



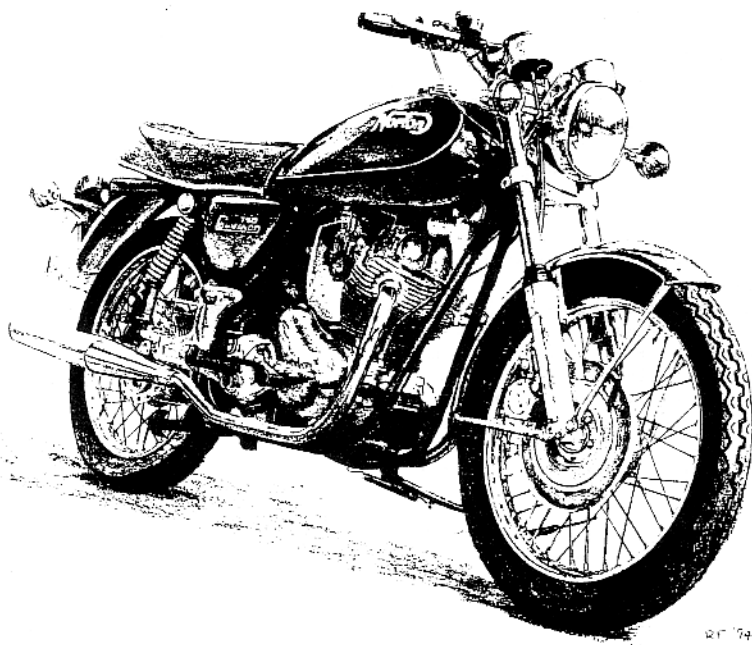
Norton Notice



The Newsletter of the
Northern California Norton Owners Club

No. 201

February, 1995



Dont Miss The Sweetheart Ride
February 12th !!



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 marquee.

The NORTON NOTICE is a reflection of the readership, who are encouraged to submit an 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 any format placed on a 3.5" floppy disc can be read by the editors clever Macintosh. You may also send articles directly to the editor via modem or fax at 415-595-3368. Set your telecom software to 8'n/1, use X or Z modem file transfer protocol, and just call up the editor most evenings (don't wait until the 20th...there is a long line then). The editor also has a fax at his office (415-593-4850). E-mail can be sent using INTERNET to norton2@aol.com.

Membership in the Northern California Norton Owners Club is available for \$20.00 per year. Membership dues are payable to the Branch Treasurer.

Advertising rates are \$60.00/year for a 1/4 page ad!!

Renewal dues are payable at the end of the individual's membership year, which is designated by the last number listed on the mailing label of the Norton Notice and the membership card.

All changes of address or questions about membership or the Notice, call the 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 organisations per the terms described on the Branch membership application form.

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NORTON NOTICE

IMPORTANT (Please note the following fine print) The object of the Northern California Norton Owners Club is to promote, encourage and develop motorcycle 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 marquee. 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 the use of these tips. The Club also assumes no responsibility for the acts or omissions of its members in conjunction with Club activities. NORTON NOTICE articles or other materials express the author's view 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 12th

Sweetheart Ride - 3 Bridges

March 12: Flying Lady Ride - a new route

April 16: Easter Morning on Mt. Tam

May 13-14: North Bay Ride/Weekend

June 11: Santa Cruz & South Coast Ride

July 16: Fred Twigg Ride

August 12th weekend: Dardanelle
(Unofficial Ride)

September 17: Old Timers Ride

October 15: Mt. Hamilton Ride

November 5?: All-British Ride

November 12: Delta Ride

December: No rides scheduled

If rides are cancelled due to poor weather - plan on the ride taking place the following week - same time - same place. Check with Jim!!

June 23, 24 & 25: West Coast Norton
Rendezvous in Southern Oregon

Scanning:

Steve Micheli

A.B.T. Dental, Belmont, CA

Meeting Schedule

The Club meets on the second Thursday of each month. The meetings are SUPPOSED to start at 8:00 PM. If you get tired of bench racing, bring a newspaper to read.

February 9th

Fremont Brewery

March 11th or 12th - Ride Meeting (see Ride Schedule)

April 13th - Harry's Hoffbrau (Mt. View)

May ? - Marin County Weekend/Ride

June 8th - Prince of Wales

July 13th - Harry's Hofbrau (San Leandro)

August 10th - Connecticut Yankee

September 14th - Fremont Brewery

October 12th - Harry's Hofbrau (Mt. View)

November 9th - San Jose Venue

December ? - Xmas Party

Harry's Hofbrau: 399 West El Camino Real, Mountain View, CA., (415)964-8455; just north of Highway 85 on El Camino Rl.

