



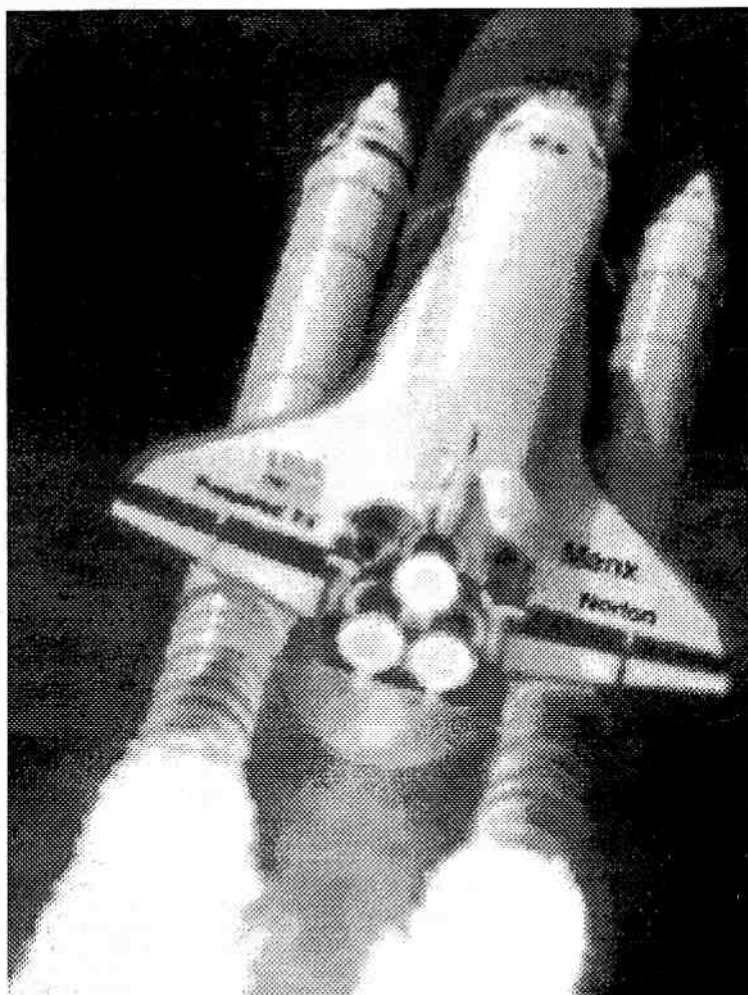
# Norton Notice



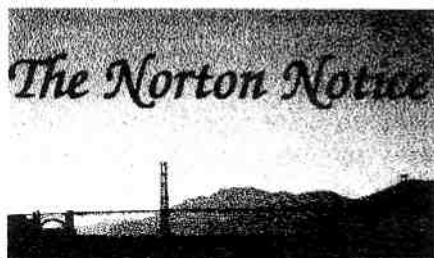
The Newsletter of the  
Northern California Norton Owners Club

No. 213

February, 1996



*...and this is why they don't do tight closeups anymore...*



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

The **NORTON NOTICE** is a reflection of the readership, who are encouraged to submit any article, technical tip, photograph (original or otherwise) as long as it is in good taste, so that other Norton enthusiasts may enjoy it. (Good taste is somewhat optional, but hey- this is a group of bikers we're talking about here... that's why we have an editor.)

**The deadline for items to be submitted for publication is the 20th of each month.** The **NORTON NOTICE** welcomes contributions submitted electronically. Material in MS Word, MS Works, ClarisWorks, Rich Text Format, or Adobe Pagemaker 5.0 or better is ideal. You may also send it directly to Alan Goldwater's AOL via E-Mail to **nortonclub@AOL.com** at any time your heart desires. E-Mail is checked daily, so current events are certain to make it into the current month's publication.

Membership in the Northern California Norton Owners Club is available for \$20.00 per year. Membership dues are payable to the Branch Secretary/Treasurer. Renewal dues are payable at the end of the individual's membership year, that month being designated by the last number of the individual's membership number as listed on the mailing label of the **NORTON NOTICE** and the membership card.

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

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

## Club Officers

### PRESIDENT: **Maya Lai**

1370 McKendrie, San Jose, CA 95126 (408) 241-1812  
maya%fastfood%daver2sgiblab.sgi.com

### VICE PRESIDENT: **Greg Braithwaite**

240 Center Ave. #3, Aptos, CA 95003 (415) 323-9065

### TREASURER: **Bruce McGregor**

840 Homer Ave., Palo Alto, CA 94301 (415) 323-9605

### RIDES COORDINATOR: **Jim Carton**

11749 137th Ave., San Leandro, CA 84578 (510) 483-2045

### NOTICE CO-EDITORS:

#### **Alan Goldwater**

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nortonclub@aol.com

#### **Stevan Thomas**

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### PUBLIC RELATIONS: **John Covell**

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(415) 334-1183 senator@well.sf.ca.us

