



Norton Notice

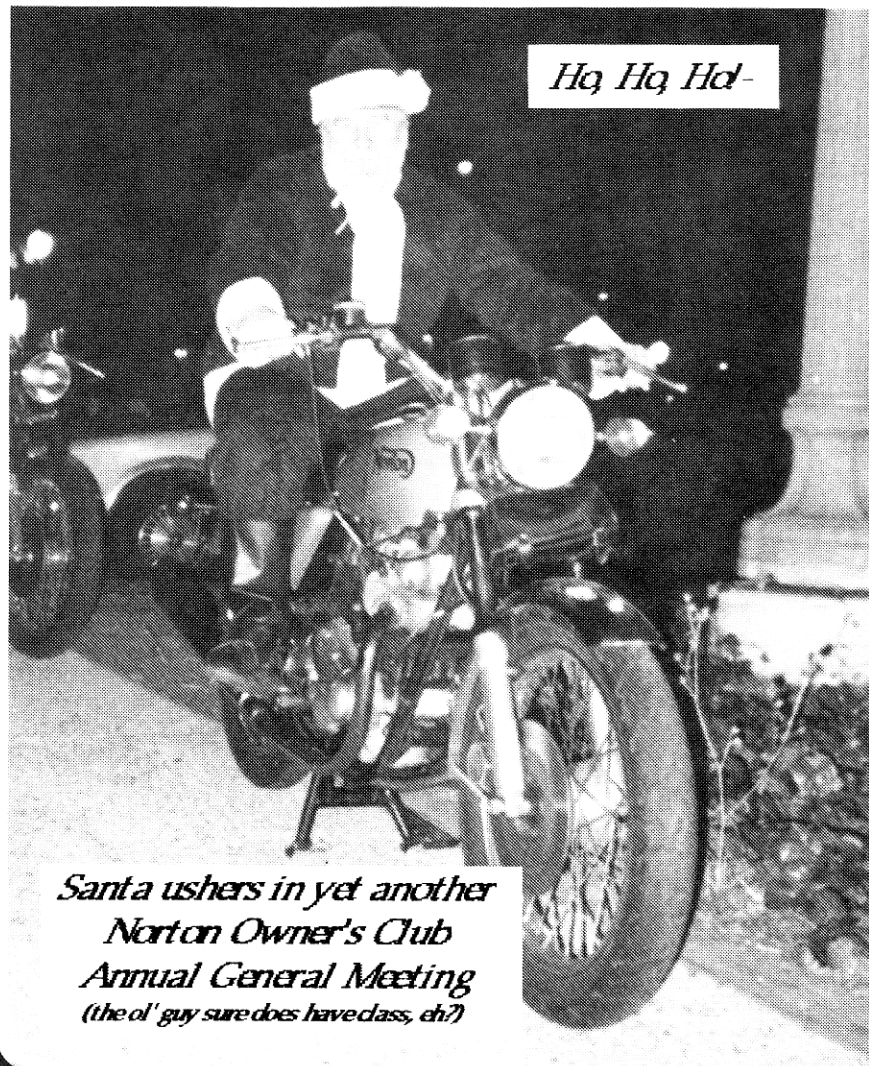


The Newsletter of the
Northern California Norton Owners Club

No. 176

December, 1992

Hq Hq Hd-



*Santa ushers in yet another
Norton Owner's Club
Annual General Meeting
(the ol' guy sure does have class, eh?)*



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 reader-ship, 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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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

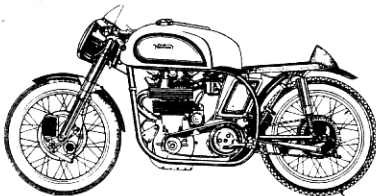
Club Rides Schedule

See the enclosed information under the Grover Buhr article for the latest details of the tentative Rides Schedule Updates

(Hopefully, Aike Burnham will make this proposition final in an upcoming article...)

Events Calendar

**The 1992 AGM and Club Christmas Party-
The Farmhouse in Redwood City, California**
December 13th, 1992. Please call Joe Edwards at (408) 365-1058 for RSVPs, LSDs, VIPs, NCNOCs, SSNs, DOBs, BFDs, BVDs, SCSDs, LSMFTs, FDs, etc. In spite of all that crap, show up anyway.



Meeting Schedule

The Club meets on the second Thursday of each month. The meetings are SUPPOSED to start at 8:00 PM, but they haven't done so for as long as I can remember...

NOTE: THE DECEMBER CLUB MEETING, SCHEDULED FOR TONTO'S, IS *STILL ON*. THE ANNUAL GENERAL MEETING WILL BE HELD AT THE FARMHOUSE CHRISTMAS PARTY IN REDWOOD CITY

**January 7, 1993- Peninsula
The Prince of Wales Pub**
25th, Avenue, San Mateo

A great selection of beers, a private meeting room, fish 'n chips, and dartboards

**February 11, 1993- South Bay
Harry's Hoffbrau**

El Camino Real near Castro Street. A large assortment of beers, a roomy meeting facility, and good cafeteria-style food.

