



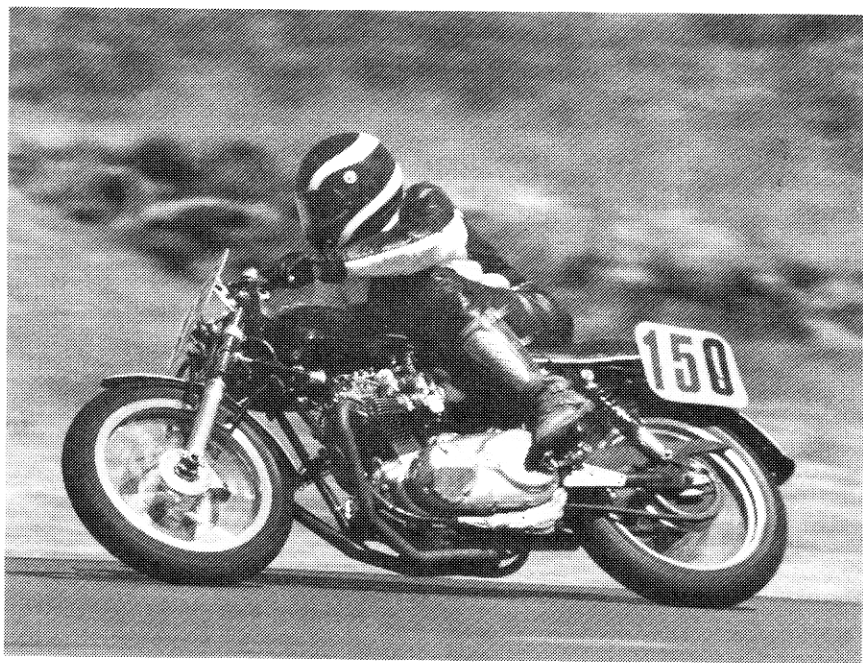
Norton Notice



The Newsletter of the
Northern California Norton Owners Club

No. 170

June, 1992



TOM TERRY - rippin' it up at Sears Point



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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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

June 6-7, 1992: The BSA O.C Sierra Ride and Chili Cookoff- a favorite ride with some great people. Information to follow...

June 28, 1992: TENTATIVE reschedulling of the Flying Lady Ride! -We're gonna hope that A- Marick Payton's schedule will allow for this; B- there won't be any flash floods; and C- that Andy McKerral won't continue to endorse this ride and jinx the thing...

Events Calendar

June 13-14, 1992: *The Cruise-Modesto, California* : Sponsored by Grafitti, USA. A vintage car cruising event (vintage bikes presumably accepted), with Joe Edwards as the official Master of Ceremonies! See the enclosed advertisement for details.

July 12, 1992: Argyle Park Racing
General Admission: \$10 (Vintage bikes 10% off) Call the Head Chicken (Ken Heuser) at (916)989-4938 for further information regarding upcoming events.

August 14, 15 & 16, 1992: the celebrated "Gathering of Nortons" at Dardanelle Resort- The Summer Event of the NCNOC!- Campgrounds, motel rooms, fishing, excellent biking roads, a restaurant, and even a bar!!! *If you snooze, you lose!*... so call the Dardanelle Resort at (209)965-4335 to get your reservations!

Meeting Schedule

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

June 11, 1992- South Bay Harry's Hoffbrau-
El Camino Real near Castro St. in Mountain View- A large assortment of beers, a large meeting room, and good cafeteria- style food.

July 9, 1992- East Bay Brew Pub on The Green-
3350 Stevenson Ave., Fremont- Fresh, cold beer made on the premesis (the stout is heartily recommended), good food, and a large meeting room.

August 13, 1992- San Francisco Tonto's Mexican Restaurant-
3155 Vicente Ave. (Cross Street: 43rd)- Generous portions of food at great prices, and the Margaritas are killer!

Graphics Contributions

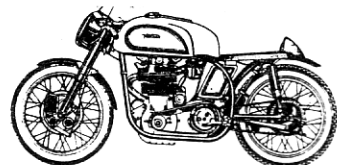
Photography:

Gerald Mauricio, Tom Terry

Press Production and Halftones:

John & Carrie Follett:

White Oak Press, San Carlos, CA



M . / P . W by Joe Edwards, President

Well, the May meeting at the Prince of Wales Club drew a few comments...

