

Norton Notice

Volume 2 Issue 6

June 1979



Norton on its way to the NORTON BEER BUST

Will you be there?

Detailed info. and map on p.11

Published monthly by the
Northern California Branch
Norton Owners Club





The NORTON NOTICE is published monthly by the Northern California Branch of the NOC.

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Advertising

Current and prospective members may place Norton-related ads in the TRADING POST by writing the pertinent information in as concise a form as possible and sending it to the Editor. Ads will normally run for two months, but may be renewed should the advertiser so desire. There will be no fee for any advertisement in the TRADING POST.

Commercial enterprises may advertise their goods and/or services in the NORTON NOTICE for a nominal fee, which will help offset printing costs and thereby support the Northern California Branch of the NOC.

Commercial advertising rates are:

	1 issue	3 issues	6 issues
1/4 page	\$5.00	\$13.50	\$25.00
1/2 page	\$9.00	\$25.00	\$45.00

Input Wanted

Members and other readers are encouraged to submit to the Editor anything at all of general interest to Norton enthusiasts. The Editor will welcome any articles (original or otherwise), technical information, jokes, cartoons, travelogues, comments, photographs, or whatever else you might have that other readers would enjoy seeing, and will try to get everything in sooner or later. Please try to make handwritten items legible, if at all possible, and include a self-addressed envelope if you want your goodies returned. This is your newsletter, and your input is important. Please send it to the Editor.

ODD BODKINS (Reprinted with permission)



Membership Information

There are three categories of membership in the Northern California Branch of the NOC:

FULL MEMBERS: Full members are dues-paying members of the NOC, and therefore have full voting privileges at any general meeting of the NOC and all branch meetings, and also any privileges resulting from affiliation of the Club with any other organization. Full members must pay annual dues to the NOC in England (paid through the Secretary), in return for which they will receive the bi-monthly ROADHOLDER magazine, and may use the NOC Spares Scheme at any time.

ASSOCIATE MEMBERS: This category was set up so that any Norton owner wishing to get the NORTON NOTICE each month and be associated with the Northern California Branch can do so for a very modest fee, without having to join the NOC as a full member. Associate members do not pay NOC dues, and therefore do not have all the privileges of full NOC members. They do, however, have full voting privileges at all Northern California Branch meetings, and are equally welcome at all of the rides, meetings, and other functions sponsored by the branch.

SOCIAL MEMBERS: In order to allow Norton enthusiasts who do not own a Norton to be associated with the club, and thereby help them to find one to buy, the branch provides the category of 'Social Membership'. Social members do not have any voting privileges, but are otherwise welcome to participate in all branch activities. Social members will receive the NORTON NOTICE each month, and are encouraged to follow up on any leads regarding Norton motorcycles for sale. The Editor will try to help all social members in this regard, and would appreciate any help from other members.

CURRENT DUES PAID AND PUBLICATIONS RECEIVED:

	PAY:	RECEIVE:
FULL MEMBERS:	\$20	<u>NORTON NOTICE</u> & <u>ROADHOLDER</u>
ASSOC. MEMBERS:	\$5	<u>NORTON NOTICE</u>
SOCIAL MEMBERS:	\$5	<u>NORTON NOTICE</u>

Meetings and Rides

Northern California Branch meetings are held on the second Thursday evening of each month at a location announced in the newsletter.

Branch rides are generally held on the next Sunday, meeting at 10AM at a location also announced in the NORTON NOTICE. In the event of rain, the ride will be postponed a week.

June Meeting-3rd Thursday

The venue for this month's meeting will be Edinburgh Castle in San Francisco. As usual we will meet in the meeting room upstairs, and will try to get things underway around 7:30PM. Please try to come on time for the 'business' portion of the meeting, which I will try to get out of the way before 8:30.

TENTATIVE AGENDA:

Beer bust report from Gene and Mark
USNOA rally plans
Discussion of future club rides, etc.
Nomination of new NORTON NOTICE Editor

Yes folks, I am willing to pass on this job to anyone willing and capable of doing it. I don't mind doing the work for the rest of this year, but would rather not have the whole job to myself in 1980. If anyone is interested, now is the time to come forward and get involved. During the next six months or so we can work together on it, and thus have a smooth change of hands by next year.

GOODIES FOR SALE:

New batch of No. Cal. Branch T-shirts
Norton Owners Club lapel pins
Brand new No. Cal. Branch pins (I hope)

As usual, I'll be bringing all these nice goodies to the meeting, and anyone who has not yet got at least one of each should be there. The new lapel pin with the red, blue and white Northern California Branch logo is particularly nice. The makers (same guys who made the nice USNOA pins) sent me one sample pin in May and it's excellent. They will try to send 100 more in time for the beer bust, so hopefully I'll have them.

DATE: Thursday, June 21st
TIME: 7:30PM
PLACE: Edinburgh Castle
950 Coary, San Francisco
(415)885-4074

For the benefit of those of you who haven't been to the Edinburgh Castle, there's a big selection of British beers, ales and stouts and lots of atmosphere to go along. There's also a fine little fish & chips shop next door, from which the waiter at E.C. will bring you the real thing wrapped up in a newspaper. Makes a fine dinner!

