



Norton Notice



The Newsletter of the
Northern California Norton Owners Club

No. 180

April, 1993

Alan Goldwater visited Thailand recently...



...and found this real hot setup.

Man, we're lucky!



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. (Good taste is somewhat optional, but hey- this is a group of bikers we're talking about here... that's why we have an editor.)

The deadline for items to be submitted for publication is the 20th of each month. The *NORTON NOTICE* welcomes contributions submitted electronically. Material in MS Word or Aldus Pagemaker on a Macintosh 3.5" disc is ideal. You may also send it directly to the editor via modem at the telephone number listed for the Editor; set your telecom software for 8/n/1, use the XMODEM file transfer protocol, and just ring up the Editor who is home most evenings.

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.

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.

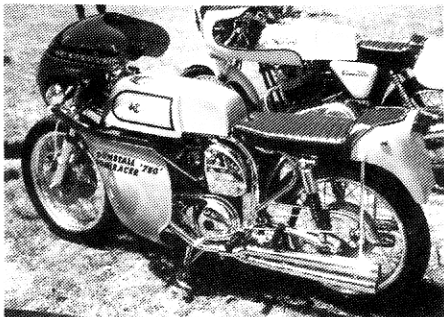
Upcoming Events

Club Rides Schedule

April 11, 1993-

The Mt. Tam Easter Morning Ride

...the same as it's been since it's inception.



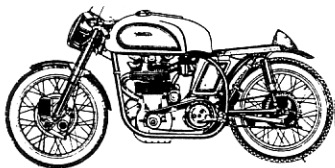
Events Calendar

1993 Activities at a glance-

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

April 18th- *"The West Coast's Largest Motorcycle Swap Meet"* at the Cow Palace. No guns, pets or booze permitted. (Oh, darn!)

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



Meeting Schedule

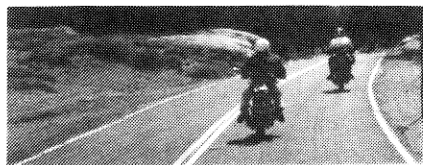
The Club meets on the second Thursday of each month. The meetings are SUPPOSED to start at 8:00 PM, but they haven't done so for as long as I can remember...

April 8, 1993- North Bay Tonto's Mexican Restaurant...(I guess...)

San Francisco

Excellent food at great prices, super tequila (if you were here for the last meeting we had in this place in December, you'll need the Tequila to kill the memory), and a probable excellent sunset...

NO, I DON'T KNOW WHERE THE HECK WE'RE MEETING AFTER THIS. IF I DID, I'D TELL YOU. WHEN I KNOW, YOU'LL KNOW.



Graphics Contributions

Photography:
Alan Goldwater

Press Production and Halftones:
John & Carrie Follett:
White Oak Press, San Carlos, CA

My Point of View

by Joe Edwards, President

Well here we are, rolling into some of the best riding weather of the year. We have had a good downpour of rain- let's hope that we have a good amount to build up the storage tanks.

I spent a weekend in Reno recently, feeding the hotels, and on the way back I stopped in Truckee. The snow was out of sight up there! Driving down the main street, the white was higher than some of the buildings. Some, in fact, had collapsed from the weight of the snow. I guess that is one of the many reasons why I like living in the Bay Area. That region does have some great motorcycle roads- in the summer, that is.

The last Club meeting at the Brew Pub was great. For the benefit of those who didn't attend, let's touch on a few of the highlights.

First, the Bridge School Ride had to be put off for now, the main reason being that we are a little short of funds to make it happen. It was a tough call to make, but one that we had to do. We were able to get back the deposit we had on Swiss Park.

We will have a booth set up on June 13th at the California Motorcycle Show in Casa De Fruita, with Club member's bikes on display. We will hold a drawing to see which bikes will be selected. Last year, Bob Raber invited some of the members to use some of his space. Those who did enjoyed the afternoon. We'll be able to meet some other Norton owners who who might not be able to attend some of the meetings. You will notice from the above, I made mention that the money end stopped us from putting on the Bridge School event.

Also coming up later this year will be the Old Timer's Ride and Club Picnic. We'll also be inviting some other clubs along. This, of course will take money. So keeping that in mind, a motion was made to raise the dues to \$20. We will hold another vote at next month's Tontos meeting in the City. However you feel in this matter, do make this meeting.

We also have placed an order with Bob Kizer to produce some new Club pins. The turnaround takes about 8 weeks, so be looking out for the new NorCal Norton pin.

We have been asked to check into bulk mailing. After some comments from some of the membership, and further reading about bulk mail rates, we will hold off on this until the next group takes over next year. Bulk mail takes a lot of time, and we don't have enough folks who want to step forward to take on this extra job. Also, as you will take note in your last Norton Notice, we have a date set for the Norton non-rally ride in the Dardanelles. Those of you who made it last year can pass the word on to other fellow riders that you should try to make this event. Please take note that the date for this is actually Friday, August 13th, with checkout on Sunday the 15th. Just a typo in the Notice.