Harry's Hofbrau: 14900 E. 14Th St., San Leandro, CA

Prince of Wales Pub: 106 East 25th Ave., San Mateo, CA., (415)574-9723; off Highway 101 between Hwy 92 and Hillsdale Blvd. Next to San Mateo County Fairgrounds

Fremont Brewery: 3350 Stevenson Blvd., Fremont, CA., East of Hwy 880 near Paseo Padre.

Connecticut Yankee: 100 Connecticut St., San Francisco, CA., (415)552-4440; Vermont St. Turnoff of Hwy 101 North

Photography:

John Bria

Alan Mueller, Lou Caputo

Press Production and Halftones:

John and Carrie Follett:

White Oak Press, San Carlos, CA

Maya's Minutes..... by Maya Lai, President

The first meeting of the New year was fine. We had a good crew of people there. Joe Edwards is putting together an order for T-shirts that are wool and have the Norton logo digitized for, I do believe, \$38. Lynn Miller has a local calendar out with bay area riders in it for 10\$. All the proceeds will go to the club. I thank you very much for the help and thoughtfulness Lynn.

I have to say, I don't know if the Diablo ride went since it rained

and was also football day.

I did get a call from an old member who wished to rejoin the club from Virginia. I asked him about the club there, he said he wanted to join us, because he was a Californian at heart. Welcome back David Frei. Overall, it was a nice meeting. Thank you all for coming.

Maya

Pipes Up

by Duncan Ferguson, V.P.

"I'm Back!" - Flu gone - Sorry that I missed the Xmas party but I heard that a good time was had by all.

Santa was spotted in Niles and his sleigh was being pulled by a red Norton...picture supplied upon request.

Rain, rain, go away!! Niles Canyon Road is still closed but I can't wait to start riding. The bike is ready thanks to Ken Armann for the help....rear sprocket replaced, etc. This rider is getting antsy...is that a break in the clouds...**LET'S RIDE!! Keep it in the wind!!**

Duncan

East Bay Report
by Duncan Ferguson

Jerry Joliff, Gerald, Maya, Brad, Ruth, Joe, Mike, Duncan, Bob, Carol...etc.....were seen drooling over the new Triumphs at the Motorcycle Show in San Francisco.

With all the rain that we have had, we could at least look at all the new goodies and bikes.

Ruth got new chaps, Brad got a couple of Tech-books, Joe, Jerry and Duncan got a couple of beers.

Remember, The Sweetheart Ride in February will start at the Fremont Brewery.

Minutes of the January Meeting

The January 12th meeting of the Northern California Norton Owners Club was called to order by President Maya Lai at 8:30 PM. The venue this month was the Connecticut Yankee. There were 20 members and or guests and one new member.

Jim Carton stated that the January ride might be postponed due to the lousy weather—if this should happen the ride will be rescheduled for a later time.

Don Danmeier mentioned that the All-British Swap Meet will be held on a Saturday this year, he has asked the Norton Club to lead a ride up to Alice's on Sunday. He also mentioned that he will be a guest speaker in March in Sacramento fielding questions about British bikes. More information will follow.

Brad Green announced that he and Ruth will be going back to New York for the National Rally and will have room to carry a couple of bikes - anyone interested should contact Brad or Ruth at (510)537-9412.

Grover Buhr told a story about buying parts from England verses buying parts from Phil Radford at Fair Spares in San Jose. The bottom line was to call Phil...all at the meeting tended to agree with his conclusion. Also plugs were give to Bob Raber, Mean Marshall, Munroe Motors, Ken Armann, Magri Motors, International Motorcycle exchange, B & C Actionwear and for a cold beer don't forget The Prince of Wales. (*This reminds the editor that the 1995 advertising fees are now due...he doesn't want to have to send a bill.*) Thanks Grover for the info.!

Lynn Miller (Sgt. at Arms)

donated 10 copies of the 1995 San Francisco Motorcycle Calendar to the Club - 7 sold at \$10 each - the proceeds go directly into the treasury. Thanks a lot Lynn. He has also stated that he will donate a prize at the next meeting to the person who can tell why the Norton name is printed the way that it is. Lynn also mentioned that the big show in July at Silverado will again accept older motorcycles at \$100 each. More details will follow.

Duncan Ferguson stated that Jerry Joliff has donated misc. Tools and goodies to the club that will be auctioned off to the highest bidder at the February meeting at the Fremont Brewery. Thanks Jerry!

Joe Edwards (Paraphernalia King!) is hard a work setting guide lines and planning the '96 National Rally. An artist is working on a logo for approval for hats, shirts, pins, etc.

Joe has asked for help. So far, Maya, Grover, Duncan, Alan M. And Brad have stepped forward to help him.

Joe is taking orders for sweaters (*see Joe's article further along in the Notice for details*). Joe is also working on a deal for reflective tape, dye cut in Norton script. Details will follow.

The meeting was adjourned at 9:00 PM.

Respectfully submitted,

Duncan Ferguson, *Secretary and vice-president*

LETTER TO THE EDITOR....

