

Norton
OWNERS
CLUB

Northern California
Since 1971 "The Unapproachable"

851B South McGlincey Lane, Campbell, CA 95008

Norton
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CLUB

of Northern California

INTERNATIONAL
Norton
OWNERS ASSOCIATION

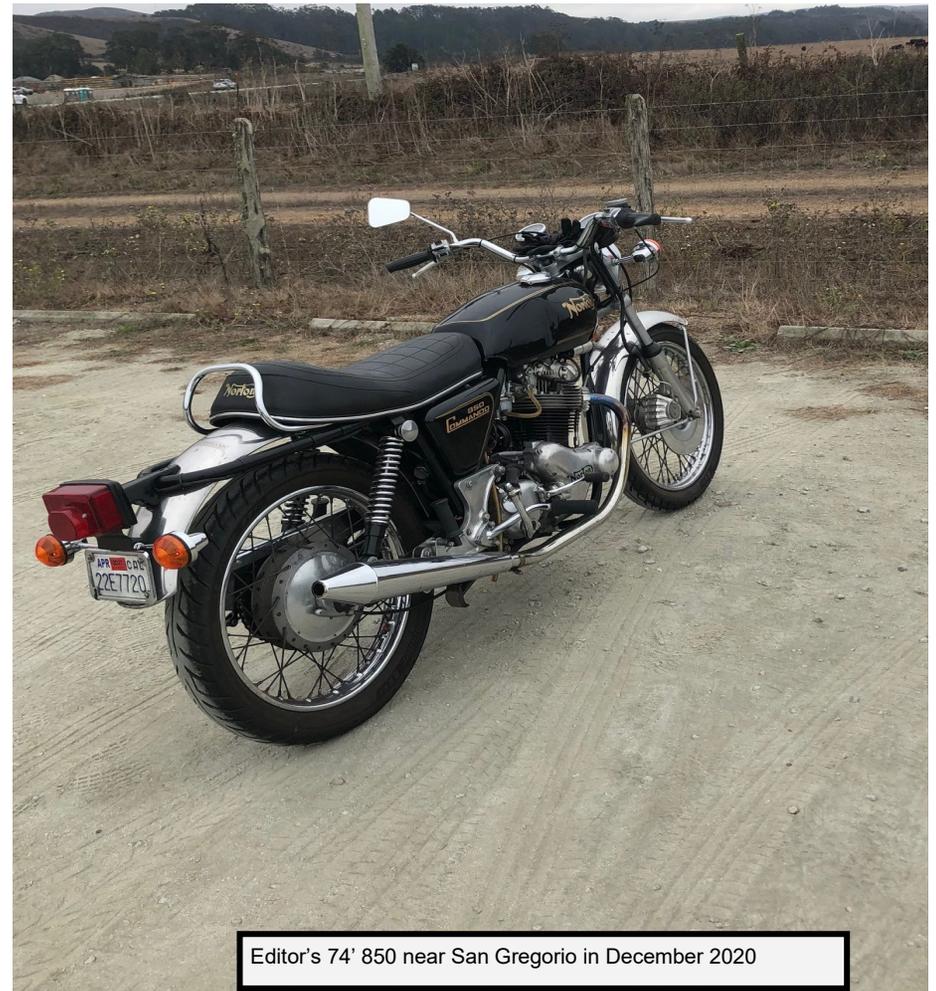
Norton Notice

Since 1971 ~ "The Unapproachable"

The Newsletter of the Northern California Norton Owner's Club

No. 426

November 2020-January 2021



Editor's 74' 850 near San Gregorio in December 2020



NORTON NOTICE:

Published by the Northern California Norton Owner's Club, its purpose is to inform and entertain the club members. The Norton Notice is a reflection of the readership who are encouraged to submit articles, technical tips, photographs (original or otherwise). The Norton Notice prefers contributions submitted electronically to editor@nortonclub.com. The NCNOC/ Norton Notice Newsletter accepts ads from qualified business for the purpose of information for the readership. Acceptance and publication of ads is in no way meant to be an endorsement of or a recommendation, for service. The Club does not accept any responsibility for the qualifications of or reliability of advertisers.

MEMBERSHIP:

The Northern California Norton Owners Club is open to all British motorcycle enthusiasts. Membership and renewals can be paid for via our web site and is available for \$25 per year. Membership offers a wide range of benefits including the mailed Norton Notice, website, Email group, Social activities, Tech sessions and Monthly rides.

