

Norton Notice

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Knee-deep in NORTONS was the rule of the day at the Second Annual Norton Beer Bust

A Publication of the
San Francisco Branch





NORTON
NOTICE

Published monthly by the
San Francisco Branch of
the Norton Owners Club

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All articles and advertisements in the Norton Notice are for the sole use of the members and prospective members of the San Francisco Branch of the Norton Owners Club. Please obtain permission from the Branch officers before reproducing any material contained herein.

Members are strongly encouraged to submit any articles, photographs or other materials for publication in the Norton Notice. Technical info. and member feedback are particularly welcome. Photographs should be black and white prints, preferably 5"X7" for ease of printing. Please submit all materials to the Branch secretary.

MEMBERSHIP

Membership in the San Francisco Branch of the Norton Owners Club includes: bi-monthly issues of the Roadholder Magazine, published by the Norton Owners Club in England, monthly issues of the Norton Notice, published by the San Francisco Branch, monthly Branch meetings and rides at various locations in the bay area, other Branch functions organized by the officers throughout the year, and free advertising in the monthly Norton Notice Trading Post.

Membership dues are \$15 per year, and cheques endorsed to the Norton Owners Club may be sent to the Branch secretary on or before the expiration date on the membership card. New members must fill out a membership application form which is available upon request.

CHANGE OF ADDRESS

Members are requested to notify the Branch secretary immediately of any address or phone number changes.

ADVERTISING

Members and non-members may submit any Norton-related advertising to the Branch secretary at any time. Please remember to inform the secretary of any changes (additions, omissions, etc.) to be made in previously submitted advertising.

MEMBERSHIP LISTS

The Branch secretary will furnish a complete membership list to any member upon request, and each member will be sent an up-to-date list periodically. Machines owned will be included on the list for ease of spare part acquisition.

BRANCH MEETINGS AND RIDES

Meetings are generally held on the second Thursday of the month, starting at 7:30pm. The meeting location is often a bar with a British atmosphere, and the specific venue will be announced in the Norton Notice each month. Suggestions of new possibilities in the bay area will always be welcome, as will offers to host a meeting. In general, meetings at member's homes have been poorly attended, but if any member would like to show his machines or give a Norton trip slide show or whatever, please say so. Rides will generally meet at 10:00am on the following Sunday, at a convenient venue to be announced in the Norton Notice each month. In the event of actual rain on the morning of the ride, it will probably be postponed one week. Please call one of the Branch officers if the weather looks doubtful.

TRADING POST

WANTED

1. Commando Interstate in good condition. Bob Bausch (415) 752-6400.
2. Commando 750 Production Racer--any condition! Gary Broeder (415) 968-5584.
3. Early model ('34-'45) Sturmeier-Archer 4-speed gearbox used on Norton. Also, late model ES-2 parts. Tom Slappendel (415) 326-3077 days.
4. Commando Disc-type front wheel with caliper. Mark Mangiardi (415) 886-9768 early eves.

FOR SALE

1. 1955 ES-2 500cc single; restoration 50% complete, all parts, \$450 or best offer. Ray Hiner, (415) 341-4338.
2. Triumph Trophy 500cc twin, 1970, \$995 or best offer. (415) 585-1834.
3. Complete Interstate for sale as parts, also, Dunstall Cafe dual seat, blk, like new, \$75. Biff Arthur, (415) 752-9955
4. 1971 Roadster, needs work-\$850/offer. John Andrews (415) 948-8018.
5. Dominator, Atlas, and P-11 parts. Commando engine, parts, and frame. For info or technical advice, Gary Broeder (415) 968-5548 eves.
6. Ariel 650 engine, tank oil bag & battery box, slim featherbed frame, 2 Matchless frames, 3 Dominator engines, Dominator and Atlas parts, sell or trade. Phil Lang (707) 643-6837.
7. Complete '71 Commando brake/front end, \$75. Mark Mangiardi (415) 886-9768 eves.
8. 1974 Roadster, one owner 12,000 miles, \$1000. Don Wright (707) 542-4725.
9. 1970 Commando with extras, \$1000. Chas. Tsegeletos (415) 473-1253.
10. Windjammer-type frame-mount fairing, blk. NEW! from J.C. Whitney. Fits 850 Norton and 750 with slight modification. Asking \$150. Steve Coburn (415) 497-6601 days, (415) 747-1326 eves.
11. 1972 Combat, 12,000 miles, new top end, oil cooler, make offer. Paul Mendosza (415) 439-7928.
12. 1971 Red Fastback, '75 disc front, new engine has 3,000 miles; total miles, 25,000. \$1200. Scott Kirker (415) 342-1980

NOTE: Ads will run two months and can be renewed by calling one of the editors.