I would like to take the stand and say that you can point the finger at me- I didn't call the owner and jar his button to let him know that we were due to grace his hallowed halls once more. I did meet with him later thereafter and told him that for the next meeting, a runthrough with a bulldozer would be helpful. {Ed.'s Note: There's probably a cleaner "crackhouse" in East Palo Alto that we could use for a meeting venue than that place. *Sigh...* maybe Art was right after all when he went into the future. Will we still be bitching about this when we're all too old to get penecillin shots from sitting in that "furniture"?)

It was great to see some old faces at the meeting, and we do welcome one and all to every meeting. I would like once more to see some of you try to get some items (i.e.: tech tips, rides that you have taken, horror stories). And for those of you who are putting off sending anything, Andy is of great help, just so long as he can read it. He will handle whatever you mail into him by the 20th of the month.

I see by reading the *Notice* that the trip to the Flying Lady has been reset to take off (pun definitely intended) on June 28th. If you haven't been on this ride, Mike Burnham states that this is a great one to make.

I've asked Lynne Miller and Mike Burnham to find a picnic site for the Old Timer's Ride, and as soon as they make this information known to me, I'll pass it along.

John Bria will be sending an order in for tee shirts in short order; lots of folks have requested British Racing Green for this run. I know that John will get us the best one going.

We will be sending out flyers for the "Gathering of Nortons Rally" set for August 14th. As soon as the flyers break loose, we'll need a little help getting them out to some of the local Norton guys and gals.

Incidentally, I see that Susan Wood has an exhibit of her drawings in Emeryville. I'll be going over right after Labor Day; if anyone wants to make the trip, just give me a call.

Andy and I are working on a charity program that we feel will help out a very

worthy children's group that has strong local appeal. As the details come together, we'll pass them along.

I'd like to take a second to thank one and all for being of great help to your "rookie president". Past board members have stepped forward and offered help- even some of the members have done the same.

Please keep this in mind, and give me a call any time. Also, I want to thank Andy McKerral for his outstanding time and effort which produces the *Norton Notice* - a publication second to none. {Ed.'s Note: Aww, gowrsh- t'wern't 'nuthin...}

Well, I hope to see you down the road...
SOON.



Joe Edwards, President

Minutes of May Meeting

The May 14th meeting of the Northern California Norton Owner's Club gathered at the Prince of Wales Pub in San Mateo.

As the meeting started, the subject of diversifying the venue locations came up {Ed.'s Note: Probably inspired by something resembling The Alien sliming out of the sofa I was sitting on and taking a considerable chunk of flesh out of my inner thigh. Does the Health Department ever inspect this place?!} Gus's in Redwood City was suggested. The attending membership decided to take future locations under advisement.

The By-Law Committee will have a rough draft (or Draught, for the benefit of Radford) to present to the Membership by July. It will be printed in the *Notice* and discussed in August's meeting at Tonto's Restaurant in San Francisco.

The Easter Ride to Mount Tamalpais was a great success. A big thanks was given to Lynne Miller for his outstanding leadership. The weather cooperated with being on it's best behavior. It was generally stated that the views were the best in years. There was a big Norton turnout- about 12% of the bikes who attended the ride were Nortons...

On August 14th, the Gathering of Nortons happens in Strawberry. Flyers are being printed and distributed to the appropriate branches.

Cabins, motel rooms, camp sights and RV spots are still available, but are going fast- so make your reservations NOW.

We have the money to produce a new run of NCNOC tee shirts. A few ideas were discussed... what are yours? Call

John Bria at (415) 592-8793 with your suggestions.

We are still looking for a new Editor and Publisher for the *Norton Notice*. Is it you? {Ed.'s Note: To any potential Volunteers: You've got 5 months left to get together with me to figure this thing out- it took ME a year... without a net. Don't pick your nose and scratch your privates for too long, or you're gonna make your life miserable.} Someone needs to speak up.

A new computer is needed; ours is old and tired. We'll research prices, resources and availabilities.

The Old Timer's Ride is coming up in September. Lynne Miller and Mike Burnham were selected to attend to the details for the ride and the picnic. There will be an admission charge for non-club members only. {Voiciferous Ed.'s Note: I have a Price Club Card- maybe we can cut down the costs of food this year and keep us outta bankrupcy this time...}

We are researching the possibilities of placing public relations advertisements in publications such as *City Bike* or even the Yellow Pages. The general concensus was that this is a good way to promote our Club as a viable entity.

Alan Goldwater reminded the attendant membership that the National Rally is in the state of New Hampshire, and that he will be attending the event. Those persons interested in accompanying him should contact him at (408) 475-7505 to work out the details.