Graphics Contributions

Photography:

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Lou Caputo

Press Production and Halftones:

John & Carrie Follett:

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M.P.V. ...

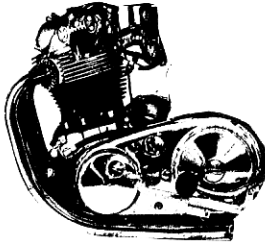
by Joe Edwards, President

Well, here we are at the end of another year. As we look back, it's been a great year for the Norton Club. As we look forward to 1993, the plans we've laid out should find the Club even stronger. There's been a little growth, and we have a new computer. There's been some outstanding rides and gatherings... not to mention anything about the new logo. I've heard from other clubs stating that they like our new logo, and we've received other positive comments from local NORCAL members. I would like to thank each and every one of you- the folks who were able to make the monthly meetings and followed what the Club is doing in the Norton Notice that Andy puts together so well each month. We've had those moments in which sparks were flying, but those were just people who didn't want to see any changes. But, as was said before, "...time and tide wait for no man." If anything, I've seen the Club bond together even stronger. And one more thing... may I thank you, and a tip of the Norton cap to all who participated.

We've put together a tentative list of events and rides for next year, and we'll be getting together with Mike Burnham to insert them into the calendar for 1993. A lot of thought has gone into this schedule. We hope that you'll be able to take advantage of some of the rides that we have planned for this year. We tried to

cover a full range of participatory areas, from the north to the south and include the east.

We'll be having the Club Elections at the annual General Meeting in December at the Farmhouse in Redwood City- also referred to as the Club Christmas Party. Give me a call before December 12 at my home {(408) 365-1058} to let me know how many people will be in your party. We can then set up the room and inform the restaurant as to how many folks we'll have in attendance. As you might recall, we have 5 items from which to choose on the menu. The bar tab will, of course, be your responsibility. Don't forget... Santa will be there, so give me a call so that we can let Santa know. If you haven't been at the Farmhouse before, we've got a room just for the



Norton Club, and the bikes are always in sight if you choose to ride.

Well, I'd better get this off to Andy so that we can get to press. Once again, I thank you one and all for your support over this past year. I'll try with all that I can to make this the best year ever for the Northern California Norton Owner's Club.

God bless each and everyone of you; I wish you good health, and great riding weather for the new year.

I'm outta here...

Joe Edwards

Minutes of November Meeting

Joe Edwards brought the meeting to order at 8:00 PM at Brew Pub on the Green in Fremont, California. 25 members were in attendance.

Joe offered congratulations to Don Danmeier for an excellent job on the All British ride (or, Don's umpti-umph birthday ride...)

Copies of the Notice were available at the meeting, and the enclosed minutes were read and passed by the general attending membership.

President Edwards announced that Andy McKerral has agreed to once again serve as the Norton Notice Editor and Publisher. (Note: Thanks again, Andy)

The next topic of discussion was the Bridge School Memorial Poker Run, with the date set for May 16, 1993. It's tentatively scheduled for leaving four points: North, South, West and East -Bay regions. The culminating point is slated to be the Newark Pavilion. Booth space is available for interested vendors at about \$25 per space. The Ride Awards were established, with the First Prize set at 1 oz. of gold, the Second Prize is 3/4 oz. of gold. Other possible prizes were suggested- tee shirts, gifts from vendors, etc. Other details to be worked out were discussed- live bands, music, or DeeJays, recorded music, or whatever. Also discussed were such details as the entry fee, the logistics of staffing the embarkation points, and the local municipality requirements.

The next topic of discussion was a letter from our Public Relations Officer, John Covell, which cited the feeling of

disenfranchisement he had gotten from members in Nevada. It seems that these members were upset with the decision made to have the AGM on a Sunday. This makes their attendance impossible. Joe Edwards apologized for the inconvenience, but offered the explanation that reservations for a venue in the immediate area needed to be made at least six months in advance, and that the Farmhouse's only available slot was on the date so indicated. Further, all venues require cash deposits, and the Farmhouse was the most available at the best rate. Steps will be taken next year to accommodate members in outlying regions.

Joe and Grover are working on a calendar of events for 1993. There will be a possible Delta Ride, the Flying Lady Ride, the Mt. Hamilton Ride, another Club Picnic, and so forth- the idea is to diversify the Club participation so that everyone in all of our regions might get a shot at a good time.

Ken Armann stated that he is putting together a video of a Norton overhaul.

Harry Bunting has the 1993 INOC Club Calendars for sale. Check 'em out.

