



Norton Notice



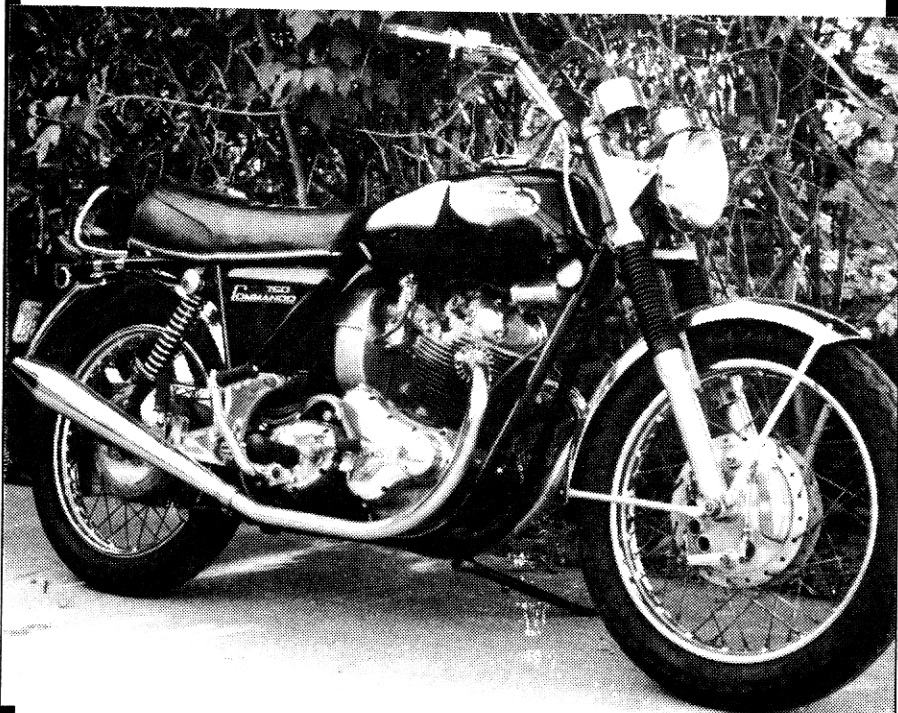
The Newsletter of the Norton Owners Club

No. 159

July, 1991

The Raffle Bike...

...could be yours, for a dollar donation!



*Attend the INOA Rally, and learn the identity
of the lucky winner...*

IT COULD BE YOU!



Norton Notice

is published by the Northern California Branch of the 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.

NORTON NOTICE is a reflection of the readership, who are encouraged to submit any article, technical tip, photograph (original or otherwise) as long as it is in good taste, so that other Norton enthusiasts may enjoy it. For Branch members who cannot attend club meetings or club rides, the NORTON NOTICE affords an opportunity to share experiences and information with the membership of the Branch and to bring the Branch members closer together.

The deadline for items to be submitted for publication is the 20th of each month.

Membership in the Northern California Branch of the Norton Owners Club is available for \$15.00 per year. Membership dues are payable to the Branch Secretary/Treasurer.

Renewal dues are payable at the end of the individual's membership year, that month being designated by the last number of the individual's membership number as listed on the mailing label of the NORTON NOTICE and the membership card. For example, 745/2 denoted member 745 with dues expiring on the 1st of February.

All changes of address should go to the Branch Secretary/Treasurer, not the NOTICE editor.

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

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NORTON OWNERS CLUB

IMPORTANT (Please take note of the following fine print): The object of the Northern California Branch of the Norton Owners Club is to promote, encourage and develop motorcycling activities. The Club's members are owners of Norton motorcycles and they often submit for publication in the NORTON NOTICE technical tips pertaining to motorcycles of the Norton marque. Technical tips so published have been reviewed for technical content and are believed to be both acceptable and workable, but no guarantee is made or implied that they will work correctly, nor is any liability assumed by either the Norton Owners Club or the members for any problems resulting from use of these technical tips. The club also assumes no responsibility for the acts or omissions of its members in connection with Club activities. NORTON NOTICE articles or other materials express the authors' views only and not necessarily the official policy of the Norton owners Club or its Northern California Branch. The editor reserves the right to accept, reject or alter all editorial and advertising material submitted for publication. Advertising published does not imply endorsement of products, goods or services. Now you know.

