



Norton Notice



The Newsletter of the
Northern California Norton Owners Club

No. 171

July, 1992

Maya Lai at Norton Motors...



...checking out a new Rotary Interpol

Her experience is this month's feature



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

North Bay (Sonoma) Ride

July 19th- starts at Fred Twigg's shop(4051 Green Valley Road, off Hwy. 116 in Sebastapol, and leaves at 10:30. Contact Jerry Caplan at (916)756-8894 if you're coming from the Sacramento Area.

The Gathering of Nortons in Downiewille
See flyer in this issue for details.

The Old Timer's Ride and Club Picnic
September 13th. See the Ride Report.

Events Calendar

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!

September 13th, 1992: *The Old Timer's Ride and Club Picnic*- Huckleberry Flat at Memorial Park, Site Number One.

Meeting Schedule

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!

September 10, 1992- San Mateo (tentative)- The Prince of Wales Pub 25th Avenue, San Mateo. Great food, beer and ambiance, if you can stand the vermin...

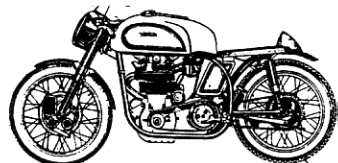
October 8, 1992- South Bay Harry's Hoffbrau
El Camino Real near Castro Street in Mountain View. A Wide selection of everything drinkable, and a clean meeting room.

November 12, 1992- East Bay Brew Pub on the Green
3350 Stevenson Ave., Fremont. Fresh, excellent beers made in house and great food.

Graphics Contributions

Photography:

Gerald Mauricio, Tom Terry
Press Production and Halftones:
John & Carrie Follett:
White Oak Press, San Carlos, CA



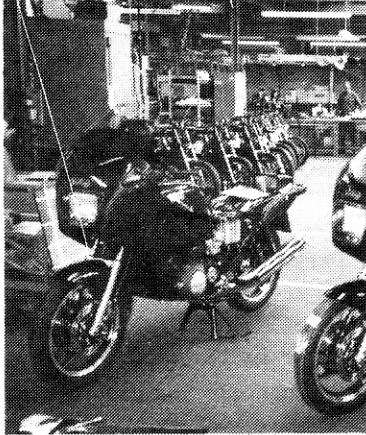
M.P.V. ...

by Joe Edwards, President

We start this month off with a sad note: CJ Jolliff has notified us that she has to step down as Recording Secretary because of business plans. She and Jerry will continue to be involved in the Norton Club; but for now, the good news is that we have found another hard-working soul to slide into the position of Recording Secretary: the one and only **Duncan Ferguson!** As you know, Duncan has been a great asset to the Club since he joined us. I know that all of you out there can count on him to do an outstanding job for us in this position.

The ride to Casa Del Fruita was great; the wind was just a little bit stout, but a few of the Club Members did make the trip. Bob Raber made the experience a little easier by letting us park our Nortons in his booth area. Also, the price was right... *no charge.*

Your Club Board met with the By-Laws Committee, and the rough draft of that document was reviewed by us recently with just a few minor changes. They'll be included in this month's issue of the *Notice*, as well as the August issue. At the August meeting, the attending Membership will vote on this very important governing rule set of our Club. Be sure to be at Tonto's Restaurant in San Francisco on August 13th at 8:00 to have your say. I'd like to thank the three individuals who worked very hard to produce this document: Alan Goldwater, John Covell, and Brad Green. The next time you see them, give 'em a pat on the back for their labors (maybe a cold brew would suffice)? Thank



you, gentlemen.

More information... Lynne Miller and Mike Burnham will be filling us in on the details of the Old Timer's Ride and Picnic. From what I hear, the site is terrific.

We're still searching for one of you stout hearts out there to step up and kinda "lean" over Andy's shoulder to see how he does it- the *Norton Notice*, that is. We might have a great idea to make it work a little better {Ed.'s Note: sounds like bribery to me- but if the proposed assistant would be cute enough... well then, hey, I could be bought...}.

Let's please keep in mind that the **Gathering of Nortons** is not too far away. I recently spoke with the folks at the Dardanelle Resort. They've informed me that all of the cabins have been rented, but they still have a few camping sites open. If you're not the camping type, then they'll let you know of other accommodations in the area.

A brave mini-group recently made the trip... and lemme tell you- *this is one of those outstanding runs that you have to make!!!*

John Bria and his better half are presently in Europe, and I know that we all wish that we could be riding along. Grover Buhr, our faithful watchdog of the Club Jewels has been hitting the books (not the Club) and burning the candle at both ends. He'll be at it for a few more weeks.

We're still looking into British Racing Green Club Shirts, y'all. Just hang in there- it'll happen!

Now you've got...**M.P.V. ...**

Minutes of June Meeting

When Cj resigns a position,
by God...

She bags it totally.

We'll get Duncan Ferguson's
report next month.

So long, Cj!

The Editor

June Ride Report

(or, beware the barking spiders...)

by Mike Burnham, Rides Marshall

From the moment that people started arriving at Denny's in Grass Valley on Saturday morning- until the return to the same spot on Sunday Afternoon- I had a great time... and so did 30 or 40 other people. When the Nevada contingent arrived at Denny's, they brought along with them some friends who were on more modern, leakproof machinery. Or so they thought. Whenever they would leave their bikes unattended, Jim Meadows would break out a bottle of black goo and spread it underneath their bikes, saying things like, "...it's initiation time!" Whenever the owners would return to their bikes, their looks of concern and consternation were quite rewarding.

