



Norton Notice



The Newsletter of the
Northern California Norton Owners Club

No. 178

February, 1993



*Somebody from the BSA Club submitted
this photograph of a
menacing-looking Special
a couple months back, and I need to locate the owner
for details.*

CAN ANYBODY HELP?



Norton Notice

is published by the Northern California 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.

The **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 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 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 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 14- The Sweethearts Ride
-Down Niles Canyon Road and points East of Fremont. Duncan leads this one.

March 14, 1993-
The Annual Flying Lady Ride
Our annual geology-fest and twistie-orgy lead by Marick Payton. Details to follow

April 11, 1993-
The Mt. Tam Easter Morning Ride
...the same as it's been since it's inception.

Events Calendar

1993 Activities at a glance-

March 28- The Clubman's Show in San Jose. Sponsored by BSAOC.

April 11- The Easter Morning Ride to Tamalpias Summit. Organized by Lynne Miller. You gotta do this at least once.

June 13- The Bridge School Memorial Poker Run- Starts and finishes at the Swiss Park Facility in Newark... the first in what we hope will be a series of annual charity events put on by the club.

July 29 thru August 1- The INOA Rally in Havana, Illinois. Sponsored by the Chicago Norton Owner's Club.

Moredetails to follow as we get them...

Meeting Schedule

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

February 11, 1993- South Bay
Harry's Hoffbrau
El Camino Real near Castro Street. A large assortment of beers, a roomy meeting facility, and good cafeteria-style food.

March 11, 1993- East Bay
Brew Pub on the Green
Excellent beers produced on the premissis, and a large meeting room

April 8, 1993- North Bay
Tonto's Mexican Restaurant...(I guess...)
San Francisco
And, to be honest folks, I don't know where we're gonna meet after that, because there's talk of a Marin venue, and a couple of other changes in the works- so I reckon you'll just have to stay tuned...

Graphics Contributions

Photography:

Nobody In Particular

Press Production and Halftones:

John & Carrie Follett:

White Oak Press, San Carlos, CA

M.P.V. ... by Joe Edwards, President

Here we are into the second month of a new year, and things are falling into place. We should have the rides calendar pretty set. We had to make a change for the month of February's meeting place to Harry's Hoffbrau because of time conflicts with the Ferry Authority, so we will redo the Marin meeting spot. We also ran into a problem with the Bridge School charity ride that we plan to do; it seems that the Newark police didn't want another motorcycle group taking over the Newark Pavilion this year. For those of you who know the area, the Harley group has a large Father's Day ride there every year, and so now we are looking for another place to hold our event. At our last meeting at the Prince of Wales Pub, several members came up with a few ideas, and we are in the process of

checking them out to see if we can still do the event. Please give either Andy or me a call so that we can follow up on them.

Those of you who missed our last meeting at the Prince of Wales should give it another try. The owners have cleaned it up and it is really much better, although we are still trying to get rid of the couch.

By the time you folks get this, Alan Goldwater and his wife will be running around the countryside of Thailand. They are due back sometime in the middle of February.

If you haven't already completed the questionnaire that you should have received with last month's Notice, then please do so and return it to us. Your direct input will help the Club and all the other members.

John Bria has a great supply of the new tee shirts in stock. We also have some XXlg for those of you who like a lot of room in your shirt. You can drop John a line and he will even mail your order out to you- that's an offer that's tough to refuse.

...just thought that I'd take a few lines to let you know that Classified Ad space is still open to members at no charge. So if you have any items that you would like to sell or unload, drop Andy a note. As always, you have to get it to Andy by the 20th of the month (Andy has

been known to give you a day's grace...)

Well we certainly have been getting our share of rain! I think by now old Norton should be growing some moss on itself, but we all can be thankful for the drought relief.

Well, ladies and gentlemen, that's it for this month. Don't forget to plan for the Sweetheart's ride on February 14th, because we have a great ride planned through Niles Canyon. We'll be meeting at Brew Pub on the Green in Fremont. So until then- that's MPV.

ADVERTISING RATES

	<u>1/4 Pg.</u>	<u>1/2 Pg.</u>	<u>Full Pg</u>
6 Mos.	\$35	\$70	\$140
1 Yr.	\$60	\$120	\$240

**Send ad copy and check
to the Publisher**

Minutes of January Meeting

The January, 1993 meeting was held at the Prince of Wales Pub on January 14, 1993. Joe Edwards called the meeting to order at 8:15 PM. There were 21 members and guests in attendance.

