

1992 Roster



Norton Notice



The Newsletter of the Norton Owners Club

No. 166

February, 1992



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AND IT COULD BE YOURS!



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.

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NORTON OWNERS CLUB

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

February 16th- Santa Cruz run
We leave Alice's in Skylonda at 10 AM-
show up earlier if you expect to eat.

March 15th- The Flying Lady-
Meet for coffee @ Bob's Big Boy, 101 &
1st. St., San Jose. Leave @ 10 AM, brunch
@ Flying Lady, then go back thru Santa
Cruz mountains- an unbeatable ride!

Events Calendar

SUNDAY, March 22, 1992

Vintage show and Swap Meet in Caldwell,
Idaho. Contact Richard Renstrom at
(208)459-8786 for info

SUNDAY, March 29, 1992

*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 for
this one, in spite of Daylight Savings
Time!

SUNDAY, April 19-

*The Annual Easter Morning Ride to
Mount Tamalpais-* expect to get the
information on this at a later date.

**SATURDAY & SUNDAY, April 25 &
26- EITHER the West Coast Vintage
Show & Swap Meet at Tulare, OR The
USGP Roadraces at Laguna Seca in
Monterey**

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.

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)**

Corrections

Please note that the telephone numbers for
Grover Buhr and Andy McKerral have
been changed to reflect the correct numbers.
Please direct your calls to these corrections.

Graphics Contributions

Photography:

Gerald Mauricio, Don Danmeier

Printing & Half-tone Screening:

John Follett, White Oak Press

MPV... (my point of view) by Joe Edwards, President

Wow! The meeting was really great this past month, and I would like to thank each and every one of you for giving us a great turnout! To those of you who were unable to make it, we're looking forward to seeing you soon.

Grover gave us a treasury report... things are looking up. As you know, the raffle bike is the big project at this time. The only work left on the bike was that the carbs were in need of repair. Ken Armann will be supplying us with the needed parts, and the bike will be ready to roll. We'll be showing the bike at Alice's- then on to Mean Marshall's, Monroe's, and on to whoever will let us show it. I know at the last meeting that Don Danmeier said that we would sell a lot of tickets at the Clubman's show, but let's go after all the ticket buyers we can find.

At the January meeting, I asked John Covell along with Brad Green and Art Sirota to work on proposed Club by-laws. Art has asked to be dismissed from that committee. If there is a soul out there who would like to lend a hand, please contact John Covell.

We now have some great artwork to plug the sales of the Raffle Bike. We would like to heap a great big bundle of thanks on the shoulders of Gerald and

Shirley Mauricio for their outstanding job to help promote ticket sales.

I know that Mike Burnham has been working very hard on putting a rides calendar together to take us on some great trips this year.

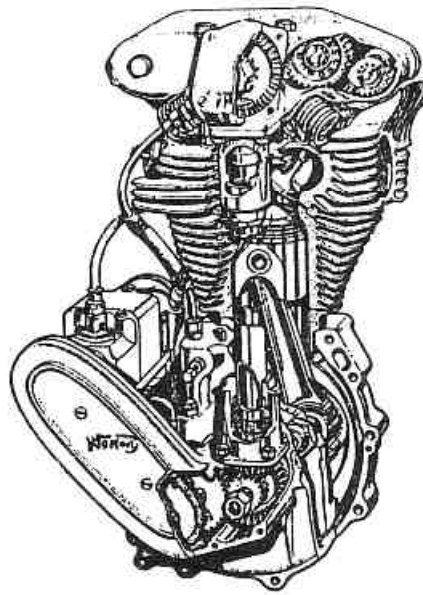
I spoke with Lynne Miller, and he is also working on the Easter Ride for 1992- a lot of Club Members look forward to that ride.