### PHOTOGRAPHY: **Gerald Mauricio**

PO Box 655, El Granada, CA 94108  
(415) 726-9337

### SERGEANT-AT-ARMS: **Lynne Miller**

639 Mangels, San Francisco, CA 94127  
(415) 334-2042

### QUARTERMASTER: **Bill** is currently not filled

## NORTON OWNERS CLUB

### IMPORTANT (Please take note of the following fine print):

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

## Upcoming Events

### Club Rides Schedule

**PLEASE NOTE: ALL EVENTS START ROLLING AT 9:00 AM WITH FULL BELLIES AND TANKS AND EMPTY BLADDERS. CONTACT JIM CARTON FOR DETAILS REGARDING EACH RIDE.**

**FEBRUARY 11:** Sweetheart ride

**MARCH 10:** The Flying Lady Ride

**APRIL 7:** Easter Morning on Mount Tam

**MAY 12:** Mothers Day Ride

**JUNE 16:** Santa Cruz & South Coast Ride

**JULY 18-21:** INOA Rally

**AUGUST 8-11:** Dardanelle unofficial ride

**SEPTEMBER 15:** Old Timers Ride

**OCTOBER 13:** Mt. Hamilton Ride

**NOVEMBER 17:** After the Danmeir ride

**DECEMBER:**

No rides are scheduled. Annual General Meeting at a place to be announced.

*If a ride is cancelled due to poor weather, plan on the ride taking place the following week- same time, same place.*

**JIM CARTON WILL ANSWER QUESTIONS ABOUT EACH RIDE AT (510) 483-2045**

### Meeting Schedule

*The Club meets on the second Thursday of each month. The meetings are SUPPOSED to start at 8:00 PM.*

Feb. 8: The Florence

March 14: Connecticut Yankee

April 11: Harrys Hoffbrau (San Jose)

May 9: Prince of Wales Pub

June 13: Fremont Brewery

July 18-21: Quincy

August 8: Connecticut Yankee

Sept. 12: Harrys Hoffbrau (Mountain View)

October 10: Harry's Hoffbrau (San Leandro)

Nov. 14: Prince of Wales Pub

December: AGM TBA

**The Florence:**

37349 Niles Blvd, Fremont (510) 792-5522

**Prince of Wales Pub:**

106 East 25th Ave., San Mateo (415) 574-9723

**Harry's Hoffbrau (San Jose)**

390 Saratoga Ave., San Jose (408) 243-0434

**Fremont Brewery**

3350 Stevenson Blvd., Fremont

**Harry's Hoffbrau (Mountain View)**

399 W. El Camino Real, MV (415) 964-8455

**Connecticut Yankee**

100 Connecticut St., San Francisco (415) 552-4440

### Graphics Contributions

**Photography:**

NASA stock video, Jerry Joliff

**Scanning:**

David Lai, Silicon Graphics

**Press Production:**

John & Carrie Follett

White Oak Press, San Carlos, CA

**Graphics Format, Layout and Design:**

Andy McKerral

Image Technology Services

Redwood City, CA

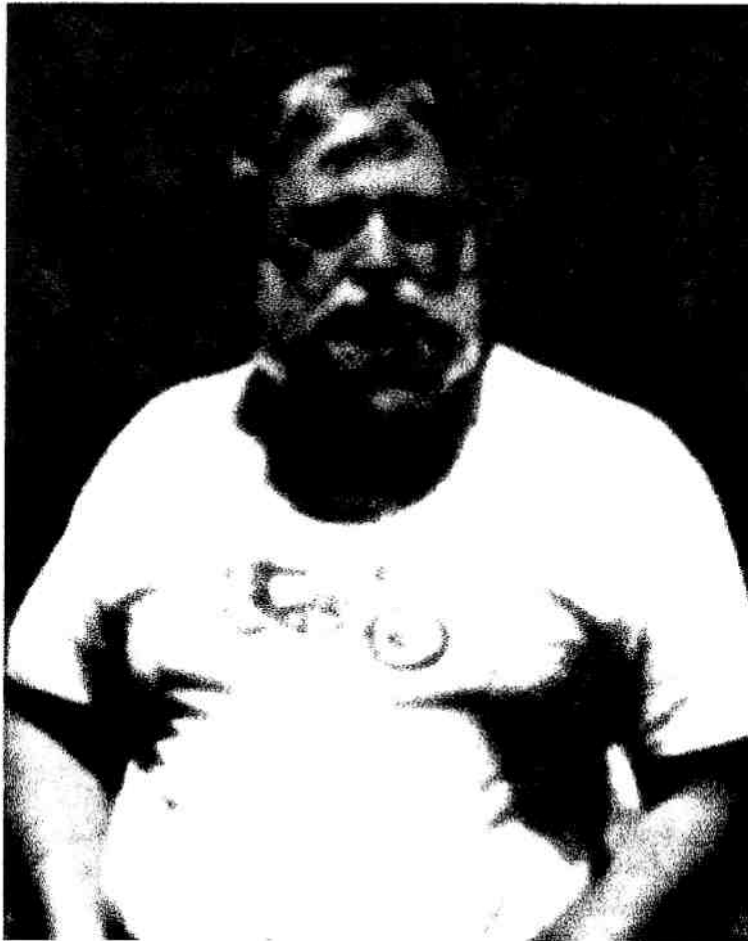
*Maya's Minutes*  
*...by Maya Lai, President*

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Well this year has already proved it's going to be a rough by-the-book year. The Executive committee will certainly work together to smooth out ruffled feathers and start things moving into positive mode. Our next meeting will be a non-business meeting.