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NOTE: Frank will be at the Beer Bust and might be willing to bring any small parts you need with him. Call him up.

June Ride-Saturday

At the suggestion of Gene Austin, and also Jeff Pierce several months ago, this month we will be riding up in the Sacramento River delta area. Since there are many excellent routes we can take, I'll leave it to the group that shows up to decide which one to follow. Hopefully, there will be gasoline available and we won't have to worry about that hassle as we did on May 13th. If one of you would be willing to follow with a van or truck, or if there's anyone whose house we might stop at in the area, please let me know as soon as possible. Carrying along some extra gas with us, or having a stash somewhere along our route, would be one very good way of dealing with this gas problem of the past two months.

For lack of a better place, we will plan to meet in the parking area next to the Bay Bridge toll plaza at 10:00AM sharp, Saturday, June 16th. In the past this has been a relatively convenient place to get together, but if anyone in the East Bay knows of something better, I'd be eager to hear about it. Something comparable to Alice's Restaurant on the peninsula would be a very nice venue for future rides to the east. All suggestions appreciated.

DATE: Saturday, June 23rd
TIME: 10:00AM
PLACE: Bay Bridge Toll Plaza lot

PLEASE NOTE: This is a SATURDAY ride. I know many members work on Saturdays and prefer to ride on Sunday. However, more gas stations seem to be open on Saturday than on Sunday, and I figure we might as well give Tom Horton's good idea a try. Depending on the turnout and the ease or difficulty finding gas, we may or may not hold next month's ride on a Saturday.

Good Idea Dept.

Brian Halton made a suggestion before our last ride that I felt deserved the 'GOOD IDEA' award. Brian said that we should try to get a large fuel tank (50 gallons or so) and stash it somewhere along the route of the club ride. Great idea, Brian. Does anyone have anything of the sort or have access to one for the weekend? On the other hand, if anyone would be willing to carry some extra gas in his truck or van, and follow the ride, that would be another good way to protect ourselves. Volunteers?

Vintage Rally S.F. July 15

The VINTAGE BMW MOTORCYCLE OWNERS, LTD. are sponsoring their 2ND ANNUAL WEST COAST RALLY on Sunday, July 15, 1979. This rally is open to all interested persons, and all owners of other classic and antique motorcycles are particularly welcome. It will be held at Fort Mason Center, located at Marina Blvd. & Laguna St. in San Francisco. For more information call: Don Cortright
(415)482-5626

Thanks to whoever sent 697-6902
me this info. I forgot.

The President's Message

Having received the word that our meetings have gotten too formal, and knowing that I have contributed to that, I will, with apologies to the appropriate parties, humbly submit as few lines as necessary here.

Let me start, if I may, by saying that the April ride to Reedley and the CAMA rally was a great success and a lot of fun. Those of you who missed it indeed missed something.

The Third Annual Norton Beer Bust is upon us and promises to be the biggest and best yet. The gas station at Alice's Restaurant will be open that day apparently (we hope - Ed.), so getting gas should not be a problem. Let's all turn out June 10th for a great time. See you there!

As a final note, we are now nearly 140 members and still growing. However, some members have been tardy with their annual dues payments. A good deal of our strength lies in being able to finance affairs like the Beer Bust, which is strictly an out-of-the-treasury expense for us. Without your continued and prompt support in cold hard cash (and a bargain, I might add) putting on activities such as this, which we all enjoy, is a very risky business. So, come on, all you folks whose dues are up, chip in!

Safe riding to all,

Bob Bausch

May Meeting Report

Last month's branch meeting at the Redwood Inn was not particularly well attended, in spite of beautiful riding weather that evening. The gasoline problem may have discouraged some, but my impression is that most of our east bay area members are rather apathetic. A few regulars do come to the meetings and show up for rides from time to time, but the majority never comes to a single club function. I doubt, therefore, that we will be holding meetings on the east side of the bay very regularly in the future. Sorry.

Those members who did show up for the May meet had a good time at the Redwood Inn and did an admirable job consuming food and beer. We also held a meeting of sorts. The rental fee for the Cueta Playbowl in La Honda was discussed, and it appears that we will be paying \$25 or \$50 to use the area for the day. Donations to help pay the rental fee and to offset the beer costs are going to be collected at the Beer Bust, and it is hoped that members and non-members alike will help out in that regard. Also in the same vein, we will need all the help we can get keeping the playbowl clean and orderly on the 10th. Members are encouraged to check with Steve, Gene or Mark to see what might need doing during the course of the day. In general though, just making sure that trash gets picked up and noise is kept to a minimum would be greatly appreciated by all.

We also discussed the USNOA for a while, and it appears that there is still no volunteer to get a Northern California Chapter started. What that means is that I'm going to do it. But I won't be able to put much time into it because of the job I already have. I'll do what I can, and hope that soon one of you will come forward to help out.