We've touched just about all the bases for this month, and so- that's M.P.V. Ride safe.



Minutes of March Meeting

The March 11th Norton Owner's Club Meeting was called to order by President Joe Edwards at Brew Pub On The Green. Approximately 30 members and guests were present. Joe and Lynn Davis from Cypress, California were visitors from the So. Cal. Norton Owner's Club.

Joe announced that the Bridge School Run has been cancelled. Swiss Park will rebate the deposit.

Joe stated that the response from the "mailer" about Club goals has been good so far- possibly some of the better suggestions will be included in a future Norton Notice.

Joe requested interested members make themselves available to occupy the Club booth at the Clubman's Show on Sunday, March 28th. The booth will have enough room to display 4 bikes. A drawing was held (of all present at the meeting) for the 4 bikes to be shown. Ken Armann, Brad Green, Harry Bunting and Al Mueller were selected for this event.

Since the Bridge School ride has been cancelled, the Club will participate in the swap meet at Casa Del Fruita on June 13th. Anyone interested in helping out should contact Joe.

Grover stated that there is about \$1,200 in the bank. There are presently

200 paid-up members in the Club, with many due for renewal in March.

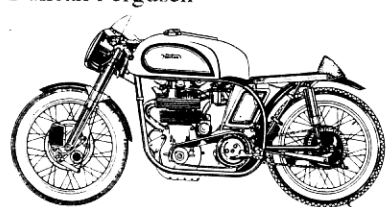
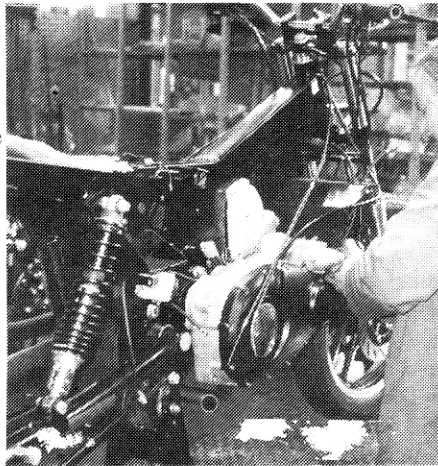
Joe stated that with the cost of printing and mailing the Notice approaching \$15 per member, it might be time to raise the dues. A motion was brought forth and seconded. And after much discussion- when would it become effective, any retroactive purchases (buy in advance at \$15 now)- use of bulk mail to get the Notice out cheaper- etc., etc.- the vote was taken, and 17 voted for the motion, and 4 opposed. Another vote will be taken April 8th at Tonto's.

New Club pins in the same style as the membership cards have been ordered and will be available soon at \$5.00 each.

Brad mentioned that the Flying Lady Ride was set for Sunday, March 14th at Bob's Big Boy. The ride leader will be Marick Payton.

A look in the parking lot showed 12 bikes. The meeting adjourned at 9:30 PM.

Respectfully submitted,
Duncan Ferguson



Whazz Happ'nin*...regional news of the NCNOC***West Bay Report****By Jerry Joliff**

So let me tell you about the Flying Lady Ride. I woke up early- I was ready. I looked outside- I wasn't ready. I called mi amigo, Duncan. He said that his new nitro-burning, double-A fuel killer motor was loading up under 8,000 RPM, and he wasn't going. Great! I could still be under the sheets with CJ. Aw well... what th' ____!

So I'm the first one to arrive at Bob's. I figured that if I waited until 10 and nobody showed, I'll leave. Here they come- one by one. Moto-zombies. Alan did his Clark Kent rainsuit change and we were off. Someone said, "Let's not race, let's just cruise." Yeah, right!

Great ride down, new roads... YES!

A minor Joe Lucas attack was diverted by Alan (McGiver) Goldwater and his handy 1,232 tool Swiss Army Knife. We picked up a few more riders at the Lady, and after gorging ourselves on great grub it was on the road again.

Everything was going fine- until we broke up to take different roads up Mt. Madonna??!! Some of us got lost!!

Although the ride could have been more enjoyable for some, I will admit that following Andy and his friend through the S's was like watching poetry in motion. Can they lean? You bet!

Anyway, it was good to be up and out again. Next month- more on Peninsula news... I guarantee it!

East Bay Report**...by Duncan Ferguson**

Brad Green and I took a trip up to Grass Valley to visit with Dennis Manning of Bub Enterprises...

Bub has come up with a new design for the old Conti-style muffler to be known as

the Short Conti- a complete story will follow in next month's Notice. I have seen a test set of mufflers that were on their way to the chrome shop, and did they look great! I will have a set on my bike real soon.

