norton's "service tip" that went to all dealers (some ten months later) for your information. This is the document my shop has always worked from.

How the *Norton Notice* can print something authored by a member that was not verified before publication both annoys and offends me.

Marshall Ehlers
Owner, Mean Marshall's

Because this is a volunteer publication, things sometimes get submitted late, or Editors' full-time jobs interfere. I think Notice Editors of yore have also relied on members to be accurate in what they submit. So come on you guys, we're here to have fun! Check your facts, and our apology to Mr. Mean. And Marshall, thank you for contributing the Norton Service Tip featured on page 19.--Ed.

March Meeting Minutes

■ Northern California Norton Owners Club March 14, 1996 meeting Connecticut Yankee, San Francisco

The March meeting was called to order by Vice President Greg Braithwaite at 8:30 p.m. with 28 people present. Greg read an invitation (provided by Maya) from Ken Hauser of Chicken Ranch Racing for us to participate in a show of vintage, classic and antique motorcycles. Chicken Ranch will be promoting at the A.M.A. Superbike Nationals at Laguna Seca April 26 through 28. The Triumph Club will be there, and C.R.R. has space for 30 bikes. There will be one V.I.P. weekend pass per bike entered. Bikes must be in place on Friday April 26. C.R.R. has to know how many bikes and what models they are by March 31. Call Maya soon!

Greg did the 50/50 raffle before having Lynne Miller make a couple of announcements, the first being the sad news that John Bria was in a coma. He had recently had back surgery and been re-admitted to the hospital for treatment of a blood clot that had developed in his leg. In the process of treating that, he suffered a stroke. A get well card was signed by all. Lynne also gave details on the Easter Morning Ride (Sunday, April 7). Meet at either the south parking lots of the Golden Gate Bridge at 4:20 a.m., or leave Tam Junction at 5:10 a.m. Bring \$5 for the Park Service. There are usually 400-500 bikes present, the oldest one last year being a 1927 Royal Enfield. Breakfast is afterwards at the Lighthouse in Sausalito. Lynne also mentioned that if you exhibit a bike at Silverado (\$10 fee) you get two free passes. Lynne has been doing this event for 5 years, and says

there are have been as many as 28 bikes on display (all bikes must run!). The winner last year was a 1917 Indian that started on the first kick and "ran like a pocket watch". Bring your older Norton—with any luck at all, you'll do better at starting than the two Manxes last year that wouldn't bump because the grass was too wet! Call Lynne for more details.

Jim Carton gave an upcoming rides report, then Jerry Jolliff gave a rally update. Jerry indicated WE NEED VOLUNTEERS for registration, and that a local auto repair shop was extending its hours for us in case of need. Joe Edwards spoke about beverages and bands and the budget therefor. It was suggested any club members who know of a band within the \$600 limit, or want to bring their own instruments and play, should contact Alan Goldwater. Other facilities include a muni swimming pool one block away, possibly an athletic club with a hot tub (jacuzzi?), several restaurants, a bar with horseshoes & dancing, R.V. hook-ups and 4-star roads! Finally, Ron Douglas took the floor to read a statement he had prepared (which V.P. Greg asked him to paraphrase). Ron expressed some concerns and made some assertions that the Executive Committee will address with him directly. Ron was handing out copies of his statement, and I hope he shares his response from the Committee with those who have an interest in seeing it. Ron concluded by resigning from the Rally Committee, then Joe stood up and resigned as well, saying he didn't feel he had the confidence of certain members of the Executive Committee and that he felt this was the best way to avoid further

acrimony. He said he would be happy to turn over his files to the E.C. if it would arrange to do this when it was convenient for him. There were a number of statements and assertions made re: the raffle bike which will also be addressed in the E.C. response to Ron, one of which was a public contradiction by Jim Carton of a statement by the (former) Rally Committee members as to how long they had been in negotiation for the bike in question.

John Covell had a conversation with Brian Halton of *CityBike* in which Brian asked if the Club wanted to make its roster available for specific offers extended to *CityBike* (such as an Oakland Harley dealer offering a free ride on a Buell) that may be of interest to Club members. This list would be for *CityBike*'s use only and would NOT be made available to anybody else. It's open for discussion. If you would like to be on such a list, let Maya know.

Lynne noted that when Andy McKerral's bike was recovered, it had obviously not been taken by anyone who knew anything about Nortons, and moved that some (nonspecific) Club members owed another Club member an apology. The move was seconded, so you know who you are and who to call.

Ken Armann called attention to an error in the *Norton Notice* regarding Duncan's death. He died on President's Day, which is in February, not March, and was not riding with friends, as those with him kept going and never went back to look for him. Everyone who knew Duncan misses him, and it was still a fine memorial at the Florence for those who attended.

