



# Norton Notice



The Newsletter of the  
Northern California Norton Owners Club

No. 182

June, 1993



*"...do you know the way to... Cabo San Lucas?!"*  
**Chapter 1 of "Harry and Grover's  
most excellent adventure" inside!**



## 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 \$20.00 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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# NORTON OWNERS CLUB

**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.

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## Upcoming Events

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### Club Rides Schedule

*June 27th:* to be announced

*July 11th:* Fred Twigg Ride

*August 13th:* the Gathering of Nortons at the Dardanelles, OR the Delta Days ride

*September 12:* the Old Timer's Ride and Club Picnic (yes, the BSA Club is invited again!)

*October 17th:* Hollister Ride

*November 14th:* Santa Cruz Ride

*December-* no Club ride- Christmas Party

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### Events Calendar

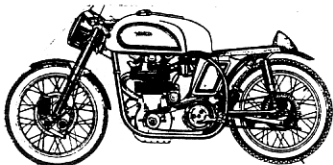
#### *1993 Activities at a glance-*

*June 13th- Casa De Fruita Motorcycle Swap Meet* east of Gilroy. Great meet!

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

*August 13- Unofficial Norton Rally at the Dardanelle Resort* - all are welcome. See the Full Page Ad in the centerpiece-  
OR

*The Delta Days Ride*- Contact Jerry Jolliff for further information



### 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...*

*June 10, 1993- South Bay*

*Harry's Hoffbrau*

Near Castro Street, Mountain View

An incredible selection of beers, good cafeteria-style chow and a large private meeting room.

*July 8, 1993- East Bay*

*Brew Pub on the Green*

Stevenson Boulevard, Fremont

Brewski's made satz homestyle, great hours d' ouvers, and a private meeting room too. Bring your appetite for this one.

*August 12- San Francisco*

*The Clarion Hotel- Norton's Restaurant*

Intersection of 101 & Broadway- Millbrae  
A new venue... let's park some Nortons in front of Norton's...

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### Graphics Contributions

Photography:

Harry Bunting, Grover Buhr

Press Production and Halftones:

John & Carrie Follett:

White Oak Press, San Carlos, CA

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**My Point of View ...**

by Joe Edwards, President

Well where did the month of May go? I spent a week aboard the Nordic Prince, sailing to some five different ports. Had a great time in each. The way they feed you on those ships can really pack in on you. I was able to run it off every morning. Eight laps around the the deck made a total of two miles, that's right...every morning the Prez made it around the ship. I checked my weight and I only gained 2 pounds.

Well that's enough of my fun. I heard the ride on the 16th of May worked out pretty well. Brad Green told me that the group turned out about 200 miles, nice ride...We have a member in the North end of the state that has been working on a club ride for the Weekend of the 25th of June. Tarmo has set up a pretty good trip for the club that is outlined in a full page rundown. This should be a barrel of fun. Tarmo told me that they have a hotel in the area that will give those who don't camp a good rate. Those of you who would like to make this trip should call and book your camp sites or rooms. We will have a cook-out on Saturday night and it will be great.

By now most of you out there know that one Norcal member has done a little stint in the hospital. Tall Tom O'Donnell now has a new knee. Tom is at home at this time and I know he would to hear from you one and all. I guess all those years of kicking over that Norton took its toll...just kidding !!

I heard from some folks who made the meeting at the Prince of Wales, that things were on par and that some 25 bikes were on the scene. The month of June finds the club meeting at the Hofbrau.

Let's see if we can have a great show of bikes at that meeting also. Now that the weather has given us a break, let's get out there and show those folks that Norton is alive and well.

I have been home the past few days and Norton has drwn a few stares from some of the folks that I pass.

Well it looks like Andy has gotten someone to take over the duties of the Norton Notice. Alan Mueller is working with Andy and at the end of the year Alan will jump in the drivers seat. I hope all of you out there will help Alan all that you can. As you know Andy has been doing a great job and I know that he will always be one to lend a helping hand, when needed...