The first leg of our journey took us north, then east on highway 49 with our first stop in the town of Downieville. It was at this place where the rock skipping contest was continued from last year. In Downieville, the Downie and the Yuba rivers meet- and although the waters are mostly rough, there is a reasonably smooth pool adjacent to a gravel beach where the fine art of rock skipping can be practiced. It takes a keen eye to spot the best rocks, a strong arm with good wrist action, and -of course- the mind of a child. The children in attendance were Tim Coburn, Susan Wood, Art Sirota, Phil Radford, myself, and the Cowboy, who almost regained respect from last month's ride by tying Phil (my call) in the rock skipping contest. I'd have to give Art last

place- he must have a thing about gravel...

After Downieville, Highway 49 begins to take you up the Sierras where the weather can be unpredictable. It was a perfectly sunny day, with just enough clouds in the sky to make the view even more stunning. While rounding a turn heading toward highway 89, I smelled something very familiar... so I lifted my face shield, and took a nose-full: it was the unmistakable aroma of rain falling on warm pavement, yet the ground was dry and the sun was shining! After rounding the turn at the junction of 49 and 89, it was apparent that a small cloud had given it's all and dumped it's load on a half-dozen or so of our group. I

quickly moved on, rounded the next turn on 89, and and it was perfectly sunny and dry once more. This little incident didn't dampen anyone's enthusiasm, however- it only served to enhance it. 89 is no less scenic than 49; only a faster road... and so we had a change of pace

Our next designated stop was Loyalton in Sierra

Valley. After sufficient replenishment of vital fluids, ample stretching, and B.S.'ing, we continued on through the valley on a road that speaks to you and says, "Do the ton... do the ton..." On friendly roads like this, you can get to your destination in a hurry- and before I knew it, I was on the freeway and well onto my way to the Meadow's house in Sparks.

Riding through the foothills and Sierras with a group of like-minded enthusiasts is an experience not to miss. Doing the Chili Cookoff Ride is a bit like "Seeing Rome and Die"... you have to do it at least once. Beyond that, I find it difficult to describe just how great the roads are: the spectacular scenery, combined with

At the Chili Cookoff



equally spectacular people- just put all of my previous glowing ride reports together, and then multiply by ten.

Speaking of super people, Jerry and Patti Meadows need to be thanked for hosting the Chili Cookoff year after year; perhaps "praised" is a better word. They work very hard to ensure that we have a great time. This year, there were 24 different entries of chili, 23 of which were home-made and one "ringer" (that is to say, canned chili) just to see if anyone is drunk enough to vote for it. Yep, you get to vote for your favorite chili at a chili cookoff, in case you didn't know. This year's winning entry was called "Hot and Sexy", made by Susan Forrester (Frank Forrester's wife). They were all delicious (all 23), and I ought to know... after sampling every one, I hobbled over to the nearest unoccupied chair- and as the sun began to fade (and me along with it), I began to hear that unmistakable sound of barking spiders. {Ed.'s Note- the varied combination of chili powders, cayenne, masa hareda and Watney's must have rivalled the odor of a cracking unit fire at the Chevron Refinery!}

They sound a great deal like an A65 on the overrun. Fortunately, Nevada has an afternoon breeze: otherwise, the paint would have peeled on Jerry's Beezer collection being displayed in his back yard.

The following day, we met at Denny's in Sparks for breakfast before our return ride (which, in some ways, is better than our ride up!). We simply took 80 to 89 at Truckee, and headed North towards 49 once again. The Rest Stop on 49 overlooking Sierra Valley has a very dramatic view, and the scenery from here

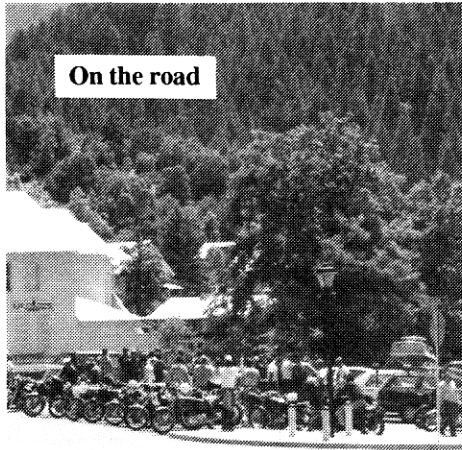
on to Downieville seems even more spectacular in this direction.

We stopped in Downieville for lunch, at our usual haunt- Cirino's Restaurant. You walk through the bar and out the back door, and down a long staircase to a courtyard no more than 5 feet away from the Downie River. Enclosed by a stone wall, shaded by cottonwood trees, and hushed by the sound of rushing water- the most difficult part of our trip is leaving this place... especially after some brewskies and lunch. I had my usual Cirino Burger with some gorzgonola cheese... delicious. After lunch, we departed with some of our Nevada friends and continued on back

to Grass Valley- more slowly, and top-heavier than we were before.

As a regularly scheduled ride/event, the Sierra Ride and Chili Cookoff is as good as it gets, rivalled by the All-British ride in November. One key to the success of this event is that the Norton Club is invited to attend under the auspices of the BSA Club- i.e.: they

are multi-club events. The Chili Cookoff Ride is, in fact, a BSA ride with the Norton Club invited to attend. It's organized and hosted by the BSA Club Members, and they even provide a sweep vehicle. With this in mind, and the other numerous good deeds that the BSA Club has provided us, I have decided that we should reciprocate such hospitality by inviting them to our Club Picnic- now scheduled, by popular demand, to coincide with our Old Timer's Ride. Sounds like fun?!- you bet your ass!!



Side Trips

by Andy McKerral, Editor

Maybe I ought to be put on some sort of psychotropic drug to keep my mouth at bay: to this day I will never understand what possesses people to react so harshly to something in print that, left to their own devices on a daily basis, they wouldn't give a goddamn about.

