

Norton

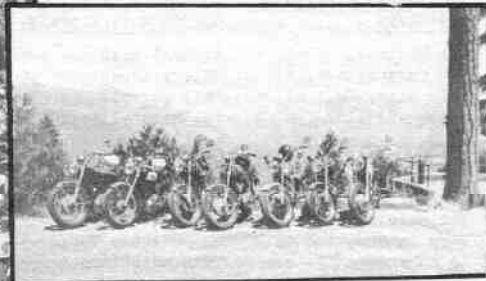
Notice



Newsletter of the Northern California Branch

NO. 44

JANUARY 1982



Norton Notice

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published monthly by the NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB, its sole purpose is to inform and entertain members regarding all aspects of the NORTON motorcycle including history, technical advice, and preservation. NORTON NOTICE is not for sale, but is provided as a benefit to members of this Branch.

OFFICERS AND STAFF

PRESIDENT

VICE PRESIDENT

RECORDING SECRETARY

MEMBERSHIP SECRETARY/ TREASURER

NORTON NOTICE STAFF

Tom Horton
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(415) 493-2157

Michael Heth
Harvey Loucks
Phil Verzola
Bob Marshall

ADVERTISEMENTS

Current and prospective members may place ads for Norton-related material wanted or for sale in TRADING POST. Send all necessary information to NORTON NOTICE. There is no charge for ads in TRADING POST.

MOTORCYCLE DEALERS wishing to advertise may send ads to the NOTICE with the following rates:

	<u>1 Issue</u>	<u>3 Issues</u>	<u>6 Issues</u>
1/4 page	\$5.00	\$13.00	\$25.00
1/2 page	\$9.00	\$25.00	\$45.00

NORTON NOTICE IS A REFLECTION OF ITS READER-SHIP WHO IS ENCOURAGED TO SUBMIT ANY ARTICLE, TECHNICAL TIP, JOKE, PHOTOGRAPH, ORIGINAL OR OTHERWISE SO OTHER NORTON ENTHUSIASTS CAN ENJOY IT. FOR BRANCH MEMBERS WHO CANNOT OTHERWISE ATTEND MEETINGS AND RIDES, NORTON NOTICE AFFORDS THEM AN EXCELLENT OPPORTUNITY TO SHARE EXPERIENCES WITH THE MEMBERSHIP AT LARGE AND BRING THE BRANCH CLOSER TOGETHER.

DEADLINE FOR ITEMS IS THE 20th OF EACH MONTH.

NORTON NOTICE ALSO ACTIVELY REQUESTS ASSISTANCE WITH TYPING, PHOTOGRAPHY, AND PRODUCTION OF THE NOTICE EACH MONTH. NO EXPERIENCE IS NECESSARY. JUST CONTACT NORTON NOTICE FOR DETAILS.

A few scenes from last year's Branch activities highlights -

Top:

Gathering at Alice's for the First Annual Old Timer's (pre-Commando) ride.

Norton Scenic View at the Bass Lake Rally.

Middle:

A pairing of Manxs and a gaggle of Fastbacks at the annual Beer Bust.

Bottom:

The year's most edible Norton (cake) and a few anonymous Christmas Party revelers.

MEMBERSHIPS

Membership is available in three categories.

FULL MEMBERSHIP gives membership in the NORTON OWNERS CLUB with its benefits and privileges such as bi-monthly issues of ROADHOLDER MAGAZINE sent directly from England keeping members abreast of Norton owners activities from around the World, the SPARES PROGRAM that allows one to buy Norton parts directly from England at an attractive, low cost, and full voting privileges at all NOC and Branch meetings.

ASSOCIATE MEMBERSHIP is established for any Norton owner wishing to be associated with the Northern California Branch and are welcomed at all meetings, rides and other functions. Members are urged to become FULL MEMBERS as they become familiar with NOC advantages and benefits.