January 11, 1995

Yo Alan,

That helmet article in the Notice got to me. You may or may not wish to print my rebuttal; your choice. Also you might like to print something about my little foothill club:

Around April of last year, my best local riding buddy moved east...way east.

Having seen bikes of British origin in my neighborhood from time to time (including a couple of Nortons), I thought I should finally move on an idea I had.

I ran some ads in the Auburn, Grass Valley and Colfax rags seeking folks of like mind in forming a loose club of sorts. No dues, no officers, no rules. Just coffee, B.S. ing, and of course, riding.

I got twenty-five responses, exceeding my wildest dreams. "There's got to be at least a couple of guys that will be fun to ride with in this bunch," I thought. Then I had another idea.

Because we were kind-of spread out, I thought meeting spots each week in alternating locations would serve to stir more participation. I made the first Saturday the month a meeting at the Auburn airport, the second Sunday of the month in a Grass Valley coffee shop, the third Saturday in Colfax, and the fourth Sunday in Roseville (to accommodate some "flat-landers" who wanted in).

We call ourselves the FBBC, the Foothill British Bikers Club, etc. The "etc" is so not to exclude any other bikers that ride something interesting (not Harleys or neo-canyon-carving-ricer-burners). We have grown to 45 members over the course of the summer.

This winter has been wet and wild so our meeting have been small or non-existent, but even the small meetings are great and end up with a ride somewhere. We still have had some sunny 60° days up here.

I have encouraged everyone to join the NCNOC or other bigger clubs, and some have. We've got a guy 75 years old that rides a Triumph triple, a guy, 64, that rides a '54 Matchless, a 350 Manx, a Panther, 3 bonofide expatriates from across the pond, some world-land-speed-record challengers in '95, a triumph "blueprinter", and various other "serious wrenchers".

I hope to put some NCNOC and FBBC guys together in '95.

And here is his rebuttal....editor

Don't Feel Protected...Be Smart, Be Afraid

Before I proceed with my dissertation, I would like to make clear to all of you that I have worn helmets for years before the California helmet law. I would prefer anyone I have feeling for to wear a helmet and I will continue to wear a helmet even if the law should be repealed (fat chance).

I sympathize with fellow motorcycling enthusiasts who feel imposed upon by the helmet law; I don't like it myself. I would probably let the

whole matter go by like the Lutheran pastor in Germany when Hitler came to power: "First they came for the Jews, but I was not a Jew...." You've heard that story. There's something else working on me here.

In the last 20 years or so we've seen the assault on smoking and illegal drug use. They are not particularly wholesome activities, I'll grant you, but they are for the most part matters of personal choice and largely ineffectual to most of us in the great scheme of things.

I will be frank and admit that smoking and drug use are both areas in which I have had some personal experience. I recall having a good laugh with my friends as we watched the movie "Reefer Madness". I remember the personal and expert testimony expounded upon by the likes of Art Linkletter and Ann Landers and the "meaningful" statistics we heard. Remember the percentage of Heroin users that started with pot? I always wondered how many started with alcohol or even mothers milk!

I suppose misinformation and lies for a good cause are justified. The people who spewed it can go ahead and feel good about it (even though drug use is still a problem). My friends and I who went on to become drug and cigarette-free, did so for other reasons. I think the few of us that didn't make it, would have found other vehicles for self-destruction (or did).

Is it starting to sound like I'm getting back to the helmet law? Am I alone or are some of you out there in motorcycle land concerned about the legislative "end-runs" by these insurance companies and do-gooders?

That editorial in the Chronicle (11/16/94) by David Periman was pure crap! Again ignorant people are trying to sound informed!

I'd bet my begonias that for every 100 thousand registered motorcycles in 1992, folks drove 37% less because of the diminished experience or refusal to go out and buy a helmet. That might have some bearing on the 37% drop in fatalities. I also wonder why there was a big drop in the fatalities from 1986 to 1991, before the law. Obviously, the numbers aren't large enough for statistical meaning.

No doubt helmets reduce skull fractures, deaths from skull fractures, and costs from treating them, but this is not the final word in helmet effectiveness. What about broken necks? Hospital's trauma centers patch up quadriplegics and ship them off to convalescent hospitals or homes where costs (and suffering) continue. A good friend of mine has a brother who is a "quad". He begs him to put him out of his misery on every visit.

My friends, I wear a helmet, but I have no illusions as to their benefits. If you want to live a long and happy life, don't count on your helmet or a move to Arizona; people die of emphysema there at much higher than the rest of the states!

I suggest that you question the wisdom and motivations of your legislators. We have the best government money can buy, fools abound, and the public is apathetic to our freedom.

David Bright
Colfax, California

View from the Bridge..... by Alan Mueller

Well, I'm sitting here on a Sunday afternoon with the rain continuing to come down. I don't know about the rest of you, but, I'm getting tired of this weather. It's time to get out and start riding again. As long as I can't take the Norton out again this weekend, I thought I would sit down and write out a few thoughts about the NCNOC.