With a few small exceptions, most of the responses that I've received regarding my views pertaining to the Prince of Wales Pub ranged from the "milquetoast" ("... I suppose you're correct in pointing out the obvious *unkempt* {italics added} condition of the meeting room, but it IS one of the few unbroken traditions our Club has.") to the megalomaniac ("... and furthermore, if you say anything else bad about the Prince of Wales, someone ought to rip off your head and *defacate* {italics added again for those of a sensitive bent} in the stump!"). **Phew!** Did I butcher a Sacred Cow, or what!?

For those of you owning stock in the PW, I profoundly apologise for pointing out the obvious. Maybe I'll take one reader's advice: "... and well, if you don't like it, then skip that meeting." Now THERE'S a vote for Club Unity!

I just returned from the Flying Lady Ride this evening. Unfortunately, I have to *sit down* to work on this thing. My butt feels like someone has been whacking me with a meat tenderizing cubing hammer all day long, but it was worth it- if not for the experience of watching the results of what happens when everything that could make the ride fail happened, and we STILL did it. Actually, it was curiously amusing.

Per prearranged instructions, I putted over to Marick's house at 9:30 so that we could ride down to San Jose together. Marick answers the door in his bedclothes, looking very ill. Turns out that he had the stomach flu, and couldn't lead the ride. He handed me some maps and the

route itinerary, and retired to rest.

"Oh-TAY, Buckwheat," I thought as I turned off of Willow Road onto 101 South, "This ride hasn't even started yet, and already it's getting wierd."

Twenty minutes later, I'm on the 1st Street exit in San Jose, and the welcome, familiar sight of multiple Nortons greeted my eyes. Almost immediately, I learned that Maya sprained her neck, and had to go home from Bob's Big Boy- she and Mike would not be attending the ride. *Kee-ri-ght!* What next?!

I then turn over the Route Itinerary and maps to our fearless Rides Marshall, who responds with something similar to "What the heck is this?" I explain the situation. Phil Radford, who is sitting nearby (and nearly asleep), overhears the conversation, and replies, "...wanker." This would not be the last time that Phil would use this word to describe an aspect of this day's events- in fact, I counted him using it nine times- at least when I heard him with his helmet off...

We depart, and elect to use the extended southern end of White Rd. to get to Tennent Rd. in Morgan Hill. We kinda wondered why there were police at every intersection, with traffic cones and lots of sweaty bicyclists. Then, about 3 miles beyond Capital Expressway, we are rerouted through a residential sidestreet, with police escort, and informed that there would be a 20 minute wait before we could proceed. We discovered that we had inadvertently found ourselves in the middle of the Budweiser Bike-A-Thon. "...wanker" muttered Radford. As for me, I now know why I prefer Bass and Watney's.

We retraced our route and got onto Capitol Expressway, headed toward Monterey Highway. Once there, the pace was relatively smooth and consistent. The caffiene in Phil's coffee evidently kicked in about this time, because he and his Atlas were suddenly a strong running team.

Eventually we arrive at the Flying Lady where we are greeted by Joe Edward's smiling face. Inside are Duncan Ferguson, Brad Green,

and others, who affectionately greet us with something like, "Where the heck have YOU guys been?!"

Phil mutters, "...wanker." I buy Phil a beer, and he suddenly seems in a better mood. "Thanks!" he says, as his face brightens up, and takes a sip.

"...wanker," I think to myself. The weather is overcast, cool, and uninviting. It's starting to rub off on me, now.

The buffet-style brunch was excellent, as it always is, and then we were off to Tennent Rd. It was nearly 1:00 PM already, and the sky began to look threatening. We fuelled up at the Shell station, and then got back onto Tennent Rd. heading west, when... Okay, where's the rest of the group?! Phil, Jerry, Mike, Gerald, Brad and I waited- and waited- and waited... then Brad doubled back to find out what happened to the rest of the contingency. Five minutes later, Brad returns with a couple stragglers, but no *el Presidente*'.

"...wanker," mutters Phil, then roars off with Burnham, heading West.

I follow. Hell, nothing else seemed appropriate. At least I'm not rotting away in the apartment.

After awhile, we turn right and proceed down a hill. We swoop, lean and burn, and come to an amazingly familiar intersection. Radford gets out the map, shows it to Burnham, and we do a U-turn. "We shoulda gone left back there," says Phil. Mike utters something under his breath that's unintelligible, and Radford replies- yep, you guessed it- "...wanker".

I figure that Phil needs another beer- but unfortunately, I left my cooler at home.

We continued on through the Santa Cruz County backroads. It was along that stretch of road where I gained a lot of respect for Mike Burnham's riding style. There was one particular curve beyond the lake that I thought I could hook into- he was about 80 yards in front of me- and I looked for the "spot" before the curve. I thought I'd found it, and dug the

bike in at the correct angle, but the speed was just too much for my tired Avon Roadrunners. The front tire began to judder against the pavement, and I instinctively dumped the throttle and countersteered. Conversely, Mike just blew through the curve as though he commuted to work on it every day. Mike proved that insanity and bravado are no match for good rubber and carefully developed skill. I thereafter decided to avoid life insurance payoffs, and I stayed within my known limits of my machine and riding skills.

For once, we correctly turned right onto Hecker Pass Rd., and proceeded up the mountain. Things were going well - and then we got stuck behind a typical weekend "funeral procession"... all the way UP the mountain- and then all the way DOWN. At this point I didn't need to stretch my imagination to figure out what Phil was muttering inside his helmet, because I was muttering it too.

At the base of the mountain, we gathered speed, and came to a stoplight. Then, Phil pulled up to Mike, and there was another 3 minute pow-wow. I didn't want to ask... I just thought to myself, "At least it ain't raining-YET."