SOCIAL MEMBERSHIP is established for Norton enthusiasts who have not yet bought their Norton to become familiar with NOC and Branch functions and to assist them in finding a Norton suited to their needs. Although Social Members do not have Branch voting privileges, they are welcome with their ideas at all Branch functions.

NORTON NOTICE is provided to all three membership categories and the publication is open to all for articles and ads they wish to submit.

FULL MEMBERSHIP: \$25.00/yr.

ASSOCIATE MEMBERSHIP: \$10.00/yr.

SOCIAL MEMBERSHIP: \$10.00/yr.

ALL MEMBERSHIP DUES ARE PAYABLE TO THE BRANCH TREASURER. RENEWAL DUES ARE PAYABLE AT THE END OF THE INDIVIDUAL'S MEMBERSHIP YEAR, THAT MONTH BEING DESIGNATED BY THE LAST NUMBER OF THE MEMBERSHIP NUMBER LOCATED ON THE MAILING LABEL OF NORTON NOTICE. Example:

999/6

denotes member number 999 with dues expiring in JUNE.

BRANCH MEETINGS ARE HELD EACH SECOND THURSDAY OF THE MONTH; LOCATIONS ARE ANNOUNCED IN THE NORTON NOTICE CALENDAR.

BRANCH RIDES ARE HELD THE SUNDAY FOLLOWING THE MEETING, TIME AND LOCATION ALSO ANNOUNCED IN NORTON NOTICE CALENDAR. IN THE EVENT OF RAIN, THE RIDE IS POSTPONED UNTIL THE NEXT SUNDAY. IF IT RAINS THAT SUNDAY, THE RIDE IS CANCELLED FOR THAT MONTH.

OCCASIONALLY, MEETINGS AND RIDES ARE SCHEDULED FOR DAYS OTHER THAN THE SECOND THURSDAY AND FOLLOWING SUNDAY. BE SURE TO CHECK THE CALENDAR FOR ANY CHANGES.

DECEMBER MEETING

held at Rick's Swiss Chalet, Palo Alto, Ca.,
December 10, 1981:

The meeting was called to order at about 9:00 by Harvey Loucks with a slight difficulty since about 75 members and guests were present. After introducing some of the more distinguished guests like Ed Brooks, John McCoy, and John Padilla, Harvey discussed the upcoming ride to Mt. Diablo, Brooks' Cyclery Gift Certificate of \$25, T-shirts, and a treasure-trove of Norton paraphernalia courtesy of Larry Randall at West Bay Cycle Dismantlers all of whom provided the "loot for this month's raffle, tickets were made available for a trifle \$1.00. Hors d'oeuvres, a band, a beautiful cake in the shape of a Norton were provided compliments of the Branch. Thanks to Steve Coburn for picking up the cake. Tom Horton's treasury report revealed about \$684 minus the cost of the Christmas Bash. Harvey continued the meeting with nominations for various Branch offices, and the following members accepted nomination for offices:
President: Art Sirota, Tim Coburn, Jan Barton;
Vice President: Maya Peterson, Gary Broeder, Tom Dabel; Recording Secretary: Phil Radford; Secretary/Treasurer: Tom Horton; Ride Marshal: John Padilla.

During the nominations, the office of Ride Marshal was voted into existence. Bob Marshall made it known that he is interested in anyone who is interested in helping with the continuation of Norton Notice.

Harvey received a round of applause for being such an excellent President during the past year and reminisced about his enjoyable experience as Branch President.

John McCoy, new co-owner of Brooks' Cyclery, spoke about parts availability and his continuing commitment to aid local Norton owners in keeping their machines up and ready for the roads.

With outgoing (sic) Vice President Maya Peterson picking the winning tickets, John Padilla won the first prize \$25 Brooks' Cyclery Gift Certificate. Other winners in the raffle drawing included Bart Rago, Ken Duffy, Jeff Pierce, Dave Kemmer, Mark Gribble, Tom Dabel, Rich Stevenson, Maya Peterson, Scot Marburger, Claude Wright, Dave Murry, Al Collins, and Peter Gheorghiu.