First, I certainly have enjoyed being the editor of the Norton Notice. It has enabled me to get to know many of the members that I might not have gotten to know if I had just sat back and attended a few meetings and a few rides. I really think that it is important, at any level, to get involved. I am a little surprised that so few of the members get involved with this club. I know we all join clubs for different reasons. I just wish there would be more enthusiasm from the members. It seems as though it is the same people getting involved over and over again. A club can get very stagnant and stale that way.

One suggestion that I received was to use **name tags** at meetings and on rides. I really feel that I still don't know most of the members and it sure would be nice to put names to the familiar faces that I see at meetings and rides. I would like to suggest that all new members receive a name tag when officially joining the club. All old members would be given tags and asked to wear them at all club functions. I think this would make the new members and some of the old members feel much more welcome and at ease. This would not be a difficult thing to implement. I hope someone brings this up at the next meeting.

The next thing that I would like to write about is that we need to get our records brought up to date. Stan and Lani (sorry about the misspelled name in the last issue, Lani) are trying their best to update the club's data base. All of the members need to check their mailing labels on the Notice to see if their address and their expiration date is correct. I keep getting calls asking where the Notice is and I had to refer them to Grover and now to Stan and Lani.

Please, everyone, look at the label and make sure that it is correct. If there is an error or you talk to someone who is having a membership problem, please call Stan and Lani. I feel there has been some confusion and unhappiness over the years about something that could be easily corrected.

The last subject that I would like to bring up is that of the editorship of the Norton Notice. I know that it is early in the year but I think it is time that someone out there in the membership start planning on taking over the position of Notice editor. I realize that Andy stayed on for three years, but I really don't want to do that. I have become quite involved with my music (a Dixieland band with John Bria) which takes much of my time. Two years is enough to do a job that takes many, many hours per month to get each issue out **on time**. If the job only involved gathering material sent to him and then just editing and publishing it, then the position would be much easier. But, this is not the case. Each month it becomes more and more difficult to put together 20 interesting pages. I would like to get out and ride my bikes like the rest of you but quite often I need to stay home to work on the Notice. So, I need to find someone to take over this position for next year. I'm starting to discuss this quite early because it takes quite a lot of time to learn how to publish the Notice. I started working with Andy almost 6 months before he cut the cord and let me go it alone. We now have some very good software (Pagemaker 5.0, Microsoft Works & Word 6.0 and GIF, PICT, & TIFF) which make the job easier and certainly much more fun.

So, in closing, I want all the members to start thinking of a suitable replacement for my job. I will continue to do all that I can to help out the new editor but I think it will be time for a change. It has been an exciting and informative first year and I hope the same will be true this coming year. **Let's continue to make this the best Norton Club in the country, perhaps, in the world.**

Ridin' with Rich.....*....by Rich Alves***HOW DO THOSE THINGS GET ON THE CEILING?**

John and Alan were so cold when they got there and so stuffed when they left, they didn't even *notice!* But, let me start at the beginning. John Bria, Alan Mueller, and I thought we had better take advantage of the last day of the year sunshine in the East Bay. We met at a Shell station / restaurant / miscellaneous type store that is temporarily missing the Shell station part, just north of Highway 580 on Vasco Road by Livermore. After perusing the map we thought we'd hit the turns on Morgan Territory Road and then head for the fog and cold of Delta Country. I promised them both they had never had a lunch like they would have at Al the Wops in Locke. Locke?? Neither had heard of it.

I led the group west on Highway 580 then north on Livermore Avenue. This bends left and becomes Highland Road. We turned right at the first opportunity, Morgan Territory Road, and pulled over. John had been acting particularly twisted this morning so we thought he better lead us through the convolutions ahead. This is a real nice stretch of highway — 3/4 to 1 1/2 lanes wide, twisty, a little bumpy in places, blind narrow curves, an occasional thrill from oncoming vehicles, minor mud slides, truly a road from the early century. John was happy. We stopped at Marsh Creek Road and confirmed that everyone wanted to brave the cold fog and proceed to the Delta. On my ride to meet the others it got down to 42 degrees in moderate fog. I expected more of the same.

East on Marsh Creek Road, North on Deer Valley Road, east on Lone Tree Way in Antioch, north on Hillcrest Avenue, and east on Highway 4, across the Antioch Bridge, that sucker is really high(!) — off we went into the fog on Highway 160. Surprise! There was thin fog and sunshine as we meandered along the Sacramento River. The river and it's

environs were spectacular with sunbeams shining down between the wisps of fog hang'n 'round, and the tendrils of mist rising from the river. This was really pleasant! I know the Delta very well from the water from many years boating in the area. It's a very different perspective from the land. Setting a north-east compass course, we soon passed through Isleton and Walnut Grove, arriving at Locke. You have to watch closely. Locke is only about one mile north of Walnut Grove and looks mostly like a row of dilapidated buildings on the right side of the levee. Yep, that's it. Miss the first turnoff? That's O.K. it's one way anyway. Turn right at the second, then another right, and half way down the street on the left, is Al's.

