



# Norton Notice

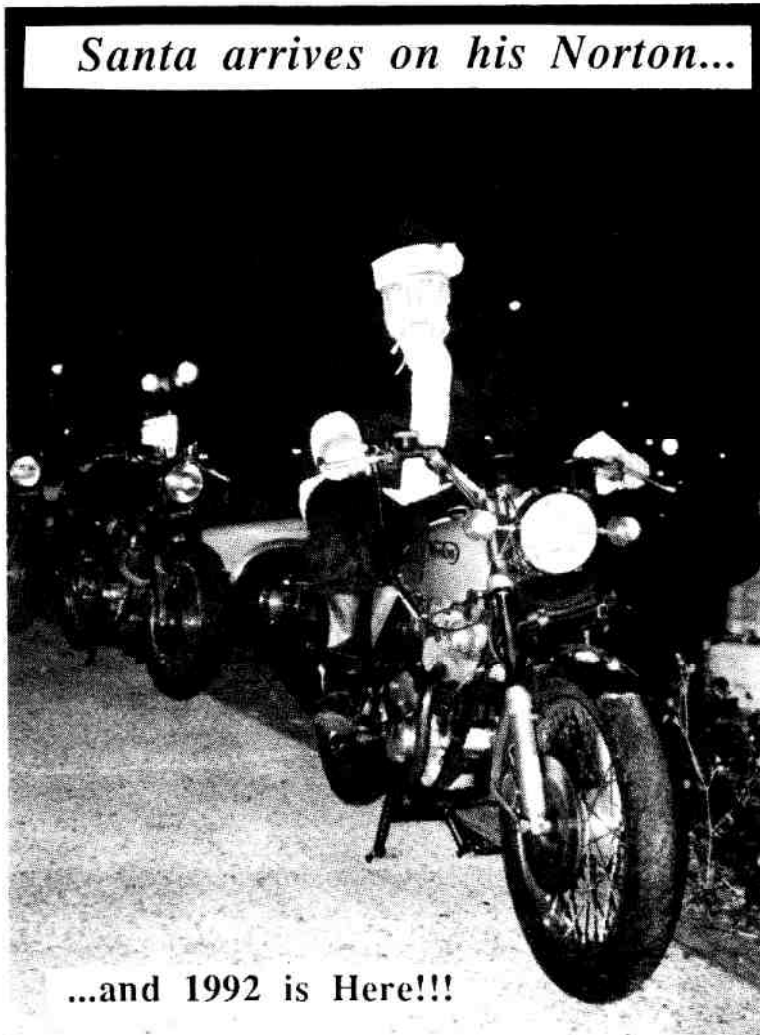


The Newsletter of the Norton Owners Club

No. 165

January, 1992

*Santa arrives on his Norton...*



*...and 1992 is Here!!!*



is published by the Northern California Branch of the Norton Owners Club. Its purpose is to inform and entertain members regarding all aspects of the Norton motorcycle, including history, technical advice, and preservation of the marque.

NORTON NOTICE is a reflection of the readership, who are encouraged to submit any article, technical tip, photograph (original or otherwise) as long as it is in good taste, so that other Norton enthusiasts may enjoy it. For Branch members who cannot attend club meetings or club rides, the NORTON NOTICE affords an opportunity to share experiences and information with the membership of the Branch and to bring the Branch members closer together.

The deadline for items to be submitted for publication is the 20th of each month.

Membership in the Northern California Branch of the Norton Owners Club is available for \$15.00 per year. Membership dues are payable to the Branch Secretary/Treasurer.

Renewal dues are payable at the end of the individual's membership year, that month being designated by the last number of the individual's membership number as listed on the mailing label of the NORTON NOTICE and the membership card. For example, 745/2 denoted member 745 with dues expiring on the 1st of February.

All changes of address should go to the Branch Secretary/Treasurer, not the NOTICE editor.

The Northern California Branch of the Norton Owners Club is affiliated with both the Norton Owners Club of England and the International Norton Owners Association. Interested persons can join these two organizations per the terms described on the Branch membership application form.

## CLUB OFFICERS

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**IMPORTANT!** (Please take note of the following fine print):  
The object of the Northern California Branch of the Norton Owners Club is to promote, encourage and develop motorcycling activities. The Club's members are owners of Norton motorcycles and they often submit for publication in the NORTON NOTICE technical tips pertaining to motorcycles of the Norton marque. Technical tips so published have been reviewed for technical content and are believed to be both acceptable and workable, but no guarantee is made or implied that they will work correctly, nor is any liability assumed by either the Norton Owners Club or the members for any problems resulting from use of these technical tips. The club also assumes no responsibility for the acts or omissions of its members in connection with Club activities. NORTON NOTICE articles or other materials express the authors' views only and not necessarily the official policy of the Norton owners Club or its Northern California Branch. The editor reserves the right to accept, reject or alter all editorial and advertising material submitted for publication. Advertising published does not imply endorsement of products, goods or services. Now you know.