Then, Mike signals a U-turn, and we back-track a 1.3 mile stretch of road, and turn left. I find myself behind Phil, and I'm second-up. After awhile, I'm thinking to myself about all the hype I've heard about Featherbed Frames, and the comments of people who've said that they're average on the street, but absolutely unreal on winding roads. I consider myself to be an average enthusiast- with a couple small advantages of having taken U.S. Navy Motorcycle Safety courses in my younger days, and CHP Motorcycle Safety Skills classes later on- and carefully honed my skills on Page Mill Road, and ridden with Marick on several occasions during years gone by. What I found to be revealing was what happens when you try to match a rider who is so intimately familiar with the characteristics of his machine's behavior that they are as one, then you'd better be damn close to that level of skill- or else wind



*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***

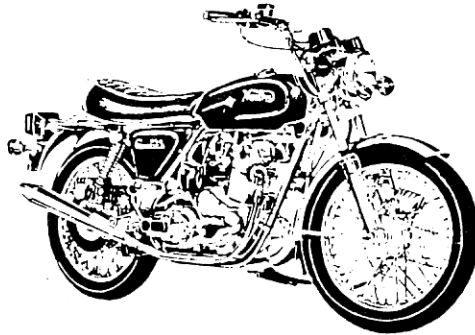
Great Roads

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.***

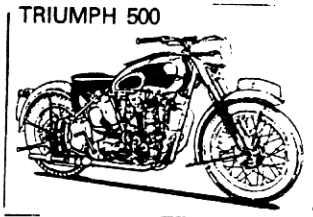


CHICKEN RANCH RACING PROMOTIONS PRESENT

VINTAGE EXTRAVAGANZA

"THE SIGHTS AND SOUNDS OF YESTERDAY"

OCT 2nd 3rd 4th 5th 1992



S
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D

VINTAGE RACING FREE CAMPING
SWAP MEET MOTORCYCLE MOVIES
BIKE SHOW VENDER SPACES

ALL THIS AND MORE THAN WE CAN LIST AT
THE LARGER FACILITIES OF ARGYLL PARK
SOUTH OF DIXON CA. ON HIGHWAY 113.

GENERAL ADMISSION: FOR FURTHER INFORMATION CONTACT: SWAP MEET SPACE

\$ 5.00 PER PERSON/DAY

CHICKEN RANCH PROMOTIONS

20'X25' IS \$25.00

\$10.00 ALL 4 DAYS.

6733 HAZEL AVE

ORANGEVALE, CA 95662

NO RIDER INSURANCE
NO PIT RIDING

(916)9894935

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

up feeling mighty vulnerable. Although I was able to dial into the speed and angles of the turns along the routes, I found myself hunting a few times for "outs" behind a man on a 24 year-old machine. This is something not to be taken lightly; we weren't exactly being Old Ladies out there. Only the realm of speculation could imagine what Norton could have done with a Commando power unit in a Featherbed Frame, with computer modelling and modern metallurgical technology: the possibilities boggle the mind...

Well, it was time to engage the best part of the ride- the Summit Road run. I'd been there in 1988, with 18 other bikes, and Marick to lead. Lots has happened since then- the October, 1989 Loma Prieta earthquake, my back and hand surgery, my bike's overhaul- and the necessary factorial of age. I was expecting something different- and wound up finding something so other-worldly that I shudder to think what would happen if the San Andreas fault would rupture again at Los Trancos.

The only familiar aspect of this stretch of road was the light angle- everything else had been twisted, contorted, fractured and torn. There were still large trees that were lying along hillsides- snapped like insignificant twigs in a hurricane windstorm. The pavement was rough and buckled, oftentimes resembling an ancient macadam from Roman times. I got the overwhelming feeling that this part of our local world was dead- properties and homes unoccupied: neglected and unused driveways, overgrown lawns and landscapes taken over by the forces of nature. There had been an incredibly violent apocalyptic event that had happened here, without question; the most pervasive evidence was an eerie silence that indicated the absence of human presence, save for the thunder of our bikes.

My personal studies of geological phenomenae revealed all the classic seismic characteristics: benches, sag ponds, fault fissures filled with sage and nothing else- but what brought it all home was when we came to

what appeared to be an unimproved dirt road- a place in the route that I remembered from 3 years ago to be a paved, tight little turn with a good bank. Now, it was a mound of collapsed earth and rubble that went around a slide area from a dirt cliff, evidently bulldozered through, but never completely cleaned up because of lack of funds. Halfway through the turn, I looked up and took in the magnitude of what happened here two years ago: the entire side of this cliff was shattered and fell onto the roadway. It was easy to see just how much material volume was displaced; half of the cliff was simply *gone*... and we were putting right over it... getting our air filters fouled with the results of a restless, changing planet.

Oddly enough, the cloud ceiling began to break up about a half-mile beyond the collapsed cliff, and filtered sunlight illuminated the wooded valleys and mountains of the Santa Cruz Mountains. We were putting along, coping with the rotted pavement, when halfway through a short straight stretch of road, I found myself momentarily airborne! - There was a fracture where the mountain had been split, and dropped about 8 inches from where the fault had ruptured. Caltrans had done a pathetically inadequate job of fill-patching the fracture- but what can you do when there's no money?- just put up signs that say, **Disaster Area- Through-traffic discouraged...** and balance the State Budget.