The Treasury managed to recover \$80 from the raffle to help cover the costs of the Christmas Party.

In 1982, Mother Bell is changing the phone system again - when calling 408 area code from 415 and vice versa, one is going to have to use that area code to get the right number. When sending in membership applications or advertisements for Trading Post, please include your area codes to help prevent some confusion on the phones.

PRESIDENTIAL RAMBLINGS

WELL FOLKS, this is it! The Last Rambling. It may be a fairly long bit, as I'm going to get on my soap box and review the past year as well as take a look into the future. So, grab a cup of coffee (to stay awake), sit back, and get comfortable.

The best news first - we have a slate of candidates for our January elections that is simply superb! No matter who is elected, I feel the Branch will continue to grow and prosper even better than it has this past year. These folks were supposed to send in a little campaign speech to the Notice, but since most have not [as of December 27], I am going to play a little trick on them. Since I know them all, I'm going to give a short description of each, keeping only to the facts - no opinions or prejudices.

For the highly overrated office of President, we have (in alphabetical order) Jan Barton, Tim Coburn, and Art Sirota. Jan loves the old British thoroughbreds, especially Norton cammy singles and strongly favors their performance even when compared to modern rice-burners. He has owned about every classic bike built since the War and has even raced them with measured success. Jan has been going on vacations to the British Isles for quite some time now for the expressed desire to race. He even won a classic Irish race on his cammy Norton (1949) last year. Many will remember the unfortunate crash of his Vincent Black Shadow on the way to the Bass Lake Rally last Summer and the courageous way he lived through the painful ordeal. Jan misses many of the rides due to his travels and work as a European bike mechanic, but makes most of the Palo Alto meetings. Jan lives in San Jose.

Tim Coburn is a long-time Branch member and the older brother of our past President, Steve Coburn. He makes a decent living supporting his habits (Nortons and good-looking women) as an independent computer software engineer. Tim has a couple of Dommie 99s, an ES-2, and a couple of Commandos, makes about half the meetings, but misses most rides due to his demanding schedule. You will find him, however, most Sunday mornings at Alice's Restaurant. Tim is a mature, thoughtful fellow who really appreciates the experience a Norton can offer. Tim makes his home in Menlo Park.

Art Sirota almost needs no introduction (check out his "campaign speech" elsewhere in this issue). As the Branch Scribe for the last year, you've all read his lively reports of meetings first thing in the Notice each month. Art has an immaculate John Player Norton, an Interstate, a Fastback, an old Model 99, most of an Electra, but his best is his newly restored 1947 Model 18. Art lives in La Honda and supports himself as a top notch carpenter and cabinet maker. He has made it to almost all the meetings (only missing one, I believe) and some Branch rides. Art has made substantial contributions to the

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Branch in terms of technical articles on restoration, etc., demonstrations, and, of course, his famous songs about Nortons.

These guys have several things in common - they have been involved with Nortons for many years, are technically excellent, have all worked on restorations, and are mature and responsible individuals. Also, they are fairly close in age with the average Branch member, about 35. Regardless of which one you choose for President, you will have chosen a winner.

The choices for President of Vice are no less illustrious with Gary Broeder, Tom Dabel, and Maya Peterson. Gary is a long-time member and one of the best Norton mechanics in Northern California. He is currently the Service Manager and Norton Guru at Palo Alto Yamaha. He also is a college student, and, until this year, a motorcycle par excellence. Gary has had dozens of memorable racing wins from way back on his Nortons and Gold Stars to his more recent conquests on a (pardon me) Yamaha 500 single road racer. The race I remember best is his overall win on the 500 single at the 1980 Sears Point four hour endurance race where he defeated four cylinder cycles with twice the displacement and three times the horses. You might say he rides 'em good. With more time spent studying and less time working, Gary has been forced to drop his racing habit. He lives in Los Altos and makes it to about a third of the meetings and some of the rides. We go too slow.