Instead, it will be a memorial tribute for our Vice President (Duncan Ferguson) who died last January while riding with friends on Niles Canyon. The Florence was one of his favorite places. The owner of the Florence has put together a special menu for us at a very good price. They don't normally serve food there, so this is a special treat to the club. Think of this meet as more of a party. That's what Duncan would have liked us to do.

Cheers  
*Maya*



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## Minutes of January Meeting

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**Norton Owners Club of Northern  
California Meeting of 1/11/96 - Prince of  
Wales, San Mateo  
Reporter's Summary**

The NOC's Executive Committee held a noticed meeting on 12/29/95 and, a quorum being present, decided that (a) the recent election of Jason Kidd to be Norton Notice Editor was invalid under club by-laws, he would therefore be required to return the club's editorial computer, and the NN editorship would temporarily be borne by past editors Andy McKerral and Alan Goldwater; (b) apparent by-law infractions by NOC member Joe Edwards warranted serving notice on him to show cause why penalties should not be imposed against him, up to and including expulsion from the club, for acts and omissions in his capacities as immediate past Quartermaster and as the 1996 INOA Rally Committee Chairman. Respective letters to this effect were subsequently posted to Jason and Joe.

At the regular club meeting on 1/11/96, with a large turnout of members, there was much heated discussion concerning the Exec Ctte's actions and the basis therefor. Many present seemed to feel that while the Exec Ctte had exercised its proper discretion under the by-laws, there is a general insufficiency of information between and among the Club's various executives and committees, and the Exec Ctte's decisions on the above matters should be reconsidered so that fuller information could be given and, if possible, more accommodating solutions than expulsion be found. A motion was carried requesting that the Exec Ctte -meet with Joe Edwards (Rally Ctte Chmn) and Jason Kidd (NN Editor) to discuss (a) whether Jason should be NN Editor and (b) the Rally Ctte's accountability and reporting requirements to the Exec Ctte; -

reconsider its decision that Jason should relinquish the post of NN Editor; and, finally, -communicate to the members of the club its ultimate decisions as to the NN Editor and the Rally Ctte's reporting and accounting requirements.

After a motion was proposed that Jason would return the computer while the matter was pending, he stated that he no longer wished to be NN Editor.

### Detailed Minutes

Meeting called to order by President Maya Lai at 8:04 p.m. About fifty persons present.

1. Thanks were extended to all who attended and contributed to the club holiday party at the Muellers' house. The donations helped to substantially defray the Club's costs.

2. Upcoming club rides were announced by the rides coordinator, Jim Carton. The treasurer, Bruce McGregor, reported \$892 in the club bank account. Ron Douglass announced the venue and menu for the upcoming club meeting at the Florence.

3. A motion was made that, in light of the recent theft of one member's Norton from the garage at his home, the Club membership roster should omit members' street addresses. Following discussion, during which the motion was amended to allow the new or renewing member to indicate on his application form if he would like street address omitted from the roster, the motion was carried by vote of the members attending. The application form is also to include a space for the member to name his spouse for roster listing.

4. Pres. Lai turned the gavel over to Sergeant-at-Arms Lynne Miller for discussion of problems that have arisen (a) concerning the post of Norton Notice Editor and (b) between the Club's Executive Committee and the 1996 INOA Rally Committee.

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a) The position of the Exec Ctte is that, at the time Jason Kidd was elected NN Editor, he may have not owned a Norton and was not a member of the club. Accordingly, his election was invalid and the Exec Ctte, following a meeting on 12/29/95, wrote to him requesting that he relinquish his office and return the club's editorial computer.

Joe Edwards stated that Lynne Miller had told him, when turning over the office of President on Joe's election to that post a few years ago, that club officers' dues were waived. Lynne categorically denied having told Joe this. Nor do the club by-laws, enacted during Joe's term in office, provide for this.

Joe suggested that, as Jason had been elected NN Editor by the club membership, the Exec Ctte's action impermissibly overruled the club membership's vote. Lynne stated that the by-laws are clear that only club members may be elected to club offices. (Ref. art. IV-d.) Therefore, the election of Jason as NN Editor was illegal.

There was discussion of details regarding publication of the January Notice, including whether or not Jason had been properly notified of the Exec Ctte meeting that he did not attend, and at which the other Exec Ctte officers had wished to preview the layout and galleys for the new editor's first issue. Jason's non-attendance at that meeting was a factor in the Exec Ctte's 12/29 decision to disqualify him as NN Editor.

b) As introduction to the Rally Ctte accountability problem, its chairman, Joe Edwards, read aloud to the members the letter sent him consequent to the Exec Ctte's 12/29 meeting. The letter was assertedly received by Joe on 1/9, and he stated that he considered the present meeting to fall within the period of 48 hours within which any response was to be made. The subject matter of the letter comprises several subtopics.

i) Raffle bike: The issue was whether the Rally Ctte had violated club by-laws (ref. art. IX-c,d) by incurring financial

obligations without proper authorization. Joe described the finding of a motorcycle to be raffled, priced at \$2500 by an unnamed owner, with earnest money of \$500 required, and raffle tickets sold to generate funds for that purpose.

