

1992 Roster



Norton Notice



The Newsletter of the Norton Owners Club

No. 166

February, 1992



**JUST A \$1.00 DONATION-
AND IT COULD BE YOURS!**



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.

CLUB OFFICERS

PRESIDENT: Joe Edwards, 5535-1 Walnut Blossom Dr., San Jose, CA 95123 (408)365-1058

VICE PRESIDENT: Brad Green, 37028 Lassen St., Fremont, CA 94536 (510) 792-0501

SECRETARY/TREASURER: Grover Buhr, 204 N. Kingston St, San Mateo, CA 94401 (415) 343-3772

RECORDING SECRETARY: C.J. Jolliff, 141 Plymouth Ave., San Carlos, CA 94070 (415) 637-1123

NOTICE PUBLISHER: Andy McKerral, 28 Iris Lane, Menlo Park, CA 94025 (415) 329-9072

RIDE COORDINATOR: Mike Burnham, 2401A Bush Street, San Francisco, CA (415) 346-1224

PARAPHERNALIA: John Bria, 1736 Howard Ave., San Carlos, CA 94070 (415) 592-8793

PUBLIC RELATIONS: John Covell, 1183 Alemany, San Francisco, CA 94112 (415) 334-1183

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



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

February 16th- Santa Cruz run
We leave Alice's in Skylonda at 10 AM- show up earlier if you expect to eat.

March 15th- The Flying Lady-
Meet for coffee @ Bob's Big Boy, 101 & 1st. St., San Jose. Leave @ 10 AM, brunch @ Flying Lady, then go back thru Santa Cruz mountains- an unbeatable ride!

Events Calendar

SUNDAY, March 22, 1992
Vintage show and Swap Meet in Caldwell, Idaho. Contact Richard Renstrom at (208)459-8786 for info

SUNDAY, March 29, 1992
The All-British Clubman's Show & Swap Meet- the San Jose County Fairgrounds off of Tully Rd., San Jose. If you haven't been to this one before, you're missing out big-time; it gets bigger and better every year... be sure to mark your calendar for this one, in spite of Daylight Savings Time!

SUNDAY, April 19-
The Annual Easter Morning Ride to Mount Tamalpias- expect to get the information on this at a later date.

SATURDAY & SUNDAY, April 25 & 26- *EITHER the West Coast Vintage Show & Swap Meet at Tulare, OR The USGP Roadraces at Laguna Seca in Monterey*

Meeting Schedule

The Club meets on the second Thursday of each month, at 8:00 P.M. Meeting locations rotate between the Peninsula, the South Bay, the East Bay, and San Francisco.

February 11, 1992: South Bay Harry's Hoffbrau
El Camino Real near Castro Street in Mountain View. A wide selection of everything drinkable, and a separate meeting room.

March 10, 1992: East Bay Brew Pub On The Green
3350 Stevenson Avenue, Fremont. Fresh, cold beer produced on the premises, good food, and a large meeting room.

April 14, 1992: San Francisco Tonto's Mexican Restaurant- 3155 Vicente Ave. (Cross street is 43rd)

Corrections

Please note that the telephone numbers for Grover Buhr and Andy McKerral have been changed to reflect the correct numbers. Please direct your calls to these corrections.

Graphics Contributions

Photography:

Gerald Mauricio, Don Danmeier

Printing & Half-tone Screening:

John Follett, White Oak Press

MPV... (my point of view) by Joe Edwards, President

Wow! The meeting was really great this past month, and I would like to thank each and every one of you for giving us a great turnout! To those of you who were unable to make it, we're looking forward to seeing you soon.

Grover gave us a treasury report... things are looking up. As you know, the raffle bike is the big project at this time. The only work left on the bike was that the carbs were in need of repair. Ken Armann will be supplying us with the needed parts, and the bike will be ready to roll. We'll be showing the bike at Alice's- then on to Mean Marshall's, Monroe's, and on to whoever will let us show it. I know at the last meeting that Don Danmeier said that we would sell a lot of tickets at the Clubman's show, but let's go after all the ticket buyers we can find.

At the January meeting, I asked John Covell along with Brad Green and Art Sirota to work on proposed Club by-laws. Art has asked to be dismissed from that committee. If there is a soul out there who would like to lend a hand, please contact John Covell.

We now have some great artwork to plug the sales of the Raffle Bike. We would like to heap a great big bundle of thanks on the shoulders of Gerald and

Shirley Mauricio for their outstanding job to help promote ticket sales.

I know that Mike Burnham has been working very hard on putting a rides calendar together to take us on some great trips this year.