About 3/4 mile beyond that point, Radford pulls over and grunts something about a full bladder, the goddamn rough roads and his wanker, and proceeds to irrigate the Santa Cruz Mountains. Eight other attendees- myself included- follow this excellent example of Rides Marshall leadership, giving back to Nature what Nature has given to us. I figure that Greenpeace oughtta give us honorary membership, and feel proud that we contributed something of value to an otherwise drastic water shortage. If the humble reader of this monograph should take offense, then let it be known that sagebrush is never proud... it will accept ANY water supply, from ANY source.

We proceed onwards towards the 880-17 split, and it occurs to me that I have copy to publish- so much for having fun. So while the rest of the Ride indulges themselves at Muldoons in Los Gatos, I'm telling the rest of the Club about a very strong eye-opener of a ride that you should take with a friend- if not for your own curiosity's sake- then for your own general understanding of what can (and does) happen when you take your existence for granted.

Ride Report: cont'd. from Page 8...

List of Upcoming Rides:

North Bay (Sonoma) Ride

July 19th- Starts at Fred Twigg's shop (4051 Green Valley Rd>, off Hwy. 116-between Serbastapol and Forrestville) - Leaves at 10:30. North travellers can meet at The Lighthouse in Sausalito for breakfast. Leave from there at or around 9:00. If you're coming from the Sacramento area, then give Jerry Kaplan a call in Davis at (916)756-8894. This is one of two new rides for the Club- so don't complain about doing the same rides...

The Gathering of Nortons- Downieville, Ca.

July 14, 15 and 16. Excellent flier in June and previous Notices.

The Old Timer's Ride and Club Picnic

September 13th. Meet at Alice's for the ride, originally scheduled to depart at 10:30 ... let's move it up to 10:00 AM. Picnic at Memorial Park's *Huckleberry Flat*, picnic grounds site ONE. There will be further and more complete details in the August Notice.

Letters to the Editor...

Dear Norton Notice,

I would like to suggest that we discontinue holding any meetings at the Prince of Wales in San Mateo. The place is just too filthy and the owner seems to have no interest in putting any effort into cleaning it up.

The British Bankers Club in Menlo Park has a new back room with a complete bar brought over from England two years ago. One of our club officers should contact Dennis and discuss the possibilities of holding club meetings there and possibly having the Christmas Party there.

I enjoyed Tome Terry's letter in the last Norton Notice, and would like to see his comment about Honorary Membership discussed at the next meeting. Also, I believe that Tom's comment "the top engine mounts crack" was directed at the earlier, flat top engine steady, (part #060489), and not at the later style box-sectioned head steady, (part #064179), which I have never seen crack or fail in any way. Perhaps Tom could explain his comment, "the front chainguard cracks." I am not aware that the Norton has a front chainguard.

I would like to make the suggestion that when we hold our picnic/barbeque this year, we dip into our bulging club treasury and invite the BSA Owners Club to join us as a way of reciprocating for their support in allowing us to raffle our Norton at the All-British Show. I would also like to suggest that we have the affair catered. We can afford it and it would free all members to enjoy themselves and not have to worry about cleaning up afterwards. The Velocette Owners Club have had catered barbeques every year and their caterer is reliable and reasonably priced. The person to contact for more information is John Ray in Santa Cruz. Or we could contact any of the many restaurants around town who do this sort of thing.

Art Sirota

British Touring

By Maya Lai

In April I went to Scotland to visit Barry Porter, who within the last year purchased a Fastback Norton. Barry laid out our schedule for the museums and shops to visit in England. This was to be my Bike vacation, although because Barry's A70 and Fastback weren't in running order, we were forced to drive a car.

We traveled down towards the Truxton raceway. Unfortunately there were no races happening that week. We did come across Norman White. He was in the middle of putting together a Norton. I didn't think anyone really raced the old ones anymore. He was quite nice to us and let us take pictures. We then went to Fair Spares where we bullshitted awhile with the guys. Barry and Jeff (Chicago Jeff) bought things for their Norton and Triumphs. I was to wait for the Stafford show.

We hit all the museums. We went to Sammy Millers museum. It was quite impressive. The had the oldest Norton, a 1905 I believe. Sammy was very busy, but I dragged him out for a picture or two. Next it was the National Museum. I videoed all the Nortons, Triumphs and BSA's there, so if someone wants to view it let me know.

We hit the Stafford show for the weekend. I had previously told Sammy that I wanted autographs from old racers, so when he caught a glimpse of me he ushered me over to meet Peter Williams. (In front of everyone he pushed me through the crowd, bless his heart, I thought I was going to be hanged). Anyway, Peter was nice enough to listen to

him tell him what a Norton monger I was. I felt bad about cutting in front of all those people. Oh well.....

After his autograph, Sammy ushered me over to John Surtees. Gee, he seemed so old, but I guess that he wasn't. I hope that Biking doesn't do that to a person. I wandered over to Fair Spares and got alot of crap for my American speech. Not to mention being a pushy American. After buying Norton parts, they softened up a bit. Barry couldn't believe the things I got away with. I found a Euro tank for my A50 milling through the piles of parts from the swap meet inside.

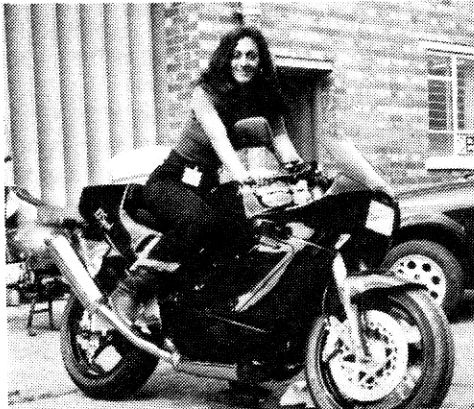
The N.O.C. England branch was

there. They were very friendly and had some beautiful bikes on display. Being there was like seeing these bikes for the first time. New and shiny. The booths were outstanding!