The first order of business was to thank Jack for the banner that said, "Welcome Norton Owner's Club". (Ed.'s **Note**- nice touch, Jack. Thanks!)

For old business, Joe announced that the Newark Pavilion has turned down the NCNOC on the use of their property for the Bridge School run. The Executive Committee is working very hard to find a new location- rumor has it that a new location is about to be signed up.

Due to the recent ongoing foul weather, a motion was made to reschedule the Club meeting in Sausalito for sometime in the Spring. The motion was passed; it was felt that a Spring or Summer meeting in Sausalito would draw more people from the North Bay.

Maya Lai brought forth a motion that also was passed- members who wish to record important numbers of their bikes (i.e.: Engine number, Frame number, License number) may do so on the new application form coming out soon. The Club will place this information in the computer to help in case any member's bike is stolen. (Ed.'s **note**: *Face it y'all- our bikes are starting to appreciate in value, and if I found out that my power unit was in Seattle and the frame was in Syracuse, I'd be pissed- but at least I'd know...*)

Weather permitting, the next Club Ride will be on February 14th. Meet us at Brew Pub on the Green at 10:00 AM.

Andy McKerral mentioned that he received the last copy of a newsletter entitled "Twistgrip Twitter", which went out of print because there wasn't enough input... he also asked for volunteers to write a new article for the Notice called **Whazz Happ'nin**. Three volunteers came forward: the San Francisco Peninsula: Jerry Joliff; the East Bay: Duncan Ferguson, and the South Bay: Maya Lai. Someone stated that they'd try to contact Robert Newmann to see if he'd report on activities for the North Bay and Marin.

John Bria displayed the new XX Large tee shirts in dark blue- they do look good.

Joe Edwards mentioned that 1994 is the 20th anniversary of the USNOA club, and he wondered if there was any interest in the NCNOC in sponsoring next year's rally.

The meeting was adjourned at 9:15

Respectfully Submitted,

Duncan Ferguson

IMPORTANT NOTICE FOR ADVERTISERS

A letter addressed to the businesses who advertise in the Norton Notice was sent to these advertisers in January, reminding them of their yearly renewal fee, and setting a due date for the 25th.

To date, only three of the 9 advertisers have responded. If payment is not received from the remaining delinquent advertisers, their ads will be pulled from the March edition.

Pipe Up!

by Brad Green, Vice President and Rides Coordinator

The Legwork continues! The location that we reserved for the Bridge School benefit run fell through... however, all is not lost. Joe, Duncan and I have secured the Swiss Park facility in Newark. This place offers everything we need in a great location! Jes, John, there is not only one, but TWO stages up front! Volunteers will be graciously accepted between now and June 13th. (Ed.'s Note: *Okay, so howcumzit nobody called me about this to get it out earlier? Not that I'm complaining, or anything, mind you...*)

Yes, folks, I ventured across the Bay via the San Mateo Bridge to Andy's place and picked up the Norton Owner's Club Archives. After bringing them home, I began to peruse the contents thereof... and the next thing I know, it's 3:00 AM and the pain in my back is reminding me of a turn 9 incident at Sears Point. (Warning: waxing nostalgic can be very time consuming and painful!)

The January Ride was enjoyed by Grover Buhr, who rode solo to the bike show at the Cow Palace. Hopefully, the Sweetheart's Ride on February 14th will be better attended- by both the weather and the Club membership. We will depart from the Brew Pub on the Green at 10:00 AM- be there, or be square.

By now, you should have received your Norton Notice complete with an updated membership roster and something new. We have mailed out a Membership survey... that's right! We want your opinion! So, **PIPE UP AND POP OFF!**

Whazz Happ'nin

...regional news of the NCNOC

San Francisco Peninsula

by Jerry Joliff

For my first column from the West Bay, I'll sub-title it "Peninsula Precautions... Procrastination is failure on the installment plan".

If old Joe Lucas was still around, he'd be cleaning battery terminals, lamp bases, harness connections, checking battery levels, and making sure that he had electrical spares such as extra lamps, fuses, wire and connectors on board.

As the weather starts warming up and we start riding more, lets insure ourselves against visits from the "Prince of Darkness". Also, remember that all this rain has washed a lot of gravel and rotted leaf residue onto the ground - so unless you're Dick Mann, or you wear steel shoes, be fore-warned: those 4.10-19s will want to slip out from underneath you.