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## Upcoming Events

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### Club Rides Schedule

**January 12- East Bay Ride**  
Meet at Denny's in Berkeley off Powell St. The ride starts at 10:00 AM.

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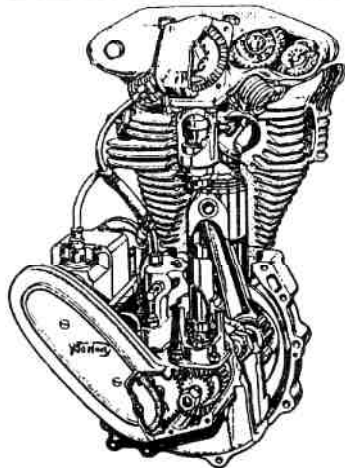
### Events Calendar

**Saturday, January 18th:**  
*The 1st Annual Post-Holiday Blues Party* at Brad and Kathie Green's home- 37028 Lassen St., Fremont. Starts at noon and stops 'til you've had enough... call (510)792-0501 for details.

**March, 1992 (actual date T.B.A.)**  
*The All-British Clubman's Show & Swap Meet-* the San Jose County Fairgrounds off of Tully Rd., San Jose. If you haven't been to this one before, you're missing out big-time; it gets bigger and better every year... be sure to mark your calendar when the date gets published.

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### Meeting Schedule

The Club meets on the second Thursday of each month, at 8:00 P.M. Meeting locations rotate between the Peninsula, the South Bay, the East Bay, and San Francisco.

**January 9, 1992: Peninsula**  
**The Prince of Wales Pub**  
25th Avenue, San Mateo  
A private meeting room, a great selection of beers, and dart boards!

**February 11, 1992: South Bay**  
**Harry's Hoffbrau**  
El Camino Real near Castro Street in Mountain View. A wide selection of everything drinkable, and a separate meeting room.

**March 10, 1992: East Bay**  
**Brew Pub On The Green**  
3350 Stevenson Avenue, Fremont. Fresh, cold beer produced on the premises, good food, and a large meeting room.

**April 14, 1992: San Francisco**  
**Tonto's Mexican Restaurant-** 3155 Vicente Ave. (Cross street is 43rd)

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### Graphics Contributions

*Photography:*  
Gerald Mauricio, Don Danmeier

*Printing & Half-tone Screening:*  
John Follett, White Oak Press

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*MPV... (my point of view)*

by Joe Edwards, President

Well this, I hope, will kick off the new year in a light way. I first of all would like to say a great big thanks to Lynne Miller for a great year in 1991, as President of the Northern California Norton Owner's Association. I hope that 1992 will be just as great. I also would like to tip the cap to C.J. for babysitting the Christmas party at the Farmhouse in Redwood City. From the looks of everyone's faces, I think that a good time was had by one and all. If I might take just one more second, Thank you! Thank you! for giving me the opportunity to serve as your President for the upcoming year.

As you know, the Raffle Bike is the major fund raiser we have going on at this time; those of you who have taken tickets, we thank you one and all. If you should need any more tickets, I'm sure that Mike Burnham will be more than happy to get them to you. We have set up several places to show the bike, and- if all goes well- the Club will be able to show a strong profit.

To those of you who were not able to make the Christmas Party, I would like to say Happy Holidays, and you were missed. I will not stay on this soap box very long, but those of you out there who haven't been to a meeting in awhile- why not stop by and visit with some of your long-time Norton pals, and also say hello to the new members? We all have a love affair with British motorcycles- why else would you be reading this issue of the Norton Notice?

So stop by and say hello, or whatever else you'd like to say.

During these winter months while you all have a project going on, could you take just a second and let me know what type of direction you would like to see the Club take? We have at this time a group which is checking into a location for a Mini-Ride-in of Norton Clubs in a 4 or 5-state area around some time in early August... just food for thought. Lynne Miller has a great idea- a Norton project that would take place in the Marin area. More on this later. I have a thought that we



might make the center-fold of the Norton Notice a Marque spot for Club members to highlight that motorcycle that they would like to share with other members.