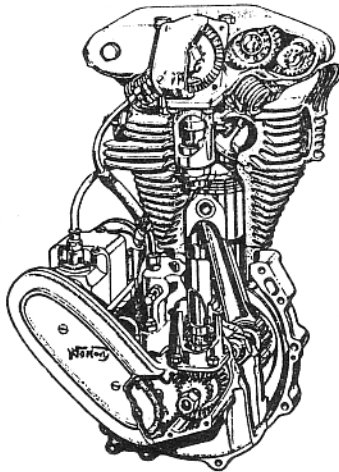
I spoke with Lynne Miller, and he is also working on the Easter Ride for 1992- a lot of Club Members look forward to that ride.

If you've got a calendar handy, why not circle the weekend of August 14, 1992... that's the weekend we have set aside for a "Gathering of Nortons". The Locale will be in the Sonora region, and we'll be giving you more information in the March Issue of the Notice. We plan to invite Norton Clubs from at least a four-state area. Although we don't have any organized events or meal times,

we will be able to give a little guidance to the area and sights to see and enjoy. We'll be working on a flyer sheet to send off to the other clubs. If anyone knows of some good roads in that area, please get them to me.

Next month's meeting will be taking place at Harry's Hoffbrau in Mountain View. We sure hope to see you there!-

Ride safe- that's MPV...



Minutes of January Meeting

NOC BOARD MEETING- January 7

The first meeting of the new Club Officers was held at Harry's Hoffbrau in Mountain View, to discuss the state of the Club and goals for the coming year.

Attendees were Joe Edwards, Mike Burnham, Andy McKerral, Harry Bunting, Alan Goldwater, Grover Buhr, Loni Beneveds, Brad Green, and CJ Jolliff

The first item discussed was our financial well-being. After studying the tally sheets, it was calculated that we had an \$11 balance in our general treasury.

Funds collected to date for the Raffle Bike, approx. \$800, are not included in this balance. It was decided that these funds should be accounted separately, becoming a self-sustaining account for future raffle projects. This is to ensure that operating expense monies will not be depleted again, thus preserving steady services such as the publishing and mailing of the Norton Notice, etc.

It was suggested that promotional merchandise such as tee shirts, patches and pins also have a self-sustaining account to ensure no strain is placed on the general operating revenues of the Club.

A major point taken was that we have no reserve account to tap into in lean times. Such a reserve should be put in place in the near future. An idea to raise this money was to begin a 50/50 pot at each meeting. This could raise revenues without any outlay from the Club funds. \$1 tickets could be sold at every meeting, with the winning ticket producing 50% to the ticket holder, and 50% to the Club reserve.

The third major point of the evening was the Raffle Bike itself. To finish the bike, carburetors are needed. With \$11 in the General Fund and over \$2500 already spent on the bike, it was decided to turn to the general membership for ideas or donated parts (Ed.'s

note: Good luck...)

Ideas for how and where to display the bike were proposed. The consensus was that wherever it goes, it needs to be prominently displayed. It needs as much exposure as possible by March 29th to generate maximum ticket sales.

Community involvement of the Club in order to promote ourselves and possibly recruit new members was discussed. We might tie this into a package with the sale of raffle tickets and donate a portion to charity. We could receive good press, promote our club, and possibly increase sales all in one step.

The Norton Notice was recognized as the life blood of our Club. New features are planned this year. One is a "centerfold"-type photograph to highlight a different bike each month, accompanied by pertinent facts and descriptions.

It was discussed that flexibility of the size of the Notice, 16 versus 20 pages, would allow savings on printing costs. Mailing costs remain the same.

A library of past Notices has surfaced. Andy will use it as a reference source for technical info. The earliest issue in the archive was published in May of 1977. (Ed.'s note: Yo, Steve Coburn! If you're out there, are you aware of an earlier issue? If so, give me a shout, and I'll pass on the details.) Something is in the making to celebrate this blessed event.

The account with NOC regarding Rally merchandise has been tallied, and all unsold merchandise has been returned. The check has been authorized, and will be mailed by CJ Jolliff along with a thank you letter. This will clear our account with the NOC.

Future merchandise ideas were tossed around, along with a club logo or banner. As of now, one doesn't exist. Ideas from the general membership are welcome and needed on this

issue.

The very important Clubman's show on March 29th gave the group several concerns. Volunteers are needed to staff ticket sales and the Club Booth. Also, a strong push for membership needs to be a high priority not only at the show, but on a daily basis. It pays the bills.

People are needed to help with the Concours exhibit. The club is participating in the judging. Ken Armann will be our representative on the panel.