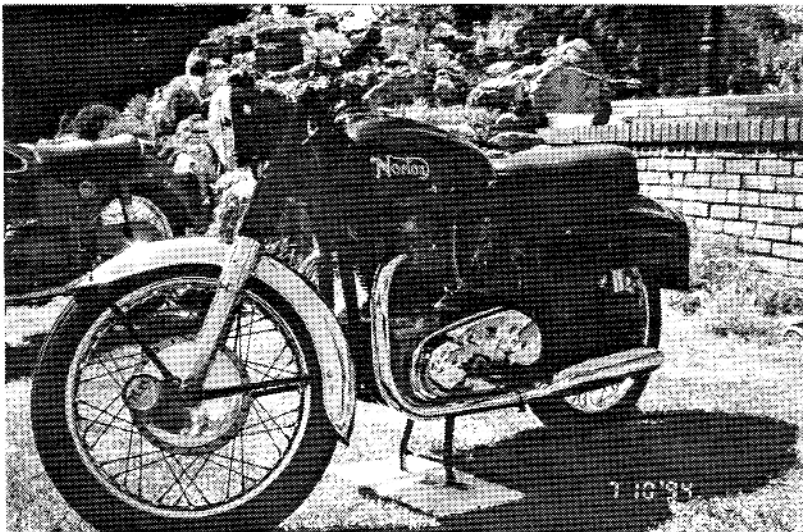
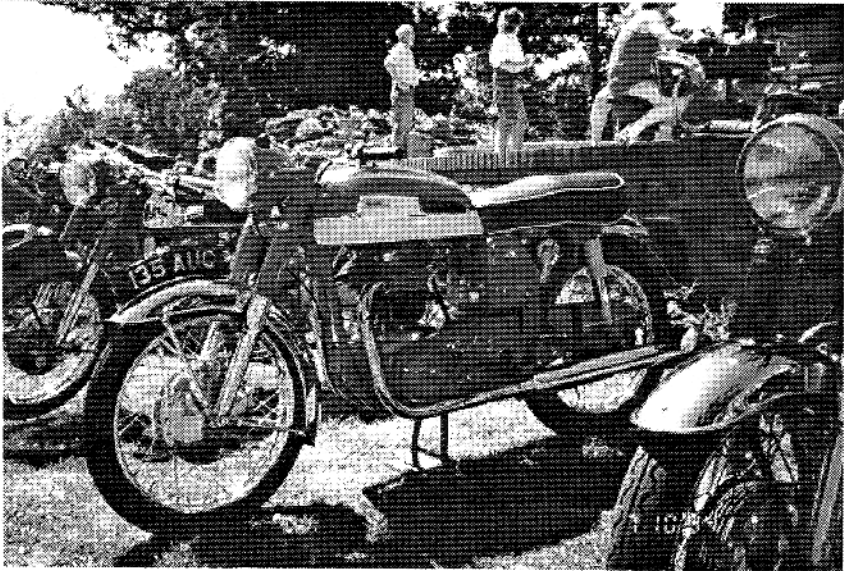
Now, John and Alan were so cold when they walked in they couldn't even think "ceiling". They couldn't even look up! All they did was stand there, shake, and beg for food. I felt just terrible, toasty and warm, in the new Aerostitch one piece my kind, loving, and generous wife gave me for Christmas. The menu consists of three items, the most popular being the New York Steak - served, if you can believe, with buttered grilled french buns, over which you then spread peanut butter, over which you then spread jam. A low calorie delight that is not to be believed. Even John, who I am told is partial to watercress and bran, had several. After a brew, moo, or two, we headed back.