Those of you out there who have a photograph of that bike, please give Gerald Mauricio a call as he will be working closely with Andy McKerral on the photograph selection for the centerfold.

Susan Wood made mention that she might have another showing of her art work. When this happens, we might be able to put together a ride, and make a trip over to see her works.

May you and yours welcome in the New Year in a safe and healthy fashion. Also, be thinking about really working hard on your winter project so that when those days start to warm up, the long riding days won't be far behind...

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## Minutes of December Meeting

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On December 12, 1991, the NOC members gathered at Tonto's in San Francisco for this month's meeting. There were 24 members present, and 4 bikes were parked outside. (Ed.'s Note: -and hearty souls they were, too! Jeezus, it was cold!)

Lani Beneved's Treasury Report showed an increase of funds.

Mike Burnham reported that we sold \$560 worth of raffle tickets at the CityBike Swap Meet.

Andy McKerral again requested for all Notice material to be handed in on time so that the Notice can go out on a timely basis.

Lynne Miller fielded questions regarding the Helmet Law, and whether it goes into effect on January 1st or January 15th. The general concensus of opinion was January 1st.

The Annual NOC Christmas Party is December 15th, at 5:00 PM. It will be held at the Farmhouse Restaurant in Redwood City. The cost is \$14 per person. There are 38 RSVPs thus far.

Nominations for the 1992 board of Club Officers. They will be officially voted into office at the Christmas Party. They are:

President: *Joe Edwards*  
 Vice President: *Brad Green*  
 Secretary/Treasurer: *Grover Buhr*  
 Recording Secretary: *C.J. Jolliff*  
 Editor/Publisher of the Norton Notice:  
*Andy McKerral*  
 Rides Marshall: *Mike Burnham*  
 Public Relations: *John Covell*  
 Club Goodies: *John Bria*

It was noted that Alan Goldwater will deliver all NOC Norton Service Bulletins to Andy McKerral for publication in upcoming Notice issues.

Lynne Miller commented on the Callifornia Rally Scheme. Joe Edwards mentioned that this event could possibly take place in the Sonora area.

Brad Green, present Scribe, mentioned the possibility of quarterly meetings in outlying areas such as Sacramento or Marin, to accomodate our regionally broad membership. (Ed.'s Note: are there any members out there in those areas who'd be willing to sponsor a BBQ cookout on warm days in March, June, and September? This could be really fun!)

Alan Goldwater toasted the outgoing and incoming Presidents.

The meeting adjourned at 8:33 PM.

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December 15, 1991

At The Farmhouse in Redwood City, at the NOC Annual Christmas Party. 43 were in attendance, with 14 Nortons parked out front. (Ed.'s Note: Thank God for warmed brandy in a snifter...)

All of the previously-mentioned nominees were voted into office. 3 members met Lynne Miller's "Black Tie" challenge, with Brad Green winning first prize for his tails and tie. (Ed.'s Note: You shoulda seen him... very weather-appropriate attire: he looked like a thin penguin!) And yes, Virginia- *there is a Santa Claus!* And he's Duncan Ferguson!... riding his Norton!

*Happy Holidays*

*Brad and Kathie Green*

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## Side Trips

by Andy McKerral, Editor

It was with a sense of wild, reckless, irresponsible abandon that I took on this position for yet another year. I really appreciate all the kind words of encouragement and complements... they make the 18 hours it takes to put together this newsletter every month a bit more palatable. I will, however, give you all fair warning, a full year in advance: 1992 will be my last year as editor of the Notice. Frankly, I honestly don't know how Marick Payton kept it up for three straight years! I myself am trying to start a business (what can I say?- I'm half Polish, and my timing is *rotten*), keep some semblance of sanity- although there are those among you that will doubtless remind me that in order to keep something, one has to possess it first- and avoid having to spend \$100 and hour for family counselling again. Please don't misconstrue my thoughts here... for all of the work, frustration, and deadline psychoses, I still get a tremendous thrill out of seeing the new Notice for the first time each month, and review the fruits of my labor- knowing that I learned one more little detail, another new formatting trick, or even met another neat person somewhere in the Club who has something to publish. I have gleaned an incredible body of knowledge from this job, and Marick especially opened me up to a wonderful new world of computing and desktop publishing. But the truth is that another 12 months of "Noticing" means the hourly equivalent of nine days worth of work to produce this thing this year... nine days that I could be using for doing nurturing things for my family.

So this time next year, it will be time to pass the gally blanks on to the next Publisher, whoever he or she might be. Think about your own commitment to this Club, and decide whether you want to take your involvement and personal skills to a new level of excellence.