Respectfully submitted:
CJ Jolliff

May's Mt. Hamilton Ride Report

(or, *How Many kicks does a Victom make?*)

by Mike Burnham, Rides Marshall

The Mt. Hamilton ride was more than a ride- it was also an IQ test. So how many of you dummies showed up on Sunday? Actually, I do hope that no one made that mistake {*Ed.'s Note*: yep, I flunked the test... but I still won't attempt to attach a grease gun to the bleed nipples on my brake calipers...}. It's unusual for the Club to have a Saturday ride- however, it *was* in print, so no excuses. Perhaps it was the Saturday schedule which accounted for the light turnout... only nine riders showed, with one machine taking ill very early in the day. Fortunately, the bike is a regular patient of Doctor Phil, and it's owner got to ride pillon on Phil's Atlas for the duration. But, even before all this, much fuss was being poured over Howard "Sneaky Cowboy" Johnston's latest acquisition (*Sneaky* because of his skill at acquiring desirable motorcycles, and *Cowboy* because of his off-road riding style- he's been known to attack berms with his body while leaving the bike in a ditch). His latest acquisition is a very sweet looking red Rickman/Victor, with the numbers 441 dominating the competition number plates which are a part of the Metisse' bodywork. Sweet to look at. And a pig to start... at least for Howard.

Suited up, sweating and engines idling, we patiently waited for the Cowboy to kick his mount to life. We waited... and waited... and finally, ride leader Radford scoots across the parking lot (presumably to offer his expertise), stops, lifts up his visor and says, "Now I know what the 441 stands for: that's how many kicks it takes to get it started!" The resulting laughter drained the Cowboy of what little strength he had left, so Phil and I helped him bump it to life. I can't wait until Howard gets one of his Goldies working- then he'll be *really* entertaining. (I wonder why Chris Nichols

doesn't have this problem?)

If you think that was the end of the Victom kicking contest, then think again: anticipating another ordeal, Howard left off most of his riding apparel so as not to get overheated. In the process of attempting to suit up, and keep the engine running at the same time... well, three more bump starts, and we're off.

But not for long. As I mentioned earlier, one Commando got sick. The owner was complaining of clutch slippage. When he would goose the engine, it sounded like the knarling and knashing of teeth. "Uh-oh," I thought, "Sounds like the gearbox." After a few minutes inspection, Doctor Phil made his diagnosis: "There's no teeth on the rear sprocket! I ain't never seen that before!" (Pronounced with a faded Nottingham accent)

Recognizing the delay as a potential for future embarrassment, the Cowboy slithered on ahead of that Sirota character (he *hates* being called by his last name), while the rest of us "toured" the streets of San Jose to secure a resting spot for the sick Commando. Finally, we're on our way- enjoying the sights and the twists and turns of Mt. Hamilton. Our stay at the top was just long enough for Howard to get restless; he seemed anxious about something. Fortunately, being at the summit of a mountain such as Hamilton does take some of the stress out of starting a reluctant Single, with some fifteen miles of downhill in front of you.

The ride down the backside of the mountain was much less interesting though, inasmuch as some ongoing patchwork repair had left gravel strewn all the way down to the bottom. Without any unfortunate incidents, the group made the descent in one piece. Thereafter, a more spirited style of riding was adopted- although I personally rode more conservatively than usual... if I had ridden past the Junction for two years in a row, I'd have to change my name and paint my bike another color to avoid the heavy razzing.

Lunch at the Junction is an experience in itself. Imagine a downscale 50's country diner with pinball machines, animal trophies, and a small grocery section with every variety of

"Hamburger Helper" ever made. Add to that the local custom of charbroiling hamburgers that any other ordinary restaurant would call a grease fire, and you have The Junction. After a couple of beers and our *Haute' Cuisine*, the Cowboy began to look a little nervous again. Fortunately, The Junction had a nice, steep driveway to relieve his tension.

Although Howard may have difficulties in starting his motorcycle, he certainly had no problem in riding it, as the Cowboy and his Victom were definitely the ones to catch in the twisties- particularly on Mines Road towards Livermore. I was impressed with the way he never had to modify his "sit up and beg" riding posture through the tight turns. And I'd also like to say that there's no truth to the rumor that the real reason for the Cowboy's burst of speed had anything to do with his wife threatening to take his spurs away if he didn't get home on time. No truth whatsoever...