If you've got a calendar handy, why not circle the weekend of August 14, 1992... that's the weekend we have set aside for a "Gathering of Nortons". The Locale will be in the Sonora region, and we'll be giving you more information in the March Issue of the Notice. We plan to invite Norton Clubs from at least a four-state area. Although we don't have any organized events or meal times,

we will be able to give a little guidance to the area and sights to see and enjoy. We'll be working on a flyer sheet to send off to the other clubs. If anyone knows of some good roads in that area, please get them to me.

Next month's meeting will be taking place at Harry's Hoffbrau in Mountain View. We sure hope to see you there!-

Ride safe- that's MPV...



Minutes of January Meeting

NOC BOARD MEETING- January 7

The first meeting of the new Club Officers was held at Harry's Hoffbrau in Mountain View, to discuss the state of the Club and goals for the coming year.

Attendees were Joe Edwards, Mike Burnham, Andy McKerral, Harry Bunting, Alan Goldwater, Grover Buhr, Loni Beneveds, Brad Green, and CJ Jolliff

The first item discussed was our financial well-being. After studying the tally sheets, it was calculated that we had an \$11 balance in our general treasury.

Funds collected to date for the Raffle Bike, approx. \$800, are not included in this balance. It was decided that these funds should be accounted separately, becoming a self-sustaining account for future raffle projects. This is to ensure that operating expense monies will not be depleted again, thus preserving steady services such as the publishing and mailing of the Norton Notice, etc.

It was suggested that promotional merchandise such as tee shirts, patches and pins also have a self-sustaining account to ensure no strain is placed on the general operating revenues of the Club.

A major point taken was that we have no reserve account to tap into in lean times. Such a reserve should be put in place in the near future. An idea to raise this money was to begin a 50/50 pot at each meeting. This could raise revenues without any outlay from the Club funds. \$1 tickets could be sold at every meeting, with the winning ticket producing 50% to the ticket holder, and 50% to the Club reserve.

The third major point of the evening was the Raffle Bike itself. To finish the bike, carburetors are needed. With \$11 in the General Fund and over \$2500 already spent on the bike, it was decided to turn to the general membership for ideas or donated parts (Ed.'s

note: Good luck...)

Ideas for how and where to display the bike were proposed. The consensus was that wherever it goes, it needs to be prominently displayed. It needs as much exposure as possible by March 29th to generate maximum ticket sales.

Community involvement of the Club in order to promote ourselves and possibly recruit new members was discussed. We might tie this into a package with the sale of raffle tickets and donate a portion to charity. We could receive good press, promote our club, and possibly increase sales all in one step.

The Norton Notice was recognized as the life blood of our Club. New features are planned this year. One is a "centerfold"-type photograph to highlight a different bike each month, accompanied by pertinent facts and descriptions.

It was discussed that flexibility of the size of the Notice, 16 versus 20 pages, would allow savings on printing costs. Mailing costs remain the same.

A library of past Notices has surfaced. Andy will use it as a reference source for technical info. The earliest issue in the archive was published in May of 1977. (Ed.'s note: Yo, Steve Coburn! If you're out there, are you aware of an earlier issue? If so, give me a shout, and I'll pass on the details.) Something is in the making to celebrate this blessed event.

The account with NOC regarding Rally merchandise has been tallied, and all unsold merchandise has been returned. The check has been authorized, and will be mailed by CJ Jolliff along with a thank you letter. This will clear our account with the NOC.

Future merchandise ideas were tossed around, along with a club logo or banner. As of now, one doesn't exist. Ideas from the general membership are welcome and needed on this

issue.

The very important Clubman's show on March 29th gave the group several concerns. Volunteers are needed to staff ticket sales and the Club Booth. Also, a strong push for membership needs to be a high priority not only at the show, but on a daily basis. It pays the bills.

People are needed to help with the Concours exhibit. The club is participating in the judging. Ken Armann will be our representative on the panel.

We need to donate a plaque or trophy for "Best of..."

The most serious discussion concerned the formation of a body of Club By-Laws, and the enforcement thereof. This could clarify the purpose, intent and responsibility of all funds. It would make accountability of expenditures vital.

