



Norton Notice



The Newsletter of the
Northern California Norton Owners Club

No. 175

November, 1992

Lynne Miller plays "Happy Birthday"
for Don Danmeier in Novato...



...also inside: The Year in Review- 1992



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 reader-ship, 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.

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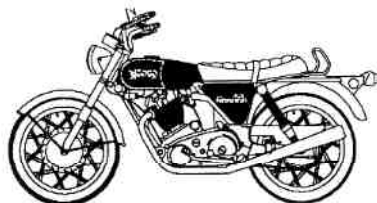


IMPORTANT (Please take note of the following fine print):
The object of the Northern California Branch of the Norton Owners Club is to promote, encourage and develop motorcycling activities. The Club's members are owners of Norton motorcycles and they often submit for publication in the NORTON NOTICE 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.

Upcoming Events

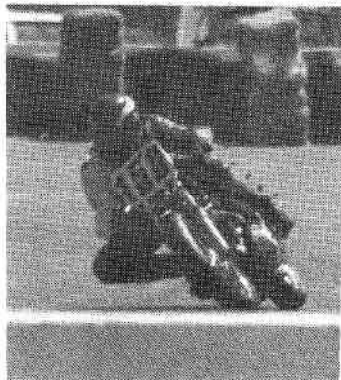
Club Rides Schedule

See the October Ride Report for further information



Events Calendar

The Annual Club Christmas Party
Farmhouse Restaurant in Redwood City
December 13th. Cocktails from 6-7, dinner served at 7PM. Prime rib, BBQ plate, seafood, soup, salad and Dessert- \$15 per person.



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...

November 12, 1992- East Bay

Brew Pub on the Green-

3350 Stevenson Ave., Fremont.

Fresh, cold beers made on the premises (the stout is heartily recommended), good food, and a large meeting room.

December 10, 1992- San Francisco

Tonto's Mexican Restaurant

3155 Vicente Ave. (cross st. is 43rd)-

Generous portions of great food, and the margaritas are killer!

January 7, 1993- Peninsula

The Prince of Wales Pub

25th, Avenue, San Mateo

A great selection of beers, a private meeting room, fish 'n chips, and dartboards

February 11, 1993- South Bay

Harry's Hoffbrau

El Camino Real near Castro Street. A large assortment of beers, a roomy meeting facility, and good cafeteria-style food.

Graphics Contributions

Photography:

Gerald Mauricio

Press Production and Halftones:

John & Carrie Follett:

White Oak Press, San Carlos, CA



by Joe Edwards, President

Well the month sure has flown by, and a lot of trips by the Prezz. First of all I got to spend a wonderful, fun- filled week with one of the greatest women in the world, my mother. Boy! She may be in her seventies, but she really ran me under during the week's visit with her. Then to top it off, I was invited to attend the Norton rally at the Lake of the Pines in north central Texas. This is a yearly rally put on by the North Texas Norton Owners. The setting was on a really pretty lake, and a large one at that. One of the members even flew in and landed at the rally in a single engine sea plane. I know that many of you who remember Phil Dansby will be happy to know that Phil won first place with an outstanding Norvil/Dunstall that he built from the frame up, building time around 18 months, but the end result sure was worth it. The Texas group drew some really outstanding motorcycles from around a five state area. "Mad Doug" Fox rode his JPS all the way from central Kansas. Doug is one of the most active JPS riders I have ever met. All in all, the rally drew around 220 folks and a like number of motorcycles.

Well let's jump on to some local items. Last month's meeting at the Hofbrau was great. The turnout of members both old and new shows that the club is still a solid unit. Maybe a few snaggle tooth here and there, but onward and upward. We spent some time discussing the Bridge School program. A few ideas were tossed around on how to make it work, and there were some good ones. By the November meeting we should

have a format. Once the format is laid out, we than should be able to set a date... please keep that in mind. We had looked at a few dates in May or June.