We need to donate a plaque or trophy for "Best of..."

The most serious discussion concerned the formation of a body of Club By-Laws, and the enforcement thereof. This could clarify the purpose, intent and responsibility of all funds. It would make accountability of expenditures vital.

It was felt that a committee of 3 persons should be formed to produce a rough draft of these By-Laws, and present their conclusions to the membership.

Altogether, it was a very productive first meeting. It should prove to be an outstanding year for the Northern California Norton Owner's Club.

Respectfully submitted,
CJ Jolliff



January 9 General Meeting

The first meeting of 1992 was held at the Prince of Wales Pub in San Mateo. Club President Joe Edwards called the meeting to order. At that point, he asked all members present to encourage non-active members or friends to attend our next club meeting.

CJ Jolliff read the minutes taken at the Board Officer's Meeting held on January 7, after which Grover Buhr gave a summary of the club's finances.

The Raffle Bike needs carbs, and has some outstanding expenses that will be covered

by ticket sales profits, as decided by the general membership. A poster for the Raffle Bike has been produced and is on display at Raber's in San Jose. We thank Bob Raber for his support. The bike will be displayed at Mean Marshall's in Berkeley during February.

Lynne Miller and Jerry Jolliff are coordinating scheduling and volunteers for the Club Booth at the Clubman's Show on March 29th, and at the San Mateo Fair Grounds.

A plaque will be designed and presented to "Best of..." for motorcycles displayed at the concours for this event. Instructions for entries were given and will be distributed to members.

The point was made that this show is a perfect opportunity for new membership... possibly the best one to come along in 15 years.

Club By-Laws are being formulated by a committee consisting of John Covell, Brad Green and Art Sirota. The proposed by-laws will need to be approved by the general membership to become officially binding.

Also, the membership will be voting on an official Club Logo and banner. Shirley Mauricio has donated her talents and time to design several ideas that might fit the bill. The Club will vote on ideas in the next month or so.

Andy McKerral is stepping down from his position as Editor of the Norton Notice *azt* the end of 1992. He requests that anyone interested in receiving OJT before that time come forward, because there's lots to learn.

Ken Armann proposed an idea for our August ride... a mini-rally on August 14, 15 and 16, at Dardnell Resort 26 miles from Strawberry, California in the gold country. The campgrounds have cabins, RV hookups and tent spots. Horseback riding and fishing are also available. More info. to follow-

Ride Coordinator Mike Burnham announced the next club ride, to be held this coming weekend in the East Bay starting in Emeryville.

A special guest speake from ABATE (American Brotherhood Aim toward Education) addressed the helmet law issue and

what is being done to repeal the new law. Virgil Elliott explained that ABATE's main concern is preserving rights of riders, and not against the use of helmets. ABATE has retained the services of the law firm of Lasher and Lasher to fight the new law. Motorcycle Clubs and interest groups have lent their support for this cause.

John Covell thereafter motioned that the meeting be adjourned, and Andy McKerral seconded the motion. The motion was carried.

Respectfully submitted,
CJ Jolliff

January East Bay Ride Report

by Mike Burnham, Rides Marshall

The East Bay Ride is a significant ride to me, personally, as it was the first ride that I had planned last year in my new job as Ride Coordinator. It has also been referred to by some as "The Ride From Hell", because everything that could possibly go wrong did with a vengeance. Many hours were spent looking at maps, and exploring roads. When all was said and done, I had enough information for two rides, and had put it all together for one GREAT ride. Unfortunately, only 4 or 5 out of the original 18 had completed the second half of the ride, put off I guess by the sight of Todd Kennedy doing flip flops at 60 mph....couldn't say I blamed 'em, either.

It was with this in mind that that I had decided to run the second half of the ride -and in reverse order of course- so that we could end up in the same spot for lunch as last year's ride (the Royal Oak Pub in Clayton). This year's turnout was only about 1/3 of last year's- due largely, I'm sure, to the lack of timely information. It was, however, a success, judging by the smiles and the comments. There is also an advantage to a small group, as you get a chance to talk to everyone. Many of you must have asked yourself, "Where are there good motorcycle roads in the East Bay?" You'd be

surprised! I know that I was, after having done some exploring.

SO- even though reading road names in a ride report can be a bore, get out your East Bay maps and follow the bouncing ball...