I spoke with Bob Kizer who is making the pins for us. We will have the pins by the next meeting or no later than the show at Casa de Fruta on June 13th. If anyone has tenting to cover the area we will be in, can you please let Brad or myself know. It should be pretty warm and we would like to cover the area and keep the bikes on display covered. Those of you who like to display their bikes it will be first come first on display. Those bikes that are on display will not have to pay to get into the event.

Well it's time to pack it in for this month...keep those Nortons rolling !! ...That's MPV



# Minutes of May Meeting

The May meeting was called to order by Vice President Brad Green at 8:40 P.M.

The meeting place was The Prince of Wales in San Mateo. (Thanks again Jack for the Welcome Norton Owners Club banner)

There were 28 members and guests present. The meeting got started a little late because so many members were outside looking at each others Norton's (20 bikes). It was an excellent turnout.

Old business first: The second and deciding vote on 3 measures was taken:

**Motion #1.)** To hold the annual general meeting (Christmas dinner) on Saturday, December 11th

**Motion #2.)** To hold the meeting at the Farm House in Redwood City.

**Motion #3.)** Nominations for 1994 to be held Sept. 12th at the Old Timers Ride.

All three motions passed uncontested.

New Business: Brad announced that the monthly club ride for May had been changed. The new ride was to meet on Skyline at Alice's. The destination

was Felton for the European Rally at Henry Cowell State Park. After that to La Honda for the All British Meet sponsored by City Bike.

Andy let everyone know Woodside Road narrows to 1 lane with a stop light approximately 3 miles east of Skyline. Be Carefull !!

Andy also stated that Alan Mueller has started to work with the computer system - learning the ins and outs of printing and editing the Norton Notice.

Andy also asked that the members read Page #2 of the Notice explaining new way to submit aricles via an X modem

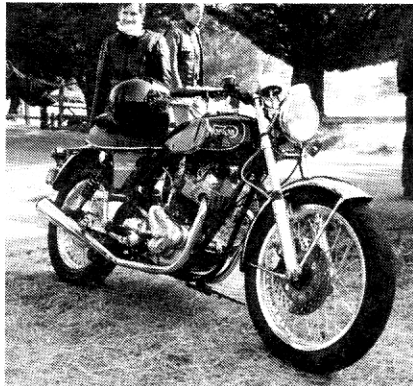
**G r o v e r** brought forth a motion that space be set aside in the Notice for a column on technical tips or service notes to be submitted by the membership. On months when in need

of articles the editor can reprint notes from the INOA Tech Digest. The motion passed 24 aye, 2 nay.

The meeting was adjourned at 9:30 P.M.

**Respectfully submitted,**  
*Duncan Ferguson*

Notes: Congratulations Brad. A smooth easy, fast paced meeting in the absence of President Joe Edwards.



## Whazz Happ'nin

...regional news of the NCNOC

### Peninsula Snooze

By Jerry Joliff

First, the "Penrite" report from the last issue of the *Notice*- it's great stuff!- fewer leaks, and the oil tank is always fuller which tells me that more oil is staying on moving parts. It's 2000 times better than motor honey, plus lubrication too. Hot damn! Thanks to Harley at Magri Motors... I'm sold.

Did anybody see page 15, lower right-hand corner of the May *Notice*? Methinks we should take our Dunstall pipes down to Redwood City some Friday night and see if John can play as well as he can ride. Maybe Lynne Miller could sit in?! Aye!

And how about the first annual "Yerington" motorcycle classic in our own back yard? We need to attend this event... don't you think? The dates are July 30, 31 & August 1- let's talk it up- but I'd like to know how old you have to be to qualify as a vintage rider... and do you get a "Senior Discount"?

What a practice ride to the Delta that the "four horsemen of the apocalypse" had! The levy roads are still sizzling- not to mention the sight of Duncan "double-clutch" Ferguson's wheelie! I laughed so hard I thought I was gonna piss my pants!

### East Bay Report

by Duncan Ferguson

I took a ride (Rocket Ride) with Joe Edwards, Brad Green and Jerry Joliff to the Delta.

We were scouting roads for a Delta Ride. We started in Niles Canyon

through Livermore over Vasco Road to Bethel Island. The first stop was the Rusty Port Hole at Frank's Tract.

Next we crossed the Antioch Bridge on Highway 160. We traveled along the Sacramento River past Rio Vista to the town of Locke. Jerry ordered a beer at the Wop's.