Joe further stated that the first raffle bike found had been sold (as of January 6) and the deposit of \$225 forfeited, but another raffle bike had been found.

ii) Club paraphernalia: Joe stated that no accounting from him as Quartermaster had ever been requested, only that on one occasion receipts for \$225 of raffle tickets sold had been requested. Don Danmeier asked whether expenditures and collections were being handled externally from the club's bank account, and Joe replied yes that they were separate from the Club's two accounts.

Leo Christianson said that when he was Quartermaster for two years, rally funds were kept in an entirely separate Rally Account, while paraphernalia funds were always run through the Club's account and never kept separate. He added that his successor, John Bria, received the same instructions. Joe stated that John Bria (not present) didn't relay that information to him but that everything was "downstairs in the trunk" of his car. Tim Coburn and Patrick McDowell thereupon assisted with bringing the club paraphernalia and records up to the meeting from Joe's car.

iii) Sanctions: Lynne Miller opined that the club has become a "joke" because of bickering, and that new members come and are turned off by what they see. Don Danmeier suggested that a club has to have procedures for running itself; it has to find a set of rules and stick with them. Thus, an Exec Ctte is constituted by the by-laws and must act decisively, and stick to its decisions. (E.g., the decision to expel a member for infractions of club by-laws and the decision of whether or not an election is invalid.) There followed various suggestions for improving communication among the club's executives and committees, plus miscellaneous ad

*continued on Page Thirteen*



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## NOC Member Profile

**Name:** Hans Sauer

**Age:** 41

**City Resident:** San Francisco

**Marital:** Single

**Occupation:** Car wholesaler (self-employed)

**NOC Member since:** 1994

**How first became involved with NOC:** Saw NOC booth at the Clubman's Show.

**Club offices held (years):** None.

**Norton(s) owned, described:** 1974 Commando 850 Interstate; 1973 Commando 750 Roadster

**Other makes of motorcycle:** a Honda ("in pieces")

**What first interested you in the Norton?** "Collecting antique stuff."

**Other hobbies/interests of note?** Playing with computers, surfing the Internet

**Favorite motorcycling road/ride:** Hwy 1 south from San Francisco

**If you could redesign the Norton, what one thing would you most want to change? How and why?** Camshaft: the steel wasn't properly hardened, even NOS camshafts are soft!

**Favorite/most embarrassing episode on a Norton?** "Breaking down with some stupid electrical problem—a connection I'd done myself."

**Thank you!**

## "thoughts for Public Consumption"

*Greg Braithwaite, Vice President NCNOC*

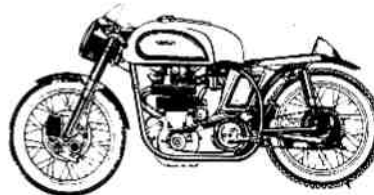
(walking up the stairs in the Prince of Wales pub) "Oh...you're a new member?" I say. "Sure am, this is my first meeting" is replied to me. After a pause, that to me seemed like an hour (real time: 1/2 second), I laugh and say "cool, it'll be an interesting meeting".(drink my beer, and walk away)

I'd like to start by stating something that may (or may not be obvious...) Nortons are great! I like Nortons! I like people that like NORTONS! So all new members of "the Club" and previously existing members.... I toast to you.

I would like to end by stating we have a couple of new editors of "the Notice". Though Jason Kidd is no longer in the Editor position, he is fully welcome (and able) to be a member of the NCNOC.... and to him I also toast.

To digress, this month's meeting is Duncan's in Fremont. Let all that can come, come.

*(Ed's note: As far as "coming" is concerned, that's been my policy from the time I was stationed in Subic Bay 22 years ago to this very day...)*



## Side Trips

*by Andy McKerral, Temporary Co-Editor*

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Hi, there. Remember me? Well, hopefully not... but beyond all this recent nonsense, I was approached and volunteered to produce this issue of the Notice while awaiting the return of Alan Goldwater, the Club's computer, and confirmation that Stevan Thomas will be doing this thing next month.

I have suggested to everyone concerned that whoever reports the facts and articles relating to this Club should pursue this mission to the exact letter of their charge. I've learned a lot in the three years I've owned a business, and anyone out there who is similarly involved in being an entrepreneur will tell you that the success of your efforts is only as good as the people who contribute to the goals of the business' mission. Having said that, there should be some changes in this newsletter which need to be made for the good of our Club and the success of this newsletter.

Dr. Mueller and I spent hours too numerous to count during our respective tenures as editors coming up with "filler" material to put a 20 page document together each and every month. This practice should officially come to an end starting now.

Contributions are the mother's milk of a newsletter as small as this one which make it relevant to the people who read it. There's no point in spending money from our Club's meager treasury to publish a monthly 20 page document full of irrelevant fluff that nobody will take seriously. Accordingly, the Norton Notice should no longer contain filler material,

filler photographs, Harley editorials, or anything else that doesn't highlight the virtues of owning a **Norton** motorcycle. There shouldn't be any of the negative crap surrounding Lucas electrics, Amal carburetors, or the trials and tribulations of oil changes. It was *you* who bought that Norton in the first place, and it's like a marriage... for better or worse. If you can't deal with it, then sell it to someone who can appreciate what they have.