Upcoming Events

Club Rides Schedule

July 7th: A possible Napa/Sonoma Ride. Let's wait and see what the Rides Marshall says...

July 31st-August 4th: The International Norton Owner's Club Rally at Richardson's Resort in Lake Tahoe, California. (see center page for application form.)

September 15th: The Old Timer's Ride: starting at Alice's in Skylonda, and winding up wherever the machinery will allow.

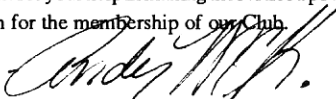
October 20th: EITHER a repeat of last year's Delta Ride, or a Coast Ride- again, it's the Rides Marshall's call.

November 3rd: The All-British Ride/ The Don Danmeier second annual 50th birthday ride.

Apologies Department

Due to rapidly developing time-relevant topics in the Club, many excellent articles submitted for publication were not included in this issue of the *Norton Notice*.

Please know that each submitted article was reviewed and deemed appropriate for publication in some future issue. Accordingly, as space becomes available, be assured that your submittal will be printed as time and space allows. Thanks for your help in making the Notice a powerful forum for the membership of our Club.



Meeting Schedule

The Club meets on the second Thursday of each month, at 7:30 P.M. Meeting locations rotate between the Peninsula, the South Bay, the East Bay, and San Francisco.

July 11th: East Bay **Spaghetti Factory**, Jack London Square, Oak-town. Man, is this meeting place so tentative! Brad Green is still looking...

August 8th: San Francisco **The Boathouse**, by Lake Merced: Tentative as well, until otherwise confirmed by the Club President

September 12th: Peninsula **The Prince of Wales Pub**, on 25th Avenue in San Mateo. A great selection of beers, and a private meeting room with dartboards!

Other Meeting dates to the end of the year, to mark your calendar: October 10th, November 14th, and December 12th. See you there!

Graphics Contributions

Cover Photo: C. Andrew McKerral

Page Six: Haynes Service Manual for the Commando

Page Eleven: The Rally Committee

Over the Bars . . . by Lynne Miller, President

Even though (as of 6-26-91) it is raining and snowing up at Lake Tahoe now, the forecast for July and August is: warm days with cool nights. (Ed.s' Note: I just got back from that area this afternoon- 6-30-91- and the weather was drop-dead, friggin' GORGEOUS!...I'm "'jacked"...) So, throw that sweater into your bag, and be prepared.

I plan to ride from the Bay Area up to the Rally. If you are interested in a group ride up to Lake Tahoe, please call me and we can work out the details. My number at home is (415) 334-2042.

NOW is the time to prepare your gear and your bike for the ride! (Ed.'s 2nd Note: there's 7,000+ feet of grade to climb on this ride, so- in the interest of taking your life...and your bike... SERIOUSLY, read and heed the following suggestions!)

As for my bike, I plan to check and replace cables, drain and replace all fluids, adjust the brakes, and replace the final drive chain. Also, lube and grease everything that requires it, check the spokes and rims, and keep a real objective eye on the tyres. I have a tool kit which includes spare fuses, spark plugs, and a roll of duct tape. After a complete rebuild on my engine by Phil earlier this year, I feel confident that I am ready to go. (Ed.s' 3rd note- for the rest of us, that means checking valve lash, head bolts torque, carb cleanliness and adjustment, and Isolastic adjustments... after all, personal injury and bike failure is a pretty permanent indictment of inattention to

details-)

I'm putting together the following items for camping gear...and keeping it all light-weight: tent, sleeping bag and pad, small stove and service kit, rucksack with clothes and personal gear, and a CAMERA. I believe that's about the correct amount of functional items to keep the load tight and compact.