After lunch in the town of Isleton we headed back to the Bay Area. This could turn out to be a very nice ride. There are some wide open areas to turn up the handle and blow out any carbon build-up. Also some twisties to keep the heart pounding. One stretch along the river should be driven slowly. It was just gorgeous !!

### South Bay Report

by Maya Lai

I travelled this month to the Sacramento Mile with David and Bruce McGregor, compliments of Chris and Mary Ann Carroll.

It was a slow starting event. Someone went down in almost every heat. It took so long, I actually got a sunburn- the first time in history for me.

Overall... Scott Parker was the winner, Rickey Graham second, Chris Carr third, and Steve Moorhead fourth.

Exciting? Well, I didn't see any Nortons... what does that tell you?

*Editor's Note: because many of us have some concerns about the recent organization and logistical quality of some of our more recent rides, Maya has submitted a very good set of printed riding guidelines. They'll be here next month for all to read and learn from.*

## Baja or Bust - Harry & Grover's Trip to Baja Mexico

by Harry Bunting  
Chapter 1- The Plan...

Grover and I got to know each other when we went boating across Lake Tahoe at the 1991 Rally. Our friendship got off to a great start when my son whipped out the Norton raffle bike ticket with Grover's name on it! Anyway, Grover and I have been on a number of rides together, some bike shows and a fantastic trip to the Dardanelles that convinced us we have similar tastes and outlooks on life. We love the power, the handling, and the sound of the Norton Commando. Our bikes aren't works of art, like some folks in the club, was that a pun? But for the most part they run pretty well, that is, until recently! We have both spent considerable money at the 3 southbay shops and it certainly is a good thing we are gainfully employed. Like John Covell says: "The rides the thing."

Grover has been down to La Paz Mexico and a sleepy little town called Mulege and really liked it. In fact, he tried to convince me we should go in February 1993. Well, I needed a vacation, the wife says its ok, but on a Norton, into Mexico? What about the roads, the gas, the banditos, the food- what if it breaks? Ok, I'll do it. Grover decided to take the raffle bike. Now Grover has spent a pretty piece of change with Bob Raber and Ken Armann getting the bike fixed up. For those who know this bike it really runs great and has been on many rides. Maybe Alan Goldwater can enlighten us about it, but he probably did 3 years ago. Grover likes it so much he stripped the black paint off the tank and side covers and painted it fire engine red with Rustoleum. Rustoleum? The ticket was not to

brush it on or spray it, No, No, pour it on directly out of the can and wipe off the drips on the bottom edge of the tank, just like the old Model T's. Well, it didn't look too bad, either. Grover promises to add more comments about his technique in the next column.

Remember the Norton with the Chrome gas tank. I bought the bike in an estate sale in 1979 from the father of a guy who died in an airplane crash at Palo Alto airport. This 1973 Commando has been across the country twice, blew up in Boston in 1976 and ran reasonably well even with porosity in the cylinder head which is really hard on the old boots. I put on an RH10 head, (30mm intakes), from Phil Radford and a Mikuni carburetor. Unfortunately it wouldn't idle because the carb would ice up in cold weather and stick full open throttle. I never fixed this problem until I went back to the AMALs and got a standard RH4 head (32mm intakes). Does anyone have an explanation for the sticky Mikuni? This bike has been to Canada, Nevada, Arizona and all over California totalling over 50k miles and the bottom end has never been taken apart since 1976. The only real problem I've had was in the clutch basket. I over-torqued (>70ft-lbs) the clutch nut which eventually sheared the circlip in half immediately stopping the clutch handle from moving. This happened while driving into Virginia City with 150 Nortons rumbling down the street. Make sure you put the circlip on the right direction. And on the Dardanelles trip last year the clutch nut came loose, probably because I was afraid I might overtighten and break the clip again. Ken Armann came to the rescue and fixed it with makeshift tools. I knew I had found a real mechanic and a delightfully crazy one at that.