With the bike now finished (rebuilt), future notes on the East Bay will be more complete... Sunol- My. House Morgan Territory- The Wall- Berkeley- Richmond-Concord- Frank's Tract- here we come!

and, by Eric Rhodes

While I hate to contradict Andy, whose efforts on behalf of the Norton Notice are very much appreciated by all, The Wall does exist on Grizzly Peak, above the U.C. Campus...

It's a low stone structure, perhaps of WPA construction vintage, serving as a bench for up to 30 people (*Ed.'s note: no contradiction taken, Eric... all of those squatters, sitting on the thing, occluded it from my view! I thought that they all had to go to the bathroom! Silly me!*) It faces southly on the bend. And, there's a steel guardrail along the western edge. It could have been obscured by repugnant machinery when you were there, Andrew...

There are usually several chained, chock-full garbage cans, and many U.J.M.S., which the discerning eye can distinguish between.

A few European bikes or Hardly Divinity's occasionally stop. I'm among the rare British M.C. representation.

The view can be spectacular: to the Farallones on a great day; 10 feet in fog... which reminds me- do Lucas headlights emit 186, 281 MPH light speed, or have they got a "diminished capacity" of some sort?!

Perhaps the worst feature of The Wall are the daredevil racers who go past very fast (maybe 70) in "racing form" to show off. As the curves are partially blind, anybody

GROVER'S APRIL COLUMN

Little darling, it has really been a long winter. Us wimps in the bay area just can't take what people in Reno or Chicago or New York would consider shirt-sleeve weather. But yesterday, ah yesterday (March 20; I'm late again) proved that spring is here. I was out for a little, saying goodbye to my 19-tooth sprocket before replacing it with a 22-tooth sprocket for Harry's and my trip to La Paz.

I have received several notes from Old Ed Meagor, reminding the Norton Club that we are invited to the Rally de Milani's Grand Prix '93 on April 4. This is a 75-mile road rally beginning at Milani's B Street Bar at Third and B streets in San Rafael. Old Ed reminds us that there will be free food for Norton Club members and a trophy for the best GP rider. The GP

begins at ten a.m. at Milani's. Old Ed thanks us again for the Old Timer's Ride and Club Picnic. I can't make it to the GP, but I want to hear how great it was, so I'm going to ask you, personally, how it was.

So what's the state of the club? I don't know, but there are, right now, 200 paid-up members, 28 complimentary members (advertisers, other clubs, just good people, and who knows what else?), and \$1,100 in the bank. Should we raise the dues to \$20 per year? I'll give no opinion, but here are

some numbers:

A fin per year increase will bring in approximately \$1,000 more to the club each year;

A fin per year increase is equivalent to 42 cents per month (or Notice issue), or 1.37 cents per day;

The cost of preparing and mailing the notice is approximately \$250 per month, not including computer costs, labels, driving around, or occasional issues where we spend more because of printing extra issues (such as for the Clubman's Show) or more junk in the notice increasing

the postage. That \$250 per month equals \$3,000 per year. Dividing that by a membership of 200 means the Notice costs \$15 per member per year. That means we are losing money.

There are other ways to raise money, such as selling Norton stuff, raffling motorcycles, having bake sales, and robbing banks. All of these are dependent on help from members of the club other than just the officers, so what shall we do?

The day after the Clubman Show Harry and I are heading for Baja California Sur, so there will be no point in calling me and filling up my answering machine before April 12 or so, when we'll get back (unless we come to our senses!). So just write if you need to communicate. Adios.



Side Trips

by Andy McKerral, Editor

After what Clint Eastwood would have described my experience with the Flying Lady Ride as a "Cluster ----", I received a concerned phone call from Alan Goldwater who wanted to know if we were okay. I described what had happened, and he replied that this particular ride is kinda like riding through the Bermuda Triangle: it turns out that statistically, through the years, someone has to get turned around or lost. It was my turn this year- as was also the case with Jerry Joliff and Tom O'Donnell. Now mind you- notwithstanding the fact that I try to make this ride every year that I can... because it's one of the few consistent Club events where there's a minimum of freeway riding and a maximum of cahones-busting twisties and unparalleled vistas; and also notwithstanding the fact that the accompanying Norton Motorheads who attend this ride are usually just as crazy as I am (which typically makes for a very enjoyable experience when one associates with one's own kind of deviant), I gotta admit that I personally felt cheated. Never mind the fact that my riding partner was laughing hysterically all the way back through Los Gatos and beyond San Jose, making comments like, " Hey, this is one great example of organization!", or "...how many other routes could Tom come up with if we'd just given him one more minute?!" She later confessed that the ride was great anyway, but she didn't enjoy Route 17 any more than I did. Personally, I want to organize a repeat run of this event sometime in May or June so we can take Summit Road from the top of Mount Madonna all the way through to Alice's- after the weather and the roads dry out, and the laughing dies down...