1993 will be a great year to hone our riding skills. I'm looking forward to try and stay up with ya-

Until next month...

East Bay

by Duncan Ferguson

Niles Canyon Road was closed recently due to flooding and mudslides (Ed.'s Note: *as of 2-6-93, when I drove through that route, CalTrans had finished the cleanup*). So my favorite road was closed. I went out looking for something to read, and I ended up at a place called:

International Motorcycle Exchange

25392 Mission Boulevard

Hayward, CA 94544

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I met with the owner, whose name is John Sullivan. He told me that they have been open and in business for about eight months. They have for sale the following magazines:

- ◇ Classic Bike
- ◇ Classic Motorcycle
- ◇ Classic Racer
- ◇ British Bike
- ◇ Bike Journal

John also carries many other specialized magazines and books.

The shop had about 25 bikes for sale, ranging from a '74 850 Roadster, a '54 BSA A-10, to a Ducati Darmba 900-also, the requisite Harleys, and so forth.

John stocks all the latest tee shirts, pins, badges, decals, murals, posters, and other assorted goodies.

Also on his premises are sold batteries, helmets, filters, plugs, gloves, and all the Bay area motorcycle periodicals such as *CityBike* (Ed.'s Note: *...an alternative to toilet paper which is much less expensive for personal hygiene*), *Independent Biker*, *LA Bike*, *Thunder Press*, and all the rest.

If you find yourself in the area in your travels, it is well worth stopping at International Motorcycle Exchange.

South Bay

by Maya Lai

I spent the evening with Chris Carroll and Maryann, his wife (new members) watching football. As you recall, he showed up at the last meeting on his Suzuki, due to Norton problems.

Well, at half time, Chris, myself and Michael Pawlak took a look at his Norton. It took a little prodding, but she started! Gleeefully, Chris rode her up and down the street! Happy times!... until we found out that the 49ers lost...

An Exercise in Humility: the Motorcycle Safety Foundation's Experienced Rider Course

By John Covell

I've been riding motorcycles since the mid 1960s. I got my first Norton, a '72 Combat, in 1975. It was the first bike I'd ever bought; before then I had always ridden friends' machines (and I'd *never* ridden a Norton). Anyway, by the early '90s I figured that I knew what riding was about. Then one year I visited the CHP's motorcycle safety booth at the Cow Palace show, where I picked up a brochure about the MSF's courses. I had previously seen their ads in *CityBike* and was a bit curious. Mainly, I'd heard that some insurers give the rider a break if he has taken an MSF course, and I was more than a bit keen to save some money. I figured that if I actually learned something useful, that was gravy.

OK, here I am to say that I took the Experienced Rider Course last month (December) and I did indeed learn some things that every rider ought to know, but which I really didn't (or didn't practice, which amounts to the same thing) and which I suspect that most riders don't, no matter what brand of steed they ride. A healthy ration of humble pie. I am glad I took the course, and I haven't even heard back yet from my agent.

The one-day course is sponsored locally by the Bay Area Institute for Motorcycle Education (BAIME) and the first half of the course is conducted at BAIME's Monterey Boulevard warehouse in San Francisco, just a few blocks from where I live. This was convenient, because on the morning of the course that Saturday

Continued on Page Twelve

Side Trips

by *Andy McKerral, Editor*

I'm really getting tired of the rain! Floods here-swollen streams there- mudslides, rock slides, washed-out roads, lousy driving conditions, accidents, jammed freeways, screwed response times on my service calls- but in spite of my complaining, I do remember travelling to Fresno last August to see my best friend get married... and as I drove past the San Luis reservoir, I freaked- it looked like someone had hocked a lunger into the bottom of a ditch; the giant reservoir was just plain EMPTY. I remember the dread that overcame me as I began to realize just how devastating the drought really was. Okay, so I can't ride my bike as often as I'd prefer- but considering the overall scheme of things, it's better to be deluged now than dehydrated and mummified later...

I've received more than just a couple of calls from members who want more technical articles included in this newsletter. I do, too... However, I have a news flash here: I'm not gonna be the one that makes them... not any more, anyway. Just check out last year's April Notice, and you'll find that I already played that gig... and the only positive response I got out of anyone for my efforts was from Bob Marin of the Chicago NOC when he was out here on vacation last year!

I already publish this thing. I already put out a column each month. I already get to fill up open graves in this Club with my hands when the backhoe's busted. You want tech pubs- **YOU VOLUNTEER TO WRITE 'EM UP!** Otherwise, **no tech pubs**. Got it?