Steve Coburn - Secretary

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MR. BROOKS HAS RECENTLY JOINED THE NORTON OWNERS CLUB, AND WELCOMES ALL MEMBERS AT HIS SHOP FOR A CUP OF COFFEE AND SOME GOOD NORTON TALK. STOP BY AND GIVE HIM SOME OF YOUR BUSINESS, OR JUST STOP BY TO TALK AND CHECK OUT THE BEAUTIFUL OLD MOTORCYCLES HE HAS ON THE SHOWROOM FLOOR. IT'S WORTH IT.

Technical Tips: Battery Care

This month's column is reprinted from a small newsletter that our first Virginia member, Leo Schwartz, puts out from time to time for his customers. Leo has been a member of the USNOA since its early days, and a Norton enthusiast forever. He owns a fine motorcycle shop called THE CYCLEWORKS, which is located near the beautiful Blue Ridge Mountains in central Virginia. I recommend that any member travelling through that area in the future stop by and see Leo. Not only is he an excellent Norton mechanic, but a very interesting conversationalist as well. He'd be excited to meet any fellow Norton freaks who might be passing by. I used to take my old Triumph to Leo when I lived in Virginia, and stopped by to see him when I was back home last month. Anyway, here's Leo's advice on the care and maintenance of motorcycle batteries.

Your motorcycle battery is an expensive part of the electrical system, and a modicum of care will assure a long life. A battery is an electro-chemical storage device, consisting of a number of individual cells (thus the word 'battery'), each cell producing about 2 Volts DC. We are concerned here with lead-acid cells only. The battery does not produce electrical energy, but converts stored chemical energy into electrical energy, and thus the electrical output of the battery is dependent upon efficient chemical action, which is dependent upon your maintenance!

Most new batteries are in a 'dry charged' state. This term is misleading, as it implies that electrolyte can be added and the battery put into service. Service a new battery as follows: remove all filler caps and fill each cell with electrolyte to the full mark. Let the battery stand for an hour or until it is cool. Heat is generated when electrolyte is added. Readjust the cell level as necessary. At this time the battery will have approximately 70% charge and can be put into service, but it is not advisable as the charging system on the motorcycle may not have the opportunity to bring the battery to a fully charged state. Also, there is a possibility that an overcharge will damage the battery on an extended trip. The new battery should be given a boost charge at 1/10 (one tenth) rated capacity. In other words, a battery rated at 10 amp hour is charged at 1 amp until the proper specific gravity (1.265) is reached. Don't forget that charging produces hydrogen gas!! Wear safety glasses, and keep any sparks or flame away!! When the battery is fully charged, install the caps and the vent tube, and wash the battery with a mild ammonia-water solution. It is now ready to put into service. Use distilled water to top up the cells as the need arises. Do not use electrolyte.

Proper installation is important. Using proper straps and hold-down will prevent vibration damage. Route the vent tube away from machine parts, and avoid kinks. Apply silicone grease or other corrosion inhibitor to the terminals. Corrosion can be cleaned with ammonia-water and a small stiff brush. Check the fluid level often, especially during the summer. Do NOT overfill. Keep the battery clean, especially the top and terminal posts. Collected grime forms an electrical bridge between posts, which drains the battery and accelerates the corrosion. NEVER ALLOW THE BATTERY TO BECOME DISCHARGED! In a discharged state, the plates become sulphated. This is the number one cause of battery failure. Sulphation is not reversible. A discharged battery has a very low S.G., and thus is more easily frozen in cold weather. Plates and separators will become ruptured, or the plastic case will crack if it freezes.

When a battery is not in use, it will discharge at a rate of .5% to 1.0% per day. Proper storage procedures are simple, and will eliminate the expense of a new unit after storage. The battery should be removed and cleaned as detailed above, stored at approximately 60° F., and should receive a boost charge every two to three weeks. Use a trickle charge of .5 to 1.0 amps. Check the charge with a hydrometer or inexpensive floating ball tester.

It is best to charge a nearly or completely dead battery at 1/20 (one twentieth) of its rated capacity for an extended period, often one or two days. High current charging takes place at the surface of the plates only, and can overheat and warp the plates. NEVER take your battery to the corner service station to be charged at a high rate on an automobile battery charger. THERE IS NO SUCH THING AS A FAST CHARGE!

Battery condition can be checked with a hydrometer, which will show the condition of each cell, or by checking the voltage drop under load. At full charge and no load, the battery voltage should be 12 to 12.5 VDC. With the headlamp on, voltage should remain above 10 VDC for at least 30 seconds. DO NOT 'SPARK' TEST A BATTERY WITH A WIRE OR SCREWDRIVER. Not only does this not give accurate results, but it may cause an explosion. It is, however, a good test for lack of brains.

Do not fill a battery with electrolyte until you are ready to put it into service. A dry charged battery has an extended shelf life if it is kept sealed. Do not even open the caps or vent until you're ready to use it.

I hope the above information is of help, and that you, your battery, and bike have a long and healthy life. Any further questions.... please do not hesitate to call or write.

Leo Schwartz



THE CYCLEWORKS

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CAMA Rally: A Look Back

I don't know how to begin to catch the full flavor of the 1979 CAMA rally on paper, and so I'll just reminisce for a while about a few of the good things that happened.