It was had to leave the place, but it was off to Andover Norton, where we met Mike Jackson. He filled us in on the Norton scene. He

was one of the original Norton people in the factory. The shop was no more than LOTS & LOTS of Norton parts. over in a corner shoved aside was a 1971 Norton Roadster in BAD need of care. Mike said they picked it up for nostalgic purposes. Well at least they have the parts to fix it. I bought one of every poster they had and off we went to Norton Motors.

There we met Bob Hains the sales manager. I had battled him for a tour because he had changed his mind when I got into the UK. I had told him, with or without him I would get my tour. Well, he agreed to a 15 minute tour which lasted for over 2 hours. He said that they hand make 400 a year and sadly enough, the Japanese buy alot of them.



Can I bring it home... on a trial basis?

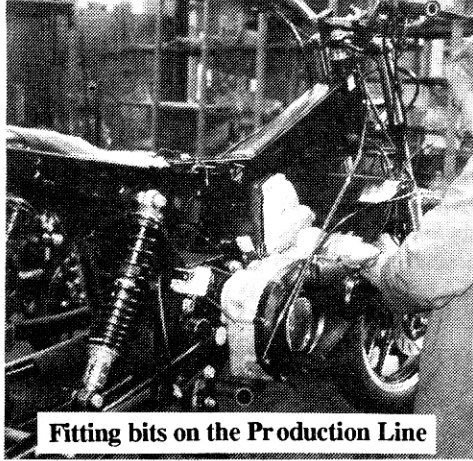
Probably because they are the only ones that can afford them. We bought some sweaters and things (no Norton parts) and left. The Triumph factory wouldn't give a tour at all, but they had all of their new models outside for a press conference, so Barry, Jeff and I jumped all over the bikes until we were told to leave the premises. At least I got picture of all of them. With that it was time for Barry to go home and Jeff to go in search of stereo equipment and me to go to the I.O.M..

I took the ferry over there at 1 a.m.. Ugh! While I was waiting there a little old man came over to me and asked if I was going over and did I have family there? I said yes, but no family, I just wanted Jeoff Dukes' autograph. He laughed saying that it shouldn't be hard to get it. He was really a nice chap.

Well, he offered to take me home to meet his son who rode a Norton in the races in the sixties. He had kept the Norton. I said sure! Wide awake at 5 in the morning what else is there to do? I think we woke up everything in the house, but Toney, his son was very nice and showed me the 1947 Norton 630 raced tuned and a

couple of old BSA's 1927 flat tanker 500 and a 1935 round tank linesmans bike 500c.c.. Tony's wife Janet was a rider too. His dad had

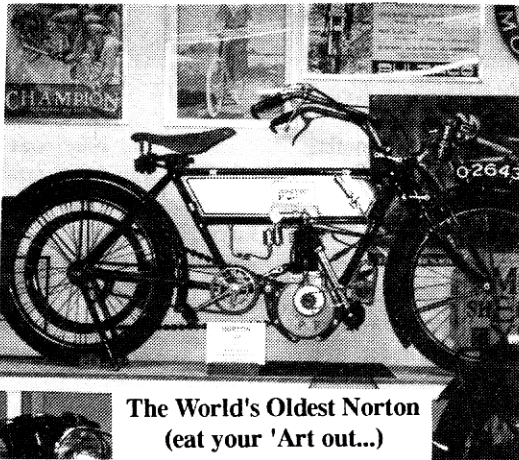
an old 1927 Scott 2 speeder, which his wife drove! The Island was beautiful. Tony's dad took me to Murrays motorcycle museum, after he called Mr. Murry top open it for him so that



Fitting bits on the Production Line

I could see the bikes. There were quite a few, some needed restorations and some were as strange as could be. They were, however, all his! His shop was right next too the track! The track itself was jus a road, but it's just what a Norton would like. If it was raining though, I might thin twice about the speed,

after looking at some of the memorials on the sides of the roads from riders that didn't make it. It never stated what bikes they were on either. Anyway, going around the track was fantastic. I hopped around for a couple of days looking around and finally got a hold of Geoff



The World's Oldest Norton (eat your 'Art out...)

Duke. He was at Duke Marketing. I did get all the autographs I needed and bought a video which I haven't received yet. Most of them can't be played over here yet. But it was nice to meet him and something I won't forget.

When I left it was hard to leave such a pretty place,

but.....

After the boat, taxi, train, plane, I was home again, only to have to go to work the nex day.....

A TALE OF A NORTON

By Bob and Hazel Paradis

It was a dark and rainy night when I went to Beale Air Force Base outside Marysville, CA., to pick up a '72 Commando in need of restoration. In the beam of a 1/8 watt flashlight, I inspected this "find", struck a deal, and took her home. With the light of day came, unmitigated proof that one should never buy a bike in the dark, in the rain, and with a flashlight that moths weren't attracted to. Hazel, with her customary kindness, saw the "thing", stood in shocked silence for a moment, turned and walked to the house muttering something about psychiatrists and strait jackets.

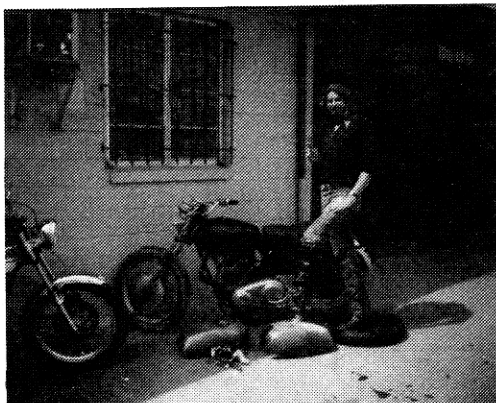
"There's some good bits on it!" I shouted as the door slammed shut. Undaunted, I inspected the frozen motor, homemade exhaust pipes, missing head and tail lamps, dead leaves and a large enough variety of insect life to do a one hour T.V. special. All topped off by the paint job, applied by standing four cans of black spray paint on the tank and shooting them with a .44 Magnum, (shaken, not stirred).