I hope that this information will give some useful guidelines to those of you who are not accustomed to long-range travel on motorbikes. It can be lots of fun- and, with regular rest stops- very safe. The speed of travel on long trips should be steady and regular. Your bike will love it, and so will you (Ed.'s 4th note- not to mention the California Highway Patrol, who really appreciate all the wonderful hidden curves and turnouts on Route 50 for radar traps...)

I have two routes in mind for this ride- it may be that we use one route up, and the other route back. That way, we can get to see more of California and the incredible geological diversity of the High Sierra. As I mentioned earlier- please call me if you plan to ride! I'm looking forward to the trip, the Rally, and good companionship.

See you on the road- at the Rally- or *both!* Let's chat some more amongst the cottonwood trees, the pines, and in the crystal-clean air...*over the bars!*

BE There!

Minutes of June Meeting

The June 13th meeting of the NOC at Harry's Hoffbrau in Mountain View was called to order at 8:15 PM by President Lynne Miller. There were 32 members present, and 13 bikes parked outside- including a Norton race bike, and a Matchless. (Ed.s' Note- sorry for sounding like a broken record, but the statistics seem to be mighty obvious for a summer evening on one of the longest days of the year... *where in hell were the other 19 bikes?!*)

Lynne opened with comments about the meeting place situation. He stated that thus far, the "official" meeting locations are The Prince of Wales Pub in San Mateo; Harry's Hoffbrau in Mountain View- and, the Lake Merced Boathouse in in San Francisco. Your Faithful Scribe stated that he had finally found a suitable East Bay location for our meetings (i.e.: separate/enclosed meeting room, good micro-brew & menu, ample protected parking, easy access from 680 and 880...) "Brew Pub On The Green" is located on Stevenson Blvd. in Fremont. Lynne expressed concern that the locale may be too far south for some North Bay Members. An open discussion ensues at great length with the topic tabled until next meeting, pending a zip code breakout of the membership roster and a vote.

Andy McKerral drew a special mention and applause for his ongoing and successful upgrades on the Notice appearance and content. (Ed.'s Note- add blushing, foot shuffling and modesty designed to make a sailor seasick here...)

The Beneved's treasury report showed a balance of \$2245.58. Stan reported the addition of 16 new members, and there are presently 197 "active, paying" members.

Mike Burnham, the Rides Marshall, stated that the July 7th ride will leave at 9:45 AM from the Lighthouse Restaurant in Sausalito..

Eric "Speed" Swortsfigure proudly announced that he had won the last race at Sears Point on June 9th, with Tom Terry

coming in 4th place. Eric stated the need for all NOC'ers to make an effort to come out to the track and support OUR racer entries. Eric will supply a list of race dates and locations to the Notice Editor for publication.

Alan Goldwater reported on the Rally Committee progress to date, and distributed a preliminary schedule for Rally events. A Custom T-Shirt distributor was approved by Club membership vote, with no financial risk to the NOC. The Club will receive a percentage of profits on sold rally merchandise.

Alan then gave the floor to Harry Bunting to report on Rally Preregistration. To date, there have only been 65 adults and 15 children preregistered for this event. Harry took the Club Raffle Bike to Casa der Fruita Bike Festival, and sold an additional 200 tickets. Total raffle tickets thus far are \$1600. Tom Terry volunteered to take the Raffle Bike into his garage for further wrenching. It was then voted to allot an additional \$250 maximum for parts to enhance the roadability of the bike, safety first and cosmetics second. (hey, folks- it still needs a tachometer, a rear fender, and a center stand...)

Jay Leno has been officially invited to the Rally, and Ken Armann mentioned talking to Jay over the weekend- he is attempting to work it into his schedule. Lynne announced the formation of a new chapter consisting of Washington State, Oregon, Idaho, and Montana. (Ed.s' Note- gee.. I wonder if they're gonna have as much trouble finding a place to meet for Club activities as we have in finding an East Bay venue...)

The last order of business was the vote for of Honorary membership of Norton Racer Tom Terry. The motion was passed unanimously.