Grover and I planned this trip for about 6 months and we made extensive lists of things to bring. Tools, clothes, walkmans, tools, masks, spanish tapes, flashlights, AAA maps, tents, tools, cameras, sleeping bags and more tools. I bought the last metal interstate tank in Milpitas from Jerry Cooper, borrowed

...continued on Page Twelve

## Side Trips

by Andy McKerral, Editor

Boy, it's nice to have that ol' California biker riding weather back. I can finally take the pontoons off the Mark 3. It's been awhile since I have been able to get up to Alice's on Sunday morning, and so I thought that I'd try it last weekeend- especially since I met a guy who lives just down the street from me who owns a ratty but serviceable yellow '71 Commando Fastback. I invited him to tag along, and so we shot up there, only to discover that there wasn't one single damn British bike to be seen! No Chris Nichols!- no Tim Cobum!- no *nobody*! I even had my camera with me for the first time in God knows how long! The dude was really impressed. Oh well, it had to happen sometime. I guess that Mother's Day is a holiday which is honored by the Club and nobody told me...

Say- has it occurred to anybody recently to read good ol' Page Two of this rag? A lot of information has changed on it during the past six months. I'll bet that most of you haven't read it- check it out. You'll find new rules for submittals, new ways of getting your information to me, and all the Club-mandated updates. "So now you know..."

And howabout that good ol' Caltrans half-assed solution to the road collapse on 84 about 4 miles up the twisties beyond "the split"?! Don't let those people fool you: Caltrans does NOT operate out of funds from the California State Budget mandated by Suckramento... all of their funding comes from fuel taxes. They could fix that slide area if they wanted to- the Woodside Road corridor is a

major commute artery serving Skylonda, La Honda and Pescadero, after all. However, that particular hook up the mountains is also a place where literally hundreds of motorcyclists ride every weekend. *Don't tell me that the "budget crisis" has anything to do with that flim-flam, Mickey Mouse setup they put up there!* They just want to take the edge off our "Yahoo's" on Sunday mornings. If you want an alternative route, follow the sign going through Woodside that takes you up through Goddard State Park. That run is almost as fun... it has less bicyclists on it- and dumps you out onto Skyline only 6 miles north of Skylonda.

There are 4 real tight doglegs, and some pretty fast screamers along the route. It isn't as scenic as good ol' 84, but it's a bit more demanding- so be careful.

And howabout that glitch in the State Helmet Law that the Assembly discovered?- now, instead of a \$200 fine for going domeless, it's a \$10 "fix-it" ticket! And how much did that bill cost us to get made into law? Jussgoestaprove that once you become a politician, a requirement is that you check your brain at the door... and forget how to write air-tight legislation.

Believe it or not, there's actually an individual- sitting right here in my apartment- who is crazy enough to learn how this newsletter is put together! Let's hope that I don't scare him off!





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## In Search of the Perfect Norton

By Robert Newman

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Gentlemen, I am in search of the perfect Norton. This could be as difficult as searching for the mythical Unicorn, were it not for the wealth of engineering skill available to the international motorcycling community. The Bay Area is particularly rich in this resource.

How do we define the perfect Norton? First, there are three common purposes for road motorcycles - racing, street riding and touring. Racing is a massive topic that seriously concerns only a few brave ones among us. Street riding we do and touring is something we could do more of — therefore, touring will be my focus.

So now, how do we define the perfect touring Norton? Look at it from three angles. (1) Mechanical reliability, (2) ergonomics, and (3) luggage availability. The factory issue Commando has problems in all three areas. If you consider the stock bike to be a foundation for building up to the perfect touring Norton, you are on the right track. Altogether, the mechanically corrected, ergonomically adjusted, luggage capable Norton is the perfect Norton.

By far, the topic of mechanical reliability will fill more column space than the other two combined. Even so, their importance is equal. What if your machine runs flawlessly forever, but only E.T. feels comfortable riding it. Suppose your comfortable, flawless machine transports you to the heart of some awesome landscape and there you stand, without sleeping bag, without food or water, without a change of clothes and without any recreational items - camera,

fishing rod, hiking boots etc...

This is my first article in a series intended to bring us all up to speed on how to get the most out of Norton riding.

In the way of mechanical reliability, here is a recent development you should know about.