13. 1962 Atlas-featherbed frame(nickel plated) 750 SS head, 13½" drilled Kosman Discs, much more, Carl Irwin (415) 948-7812 asking \$1000/offer.

JUNE MEETING--Thursday, June 8th

Much to the delight of East Bay residents, the June meeting will be held at the REDWOOD INN, 6415 Redwood Rd. Oakland. From Highway 13, take the Carson/Redwood Rd. exit and travel east on Redwood Rd. The Redwood Inn is just east of Skyline Blvd. If you get lost, the number is 531-9935.

Meeting time, as usual, 7:30 PM.

JUNE RIDE--Saturday, June 10th

The ride this month will be a little different as it will be a Saturday ride to Sacramento whose main purpose is to pay a visit to Hall-Burdett, who, it seems is one of the few remaining devoted Norton dealers. If you need parts that don't seem to be in stock in the Bay Area, Hall-Burdett would be an excellent source to check.

We will meet at the San Francisco/Oakland Bay Bridge toll plaza (again, until someone can suggest a more pleasant spot to meet) at 10:00 AM and will leave shortly thereafter traveling north to Vallejo and joining (hopefully) the northern Bay riders on Highway 29. Then Highway 121 and 128 will take us south of Lake Berryessa on some excellent, winding and well-paved roads into Davis and then Sacramento.

Norm Kelley has offered to meet us at his home for some refreshment that will be welcomed after the ride, because this time of the year, folks, it is HOT in the valley areas.

Some members have suggested it would be an excellent opportunity to camp overnight, so anyone wanting to do so, throw a sleeping bag on Norton before leaving and join us. Those who don't wish to camp can return in the cooler, late afternoon hours.

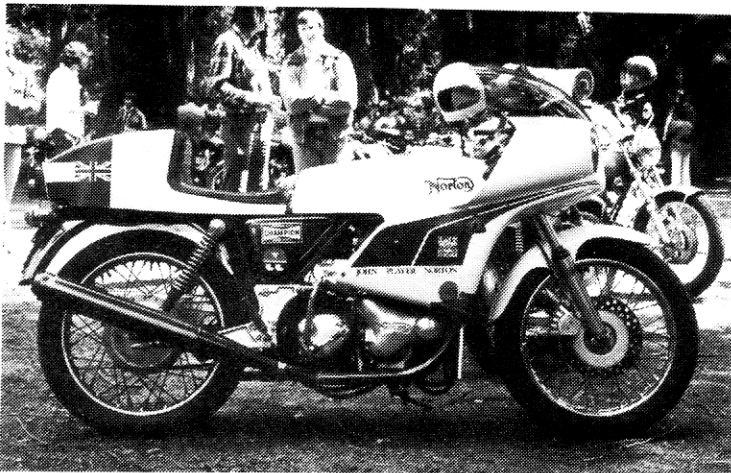
Although this ride is a bit more involved than many rides in the past, it is hoped many members will consider this outing, because those that do go will certainly have a good time.

"A GATHERING OF EAGLES"

-Norman Kelley

They came from Marin, the East Bay, and the concrete alleys in the City. Past the last stopsign, down the backbone of the Peninsula and into the forests. And past the Sunday morning collections of mag-wheeled, super-trick, cafe racers, and along five miles of winding asphalt to a majestic redwood grove, with a narrow entrance marked "NORTONS ONLY".

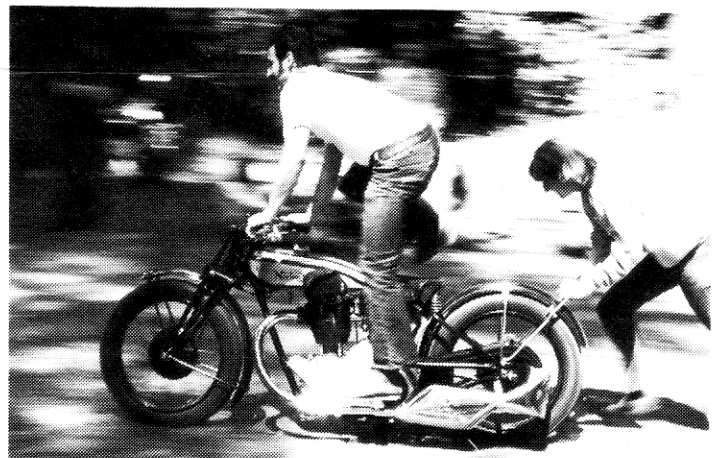
It was billed as The Second Annual Norton Beer Bust, but it would have worked perfectly with soda pop. Self-indulgence needs a little rationalizing and a kegger is as good a reason as any. Like the survivors of Bataan, they came to see old friends and show off their wares, and all outsiders were unwanted. Maybe that was the best part of it...all pedestrians were welcome, but Kawasakis, Hondas, BMWs and the like were as unacceptable as the Pill at the Vatican.