I won't kid you- this newsletter takes one hell of a lot of work, time and creativity- but it really is a rewarding thing to do for yourself- and the Club.

Okay, I gotta ask this very simple question- and I don't want you to think that I'm zoned out on Bombay Blue, either (shut up, Burnham...). But even though I actually know the physics behind the real answer to this question, I have to wonder about the *sense* of humor of a God who created the limitations of iron molecules and friction. My question is simple: why in hell do cam timing chains stretch out and require replacement?!

It defies the senses! The damn thing is submerged in oil! It has almost no torque load placed on it... and it runs at oil temperature, instead of metal-to-metal engine temperature- what's more, it's in the same case as the friggin' oil pump, which means that it never suffers from oil starvation. The chain itself is a beefy little guy, and it's especially well-made (if it's by Reynold). So why does it wear? Why does it stretch out? Why therefore is it necessary to replace the goddamn thing every 24,000 miles... whether common-sense dictates that it needs it or not?

Maybe it's the oil I'm using... after all, it IS that cheap, cruddy and sludge-addictive hootch called Mobile-One. Naah! The tech publications state that sludge is impossible when you use synthetic oil... it only generates synthetic sludge...

Well, maybe it's some other excuse. Is it possible that the wizards at Wolverhampton didn't take into account the sprocket wear which was designed into the product by Dewberry, Diddleham and Ditz, Machinists (yet another sub-contractor for Norton parts out of some British garage)?

Naah! These guys are too hungry. They care about their gross bottom line far more than the preservation of the Marque, so they'll make the sprockets out of recycled Watney's beer can ingots (of course by specification of actual Norton design), and marketed against

the appropriate Norman Hyde products, with all intentions of attracting your purchase with Barclay's Bank Visa at an absolutely profane exchange rate.

So really- why do timing chains wear out? The real answer is very simple... it gives you something to do on rainy Saturdays, and something to swear at that won't swear back. That's it.

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**December Ride Report  
and  
Raffle Bike Update**  
*by Mike Burnham, Rides Marshall*

The December Ride started at Alice's after breakfast- and, untypically, went to the CityBike Swap Meet in San Mateo, with the purpose of showing the Raffle Bike and selling tickets. I was in charge of bringing the Raffle Bike to the swap meet and Lynne Miller led the ride.

My original plan was to arrive well in advance of the 8:30 opening, like a good vendor should- it didn't happen that way. We had paid for and reserved a stall in the center of the hall. That didn't happen either, as they had oversold the spaces. (Ed.'s Note: I did, however, notice that a vendor who was selling leather and lace erotic biker lingerie managed to kipe a space...boy, those folks sure got their priorities in an interesting place-) It was 8:35, and it seemed like our first day of selling raffle tickets was about to be a disaster. It was a very depressing moment. Fortunately, "Lucky" Grover Buhr took over and said, "I'll just put it by the front door. You just go and relax." It was a stroke of genius!- the people came through the door with money in hand, having just purchased a ticket to enter, with change not yet returned to their pockets. After 2-1/2 hours of good ticket sales, the ride from Alices arrived. Several people took up the roll of salesmen, and with notable success. Lynne

Miller and Joe Edwards perfected the Mutt and Jeff, "good guy/bad guy" routine, and did exceptionally well. Miller even got Alex McCaine to part with a dollar! My theory is that he must've just found it on the ground outside, and hadn't gotten attached to it yet.

At any rate, the final tally at the end of the day was \$586... not bad, considering that the bike wasn't finished yet, with a few parts needing paint. (and, speaking of which, as I'm writing this on December 19th, the paint is drying on the side cover and the oil tank. They look gorgeous, thanks to by business neighbor, Alan Yukawa, of Haye's Auto Repair. Alan has done many nice favors for me, including painting my P-11. That's right- I said *favor*, as we are getting his work for no charges.)

The next event I plan to take the bike to has already taken place by the time you read this article... Raber's Christmas Party.

And as for future rides, I think that we're overdue for an East Bay Ride. So, let's meet at Denny's in Berkeley at Powell Street, just off 101 on January 12. The ride departs at 10:00. Be there!

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*Comment...*

The *All-British Clubman's Show* is scheduled to take place at the end of March- and this year's featured marque is Norton. I believe that **NOW** is the time to begin planning our Club's participation. Will we have an extra-special Club stand? Should we set up a committee to oversee our display and make sure that a wide variety of Norton models are represented?

I would like to see this subject discussed at the next Club Meeting, and hear what the members have to say.