Anyway, Marick Payton tells me that he'll put together a ride report on this one. Thank god. I'm getting to the point where if I have to report one more botched-up Club event, I'm gonna start an obituary column laced with

Henny Youngman jokes.

While we're on that train of thought, I must publicly go on record as saying that I am extremely disappointed that the Bridge School Benefit has been dropped. I'm still not clear on how we could afford to slough off a 40% take on the proceeds of 1,500+ bikers in attendance for \$20 a pop (for a return of \$12,000 for our trouble), yet spend \$450 for Club pins while poormouthing the Club's existing budget balance. Really- does anyone out there ACTUALLY want us to try another raffle bike to generate Club revenue again? There seems to me to be a questionable valuation of Club priorities in the process of making this decision. But hell- I'm just the editor of this rag. What do I know about common sense? After all, I obviously must not have a lick of it, 'coz I'm still doing this newsletter!

I had a great phone call from Grover last night. (Aye, 'twas St. Patrick's Day evening, and, yes, we were growin' the hair o' the dog.) After marvelling at the incredible willingness of some of us to take a disproportionate amount of abuse in order to get things done, we finally agreed that Norton Motors should move to Dublin, Ireland and contract out the work for Commando Spares to both of the warring factions. Talk about competitive bidding! Can you imagine a Catholic head gasket rubbing against a Protestant cylinder barrel?! The bike would run like a demon before it blew itself up! And the explosion would probably happen right in front of #10 Downing Street! And while we're at it, I hope that David Koresh doesn't ride a bike... that would be all that Representative Floyd down in Orange County would need to get another bill through the California Senate outlawing motorcycling on religious grounds. (Ho-lee crud... if he discovered that most of us drank coffee at Alice's, then he'd try to ban biking based on coffee grounds...*bah dump-bump!*)

Whazz Happ'nin from Page 6

who is either stopping off or leaving could be seriously center-punched.

On a weekend evening, it's a place to watch the sunset amidst other two-wheelers. It would be nice to have a casual British bike gathering on the last Sunday evening of the month. *See you Easter Morning!*

South Bay Report

by Maya Lai

I was on a business trip in Baltimore which was uneventful other than work, snow and coldness. From there I went to Portland, Oregon, which was nicer by far.

I didn't run across any Nortons other than the one that I sold someone last year. I did ride a Ducati 750 GT that a friend has. She was a pretty bike- stock and throaty. After just a few blocks, I realized that my Norton was a better choice for turns.

From there, I attended a swap meet where there was more leather than all the cows in Stockton. It was rainy and cloudy, but there was a very long line to get in. It said Motorcycle Swap Meet, but by the looks of those in line and the bikes parked out front, I gathered "Harley Swap Meet". The oddity in the parking lot was a Guzzi- close, but...

Inside there was mega parts, all H.D. A sign was posted to direct people to the "European Bikes" section. It looked like it lead to the bathroom, but through the hallway there were some Brit parts, mostly Triumph parts. There were a couple nice Triumphs and a "few" Norton parts. Well, I haggled on the Fastback bits and left the "S" pipes (Raber told me that wasn't such a great idea). There was a show- best bike, custom, etc.- all H.D. of course...yawn.

The contest for best foreign bike went to a 650 A65 BSA. I wonder if it anything to do with the fact that it was the only entry?! She was a beauty, though.

I'm home now. The sun is coming out, so maybe the Nortons will, too.

Technical Brief

by Lou Caputo

Last year, I decided that I'd finally had it with my worn-out Amals and send them off to be resleeved. I worked through Phil, and was amazed at how quickly I received the bodies back. Eager to see what effect I'd get, I slapped the carbs on as soon as they arrived and, to my amazement, recorded a smooth idle at 450 RPM! Unbelievable! But after years of listening to 1K RPM at stoplights, I was just too conditioned to the higher revs and so I reset my idle to 1K, confident that I would receive no surprises sitting there waiting for the light to change.

But all was not well with my '74 850. The plugs began to load up around town, and no amount of throttle blipping seemed to change their condition. The bike ran fine on the freeway and in the lower midrange- there was something wrong with the idling circuit. I tried a Colortune, and I just couldn't seem to lean it out enough. Hmm, I thought... how do you handle this? I changed plugs, checked the timing, checked the float heights, replaced the needle jets and the needles, triple-checked that they were at their lowest position, played some more with the mixture screws, and said numerous prayers- but I still couldn't sort it out.

I am currently running idle jets that some Triumphs used to use in an effort to control gas flow better. And I'm using Champion N8Y plugs- one grade hotter. The bike actually runs quite well now; it starts easily and acceleration from a standing stop is smooth. Every once in awhile, however, it misfires, and I'm convinced that I still haven't nailed the solution. The plug tip is tan colored as it should be, but I'm collecting noticeably more carbon on the base of the side electrode than I used to in pre-sleeve days.