You also need to know that this will be my very last "Side Trips" editorial. Nevertheless, I wish to take this brief opportunity to thank everyone who called with words of encouragement and good will after my bike was stolen: Maya, Jim Carton, Steve Thomas, Bob Newman, Marick Payton, Art Sirota, Steve Neal of the NWNOC, Lynne Miller, John Covell, Gerald Mauricio and others who displayed their usual high standards of dignified compassion for someone who is down and out. I also received many, many messages through the Internet community from as far south as San Diego, as far north as Vancouver, BC, several nice words from back east, a few messages from The Home World (England), and a couple of interesting messages from people whose names I still can't pronounce from Eastern and Central Europe.

My bike has been recovered by the RWC Police badly weather damaged but serviceable (January 22). It was found a block from my home upright on the stand- not dropped, stripped or burned. I've now got a lot of restoration work to do, and I plan to lay pretty low for a good long while. So- if you'll excuse me...

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## In Search of the Perfect Norton

By Robert Newman

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I went to the INOA Rally in New York where fully one third of the technical session was devoted to Boyer ignition problems.

The wires leaving the epoxy blob on the pickup plate are breaking inside their insulation from vibration. If you're not prepared for this one, it can drive you nuts. The symptoms can suggest fuel starvation, coil breakdown, slipped timing, battery terminal breakage, death of the Black Box, an induction leak... well, to cut to the chase, just about everything except a flat tire.

Basically, the symptoms are an intermittent misfire which worsens with heat. In extreme conditions, the ignition becomes fully advanced at idle.

What's happening is that the pick-up leads are making intermittent contact despite having broken; the insulation is normal looking and suggests nothing upon inspection.. When the bike is cool, it will start up pretty much as it should and will run reasonably well for awhile until it heats up. If the bike is started when it is really cold, it will run perfectly for a few minutes but then the same crappy performance will resume. It is the insulation - stiff when cold, floppy when hot - which determines what sort of contact there is at the broken ends of the wire.

The quickest fix is to replace the pickup plate, but the bad one you just removed is not really "bad" - it's just that its leads are broken. To test if this is the case for sure, attach your ohm meter to the two leads and twist on the wires. If you've

got a bad one, there will be continuity one moment and resistance or an open circuit a moment later.

Because of this design, all late Boyer pick-up plates are going to break their leads; it seemed that mine lasted 5,000 miles. Since I just replaced mine, I haven't figured out how to repair the broken leads. Probably digging into the epoxy and reconnecting the remaining lead wire would be possible and then mounting some small type of terminal block would work. Years ago, Boyer ignitions came with a little terminal block that did not give this problem.

(Editor's note: If you're a REAL patient person who is resourceful and handy with a Dremel tool, you can carefully mill out a small layer below the epoxy with a de-burring tool to where the conductors have fractured. You can obtain a small length of 12 ga. aircraft grade BRAIDED instrumentation wire from your local small airport's mechanic for a few dollars. Carefully silver-solder your new leads to the bummed ones on the contact plate and coat the new solder job with CLEAR RTV silicone sealant after the dirty deed is done. This fix takes a lot of time and can cause you to use words you never thought you'd ever use in any company, but it absolutely solves the problem... also saves the cost of having to buy another friggin' plate, which ain't cheap.)

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Northern California Norton Owner's Club

## By-Laws

as reported by **Alan Goldwater**

This document contains the final draft of the NOC Bylaws. This exact text was printed in the October 1992 issue (No. 174) of the Norton Notice, and following extensive discussion, was adopted by vote of those members present at two successive meetings. This vote was documented in the Minutes of the September 1992 Meeting, on page 5 of the October Norton Notice, and of the October Meeting on page 5 of the November 1992 Norton Notice.

### I. Name

The name of the club shall be "The Northern California Norton Owners Club", hereinafter called "the Club".

### II. Objects

The objects of the Club shall be the promotion, encouragement and development of motorcycle sport and activities and the use of the Norton motorcycle therein.

### III. Membership

A. It shall be a requirement for regular membership in the Club that the candidate shall at the time of application or renewal, own a motorcycle commonly known as a Norton. The term "Norton" shall include motorcycles with either the engine or frame being of Norton manufacture. This requirement shall be waived under special circumstances only by vote of the Executive Committee.

B. Each candidate for regular membership in the Club shall complete

the Clubs application form and submit this, together with the appropriate fee to the Secretary of the Club, who will evaluate the application with regard to the requirements for Club membership. If the applicant is thought to be not eligible for membership under these By-Laws, the Executive Committee of the Club will be asked to vote on the application.

-C. The candidate shall be deemed accepted unless a majority of the Executive Committee votes against acceptance. Upon acceptance, every applicant shall be immediately entitled to the privileges of membership. In the event of an application being refused, the candidate shall be so informed and the membership fee refunded.