It was felt that a committee of 3 persons should be formed to produce a rough draft of these By-Laws, and present their conclusions to the membership.

Altogether, it was a very productive first meeting. It should prove to be an outstanding year for the Northern California Norton Owner's Club.

Respectfully submitted,
CJ Jolliff



January 9 General Meeting

The first meeting of 1992 was held at the Prince of Wales Pub in San Mateo. Club President Joe Edwards called the meeting to order. At that point, he asked all members present to encourage non-active members or friends to attend our next club meeting.

CJ Jolliff read the minutes taken at the Board Officer's Meeting held on January 7, after which Grover Buhr gave a summary of the club's finances.

The Raffle Bike needs carbs, and has some outstanding expenses that will be covered

by ticket sales profits, as decided by the general membership. A poster for the Raffle Bike has been produced and is on display at Raber's in San Jose. We thank Bob Raber for his support. The bike will be displayed at Mean Marshall's in Berkeley during February.

Lynne Miller and Jerry Jolliff are coordinating scheduling and volunteers for the Club Booth at the Clubman's Show on March 29th. and at the San Mateo Fair Grounds.

A plaque will be designed and presented to "Best of..." for motorcycles displayed at the concours for this event. Instructions for entries were given and will be distributed to members.

The point was made that this show is a perfect opportunity for new membership... possibly the best one to come along in 15 years.

Club By-Laws are being formulated by a committee consisting of John Covell, Brad Green and Art Sirota. The proposed by-laws will need to be approved by the general membership to become officially binding.

Also, the membership will be voting on an official Club Logo and banner. Shirley Mauricio has donated her talents and time to design several ideas that might fit the bill. The Club will vote on ideas in the next month or so.

Andy McKerral is stepping down from his position as Editor of the Norton Notice azt the end of 1992. He requests that anyone interested in receiving OJT before that time come forward, because there's lots to learn.

Ken Armann proposed an idea for our August ride... a mini-rally on August 14, 15 and 16, at Dardnell Resort 26 miles from Strawberry, California in the gold country. The campgrounds have cabins, RV hookups and tent spots. Horseback riding and fishing are also available. More info. to follow-

Ride Coordinator Mike Burnham announced the next club ride, to be held this coming weekend in the East Bay starting in Emeryville.

A special guest speake from ABATE (American Brotherhood Aim toward Education) addressed the helmet law issue and

what is being done to repeal the new law. Virgil Elliott explained that ABATE's main concern is preserving rights of riders, and not against the use of helmets. ABATE has retained the services of the law firm of Lasher and Lasher to fight the new law. Motorcycle Clubs and interest groups have lent their support for this cause.

John Covell thereafter motioned that the meeting be adjourned, and Andy McKerral seconded the motion. The motion was carried.

Respectfully submitted,
CJ Jolliff

January East Bay Ride Report

by Mike Burnham, Rides Marshall

The East Bay Ride is a significant ride to me, personally, as it was the first ride that I had planned last year in my new job as Ride Coordinator. It has also been referred to by some as "The Ride From Hell", because everything that could possibly go wrong did with a vengeance. Many hours were spent looking at maps, and exploring roads. When all was said and done, I had enough information for two rides, and had put it all together for one GREAT ride. Unfortunately, only 4 or 5 out of the original 18 had completed the second half of the ride, put off I guess by the sight of Todd Kennedy doing flip flops at 60 mph....couldn't say I blamed 'em, either.

It was with this in mind that that I had decided to run the second half of the ride -and in reverse order of course- so that we could end up in the same spot for lunch as last year's ride (the Royal Oak Pub in Clayton). This year's turnout was only about 1/3 of last year's- due largely, I'm sure, to the lack of timely information. It was, however, a success, judging by the smiles and the comments. There is also an advantage to a small group, as you get a chance to talk to everyone. Many of you must have asked yourself, "Where are there good motorcycle roads in the East Bay?" You'd be

surprised! I know that I was, after having done some exploring.

SO- even though reading road names in a ride report can be a bore, get out your East Bay maps and follow the bouncing ball...