It didn't take long before I realized this gem was beyond my capabilities as a restorer, and much to my sweetie's relief, I announced that it would be a glorious addition to the Clubman's show and swap in San Jose. As anyone who was there and saw this bike will testify, we were not in any danger of being trampled to death by throng's of Nortonists who just had to take the "Gem" home.

Enter one Leland F. Powels, who earlier had muttered something about wanting basket-case commandoes.

"Have I got the bike for you!" I announced as I dragged the bemused Leland towards the "Gem". After a quick glance, he announced that this one was just too rough to be much good to him, (or anyone else), and stopped, gave the bike a long, hard look, came back and literally threw himself at the gem, muttering feverishly. Inspecting the bike in minute detail, he started saying "That's my bike!", soft at first, but ending in a shout that was his Fx#!ling bike!

Hazel and I, with an instant dread that we may have gotten a "hot one", stood in stunned silence. Leland, seeing our shocked expressions, told us that fifteen years ago, he had lost his leg in a horrific motorcycle accident



Reunited AT LAST!

whilst riding an Indian Chief in L.A.. As a result, his father forced him to sell his Norton, which was his first motorcycle. After being released from the hospital and fitted with a peg leg, he started the search for the Norton, which he still had the "pink slip" for.

The bike was sold in perfect condition, with a new metallic brown paint job and triple chrome, in L.A., and along with the buyer, had totally disappeared until its appearance at the San Jose show. All I've been able to discover is that the bike had laid abandoned on Beale Air Force Base for many years. Leland has told me that it has only 3 or 4 hundred miles on it since sold.

As of this writing, the "Gem" is about 75% through its restoration, and should soon be back on the highways and byways.

As with Lassie and E.T., a battered and abused Norton "went home".

NOC Member Profile

By John Covell

Name: Cj Jolliff

Age: 37

City Resident: San Carlos

Marital Status: Married, y'all

Occupation: independent business owner

NOC Member since: 1991

How first became involved with the

NOC: Through Jerry Jolliff (spouse)

Club Offices held/years: Recording Secretary

Norton(s) owned, described: see Jerry!

Other makes of motorcycle owned: none

What first interested you in the Norton? Jerry!

Other hobbies/interests of note: dancing, racquetball

Favorite motorcycling road or ride: the 1991 High Sierra Rally

If you could redesign the Norton, what one thing would you most want to change? I'd make it a tricycle so that I could ride it!!!

Favorite or most embarrassing episode on a Norton: ...the fact that I don't have any moments on the Norton...

Classified Advertisements

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 buyer. Contact Steve Coburn- (804) 296-2814: Rte. 5, Box 327, Charlottesville, Virginia 22901

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

WANTED: Slimline Featherbed Frame, forks and swing arm, center stand for Mark 3 commando, side stand and chain guard for '71 Commando. contact Steve Krenz at (612) 474-0980



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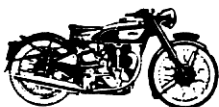
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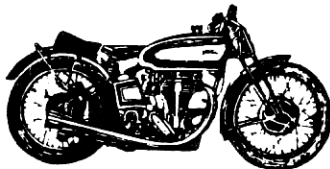
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Proposed By-Laws of the Norton Owners Club of N. California

I. Name

The name of the club shall be "The Norton Owners Club of Northern California", hereinafter called "the Club".

II. Objects

The objects of the Club shall be the promotion, encouragement and development of motorcycle sport and activities and the use of the Norton motorcycle therein.

III. Membership

A. It shall be a requirement for regular membership in the Club that the candidate shall at the time of application or renewal, own a motorcycle commonly known as a Norton. The term "Norton" shall include motorcycles with either the engine or frame being of Norton manufacture. This requirement shall be waived under special circumstances only by vote of the Executive Committee.

B. Each candidate for regular membership in the Club shall complete the Clubs application form and submit this, together with the appropriate fee to the Secretary of the Club, who will evaluate the application with regard to the requirements for Club membership. If the applicant is thought to be not eligible for membership under these By-Laws, the Executive Committee of the Club will be asked to vote on the application.

C. The candidate shall be deemed accepted unless a majority of the Executive Committee votes against acceptance. Upon acceptance, every applicant shall be immediately entitled to the privileges of membership. In the event of an application being refused, the candidate shall be so informed and the membership fee refunded.

D. The membership application form shall include a general release by the applicant of the Club and its officers from liability for any cause of action whatsoever in connection with the applicants participation in Club activities. Refusal of the applicant to sign the release shall result in denial of the application.

E. Membership shall be deemed to extend from the first day of the month in which the application is approved for one calendar year.

Proposed By-Laws of the Norton Owners Club of N. California

IV. All regular members of the Club shall be entitled to:

- A. receive a copy of each issue of the Club magazine, the Norton Notice;
- B. receive notice of and attend any general meeting of the Club;
- C. propose motions and vote on any motion brought before the Club at a general meeting;
- D. serve as a Club officer or member of the Executive Committee if so elected;
- E. participate in all sporting and social activities of the Club;
- F. any other privileges which may result from affiliation of the Club with other organizations.