Nominations for the 1993 Northern California Norton Club officers were as follows: President- Joe Edwards (uncontested), Vice President- Brad Green and Maya Lai, Secretary/Treasurer- Grover Buhr (uncontested), Recording Secretary- Duncan Ferguson (uncontested), Ride Coordinator- Mike Burnham (uncontested), Regalia Officer: John Bria (uncontested), Norton Notice Publisher and Editor- Andy McKerral

...continued on Page Fourteen

November Ride Report

by Mike Burnham, Rides Marshall

***MIKE IS BUSY
COMPILING YET ANOTHER
EXCELLENT YEAR
OF CLUB RIDING***

***PLEASE READ
GROVER BUHR'S
HOLIDAY COLUMN
THIS MONTH
TO GET A SNEAK PREVIEW
OF WHAT WE MIGHT EXPECT.***

***WE LOOK FORWARD TO HEARING
FROM MIKE NEXT MONTH.***

***HAVE AN ENJOYABLE
AND SAFE
HOLIDAY SEASON.***

GROVER'S HOLIDAY COLUMN

Well, I've broken out an old Macintosh to try to give Andy a disc copy of this column, so he can plug it into the Notice more easily. I don't know how to use an Apple computer, so it's pretty chancy. On top of which, I'm late, so I've already made his job harder. Anyone wishing to complain about Andy's running late on some Notice issues can try thinking of something to say for just a couple of paragraphs each month, then extend that experience to writing most of a whole issue, formatting it, fitting stuff into the right place, et cetera. In other words, either try doing it yourself or pipe down.

The more I try to write something interesting, the less I can think of to write at all. Stream of consciousness is all right once in a while, but it doesn't always lead to readers figuring out what you're saying (or thought you were saying). So. This month I'll try something new, and use an outline. I'm going to write about: 1. "the year in review" (pretty imaginative, huh?); 1a. introduction; 1b. the membership; 1c. the moolah; 2. the year ahead; 2a. the membership; 2b. events; 2c. the Notice. In that order, I think. I'll be as interesting as I can. If it doesn't work, and if you all still want me to be general secretary (like Kruschew) and treasurer (like Lansky) again (more likely nobody else will do it), maybe we can get a designated writer for me next year.

THE YEAR IN REVIEW

Into my second year observing this club, I think a very good time has been had by almost all. The club has had something for everybody, if not everything for everybody. Two particularly happy events were the beautiful pre-dawn ride up Mount Tam on Easter and the weekend at the Dardanelles. That's only two of the eleven fine club rides

this year.

The club made a Wenzel very happy with the raffle Fastback (which some Hi-Rider riders call a Turtleback), which Mike did such a hell of a job putting together. That bike netted \$3,387 for our coffers, which was needed since the club had a major expense when Marick's old computer took a dump, necessitating a new Apple system 85500385A65LC638BFDU2, complete with dual finortner rods, a sub-space warp field, and an Eisenhower slam bam cam.

The Membership

We began the year with 181 paying members. That increased to about 215 at one pint, I think (I obviously have misspelled point, but I like the image produced). As I write, we have 195 paying members. The pattern I note in all this is that some people are in the club to participate frequently, some infrequently, some just to get the Notice, and some drift in and out. Quite a few of the new members signed up this year were members previously and let it lapse for a variety of reasons. Some of these reasons are interesting ("I had a chance to get in on partial ownership of a Mercury mine, got socked with an environmental-cleanup-order violation, and had to sell my ES-2 to make bail.") and some just bile about this or that person. When nimble-witted, I've been able to head off people intent on explaining to me in detail the latter reasons before they get wound up.

Being the person in the club that almost EVERYONE writes or speaks to (If they stay in), I've gotten a lot of feedback from club members during the year. Mostly favorable and encouraging, some not. My favorite communication was in the spring when I was determined that people get plenty of chances to reconsider, so people were getting Notices for a couple months after their membership expired. One guy in southern California (I don't remember whom) typed me a letter saying "Dear Mr. Buhr. Please let me resign from your club and remove my name

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Side Trips

by Andy McKerral, Editor

I've gotta agree with Mike Burnham- this is my favorite time of year, too... the crisp, clear air, the trees turning colors, the smell of fireplaces burning in the evening- what a heady attack on the senses. Though I've recently been busier than I have in my entire life, I admit to "playing hookey" for a few hours during the last couple of weeks. The combination of this season and the local roads makes for an unforgettable experience; perhaps those memories will carry me through the dark winter with short days and rain for weeks on end (hopefully).

From all outward appearances, it seems like the Club is in pretty strong shape. There's this weird sense of reassurance and finality that I'll be banging out the *Notice* for one more year... and then I'm relieved of the position. I look forward to contributing to our Club's growth and stature.

Evidently, there's some number of you out there who don't know about the object of our upcoming poker run- *The Bridge School*. You should know, as members of our Club, what these folks are all about, and what they do. It's a pretty special place, because the co-founders of the organization were personally motivated to ensure that the school's objectives were done right...