I know of at least two others who have had problems similar to mine. How about the rest of you resleevers? Any complaints? And, if so- what have you tried, and, most importantly, **WHAT WORKED?**

-Lou



The Easter Morning Ride

The eighteenth year of the exact same format. If you've been on any one of the previous rides, you can stop reading now, because you already know what to do.

Who's invited to attend this ride?
-*anyone with a British motorcycle!*

Departure Points

East Bay: The Ashby BART station (west side) at Ashby Ave. and Martin Luther King Jr. Way in Berkeley at 4:00 AM. Leave for Tam Junction in Marin via Richmond Bridge at 4:15 AM to join the rest of the group.

S.F. and South Bay: the parking lot at the toll plaza of the Golden Gate Bridge at 4:15 AM. We leave at 4:30 AM for Tam Junction in Marin County.

Marin and North Bay: Tam Junction at 5:00 AM
We leave for the top of Mount Tam about 5:20 AM to enjoy the sunrise and each other's company. At the summit, we have about 2-3 hours to look at bikes and reflect on the meaning of life. Between 8:00 and 9:00, we scoot on down the mountain for breakfast, after which you are on your own.

Most of you have attended at least one of the previous 17 rides. We're asking your help in keeping it all together (i.e.: keeping folks on the right roads, keeping our meeting places and the top of Mt. Tam clean of garbage, and otherwise just helping out). Dress warmly, and bring a vacuum bottle of coffee or tea.

NO NINJA MENTALITIES... THIS IS NOT A ROAD RACE!

Many of you have never ridden with as large a group as this. Don't assume that other people are as good a rider as you think you are!

IN CASE OF RAIN THIS EVENT IS CANCELLED.

By now, you're thinking "-this sounds great!" or "-these people are nuts!" Both thoughts are correct. If it sounds good, then you are welcome to join us. If not, then, hey...

This ride is dedicated to friends... and one last thing- we won't buy you your gas or your breakfast! As Marshall said- *get a job!*

SEE YOU AT TAM JUNCTION ON SUNDAY, APRIL 11 AT 5:00 A.M.!

Thackery Washer, N.O.S.



*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 16, 1993 through checkout on Sunday,
August 16***

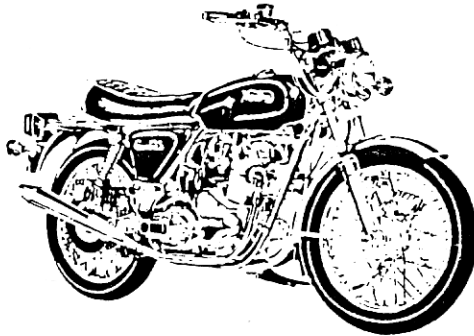
Great Roads

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.*

Letters...

Editor's Note: printed below is a letter I received from Art Sirota, *in it's entirety, unedited, and typeset with the punctuation and spelling exactly as received.*

Dear Andy,

You know how you have gotten into the habit of writing cute little parenthetical remarks and inserting them in everybody's letters and articles? Well, please do me a favor and print this letter in the next NN without your unwanted comments.

Thank you very much,
Art

There has always been a large contingent of Norton Owners Club members who are apathetic and too lazy to put any energy into helping run the Club. Some members have been in the Club for two decades and never lifted a finger in support except to attend meetings or go on the occasional club ride. This apathy is a fact of life. It has always existed within the Club and will always exist within the club. I am tired of hearing Andy complain about it at club meetings and in the NN. Keep in mind that whatever critical comments I make about Andy, at least he has been actively donating his time and energy. My comments are meant to be constructive.

In Norton Notice #169, (May, 1992), our president, Joe Edwards, said, "You can be sure that any article or bit of information that you send into Andy will be printed in the Notice." In fact, nothing could be further from the truth. I have written several letters, submitted them to Andy, and been told that he decided not to print them because in his opinion they might prove to be devisive. One such letter was critical of the newly proposed club by-laws. I called them "a solution in search of a problem" and made the case that there was nothing wrong with the existing club by-laws. That letter and several others were never

published in the Notice because the Club Censor decided they were not appropriate. In my opinion, it is not within the scope of Andy's responsibilities to sit in judgement of letters or articles and decide which ones might or might not be beneficial to the club.

The most recent occurrence of this anomalous behavior was last month when I telephoned Andy to tell him that Mr. Roy Bacon would be making a rare appearance at this year's Clubman's Show and would be having a book signing. When I received the next NN, I was surprised to see that no announcement was made concerning Mr. Bacon's impending appearance. I called Andy and inquired as to why he had omitted this information, and he told me that he had decided there was no room for it. He also said that those members who showed up at the show would get to meet Mr. Bacon and those who stayed home would justifiably miss the opportunity. What Andy overlooked was the possibility that members who own some of Mr. Bacon's books would not be alerted to bring their books to the upcoming show and have them signed by the author. When I first contacted Andy with this news, I thought it would make an appropriate inclusion in the Notice because it is motorcycle-related news and it is a rare opportunity to meet a world-renown expert on Norton motorcycles.