By the way we would like to have some ride ideas, so that we can present them to Mike Burnham. The main reason for that is so we can get them on the ride calender for next year. Please try to have this information for the upcoming meeting. Well, the long awaited Grover San Benito did take place- er, well, it *almost* did happen. The CHP tried real hard to stop it, but they could not. One of the new members had an oil leak problem, and while trying to solve the case of the leaking engine, the crew retired to Mountain Mike's to see if a few cool Millers would solve the leak- and , by golly, it did work!... er, well it worked until we had to stop in San Jose to check the leak. Of course, we had to sample the Millers at VIP Pizza. All in all it was a pretty good ride. Next time, we'll have to make it a little further.

Let's not forget that at the next meeting at the Brew Pub on the Green, we will be taking nominations for all offices. Please try to make this meeting and cast your vote. We have seen some great changes this year, a new logo, a new name, a great looking tee shirt, some really great rides- all in all just a great year of great friendship. Please try to make this meeting, if you can.

Also we would like for all of you who will be coming to the Christmas party, at the Farm House on December 16th- start making your plans. We would

continued on Page Seven

Minutes of October Meeting

The meeting was called to order at approximately 8 p.m. by Joe Edwards, President at Harry's Hoffbrau in Mountain View. The minutes of the last meeting were read by Duncan Ferguson, secretary. The first order of business was the final vote for approval of the proposed by-laws of the Norton Owners Club. Passed 18 aye - 3 nay. The by-laws now are part of the Norton Owners Club rules of order. The next order of business were introductions all around. There were many new faces and a very good turnout.

Andy McKerral offered apologies for the tardiness of the Notice. John Bria showed off and sold many of the new club t-shirts. Harry Bunting displayed copies of the 1993 Norton Owners Club calendar. Grover Buhr stated that the October ride will leave from "Just Breakfast" at approximately 9:30 for parts unknown (San Benito). {P.S.: ask Grover which club member had the honor of talking to a CHP officer on this ride.-I overheard Grover saying, "Honest officer, I couldn't have been doing 75+ mph on this old British bike with high handlebars (sure Grover)}.

Don Danmeier gave instructions to be followed on the All-British ride

November 1, 1992. (Don's rules are pretty easy to remember- it's Don's way or the highway. British iron only!) This is a don't miss ride...lots of fun.

The major order of business was the discussion of the Bridge School Poker Run. The discussion brought up the possibility of a Newark starting point, with the date possibly being in May or June. Souvenir T-shirts? The School requires that no alcohol be served on the



event. Advertising was discussed, as well as the kind of run it should be and proposed routes. We have many details to work out, but we turned up with several enthusiastic volunteers. This is a big project. Joe has started something here that should turn out to be a major boost for the

reputation of the NCNOC.

Notes from the club scribe... This meeting had an excellent attendance-There were 23 Nortons in the parking lot and 1 Triumph. What a show! At the end of the meeting, Phil Radford showed a cutaway of a 4-speed gear box and how it operates. Thanks Phil.

Respectfully submitted,
Duncan Ferguson

October's Ride Report

-a Photographic Essay by Gerald Mauricio



Art Sirota puts the make on Maggie Neato..



and Mike Burnham thinks about it...



A mini-Board meeting during the Danmeier Ride

MPV... continued from Page 4

like to get some idea of the number of folks who will be attending. Call me at (408) 365-1058. If you will, just leave a brief message on the phone. We hope to have a great turn out. Those of you who made the dinner last year had a good time. Just to let you know, it has been reported that Santa might be there, and he might have a few surprises for some of the folks. So do make plans for this affair. Well we better put this one to bed for this month... hope to see all of you at the Brew Pub. I'm out of here.

Joe Edwards

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NOC Membership Profile

by John Covell

Name: Arthur (as in King) Sirota
Age: 10 years younger than Tim Coburn
City Resident: Menlo Park
Marital: Married to Anne, "happily"
Occupation : "musician, limericist, trapeze artist and contractor
NOC Member since: 19.... (altzheimer's)
How First became involved with NOC: Bought a Norton (genetic problem) after being expelled from the Chrysler Club.
Club offices held/years: President-1981, Recording Secretary sometime...
Nortons Owned/described: Twelve ("...a baker's dozen and still cooking!)
Other makes of motorcycle owned: Matchless, Velocette, BSA, Bultaco, Triumph
What first interested you in the Norton? "I like a challenge." Also, "I like writing Norton songs!"
Other hobbies/interests of note: Training birds, playing guitar, backgammon, English literature
Favorite motorcycling road/ride: The road between Bend and Reedsport in Oregon.
If you could redesign the Norton, what one thing would you most want to change? Needs more stainless fittings throughout the machine
Favorite or most embarassing episode on a Norton: Favorite: "Locating the *Original* toolbox for my 500T." Most embarassing: "I drove my John Player all the way from Menlo Park to New York and back before discovering that my fly was open the whole way."