Peggi and Neil Young produced two children who were born with cerebral palsy... an almost statistically impossible tragedy, but a painful one nonetheless. In an interview with *Rolling Stone* a couple of years ago, Neil stated that they went to

Stanford and underwent tests to find out what was going wrong... and the doctors could find nothing. Not fair.

Being a parent myself, I couldn't imagine being put into that position of having to deal with the anguish of bringing a small, new person into the world- only to have him or her not realize the fullness of life's experiences because something went terribly awful. It's a very sad condition to have- especially for a child- because it interferes with communication, sensory perception and all the things we use to learn about our world, and be aware of the things that happen around us.

Determined to provide a solution instead of being the objects of pity, Peggi and Neil Young co-founded The Bridge School with an augmentative communication specialist in September of 1987. They have expanded their mission to include the development of communication in all severely handicapped non-speaking children. Students at the Bridge School are provided with an opportunity to develop essential skills using communication systems and computer-assisted education. They are then able to return to the least restrictive environment in the public schools.

The Bridge uses an interdisciplinary approach which includes educators, parents, augmentative communication specialists and occupational and physical therapists. The Bridge has on-staff one classroom teacher experienced in augmentative communication and computer-assisted education, a speech and language pathologist experienced in augmentative communication, and one classroom aid per six students. This provides an environment in which students receive

the necessary intensive one-to-one instruction for all academic learning and therapy. The services of occupational and physical therapy consultation with emphasis on seating, positioning in alternative adapted equipment, and access to the computer are also included in the school program.

The Bridge uses innovative educational approaches and resources. Among these are the use of state of the art commercially available communication systems, customized communication systems, and individualized low tech communication systems to meet each student's immediate communication needs. Mainstreaming and reverse integration are essential components of The Bridge School Program. The Bridge provides opportunities for students to participate in the community through field trips and community-based experiences. Peers are included in classroom activities such as tutoring and structured group interaction.

As you can see, this is *NOT* some fly-by-night operation that provides spurious, marginal assistance to disadvantaged kids- these folks are trying to do something with every means at their disposal to help produce useful, informed and educated members of our society. Somewhere inside one of those young minds might be the answer to alternative

fuels, a cure for cancer or AIDS, a method for extracting gold from seawater that's economical, or a brilliant composer; a poet, a skilled neurosurgeon, a statesman... or even a Norton owner.

This organization deserves and needs our support. It's not totally out of the realm of possibility that when the event we're planning happens, there could be upwards of 1,500 bikers participating. Not all of them will be on British bikes, either. There are lots of logistics,

communications, publicity and financial challenges before us to make this event happen with the same professional finesse' and control that The Bridge itself uses. Virtually every active member of this Club will have to reach deep down into their schedules and resources to help make this event happen in a way that will do us proud.

I believe that we're up to these challenges, and that we're going to provide a great service to our

Bay Area community by proving- once and for all- that motorcyclists can make a difference by lending a hand when the cause is good.

Let's get to work.

...Andy



6,000 Miles at a Whack

by Don Danmeier

Periodically, I hear comments from folks who allude to the Velocette Club's annual 1,000-mile treks, along with asides such as "Why don't we do something like that?", and "Wow, a thousand miles at a whack!"

Well, I don't own a Velocette (although I'd like to), so a 1,000 mile jaunt was out of the question. But I do own a Norton. Heh, heh. So this past summer, we took a 6,000 mile trip.

In keeping with my principle of maximizing the fun by minimizing the hassle, we like to allow plenty of time for our vacation trips. A month would do nicely, so July was appropriated. It follows that such a schedule allows for lots of meandering, which fits my freeway-avoidance plan, and further maximizes the fun by getting us into all sorts of places and situations that we'd otherwise not be able to snoop into. With the Norton Rally being held in New Hampshire and home being, well, here, the overall itinerary was pretty well established.

The Norton was shipped to a point near my daughter's home in Philadelphia, which became our jumping-off place. We ultimately did a loop through New England, returning to Philadelphia before running south to my brother's joint in South Carolina, and thence westward. Getting to the East and back again from northern California inevitably includes one major hurdle: Nevada. There aren't many options for crossing it, and not wanting to retrace the route we took in 1990, the more or less southerly route made sense. Besides, I had never visited Arkansas. All we had to worry about was the heat that could be expected in the latter part of July. As it happened, the weather never became a factor.