I did mention that there were other people on this ride, didn't I? Besides Howard, there were Phil Radford, myself, Tim Coburn (whose photograph at The Junction says it all), Gerald Mauricio (whose camera does the talking), Grover "High Rider" Buhr, Rob Fairchild, Ted Snow, and- last, but not least-that Sirota character.

At the end of the ride, we gassed up in Livermore, Howard wisely pushed his steed into the shade, and the kicking contest continued. Phil, getting anxious to go home, walked over and said, "Get off that thing." He then mounted the red Rickman chassis, declared, "I'm the boss!" and the Victom acknowledged it's master. Phil held the throttle while Howard got dressed.

The Highway Patrol can spot Cowboys a mile away, particularly when they're draped

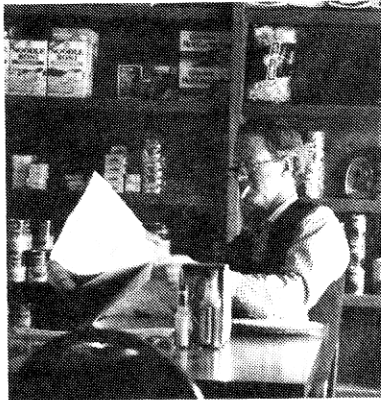
over the handlebars of a bright red motorcycle... or so I'm told. Evidently, on the way home, Howard was stopped for not having turn signals. Fortunately for him, he had the registration showing it was a 1970. I hope that he didn't have to turn the engine off...

The Chili Cookoff Ride will be over and done with by the time you read this, but let me tell you that we had a BLAST. The still-tentative (as of May 16th) rescheduling of the Flying Lady Ride on *JUNE 28th* is, however, still a go after you receive this issue of the *Notice* (unless Andy lapses into a gin-induced coma). The details are the same as were published in the February Rides Calendar. If you're new to the Club, give me a call and I'll send you a copy.

The next regularly scheduled ride is Fred Twigg's North Bay Ride, and it's time to give you some details. I'm particularly excited about this one because the Sonoma County area is prime motorcycle country. Fred knows every nook and cranny of the routes there, and has put together one outstanding ride. Folks coming from the south (meaning Marin county) the East Bay or the

Peninsula areas can meet at the Lighthouse Restaurant in Sausalito. We'll leave at 9:00-come sooner if you want to eat breakfast... say, about eightish? If you want to go straight to his shop, which is the starting point for the ride at 10:30, the address is 4051 Green Valley Rd. Travelling North on Highway 116 out of Sebastapol, it's about 3-1/2 miles to Green Valley Rd., where it intersects 116. Hang a right at the Beacon gas station, and it's the first house on the left. Call (707) 823- 7712 if you get lost. By next month, I'll have information on directions from points north and east.

See ya!



Tim Coburn, doin' his Norman Rockwell pose...

Side Trips

by Andy McKerral, Editor

(Ed.'s Note: the following opinion reflects my viewpoint, and does not necessarily reflect the views of other members in the NCNOC. If you don't like it, then get off your "keister", volunteer for my job in November, and get your OWN views known.)

The Art of Conversation... more advanced countries refer to it as "social intercourse"- (obviously designed to make midwestern farmers blush at the prospect of talking WITH someone instead of AT them...) the actual exchange of information between one or more people and others which results in a communication of facts relating to common interests of all interested parties.

Why do I take such a convoluted topic to task this month? Well, I've been given some information which bothers me- the flavor of which harkens back to the days when I was forcefully removed by the Los Angeles Police Department (together with 72 other people) from the steps of the Federal Building in 1970 for protesting the bombing of Laos. Another incident related to this article integrates into a curiously parallel anachronism by a reporter for a local FM radio station here in the Bay Area: "If you don't like the news, then go out and make some of your own." Maybe the intention to be honest is still relevant... but, more probably, it's lost in the static of our age amidst the louder noises of people screaming "What's in it for ME?"

Cutting to the chase, there have been a couple of self-aggrandized people who've been complaining in a cowardly fashion with respect to the "style" in which the NCNOC has recently been managed- without mentioning names, without making it public in our meetings, without providing positive alternative solutions to perceived problems; the comments have been directed with deliberate intent to hurt and degrade, instead of uplift, inspire, and motivate people into

action and participation in our Club.