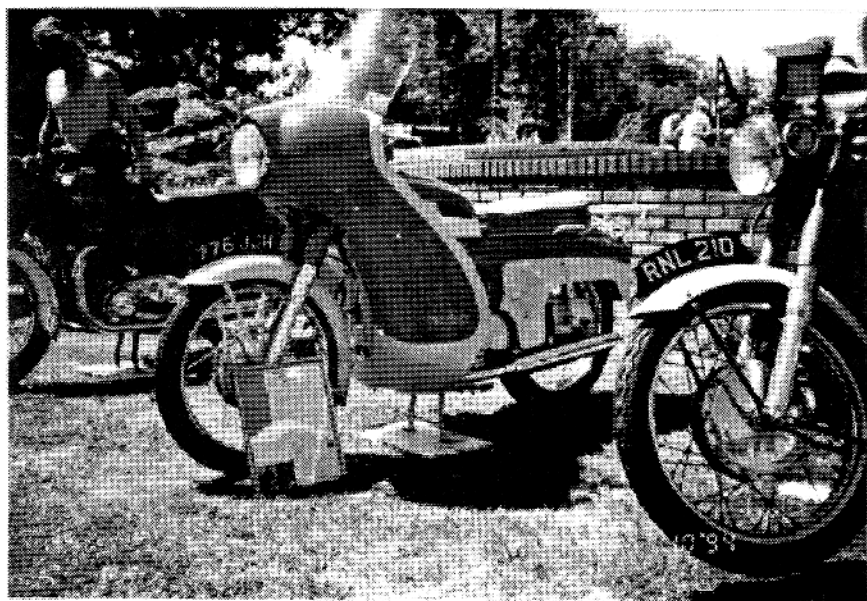
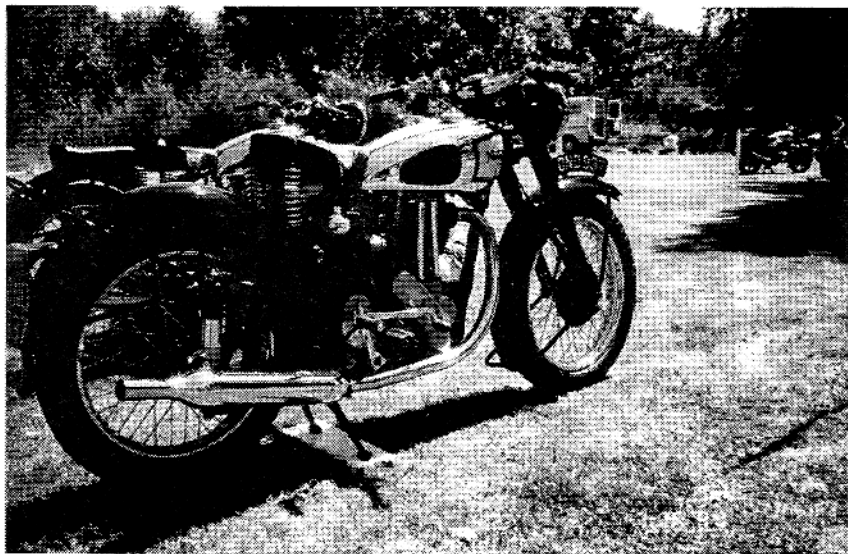
If you're riding in this area, and Morgan Territory Road, Mount Diablo, and the Delta are three good reasons why you might want to do so, a few of the places that are fun to visit are Al's, of course, and Justi's which is another Delta Dive just east of Walnut Grove on Highway J11 by the Mokelomne River. Mark will pour you a cold one. Highway 160 is also a great way to get to the Sacramento Jazz Festival which is held Memorial Day Weekend. If you're in the town of Clayton, there is a British Pub and Ed's Mudville Sports Bar and Grill next to each other on the main drag. John and Alan, you're just going to have to go back, maybe a little warmer next time, and find out about the ceiling.

Name That Bike !

These pictures were taken last year in England at the International NOC rally.

How many can you name? Write the names down and send them to the editor...there might be a prize awarded.





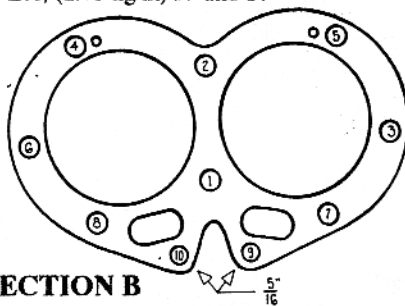
This article is the third in a series of technical articles. This information is taken from the "Technical Digest, the First Five Years" compiled and edited by Jim Balliro. If these articles are informative and you would like them to continue, please let me know....editor.

SECTION A

(Continued)

17. Cylinder Head Tightening Sequence

torque settings 3/8": 30 ft.-Lbs, (3.68 kg/m)#1 to 8
5/16": 18-20 ft.-Lbs, (2.75 kg/m) #9 and 10



SECTION B LOWER END AND PISTONS

1. Piston Modification

From S/N 146584-147176 and 147259 on, spring expander oil control rings were fitted to a piston with a slightly modified body, mixing of components is not possible.

	<u>"Old" P/N</u>	<u>"new" P/N</u>
Piston L/H.....	.061185	062459
Piston R/H.....	.061186	062462
Ring.....	.061180	062461

2. Interim Combat Pistons

A. From S/N 200976 to 204166 an interim solid skirt piston was used with deeper valve cutaways. These pistons are interchangeable in pairs only with all previous pistons. They are identified by the P/N 063338/9 std.