I've got a pretty good handle on what's gonna happen when I step down from my position as newsletter publisher and editor in November- there will end up being a couple months where there won't be a Norton Notice. That will end up sufficiently upsetting about 25% of the dues-paying membership, who will

then cancel their memberships. Then, after the new Club Officers get sufficiently wigged out, they'll draft someone into servitude to get something out to the remaining membership that'll wind up looking and reading like a high school underground newspaper for about four months, and there'll be more members who will get pissed and disappear from the roster. Eventually, someone will grudgingly step forward to do a quality job and waste his or her precious time reinventing the wheel, and having a miserable time doing something that should otherwise feel like play.

Face it- there are people out there who could do this thing as good or better than me. It's just that there are too many folks who are under the illusion that it's too hard for them. That notion is bovine defecation. I purposely got a Macintosh system for this position in order to allow the most computer-illiterate person a very easy time of coming up to speed very quickly on all the tricks of the trade in getting this thing out.. It does take work- it does take time- and it does produce a tremendous amount of personal satisfaction. It also puts you into the position of directing the overall character of the Club and gives you a significant position from which to espouse your opinions (or, vent your spleen, as it were).

So, consider what trouble you'll save the Club by contacting me NOW, and sitting in on a formatting session next month. The next month, we can do data entry. The month after that, we can learn the finer points of Aldus Pagemaker, and you can learn how to further dial in those little noogies that make this rag worthwhile. After that, we can explore graphics, paste-ups, creative use of fonts, and other things you'll need to do a good job.

So, until next month- as Scoop used to say- if you don't like the news, then go out and make some of your own.

Burnham's Law

by Mike Burnham

I guess I'm just a sucker for flattery, or perhaps it's just all the nice things that Andy has said about me the last couple of years, that I feel obligated to respond to his idea of a technically-oriented column in the January Notice (that we all received in February). At any rate, here it is: Burnham's Law #1: The Chain Reaction Theory.

If you are considering modifying your motorcycle in some small way, or considering making a special, then I would like to explain to you my chain reaction theory. No, this is not about nuclear physics. From personal experience and observations, I've noticed that it is very difficult to change one thing on a motorcycle without having to change at least one other component in order to accommodate the change.

A perfect example of this is my '70 Dunstall/Norvil/Gus Kuhn Special. Two owners ago, a decision was made to install clip-ons to what was, at the time, a stock '70 Roadster- no doubt to get that racey look. The first problem encountered by this change was that the clip-ons would foul the fuel tank on full steering lock, and consequently the fiberglass Roadster tank began leaking in two places. The owner's solution was to install a Gus Kuhn racing tank, which is narrower. While solving the interference problem, at least three other problems were created. One was the seat, as inasmuch as the new tank is much longer... longer even than an Interstate tank. His solution was to modify an Interstate seat by trimming the front. The second problem was a bit more involved, as the pre-'71 Roadster and "S" models did not have the side mounted oil tank, but a crossflow tank located directly behind the air filter back plate. In case you haven't guessed yet, this put the oil filler cap directly underneath the new "racy" fuel tank, and consequently a '71- on side mounted oil tank needed to be fitted- which, of course,

created more chain reactions!... NOW, the battery tray needed to be changed because of the different mounting arrangement, and then, of course, the consequential side cover. The early models have a more pointed shape, and simply replacing the both of them is awkward because the ignition switch is mounted in the left one. Because this is just a cosmetic problem, they are still just like that to this day. More importantly, the rear fender on the '71 and later bikes have an indentation in the forward lower right hand corner in order to clear the oil lines which are now located at the rear of the oil tank. Without that indentation, the rear fender fouls the oil lines, thusly putting side pressure on the oil tank. When I received my bike, the rear fender had not been replaced (Ed.'s note: *...prob'ly 'coz First Interstate Bank wouldn't let the previous owner take out a third mortgage on his house to finish the bike...*) and there is ample evidence that the expected problems occurred, as both of the lower mounting holes and the rear mounting tabs had been repaired. It also broke the rear mounting rubbers with regularity, until I identified the problem.

But wait! I haven't finished with the problems created by the fuel tank modification! The combination of clip-ons, an extra-long fuel tank, and stock footrests are an ergonomic nightmare- a problem I solved simply by installing rearsets... however, it is still a compromise: with rearsets, you tend to lose about 50% of the leverage in your brake pedal, and you must fold up the right-hand foot peg before you kickstart the beast. This is a compromise that, personally, I don't mind- but it isn't for everyone.