Lynne suggested a ride to Half Moon Bay at some point with a stop at Cameron's Pub. It's easy to get to and has 600 different beers available. Meeting moved adjourned at 9:30 p.m.

Editor's note: Joe Edwards was the person originally behind the idea of the rally we are putting on this year and provided most of the energy up to this point. I would like to thank him on behalf of the Club for his efforts so far.

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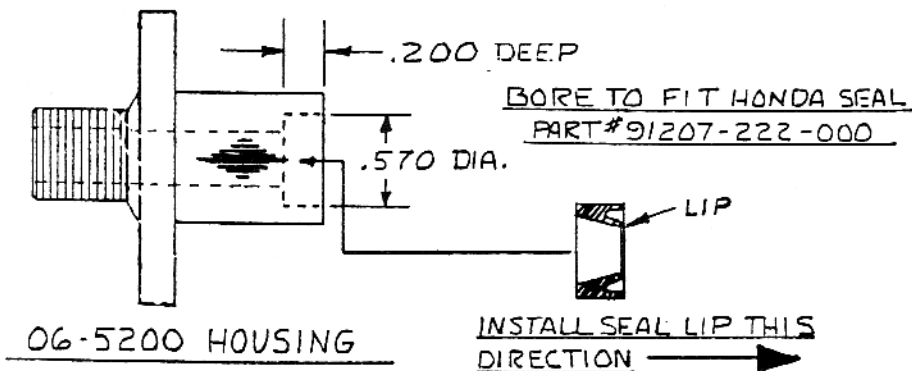
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MARCH 1976

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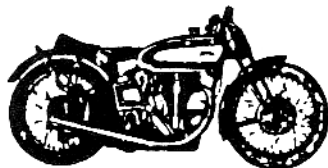
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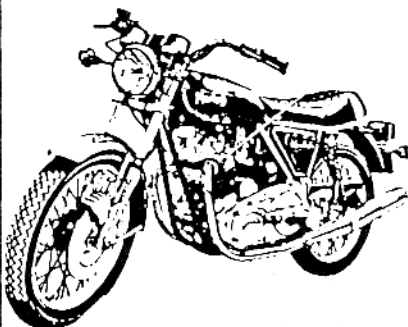
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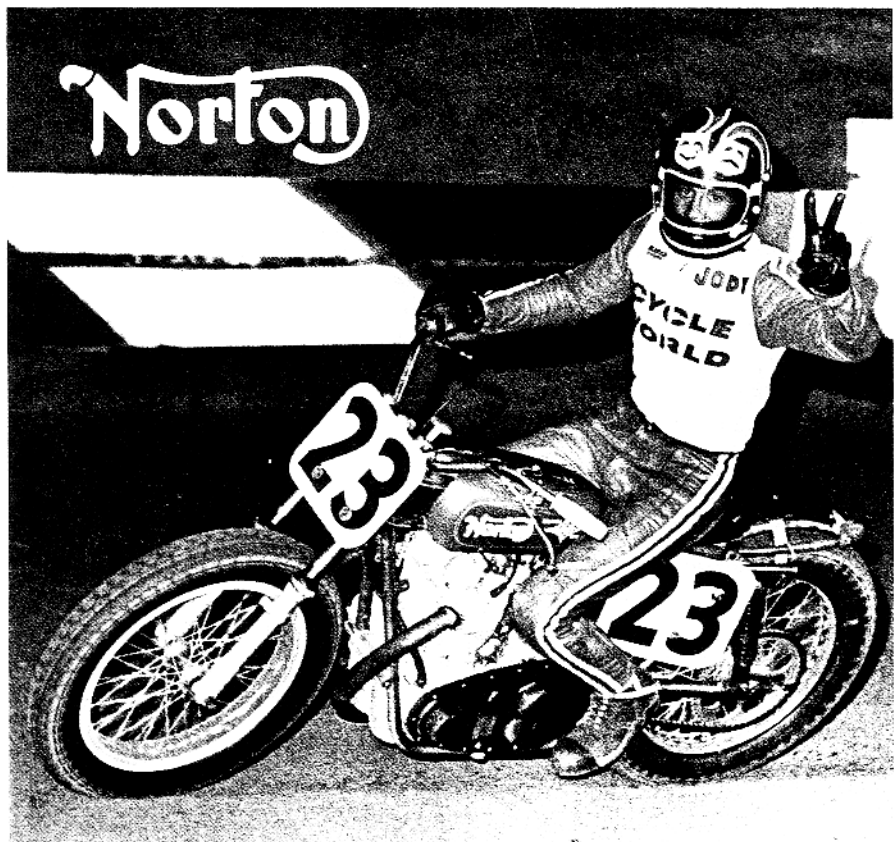


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