On another subject, I would like to express my outrage at the sneaky manner in which the Bridge School Memorial Poker Run event has been made part of our club agenda without any discussion or vote. The first mention of this proposal was in NN #170, (June 1992), where Joe wrote, "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." There were some comments made at the next club meeting by Joe regarding "a very special upcoming event", and then in NN #172 he wrote, "We spoke recently about working up an event to generate money for a local charity. Well, it looks like we have made the hookup with the Bridge

School..." I have reread all the past minutes of club meetings and cannot find any reference to any vote taken on Joe's suggestions. I don't remember any vote. Dictator Joe simply rammed it down our throats because he figured it was such a hot idea. First, I am not interested in promoting our club's image. There is nothing wrong with our present image. We don't need the public relations boost. Second, the charity that interests me is the Norton Owner's Club. This is the entity to which I have given freely of my time and money. This is the non-profit organization which I care about. Third, we don't need to go out in the community and Do Good. We already Do Good by simply existing, taking care of our quixotic British bikes, and upholding the honor and reputation of Norton motorcycles. Supporting an additional charity is one area I believe our club should steer clear of. At any rate, there is plenty of room for discussion on this subject and I would like to see this matter brought up for a vote and not forced upon the membership in a dictatorial fashion.

During the past several months, Joe has proven incredibly inept at doing a simple thing like scheduling the monthly club meetings. Never has there been such utter confusion about where and when the monthly meetings will be held. This is the president's premier task and does not take an unusually high degree of coordinating skills. Members should not feel as if they must personally telephone Joe each and every time to find out when and where the monthly club meeting is to be held. Earth calling Joe. Is there anybody home?

-Art Sirota

Editor's response to Art Sirota's letter:

I want to be as concise as possible in addressing the points that Art made in his letter. I must say that I'm very glad that he submitted his thoughts, as they have been very

instrumental in helping me to make some very difficult decisions.

First, it's a good thing that Art is tired of me complaining about the lack of volunteer spirit in this Club, especially regarding this newsletter. If it's starting to get to him, then someone else out there with a functioning cortex should be getting the message as well, and consider stepping forward.

Second, it's very true that Art has submitted several letters for publication... all of which were just as villifying as the one published in this edition of the Norton Notice. As a general member who reads this thing as you sit on the porcelain crown, do you really find this sort of material entertaining, uplifting, and directly relevant to Norton motorcycles? Art has skewered Joe Edwards, viscerated the efforts of the appointed-by-law committee and made personal condescending attacks on virtually every single volunteered or elected member of the Club's officers in virtually all of the letters he mentions in his tirade. If I may, I'd like to include an out-take from Webster's 1992 Unabridged dictionary:

ed'ī-tōr, *n.* [*L. editor, from edere, to put forth, publish.*]

1. one who edits.
2. a writer of editorials.

...and, by extension-

ed'it, *v.t.*; edited, *pl., pp.*; editing, *ppr.* [*L. editus, pp. of edere, to give out, put forth, publish; e-, out, and dare, to give.*]

1. to prepare (an author's works, journals, letters, etc.) for publication, by selection, arrangement, and annotation.
2. to revise and make ready (a manuscript) for publication.
3. to govern the policy of (a newspaper or periodical); decide what is to be printed, etc.

I've taken the trouble to make this newsletter as motivating, entertaining and educational as the format and reasonable good taste allows. In *my* opinion, "good taste" does not include carping, whining, bickering or unsolicited personal vendettas aimed at people with whom one has personality conflicts. This is, after all, supposed to be a publication about Norton motorcycles and the people who own them. I have undertaken great care to enforce the above definitions with the strictest

Continued on Page Sixteen

NOC Member Profile

by *John Covell*

NAME: Ken Armann

AGE: 40

CITY RESIDENT: San Jose

MARITAL: Yes—eighteen years!

OCCUPATION: Restoring antique motorcycles

NOC MEMBER SINCE: 1977

HOW FIRST BECAME INVOLVED

WITH NOC: Bought a Norton at Rabers.

Later saw a Norton Notice there, and that was it.

CLUB OFFICES HELD (YEARS): None.

NORTON(S) OWNED, DESCRIBED:

Several (a J.P., a 650 SS, two or three '74s, two '70s—a lot of these are in pieces).

OTHER MAKES OF MOTORCYCLE:

1955 Royal Enfield, three BSAs, some Triumphs—all British.

WHAT FIRST INTERESTED YOU IN

THE NORTON? A coworker let me ride his in 1970, and I had to have one. The handling!

OTHER HOBBIES/INTERESTS OF

NOTE? Acupuncture/acupressure.

FAVORITE MOTORCYCLING ROAD/

RIDE: Old Santa Cruz Hwy near Lexington.