About a year ago, mechanics who upgraded their customers' bikes to adjustable isolastics were upset to find that no amount of loosening of the adjustments would achieve smoothness. There was talk about having to wait for the new busings to break-in but this never happened. Close examination revealed that Norton was selling new isolastic units which were way to hard for proper vibration damping. This occurred both with the MK III adjustable isolastics and the shim type isolastics. Letters to Andover Norton concerning the problem went unanswered. Les Emery, owner of FAIR SPARES was one Norton customer who was damned mad and not going to take it any longer. He contacted a private shop to mold his own isolastic busings of the proper compound and has been gracious enough to exchange the older ones made by Norton. Check with Phil Radford, FAIR SHARES AMERICA. Having personally experienced this problem, I can verify that the new FAIR SPARES isolastics work.

So look out, if you are buying new isolastics, they should feel somewhat spongy, not hard like a shop mallet. The proper measuring tool is the durometer and I think the good isolastics rate it the mid 40's while the bad ones are in the 70's.

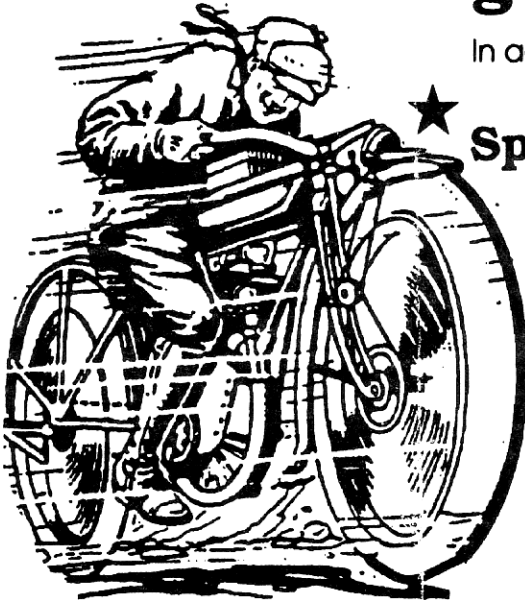
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*First Annual*  
**Yerington**  
 Motorcycle  
**Classic**  
 July 30, 31 & Aug 1, 1993

*Special Notice*

# Welcome Vintage Riders!

In addition to all our other events we will have....



★ **Special Vintage Displays and Events!**

★ **Sights and Sounds of Yesterday and**

## Vintage Racing Promoted by Chicken Ranch Racing



*We're Always*

**HOT**

For Registration forms write to:  
 Yerington Classic  
 P.O. Box 1105, Pacifica, CA 94044

# (415) 756-3547



*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***

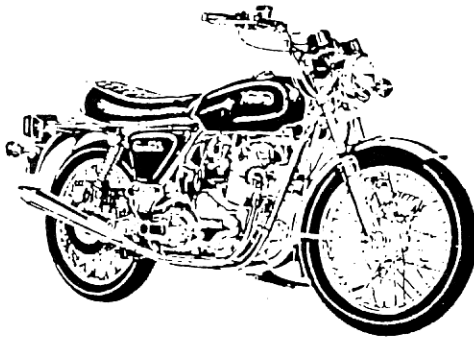
Great Roads

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.*

*Baja Ride... continued from Page Seven*

some Hap Jones saddle bags from the next door neighbor, an interstate seat from RGM Motors and a two foot high magnetic tank bag. You can rest your chin on this thing but alas, it moves the center of balance up causing the bike to be top heavy, and I fell over a couple of times just trying to hold the bike up. We didn't plan any part of the trip in Mexico. We knew we were going to Mulege, maybe La Paz and possibly Cabo San Lucas. Going into the unknown was a major part of our excitement! Grover's parents and my wife planned the funerals and over a couple of dinners we all became great friends.

Ken Armann fixed the brakes, tightened the isolastics, replaced the front tire and blessed my bike for the Mexico trip. The rear tire was an AVON Super Venom, and it looked so good we decided it would easily make the trip. My bike was running great and started on the first kick. Kenny put two new K81s on Grover's bike and reservedly blessed it for the long trip. Grover thinks K81s are wonderful!