The meeting adjourned at 9:20 PM.

Side Trips...

by Andy McKerral, Editor

Great Galloping Gonads!- you'd think that there's a rally goin' on, or something! The whole club is a-twitter with activity, what with planning this... reserving that... polishing up the ol' P.O.S. in preparation for the Norton Parade in Virginia City, Nevada... and generally futzing about the business of doing what we do best- whatever the hell that is...

Speaking of innocuous subjects- I recently discovered the solution to an unresolved mystery which had me flummoxed regarding my Mark 3. And, as usual, the answer came in a vision - probably induced by a pint of Bass ale.

To characterize this process of discovery very briefly- don't you wish that you were the genius who discovered that the material they make water sports wetsuits out of is perfect for the mass production of computer mouse pads? Actually, the thought processes ARE related, no matter what Marick says...

Well, to address that damn annoying vibration at 3500 RPM or better- even after redoing everything Isolastic- AND, checking for loose engine mount plate bolts- AND, checking spoke tightness and wheel alignment and balance and steering head bearings and every other friggin' square millimeter of bike, it occurred to me that I needed to lube my final drive chain- in fact, clean it properly, and then

lube it. I knew already that the rear wheel sprocket was beginning to get a little hooked, but hell- with a fresh chain, at least it'd be safe... right? Well, as I was rotating the wheel to soak the thing down with lube, I inadvertently pushed against the chain close at hand to the sprocket, and whoa!- as I turned the wheel, the damn thing was rubbing off the sprocket and grinding! "No way, man," I thought. I KNEW that my chain was properly adjusted- 1.5" deflection at the centre run with the bike off the centre stand and rider seated- so to double-check it, I got a helper to sit on the bike off the stand and look. Yep, adjustment is good. Well,

what WAS it, then? It turns out that sprockets can wear *from side to side* more rapidly than depth, if someone like me isn't fanatic about keeping tabs on rear wheel-to-front wheel alignment. Incorrect chain seating geometry causes the chain's side plates to grind away at the edges and sides of the sprocket, and consequently, when you DO get around to making that adjustment, the sprocket can be irreparably altered.

Fortunately for me, a Mark 3 sprocket is a monolithic cast-iron ingot which contains no brake drum- and is consequently less expensive to replace. But, the additional expense wouldn't have been necessary- had I taken that extra precaution of checking wheel alignment on a regular basis. For all you non-Mark 3 owners out there, your ears might be burning...

Well, there's lots of information to put out in this, the pre-Rally edition of the Norton Notice, so I think I'll take another draw from my gimlet, and start typing. (thank God for the "check spelling" command...)

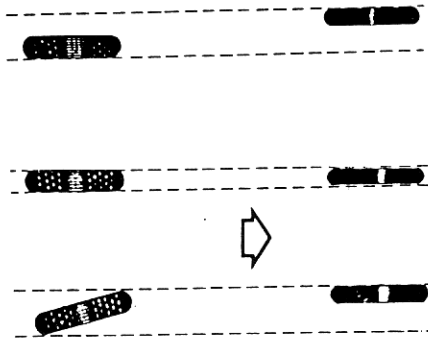


Fig. 7.7 Checking wheel alignment

Alan's Wrench...

The High Sierra Rally Overture

*by Alan Goldwater
Rally Committee Chairman*

It's almost Rally time, and while most of the work and planning is done (thanks to the Rally Committee), we still need **your** help at the Rally itself. The first thing for you to do is plan on going. This is a once-in-ten-years opportunity to ride and celebrate with hundreds of other Norton owners from all over the continent. As the host club, we can all share in making this an event to be proud of. Here's a list of different ways you can do this:

Registration: will be open 9-5 (12-8 Wed). I'd like to see 10 volunteers so that shifts can be 4 hrs.

Poker run: will be organised in groups of 10-20 riders. Each group will have a ride leader from our club, who will choose a short (120 mile) route covering five passes or a longer one for six or seven passes (extra cards!). We need at least ten volunteers, maybe more. You pick the route and the pace.