Side Trips

by Andy McKerral, Editor

"What a long, strange trip it's been..." Jerry Garcia certainly prophesied the past year's events when he came up with that line. I honestly must say that no other year in my life has been as wierd, convoluted and flat-out strange. For sure, there's been a lot of good times in the Club...excellent rides, weather and successful events- and in spite of the carping, whining and bickering from a few of our more illustrious members, the Club is now poised to do even greater things next year, what with the Bridge School Memorial Poker Run Benefit. I'm pretty jacked about this upcoming year- seems like the bovine defecation we've all had to go through recently has been positioning us for one king-hell, excellent 1993.

And so it goes... as you may recall from earlier this year, I mentioned that this would be my final year as Editor of the *Norton Notice*. I stated my reasons, put my arguments out on the table, and I wound up getting about as much response as a bat breaking wind in a cave. Evidently, I thought, they're taking the position that if they ignore me, I'll stay.

Well, you band of snorters, it worked- FOR ONE MORE YEAR... AND NO LONGER. PERIOD. END OF REPORT. HOWEVER , A FEW THINGS HAVE GOTTA CHANGE, OR I'M GONNA PULL A ROSS PEROT ON THIS CLUB.

Before I get into the particulars, you all need to understand what it takes to produce the document you are holding in your hands right now, as you look for a

fresh roll of toilet paper.

The master format entered into the computer is 20 pages in length. Although 3 pages of the format pretty much stay the same from month to month, there are occasional changes and updates to those pre-formatted sections. The rest of it is all new, fresh material which must be data-entered (typed) into a workable format that this marvellous little machine will swallow. Then, the work begins... columns have to be set at lengths which will flow from one page to the next so that they look good and make for easy readability. Then, the suitable font, type face and point size has to be found so that I can get as much readable information into the existing format as possible. After that, there's the graphics. When (and if) there are photographs, I have to determine the text wrap proportions in the middle of the page so that I can keep the "story breaks" (the "continued on page****" stuff) down to an absolute minimum. After I figure out how much coverage (text material) is in a page and what inserting a graphic into it will do to the formatting, I then have to find ways of manipulating the text so that someone's precious, one-chance-in-a-lifetime photograph will be suitably clear, properly proportioned, and balanced out in the gray-scales so that John won't start bitching in my ear about how much ink the damn plate is gonna use to produce it..

After the *Notice* is "screen clear" (which means that all the articles and text is placed, formatted and sized in the computer), it is then printed out onto what are called "galley masters". These are very high-quality print-outs- 20 pages worth- which are sized for the actual *Notice* format. Then, the "dog work" starts, and I

then go to the refrigerator and make myself a drink- mostly to take the edge off of what comes next...

I then cut the galley masters out and paste them onto the story boards. They have to be accurately placed, or else the litho plates will be not properly registered (the pages wouldn't be centered on the final printing). After that, I take the veloxes (the half-tone screened photographs) and cut them to suit the margins inside the text wrap graphics boxes, add the captions, and make sure that when John shoots them, the adhesive isn't oozing out from around the corners.

After all that, I then get to proof-read the story boards for punctuation, grammar, and formatting errors. If there are screw-ups, I get to fix them and start the process for that page all over again. If everything is cool, I then get into my car and drive the whole stinking mess down to John who then uses a lithographic camera to "shoot" the image of each page onto a lithographic plate, print each sheet, collate, fold and staple each "unit" (I hope you've found another roll of toilet paper by now), and call me when the thing is ready.