*Art Sirota*



*Editor's Note: The viewpoints contained in the following article do not necessarily represent the views of the Editor although there have been times when they came damn close...*

### The 3-foot Flame

(or, how to BBQ with yer Norton)

By John and Carrie Follett

*The Ballad of Johnny Norton*

(sung to the Beverly Hillbillies theme)

*This is a little story 'bout a man named John  
a poor Norton owner, barely kept the covers  
on.*

*And then one day when he figured he was  
through,  
then out of the head came a' bubbling ooze  
(oil, that is- British tea...)*

*Well the next thing you know, old John is broke  
as hell-*

*the kinfolk say, "Throw that Norton in the  
well!"*

*They cried "Agnews is the place you ought to  
be!"*

*so they locked him up real tight and they threw  
away the key-*

*(...to the Norton, that is- hunk of junk... British  
bike-)*

Well, it seemed that bad, anyway. Another setback in the restoration process. I honestly thought I was done...it was innocently sitting there in the garage, waiting to cruise. I jump on, and start it up. Sounds great-until I hear my wife scream! I turn off the bike, turn around, and see her scrambling to move the scorched laundry out of the way. She said, "Did you see THAT!?"

"See what?"

"The three-foot flame shooting out of the silencer. Wow-i t was GREAT! ... but move it outside before you do it again."

Do it again? I didn't think that she was playing with a full deck, but I figured that I'd better watch what I said because I'd just BBQ'd a pile of her laundry. "...Um, dear- I don't think that the bike is supposed to shoot flames like that. Something must be wrong."

"Well, okay- but if you decide to start it up again, give me a call so I don't miss it."

Great, my wife has pyro tendencies. Well, "something must be wrong" was an understatement. Time to call in reinforcements.

I call up Mike Rose who, from merely listening to the described symptoms, says that it sounds like a burnt valve. PERFECT. I might be able to get it ready to ride when hell freezes over, or serious winter kicks in, whichever happens first. Mike comes over (thank you, thank you) and we proceed to take all of my hard work apart AGAIN. (I'm beginning to hate that word.) And- lo and behold- it has a burnt exhaust valve. The good news is that it has the original pistons in it with original bore, the cylinder walls are as smooth as glass, and and the bottom end is in great shape... an expensive way for the inspection, but I sleep better nights nonetheless.

I'm off and waiting at Raber's Tuesday AM, at least an hour before they open, sucking down my sixth cup of java, hoping that they'll be able to do some kind of time vs. space miracle in the repair shop. I could tell you how fast they did a complete top-end job for me, but I'm going to keep that a secret, lest I piss 'em off real good. I figure this is it once I get this repaired and back together...I'm cruisin'. Right. ha-ha-ha. But that's next month's story.

Well, by now, our checkbook looks like this:

Raber's  
Safeway  
Raber's  
PG&E  
Raber's

I'm just glad that I don't have to mail-order. I'd be still waiting for parts and still not know that my bike doesn't run. Well, Raber's had that head in and out of there in miracle time



(thanks, guys) And now I'm back in business. Mike and I get it back together, and fire it up. Hallelujah- no flames! Sounds like a Norton, feels like a Norton... so it must be a Norton. The maiden voyage goes great- of course, it was only around the block a few times, and back to the garage.. to be drooled over and fondled until it's first outing in public. The almighty ride to Alice's ...

Until next month, this is Johnny Norton, leaving you with this thought: "A flame is just a flame, but once out of a Norton is enough." *Next month...*

**THE RIDE FROM HELL**

(...or, How to lose all enthusiasm for any Brit product ever made, or ever to be made)

**The Club**  
**Tool Loanout Program**  
*Is alive, well, and living*  
*under the care of*  
**Duncan Ferguson**  
 at  
**(510)489-2848 (home)**  
 or  
**(510)784-7488 (work)**

**The "Doctor" is in...**  
 by Ken Armann

Momentary lapses of sanity are normal, it would seem, with the way my life happens these days. So when asked if I wanted to test one of my toys on the new dyno at Cycle Imports in Santa Clara I thought "I could do that".

The "Yellow Bird" was my choice - a 1972 Combat disguised as a Dunstall in yellow. I originally purchased it in Modesto, from the original owner, who had "the motor completely rebuilt" before a swimming accident ended his motorcycle riding career. "Completely rebuilt" must be a relative term- to my shock and surprise, the shop that did the work put the

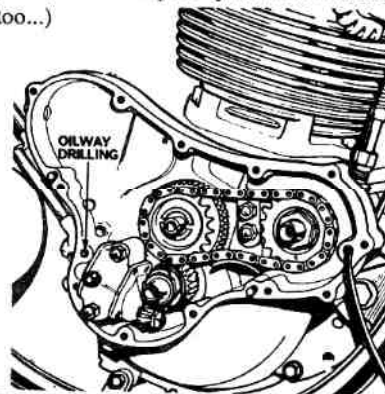
pistons in the wrong cylinders and backwards! (Note: On a 750 the pistons have a valve pocket cut away - so the valve clearance is assured) Unfortunately the way these pistons were installed the valves made their own cutaways...arggggh!