We didn't go in February because it rained and we didn't go in early March because it rained. We heard that some roads in Baja were washed out but we didn't know where. We decided to go to the "Clubman Show" and Joe Edwards asked me to bring my bike. Tank bags, saddle bags, sleeping bag and all, I stuck the bike in the Norton booth. What an embarrassment. Then I bought the ugliest interstate bucket seat ever made from Robert Newman and attached it to the bike. My ass never felt so good after 1300 miles in the saddle.

Monday morning came and Grover was at my house at 8:00AM ready to go, so we took a picture and off we went. It is real simple to go to Mexico from Sunnyvale, take 85 to 280 then to 101, next stop Tijuana. We didn't even make it to Willow Glen; Grover's bike was spitting and backfiring so we pulled off on Lincoln Ave and drove to Phil Radford's house,

no Phil. So we go to Lincoln Avenue and call Ken, no Ken. Grover's in the phone booth about to call who knows who when this guy comes up from behind and my gosh it's Phil Radford. Phil, says, "I thought it looked like two Nortons on Lincoln Ave?, no I thought those idiots were already gone, it's Harry and Grover!" To make a long story short, Phil fixed up Grover's carburetors and put in new timing cover seals to stop the oil leak on the points. We didn't get out of there until about 3:00pm with our wallets well lightened. How often have you had your Norton mechanic come to the phone before you called him?

The next 250 miles were pretty uneventful except for a little wind and it was dark and cold when we hit Buellton. We stopped at Anderson's Pea Soup Hotel and checked in. After a hearty meal of Soylent Green soup we hit the sack. Next morning we got ready to leave and Grover's bike would not start. We field stripped the carburetors and put them back together several times and it still wouldn't start. We worked on it for 2 hours when I decided it needed to be bump started down that 10 foot hill over there. Well, it started and then it stopped. I was thinking, "Are we going to end this trip in Pea Soup country, Grover, kick that damn thing over one more time". Vroooooom!

Los Angeles was like normal, smoggy with clogged freeways and we stayed clear of East LA because the verdict wasn't in. Our next goal was to visit "British Marketing" in Laguna Nigel. I know Doris from my adventures in calendar sales, by the way, I will NOT be selling the 1994 Norton calendars, and I hope "British Marketing" gets the business from the UKNOC. Doris and Joe are perhaps the two nicest people I ever met. If you are down there, its near Orange County Airport, I highly recommend you stop in and pay them a visit. They sell Nortons, Triumphs, BSAs and parts and it's so clean in there you can eat off the floor. We had coffee, took pictures and talked about old times and when we told them we were heading for Mexico,

*continued on Page Fourteen*



...at British Marketing in  
Laguna Niguel, CA.



Harry poses-

*Baja Ride...Continued from Page Twelve*

they bestowed upon us all manner of free Norton parts. Thanks Doris and Joe. Grovers exhaust manifold nut was loose, Uh oh!, so we tightened it with our wrench. Doris convinces us she can ship parts UPS into Mexico.

*Next month: The Plot Thickens...*

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## *Fifth Gear*

*by Tarmo...*

Inasmuch as the Norton Club is now officially uninvited to the Northern Sierra Chili Cookoff, I humbly offer an option for the riding enthusiast and family: Uninhibited fun in the gorgeous setting of the Northern Sierra lakes and rivers that all can enjoy. Yes, ALL European motorcycle enthusiasts are welcome to ride and party with us. We should be fuelling in Brownsville at the Shell station between 9 and 9:15 Saturday morning, then on through Dobbins to Downieville and points north, west, south and east.

Accommodations can be obtained at the historic "Gold Rush" Union Hotel in La Porte (\$43-49 per night) or at the forest service campgrounds at Little Grass Valley Lake (3 miles north of La Porte) for \$6-10 per site. My home and grounds will also be available to serve your needs.

Some suggestions: air cleaners, 10-20w fork oil, drop the center stand and cover the basics.

Please contact your Club Officers or myself tonight so that we can make reservations and provide food, refreshments and entertainment.

On a wing and a prayer,  
Tarmo- (916) 675-0841

PS:

Lou- check your carb-float hinge pins to make sure they're locked into the grooves of the float bowl bodies...