We started off at Brooks Cyclery on Friday morning with a rather motley crew. President Bob Bausch was riding his new Ducati Darmah, which he said needed to have some mileage on it. Mark Gribble rode his Yamaha 750 touring machine. A friend of Gene Austin was on his new Yamaha 500 single, and there was a guy on a Triumph Jubilee who asked if he could ride down to Reedley with us. I apologize for forgetting names. On Nortons were Jeff Pierce, Gene Austin, Alex Stewart, and yours truly. Our ride to Reedley took us through a lot of beautiful hills, through a couple of creeks crossing the road, and across a big, flat, and relatively boring part of the San Joaquin valley. However we all got there in good shape, and didn't have any problems at all on the way. We found gas when we needed it, and more importantly, had a well-deserved cold beer stop in mid-afternoon.

After some running around between Kingsburg and Reedley trying to find some rooms for a group of road-weary motorcyclists, we ended up in the King's Inn right on the side of the freeway. I recommend that anyone staying there in the future makes sure to get a room on the front side. The back side where our rooms were was blessed with the sweet sound of tractor-trailer rigs roaring by about 100 feet away all night long. S'wonderful!

We settled in to the motel with a healthy supply of cold beer, and many other rally people around checking out their various motorcycles in the parking area. Before it got dark, Jeff and I headed off to Reedley again with the Jubilee man to get some food and find a little action. By this time the rest of our group seemed ready for sleep.

After a fine dinner at Reedley's best (or so we were told), where we ran into quite a few other motorcycle buffs, we headed downtown to the Hotel Burgess to find the very elusive 'Norton party'. What we found was Norm Kelley and Pat trying to make a dent in their well-stocked hotel room bar, and a number of good motorcycle people wandering the halls, making friends, and basically having a good time. Frank Conley was entrenched there with quite a few of his friends and helpers. Jan Barton, who had just ridden in on his Manx after he and his two riding partners had visited every watering hole between San José and Reedley, was wandering around with a rather interesting look on his face. Could be that 200 miles on an old Manx will do that to you... What do I know? Anyway, everyone seemed to be having a good time, and all I could think about was getting back to the motel in Kingsburg in my tired and rather inebriated state. I had a vision of myself and Norton lying out in an orange grove or raisin vineyard as the sun came up the next morning. Needless to say, we made it back to the motel without incident, and I spent the rest of the night listening to the trucks roar by and thinking about all the good people we'd met and the fun to come.

Saturday morning we all headed off to find some breakfast, which we did, and then on to the rally at the Reedley Community College. Although it was still early, we found the parking area already full of motorcycles and people from all over the place. It was really incredible. For those of you who unfortunately missed it, I can't really give you an accurate impression. The whole scene just blew me away. Many club members showed up during the course of the day, and it was really nice to see how much interest there is among our group. There were also quite a few Norton people from southern California and elsewhere who came up and chatted from time to time. I seemed to be spending most of my time passing out copies of the **NORTON NOTICE** and application forms and Beer Bust Flyers to interested Norton owners. I thank Maya Petereson for all her help in that endeavor. It was just amazing how many people there were who were interested in the club and our various activities. The enormous growth of the branch during the past month is no doubt related. The effort paid off. Particularly significant, in my opinion, is the fact that there is finally a lot of interest in getting an N.O.C. branch going in the L.A. area. Although nobody I met at the rally would commit himself, there were quite a few who seemed seriously motivated and willing to help. I suspect that one of these days someone down that way is going to get his act together and start a branch. Southern Californians seem to be a bit slow but they come through sooner or later.

LARRY RANDALL

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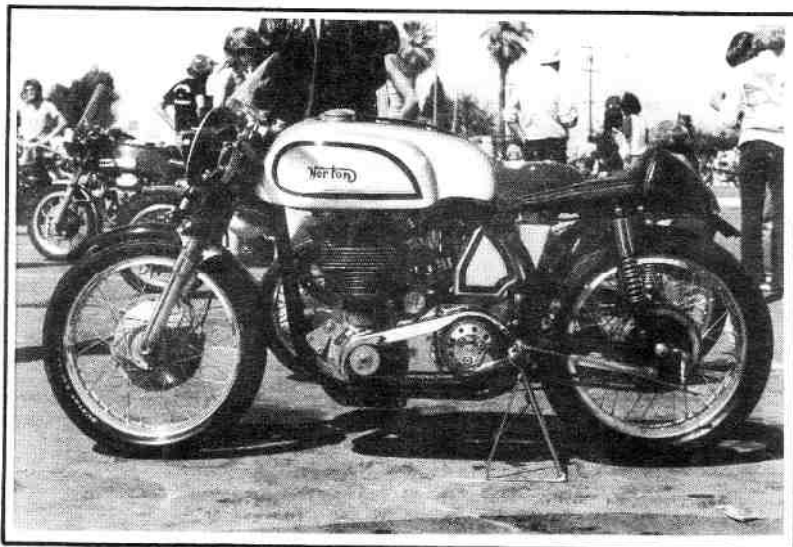
When you need parts or technical expertise to get that Norton back on the road, Larry Randall and Jan Barton are good people to know. If they don't already have the part you need, they'll know where it is and will help you with any tricky repair problems you might have.