After two years of this, I STILL get a buzz from seeing the results of all the hard work that we put into this thing. I pay attention to little abnormalities, like how a photo was screened, and what sort of photograph I need to select next time that will print better when we go to press.

Then I give Grover a call and tell him that the *Notice* is ready for mailing. He comes over to my apartment, picks up the *Notice*, drinks my booze and does all my drugs, then he takes off and mails the thing.

I've been going through this pro-

cess for 23 months. Disallowing the radical concept that I might otherwise have a personal life, it should be obvious that I spend about 20 hours a month producing the *Notice*. Carrie Follett has been an absolute blessing in helping me to cut down the data entry time crunch- the most time consuming part of this thing. However, there are other factors involved in the timely production of the *Norton Notice* which, quite frankly, PISS ME OFF.

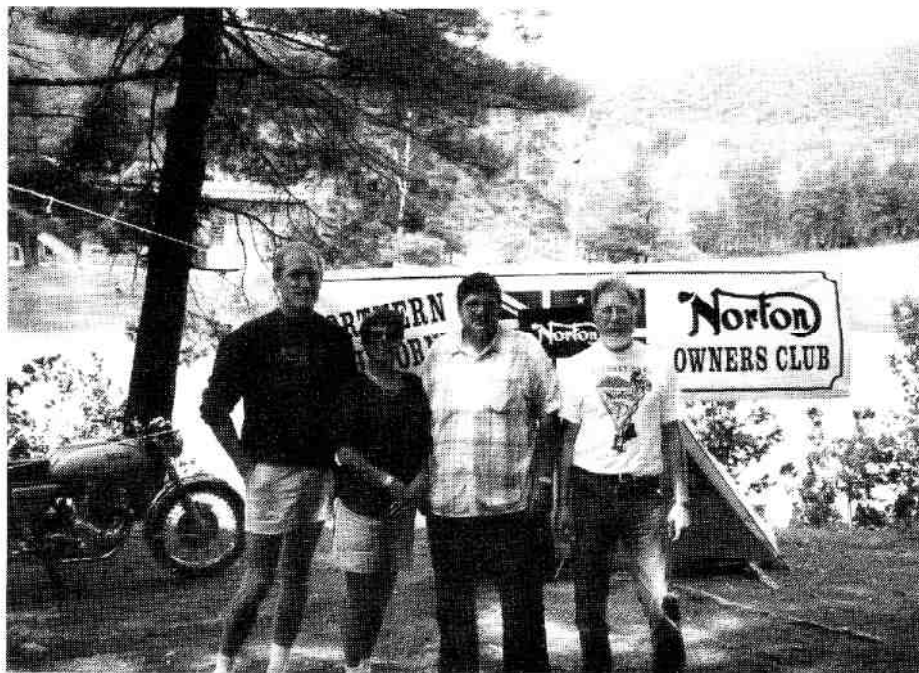
An overwhelming concern is the fact that there are some 225 paid-up, subscribing members who actually anticipate this rag arriving in their mailboxes on a timely basis. I cannot absorb by osmosis the information contained in an article destined for publication in the *Notice* unless the goddamn thing is in my hands by the 20th of each month. That means Ride Reports, Minutes, President's Notes, Treasurer's Reports, Regalia Reports, photos, and other timely information relevant for the intended month of publication. Here's something for you to chew on: if you were in my shoes, waiting for an anticipated regular feature article to publish, and that contributor waited a few weeks to get his story to me, what should you do?... hold up the deadline so that the *Notice* will be a complete and thorough document, or embarrass the hell out of the tardy contributor by printing an ascerbic line like, "Not received in time for publication"? I don't like doing that. I shouldn't have to do that. It makes me look like an irresponsible idiot, and I don't like that either.

We have all kinds of tools in place that help make us look good-let's make 1993 a lot easier on all of us!