V. Honorary membership.

Persons who, by unanimous opinion of the Executive Committee, have rendered outstanding service to the Club or to the sport of motorcycling in general, may be proposed for honorary membership of the Club, and approved by a majority vote of regular members at a general meeting of the Club. Once approved, honorary membership shall continue for the life of the member unless reversed by the same voting procedure. Honorary members shall be entitled to all benefits of regular membership except the right to propose and vote on motions, and to serve as an officer of the Club.

VI. Membership fee

A. The Executive Committee shall determine the sum to be paid by regular members as the annual subscription of the Club. The majority approval of a general meeting shall be required for the imposition of any levy in addition to the annual subscription.

B. If any members subscription is in arrears more than 30 days, notice will be given that membership in the Club will be terminated. Following this notice, the members name will be removed from the Club register and all privileges of membership will cease for that person.

Proposed By-Laws of the Norton Owners Club of N. California

VII. Officers of the Club

A. The following officers of the Club shall be elected at the Annual General Meeting of the Club, to be held in December of each year:

President
Vice-President
Secretary
Treasurer
Newsletter Editor
Rides Coordinator
Recording Secretary
Quartermaster (paraphernalia)
Public Relations Officer

B. Officers shall serve until the next Annual General Meeting of the Club, which time they are eligible for re-election.

C. The positions of Secretary and Treasurer may be combined for the purpose of efficiency or filled by separate officers if desired. The posts of Vice-President and Rides Coordinator may be similarly combined.

D. Any vacancy among the officers of the Club may be filled by the Executive Committee appointing any regular member of the Club willing to so serve. Officers so appointed shall retire at the next Annual General Meeting of the Club.

VIII. Executive Committee

A. The administration of the Club and its activities shall be under the general jurisdiction of an Executive Committee, composed of the following Club officers: President, Vice-President, Secretary, Treasurer, and Newsletter Editor.

B. The Executive Committee shall meet when necessary or convenient, but never less than once in any three months. All members of the Committee shall be informed in advance of any meeting. A meeting of the Executive Committee shall require the presence of at least three of its members, one of which must be the President or Vice-President who will serve as Chairman of the meeting.

C. All actions of the Executive Committee shall be by majority vote unless otherwise specified herein. In the event of a tie vote, the Chairman will cast the deciding vote. Non-Executive officers may attend and participate in Committee meetings, but may not vote.

Proposed By-Laws of the Norton Owners Club of N. California

IX. Responsibilities of the Executive Committee

A. The Committee shall publish the Club magazine, at intervals of not more than two months, and distribute it to all members of the Club entitled to receive it.

B. The Committee shall maintain a complete register of all members of the Club, and retain the signed application form of each member.

C. The Committee shall be responsible for administering the finances of the Club and shall keep adequate records of all transactions. The Committee shall present a statement of the finances of the Club at the Annual General Meeting, and at other times as deemed necessary. A checking account shall be maintained in the name of the Club, requiring the signature of two members of the Executive Committee on each check. Any single expenditure exceeding \$250 shall require the approval of a majority vote at any regular meeting of the Club, following suitable discussion.

D. The Committee shall make required arrangements for the social and sporting activities of the Club, and shall have the authority to sign contracts required in the pursuit thereof. Any contract committing the Club to more than \$250 expenditure or liability shall require the approval of a majority vote at any regular meeting of the Club, following suitable discussion.

E. The Committee shall maintain liaison with manufacturers and other clubs and organizations whose objects are consistent with those of the Club. Such liaisons may include complimentary exchange of newsletters and paraphernalia, within reasonable limits.

F. The Committee shall have the authority to associate the Club with other suitable organizations. Any formal affiliations or changes thereto shall require the approval of a majority vote at any regular meeting of the Club, following suitable discussion. A list of such affiliations will be maintained by the Committee, and affixed hereto as Appendix A.

Proposed By-Laws of the Norton Owners Club of N. California

X. Infraction of rules and prejudicial conduct

A. Application for, and consent to membership in the Club shall be deemed acquiescence in and submission to the rules of the Club. No member shall be absolved from the effects of the rules, regulations and by-laws on the allegation or plea that the member has not received a copy of them.

B. Infraction of the rules, regulations and by-laws at any Club event by a member shall be investigated and adjudicated by the Executive Committee. If after investigating the Committee finds that the infraction was serious, direct and willful, they must notify the member of the complaint and give ample opportunity for response. After evaluating any evidence offered in defense, they may impose such penalty as they see fit, including expulsion from the Club.

XI. Meetings

A. The Club shall hold an Annual General Meeting in December of each year, at which the officers of the Club are elected. Ample notice will be given to each member of the Club of the time and place of this meeting. Each regular member of the Club is entitled to one vote for each of the Club offices. In the event of a tie in any election, a coin will be flipped.

B. The Club will hold regular monthly meetings whenever possible. Notice of the time and place of each meeting will be given in the Club magazine whenever possible. A concise record of all meetings will be made by the Recording Secretary. This record will be published in the Club magazine as soon as possible following the meeting.

C. The regular meetings of the Club will be chaired by the President, or in his absence, the Vice-President or Secretary of the Club. Transaction of Club business involving expenditure or more than \$250 or signing of contracts resulting therein, shall require a quorum of at least 10 regular members in addition to the chair.

D. Any motions presented at a regular meeting of the Club will require a majority vote of the regular members present. In the event of a tie, the chair has the deciding vote.

Proposed By-Laws of the Norton Owners Club of N. California

XII. Amendment of the Club By-Laws

These rules may be amended, repealed, or supplemented by majority vote of the membership at any two consecutive regular meetings of the Club, following suitable discussion and publication of the proposed change(s) in the Club magazine.

Appendix A

The Norton Owners Club of Northern California is affiliated with the following organizations:

Norton Owners Club (Great Britain) - Branch affiliation

United States Norton Owners Association - Chapter affiliation