D. The membership application form shall include a general release by the applicant of the Club and its officers from liability for any cause of action whatsoever in connection with the applicants participation in Club activities. Refusal of the applicant to sign the release shall result in denial of the application.

E. Membership shall be deemed to extend from the first day of the month in which the application is approved for one calendar year.

### IV. All regular members of the Club shall be entitled to:

- A. receive a copy of each issue of the Club magazine, the Norton Notice;
- B. receive notice of and attend any general meeting of the Club;
- C. propose motions and vote on any motion brought before the Club at

a general meeting;

D. serve as a Club officer or member of the Executive Committee if so elected;

E. participate in all sporting and social activities of the Club;

F. any other privileges which may result from affiliation of the Club with other organizations.

**V. Honorary membership.**

Persons who, by unanimous opinion of the Executive Committee, have rendered outstanding service to the Club or to the sport of motorcycling in general, may be proposed for honorary membership of the Club, and approved by a majority vote of regular members at a general meeting of the Club. Once approved, honorary membership shall continue for the life of the member unless reversed by the same voting procedure. Honorary members shall be entitled to all benefits of regular membership except the right to propose and vote on motions, and to serve as an officer of the Club.

**VI. Membership fee**

A. The Executive Committee shall determine the sum to be paid by regular members as the annual subscription of the Club. The majority approval of a general meeting shall be required for the imposition of any levy in addition to the annual subscription.

B. If any members subscription is in arrears more than 30 days, notice will be given that membership in the Club will be terminated. Following this notice, the members name will be removed from the Club register and all privileges of membership will cease for that person.

**VII. Officers of the Club**

A. The following officers of the Club shall be elected at the Annual General Meeting of the Club, to be held in December of each year:

- President
- Vice-President
- Secretary
- Treasurer
- Newsletter Editor
- Rides Coordinator
- Recording Secretary
- Quartermaster (paraphernalia)
- Public Relations Officer

B. Officers shall serve until the next Annual General Meeting of the Club, at which time they are eligible for re-election.

C. The positions of Secretary and Treasurer may be combined for the purpose of efficiency or filled by separate officers if desired. The posts of Vice-President and Rides Coordinator may be similarly combined.

D. Any vacancy among the officers of the Club may be filled by the Executive Committee appointing any regular member of the Club willing to so serve. Officers so appointed shall retire at the next Annual General Meeting of the Club.

**VIII. Executive Committee**

A. The administration of the Club and its activities shall be under the general jurisdiction of an Executive Committee, composed of the following Club officers: President, Vice-President, Secretary, Treasurer, and Newsletter Editor.

B. The Executive Committee shall meet when necessary or convenient, but never less than once in any three months. All members of the Committee shall be informed in advance of any meeting. A meeting of the Executive Committee shall require the presence of at least three of its members, one of which must be the President or Vice-President who will serve as Chairman of the meeting.

C. All actions of the Executive Committee shall be by majority vote unless otherwise specified herein. In the event of a tie vote, the Chairman will cast the deciding vote. Non-Executive officers may attend and participate in Committee meetings, but may not vote.

#### **IX. Responsibilities of the Executive Committee**

A. The Committee shall publish the Club magazine, at intervals of not more than two months, and distribute it to all members of the Club entitled to receive it.

B. The Committee shall maintain a complete register of all members of the Club, and retain the signed application form of each member.

C. The Committee shall be responsible for administering the finances of the Club and shall keep adequate records of all transactions. The Committee shall present a statement of the finances of the Club at the Annual General Meeting, and at other times as deemed necessary. A checking account shall be maintained in the name of the Club, requiring the signature of two members of the Executive Committee on each check. Any single expenditure exceeding \$250 shall require

the approval of a majority vote at any regular meeting of the Club, following suitable discussion.

D. The Committee shall make required arrangements for the social and sporting activities of the Club, and shall have the authority to sign contracts required in the pursuit thereof. Any contract committing the Club to more than \$250 expenditure or liability shall require the approval of a majority vote at any regular meeting of the Club, following suitable discussion.

E. The Committee shall maintain liaison with manufacturers and other clubs and organizations whose objects are consistent with those of the Club. Such liaisons may include complimentary exchange of newsletters and paraphernalia, within reasonable limits.

F. The Committee shall have the authority to associate the Club with other suitable organizations. Any formal affiliations or changes thereto shall require the approval of a majority vote at any regular meeting of the Club, following suitable discussion. A list of such affiliations will be maintained by the Committee, and affixed hereto as Appendix A.

#### **X. Infraction of rules and prejudicial conduct**

A. Application for, and consent to membership in the Club shall be deemed acquiescence in and submission to the rules of the Club. No member shall be absolved from the effects of the rules, regulations and by-laws on the allegation or plea that the member has not received

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a copy of them.

B. Infraction of the rules, regulations and by-laws at any Club event by a member shall be investigated and adjudicated by the Executive Committee, who may appoint a Sergeant-At-Arms if deemed necessary. If after investigating the Committee finds that the infraction was serious, direct and willful, they must notify the member of the complaint and give ample opportunity for response. After evaluating any evidence offered in defense, they may impose such penalty as they see fit, including expulsion from the Club.