Now, a trip with just one destination is a chore; but a journey for its

own sake is a joy. Knocking about on secondary roads aboard a piece of British iron is the method we use to go exploring, and nearly everyone that we encountered along the way thought that we were nuts (except for the other Nortonophiles at the Rally, whose rejoinders generally fell into the category of "have a good trip!"). If you are going to tour New England, my advice is (1) Get a Norton, (2) Get a good woman (not necessarily in that order), and (3) Go for it. I had originally planned to look into some Thomas Jefferson Americana, using the Rally as an excuse to get to the East. But a secondary agenda developed, which ultimately included:

Baseball: No summer trip to Boston is complete without taking in a game at Fenway Park. Yes, Virginia, it is possible to hit one out despite the presence of the Green Monster, and we were delighted to see it happen. Another big attraction was Camden Yards in Baltimore, but getting in proved to be impossible. However, our return route from the Rally included a great ride through upstate New York, so that we could visit the Hall of Fame in Cooperstown. Incidentally, that may be the only town in the country that has NO nationally-franchised ANYTHING, as far as we could tell. Small towns in general are lighter on these cultural homogenizers than the bigger cities, but this place was exceptional.

Architecture: Frank Lloyd Wright's "Cloverleaf" four-plex in Ardmore, Pennsylvania, Beth Sholom Synagogue in Elkins Park, Pennsylvania, and Price Office Tower in Bartlesville, Oklahoma all wound up on our itinerary (good), but unfortunately all were closed at the time of our visits (bad). Thomas Jefferson's Monticello and his original buildings at the University of Virginia were open, so we had to spend a couple of days in Charlottesville. Boy, can it rain in Virginia! In fact, we passed on a couple of Wright houses in Connecticut because of the weather.

Revolutionaries: The houses of Paul Revere, John Adams, John Quincy Adams, Benjamin Franklin (paradigm), Thomas Jefferson, James

Madison, and James Monroe all speak to us in ways that history books cannot. The Adams place is still furnished with the family's heirlooms, not reproductions, and is a striking contrast to the birthplace houses of John and John Q. in Quincy, Massachusetts. We avoided Mount Vernon, because D. C. would justify a trip in itself. Independence Hall (Philadelphia) and Old North Church (Boston) also figured in our visit.

American Indian sites: Is this architecture, or history? Both: I'd never visited Taos Pueblo, so we wheeled the Norton through the town of Taos (you can forget that) out to the Pueblo for a look at the oldest continuously-occupied group of buildings/village in North America. Oops, they're using a little plywood here and there, but additions and repairs are still largely done with adobe. Still, no running water, phones, or electricity, thank you. By the way, the run through Cimarron Canyon is perhaps the most enjoyable road in New Mexico. Somewhere along the way, we decided to amble up to Durango (for the night) and spend the

following day at Mesa Verde. We chased some lumbering Gold Wings into the Park, and crawled about the ruins. We finagled a room at the lodge and stayed over for an extra day. Spectacular.

Food: Enduring Road Grub is one of the prices always paid on an extended trip. But there were exceptions: Pasta in Ponca City, Oklahoma. Who'd of thunk it? Barbecue at Tim Coburn's place in Northeast Harbor,

Maine. Clam chowder on Boston Harbor. Dinner with a bottle of California wine, overlooking Mesa Verde - where the view really is a hundred miles in all directions. For the rest - forget it. Sorry, but I really couldn't get excited about the lobster feed at the Rally. Nice touch, though.

Personalities : Darling daughter in Pennsylvania, plus hubby, and brother in South Carolina - but I told you that. The latter visit gave me a chance to change the oil, filter, and rear tire on the bike. Coburn, in Maine, whose sister was a hit with Shirley; Ariel Club pals in Marlow, New Hampshire.

New friends Bill and Sheila Atkins, whom we met at the Rally, (and who had the good taste to ride a silver MKIII Interstate). The familiar faces of Alan Goldwater, Lou Caputo and his son at the Rally. In South Carolina, I finally met old Roland Pike, who was with BSA during their development of the DBD-series Gold Star. Roland in his prime had also been a racer and an influence on the Rudge concern before the War. First thing he buttonholed me with was a discussion on the Norton rotary.

Music: If Cooperstown was pristine, Branson, Missouri is the polar

opposite. And negotiating gridlock traffic in a pounding rain meant being thankful that the Nort could wade through it all to deliver us to a most welcome motel room. The weather cleared, and we were able to walk to the "music theaters" of Moe Bandy and Loretta Lynn (Merle Haggard was ill, stood us up). Down to Roy Clark's place for dinner, a comedy act - perhaps the best show in town - and a nitecap. Out of Dodge the next morning,



Grover ...continued from Page 7

from your mailing list. Thank You. Sincerely ..."

Most of the feedback has been positive and specific, such as "thanks for this great ride" or "Had a wonderful time at the Old-Timers ride and picnic." Some were positive and general. Some even were lurid and personal, such as the note and flowers from Maggie Neato.

Other input received from members was less positive but constructive. Some members are concerned that the club is drifting too far south, with meetings mostly in the south bay (although more than a quarter of our rides were north of the Golden Gate), and consequently becoming less available (not the word I want, but it'll do, since I'm on a roll here) to members in the north bay. I don't think anyone can argue (validly) with this. During the coming year, we plan to add Berkeley and Marin County to our travelling road show of meetings. Another criticism is that I've taken long enough to get us straightened out with the United Kingdom mother club. Yes I have and I apologize. Its partly due to my misunderstanding our club member's positions regarding the NOCUK, partly due to my difficulties in deciphering the British directions for assigning member numbers, and partly due to my just plain misunderstanding in general (read both thickheadedness and hardheadedness here). But its okay now, we are at peace with Britannia and I, for one, feel much better. See below.