The rear fender/oil tank interference was solved by going to a complete Norvil arrangement, which consists of a single seat and special tail light fairing, mated to a late

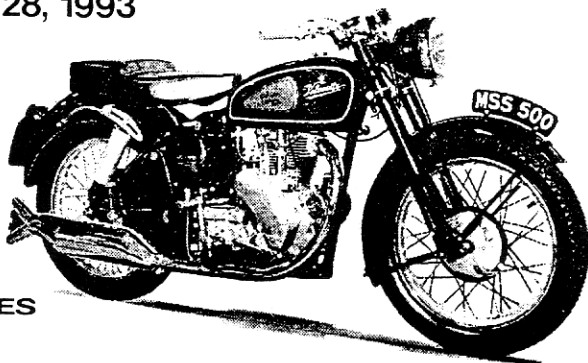
THE SIXTH ANNUAL
**CLUBMAN'S ALL-BRITISH
 MOTORCYCLE SHOW
 & SWAP MEET**

SUNDAY, MARCH 28, 1993

HONORING

Velocette

MOTORCYCLES



**SANTA CLARA COUNTY FAIRGROUNDS
 SAN JOSE, CALIFORNIA**

Open for Show & Swap Entries 6:30 AM

General Admission \$3 8:00 AM

AWARDS

STREET & COMPETITION CLASSES
 Restored and Unrestored Divisions

Show Bike Registration \$15 (\$5 each additional bike)