Start on Ashby in Berkeley and go east to Claremont, and turn left. Take Claremont to Grizzly Peak. A right turn will take you in a southerly direction, and you will soon recognize the irony of the name, as Grizzly Peak served as a fire break during the East Bay Fire. Try not to act too much like a tourist. You will come to two intersections- stay left both times. Pinehurst drive is very easy to miss, as it just drops off from an intersection. See if you can find it. Pinehurst is a very narrow, twisty road, heavily wooded with some gravel and mud, so be careful. There will be a fork in the road, whereupon you go right. You will eventually come to Redwood Road at the stop sign. See the gravel shoulder to the right? See the path that goes down to the creek? See that big tree on the left? Sorry, ladies...it may be a woman's prerogative to change her mind, but it is a man's God-given right to piss on trees. (Ed.'s Note: ...and just think what you can do to all those politicians running for reelection in November...)

A left turn onto redwood road will eventually take you into Castro Valley. Turn left on Castro Valley Blvd., and in about a half a mile, you will come to Crow Canyon Road. A left turn will take you north, and out of the urban sprawl.... but not for long, because you will end up going through more of the same before you reach Camino Tassajahara. Turn right on Camino Tassajahara, and it will take you out to some of the last remaining farms in the east bay. Highland road will come up on your left in about 2 miles. Stay left until the road t-bones, then turn left- and in short order you will come to Morgan Territory Road. It heads north behind the backside of Mount Diablo, and comes out onto Marsh Road. A left turn onto Marsh Road will take you into Clayton, and to the Royal Oak Pub for lunch

and liquid refreshment.

Okay, so you didn't make the ride. Try it with a friend... you'll like it.

On the raffle bike front, Art Sirota talked with Arthur Atherton, co-owner of Alice's Restaurant. Mr. Atherton not only enthusiastically endorsed having the bike on his property, but offered to sell tickets for us. A poster has been made by Gerald and Shirley Mauricio, and is being displayed prominently on the front door. Thank you Arthur- we appreciate the support.

In support of Alice's supporting us, let's start out our February ride from here. We'll meet for breakfast, depart at around 10:15. Let's plan on going to Santa Cruz- we haven't done that for awhile. **THAT'S FEBRUARY 16TH.**

This, of course, brings us to this year's ride schedule. Please note the foldout, and keep it displayed on your refrigerator, or some other highly visible place.

Side Trips

by Andy McKerral, Editor

I'm trying for minimum verbosity this month, but *there are* a couple things I have on my mind that are worth throwing out- or throwing up.

First of all, if the ring-tailed bastard who sent that death threat to Representative Floyd two weeks ago could climb off of his Harley and zip up his jeans, he'd have a moment or two to ponder the consequences of what his stupid, assinine stunt has done for the rest of us who ride motorcycles in this state.

Consider the fact that Floyd already hates motorcyclists to begin with. He has gone on record as having a major attitude towards ANYone who rides the things... he's a Buchanan-esque conservative republican who can afford to have an attitude because he's already in power. And then, from the slime

mold of society, some idiot slithers out and decides to live up to Floyd's expectations regarding motorcyclists, and threatens to waste him. *Way to go, you stupid asshole!* By getting your rocks off, you've shown just about as much sensitivity to the issues as Floyd himself!... and at the same time, you've reinforced his already jaded opinion of those of us who find motorcycling to be a sport as legitimate as basketball, golf or figure skating.

There ought to be a death penalty for stupidity.

There. I feel better. The blood pressure is dropping- the pulse is slowing...I think I'm gonna make it- Breathe deeply- Breathe deeply...

Then, there's the matter of the Ongoing Timing Chain Debacle which I'm continuing to deal with. I'm certain that someone in the R & D section correctly calculated the need to make the oil pump drive gear at the end of the crankshaft reverse threaded, and torqued to 80 ft/lbs... but if you're manufacturing the things for export, why use some damn size of bolt as innocuous as a 1/2 Whitworth to do the job?!- especially if it's regarded as routine maintenance?

Probably for the same reason that American cars built for export didn't come equipped with right-hand driver side controls until it was too late... I guess that history is ignored in logarithmic proportion to the salaries of corporate executives.

This month's edition is late. I've had some personal garbage to deal with, and for those of you who were inconvenienced in any way, I apologise... but I'm not grovelling.

Finally, I wish to publicly extend my apologies to Brad and Kathie Green for last month's screw-up in the Notice. We all know what the word ASSUME is an acronym for...