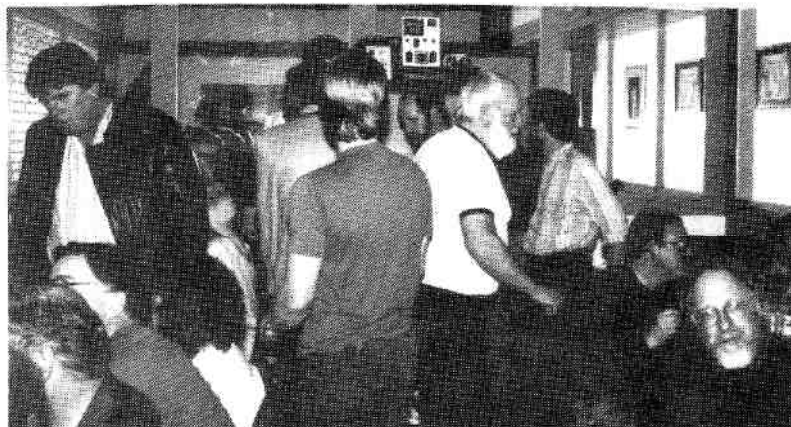
Third Quarter, 1992 NENOC
Financial Statement

Beginning Balance:		\$5,775.03
Income		
Membership dues		\$360.00
Paraphernalia		\$368.00
50/50 pool		\$18.00
May 7th balance correction		<u>+\$32.00</u>
TOTAL		\$778.00
Outsшего		
Notice Printing		\$595.55
Notice postage		\$203.00
New Computer		\$1,852.75
Tee Shirts (new and green)		\$593.06
Additional Printing		\$85.10
Picnic (food and park fee)		\$369.89
Administration (includes stamping machine, other postage, Xmas party deposit, and long distance calls)		<u>\$181.51</u>
TOTAL		\$3,880.86
ENDING BALANCE:		\$3,672.17

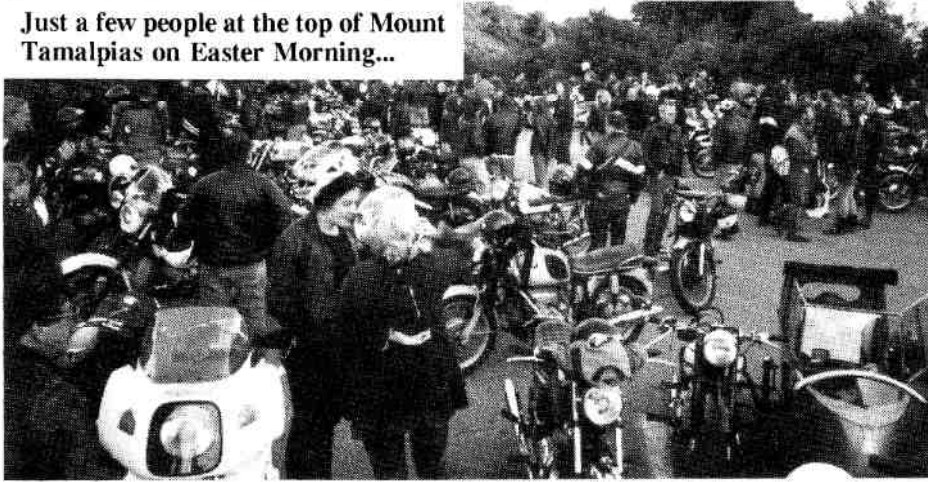
The Year In Review... and wotta year!



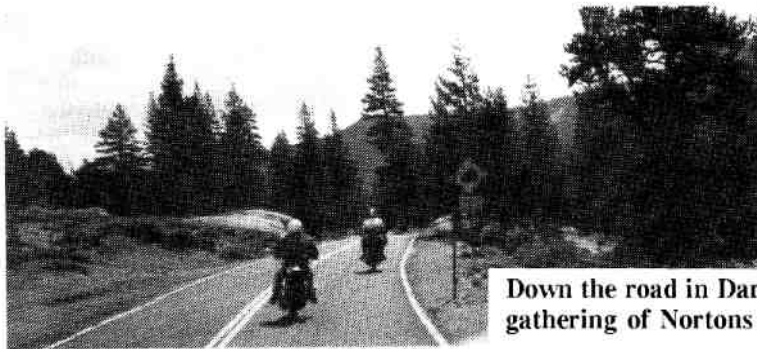
(above) The Northern Cal Contingent at the INOC New Hampshire Rally
(below) The March Club meeting in Fremont ... the largest one yet... 34 members!