AFFILIATIONS:

The NCNOC is affiliated with both the Norton Owner's Club of England (NOC) <http://nortonownersclub.org/> and the International Norton Owner's Association (INOA) <http://inoanorton.com/>

HONORARY MEMBERS:

Ray Abrams, Robert Bausch, Jerry Kaplan, Bill Knight, Maya Lai, Brian Slark, & Dick Slusher

2021 Club Executive Board

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Advertising:

Ads are \$100.00 per 1/4 page for the year. Contact the Editor for information and pricing on lager ads.

ACKNOWLEDGEMENT:

The Club gratefully acknowledges the work of Fred Fortune (Fortune2.com) for the designs used in this journal and on the club web site. Website program is thanks to club member Ian Reddy.

See us at www.nortonclub.com and join our IO group for information and club activities at <https://groups.io/g/NorCalNOC>

Membership cost is \$25.00 per year and includes a subscription to the Norton Notice, a publication which provides an enormous wealth of information to Norton owners, announces and re-caps of club events.

I hereby apply for Membership in the Northern California Norton Owners Club (NCNOC)

Name _____
 Phone _____
 Address _____
 City _____ State _____
 Zip _____ E-Mail _____

This is a new ____ renewal ____ application.

Norton(s) owned: Year ____ Model _____
 Year ____ Model _____

The undersigned applicant certifies that he or she is a legal resident of the US over the age of 18, has a valid motorcycle driver's license, and will use legally required safety equipment in connection with club activities. Participant does hereby execute this release, waiver, and indemnification for himself or herself and his or hers, successors, representatives, and as-signs, and hereby agrees and represents as follows: To release the Northern California Norton Owners Club (the Club) and its officers, agents and members from any and all liability, loss, damage, costs, claims, and/or cause of action, including but not limited to all bodily injuries and property damage arising out of participation in the club's activities, it being specifically understood that such activities include the operation and use by applicant and others of motorcycles. The undersigned further agrees to indemnify the club and its officers, agents, and members and hold them harmless for the results of the undersigned's participation in those activities. This indemnification shall include attorney's fees incurred in defending any claim or judgment and incurred in the negotiation of any settlement. It is understood and agreed that the undersigned shall have the opportunity to consent to any settlement; provided, however, that such consent shall not be unreasonably withheld.

I have read and agree to the additional terms and conditions set forth on all parts of this application. Other affiliated clubs and organizations are also represented and protected by this release.

Applicants Signature and date (required)

Make your check for **\$25** payable to:
Northern California Norton Owners Club

Send all applications & inquiries to Treasurer
Alan Goldwater 1780 Chanticleer Ave. Santa Cruz Ca. 95062

You can also join on line at nortonclub.com and use credit card through our pay pal account.

See us at www.nortonclub.com and join our IO group for information and club activities at <https://groups.io/g/NorCalNOC>

Classifieds

Commando MK3 frame and cradle, with good title \$150
Commando MK3 transmission in good condition \$250
Commando MK3 rear wheel good chrome, no rotor \$150

Indian Chief 74 c.i. motor, complete, disassembled with
Bonneville cams & lifters, good crank. Needs rebore. \$1600

Or will trade the lot for an Atlas/Mercury motor with good
lower end (crank, cam etc OK)

AlanG (831) 475-7505 alan@nortonclub.com

Do you have something to sell? Want to Buy something?
Contact the Norton Newsletter Editor @ editor@nortonclub.com
(Club or Norton Related Please!)

Upcoming Events

Given the challenges of Covid, we are not keeping an active list of events. However, we are still communicating via emails and the occasional, socially distanced and proper protocol rides. See website or emails for up to date information from The Editor

For latest info, please join our email discussion list at <https://groups.io/g/NorCalNOC>

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We had an abbreviated Holiday get-together at Joe's Corner in Niles. Twelve members and guests gathered to share take-out on the patio in good weather and good cheer. It wasn't the great celebration we've enjoyed in past years, but still a nice chance to spend some time together. I counted four Nortons in the parking lot with the usual BMWs and a nice Ducati. The ride up and back on 680 was fast and enjoyable, though not a 'Norton Road". Let's do it again when conditions permit.



Consider this: a Chevy rat-rod truck with a Prius hybrid engine/transaxle. A 1946 Cadillac ambulance body modified to fit on a Ford truck chassis: Presto, a diesel-powered "Zonkenstein"! I also checked out a couple of nice Triumph roadsters: a TR4A and a TR5, among other, more modern offerings. All in all a good day, polished off with a celebratory pre-launch pizza from Milford village. The next day, Sunday, we'd be off.