After Kaeding Performance balanced the crank shaft and I replaced almost everything (eg pistons, rings, valves, guides seals springs rod bearings, crank bearings, cam, new gear box, isolastics, sleeve carbs, push rod modification, etc.) it runs smooth at 600 RPM's, using stock points and auto advance unit. Besides being a handful to ride, it's a little awkward with clip on's and the like, as witnessed at Don Danmiers party, when my forearm caught the corner of the fly screen and popped the end off. Real nice party Don and many thanks to your wife.

Returning to the subject at hand, a GSXR1100 only pushes 62 foot pounds of torque while the Norton pushed a clean 90. The Norton only made 50 HP at the rear wheel, though. My clutch is a fiber one- early model because I want it to slip thus giving me gearbox insurance. The next time around I will be putting in a bronze clutch to see what it will really do.

**Tech Tip #1**

Cold feet? For 4,500 years native Americans cure to cold feet was to put a little cayenne pepper in their socks. If it has worked for 4,500 years for them it will probably work for you. (Ed's Note: prob'ly kills athletes fungus, too...)



BRAD AND KATHIE'S

FIRST ANNUAL

# "Post-Holiday Blues Party"



Saturday, January 18, 1992

Noon 'till ?

37028 Lassen Street

Fremont (510) 792-0501

*See ya!*

Please bring cover dish, salad, munchie or beverage

Please R.S.V.P.

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***This space was reserved for an ad that did not arrive in time.***

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### *Letters to the Editor*

Dear Norton Notice:

I just want to add my 2-cents to Andy McKerral's article in the November Norton Notice. I found his article interesting and informative, but I think there is another area to consider when running your isolastics at maximum tolerance, and that is handling.

I own a Mk. II 750 so I don't have the spring suspension device, but I have found through experience that the tighter the isolastics, the better the handling... that is, if everything else is up to snuff (swing arm bushes, head and wheel bearings, etc.). Certainly, you don't want to go beyond the minimum, and chance seizure, but I find that .002-.003" works great.

This past summer, I rebuilt my motor to Combat specs (cam, pistons, etc.) and had the whole assembly balanced by Sammy Hale Cranks in Novato. It's amazing what a good balance job will do! The bike still vibrates from idle to 3000 RPM, but after that, it's like someone turned off the vibrator.

The combination of a well-balanced motor and snug Isolastics has really improved my Norton. The handling is very precise, and the smooth motor makes long rides much more enjoyable.

I realize that I'm not carrying around 30 lb. of E-start junk, but I do think that motor balance and snug Isolastics make all the difference on how the Norton feels.

*-Roger Hamlin  
Santa Cruz, CA.*

**Ed.'s Reply-** I haven't had the cases split on my bike in 22,000 miles, and it's as probable as anything else that the sludge trap has loaded up with destabilizing crud...maybe Mark3s aren't so different, after all! Your point is well taken, Roger, and thanks for your response.

Dear Norton Notice:

I wish to recommend American Alloy Welding Co for any member wishing to have welding done on his or her Norton. I had the stop located halfway down the sidestand on my 1974 Commando lengthened so as to rest against the frame when not in use, rather than passing underneath.

I can now use my left foot to operate the side stand while sitting on the bike.

The workmanship, service, price, and attitude of Brian and Bob at American Alloy are ideal. They are located at 1450 Donner Avenue, San Francisco, CA. Tel. No. (415) 822-8323.

*-Robert Bronzo  
San Francisco, CA.*



Dear Norton Notice:

Every once in awhile a tool comes along that, after you purchase it, you wind up saying to yourself, "How did I ever live without it?" Recently, I bought such a tool. It is a thread file for cleaning up damaged threads on studs and bolts. I used to think of a thread file as a skinny little tool for straightening out one thread at a time by carefully being moved back and forth down a single thread groove until the groove was re-shaped into the correct form. But this thread file doesn't work that way.

It is 8 1/2" in length and has four sides, each measuring 1/2" in width. There is a whole row of grooves machined into each side. Imagine give or six regular thread files all glued together and you'll begin to get the idea.