Some of the notes have been silly. One wanted to know how to find out about these Sunday morning rides to Alice's. Well there are two ways to travel to find out about these, the telephone and the Norton. Either one will get you into the middle of a Sunday ride at Alice's. Regarding the telephone, it wasn't until September that it occurred to me that new members probably don't have the

roster printed in last February's issue. Sorry again. New members hereinafter will receive a roster with their first Notice.

The craziest criticism was a message on my answering machine. I'm changing the names here to protect both the innocent and the dopey. At Casa De Fruta we signed up some new members. Pretend one's name is Bob Schmidt and he's from Paso Robles. In the following Notice I listed him along with other new members, much to someone's confusion. Shortly afterward I got a message from a very exasperated and angry member, delivered with withering scorn: "HELLO! THIS IS PAUL SMITH! I'M CALLING BECAUSE YOU SCREWED UP IN THE LATEST NOTICE. FIRST OF ALL, YOU SPELLED MY NAME WRONG. ITS S-M-I-T-H! AND I'M NOT A NEW MEMBER! I'VE BEEN A MEMBER FOR TEN YEARS! AND I DON'T LIVE IN PASO ROBLES, WHEREVER THAT IS! I LIVE IN _____! YOU GOT THE STREET ADDRESS WRONG, TOO! AND MY FIRST NAME IS PAUL, NOT BOB! YOU GUYS SHOULD TRY TO GET THIS STUFF RIGHT!"

The Money

We began the year with \$2,268 and currently have \$2,049. So there.

THE YEAR AHEAD

1993 can be a fun year, if we don't get overloaded with motorcycle events and all manage to keep our cool. The new club roster will be mailed with the January Notice, along with a completley revised, new, improved(!) membership application. Although earlier in the year I thought from club meeting discussions that members would deal separately with the British club, some have sent me money anyway. So the application for the British club will again be part of our application. In addition, I've set it up so that membership in the INOA can be had by using the same application also (as long as you send enough

money, of course).

The club officers have put together a preliminary calendar for the year. This is presented below, using a couple of guesses about the clubman show, Don's birthday ride, and the INOA rally in Illinois. We expect to be able to tweak this in time for the "final" to be in the January issue.

January 7 - Club meeting at the much-loved Prince of Wales Pub in San Mateo.

January 10 - 49-Mile Scenic Ride in San Francisco. This could be a lot of fun or it could be a real bore. Ride will leave from some breakfast joint on or near the Embarcadero (maybe the Java House, if it's open Sundays) at 11 a.m., proceed along those little dots on the tourist maps, and end up either at the Mission Rock Resort or Pier 23, depending on how gnarly we feel.

February 11 - Club meeting in Marin County, at a venue to be determined. Maybe Lynne can get the Sausalito Yacht to allow us in twice a year. Suggestions are needed.

February 14 - A Sweetheart's Ride on Saint Valentine's Day, how sweet (I thought saints didn't go in for this stuff). Duncan will be ride leader, taking us out Niles Canyon to some place.

March 11 - Club meeting at Harry's Hofbrau in Mountain Brew. Turkey legs, obscene portions of food, good beers, and Harry wouldn't know a real hofbrau if it bit him on the butt.

March 14 or 21 - The Flying Lady Ride, weather and Marick permitting, down in the Coast Range between San Jose and somewhere else. Cross the San Andreas Fault! See the graywackes and red cherts of the Franciscan Melange! Marvel at the igneous basement of the Salinian Block! (Ed's. Note: *that's "geologist-speak" for some neat stuff...*)

March 28 - The BSAOC-sponsored Clubman Show! Must go! Must win bike! at the Santa Clara County Fairgrounds.

April 8 - Club meeting in the Peoples Republic of Berkeley. Don't know the venue yet. How about some brew pub near bart? Maybe Susan, Leo or Jim know a good place.

April 8 - The Easter Morning Ride. Meet in Tam Junction and head up the mountain to see the dawn.

April 25 - Mount Hamilton Ride, if Phil will be so kind. Its a joy hearing him say at the end "Let's do it again!" Why, indeed, not a second ride in a month?

May 13 - Club meeting at the brew-haus-pub-on-the-green (green what?) in fabulous Fremont, California.

May 16 - The charity Poker Run for the Bridge School. I don't think we've figured out just where we're riding on this one, but it'll come.

June 5/6 (?) - Sierra Ride and Chili cook-off up in the mountains and woods. Not sure about the date of this yet.

June 10 - Club meeting at Tonto's Mexican Restaurant in San Francisco.