One of the other riders who would accompany us arrived in the morning. Bill introduced us to his buddy, Dave, before we set off. Our route took us East, out of the Cincinnati metropolitan area by way of Highway 50, aiming for a lunch stop in Chillicothe. But it wasn't long before the clutch cable snapped, 21 miles out. What the hell, it was a beautiful, sunny ride through the countryside, so I just motored on until we reached Hillsboro. Bill suspected something was up when he noticed that I was making right-hand turns and looping back, instead of stopping at intersections. Eventually I spotted another extinct gas station and pulled in under the shade of the canopy. Luckily, Bill had a spare cable in his tank bag and without too much fuss it was slipped into place and we were set to go again. Three years later, I was to learn that as with my BSA, I had coiled an extra clutch cable inside the headlight shell for just such an eventuality. Such ingenuity would have seemed cool back there in Ohio, but today I feel like an idiot.



Bill, Shirley, me, and Dave

By the time we were ready to leave, we were joined by Dean, another of Bill's friends, whom we'd originally met when we were in Ohio for the 2004 Rally. Off we went, for more pleasant cruising, on to that lunch stop. Unfortunately, we were routed around a scenic part of 50 approaching Chillicothe that was closed because of construction. But the lunch made up for that.

This time, we had a dinner and visits with her high-school pals, but it also allowed us a pleasant chat with a friendly truck driver, over drinks in the bar at the hotel. He had a long-haul load of horses, which led to quite a discussion about the logistics and risk of liabilities involved. Nice guy.



Marysville, Kansas

By the following afternoon, we'd trucked up Route 52, a nice drive, arriving at Bill and Shelia's house in Milford, Ohio. It's always good to see them, especially so this time, because Bill had my spare parts! We put the Norton indoors on a lift and I got rid of the rental truck. We would be joined on the ride to Virginia in a couple of days by some of the local Norton guys and I was itchy to get the bike sorted out ahead of that, but first we had to get caught up with how things were going with our pals, which included dinner and drinks in the evening.

Once we got the primary cover off the Norton, we replaced the alternator. We also wired in a new solid-state regulator/rectifier and an assmilator unit (Phil had told me that the one I had was the Canadian "lights on full time" version). I replaced the tachometer cable. With lubes up to snuff and air checks completed, it appeared to be good to go. The following day I took the bike out for a short shakedown cruise and found everything satisfactory. In the meantime, Shirley had gotten the Norton payload ready as well, by getting us caught up with the laundry. I did a final packing of the tank bag. That left us with enough free time to do a bit of birdwatching! It's cool to see and hear songbird species that we don't have in our part of California. It's also cool to see what the local gearheads are fooling around with. Bill and I took a drive in his six-banger Porsche 914 down to a semblance of the "Cars & Coffee" events we have at home. The available space in that location meant a more restricted attendance than our crowd back in Novato, but there was no shortage of creativity.

(continue page 13)

Photo and verbiage provided by Sportster Diana



"The approachable"
Ken Armann
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Sooner or later it all passes through Ken's shop.
This 1953 Manx had been waiting to get brought back to life since it was parked in 1964.
Sportster Diana

In Memoriam of John Coffman pg 6-7

We have been told by John Coffman's daughter that he passed away last Friday 12/11/2020.

She expressed her thanks for the club's inclusion and acceptance of John.

Our community was one of the important aspects of John's life. He was always working on getting back to being able to go for rides with the club! We will miss his larger than life presence and sense of humor. He was family to all who met him. We are grateful for the time he spent with us and the fellowship he brought, and we're better for it.

Hug your loved ones and remind yourself how very lucky we all are to know each other.

Ken and Alan

About John..

Our Thought and prayers to his family.

John was not only a BIG man but he had a big heart and a personality to match. I enjoyed his company on rides and at events, having him at the Quail for a number of years was fun.

We appreciated his efforts to support and attend Club events as well as all the other events my wife and I were involved in. including loaning his new Norton at IMS for display and bringing it to TrackerNite made a huge impression.

RIP and Gods Speed Mate.

Loren and Kathryn Guy

So sorry to hear this. R.I.P. John Coffman. You were a worthy clubman and will be missed by all that knew you. I for one always enjoyed your positive attitude and great Norton enthusiasm. Condolences to friends and family.