Road rescue: we need to have at least one person with a truck or van available each day. If we get 8 volunteers, we can do 4 hour shifts. You will be reimbursed for any gas used.

Child care: there will be lots of kids at the Rally. Fortunately there is a play area on site, but adult supervision will be needed. It would be nice to offer this during the rides.

You can volunteer for any of these functions at the Rally. Better yet, let me know in advance which job and day you'd like so I can keep track. Each volunteer will get a Rally souvenir and the satisfaction of making it happen. There will be a final meeting of the Rally Committee on Thursday July 25th at 7:30 PM, at Harry's Hoffbrau in Mtn. View. All volunteers are welcome to attend.

At the end of this column you'll find the schedule and a map to the Rally. There will

probably be several groups riding up at various times, but I don't have the details. Check in the front of the Notice or at the July meeting.

At the June meeting, the members present voted to hire California Casuals to print the rally shirts on-site, to individual taste. There will be a variety of artwork and styles available, and the club doesn't have to buy the shirts in advance. I have also invited several other specialist vendors, including Progressive Suspension and Spectro Oil, who may or may not show.

There have been some questions about the Yosemite ride, so here's the details: First, there will be a chase vehicle to carry luggage, camping gear and food as well as tools and extra gas. The first day's ride of about 200 miles will cross Ebbetts Pass on Hwy 4, then down hwy 49 through the Goldrush country. The overnight stop will be at a campsite near the Park. After breakfast at the Ahwahnee in Yosemite Valley, we'll ride hwy 120 over Tioga Pass and up US 395. We'll cross three more passes in the 200 miles back to Richardson's Resort, thereby qualifying for the 5 Passes Poker hand.

For those who don't ride to Yosemite, there will be two other short rides, each of which will cover 5 passes close to the rally site in about 120 miles. The final ride on Saturday will lead to the Parade of Nortons in Virginia City, Nevada, and will total about 90 miles. Then there's the 'Noccer Regatta' for our three members who are bringing sailboats...

Please note that Richardson's Resort doesn't allow pets, so please leave your woofers at home. If you need a room and find that Richardson's is full (likely), here's a couple of nearby motels suggested by member Dave Bright:

Matterhorn 916-541-0367

Washoe 916-541-1141

Finally, here's a few tips on the Lake Tahoe area: the rally site is at 6200 feet, so expect warm, clear days and cool nights. If

continued on page ten...

International **Norton** Owners Association



Richardson's Resort, South Lake Tahoe, CA

Rally fees: Adults \$40.00 (\$35 before 7/1/91)
Children 5-16 yrs \$10, under 5 free

Note: Full RV hookups and family cabins are available separately. Contact Richardson's Resort at 800-544-1801 for reservations (required).

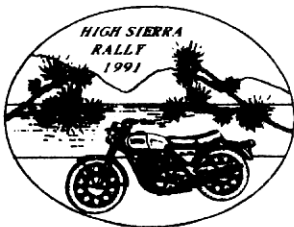
Fees include the following:

- Four nights camping
- Daily rides and tours
- Complimentary raffle ticket
- Awards and door prizes
- Friday barbecue with live music
- Saturday banquet

Special events and features:

- 1971 Commando Roadster raffle
- Five passes poker run with cash prizes
- Overnighter to Yosemite Park
- Breakfast served every day
- Free Casino shuttle

To preregister, complete the form below and mail to:
Harry Bunting, 1165 Crandano Court, Sunnyvale, CA 94087



Mail this form to: Harry Bunting, 1165 Crandano Court, Sunnyvale CA 94987

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

INOA #: _____ Number in party (adults) _____ (children) _____

Amount enclosed: _____ ALL FUNDS IN US DOLLARS

Alan's Wrench... continued from Page Seven

you're camping, bring a good sleeping bag. Be sure to pack a sweater. Also bring a bathing suit; we have easy access to the lake from our campsite. Bring or buy insect repellent and good sunscreen (spf 24 recommended) as the sun is very strong at that altitude. In fact, our rides will take us as high as 9600 feet, but stock jets should be ok unless you're a stickler. Expect heavy traffic in the developed South Shore-Stateline strip. My favorite route up is Hwy 88, but if you're in a hurry, US 50 from Sac. is probably faster, though not nearly as pretty. See you there!