For those of you who feel that you have some special licence to castigate someone else in the Club- for class, status, or whatever reason, I personally need to tell you that **The "Great Equalizer" in this Club is the \$15 that each person pays each year for their membership and, having paid their dues, expects to receive their full measure of benefits as outlined in the second page of the Notice.** If you have something relevant, useful or uplifting to share with us, then help the rest of us out - and by all means impart your information to the General Membership. If, on the other hand, you have some snippety, degrading, catty remark to make without providing a constructive alternative proposal, then *please* find another club that'll put up with your attitude, and leave the rest of us to our own devices so that we can find our way in sharing the enjoyment of our Common Denominator: the Norton Motorcycle.

As mentioned previously, I was brain dead in my timing to attend the Mount Ham ride. What was funny was that Marick Payton did the same thing too... so we met at Alice's for breakfast, and then we had a ride. You've known about the "Old Timer's Ride" and the roads over there for years now... Marick and I held the first annual "Old Farts Ride", using the same exact route- except that we rode it kinda like playing an old 33-1/3 RPM LP record at 78 RPM- just for grins.

We were looping, leaning and zipping right along when we wound up stuck behind what resembled a funeral procession going down 84 towards Stage Road. Some dorks in a new Jeep Cherokee were afraid to get scuff marks on the tyres, so they were doing about 25MPH- really pushing the redline on that pig. After about 10 minutes of this nonsense, I could see the red steam billowing out from underneath Marick's helmet- he was ready to move at nearly any reasonably safe moment. Finally, there was a straightaway, and Marick

blasted off, blowing by five pissed motorists and the offending snail. I was ready for this to happen- as it always does when you ride with Marick- and before I knew it I was turning 5600 RPM, pushing 95, and felt like I was a chase plane for an F-16. I was about 40 feet behind him the entire episode. At Stage Road in San Gregorio, we turned left and I saw a rather surprised expression in Marick's eyes that said, "Wow- he's still with me!"

We continued along, bottoming out our shocks and losing fillings until we got into Pescadero. After a brief Nature call, we turned East on Pescadero Road, and finally my head was starting to clear from the events of the previous week- I was having FUN now, instead of just doing a ride. We were blasting and leaning and twisting, soaking it all in and having an absolute riding orgy- until we got to the intersection of Page Mill Road and Pescadero.

There was thick, wood-scented smoke billowing out from a section of trees overlooking a cliff. We looked at each other in horror, and instinctively went full-bore throttle directly to the La Honda Volunteer Fire Department where we spent five precious minutes discovering that there wasn't anyone there. The nearest other facility was up at Skylonda, and so we frantically tore off up the mountain, hoping to shave some time off the clock.

Our pace was limber and precise until, suddenly, we got stuck behind a couple of weekend greasers mounted on Milwaukee's finest... at the same exact spot on the route where passing is absolutely impossible. 35 MPH for fifteen minutes was the longest ride I'd ever been on.

At the intersection of 84 and 35, I roared into the Fire Station, told the weekend help about what we'd seen, and they said that they'd check it out.

Turns out that it was a controlled burn by a contractor clearing some property in that area.

But it was a great run- thanks, MP!

Letters to the Editor

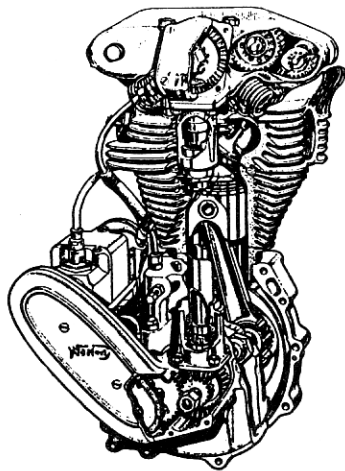
Dear Norton Notice:

I was riding through Soquel last week on my Velocette Venom when I noticed the appearance of a new British motorcycle repair shop. I stopped for awhile and checked it out. The owner's name is Leo LeBarre, Jr., and the shop is called **Moto Europa Motorcycles**. The address is 3110 Porter Street in Soquel, 95073. The telephone number is (408) 464-9504.

This would be a very good place to know about if your British bike happened to break down anywhere near Soquel. I realize that Britalia is also in the area, but my feelings are that there can never be too many British bike repair shops in any one place!!

Since so many British bike shops are closing their doors, I thought it would be refreshing to report on the opening of a new one in our area for a change.