Just a few people at the top of Mount Tamalpias on Easter Morning...



Grover and Trixie ,
bein' bad.

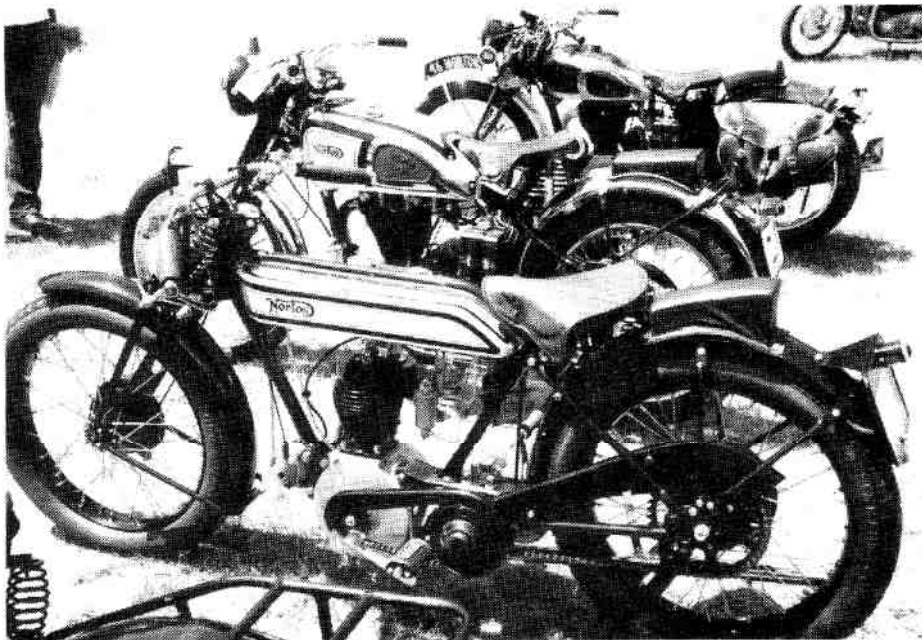


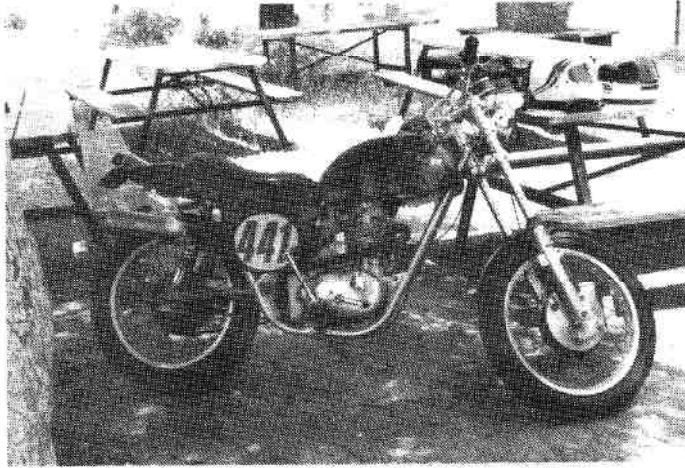
Down the road in Dardanelle- the
gathering of Nortons