IF YOU COULD REDESIGN THE

NORTON, WHAT ONE THING WOULD

YOU MOST WANT TO CHANGE? HOW

AND WHY? The Mk3 engine head steady—they should've put it on earlier.

FAVORITE/MOST EMBARRASSING

EPISODE ON A NORTON? Every time I overfill the oil tank and it pukes it all over the place!

Thank you!

Editorial Note for N.N. Contributors

Like it or not, the late 20th Century has arrived and, yes, even the venerable *Norton Notice* has gone high tech. What this means for all you pluggers is that, if you're as well equipped as you ought to be, you can now submit material for the *Notice* in electronic form. Here's how.

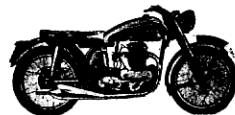
Our editor/publisher drives an Apple

Macintosh Classic II, with a 40 Mbyte hard disc, courtesy of the Club. He can accept copy written in MS Word, MS Works, or Aldus Pagemaker. If you have a Macintosh and one of the above word processing programs, all you need to do is put your material on a 3.5" diskette and get it to Andy. He will put your stuff directly into his layout for the *Notice* with no need to retype it. Just think—no spurious typos, no superfluous apostrophes. You, too, can be comprehensible. You might even get your diskette back one day.

Wait, there's more. The really flash contributor doesn't mess around with diskettes at all. Got a modem? Andy does. Set your telecommunications software for 8/N/1 (that's 8 character bits, No parity, 1 stop bit), your file transfer protocol to XMODEM, and dial Andy up at (415) 365-9337. He can receive at 1200 bps (bits per second), which means most files (documents) take less than a minute to arrive on the Club computer in Andy's bathroom...errr, kitchen. Again, your stuff will reach the *Notice* in pristine shape. Sent via modem, it doesn't even have to have been created on a Macintosh. Plus you will save 29 cents and the cost of paper and envelope. You'll also be able to wait right up til the 20th to dispatch it, like me. What a luxury!

Seriously, folks, this is definitely the way to go if you have the capability. Besides being more convenient for you, it saves the editor loads of time and ensures the utmost accuracy. And Nortoneers are nothing if not accurate. (*EDITOR'S NOTE: I refuse to suggest that a 1-900 line be opened at the Club's expense to solicit nefarious modem sex. I mean it.*)-

-John Covell



Norton Racing Report

by Ernie Montague

Thought I'd write a few lines about the aftermath of the race season at Sears Point. NORTONS took second and third overall in Vintage. Myself and Tom Terry respectively, with only 2 points between us.

The aftermath is the teardown after two race seasons with no engine work.

Definitely needed a valve job, sent the head to Phil. Those brand new bronze valve guides wear out fast on the track. Everything else ok in the head (except the valves and seats were definitely in need of attention). Ended up needing new exhaust valve seats.

I did not adjust the valves clearances for four races, and this resulted in too close clearance on the left intake, with both the cam follower and the camshaft coming out second best. The other three followers were beautiful, as were the other three cam lobes. Time for a new cam.

I ran lightened followers, polished rocker arms, aluminum pushrods, and S & W springs, had no problems, except for the one follower. No more aluminum pushrods, they cup and gall where they meet the follower cups.

The lower end was beautiful. The Superblends were unscored and smooth, will run them again. The big ends were .0005 out, almost no wear in two season. The rods had no lateral movement on the crank (tip), and the small ends were fine. No cracks or problems with the crank.

I used Redline synthetic oil and will

definitely continue to run it, as the wear on this engine is almost nil. Put the lower end back together last night with a new cam, forgot that the cam gear is a tight fit on new cams (not used to new cams).

The tranny I pulled from the side, and it was also beautiful, no noticeable gear wear or bushing wear. The only interesting point was that the countershaft nut took a torch and four foot cheater to remove (yes I know it is left handed). Drive and Primary chains fine for another year (I hope). Broke the long bolt that holds the oil covers on the swing arm bushing (due to rubbing on the primary chaincase).

Well that's about it. No major damage except the cam, and that due to lack of maintenance on my part. Definitely recommend synthetic oil. I am really happy and amazed that after two years of beating, the NORTON is in generally good shape. (forgot to mention that I was running low compression (9 to 1), and next year things will probably not hold up as well, due to much increased compression).

Forgot to mention that the only recurring problem I had was the bolt stretch on the barrel bolts (they need tightening after every race, and you can not run a base gasket cause they crush out). The problem is the oil feed at the rear of the barrel/case junction seeps oil when the bolts stretch. The leak is just small enough to not seep onto the track or rear wheel. (I had a crash on my other bike last year due to an oil spot). This leakage is also due to not enough breathing capacity, and I have increased the size of the breather to twice its previous size.