With many years of experience on British motorcycles, Larry will be able to help you with yours. He's definitely the man to see if you have one of those impossible fix-it nightmares. Check with him first.

Jan Barton, Larry's right-hand man at West Bay, is a particularly good person to know if you're into older machines. A member of our branch, he has a '38 Brooklands and a '48 Manx of his own, and a wealth of knowledge about antique motorcycles.

The highlight of the day, in my opinion, was the judging for the Norton trophies. Not only did we award the club-sponsored BEST NORTON trophy, but we also had two very attractive cup-type trophies donated by Norm Kelley to award for the BEST NORTON SINGLE and for the BEST NORTON TWIN. For several hours a group of impartial branch members wandered around the show area checking out all the Nortons in the Concours event. It was evident that their decision would be difficult to make. The many fine Nortons of all ages and models made the job of selecting three 'BEST' machines a very tough one indeed. I felt fortunate to have my Interstate entered, thus making me ineligible for the Norton Owners Club judging committee.

When the time came for the committee to turn in their decision, they came through in fine form. The BEST NORTON award would go to one Marshall Van Tassel of Fresno, whose truly immaculate 1956 Manx 30M was the overwhelming first choice of the committee. The BEST NORTON SINGLE award would go to Paul Adams of Palos Verdes for his beautiful 1923 16H. Finally, the committee's choice to take the BEST NORTON TWIN award was Norm Kelley's '72 Combat Roadster ('slightly' customized). This choice came as quite a surprise to Norm, who felt that his '71 Production Racer or John Player Special Café Racer were much better candidates for the award. The committee was obviously impressed by his non-stock beauty.



1956 Norton Manx 30M owned and shown at the 1979 CAMA Rally by M. Van Tassel

Saturday evening came all too soon and as the sun went down the parking lot had to be clear of all motorcycles and other vehicles. People carefully loaded their prize machines on the trailers, vans and trucks that would carry them back home. Some of the more adventurous and/or traditional bikers simply packed up, hopped on, and rode off on two wheels. There were all kinds of motorcyclists there heading off to their respective cocktail parties and other pursuits. I made my way to a most enjoyable party at the College Motel hosted by our own Vida Castle. Although most of the people there were Ariel owners, I was made to feel as welcome as could be, and wondered why no other club members were there. Maybe next year. The group had a good time consuming a large supply of booze on hand and enjoying all the munchies Vida provided. And the camaraderie was great! I fully intend to organize a Norton post-rally party for next year, and hope that many branch members and non-member Norton nuts will try to be there. That sort of thing is a lot of fun. In fact, I really believe the greatest value of such a motorcycle rally is the informal and often totally accidental meeting of these many different types of folks with a common passion.

When the alcohol level in our respective bloodstreams reached satisfactory levels, the group headed back to the college for the annual CAMA awards banquet. I was very sorry to see that only a few club members had gotten tickets for it. Those who were elsewhere missed a fine dinner and a good show. The highlight was a series of movies of Trials racing in Scotland and the Isle of Man TT race week activities. Jolly good show all 'round! The various trophies were presented, and I had the honor of giving the three Norton trophies to their pleased winners. Marshall Van Tassel, who has now become a branch member, seemed genuinely grateful and justifiably proud when he was up at the podium to receive his award. He thanked not only me but the whole branch. Norm Kelley was also very pleased with his trophy, which naturally looked familiar to him. Let's all thank him for sponsoring the BEST SINGLE and BEST TWIN awards next time we see him. Paul Adams was not at the awards banquet, but Frank Conley (also a new branch member) assured me that he would get the trophy to him. All in all, it went as well as we'd hoped, and everyone was pleased.

Trading Post

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Front fender for 1973 Commando 850
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Tank and front fender for 1975 Commando MkIII Roadster. Must be in good condition with no dents. Also want name of good bike painter to do custom paint job on a tank, two fenders and side covers for '75 Norton.
BRIAN HALTON: (415)982-7242

ATTENTION ADVERTISERS: Please remember to let me know when to discontinue your ad, when to omit parts of it, when to run it again, etc. I really need this information in order to do this Trading Post bit properly. Please call on or about the 25th of the month. Thanks. *Steve*



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USNOA Rally

As most NORTON NOTICE readers know by now, the USNOA is having their annual rally in Colorado this summer (Aug. 24-26), and we'll have a Northern California group riding to Woodland Park (near Colorado Springs) for this event. I will run the full page blurb again next month for those who haven't yet seen it. Hopefully by late June or early July we will have a firm date set for the ride. In the mean time, please let me know:

- 1) if you want to go with the group
- 2) when would be the best dates for you
- 3) whether you have friends along the way who could offer shelter, etc.

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See Jack Morris, a branch member and Norton enthusiast for quite a few years, if you're looking for parts or accessories. Jack's got the goodies and will take the time to make sure you get exactly what you need.

Selby's service department is in the able hands of Alan Hook, an experienced Norton mechanic and also a branch member. If the Norton isn't running right and you're unsure about what to do, take it to Alan and he'll see that it gets back into tip-top shape.