(left) The Old Timer's Ride winds down the mountain in Pescadero

(below) Examples of excellent restoration work at the Rally in New Hampshire



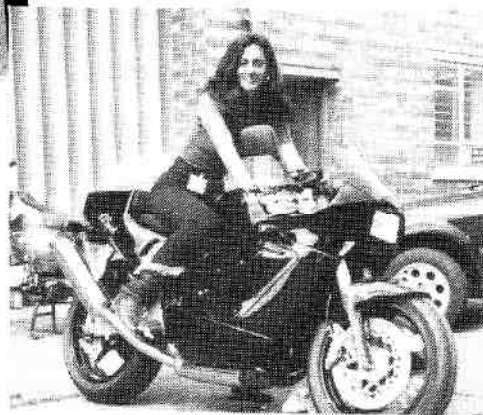


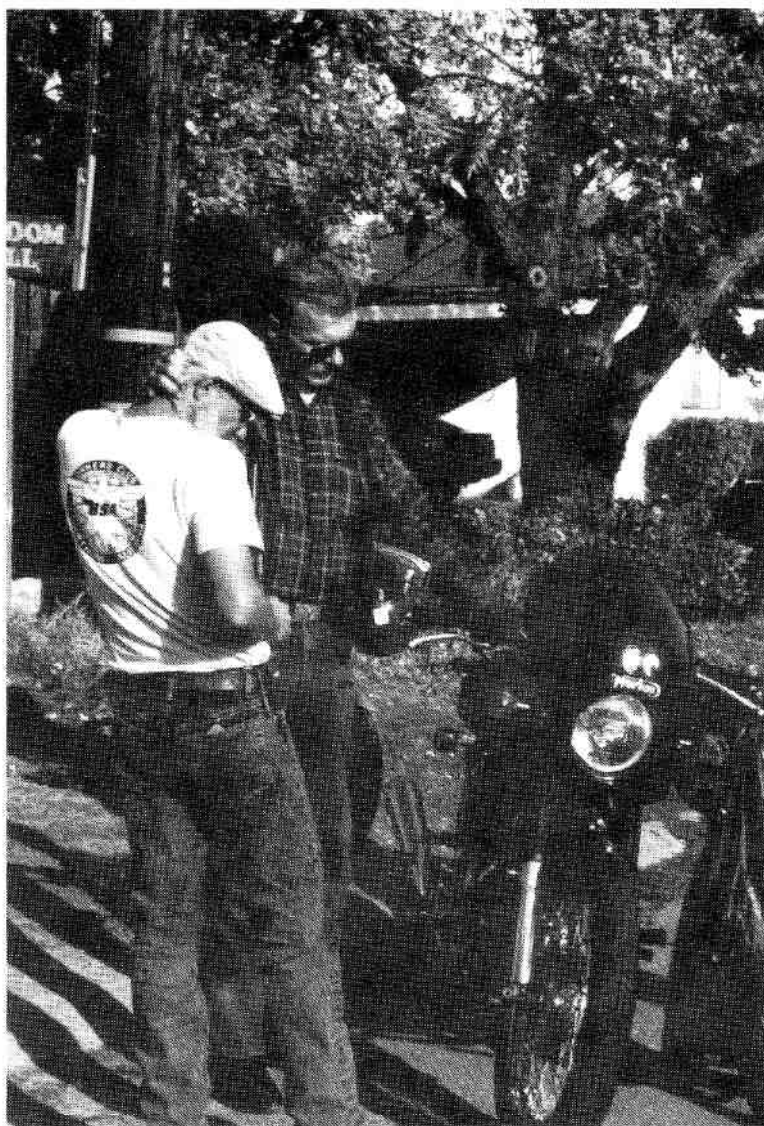
(above) The Cowboy's Nemesis
on the Mount Hamilton Ride



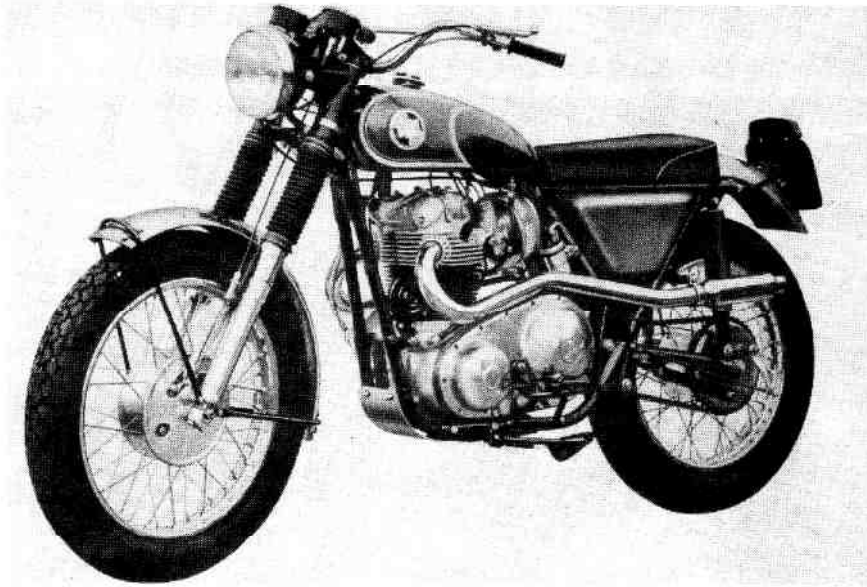
(left) The Marx Brothers selling
raffle tickets at the San Mateo
County Fairgrounds in February