... Continued from Page Thirteen...

standards. And, yes, I have occasionally screwed up. No, I actually did NOT have room for Art's announcement of Mr. Bacon's impending visit, because when Art called me with the information, the Notice was already formatted! **REMEMBER: This is not a paid position, and nobody gives me money to get this thing out. I do what I can do with what I have to work with, and that's it. PERIOD.**

Third, I find it at once to be amusing and hypocritical that Art would comment on the Bridge School Memorial Poker Run event - which has been cancelled- which should please Art to the point of ecstasy. The problem I have with this part of his diatribe is that there are so many conflicting declarations in it, it turns my stomach. Art wheedles about club discussions and voting- but did he ever ask **WHY** we handled it the way that we did? No... in fact, I can report with some degree of satisfaction that Art Sirota hasn't attended a single meeting in four months! That's how important this club is to him. All these issues he raises become moot when one considers the level of participation this man has provided. So, to set the record straight, maybe some facts might be enlightening, in view of the issues at hand here.

FACT: The poker run was, in June of 1992, a suggestion of **mine** made during a club officer's meeting as a possible revenue generator for the Club after the sale of the Raffle Bike, to afford such pathetic suggestions from people such as Art like "Catered Club Picnics"- and we put out feelers to see what our limitations were.

FACT: After some talk with Lookout Productions, an agreed-upon percentage of the "take" from sponsoring this event was 60% to the Bridge School, and 40% to the Norton Owner's Club. If you figured in the promotions, advertisements and press which could have conceivably netted about 1,500 bikers in attendance at \$20 per admission charge, this could have grossed the club with \$12,000 before expenses, and netted about \$9,000 thereafter. And, yes... we would have Done

Good in the process. I guess that it was a real stretch to expect Art to see the abstract reasoning in doing something useful, while benefitting from it at the same time.

FACT: NOT A SINGLE PERSON ASKED ANY ONE OF US ABOUT ANY OF THE DETAILS ON THIS EVENT IN IT'S FORMITIVE STAGES. It just was more convenient to find fault with it than take it to issue. Joe says that money was the reason this project died. I say that it was just plain old apathy. And, as a postscript- good luck to anyone who dares to try organizing something like this again... especially with a large, media-oriented organization. Once you get a reputation for not following through with commitments, it's nearly irreversible.

Fourth: Joe Edwards is a lot of things... just like me, he can be foul, unreasonable, and behave like a mule going up a ladder. However, the truth is that he really **DOES** have the welfare of the club at heart, and he devotes an amazing amount of time and energy to doing his job as best he can with the resources he has at his disposal. While I can say that Joe and I have disagreed on some issues relating to the Club's direction, I nonetheless have never doubted his resolve to guide the Club on the best possible course, and I have supported him in those endeavors whenever and wherever I could to the extent that my resources would allow it. "Poison pen" letters from a casual observer on the sidelines like Art Sirota have little or no weight when they compare to results produced from ongoing hard work and commitment.

Beyond these observations, I will only add that when "constructive" criticism is couched in mean-spirited verbal assaults, it ceases to be beneficial- *for anyone*.

Now that I've cleared the air on this nonsense, can we **PLEASE** get on with the business of having an active, fun Club now?

-Andy

other letters...

Dear Editor:

I believe it was in Dave Barry's "History of the United States" where he quotes Dick Cavett as having discovered that if you re-arrange the letters in Spiro Agnew, you can spell GROW A PENIS.

You may or may not care to remember this in the future.

Respectfully,
Steven Famuliner
 Citrus Heights, CA

Steve, thanks for sharing that special revelation with us. My two former wives and the 3 kids between them might find that to be a somewhat unsettling discovery, however...Ed.

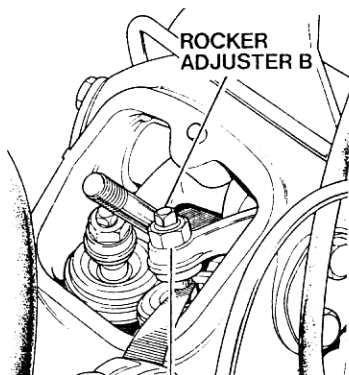
Dear Editor:

In response to the letter from Dave Fenner of the NOC- why not tell them that we are going to take a page out of their book and require 50% of their members be PAID-UP members of the NCNOA? We could even offer a reduced benefit membership.

I'm a new member, and it would make no difference to me if we were or were not an officially approved arm of the NOC.

Woody Brown
 Campbell, CA

Woody, you might be on to something real trick, there...Ed.



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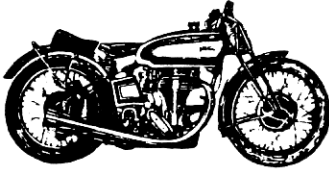
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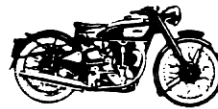
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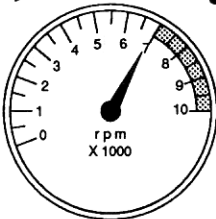
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