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History of Norton: A New Era

Thanks again to Dennis Howard and Ballantine Books for the use of the material below. The fine book, *NORTON*, from which I have borrowed the first two chapters during the past seven months or so, is now very hard to find. I'll continue to work my way through it, chapter by chapter, and the *NORTON NOTICE* will have an excellent History of Norton column for the next year or two. This month's edition comes from the first part of chapter three, "A New Era", and concentrates on the racing success Norton experienced during the year Pa Norton died. I hope you enjoy it as much as I. *L.S.V.*

In April 1925 James Norton passed away. He had been suffering from what was described as an incurable illness and had in fact willed himself to remain alive for about three years longer than his doctors had given him. Such had been the state of his health in 1924 that he was ordered to take a long holiday which was duly spent in South Africa. This was the second occasion on which he had visited the country for in 1921 accompanied by his sister-in-law he had taken his favourite model Big Four and sidecar on a world tour with the object of studying overseas conditions first-hand in order that the future export models could be adapted to suit colonial going where appropriate. An outcome of this tour had been the raising of the ground clearance on most export machines to five inches, but this was only one of many alterations made by Norton to these models.

With his death one of the best loved and most respected pioneers of the motorcycle industry passed from the scene. Affectionate reference to Norton as the 'Old Man' or 'Pa' is interesting for he was only in his mid-fifties, but his general manner and patriarchal attitude plus his silver-bearded appearance and traditional pince-nez gave him looks that were more associated with gentlemen in their very senior years. If one recalls to mind an ageing Bernard Shaw, complete with those celebrated Norfolk jackets, knickerbockers and tall stockings, one will have some idea of Norton's physical appearance. Fortunately, those that had served under Norton were made of similar fibre and the motorcycle programme went forward in a manner that would not have disturbed 'the Governor'.

It is a little ironic perhaps that in the very year of Norton's death, the company he had started approached its long road of fame with machines that proudly bore his name winning the Swiss, Russian, Polish and Italian road racing championships, in addition to the Dutch, Danish and Hungarian TT races and the Ulster and Belgian Grands Prix. In the Amateur TT, a September meeting held on the famous course in the Isle of Man, Nortons occupied first, second and third places, the winner, Sub-Lieutenant H.G. Dobbs RN, completing the course in just over three hours at a speed of 59.97mph. Three months earlier in the International TT event Alec Bennett had worked hard to gain a third place in the Senior race against the tough opposition of Howard Davies on his new and very potent *HERD* machine, while the Norton pair A.E. Taylor and George Clinton brought home their Model 19s second and third in the 151 mile sidecar race.

On the Continent the great Tazio Nuvolari, later to be one of the select few to tame the rear-engined Auto-Union Grand Prix cars, was serving his apprenticeship on overhead-valve Nortons by winning various local races including the Circuit de Cremona. Unlike the present day system, where it is possible to count the number of Grand Prix drivers who served their novitiate as motorcycle champions on the fingers of one hand, it was almost an unwritten rule that two wheels had to be mastered before four. Already rival motorcycle manufacturers could be justifiably envious of the supremacy that Norton machines had built up for themselves, and in this respect it is necessary to refer to the Maudes Trophy yet again; indeed it seemed that the handsome cup would remain at Bracebridge Street permanently. For the 1925 attempt a 588cc Model 19 and sidecar, and a 490cc machine in solo form were chosen and assembled under the familiar ACU supervision. For the road section of the test a route embracing the courses of the 'Exeter Trial', 'Land's End', 'The Edinburgh' and 'John O' Groats' was used, being a total distance of 3,183 miles. The speed schedule was 20mph. Upon conclusion of this severe trial a speed test was undertaken at Brooklands following routine maintenance and a decoke of each machine. (Have you 'decoked' your machine?—Ed.) Records were then attacked and secured, many from the 500 miles upwards and the ten, eleven and twelve hour records. On a fourth Maudes attempt in the following year another demanding test was completed which included one hundred climbs of Bwlch-y-Groes in North Wales by a Model 19 and sidecar plus a 1,500 mile road test over the Land's End to John O' Groats route. (Any member who can correctly pronounce that Welsh name at 3PM on the 10th of June in La Honda will win a special achievement award!—Ed.) The operations conducted and the miles consumed are inclined to induce verbal dyspepsia. Until very recent years no TT rider had matched the number of 'Island' victories attained by the great Stanley Woods whose road racing career began in 1922 and finished seventeen years later, in 1939. Stanley's father was a representative for Mackintosh's the toffee people and visited retailers in his native Ireland on a large Harley Davidson outfit. Possessing all the confidence and charm associated with folk from 'across the water', Woods Junior persuaded Senior that an ideal working arrangement would be for the boy to attend to all chauffeuring duties on the Harley while his father need attend solely to all the requirements of his many customers. It appears the plan was accepted although whether Mr. Woods, the father, knew that from time to time the motorcycle would be unhitched from its commercial sidecar to be ridden in local speed trials is not known. But the outcome of this taste for fast motorcycle competition work brought Stanley 'Works' rides in due course, on a variety of machines, and the start of a really professional roadracing career on Nortons in 1926. In the first year of his association with Bracebridge Street, Woods won the Senior TT at 67.54mph although conceding fastest lap to the maker and breaker of TT lap records Jimmy Simpson, who was then riding for AJS.