Trophies also for Specials, People's Choice, and Best of Marque

RAFFLE

WIN A BSA LIGHTNING

Tickets \$1 in advance or at the Show

Raffle Tickets via: BSAOC, P.O. Box 594, Novato, CA 94948

BUY & SELL

SWAP SPACES \$25

Registration Deadline March 20

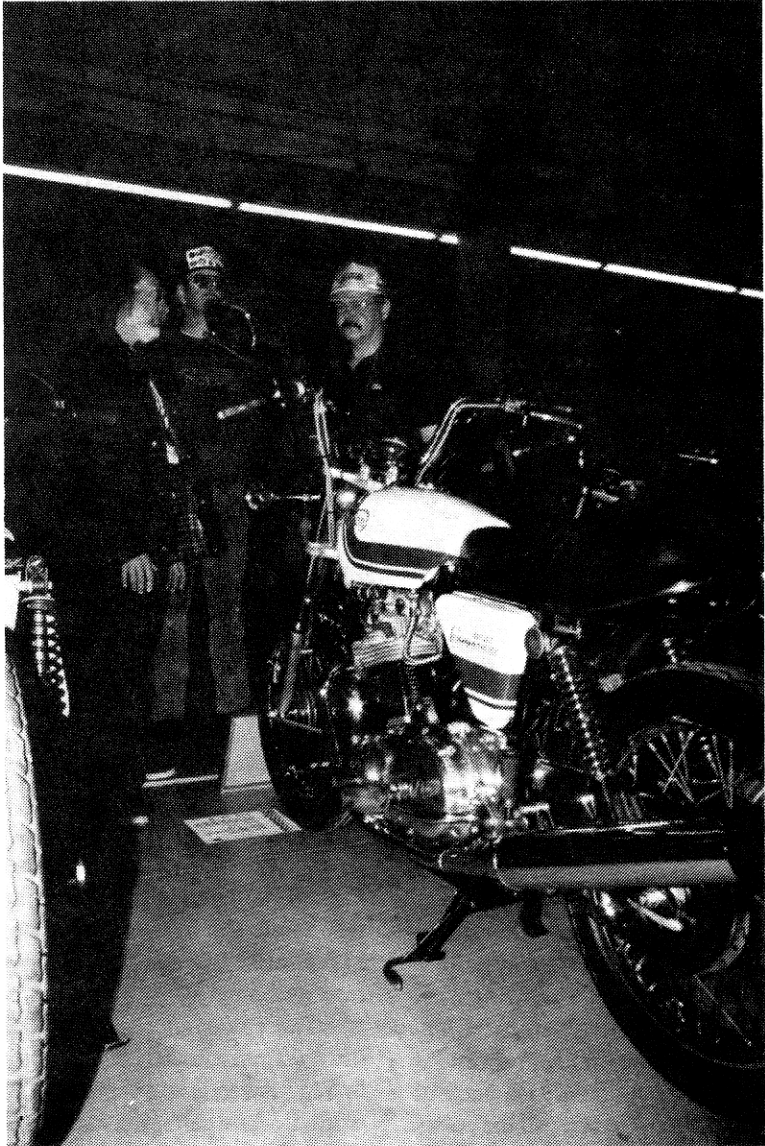
PRODUCED BY THE BSA OWNERS CLUB OF NORTHERN CALIFORNIA

WITH THE SUPPORT OF THE ARIEL, AJS/MATCHLESS, GREEVES, ROYAL ENFIELD, NORTON, TRIUMPH, VELOCETTE AND
 VINCENT OWNERS' CLUBS, THE A.H.R.M.A. AND THE BSA OWNERS' CLUB OF SOUTHERN CALIFORNIA

FOR DETAILS CONTACT:

Don Danmeier 415-897-6145 (days) 415-898-0330 (eves to 9)

ALL ENTRIES/CHECKS PAYABLE TO: BSAOC, P.O. BOX 594, NOVATO, CA 94948

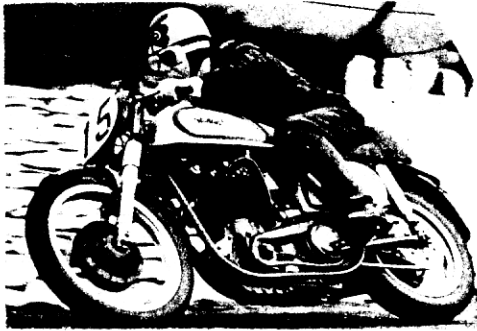


*At Last Year's Clubman's Show in Jan Jose.
Here, Harry Bunting is trying to sell my bike....*

*An Exercise In Humility**continued from Page Seven*

the heavens had opened and I felt like neither riding nor driving. I put on my galoshes and walked to the class site, holding my umbrella aloft. Despite this inauspicious beginning, the morning proved very interesting, if a bit chilly in the unheated warehouse. (The warehouse is where BAIME stores the motorcycles that it uses in the Riding & Street Skills Course that it offers for new riders. The ERC requires registrants to use their own bikes.) The class that day was eight, including two women. I was the only Brit-bike rider. The course was taught by two instructors, Ray and Tim, both of whom have been riding and teaching for many years. We spent about five hours looking at videos and slides demonstrating various riding, steering, braking, and emergency maneuvering skills, and discussing the techniques shown and the reasons why they worked.

Many of the things I saw and listened to were things that I'd always done instinctively without quite knowing why. Others things were entirely new to me but, on consideration, were skills I wished I'd had before (such as the times I'd dumped myself through rider error). All the points covered were important—there's no fat in this course. The discussions were lively, and we all had the opportunity to contribute war stories to exemplify the techniques



being addressed.

The second half of the ERC is done "on the range," i.e., a big empty parking lot downtown at Main & Folsom. This is ordinarily done the afternoon of the course day, but since the day I took the class was foul weather, it reconvened two Saturdays later for this practical phase of the course. It was one of the few dry days in December. Here we put into practice the techniques we had talked about and observed in the classroom. Tim demonstrated the drills on his rice rocket while Ray explained what was required. There were twelve drills altogether, and we went through each one several times. The entire exercise lasted

about four hours, and I was tired by the end of it. I learned a lot about proper braking, cornering, and swerving, and all of the above in combinations, too. These exercises, plus the written materials we were given, provide a very substantial piece of instruction for

anyone who has familiarized himself with general riding and his own machine but who senses that he could be riding better. I recommend this course without reservation.

The Experienced Rider Course is offered approximately every other month in San Francisco and costs \$75. It's well worth it. You can reach BAIME at (415) 285-8827 for scheduling and enrollment information. For information on MSF courses offered elsewhere, call (800) CC-RIDER. Call soon- the classes fill quickly.

Letters to the Editor

Editor's Note: I received this letter in the mail today. At their request, I am publishing it in full, as a courtesy to them. My thoughts on it will appear in next month's Side Trips; I expect that others among you will have comments of your own. I will publish them as I receive them.

Hi, yer all,

Greetings from across the pond. We have for many years had a branch of the Norton Owners Club in Northern California but from time to time the connections with the UK Mother Club become weak and strained-contact between the two parties ceases and no exchange of information is made.