PRESENTING THE 1992 CLUB ROSTER

Leonard Allen
PO Box 5008
Bear Valley CA
95223
209-753-6356

Wayne Anderson
2811 Beth Dr.
Billings Mt.
59102
406-656-5925

Stanley Baldwin
547 Barron Ave.
Palo Alto Ca.
94306

Russell J. Beggs
125 32nd Ave.
Santa Cruz Ca.
95062
408-475-7887

Stanley Beneveds
36646 Darvon Ct.
Newark CA
94560
510-793-0704

Stephen Breacain
1568 Alyssa Place
Manteca CA.
95336

David Bright
POBox 632
Colfax Ca
95713
916-346-6512

Grover Buhr
204 N. Kingston St.
San Mateo Ca.
94401
415-343-3772

Rod Alves
1910 La Terrace Cir
San Jose CA
95123
408-997-7800

Ken Armann
2996 Via Carmen
San Jose CA
95124
408-559-0185

Ronald l. Bastiaans
246 Yerba Buena Ave.
San Francisco Ca.
94127

Chris Benedict
1011 Washington St.
Reno NV
89503
702-323-3845

Colin Bowles
2Vine Cottage,Wellborne
Norfolk UK
NR20 3LD

Ronald Breckwoldt
523 West Park
Olathe KS
66061
913-780-6657

Robert Bronzo
101 Cervantes #204
San Francisco Ca.
94123
415-922-4305

Harry Bunting
1165 Crandano Ct.
Sunnyvale CA
94087
408-736-6492

Phil Anderson
1680 Pittman Ave.
Sparks NV
89431-5620

BSA Owners Club
37127 Tovey Avenue
Palmdale CA
93551

Ken Bechtold
733 Dartmouth Place
Woodland CA
95695
916-666-5839

Lani Beneveds
36646 Darvon Ct.
Newark Ca.
94560
510-793-0704

Joe Brandecker
2608 E. Woodrow Avenue
Simi Valley CA
93065
805-526-0718

John Bria
1801 Howard Ave.
San Carlos CA
94070
415-592-8793

Edward Brooks
1615 Almaden Rd.
San Jose CA
95125
408-264-9390

Bill Burdett
6292 June Dr.
Huntington Beach CA
92647
714-842-4339

Mike Burnham 2401A Bush St. San Francisco CA 94115 415-346-1224	Bob Byrnes 8671 Brooke Ave. Westminstser CA 92683 714-841-0379	Phil Cagle 862A Bunker Rd. Sausalito Ca. 94965 415-331-7304
Lou Caputo 1058 Peralta Avenue Albany CA 94706 510-527-6803	John Caraway 3511 E. Curtis Dr. Sacramento CA 95818 916-739-8898	J. Carter 582 Andrea Circle Livermore CA 94550 510-373-0718
Jim Carton 2818 23RD St. Oakland Ca. 94606 510-534-8030	Jake Cartwright 231 Arbor Lane San Mateo CA 94403 415-358-0774	David Caruso 27 Mirango Ct. Clayton CA 94517 415-672-8817
William E. Casey PO Box 2257 Los Gatos Ca. 95031	Tim Chambers Box664 Ben Lomond Ca. 95005 408-336-8589	Lloyd Chapman 87 Paseo Way Greenbrae Ca. 94904 415-461-7723
Brian Chinn 859 - 29th Avenue San Francisco CA 94121	Leo Christianson 464 Alcatraz Oakland CA 94609 510-655-5083	Elin Christopherson 2231 Ashby Ave. Berkeley CA 94705 510-549-3280
Peter Cinelli Po Box 84 Yarmouth Me. 04096 207-846-3971	Stephen Coburn R.D. 5-Box 327 Charlottesville VA 22901 804-296-2814	Tim Coburn 2060 Camino A Los Cerros Menlo Park CA 94025 415-854-4364
Al Collins 645 Banta Court San Jose CA 95136 408 264 2686	Michael M. Considine 2200 X St Suite205 Sacramento Ca. 95818 916-456-9901	Jerry Cooper 1796 Yosemite Dr. Milpitas CA 95035 408-262-6518
Rick Cording 201 Flynn Ave.#2 Mountain View CA 94043 415-969-4076	John Covell 1183 Alemany Blvd San Francisco CA 94112 415 334 1183	Dale Cox POBox 2753 Olympic valley Ca. 95730 916-583-6588