B. There are three basic types of pistons that have been fit in Commandos over the years (see diagram). The earliest type had a slot that began below and ran up to and beneath the oil ring for nearly the full width of the skirt. Piston failure with these is a certainty - cracks begin at the end of each slot and extend downward until the end of the piston skirt is reached, at which time the oil ring and the piston skirt become free agents inside the engine. The second type is similar to the early variety in having those angling slots up into the oil ring. These sometimes came apart in the same manner as the early pistons, but there are many sets that did not, they are a "maybe" sort of piston. These were fit through 1972. The latest and last piston design eliminated the slots altogether and replaced them with a series of holes under the oil ring. These work quite well. It

should be noted that all three types of pistons are still in circulation and a visual check is the only positive way of identifying which variety you are buying.

3. Crankshaft Assembly Change

From S/N 212278, the bolts, nuts and nut retaining plate securing the flywheel to the crank were changed to studs, nuts, and dowel retaining plates. The factory advised using loctite machinery adhesive when fitting nuts to studs with a torque setting of 25 ft.-Lbs.

4. Con Rod Big End Shell Bearing Cross-reference

<u>P/N</u>	<u>Size</u>	<u>P/N replaced</u>
064285	std.	NM25364
064286	+0.0101	<u>NM23255</u>
		NM25409
064287	+0.020	<u>NM25165</u>
		NM25410
064288	+0.030	<u>NM25166</u>
		NM25167
064289	+0.040	<u>NM25411</u>
		NM25412
		<u>NM25168</u>

5. Faulty Engine Stud Nuts - Rear Crankcase to Engine Cradle

For a brief period just prior to September 1971, the factory used engine stud nuts with a narrow facing. They didn't even acquire a P/N before discovering they tended to back off. If you have these nuts on your bike, they should be replaced with bolts and locknuts from 859 models.

6. Atlas vs. Commando Timing Covers and Timing Cover Gaskets

The Commando timing cover added an oil return to the oil pump and the oil pressure relief valve. Consequently, using an Atlas timing cover on a Commando uncovers this oilway, causing loss of oil pressure and severe engine damage. Of course only Commando timing cover gaskets P/N 060719 (chain driven points) and 061092 (cam driven points) incorporate this change. Also, Pre-Commando gaskets are thinner. Thus, when using an 06 gasket on an Atlas or an earlier model a 0.010" shim may be required under the oil pump compression seal to provide adequate sealing.

7. Camshaft Oil Seal Guide

Do not attempt to refit a Commando timing cover without a tool P/N 061359. This cone shaped seal guide allows the camshaft oil seal to slide over it onto the camshaft. It is then removed with a screwdriver.

This section will be continued in next month's issue....editor

PURPLE HAZE

"FREAK AND DEAD-EYE"

PART III

In the last installment of this story Freak and the author had taken a new friend out for a night of riding and adventure(?). As they were returning to Campus things got a little exciting.

— When we asked Paul what he wanted us to do, call the cops or call an ambulance, he started singing a Bob Dylan song, "The Times They Are A Changing". I looked at Freak and said, "This guy is out of it. Let's get the bike out of the ditch before the water completely ruins the engine, and then decide what to do next." We climbed down into the ditch again, then we heard the sirens.

We scrambled out of the ditch and once again asked Paul what he wanted us to do. Same response, "The Times They Are A Changing". I looked at Freak and asked, "What the hell are we going to do now? Paul's drunk and his new bike is wrecked. We're trespassing, destroying private property, and obviously disturbing the peace!" Freak's response was classic, "@!#%* man, at least the SOB ain't dead!"

I yelled back, "Oh yeah, if we all get thrown in @!#\$%* jail, we may as well be dead! Now let's figure out what we're going to tell the cops!" Somehow, in my half drunken state I came up with a plan. I ran over to Paul and yelled in his face, "Paul, no matter what anyone says, tell them you were lost, your head light blew out, and that's all you remember! Do you understand me?" Same response, "The Times They Are A Changing." Then I grabbed a tree branch and broke the Harley's head light. Twice more I tried to rehearse our story with Paul, but all I got out of him was that Dylan song.

The ambulance got there first.

When I saw its back doors open I breathed a sigh of relief. Lots of college kids rode those "Meat Wagons" for spending money. George, one of my old roommates, was in this one. He looked at me and grinned, "Rough night, huh?"

I just grabbed his arm and explained, "George, I got a friend over there that's had a few to many, wrecked his bike, and been knocked silly. We need you to help keep him away from the local 'Keystone Cops' when they arrive, or Freak and I will be going to jail with him."

George was cool. He grabbed a resuscitator and slapped it over Paul's face. Then he taped it down and turned on the air. Next, they quickly put Paul on a stretcher and loaded him into the ambulance, just as the cops drove up. The cops started asking a million questions, as soon as they arrived. George told them that Paul had a concussion and couldn't remember what happened. We told them that Paul's head light blew out and he ran off the road in the dark. They finally let the ambulance leave and twenty minutes later, they let us leave.