Start on Ashby in Berkeley and go east to Claremont, and turn left. Take Claremont to Grizzly Peak. A right turn will take you in a southerly direction, and you will soon recognize the irony of the name, as Grizzly Peak served as a fire break during the East Bay Fire. Try not to act too much like a tourist. You will come to two intersections- stay left both times. Pinehurst drive is very easy to miss, as it just drops off from an intersection. See if you can find it. Pinehurst is a very narrow, twisty road, heavily wooded with some gravel and mud, so be careful. There will be a fork in the road, whereupon you go right. You will eventually come to Redwood Road at the stop sign. See the gravel shoulder to the right? See the path that goes down to the creek? See that big tree on the left? Sorry, ladies...it may be a woman's prerogative to change her mind, but it is a man's God-given right to piss on trees. (Ed.'s Note: ...and just think what you can do to all those politicians running for reelection in November...)

A left turn onto redwood road will eventually take you into Castro Valley. Turn left on Castro Valley Blvd., and in about a half a mile, you will come to Crow Canyon Road. A left turn will take you north, and out of the urban sprawl.... but not for long, because you will end up going through more of the same before you reach Camino Tassajahara. Turn right on Camino Tassajahara, and it will take you out to some of the last remaining farms in the east bay. Highland road will come up on your left in about 2 miles. Stay left until the road t-bones, then turn left- and in short order you will come to Morgan Territory Road. It heads north behind the backside of Mount Diablo, and comes out onto Marsh Road. A left turn onto Marsh Road will take you into Clayton, and to the Royal Oak Pub for lunch

and liquid refreshment.

Okay, so you didn't make the ride. Try it with a friend... you'll like it.

On the raffle bike front, Art Sirota talked with Arthur Atherton, co-owner of Alice's Restaurant. Mr. Atherton not only enthusiastically endorsed having the bike on his property, but offered to sell tickets for us. A poster has been made by Gerald and Shirley Mauricio, and is being displayed prominently on the front door. Thank you Arthur- we appreciate the support.

In support of Alice's supporting us, let's start out our February ride from here. We'll meet for breakfast, depart at around 10:15. Let's plan on going to Santa Cruz- we haven't done that for awhile. THAT'S FEBRUARY 16TH.

This, of course, brings us to this year's ride schedule. Please note the foldout, and keep it displayed on your refrigerator, or some other highly visible place.

Side Trips

by Andy McKerral, Editor

I'm trying for minimum verbosity this month, but there are a couple things I have on my mind that are worth throwing out- or throwing up.

First of all, if the ring-tailed bastard who sent that death threat to Representative Floyd two weeks ago could climb off of his Harley and zip up his jeans, he'd have a moment or two to ponder the consequences of what his stupid, assenine stunt has done for the rest of us who ride motorcycles in this state.

Consider the fact that Floyd already hates motorcyclists to begin with. He has gone on record as having a major attitude towards ANYone who rides the things... he's a Buchanon-esque conservative republican who can afford to have an attitude because he's already in power. And then, from the slime

mold of society, some idiot slithers out and decides to live up to Floyd's expectations regarding motorcyclists, and threatens to waste him. *Way to go, you stupid asshole!* By getting your rocks off, you've shown just about as much sensitivity to the issues as Floyd himself!... and at the same time, you've reinforced his already jaded opinion of those of us who find motorcycling to be a sport as legitimate as basketball, golf or figure skating.

There ought to be a death penalty for stupidity.

There. I feel better. The blood pressure is dropping- the pulse is slowing... I think I'm gonna make it- Breathe deeply- Breathe deeply...

Then, there's the matter of the Ongoing Timing Chain Debacle which I'm continuing to deal with. I'm certain that someone in the R & D section correctly calculated the need to make the oil pump drive gear at the end of the crankshaft reverse threaded, and torqued to 80 ft/lbs... but if you're manufacturing the things for export, why use some damn size of bolt as innocuous as a 1/2 Whitworth to do the job?!- especially if it's regarded as routine maintenance?