- Art Sirota, Menlo Park





*The Northern California Norton Owner's Club
presents*

A Gathering of Nortons

**Location: Dardanelle Resort: Highway 108- Dardanelle,
California 95314
Telephone (209)965-4355**

on

***Friday, August 14, 1992 through checkout on Sunday,
August 16***

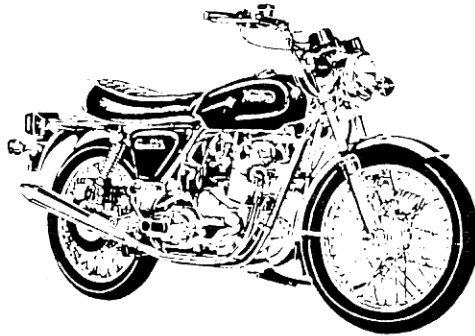
Great Roads

RV Hookups

Launderette

A Restaurant

Cabins



Fishing

Camping

Showers

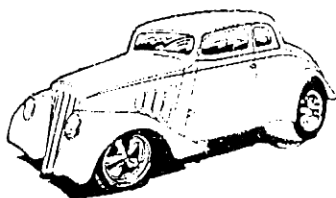
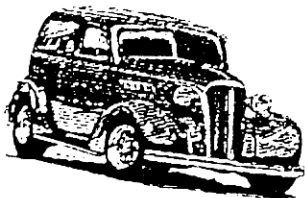
Sport Shop

Motel Rooms

This will be a very informal gathering... no rally pins, no fee, no free meals- you will have to make all of your own reservations and preparations, and pay your own bills. The only thing we offer is a chance to meet other Norton Owners from other areas. This is an opportunity to ride on some of the best roads in Northern California. When you call the resort- and we strongly urge you to do so as soon as possible- just tell them that you are part of the "Gathering of Nortons".

This is not a Sponsored Event.

***The Northern California Norton Owner's Club does not assume
any liability in the event of an accident, or loss of property-
Ride Safely.***



June 13-14, 1992
Downtown Modesto

**Official Cruise
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**Poker Run
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Sock Hop**

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*Silver Car Auction • Indoor Trade Show • Food
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Norton Racer's Report

by Tom Terry

I'm back racing again this year. I finished third overall in Vintage Class at Sears Point last year (I entered seventeen races, lead a few, almost won, and **never** DNF'd.) I was the only Norton out there except for Eric and Ernie a couple of times. Erick might make a comeback this year...*if* he can keep the Norton Valdez on two wheels...

It was voted at a meeting last year that Eric and I should become Honorary Members as we spent enough upholding the Norton name... well, I never got a Notice, so how about it? I'm racing Nortons- *so sign me up!* (I read Eric's Notice because it is sent to my house!)

I haven't been an official member since about 1980. We "speed mates" have our own sort of club: me, Eric, Mark, Charlie, Craig, Stewy, and other straglers go on frequent rides- always at full bore... and on the worst possible roads we can find.

It seems that nobody in the Club is ever interested (or even curious) about all the trick equipment collectively owned in the Club. I'd sure like to see more Club involvement at the races. Is there nobody in the Club that can ride out to see us?

Here are some race-proven bits of Norton Engineering and Development"

* **Later style battery trays** ('73-'74) had a stiffening rib (depression) that ran over the rear Isolastic tube. It rubs, and does damage. On very late ('75 on), they figured it out and smashed it back out of the way. You should too.

* **If you want to go fast**, then take off that side stand. They're *deadly*.

* **Use 19" Avon Super Venoms** and toss 'em **both** when the rear is gone. Anything less cheapens the experience.

* **Give your bike a "shake down"** - grasp the l/h grip with both hands and shake the whole bike at resonance frequency. The only noise should be the keys in the ignition... and what are you doing leaving them in there to begin with?!- take 'em out!

* **Make sure** that your bike has that vital **gearbox mounting washer** l/h, top inside, 1/8" thick. I see so many bikes without this thing, which generally results in misalignment. There is no logic behind it's existence, but it IS necessary.

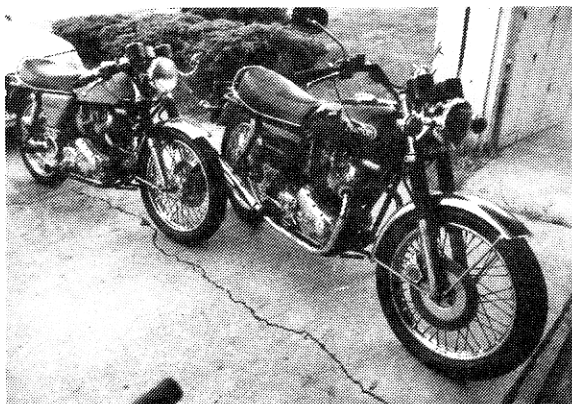
* **Make a spin-on oil filter adapter** which accepts a Fram PH 46 filter utilizing an M16x 1.5 I.D. by 3/4-16 O.D. by 7/16" - long threaded rod, and a tap from OSH and...