(below) Maya Lai on a new one
during her trip to England this
year... she STILL wants it!





...at Danmeier's birthday party- Tom O'Donnel explains Phoenix's rebirth



This SHOULD be a real picture of Mike Burnham's beautiful P-11, but it's actually a photo ad from 1966- I really covet that bike, Michael.



The Couple's Ride

Letterz two thee Knowtiss

Dear Norton Notice:

Does anyone know of a plating shop that will re-chrome a used exhaust system? I've called most of them in the phone book, and none of them will touch it because "the carbon will contaminate the tanks". Any suggestions?

Tom Keeble
(408) 354-2090 home
(408) 988-0668 work

...a good question, Tom. Carbon in chroming tanks will, indeed, crud up their acid solutions. They have to account to the EPA for toxic waste control, and the chemicals are extremely expensive. If you can get to a boat yard, Mercury Marine sells an excellent "carbon buster" chemical made especially for overhauling 2-stroke outboards with soft aluminum heads. It's fast, relatively inexpensive, and very thorough. If you can assure one of these plating shops that you've done a pristine job of cleaning the pipes and silencers out, they might risk it. Otherwise, you might give Art Sirota or Phil Radford a call- Art is an excellent resource for restoration information; he turned me on to a powder coating outfit in Redwood City that I've been especially happy with.

Good Luck!- Andy

Dear Norton Notice:

I've been looking for the celebrated copy of CityBike magazine that purportedly slams the Norton Motorecycle. I want to add it to my collection of "Norton Hate Mail". Where can I find one?

Vern Schanker- Sucktoad, Arkansas

Vern, have you checked your anal orifice? Since you've got your head crammed up there anyway, you should be able to find it... Andy

Classified Advertisements

For Sale: 1974 Commando 850 Interstate, approx. 70K miles, black w/ gold striping; very good condition- always garaged and meticulously maintained (only two owners). Extras include: color-matched Rabid Transit fairing and three-piece fiberglass luggage on beautiful custom mounts (ask Phil Radford); excellent NBI seat on original pan; Boyer ignition; Mikuni carb and manifold; many other goodies. Garaged in San Diego. \$3950. Will consider delivering the bike to any buyer. Contact Steve Coburn- (804) 296-2814; Rte. 5, Box 327, Charlottesville, Virginia 22901

4 Nortons 4 Sale: '73 750, '75 850, '64 750, and '65 750. 2 Commandos restored, low miles, one is a Cafe- \$3900 each; 2 Atlases: original, TLS and disc brake- \$3500 each. They all have stock parts, are expertly maintained, and are very clean. Call Tom at (408) 446-2738

For Sale- 1975 Norton 850 Commando Mark III. Restored, low mileage, New John Player paint scheme (red, white & blue), Roadster setup, starter re-worked and beefed up: \$3,000. *Also for sale:* Interstate tank, \$375; Interstate side covers, \$85 the set. Contact Jerry at (408) 262-6518, or (408) 263-7428.

For Sale- 1966 Atlas. Fratherbed frame, miscellaneous parts. \$3200 takes all. Will deliver to Northern California, or meet buyer half-way from Redding. Contact Gary at (916) 241-5204.



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 95008

*Reinstalling the head on yer bike? -
 ...try inserting the pushrods into the head and
 securing them in place with rubber bands
 before head installation- reduces the risk of
 pushrod damage and excess profanity,
 and makes head installation a
 one-hand operation!*