Michael Curry
577 Olympic Ave.
Hayward CA.
94544
510-670-0449

Tom Davenport
PO Box1992
Novato Ca.
94948
415-883-8349

Charles DeRose
22245 Cupertino Road
Cupertino CA
95014
408-252-0778

Chris Dopp
1713 Oregon St.
Berkeley Ca.
94703
510-644-0655

Joe Edwards
5535-1 Walnut Blossom Dr.
San Jose CA
95123

Steven Famuliner
7681 Capricorn Dr.
Citrus Heights CA
95610
916-965-9205

John Follett
40362 Condon St
Fremont Ca.
94538
510-226-1444

Lawrence Gill
49A Moss
San Francisco Ca.
94103
415-628-6254

Tom Dabel
730 Linda Flora Av.
San Jose CA
95127-1120
408-272-0369

Joseph Davis
9291 Lime Circle
Cypress Ca.
90630
714-828-2649

John Deebach
19935 NE 175th
Woodinville Wa
98072

Robert Dyck
2280 E Steet
Springfield OR
97477
xxx-747-7005

Monterey European M.C.
PO Box894
Pacific Grove Ca.
93950

Duncan Ferguson
2831 Petunia Ct.
Union City CA
94587
510-484-2848

Steven Frei
692 Sequoia Valley Road
Mill Valley CA
94941
415-381-0137

Alan Goldwater
1780 Chanticleer Avenue
Santa Cruz CA
95062
408-475-7505

Don Danmeier
PO.Box 594
Novato CA
94948
415-898-0330

Geert De Lange
PO Box967
Santa Margarita Ca.
93453
438-5041

Melvin Dern
708 E. Andrews
Fresno CA
93704
209-227-8973

Jim Earley
2247 Prince St.
Berkeley CA
94705
510-845-7990

Robert Fairchild
2022 Lockwood Drive
San Jose CA
95132
408-262-2783

Adam Fisher
1514 Irvine St.
San Francisco Ca
94122
415-753-0477

John Gallivan
9912 Fleming Avenue
Bethesda Md
20814

Brad Green
37028 Lassen St.
Fremont CA
94536
510-792-1560

Richard House 107 Mira Foster City Ca 94404 415 345 5806	Michael Howard Star Route, Box 151 Hudson NY 12534 518-537-5277	David Hultberg 1112 S. "B" Street San Mateo CA 94401 415-572-1473
Kenneth Hyde 905 White Cottage Rd.N. Angwin CA 94508 707-965-2714	Tarmo Jaagus Box 381 Strawberry Vally CA 95981	Jack Jakobsen 175 Buzzard Lagoon Rd Watsonville CA 95076 408-724-2395
Robert L. Jersey 11072 San Pablo Av#132 El Cerrito Ca. 94530 510-233-2062	Howard Johnston 70 Rankin Avenue San Jose CA 95110 408-275-9114	Jerry Jolliff 141 Plymouth Av. San Carlos CA 94070 415-637-1137 1123
Jeffrey Jones 517 Glen View Avenue Oakland CA 94610 510-763-1788	Michael Jones 37948 3rd St. Niles CA 94536 510-793-9885	Larry Kahn 2083 Cypress San Luis Obispo Ca. 93401 805-541-8011
Jerome Kaidor 1647 Roberta Ave. San Mateo Ca. 94403 415-349-5913	Jerry Kaplan 2329 Catalina Dr. Davis CA 95616 916-756-8894	Tom Keeble 9041 Austin Way Saratoga CA 95070 408-354-2090
Michael Kemsley 336 San Jose San Francisco CA 94110 415-759-7167	Todd Kennedy 1572 Bonita Ave. Mtn. View CA 94040 415-960-0121	Alison Kenward P.O. Box 1105 Citrus Heights CA 95611
Lance Kesner 2153 Nobili Ave. Santa Clara CA 95051 408-244-6311	Pete Kogut 22 Pleasant Street Farmington NH 03835	Burton Kranzel 2733 19th Ave. Oakland Ca. 94606 510-261-8252
Steve Krenz 105 Birch Bluff Rd Excelsior Mn. 55331-8513	James La Russa 1155 Rowena Drive Hayward CA 94542 510-886-0229	Maya Lai 1370 McKendrie San Jose CA 94526 408 241 4615