## NOC Member Profile

*By John Covell*

NAME: Alan Goldwater

AGE: 47

CITY RESIDENT: Santa Cruz

MARITAL: Married

OCCUPATION: Computer consultant/  
engineer

NOC MEMBER SINCE: 1980

HOW FIRST BECAME INVOLVED  
WITH NOC: John Gallivan said, "You've  
gotta meet these guys!"

CLUB OFFICES HELD (YEARS):  
Secretary-Treasurer (1986-87), N.N.  
Editor (1987-88), President (1988-89),  
INOA 1991 Rally Coordinator  
NORTON(S) OWNED, DESCRIBED:  
'67 Nordian (Atlas w/1947 Indian Chief  
motor), '72 Commando Roadster Combat,  
'75 Commando Interstate, '83 Interpol II  
(rotary)

OTHER MAKES OF MOTORCYCLE:  
Royal Enfield Interceptor, BMW R75  
WHAT FIRST INTERESTED YOU IN  
THE NORTON? Handling—I wanted to  
build a Special. The Norton-Indian was  
the product of that.

OTHER HOBBIES/INTERESTS OF  
NOTE? Photography, bicycling,  
shortwave radio

FAVORITE MOTORCYCLING ROAD/  
RIDE: Hwy 129 from Watsonville to...

IF YOU COULD REDESIGN THE  
NORTON, WHAT ONE THING  
WOULD YOU MOST WANT TO  
CHANGE? HOW AND WHY? Swing  
arm: put real bearings in it!

FAVORITE/MOST EMBARRASSING  
EPISODE ON A NORTON? Leaving the  
Norton factory after a rebuild, my rainsuit  
pant leg caught on a footpeg and I fell  
over, right in the driveway!

*Thank you!*

*Letters...*

Dear Editor:

On May 16 I rode down to La Honda for CityBike's purported British Bike Day at McLuke's. I say "purported" because so far as I could tell there was no CityBike presence whatever; Halton certainly wasn't there and, needless to say, neither was his Norton. Maybe I should give him the benefit of the doubt and suggest he was there earlier in the morning before I arrived. But Marick Payton and Tim Coburn were there when I arrived, and neither of them had seen CityBike, either. One suspects that most folk went down to Felton for the EuroBike rally/show. Not me, though.

Here's an idea: Why don't all of us who have tired of the CityBike publisher's moaning about his sad Norton challenge him to produce the bike so that the Norton Owners Club can show him how to get it started and how to maintain it? I think it would be an interesting club project. I don't pretend to know the wizardry that may be required to accomplish this feat, but it's hard to believe that the task would be beyond the collective wisdom of the entire Club. Has anyone else thought of this? Or does anyone besides me suspect that maybe, all along, his Norton has been operational but he's just acted otherwise to jangle our collective chain? Either way, we might put this thing to rest.

Sincerely,

*John Covell*

*San Francisco, CA.*

*John, I suspect that EVERYBODY has decided to jangle our collective chain recently-Folks are bored these days. I wouldn't lose any sleep over it- ED.*

Dear Editor,

Anybody who owns an older Norton probably has the same concern that I do. That concern is my Norton (and most of ours) wants 100 octane leaded fuel, but the pumps don't want to pump more than 92 octane unleaded. What's the solution to this problem that affects our engines?

Well, one may add concentrated tetraethyl lead, which can cause death if spilled on the skin; purchase racing fuel; or buy octane booster additives. One additive in particular, brand name **104+ Valve Saver Real Lead**, boasts that it contains enough lead to add 5-7 octane numbers. This product is my reason for submitting this article.

The product was brought to my attention by another Norton owner while I was contemplating the dilemma of no lead, not enough octane.

I purchased a can of this product (\$11.19), good enough for 20 gallons of gasoline. Curious about the product, I decided I would check it out. One of my clients makes gasoline and has the required Octane engines to certify octane measurement for the EPA. I had the sample, plus gasoline, tested for me. Guess what? No octane change whatsoever after the additive was put into the gasoline sample.

Conclusion: If you buy this product, as I did, you are getting ripped off. There appears to be no measurable lead in the additive. I just want to be sure other Norton owners are not spending an extra couple of bucks per tank in vain, as I did. What might we think about a company that sells this stuff??