High Sierra Rally Schedule of Events

Wed. 7/31

12 Noon Registration opens
 2 PM Short ride to Markleeville (80 mi round-trip)

Thurs 8/1

7-9:30 AM Breakfast served in the dining area
 10 AM Yosemite ride leaves (tentative)
 12 Noon Group ride/poker run (130 mi, lunch in Markleeville)
 4 PM Tech session with Brian Slark (tentative)

Fri 8/2

7-9:30 AM Breakfast served in the dining area
 10 AM Group ride/poker run (130 mi, lunch in Minden NV)
 3 PM Field events

4 PM Yosemite ride returns
 5:30-7:30 Barbecue served in the dining area
 8 PM Poker run and door prizes, then music (tentative)

Sat 8/3

7-9:30 Breakfast served in the dining area

10 AM Concours judging in the parking lot (?)
 12 Noon

Group ride and Parade of Nortons in Virginia City, NV

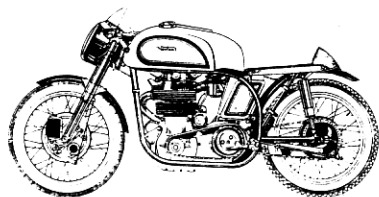
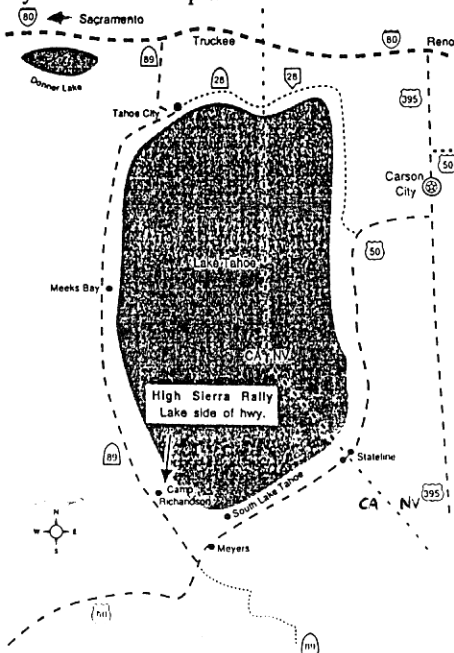
4 PM Tech session in the dining area
 5:30-7:30 Banquet served in the dining area
 8 PM Awards and raffle

Sun 8/4

7-9:30 Breakfast served in the dining area

12 Noon Campsite checkout time

*...And whatever you do, enjoy the Rally **SAFELY!***



The Covell Column

by John Covell

This month's featured member is none other than...

Gerald Mauricio

(Ed's Note: AKA: Burnham's Nemesis)

Age: 31**City:** El Grenada**Marital Status:** Married, no children**Occupation:** Customs Broker**NOC Member since:** 1990

First Involvement with NOC: Bought his first Mark 3 from a person who suggested that he join the Club. Didn't do that immediately, but subsequently met Andy McKerral through a mutual friend. Andy came up and helped work on the bike, and G.M. then joined the NOC at the Clubman's Show.

Club Offices Held: None... yet.**Nortons Owned:** two Mark 3s.**Other Makes Owned:** one Honda, two Yamahas.**What first interested you in Nortons?**

Neighbor had one back in '77; just liked their looks and the way they sound.

Other Hobbies or Interests of note: bicycling and wind surfing.**Favorite Motorcycling Road:** likes the North Bay Road that the Club went on last November for Don Danmeier's birthday.

Favorite or Most Embarrassing Episode on a Norton: after he got his first Norton, he took it over to a friend's office to show him...and he couldn't get it started. "Didn't know the drill." After the friend and his office mates returned to their office, the bike started... but was too embarrassed to

call them back out, and just left.