Ted Griem
P.O. Box1425
Shingle Springs CA
95682
916-677-4899

Tom Hart
727 Drona Avenue
Sunnyvale CA
94086
408-735-1906

David Hedges
8325 Fremont Av.
Ben Lomond CA
95005
408-336-5719

Bert Hopwood
White Wings,Wellswood Gar
Torquay,Devon UK
TQ1 2QQ

Rex/Linda Lewis
828 West Cherry Street
Lompoc CA
93436
805-736

Harvey Loucks
Star Rt 2, Box 332
La Honda CA
94020

Mean Marshall's
2705 San Pablo Ave
Berkeley Ca
94702
510-548-2532

Patrick McDowell
21 Ridgewood Ave.
San Francisco CA
94112
415-585-2766

Roger W. Hamlin
1922 Harper St.
Santa Cruz Ca.
95062
408-475-1629

John Hatch
650 Spruce St.Apt3
San Francisco Ca.
94118
415-668-5472

Eric Hjertberg
233 Belmont Ave.
Redwood City CA
94061
415-364-6397

George T. Horton
10417 Mary Lane
Cupertino Ca.
95014

Robert Little
2326 Peachtree Lane
San Jose CA
95128
408-247-1754

Bill Lyle
1041 Shell Blvd7
Foster City Ca.
94404

Gerald Mauricio
P.O. Box 655
El Granada CA
94018
415-726-9337

Bruce McGregor
840 Homer Ave.
Palo Alto CA
94301
415-323-9605

Patrick Hart
1509 Klamath Dr.
Sunnyvale CA
94086
408-245-2673

Matthew Haynes
2275 Vasanta Way
Los Angles Ca.
90068
213-962-3549

Jon Hjertberg
343 Oxford Ave.
Palo Alto CA
94306
415-321-9910

Tom Horton
10417 Mary Avenue
Cupertino CA
95014
415-255-5494

Mike Locke
678 Bancroft St.
Santa Clara Ca.
95051
408-247-5266

Bruce G. Marlowe
38185 Columbine Pl.
Newark Ca.
94560
510-794-8361

Mark McDonald
721 Mellus St.
Martinez CA
94553
510-228-0811

Chris McIntosh
1 Pepper Lane
San Carlos CA
94070
415-887-8401

Bob McKeehan 17 Cranham Ct. Pacifica CA 94044	C. Andrew McKerral 28 Iris Lane Menlo Park Ca. 94025 415-322-4054	Michael McKinney 640 Conneticut St. San Francisco Ca. 94107 648-2349
Jim Meadows 550 East 4th Street Reno NV 89512 702-348-6338	Ed Meagor 20 Meadow Ave. San Rafael Ca. 94901	Waldo Mejia 461 Jackson St. San Jose Ca. 95112 408-288-8203
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Jim Noll 58 Merwin Rochester NY 14609	S. Calif Norton Club P.O. Box 5351 Whittier CA 90607 818-917-1675	Neil Novack P.O. Box 291 Big Sur CA 93920-0291 408-667-2880
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John Paliwoda
PO Box 4303
North Hollywood CA
91607
818-986-3079