The one that I purchased is made in England by a company called Sykes-Pickavant and is tool No. 015600. It cleans up any diameter stud or bolt with thread pitches of 11, 26, 14, 20, 18, 12, 22, or 16 threads per inch. This thing really works- even in situations where a die will not. The real beauty of this design is that it works on any diameter bolt or stud. I bought mine at a swap meet in Lodi for \$25.

*-I. Pushtit Holme  
Menlo Park, CA.*

## Tour- de FORCE

by Don Danmeier

As any dyed-in-the-wool Nortonophile knows, anything worth doing is worth doing right. That goes for Norton experiences of other than the maintenance kind, and I'm thinking primarily about riding. Specifically, touring. Some of our gentle readers may have come across my thoughts on this before, where I've rambled on about the journey as an end in itself, as opposed to focussing on the destination. Well, destinations are part of the deal, too- and, in fact, are integral to any trip which is conceived around some sort of theme.

While I am a proponent of the flexible itinerey, I also try to establish some sort of principle to guide the direction I'll take. Analogous to having a coherent concept for the design of a building, the ride theme helps in decision making; it eliminates a lot of the possible routes you could take, but it also helps you establish ones that have the most meaning. This past summer, Shirley and I had figured on spending a month away from home on the Norton, and the Rally was the obvious point of departure. A week in the Sierras began with the show in Minden, Nevada (where the revitalized-but not restored- Commando won a second place in its class.), followed by the Rally itself. Nothing like getting jacked up by marinating ones' self in Nortonmania. But the route for the ensuing trip took us through northern Nevada, Oregon, Idaho, Washington, Oregon again, Washington again, Oregon a third time, and finally Northern California for 3177 miles of twisty roads and sheer delight. We were chasing Indians.

If you're going to travel to and from the Bay Area via Lake Tahoe by bike, what are the choices? Plenty, especially if you want to while away the time. Instincts urged us north, and having two sisters in the Tacoma area was a consideration, as was the desire to avoid the Interstate (freeway system, that is) at all costs. So: why not round out my interest in the life of

Chief Joseph by exploring his homeland in the Pacific Northwest? Suddenly Idaho was in the picture, and southeastern Washington/northeastern Oregon. This was beginning to make sense. Besides getting into country we hadn't visited before, we'd be off the beaten track to boot.

Okay, we ran into a bit of rain. But we also encountered battlefield sites; a backcountry museum operated by, of all things, a convent of Nuns; the Snake River Canyon; cinnamon rolls too big to eat; the informative Nez Perce historical center in Lewiston; the Wallowa Valley, birthplace of Old Joseph and the ancestral home of his band; Mount Ranier; the North Umpqua River valley; Crater Lake; Jerry and C.J. Jolliff, purely by chance, in a gas station in Astoria, Oregon; Floyd Young's motorcycle shop; a BSA that I had to buy; The Busy Beaver Motel; the Klamath River valley; and several geezers along the way who were really taken by the Norton. Garberville, Cloverdale, and the end of the ride came all too soon.

Last year, we'd ridden the BSA home from the BSAOC International Rally in Ohio. That trip was used as an excuse for a Frank Lloyd Wright tour; from Bear Run in Pennsylvania to Oak Park, Illinois, to Spring Green, Wisconsin, we took in all we could find, and were pleasantly surprised to turn up a couple of unexpected Wright houses while visiting Shirley's folks (in Kankakee) and mine (in St. Paul). I'll never forget it. So consider applying a method to your madness- it'll make that next trip something special, instead of just another bun-burner.

Let's see: in 1992, the NOC Rally will be in New Hampshire. One of my daughters is living near Philadelphia, and Tim Coburn has been telling me about Virginia... beginning to look like a Thomas Jefferson tour, to me.

**POSTSCRIPT:** I'm no whiz when it comes to Norton wrenching, but I have had the head off my Commando a couple times in the 9 years  
*continued on Page Seventeen*



Lynne, piping out the old troops and ushering in the New Guard



Lynne presents awards to Harry Bunting & Alan Goldwater, of the Rally Committee of 1991



...to Mike Burnham, for filling in a lot of gaps, and marshalling rides



...to Maya Lai, for her work on the Rally

---



...to Gerald Mauricio, for his photography



...to John Covell, Public Relations



Joe Edwards, the New Prez, making a point



The 1992 Club Officers  
(from Left to Right):  
Grover Buhr  
Andy McKerral  
C.J. Jolliff  
Joe Edwards  
Brad Green



...At the CityBike Swap Meet in San Mateo-  
Lynne Miller, Grover Buhr, John Bria, and Alan  
Goldwater... "Step right up!"