Thank you, Gerald!

Decisions, decisions...

A member of the Norton Owner's Club recently put a hypothetical question to me: you're riding your bike in a 30 mph zone, within the limit, and you run into a pedestrian. He picks himself up, and seems unhurt; he seems to express an inclination to forget the matter. You, on the other hand, have laid your machine down- with substantial damage- and are yourself fairly scraped up. Do you take the pedestrian up on his offer to forget the whole thing? My reader suggests he would be very uncomfortable choosing this course.

Although the hypothetical omits a few salient details, I believe the reader's conclusion to be the correct one. Quite aside from the issue of who was at fault in causing the collision (theoretically, the party at fault should pay for any consequent damages), California law requires that the police be called if anyone is killed or injured in the accident, or if property damages exceed a certain amount- currently \$500, I believe. In these circumstances, a report of financial responsibility (form SR-1) also must be filed with the DMV. Failure to do this is a violation of law that is apart from any violations that may have occurred in the accident itself.

Perhaps the larger danger, however (as my reader supposes), is that the seemingly benign pedestrian may later turn out to be a voracious shark who sues you for personal injuries and alleges that you left the scene of the accident. What really happened? Were there any

continued on page thirteen

June's Ride Report

by Mike Burnham

Foreplay... that's what all the previous rides have been this year. Yep, the BSA/NOC Chili Cookoff was the climax- and not an ordinary climax, mind you- but one of multiple orgasms- the "...oh my God, don't stop!" kind. It was really *that good*. From the time we met at Lyon's in Grass Valley, spirits were high and the weather was postcard-perfect. At 10 AM, we hit the trail- and boy, what a trail it was! I had forgotten just how beautiful the Sierras and the foothills are. 46 miles to Downiesville, and I soon realized that hwy, 49 has some of the most beautiful scenery and best motorcycle roads on the planet...nicely paved, twisty roads: the Yuba River rapids, snow-capped peaks peering through the cottonwood trees, dense pine forests, and the smell of mountain air in the spring. It just doesn't get much better than this...

We gassed up, rested, and took in some of the sights of the historic Gold-rush town called Downiesville, which is situated on the Yuba River. From there, the elevation increases rapidly, and the scenery and the roads become even more spectacular. About 30 miles out of Downieville, we hit some treacherous gravel deposited from earlier snow melts... and one rider succumbed to it's slippery ways. Fortunately, only his pride was hurt. Shortly after this, we stopped at a scenic overlook that showed a panorama of the Sierra Valley. Accolades like, "stunning," or "breath-taking" really don't do this terrain any justice.

62 miles later, Chilcoat means that gas and ice cream is on the agenda. Afterwards, it was a straight shot to Sparks. By the time we'd reached Jim Meadow's house, everyone had developed a pretty heavy thirst- and a major beer run was in order. After several beers and much bullshit, out comes the chili.... 16 different variations on Home-made Pride. I tried them all- three times (I know what you're thinking) Hey, we're all lucky that it was an outdoor

event- but when we had our fill, we voted on a favorite- and the winner of the 1991 Chili Cookoff is Jim Meadows, with his infamous "Road Kill" chili. It really was delicious and- actually- it DID resemble road kill! Way to go, Jim! (Ed.'s Note: **SPLAT.**)

Later, the BSA Club held their business meeting- and discussed their plans for a Raffle Bike for *next year!* (howabout prior proper planning, people?!) Also, they discussed featuring Norton's name at the next Clubman's Show... an amazing opportunity to "strut our stuff", AND promote the activity of Norton Owners.

This combined Club Event had an abundance of almost everything we love to do... well, four out of five, to be precise- ride, eat, drink, and lie (with the last two things being in direct proportion to each other). By dusk, the living continued to enjoy themselves and each other's company. When spirits are running this high, people will say anything for a laugh, and laugh at anything that is said. We're knee-deep in each other's bullshit, and it's time to get out the Wellies...