**XI. Meetings**

A. The Club shall hold an Annual General Meeting in December of each year, at which the officers of the Club are elected. Ample notice will be given to each member of the Club of the time and place of this meeting. Each regular member of the Club is entitled to one vote for each of the Club offices. In the event of a tie in any election, a coin will be flipped.

B. The Club will hold regular monthly meetings whenever possible. Notice of the time and place of each meeting will be given in the Club magazine whenever possible. A concise record of all meetings will be made by the Recording Secretary. This record will be published in the Club magazine as soon as possible following the meeting.

C. The regular meetings of the Club will be chaired by the President, or in his absence, the Vice-President or Secretary of the Club. Transaction of Club business

involving expenditure or more than \$250 or signing of contracts resulting therein, shall require a quorum of at least 10 regular members in addition to the chair.

D. Any motions presented at a regular meeting of the Club will require a majority vote of the regular members present. In the event of a tie, the chair has the deciding vote.

**XII. Amendment of the Club By-Laws**

These rules shall become effective, and may be amended, repealed, or supplemented by, majority vote of the membership at two consecutive regular meetings of the Club, following suitable discussion and publication of the proposed change(s) in the Club magazine.

**Appendix A**

The Norton Owners Club of Northern California is affiliated with the following organizations:

- Norton Owners Club (Great Britain) - Branch affiliation
- International Norton Owners Association - Chapter affiliation

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**Minutes**

*continued from Page Six*

hominem attacks on Joe Edwards, Maya Lai, et al., which this reporter would not detail even if he could.

Discussion was had, led by Lynne Miller, of the workings of an organization—a president, committees, and the need of the club officers for information regarding the activities of committees, which cannot be totally autonomous. Whether a committee be an ordinary one (e.g., the NN Editor) or an extraordinary one (e.g., Rally Ctte), if it acts too independently, resentment

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builds.

Moved by Grover Buhr, as amended, that the Exec Ctte meet with Joe Edwards (Rally Ctte Chmn) and Jason Kidd (NN Editor) to discuss (a) whether Jason should be NN Editor and (b) the Rally Ctte's accountability and reporting requirements to the Exec Ctte; reconsider its decision that Jason should relinquish the post of NN Editor; and, finally, communicate to the members of the club its ultimate decisions as to the NN Editor and the Rally Ctte's reporting and accounting requirements.

5. A motion was proposed to have Jason Kidd return the Club's editorial computer while the decision of the Exec Ctte is pending. At that point, Jason stated that he was no longer interested in being NN Editor and that he would return the computer.

6. Motion to adjourn, carried by acclamation at 10:15 p.m.

*These minutes supplied by*

**John Covell**

Public Relations Off. Reporter pro tempore

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## **Upon the Abous**

**By Stevan Thomas**

The Executive Committee has appointed a bylaws committee to review and suggest changes to be voted upon by the Club Membership. We will be sending "ballots" in the Notice as well as having votes at two consecutive meetings.

The committee is composed of John Caraway (of Mostly British), Don Danmeir and Richard Alves. If you have any suggestions, please contact them.

An issue the Executive Committee will address soon is that the Bylaws clearly state that to be eligible to join the Club you must own a Norton. Quite a few people have joined the Club since these Bylaws were adopted who do

not own Nortons, and in an effort to not discourage the participation of Norton enthusiasts, we will likely propose an amendment to the bylaws to allow an associate membership (at a reduced cost) without voting privileges. Anyone who was a full member before the date of the adopted Bylaws is obviously grandfathered in.

There is a rumor circulating that two members managed to embezzle a significant sum of money from the 1991 Rally, which would be a serious charge if true. I spoke to numerous people in the Club who were involved at the time, including the then Club President Lynne Miller. His recollection is clearly that a far smaller amount was in question. The problem was, in large part, due to the fact that more food was purchased for the rally than people who attended.

There will be a full disclosure of the 1991 Sierra Rally financial records in an upcoming edition of the Notice.

Otherwise there were no purloined funds, the matter appears to have been flatly not true and is now closed.

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## **January Ride Report**

*by Jim Carton*

Thank you to all of you Nortoneers out there whose input and ride attendance have made our Club rides FUN... and I am looking forward to another 25 years in this Club because the people in the Club make the Club.

This year, thanks to the suggestions of our Club members, I'd like to stray a little farther from the Bay Area. We will have our usual Club ride following the 2nd Thursday meeting (please note that the new preparation time is 9:00 AM) and on the following weekend the option

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for an open ride will be available. For example, since we can only go so far in one day, why not do some overnights, with camping out and/or motel camping for those who prefer a bed over a sleeping bag. My Alfa Romeo club does it, I believe the BSA club does it, so let's do it.

#### *The Diablo Snow Ride Followup*

Sorry to disappoint the eleven hardcore Nortoneers who showed for the January ride. It didn't snow and nobody froze their butts off on these 125 miles we covered. What we got were sunburned faces on the top of Diablo, a peek at the snow in the sierras, and a fog-covered view of the whole bay and valley that made the ride worth the \$5 we had to pay at the gate. Nobody wanted to leave the sunshine, but-as you know- Norton riders travel on their stomachs so off we went to the Friar Tuck in Clayton. There we were treated to some excellent English grub and a real English barkeep served us good English beer. (Hint: they have a Norton Club-sized meeting-type room in the back...)