Sincerely,
Jerry Kaplan



Norton in Norton

and in St. Francis, discovered a motorcycle museum. We had to stop. There were nice old bikes in there, mainly American - about 50, all together. Great Britain was only represented by a Triumph T120 and....a Norton



St. Francis, Kansas

Hi-Rider. We said thanks and rolled on to Oberlin, Norton, Phillipsburg, Mankato and finally, Belleville. The following day's drive included a bonanza of old stations in Marysville, and in Missouri, a conversation with a local guy known as J.P, at our lunch stop at a mom-and-pop café in St. Catherine. He invited himself to our table and was only too willing to gab with folks from out of state. We soon learned that he was not only retired and with a lot of time on his hands, but also a "regular" at that joint, judging from his familiarity with the waitresses. We got excellent service, whether due to his presence or not, who knows? We also had a congenial conversation with a cop who stopped us later, thinking maybe we were following the truck in front of us a little too closely and maybe I should back it off a bit. Beats getting a chewing out and a ticket. So, in a more responsible manner, we carried on to Springfield, Illinois.

That overnighter was uneventful, and it wasn't until later that I realized I'd missed the opportunity to visit one of Frank Lloyd Wright's masterpieces, the Dana-Thomas house, in Springfield. We'll have to check that out on our ext trip East. Another of his houses exists in Kankakee, which we've visited before.

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There's a lot of vacant real estate out there in the heartland. One form of that which seems to define the essence of it is the abandoned or re-purposed gas station. They are surprisingly common, and Route 36 seemed to be loaded with them.

We drove into Kansas

We had to stop.

TRAVELS WITH SHIRLEY

2017: Part 3

Don Danmeier

The most pleasant aspect of Mt. Pleasant, Utah, was that the office of the U-Haul franchise was situated in the local Home Depot store. I checked out my reserved truck while our trusty rescue-driver with the trailer verified by I-phone that his charges had been paid, then he split. I bought a set of tie-downs in the store. While maneuvering the Norton outside, we were approached by the guy who had been behind me in the check-out line inside. He was gushing over the fact that the T-shirt I was wearing indicated the existence of an actual Norton - and right here in his neighborhood! He introduced himself as Colin from Coventry and we immediately had a local friend. He helped us push the bike up into the truck and lamented that he couldn't invite us over for drinks, dinner and a chat. It sounded like he'd be in hot water if he gave his wife such short notice. Well, by that time it was rather late in the day. The second most pleasant aspect of the place was that the Horseshoe Mountain Lodge was right across the road and next to it, a pizzeria. We checked into a room that had been subjected to Wild West overkill in the decorating department. And if the pizza later was outstanding, I don't remember it. A bit more memorable after a scenic, beautiful drive the next day was an evening at an old hotel in Edwards, Colorado. After dinner and a nap, we went down to the bar for the music at 10, where we met a nice couple, Don and Annette from Mt. Pleasant, now 410 miles behind us. After that stay we took a detour of sorts, to Centennial, to visit one of my nieces and her family before heading directly East, onto US Highway 36. Even though we were U-Hauling-ass instead of flying by Norton, that was the route that I had planned on because it was a straight line to Springfield, Illinois and most importantly, not a freeway. We were planning to visit friends and relatives in Shirley's hometown of Kankakee. Old 36 is a two-lane road and despite the absence of hills and curves, presented what would have been a pretty nice bike ride - smooth, nearly devoid of traffic and quiet little towns along the way that did not owe their existence to national retail franchises.

Incidentally, US 40 is another East-West option with much the same characteristics. We'd discovered that years before and had counseled a BMW rider to try it. He'd met us at our hotel and was bitching about trying to get back to Oregon without needing to ride the humdrum Interstate. "Try the road that runs parallel to it", I said, "Right over there". He seemed surprised at that but grateful. He complimented me on my Norton and I said, "Thanks. It's an Interstate". Towns on those roads exist almost as if frozen in time - when the Interstate system was constructed, it rolled past them, not through them. So, they still have an agricultural significance but much of the commercial sector is often dormant.



John left us, riding on ahead in the final month of 2020. Despite all the problems it gave him, he always loved his modern Norton and brought it out proudly whenever it was needed for a show.

This picture is him accepting the award for modern British bike at the Clubman show in 2017. I don't think I ever saw him more pleased than he was that day.

Sportster Diana

To say John was a character is a huge understatement. Always ready with a quip or three. Bound and determined to get his new Norton rideable.

I was on my MKIII heading to SF on the bay bridge a few years back and there ahead of me was John in his pickup with the Norton in the back, heading yet again to Monroe's to get it fixed. I honked and waved and felt regret that such a good looking machine failed miserably to represent the Norton name. I'll definitely do a ride for him.

Keith



Photo by Ken Armann

December 2020 club meeting at Alice's Restaurant. This photo reminds me of 2020...lonely, isolated....sad in some ways but also perseverance and memorable.

Your Editor

An attempt to hold a socially distanced club meeting and Freeze Ride was made for December. We had a mix up of start time but some club members did show up soon after this photo was taken.