Three of seven Silver Interstates captured by Don  
Danmeier at the INOC Rally, in a rare pose-  
They're standing still!

---



**NOC Member Profile**

*by John Covell*

**Name:** Tim Coburn

**Age:** 46

**City Resident:** Menlo Park

**Marital:** Single "at the moment" (but a "very nice looking girl" was in attendance at the BBQ that afternoon...)

**Occupation:** Computer Scientist

**NOC Member since:** 1971

**How first became involved with NOC:** It was just starting in S.F. and Rick Hjertberg invited him to attend a meeting, so he did, found a bunch of people sitting around watching "On Any Sunday". That was the start, has stayed with it ever since.

**Club Offices Held/Years:** Recording Secretary ca. 1981-82

**Norton(s) owned, described:** '72 Commando Interstate, '73 Roadster, '74 John Player, '58 ES-2 (first bike ever owned, and still has it!), '56 Dominator 88, '57 Dominator 99 (parts)

**Other makes of motorcycles:** '66 BSA Lightening, two BMWs, one NSU

**What first interested you in the Norton?** happenstance: guy across the street sold it to him as a "special deal"

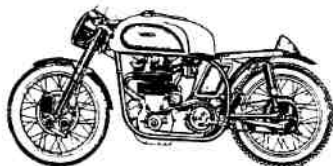
**Other hobbies or interests of note:** golf, sailing

**Favorite motorcycling road or ride:** Stage Road between San Gregorio and Pescadero

**If you could redesign the Norton, what one thing would you like to change? How and why?** Put a disc brake on the ones that don't have it. Otherwise, they're perfect for the kind of local riding that I do.

**Favorite or most embarrassing episode on a Norton:** "I've always maintained a sense of decorum. There are NO embarrassing episodes on my Norton."

*Thank You!*



**Tire Kickin' (...and bullshittin')**

Hi! I'm Brad Green, your new Club Vice President (hey, somebody has to be in charge of vice?!). In this column, I will be touching on several things: formally welcoming new members to our Club, updates on the Vintage racing scene, and ongoing Norton projects, just to name a few.

Please feel free to contact me at any time regarding club business, impromptu rides, or ongoing bike projects.

I think that we have a great year ahead of us, and an enthusiastic crew at the helm. 'Til next time, keep the wind in your face, and the shiney side up.

**Tour- de FORCE**

*continued from Page Thirteen*

I've owned it. Know what a pain it is to install the damned thing while trying to keep the pushrods up inside the rocker chamber, and fiddling everything into position below the frame tube? I do too, and for once, I blew it. Despite my methodical checking, and re-checking of the pushrods and rockers before torquing down the head, I managed to get one (intake) pushrod off center; it apparently rode on the shoulder of the tappet- but not in it's seat- from Lake Tahoe to 35 miles from nowhere, before it snapped. After limping into Enterprise, Oregon (pop. 2025) two up on my 414cc touring rig, I found a one-man Honda shop where the sympathetic owner let me tear down the Nort out in back. Between Phil Radford and UPS Overnight Delivery, I had a pushrod and a head gasket within 24 hours. With an extra day's unplanned layover, we took in the Wallowa County Fair and cleaned up all of Nort's pieces, to prepare for a quick reassembly. This time, I had Shirley hold the pushrods while I manipulated the head, and the bags were back on and the bike on the road inside of two hours. Thanks, Phil.

Moral: Your Norton is less likely to let you down than you are.

*Classified Advertisements*

For Sale- '75 Commando 850- John Player colours, 5300 miles. \$3200. Also, a Royal Enfield, '67 Interceptor- \$3300. Call Jerry at (408) 263-7428, after 6:00 PM.

Wanted: Mufflers for 1969 Commando (Domi style) left and right sides. Contact John at (510) 226-1444 eves.

Wanted for '63 Triumph T120: Centre stand, complete front wheel, gas tank trim strips, front fender and lower brace, headlamp shell, taco #RC1307/01, speedo #SC5301/23, left top fork cover, cylinder barrels, and misc. Call Jeff @ (510) 763-1788.

For Sale: '70 Fastback: 19K orig. miles, many new parts-tyres, top end, etc.-red. \$3000. Call Chris @ (415)695-0134

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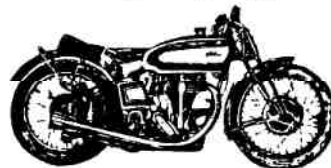
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