Letters to the Editor

This is something new this month in response to all the mail I've been getting lately. If you have something on your mind to tell me, and if you don't mind sharing it with other NORTON NOTICE readers, just jot down whatever you want to say and send it along. I will of course honor any specific requests not to put letters in this rag. So feel free folks..... this is your forum. Keep 'em coming in.

Steve: I finally remembered to send a check! Keep up the good work in a basically thankless job. Remember, you can't satisfy everyone.

Lloyd (Pentecost)

Lloyd: Thanks for the check and the kind word. I can definitely use both.

Dear Steve: You are the Norton Club, and you are doing a great job. I really enjoy the paper each month and may even submit something soon. Hope to make my first club ride this month if 'Fang' gets out of Mumroe Motors in time. Something called a 'notched hub' that gives Norton a tendency to want to climb into the trunk of the car in front him whilst in traffic. Have dodged the club rides in the past because of the accidents which you've witnessed and mentioned in the NOTICE. I love to ride fast and safe and the thought of anyone trashing a bike really perturbs me. So if it becomes a race...I'll bring up the rear!

Brian Halton

Brian: Thank you too for the vote of confidence, although I must disagree with you. I am not the Norton Club. We are all the Norton Club. Hopefully more members will become as active as I, each in his or her own way. Two years ago I hadn't done anything for the Club either. I hope that you will submit something for the NOTICE; perhaps a more detailed description of the 'notched hub' phenomenon and how to prevent and/or cure it. With respect to the accident problem, I am in complete agreement with you. My sentiments precisely. I hope other members will heed your words.

Dear Steve: I really enjoyed our 'chat' at Reedley. I only wish there had been more time as I hadn't even got down to my really good lies!! I wish to thank all of you for the trophy. As I usually don't make the banquet I wasn't aware of it until your note, so I guess Frank has the trophy. Hope to see you or other club members if you ever get down this way. I've always got a refrig full of beer in the shop, and can handle most maintenance of a general nature (no overhauls please!). Again my appreciation and heartfelt thanks for the award. It means more to me than a CAMA award as it comes from the 'true believers'. All the best,

Paul (Adams)

I really do appreciate what you say, Paul, and I'm very happy the Committee chose you 16H for the BEST SINGLE award. I hope you will bring it up for the Beer Bust so more Norton nuts will be able to see a Norton built 50 years before their Commando 850s. We'd all like to see your '47 too when the restoration is finished. Good luck with all your efforts to get a branch going down in southern California. Its time has come.

Steve: The last NORTON NOTICE was fine. You are doing a really fine job and in particular I would like to thank you for the regular I would like to thank you for the page and a quarter spread that was accorded the USNOA. I haven't talked to Bill Grigg lately but it seems from my mail that people are beginning to stir their pens and preregister. After running the thing last year, we at this house know how all-important those early entries are and I was getting a little concerned. At any rate thanks for the good work; a good turn-out from your area would increase attendance considerably. On two wheels,

Pete (Kogut)

P.S. Logo looks great! We'll be looking forward to the pins.

Pete: I'm really happy to do whatever I can for the USNOA and the rally in Colorado this summer. I hope that the association between our group will continue to grow in the years to come. I'm really beginning to feel that the Norton is becoming more and more alive all the time, and that our efforts to help foster interest among the true believers is making a significant impact. Those of us in Northern California who read your NORTON NEWS each month really appreciate all the efforts you've made on Norton's behalf. I think I can speak for everyone when I say that I hope you can keep up the good work for a long time to come. Looking forward to meeting you at the rally in Colorado. Keep on Nort'n!

Steve: Received your excellent NORTON NOTICE in the mail. It must be a real job to put out such a nice monthly. I'll be glad to get it. I'm really tickled to be in touch with a group of people like myself who are aware of the mystique of these venerable machines.

Ed Johnson

Ed: Welcome to the club, and I really look forward to seeing that unique ES-2 of yours. I hope you'll make it to the Beer Bust. And many thanks for the kind words.

Greetings Steve: I can't tell you the anticipation each NORTON NOTICE and ROADHOLDER relieves upon its arrival. Spring has come to the North Country (Alaska - Ed.) and the Norton is still down awaiting new bearings to accompany the new Quaife five speed but all should be 'go' by next weekend. How I'd love to run it in with you and the other Norton enthusiasts in the club. Have a good summer. I hope to be in S.F. this fall. Am looking forward to meeting you in person and making a meeting of the club. Thanks,

Mark Stockslager

Mark: I'm sure those long, cold Anchorage winters must be very conducive to reading about and working on motorcycles. I'm glad that the NOTICE brings some relief to you up there. Makes me feel like the guy who sent those pin-ups to the soldiers in the Pacific and in Europe during WWII. Nice to feel that relevant! Anyway, I do hope you make it down here in the fall, and will be looking forward to having you join us for a branch meeting and ride while you're here.