Mike Pawlak
495 Richfield Dr.#16
San Jose CA
95127
408-984-7286

Russell Pereira
590 Madison
Santa Clara Ca.
95050
408-985-6564

Raymond Pryor
1906 S. "B" Street
Stockton CA
95206
209-464-9516

Brian Reynolds
314 Hillcrest Drive
Yreka CA
96097
916-842-6720

Paul S. Richardson
10 Crestwood
San Rafael Ca.
94901

Alfred Roth
8696 Valencia St.
Dublin CA
94568
415-828-5486

Richard Schneider
PO. Box 117284
Burlingame CA
94011-7284
415-887-8401

Bob Paradis
439 Dunstone Dr.
Oroville CA
95966
916-589-3823

Steve Payne
198 Globe Ave.
Sacramento CA
95815
916-921-2706

Lee Perry
843 Charles Hill Rd.
Santa Cruz Ca.
95065
408-438-6092

Phil Radford
1020 Ellis Avenue
San Jose CA
95125
unlisted

Gerry Reynolds
115 Alameda Ave
Salinas CA
93901-4116
408-373-8197

Steve H Roach
33 Prairie Falcon Dr
Novato Ca.
94949
415-382-0302

Richard Rutter
2053 Santa Clara Ave
Alameda CA
94501
510-748-0245

Carolyn Scott
859UniversityAve.#29
Los Gatos CA
95030
408-354-4537

Raber's Parts Mart
1615 Almaden Road
San Jose CA
95125
408-998-4495

Bob Penprase
28 Spencer Ct.
Sausalito Ca.
94965
332/3163

Michael Pisarcik
8184 Trace Court
Riverdale GA
30274
404-477-7974

Doug Ratliff
2104 Crane Ct.
Sacramento CA
95825
916 481 7683

Eric Rhodes
PO Box3283
Berkeley Ca.
94703

Mike Rose
38652 Spetti Court
Fremont CA
94536
510-794-8298

Dennis Schloss
1302 12th St
Los Osos Ca.
93402
805-528-2057

Chester Sedegreh
575 Corliss Way
Campbell Ca.
95008
408-872-2587

Pete Serrino 2380 S. Union Street Spencerport NY 14559 716-352-5644	Kelly Shane Box 2669 Truckee CA 95734-2669 916-587-6065	Larry Shultz 40922 Cantare Place Fremont CA 94539-3738 510-656-2563
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Art Sirota 1281 Laurel Street Menlo Park CA 94025 415-327-3167	Randall Skaggs 2318 Cork Circle Sacramento CA 95822 916-428-5776	William Smith 145 Bella Vista Belvedere CA 94920 415-435-1516
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Stevan E. Thomas 2730 Sacramento St. San Francisco Ca. 94115 921-2522	Steven Thompson 2854 S. Rodeo Gulch Soquel CA 95073 408-476-1319	Fred Twigg 8901 Jeannette Ave. Sebastopol CA 95472 707-823-9165
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Ken Ward 207 1st Ave. South Seattle Wa. 98104	Ken E. Ward 672 San Pedro Ave. Sunnyvale CA 94086 408-720-8672	John Watts 3022 NE 130th St. Seattle WA 98125 206-365-2588

NOC Member Profile

by John Covell

Name: David Bright
Age: 40
City Resident: Colfax
NOC Member since: 1990
Marital Status: married to Caren 4 years
Occupation: Communications/Electronics Technician for small hydro-electrical project
How First Became Involved with NOC: Doug Ratliff thought that my bikes needed to meet other Nortons

Club Offices Held: None- and no thanks!
Norton(s) owned, described: 2 '75 Interstates, and 1 '75 R/S

Other makes of motorcycles owned: All your basic Japanese- too many to mention

What first interested you in the Norton?
 The sound, reputed speed, the upswept silencers, and the lines

Other Hobbies or interests of note: fishing, canoeing, camping, model railroad, snow skiing, & home improvement

Favorite road or ride: the frontage and back roads to Auburn from Colfax. There are lots of other good roads around here- even the one to work!

What would you change on Nortons?
 Nothing! Every Norton is perfect! They justifiably expect something back from their owners, and former owners lack the proper attitude, design or adjustment!

Favorite or most embarrassing episode on a Norton: Going through the bugs and restoring a neglected bike back to proper operation. It coughed, sputtered, and kicked at every conceivable bad time, for everyone in town to bear witness... pushed it home more than once, too. *NOW*, everyone in town would like to own one just like it.

It would be neat to have the Club do a Virginia City- like appearance here someday. A good restaurant could accommodate 30-40 people for breakfast. I suppose I should write Mike Burnham, eh?

Hank Wenzel
 3321 Roma Pl.
 San Ramon Ca.
 94583
 510-829-9386

John C. Whitney
 5956 Merriewood Dr.
 Oakland Ca.
 94611
 510-653-5059

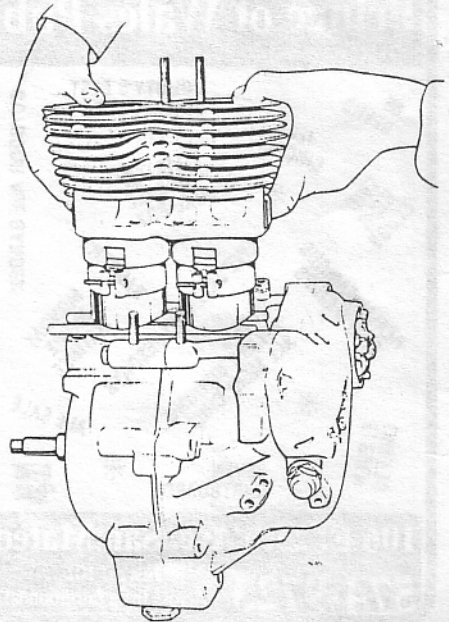
Kim Williams
 883 Cedar St.
 Alameda CA
 94501
 510-521-5514

Susan Wood
 3015A Wheeler St
 Berkeley CA
 94705
 510 849-2518

Randy Zink
 209 Santa Clara
 San Bruno CA
 94066
 415-583-3988

John Wilkes
 400F Yolanda Ave
 Santa Rosa Ca.
 95405
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Vern Wurtenberger
 17 Bel Air Drive
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-Thank You!

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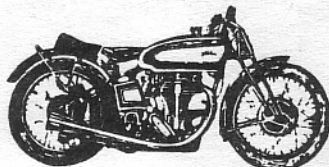
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Munroe has three mechanics who are familiar with Nortons and have been for a number of years. We can replace exhaust ports with the head on the bike and don't know of anyone else who can. The job looks like original factory. Call for a quote on shop prices. We also have a good Norton parts supply.



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