Does anybody else have a known solution to the dilemma of octane and lead for our bikes? I, for one, am looking for a good solution.

*David Stroebe*

*Woodside, CA*

*David, maybe a little of that good ol' Tennessee corn mash would work- ED.*

*Continued on page 17*



...and so does Grover



Saguaro cactus in the Baja



*Letters- continued from Page 15*

Dear Editor and fellow members:

As one of the club's most distant and inactive members since 1982, I really cannot expect the officers of the club to pay much attention to any suggestions or requests I make. However, I do pay my dues every year (16 years now), and I do follow the activities and controversies of the club through The Norton Notice and occasional insights from my brother in Menlo Park.

As the original editor of The Notice, and a past Secretary/Treasurer and President of the club, I do care about what happens. It is very heartwarming to know that the little newsletter we started back in 1978 is still alive and well after 181 issues, and that the club has grown and prospered. #2000.00+ in the treasury !! **Amazing!!**

What prompted me to write this letter is the proposed dues increase.

As an editor of a motorcycle newsletter here in Virginia, I have a lot of recent experience with production costs. etc.. I mail out a 2 oz., 16-18 page monthly to about 150 people at \$.52 each. We print 175 copies every month, and use the extras for new members, etc.. Our dues are only \$10 per year, and we are not losing any money. Our treasury currently has about \$1400.00 in the coffers.

What's the secret? Frankly, the commercial adds pay a significant portion of the costs. Our newsletter contains 4 pages of ads, and the advertisers seem happy to pay the rates we charge. I'd like to suggest that the Norton Notice staff and club officers try to find ways of increasing the ad revenue, rather than raising the dues. It can be done!! I'd be delighted to advise and assist in any way I can. With \$2000 in the treasury, a dues increase is not needed!

*Respectfully,  
Steve Coburn- Charlottesville, VA*

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**Wanted** Information of any kind on 1963-65 on Norton Electra- pictures or tech. info. Call Lani or Stan at (510) 793-0704

**Wanted:** an engine for my "Featherbed Special". What have you got? (maybe a Vincent or a Triumph or ???) Call Rick Cording at (408) 894-5220 or (415) 969-8917

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**Wanted:** Featherbed Frame- Any year or condition. Also wanted: tool box for a 1958 Nomad or Model 77 (not a featherbed frame model). Does anyone have a picture of a 1958 Nomad? Also wanted: 500 twin motor- any condition or year- or parts. **For Sale:** 1974 Commando-based "Chopper"- runs good, looks badass. Have an Easyrider summer or put back into a stock frame. Might consider bike + cash for something Italian or... \$1,100 or best offer. Call Steve at (408) 476-1319.

**Wanted:** Interstate Side Covers- call Herb Poppe (818) 248-8135

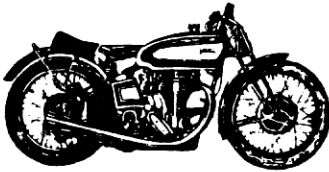
**For Sale:** 850 head-bare-needs finishing- RH4 w/ contoured ports-\$95.00; 850 bronze valve guides (new)- set of 4-\$30.00; 850 cylinder barrel-std.- \$130.00; 850 cylinder barrel +.040" NEW bore- \$190.00; 850 pistons +.020 and +.040 NEW- machined w/ valve clearance pockets- w/ rings and pins- \$165.00 set; 850 pistons- used but good- \$50.00; 850 ring sets +.020 and +.040- \$50.00 set; 850 Mark 3 rear hub drive star NEW- \$30.00; new buffers- \$12.00; Genuine Norvil fairing front bracket- NEW- \$50.00; Williams Type "S" exhaust system- beautifully handmade-\$160.00; FOR THE MOTION PICTURE PURIST!: 16mm Bolex camera- \$500.00. WANTED: 750 RH5 head or RH6 head, 5-speed gearbox. Prices negotiable (maybe)... call Chris Nichols at (415) 965-4611

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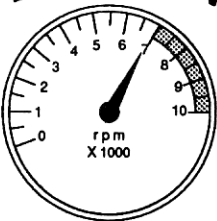


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*Reinstalling the head on yer bike? -  
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and makes head installation a  
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