Probably for the same reason that American cars built for export didn't come equipped with right-hand driver side controls until it was too late... I guess that history is ignored in logarithmic proportion to the salaries of corporate executives.

This month's edition is late. I've had some personal garbage to deal with, and for those of you who were inconvenienced in any way, I apologise... but I'm not grovelling.

Finally, I wish to publicly extend my apologies to Brad and Kathie Green for last month's screw-up in the Notice. We all know what the word ASSUME is an acronym for...

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John Watts
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Seattle WA
98125
206-365-2588

NOC Member Profile

by John Covell

Name: David Bright

Age: 40

City Resident: Colfax

NOC Member since: 1990

Marital Status: married to Caren 4 years

Occupation: Communications/Electronics Technician for small hydro-electrical project

How First Became Involved with NOC:

Doug Ratliff thought that my bikes needed to meet other Nortons

Club Offices Held: None- and no thanks!

Norton(s) owned, described: 2 '75 Interstates, and 1 '75 R/S

Other makes of motorcycles owned: All your basic Japanese- too many to mention

What first interested you in the Norton?

The sound, reputed speed, the upswept silencers, and the lines

Other Hobbies or interests of note: fishing, canoeing, camping, model railroad, snow skiing, & home improvement

Favorite road or ride: the frontage and back roads to Auburn from Colfax. There are lots of other good roads around here- even the one to work!

What would you change on Nortons?

Nothing! Every Norton is perfect! They justifiably expect something back from their owners, and former owners lack the proper attitude, design or adjustment!

Favorite or most embarrassing episode on a Norton: Going through the bugs and restoring a neglected bike back to proper operation. It coughed, sputtered, and kicked at every conceivable bad time, for everyone in town to bear witness... pushed it home more than once, too. *NOW*, everyone in town would like to own one just like it.

It would be neat to have the Club do a Virginia City- like appearance here someday. A good restaurant could accommodate 30-40 people for breakfast. I suppose I should write Mike Burnham, eh?

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San Ramon Ca.
94583
510-829-9386

John C. Whitney
5956 Merriewood Dr.
Oakland Ca.
94611
510-653-5059

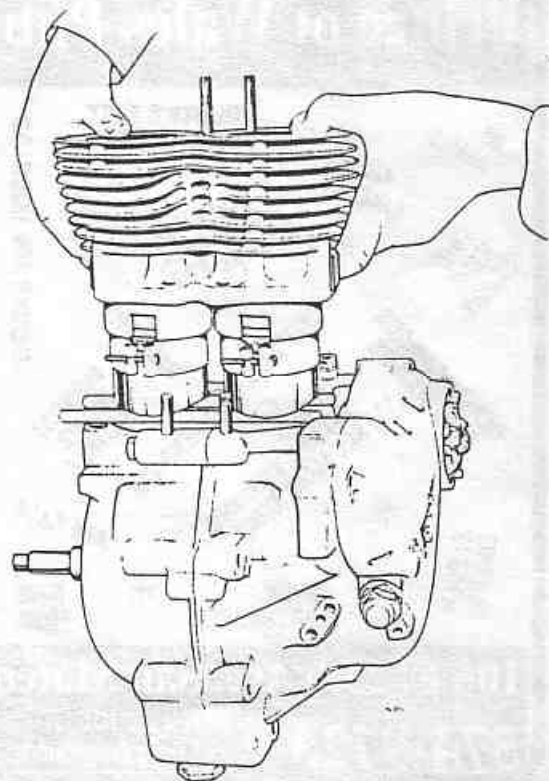
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-Thank You!

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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.

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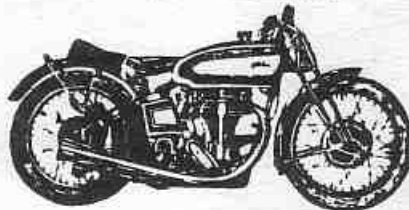
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