But finally the kegs begin to foam and the twins cough to life. They're reluctantly leaving center stage. Jaws slacken as lines of long-stroked twins begin their way back up the Peninsula, past the multies and push-buttons. They disperse quickly now, and rural San Francisco begins a return to normalcy. The last twin winds through the forest, leaning hard now, shifting into third at the speed limit and reaching for 80 when the portly rider hits fourth. Like the Phoenix rising from ashes, the NORTON seems unconcerned that his birthplace is a cold and empty factory. But give them another year and they'll be back, pushing progress aside for another afternoon. And damn it, there might be more. May their tribe grow.



There were 73 of them that day (actually, it was closer to 85-ed). The newest was three years old, the oldest 50. Gathered as the guests of honor in a prehistoric forest, their owners swapped tales and half-truths of the competitive days. The latest Japanese technological overkill only increased their allegiance and fanaticism. They have push-buttons and we have precision welds. They may be faster at the drags...but give me a mountain road and...and so goes the afternoon. Toasts to the Commandos and crowds around the Atlas. Group pictures of the Fastbacks and wonderment at the restored CS-1.



"SECOND ANNUAL NORTON BEER BUST"
A FEW REFLECTIONS

After many anxious hours in the very tedious organizational phase, our gift to the Norton owners and enthusiasts of northern California was over in a few hours of genuine Norton Comaraderie. Those who came should truly appreciate the piece written by Norm Kelley (page 3). Norm is one of our new members, lives in Sacramento, owns some eight (8) Nortons, one of which is an absolutely immaculate John Player Special which captured the award for "The Best Modern Classic" at the recent Visalia Classic and Antique Motorcycle Show. Norm is also an excellent writer and this particular sample of his skill was written for the use of Michael Jordan, the editor of Cycle Guide, and may well appear in that magazine in the near future. It is sincerely hoped Norm will submit more of his work to the now tired editors of the Norton Notice. We Thank him for giving us this superb reflection of the almost religious experience that occurred in La Honda on Sunday, May 14, 1978.

Complaints heard about running out of beer might be justified, but it is difficult to tell, sometimes, how such an event will be received. Last year, beer was left over from two kegs- of course, last year, it was 50° and foggy! Too, it seems everyone had enough beer to hold them for a while and no one had any trouble maneuvering home.

Thanks to the generous nature of the group that afternoon, donations were collected to almost exactly compensate for the cost of the beer, chips, cups, etc. A special thanks to the mystery person who contributed the one pound note. A perfect touch to the afternoon.

The tug-of-war was officially won by the SF/NOC. Although off to a slow start (we couldn't find 10 NOC members for our side!), quick thinking allowed us the victory. After the other side thought they had won by our pretending to have given up, crafty NOC members quickly grabbed the rope and pulled the opponent end across the midline. Just wait till next year.

A CLUB CHANGE PROPOSED

Anyone who has been in the Club for a while knows the new Branch officers aren't at all inhibited about initiating changes. So far, these changes have been well received by members and have been based primarily on membership input such as the Questionnaire '78 distributed in March.

With recent growth in the Club (membership is now 60), it appears Norton is alive and well in northern California and we can expect continued growth. One idea that has been tossed around for some time is somewhat more radical than changes in the past and requires soliciting approval of club membership before initiating any changes.

Basically, the following is proposed:

- 1) A local club to be known as the Northern California Norton Association with a monthly newsletter, rides, meetings, etc., just as it has in the past, with annual membership fee of \$5.
- 2) Establishing our group as a branch of the U.S. Norton Owners Association with its bimonthly newsletter with excellent technical advise, local and national ads, annual convention, etc. with a cost of \$5 per year.
- 3) Retaining the branch of the Norton Owners Club with its bimonthly Roadholder as before with annual membership at £7.

Many people feel the Norton Owners Club is somewhat cumbersome in its time delay in dealing with England, its parts program only benefiting the English and that the resulting Roadholder issues are simply not worth \$15 a year.

Organization will be simplified in many ways and it will allow funds to be available to improve local club functions and the newsletter, Norton Notice, and to provide more meaningful services to Norton enthusiasts in northern California. It is also hoped a similar organization can be established in southern California with the possibilities of a California Norton rally and a parts program similar to that in England.

This proposal will be discussed at the next few meetings and rides and it is hoped members will express their feelings on the above changes.