Over the last few years we have had some contact with your Secretaries and we've written to Alan Goldwater, Grover Buhr and more recently Phil Radford. Despite all of which we seem to be having a communications problem as at the moment we have just two Northern California members- Grover, and a guy in New York! We did receive some money from Grover a year back but despite several requests, no membership forms have been passed on to let us know who has joined and in consequence we don't know who to send Roadholders to.

We appreciate that because of the distances involved, overseas branches such as yours operate independently with their own magazines, events, etc. and the cost of full membership of the NOC is often not considered worthwhile. We would however like to point out that the cost of NOC membership is one of the cheapest of the major bike clubs and the range of benefits including our excellent magazine Roadholder is good value, even to overseas members.

With the current lack of paid-up members of the NOC among your members, we are reaching the point where the connection with the NOC should be terminated- it is stipulated in the rules of the Club that Social members should not exceed half of the total branch membership. We have always

interpreted this rule generously, but there has got to be a limit. We have no real objection to you going your own way, sad as that would be, but from a practical point of view we would have to withdraw permission for you to use the NOC logo as part of your badge or other regalia and also the use of our rules and regulations.

As an alternative to full membership we are considering a reduced benefit membership and details of this were sent to Grover and a couple of others to sound out your opinion. In return for a much reduced fee, say £2.00, members of overseas branches who operate autonomously with their own magazine, events, etc. would be able to make full use of NOC benefits such as discounts at dealers, use of technical expertise and information in our Library but would not receive a personal copy of Roadholder- the latter representing a large proportion of the membership fee for overseas members.

To sum up, we want you to know that we have no wish to lose contact with yourselves as it is beneficial to all parties to maintain links for the future good of all Norton owners. Interchange of ideas, technical information, events, etc. is always worthwhile and we would like to think we are ideally placed to act as a clearing house for this world-wide. Perhaps you would like to discuss this with other Norton owners of your acquaintance and especially those who are current members of the Northern California Branch and let us know your reactions and suggestions. This should preferably be through a single spokesman such as your current Secretary but feel free to write direct so you can be sure your views are known.

We look forward to hearing from you to reestablish yourselves as a full and proper branch of the NOC, or perhaps come up with your own identity.

-s- Dave Fenner, Secretary

The Norton Owners Club
'Beeches'

Durley Brook Road

Durley, Southampton, Hants. SO3 2AR

Burnham's Law

...continued from page nine

SO... what kind of special were you thinking of making? Actually, this is a rather bizarre example, but that is one of the things that makes Nortoneering fun- and to think if that guy who bolted on those clip-ons on his '70 Roadster approached that problem a little differently... such as modifying the steering lock?! I would probably be riding just another Roadster. (-that's steering lock, as in the maximum distance you can turn the forks side to side.)

Well, I guess that you get the idea. Think things through. Which, of course, brings us to Burnham's Law #2: THE SMARTEST PEOPLE DO THE DUMBEST THINGS.

But I guess that will have to wait until next month...

NOC Membership Profile

by John Covell

Name: Lou Caputo

Age: 49

City Resident: Albany

Marital: yes, 2 children (Lauren, 18 & Chris, 14)

Occupation: School Teacher in Orinda (5th grade)

NOC Member since: 1980

How First became involved with NOC: Bought a Norton from a former NOC Member, who connected me up

Club offices held/years: Norton Notice Editor from 1985-1986

Nortons Owned/described: '68 Fastback and '72 Combat Roadster

Other makes of motorcycle owned: 2 '72 Roadsters, '72 Dunstall, '74 Interstate

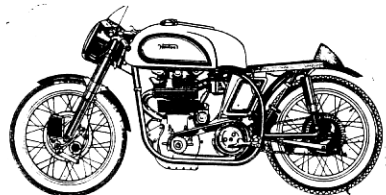
What first interested you in the Norton? Heard that it was a smooth ride with lotsa torque. They were always more expensive than Triumphs.

Other hobbies/interests of note: photography
Favorite motorcycling road/ride: Mines Road (to Mount Hamilton)

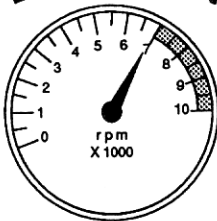
If you could redesign the Norton, what one thing would you most want to change? It needs electronic ignition... and the 19" rims restrict one's selection of tires.