July 8 - Club meeting at the magnificent Prince of Wales again.

July 11 (?) - The north woods/sonoma ride. Maybe Fred Twigg's ride again, or maybe Lynne would like to lead us somewhere. Date is not set yet, because we don't want to conflict with...

July ? - The INOA rally in Illinois!

August 12 - Club meeting in Marin. Again, we need some local knowledge about where.

Grover......continued from page 13

August 14/15 - A Gathering of Nortons Again at the Dardanelles in the Sierra.

September 9 - Club meeting at good old Harry's Hofbrau again.

September 12 - Old Timer's Ride and Club Picnic. Same time, same place sounds pretty good to me.

October 17 - Special Sunday club meeting and delta ride so our friends in the Valley can see what warm, wonderful experiences our meetings really are. Meeting will be at one of those hotel/restaurant/bars in one of those funky little towns along the river.

November 7(?) - We think this is when Don will have his something-annual birthday party and all-british ride up in Marin. If date is wrong, we'll fix it. A great ride, with everybody having a different idea about which way to go, followed by a party for a great guy.

November 11 - Club meeting at the Green-Haus-on-the-Pub in Fremont.

December 9 - Club meeting at Tonto's, kimosabe.

December 11/12 or 18/19 - Holiday Party and Installation Dinner. We can try having it on Saturday next year, as long as we get reservations early enough.

As he has stated, Andy is stuck with the Notice again. It's not, as he stated, that the club figured he'd just keep on if we ignored him. It's just that whom is there with both the will and skill to do it? I'm going to try to help him more this year, and it would be good if others did, too. I have one suggestion for a feature, if someone will take it on. We send complimentary copies of the Notice to nine

other British MC clubs, and they send us copies of their newsletters (or they should be sending them). There must be enough interesting stuff in all those papers to fill a monthly column.

This coming year will be a good one for playing and working together in the club. I'll keep on with the secretery and treasuring, unless you all want to choose someone else. Keep those cards and letters, and especially those checks, coming.

November Minutes

...continued from Page 5

(DEFINITELY uncontested), Public Relations- John Covell (uncontested), and Photo-journalism- Gerald Mauricio (also uncontested).

Introductions of guests and new attendees were made, and the meeting was then adjourned at approximately 9:15 PM.

Respectfully submitted,

Duncan Ferguson

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Danmeier... from page 11

ahead of the crowds.

Roads: Ah, yes, the threads that tie all these things together. Avoiding the freeways meant that the riding was never really a chore - although a 487-mile day to escape Oklahoma was not my riding pal's favorite. New England's great almost everywhere, except that towns are generally too close together to permit any sort of rapid progress (Pennsylvania and Connecticut). Try highway 11 west of Laconia sometime. Highway 6 across the eastern half of Connecticut would have been lovelier without the continuous drizzle. Skyline drive, the northern portion of the Blue Ridge Parkway, proved to be too tedious for us, with the tourist traffic, a 35-mph speed limit, and a Gold Wing crash that blocked the road, but it was spectacular nonetheless, especially the views into the Shenandoah Valley. We narrowly missed Nortonville, just northeast of Charlottesville. However, we did encounter the community of Norton, located appropriately in the twisty-winding undulations of North Carolina. Wow. As for the Ozarks: I'd driven through by highway, but never ridden; and as I said, the Arkansas portion I hadn't seen at all. Highway 76 west of Branson was not constructed by cut-and-fill; the road just follows the lay of the land, with beautifully crafted non-decreasing radius turns. I found myself whistling those country tunes in my helmet as we dashed from one swoop to the next. Neat, neat. We passed on the promising delights of Arkansas Hwy. 7 through the tourist trap of

Dogpatch, but in the process discovered another civic landmark (see photo) before stopping ahead of a crashing thunderstorm in Conway. Actually, I found the country west of the Mississippi a refreshing change because of the vistas, if not the roads. Wide open spaces, man. Northern Arizona and New Mexico are unparalleled in that respect, especially with the majesty of the buttes which punctuate the trip through the Four Corners area. For a real mountain treat, take highway 14 over Midway Summit, to Cedar City, Utah: lava beds, lakes, lots of aspen, lovely meadows, and crisp, clean air. Hands-down winner for the most enjoyable road on the trip.



We couldn't bear arriving back at home before our month was up, so we took a side-trip to Janesville, to visit Shirley's daughter Pam Starr her husband Monty, their kids and their Norton (some of you may be familiar with little Sammy Starr's Norton). A final fling through the crest Sierras for a night at Lake Tahoe,

then home at last. A few other things that stand out, now that I think about it: the Liberty Bell in Philadelphia; Plymouth Rock; the Holland Tunnel; winning the "Best Interstate" at the Rally with the old silver beastie. A great ride? You betcha. Six thousand, two hundred and thirty-eight miles and thirty one days afterward, I'd do it again at the drop of a hat. By the way, the next wise guy that walks up to me and whines about British bike reliability is very likely to get a punch in the chops!