The following day, we meet for breakfast at Lyons in Sparks, and decided on our return route... hwy 80 to hwy 89 above Truckee, then back to hwy 49, to retrace our previous day's route. We later stopped again above the Sierra Valley for photos and B.S., then pressed on to Downieville for lunch.

Though I'm admittedly spoiled by the culinary fare of San Francisco, I was taken aback by the fare offered in Downiesville- not only was the quality of the food excellent and reasonably priced, but the atmosphere was priceless- out of doors, in a stone courtyard, shaded by a large cottonwood tree, and not more than 10 feet from the Yuba River...

The last leg of the return trip was a bit congested, with four-wheeled traffic. Stopping at a bridge overlooking the river gave some relief, and an opportunity to fetch a last glimpse of nature's wonders- for example, Art Sirota being the sensitive soul that he is, was particularly moved ... especially by the one in

the pink bikini. A few miles out of Grass Valley, Tim Coburn RAN OUT OF GAS! Tee hee. And, a disgarderd Budweiser bottle lay on the ground waiting to be put to good use. (If only Gerald Mauricio had come on this ride...)

And that covers the event. Finally, I would add that riding in the Sierras has really whetted my appetite for the upcoming Rally. I'd also like to thank the BSA Club for being a really great bunch of folks to ride with, and the Jim Meadows Family deserves a special Thank You for being such exceptional hosts.

Till next time....

Letters from our readers...

Dear Norton Notice:

I'm really sorry that people thought I was criticizing the work that people had put into the Raffle Bike. I didn't mean to do that at all. I have loved Nortons since I was a kid, and I have been in the Norton Club a very long time. The Norton Club is very special to me.

It bothered me that our Raffle Bike wasn't cherry enough. I was trying to say that the Club should spend some money on the bike to make it really represent the quality of our Club.

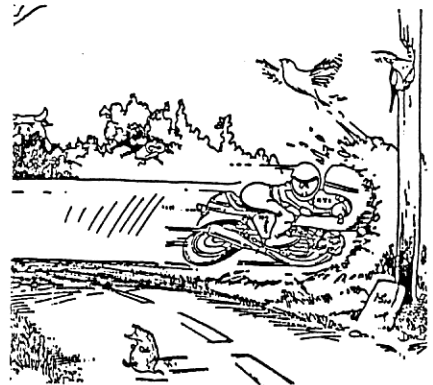
It bothered me that some Norton owners that I tried to recruit at Rabers told me that our Club was too snotty to join. What I wanted to suggest is that we ask ourselves if we are doing anything to contribute to these feelings that others (outside of our Club) have? One thing that might help overcome this reputation is if we make more of an effort to do things with other clubs, and maybe list other club events that some might be interested in, like the Chili Cookoff.

Maya Lei, San Jose, California

*The Covell Column-
continued from Page Eleven*

witnesses? And even if you are blameless, are you willing to eat the damage to yourself and your Norton? Do you want to lose sleep even worrying about this? I hope not. Yes... it's a pain going through the hassle and paperwork of reporting an accident; but the likelihood is fair that you'll go through even more grief later if you don't report it. For one thing, your insurer may decline to defend you if you don't tell them about it and the pedestrian ends up suing you (read your policy: you promised to report accidents to them, and any failure to do so violates a condition precedent to their performing under the contract.) For another, your ass could wind up in jail for a hit-and-run rap. And, if fault is proven against you in an accident- no matter how clearly you thought otherwise at the time, without insurance cover you could lose a great deal when the judgement creditor (as the slimy, scum-sucking pedestrian is now called) levies against your home and other assets. Also, biking won't be as much fun if you have your license suspended.

Think twice: safety first- even after the crash...



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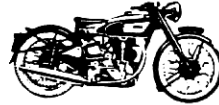
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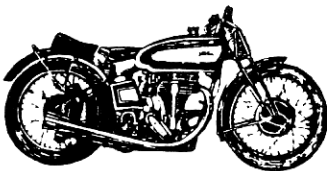
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