Luckily, they didn't give breathalyzer or blood tests to suspected drunks, twenty years ago. We dodged that bullet. Unfortunately, Paul's Sportster was totaled. His parents never let him buy another bike. When he was released from the hospital, the next day, Freak and I went over to his dorm to see him. Sitting up in bed, he was real sore, unhappy about his Harley, and his right eye was beet red with broken blood vessels. Freak took one look at him and yelled out his new nick name....."DEAD-EYE!!!!"..

THE END
by Leo Sowers

Thanks so much for these articles Leo, I hope you continue to contribute your wonderful stories in coming months....editor

“Whistles and Whitetails”, Randall P. Schwalbach, DEER AND DEER HUNTING, Nov., 1989.....edited by Lou Caputo

Part Three

(The Conclusion from Last Month)

“As expected, the number of car-deer collisions relates directly to the overall intensity of deer movement. Mid-Spring and mid-Fall (during the rut) require special attention. In mid-Spring, deer cross roads frequently as they try to graze on new herbaceous vegetation.

In northern states, the salt-drive phenomenon also causes deer to frequent roadsides as they search for residue from winter road-salting operations.

According to research in Michigan and Wisconsin, the rutting season in fall, with it's [sic] and increased deer movement represents a time of peak hazard. At this time deer are often oblivious to outside happenings as they pursue breeding activities. Through a chronology of 1,151 such collisions from 1976-78 in Columbia County, Wisconsin, Pils and Martin (1979) identified November as the peak month for car-deer collisions. . . . They also noted a surge late in November, which they attributed to the hunting season [and theorized that it was] probably

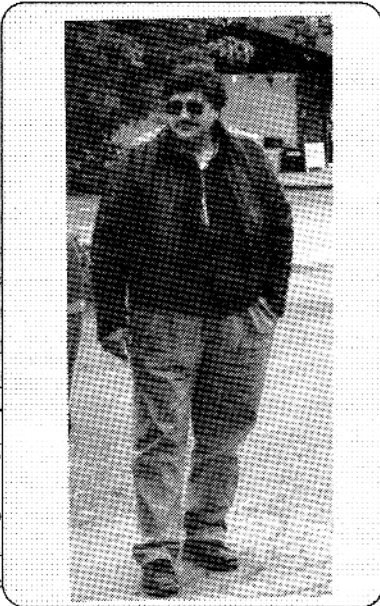
because hunting disturbance caused greater deer movements.

Meanwhile, as deer remain primarily nocturnal at all seasons, night-time driving increases the chance of hitting a deer. Pils and Martin noted that most deer collisions occur at sunset.

In addition to seasonal peaks in deer movements across roads, deer cross some sections of road more frequently than othersMotorists who do not honor [Deer Crossing] signs (by slowing down) or who simply do not notice these signs at all further increase their chances of hitting a deer.

[paraphrasing the summary]: If use of deer whistles results in increased awareness of deer dangers, then a motorist's chances of hitting a deer may be reduced. On the other hand, use of deer whistles may give him a false sense of security.

END



Bob DiMascio

Carol DiMascio

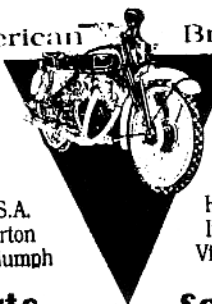
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NOC Member Profileby John Covell*Name:* Patrick McDowell*Age:* 53*City Resident:* San Francisco*Marital:* Married, one daughter (Molly, 13)*Occupation:* Autotransfusionist*NOC Member since:* about 1980*How first became involved with NOC:* "Maya kept leaving notes on my bike. No matter where I'd park it around town, I'd come back and find a note from this woman...an intimate, exotic experience."*Club offices held (years):* "None—my on-call work makes it difficult to attend reliably."*Norton(s) owned, described:* 1974 Commando 850. Had a P-11 (or something like it) when growing up in the '50s.*Other makes of motorcycle:* None at present. Past: Greeves, Triumphs, an Indian.*What first interested you in the Norton?* Its appearance and its power—true power.*Other hobbies/interests of note?* Sailing*Favorite motorcycling road/ride:* "From Mt. Tamalpais to Bodega Bay, along any of various routes. The concrete & tar-strip roads are the best."*If you could redesign the Norton, what one thing would you most want to change? How and why?* The electrical system. "Every problem I've had on the Norton has involved the electrical system."*Favorite/most embarrassing episode on a Norton?* "Favorite was coming over a mountain pass in Oregon, with a hill on one side and a lake on the other, a bear burst out of the bushes along the side of the road and raced me for about a hundred yards.*"Most embarrassing was on a hot day at Altamont, at the racetrack, in front of a whole crowd of spectators it took me 14 kicks to get the Norton started."*

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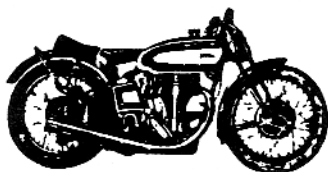
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