Jeff Gruell and I headed outside to escape the football game for a few minutes and to admire our favorite brand of motorcycles when the unbelievable happened: a female police officer drove up, stopped and complemented us on our fine motorcycles and asked if we were coming back for our club meetings! No bull!

From there we went to Jeff's and watch the Norton Rotary win the 1992 Isle of Man road race on videotape.

#### *The February Sweetheart Ride*

This is our traditional "bring a friend,

significant other, etc. or ride by yourself if nobody will have you" ride. (*Ed's query: Hey Jim, can I bring my boa constrictor along? We're real tight...*) Last year's ride was great with green hills, sunny skies and a few clouds for contrast.

We'll be going a new route this year. The ride **DEPARTS** from Dinos Restaurant in beautiful downtown San Leandro at **9:00 AM**. The address is 1350 E. 14th St. The telephone number is (510) 895-5351. Take 880 to the Davis Street exit south on East 14th. It's two blocks on the left. The plan is to head southeast and have lunch in Livermore.

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## **Commando Column**

*by Jim Carton*

For years I was unhappy with the way my 750 (and later my 850) front end handled. I figured someday I would replace it with an improved version, maybe Japanese, you know with a front brake that actually stopped the bike in a panic situation, forks that move up and down smoothly like the teflon-bushed type, a front end that did not go into a tank slapper between 30-50 mph with your hands off the bars and which also made the bike feel squirrely at the same speed range in turns. I also longed for better dynamic stability at freeway speeds- kind of like a Guzzi or a Harley.

Well it took ten years to put it all together, so here it is and I might add that I'm still not finished.

#### ITEM #1:

Most of you have heard me extoll the virtues of new and fresh tires, so here I go again. My faith in the Avon Tire Company was renewed last week (never actually lost) on the Mount Diablo Ride. I had just installed a new 120-90-18 Super Venom on the rear wheel the night before and I was scraping the center

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stand and keeping up with "fast" George Shoblo on the way up to the top. What a feeling! New sticky tires are kind of like sex: you can't really describe how good it feels to someone. They have to experience it for themselves.

Your front and rear tires are the two most important parts on your Norton. Buy the best and buy often. If you don't like buying a 19" Super Venom every 2500 miles (rear), get a WM4-18" rear wheel (alloy preferred). My last 120-90-18 Roadrunner gave 6500+ miles and my last Super Veenom 120-90-18 got me 4500 miles.

I ran 30 PSI front and rear for years, but finally felt that the wheels were bouncing off the pavement so I now use the factory-recommended 24-26 PSI. I feel this pressure gives a more neutral feel to the steering and a better ride.

#### ITEM #2:

An adjustable steering damper was installed next and it helped the in-line freeway ride and stability. It also dampened the "hinged in the middle feeling" oscillations at moderate speeds, but I knew I still had a long way to go and I didn't know how to get there.

#### ITEMS 3 AND 4:

Getting rid of the USA-style fork dust boots and going to the European gaiters reduced fork stiction a lot, but it wasn't until I found KalGard fork oil with molybdenum (20 wt) that freed up those stanchions properly. The difference was amazing.

#### ITEM #5:

All I can say about the CC Products fork brace is that both of my fork tubes are finally going in the same direction. Granted, your stock fender brace acts as a mini fork brace and it does the job pretty well (loosen your four fender brace nuts and go for a short ride to see what I mean). However, a bigger, beefier brace in this case is definitely a big improvement- and since all modern motorcycles have fork braces, I must be right about this. Thank you.

#### ITEM #6:

Progressive forksprings: yet another God-send like Boyer ignitions and sleeved

carbs. They aren't quite as compliant as modern teflon-bushed tubes on the slab; however, you won't dread those bump back roads that Nortons love so much. These babies soak up the bumps like you couldn't imagine. Try 'em.. you'll love 'em. You will actually enjoy A Line Road now, Ron!

Note: These springs, unlike the others that Progressive sells, don't come with preloaded spacers. This ain't no biggie: use a piece of PVC cut to your specs (i.e. weight and desired firmness) within 1000 miles of use. They will settle in.

#### ITEM #7:

Tapered roller steering head bearings.

I know what you're thinking.

I used to think the same thing.

I grab my forks with the front end off the ground and try to feel play in the steering head? Right. You say that there isn't any play, so how could tapered roller bearings improve it?

The correct answer (one of them, anyway) is that *now you can adjust the preload*. The results were incredible. The bike lost the twitchiness and busy front end feel at freeway speeds and tracks like the wheels are in a groove. Additionally, that dreaded head shake between 30-50 mph disappears which also results in better line holding in turns at those speeds and the absence handlebar shaking that you thought was engine vibration.

#### ITEM #8:

13mm master cylinder, dechrome the rotor and use a stainless brake hose:

I wrote about this last year so I won't rehash all that again. The bottom line is that I can now chirp the front tire with one finger. I can leave the Huggies at home with those panic stops.

So that's it. Anyone out there that's tried or is using a Norvil head steady, please let me know, because that's my next project. Thanks!

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