* **The locating dowell pins** in the inner gearbox to outer covers tend to get bent from the weight of kickstarting, if the screws get loose {Ed.'s Note: Hear that, Cowboy???) Check them for straightness when apart.

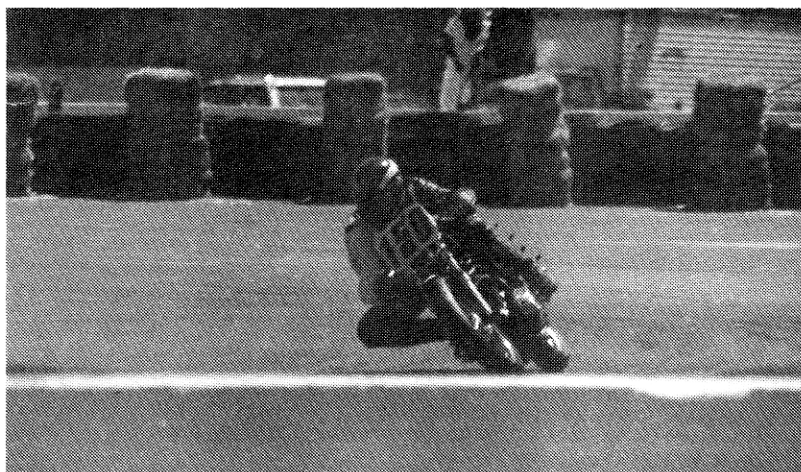
Other typical failures: the top engine mounts crack, the side plates bend, the top, rear and bottom of the oil tank cracks, the front chain guard cracks, the early 750 and early Mark 3 crankcases crack, and the clutch hub internal splines wear.

These are just a few things I've learned the hard way- *check 'em out.*





*4
Nortons
4
Sale*



"...de knee bone connected to de pave-ment."

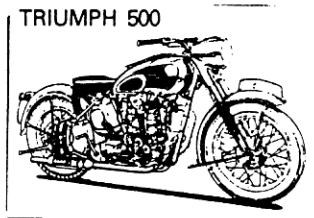


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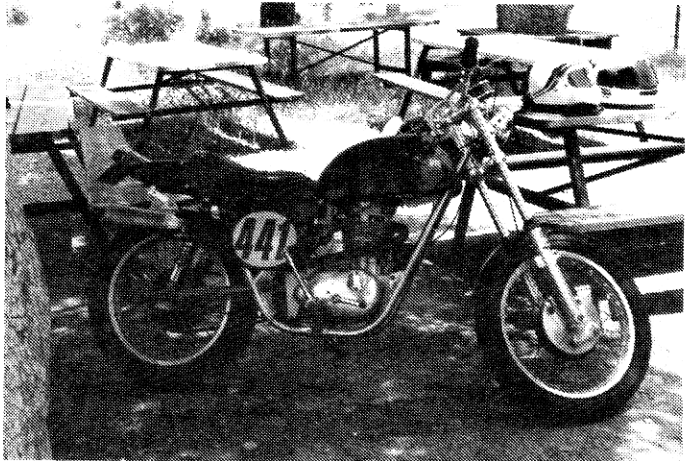
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Spectators witnessing these events thereby assume all
risks for any injuries or damages resulting therefrom.



*at the top
of
Mt. Ham*

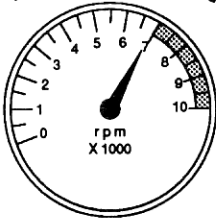


*...it looks
sooo innocent,
doesn't it?*



At the junction.....

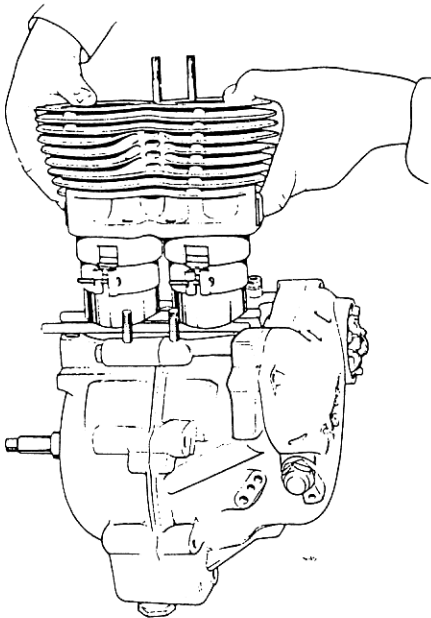
REDLINE



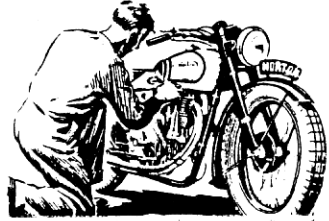
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Alan's Wrench