Favorite or most embarrassing episode on a Norton:(favorite) Any of the Sierra rides- route 88 is great! Embarrassment when the gearbox bushes wore away and gold specks appeared in the primary oil- by the time I figured it out, I'd lunched the gearbox. Another time, we didn't shim the rotor enough after a rebuild, and it made an awful smell!

Thank you!



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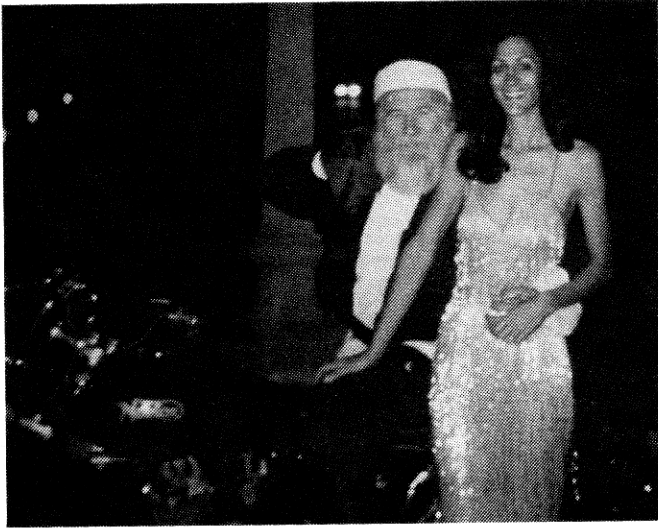
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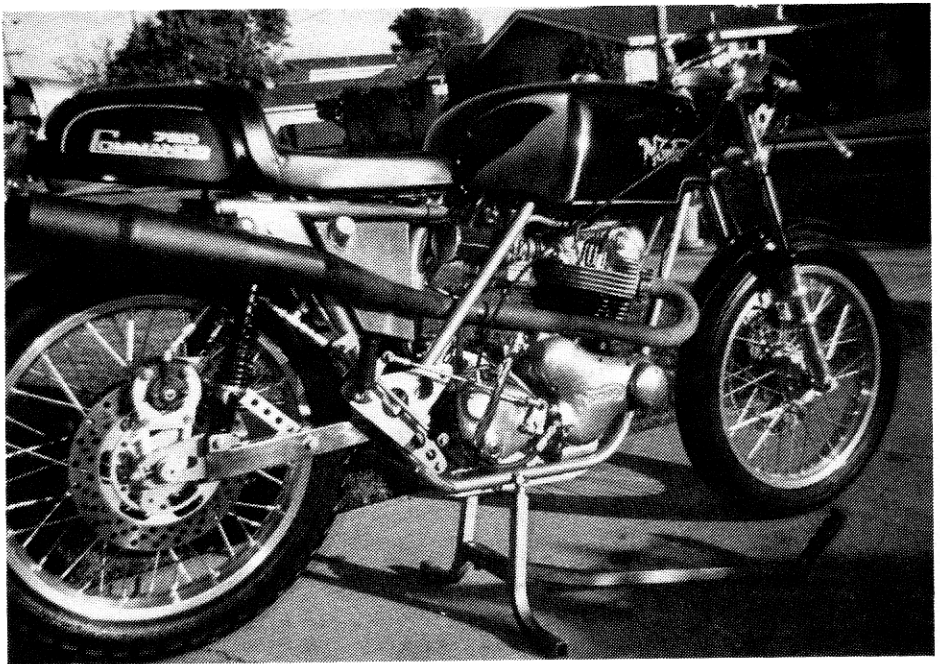
A shot from last year's Flying Lady Ride... "Wanker"



...taken at a recent swap meet. The kit prob'ly cost \$150.00



Santa, caught in the act of picking up babes...



Another very tidy special, courtesy of Brad Green

Classified Advertisements

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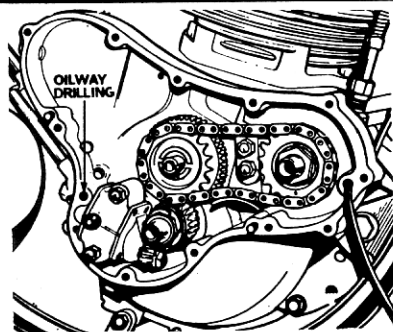
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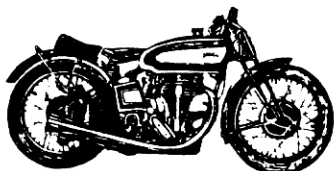
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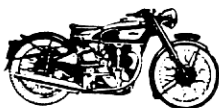
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