Well that's it for this month folks. Keep those letters coming in and I'll try to do this again in the July issue. *Steve*

Beer Bust on June 10th

Well folks, it's that time of year again. The woods are drying out after the winter rains, the air is warming up, the hillsides are all green and covered with spring wildflowers. So that means it's time for the annual Norton Beer Bust! This year's edition is the Third Annual Norton Beer Bust, and will be held in the same location as last year's. The Cuesta Playbowl, nestled in the redwoods of La Honda, was approved by all who attended the beer bust last year, and so we've reserved it again.

This year's gala event will be held on Sunday, June 10th, commencing at noon. The Beer Bust Committee (Gene Austin & Mark Cribble) and I would greatly appreciate any help members would care to give. Early arrivals can check with one of us at the Playbowl for tasks to help with. Please bring only Nortons down to the Playbowl as parking will be limited. Cars, trucks, etc. may be parked in the designated area next to the duck pond near the Playbowl turnout.

3rd Annual

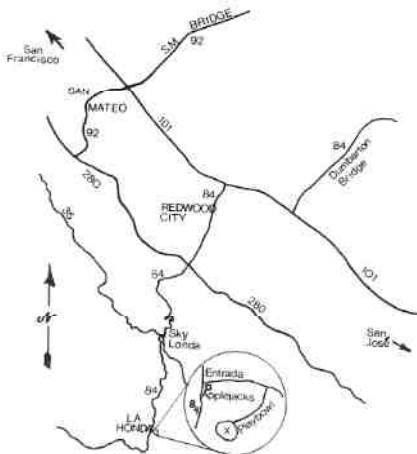
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ODD BODKINS (Reprinted with the permission of Dan O'Neill)

Last month I slipped in a fast one at the bottom of the back page just to see if anyone really reads this stuff. Apparently not, because not one of you has mentioned that last month's ODD BODKINS episode was not the last of the Mars series. Surely some of the true aficionados out there know that Fred, Hugh and 5\$Bill O'Bradly went on after BIG NORTON crash-landed on Mars to meet the great Magician of Mars in the Red Forest. Since NORTON is no longer involved in the series, we'll be moving on to other adventures next month, but I would like to give you a brief summary of what happened to our heroes on Mars.

First, the Wizard of Mars sent them into the very weird Martian Mush Room, where they discovered that "Politics is Poopadoodle" (according to Fred). Hugh O.D.'d and just kept saying "Wowie Zowie" for the rest of the story. After visiting the Purple Sage, they met the History Bee, who told them that Mars decided in 1649 to invade and destroy America in order to restore the natural balance to the universe. What is very interesting, and particularly relevant during the current gas crunch, is the fact that the Martians came down to America disguised as inventors and started the "Industrial Revolution". It seems that they "gave" the gasoline engine to the righteous men...who were unable to resist it in their gluttony. They could not see the poison; all they saw was PROFIT. Needless to say, the gasoline engine put the horse out of work and English sparrows went hungry. I should mention that "poopadoodle" is horse exhaust, which also happens to be the staple of the sparrow diet, according to the History Bee. Well.... enough of this nonsense!

Here's the final episode in which BIG NORTON appears on Mars. May he rest in peace.

OUR STORY:
Fred, Hugh, and 5\$Bill O'Bradly are unhurt. The FAITHFUL Norton did not enjoy crash-landing on Mars!

MORNINGWIRE.
PEACE ON EARTH
People are sending POSTY LETTERS to every JANK every day!!
THE ESCALATION OF MAIL IS EXPECTED TO RESULT IN AN INCREASE IN TROOP COMMITMENTS... EVENTUALLY DRAWING OTHER TREATIES OF WAR OF NECESSARY MANPOWER.

IT'S A LONG WAY TO ALEX'S BING SHOP, FRED.

4-15

FRED! NORTON IS INVADE!

CALL ALEX! HE'LL FIX HIM!

ME! MARTIANS! I'M THE GUY WHO IS GONNA GIT YA!!

BUT ALEX AND HIS BIKE SHOP ARE IN CALIFORNIA! WE ARE ON MARS!!

GOSH... IN THAT CASE... CALL COLLECT

OUR STORY:
The Mars... invasion by the force of his Invading... has temporarily delayed the AGILETHM...

A FINE THING! MY FIRST AMERICAN COUNTER INVASION EXPEDITIONARY TASK FORCE TO MARS - DELAYED BY A DUMB BRITISH BIKE!!

GOSH, FRED... NORTON DENT MEAN TO DO IT.

HOLD IT RAHT THAR PARD'!!!

I BRING GREETINGS FROM THE MAGICIAN... AND WELCOME YOU TO MARS IN HIS NAME...

WE MARCH ON MARS WANTS YOU - A WELCOME FEAST IS BEING PREPARED IN THE RED FOREST!!

HEARD THAT, COMMANDER - THE RED FOREST!!

GIVE THE SIGN - I'LL ZAP HIM!!

HE MUST BE A COMMIE!! ON MARS!!

WYI TANE A CHANCE... LET BILL SHOOT HIM.