Here is my tentative plan for the trip to the INOA national rally in New Hampshire: My truck will be leaving around Sat., June 27 for the east, carrying my bike on a trailer. One or more Norton riders will accompany, with the truck carrying luggage, tools etc and providing chase support. If a bike breaks beyond immediate repair, it can be loaded in the truck along with the rider.

My trailer carries two bikes, so the plan is to have someone else drive one way (preferably eastbound) and myself the other half of the trip. The two of us would split a round trip air ticket. By allowing 10 days on the road (arriving around July 6.) we can keep the pace to a leisurely 300 miles a day and still have time for inevitable delays and visiting along the way. The return flight will be immediately following the rally, getting my co-driver back on Sunday, 7/12 or Monday 7/13. If you're interested co-piloting this adventure, please call me at (408) 475-7505 or see me at a club meeting.

Alan Goldwater

NOC Member Profile

by John Covell

Name: Leo Christaanson

Age: 44

City Resident: Lafayette

Marital: married, 1 son

Occupation: Roofer (Reign Roofing)

NOC Member since: 1984

How first became involved with NOC:

saw a little ad in a motorcycle newspaper, said to call Scott Marburger- eventually learned about a meeting at TT Motors; I'd just gotten my Norton.

Club Offices held: Paraphernalia, 1991

Norton(s) owned, described: '62 basket case mongrel, '67 G-78, '75 Commando (current bike)

Other makes of Motorcycle: had a Harley at one time...

What first interested you in the Norton?

It's a classy bike- in the showroom, a Hells Angel told me what a great bike it was!

Other Hobbies/Interests of note: Skiing, carpentry, mechanics- speed demon.

Favorite motorcycling road or ride: Auburn to Truckee on SR 49.

If you could redesign the Norton, what one thing would you most want to change? Make it track true, so that you can take your hands off the bars and not leave the road.

Favorite or most embarrassing episode on a Norton: First got the Commando, and started going on Club rides- and kept running out of gas! Damn Roadster tank! (Ed.'s Note: Burnham's got a tank in the shape of a jerry can for sale, Leo- give him a call....) I took to carrying a siphon hose!

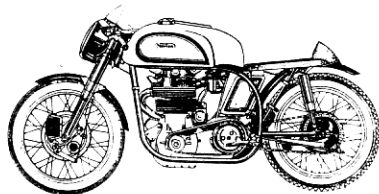
Classified Advertisements

WANTED: Lucas 12v horn (8H70159), Smiths Tach 3003/00 and tach drive for Atlas, G15 forkspring cover (long-8.5"), and G15 handlebars w/crossbrace. Contact Rick @ W (408)894-5220, or H (415) 969-8917

For Sale: 1966 Atlas w/Featherbed frame. Will either deliver to Northern California, or meet halfway for prospective buyers. \$3200. Contact Gary at (916) 241-5204.

For Sale: 1974 Commando 850 Interstate: approx. 70K miles, black w/ gold striping; very good condition- always garaged and meticulously maintained (only two owners). Extras include: color-matched Rabid Transit fairing and three-piece fiberglass luggage on beautiful custom mounts (ask Phil Radford); excellent NBI seat on original pan; Boyer ignition; Mikuni carb and manifold; many other goodies. Garaged in San Diego. \$3950. Will consider delivering the bike to any

4 Nortons 4 Sale: '73 750, '75 850, '64 750, and '65 750. 2 Commandos restored, low miles, one is a Cafe- \$3900 each; 2 Atlases: original, TLS and disc brake- \$3500 each. They all have stock parts, are expertly maintained, and are very clean. Call Tom at (408) 446-2738



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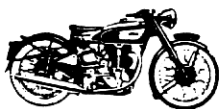
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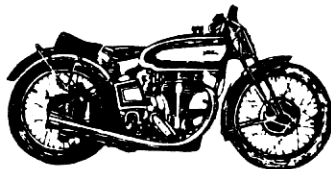
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