U Thanksgiving

by Brad Green, Vice President

A strange thing happened to me on the way to Don's Birthday bash...

Due to questionable weather, fellow NOCers from the South Bay were rained out and I ended up making the ride solo. Riding North along the Bay, the sky cleared, the sun came out- and the full splendor of the San Francisco Bay put me into a contemplative mood.

I got to thinking about all of the places I've ridden- around the States and overseas. I've known some baaad bikes, some fine folks, and some rippin' roads... but Northern California has the most unique blend of good weather, heavenly riding, and the largest-the most active classic bike community I have ever been associated with.

And so- with this Thanksgiving season upon us, I am reminded that in spite of the drought, earthquakes, the firestorm and the recession, it's been a rare privilege to have enjoyed so many classic bike events with such a great crowd.

I look forward to many more rides and events in seasons to come.

Thanks,

Brad

Editor's Note:

The following is an unpaid political advertisement...

Okay, Folks!

It is election time and it's every man (-hmm-) for himself.

I have been vice president twice in my twenty years with the club. I have seen us change, grovel, play and wreck. I have watched us decrease and grow larger through the years, and actually get all the wiser.

Through all this, we have still remained the *Norton Owner's Club*, and we have been able to let others know that we are still, in fact, out there.

Of course you know that I am running for V.P. in 1993. I think that I can be of help (with Joe dictating) with all the needs in the Club. I'm willing to help out in any way that I can.

I do think that the Club needs a soft touch now and then.

Just for the record... the way I hear it, this upcoming year will be the "Year of the Woman". Sooo, when you cast your vote for V.P., think of me. Why Not???

Sincerely Nortons,

Maya Lai

A SPECIAL NOTE

Joe Edwards has asked me to pass along special thanks for the efforts of everyone involved in making 1992 a very successful year for our Club. We'd like to especially recognize Gerald Mauricio for his fine photojournalism work this year... also, we thank Cj Jolliff for her work as recording secretary earlier in this year, as well as her very capable replacement, Duncan Ferguson. I'd like to extend a personal thank you to John and Carrie Follett who helped me throughout this year to make the Notice something to be proud of. Have a very happy new year, everyone! -Andy

NOC Membership Profile

by John Covell

Name: Andy McKerral

Age: old enough to know better (too stupid to care)

City Resident: Redwood City

Marital: 2 sons, 1 daughter

Occupation: Owner of *Copier Technology Services* in Redwood City, California.

NOC Member since: dirt

How First became involved with NOC: when living in Menlo Park, Marick Payton's dog, Tasha took a dump on my Norton... been a member ever since (that's why I'm a polisher).

Club offices held/years: Editor and Publisher of the *Norton Notice* since January, 1991

Nortons Owned/described: (present) December, 1974 Mark 3. (past) 1970 fastback, 1976 Mark 3.

Other makes of motorcycle owned: (reality) none. (fantasy) 1952 Vincent Black Shadow

What first interested you in the Norton? in 1971, it was STILL faster than the new Kawasaki 2-stroke multis, and got lots more attention on the street...

Other hobbies/interests of note: Guitar (you'd think that after 28 years of playing, I'd sound better), photography, writing, making money, staying out of trouble

Favorite motorcycling road/ride: Page Mill Road from Silicon Valley all the way through to Pescadero: keeps the cholesterol level down going through those twisties.

If you could redesign the Norton, what one thing would you most want to change?

Modern metallurgy and new, weight-saving material... could kick some serious ass.

Favorite or most embarrassing episode on a Norton: Favorite: getting to know NCNOC members. Most embarrassing: on my first Mark 3, 18 years ago- preparing to go home after work, a cute receptionist was watching me getting ready to leave. I inadvertently forgot about the steering head lock... proved to be a precursor to future relationships- I got dumped.

Hold on to your seats!

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1993 Norton Owner's Club Calendar

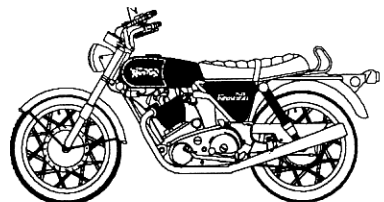
is here at last!

Published in England by the NOC, this very high quality production is now in it's 11th edition! Measuring 16x12 inches, it contains 13 full-color photographs of Nortons, complete with full and informative captions.

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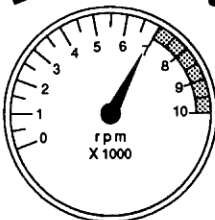
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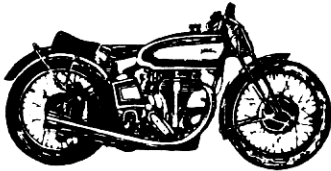
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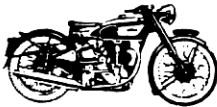
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