Tom Dabel is a big, tall, friendly fellow who rides an old '64 Atlas like it was a road racer. On an overnighter once, he got stuck behind with clutch problems, but instead of limping home, he fixed the problem and caught up with the group by covering about 75 miles at what must have been close to 90 mph average. He built that bike from many small pieces and knew it could take it. Tom attends most of the South Bay meetings and about a third of the rides. He lives in Milpitas and makes an honest living as a maintenance technician, I think.

Maya Peterson's involvement with Nortons is almost as old as the Branch itself (10 years). She has been bouncing out in front of UFNOs (Unidentified Flying Norton Owners) for years flagging them down and talking them into joining the Branch. She has owned a number of reliable Nortons over the years, but enjoys her pretty, orange Fastback now, exclusively. Maya gets the four star award for attendance making it to almost all the rides and meetings and is only deterred by a rare mechanical breakdown, but is not afraid to wrench on her own machine if the "experts" aren't available. Although a San Francisco native, she now resides in San Jose.

There are three more offices to discuss, each one with nominee. For Scribe (recording Secretary), we have that fine lad who hails from the Fatherland, Phil Radford. Phil was a member of the NOC in England and, upon visiting Northern California in the Summer of 1980, had so much fun with our Branch members and activities that he decid-

ed to make it his home. Contrary to rumor, falling in love and getting married to a native had nothing to do with his decision.

Phil likes the old Featherbeds and has several in addition to his two Commandos. That is, he'll have two if they ever get off the ship from England. Phil and Suzanne live in San Jose where works as a technician.

John Padilla has agreed under some duress to be our Ride Captain, although I'll help out as much as in the past if John will let me. John is an old time member with a couple of high mileage Commandos. He has taken some fairly long trips on his Nortons including the Colorado Rally in 1979. Not just a Sunday rider, John uses the old Norton for everyday transportation and in that sense, is more of a motorcyclist than most of use. John also rates right under Maya in terms of participation in Branch activities. Knowing John's riding skills, I'm sure he won't hold anyone up on the Branch rides.

Last, but not least, is a repeat, Tom Horton as Secretary/Treasurer. After praising him and embarrassing him to death last month, I'll just say that we're damned fortunate that he has agreed to do a tough job that involves a lot of responsibilities for another year.

In addition, Bob Marshall will continue as de-facto Editor and main worker on the Norton Notice, but again, folks, he surely needs some help. Please take time to help out this year in material for the coming year. Just drop it in the mail addressed to the spot you see on the return spot on your envelope (also listed on page 2 of each and every Notice)

On to less important items.

We did have a ride last month at the regular time, even though it was raining as we set out for the meeting place in Castro Valley. Ten of us started pit for Mt. Diablo from Sambos and had a generally excellent time with good roads, no rain and not too many quadrupeds. OK, I'll admit it, I fell off my new Moto Guzzi in a coasting race down Mt. Diablo and caused John Padilla to go down right behind me. Basically, I acted instinctively in going into a corner and pushed my left foot down to brake, only to find that I had slammed a dead motor into gear and locked up the rear wheel. Stupid! The moral is, don't ride hard on a bike you're not familiar with with controls in unfamiliar locations. Fortunately, the damage to bikes and bods was surprisingly superficial, but the ego will take a while longer to heal. Serves me right, I guess, for not riding a Norton on a Norton Ride.

In any case, we all ended up at the Stovepipe Deli in Livermore for a nice lunch, then home. John was a little more banged up than I was and left the ride early, but he's back to normal now and ready to collect some good used parts from Harvey's Junkyard.

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Last month's meeting at Ricks Swiss Chalet in Palo Alto was the largest Christmas Party we've ever had. With a real, live band (Wild Bill and Buffalo Chips from La Honda), plenty of hors d'oeuvres, a special cake shaped like a Commando, and more Guinness than we could drink, we couldn't help but have a good time. Art Sirota played with the band for a while and entertained us with his famous Norton songs as well as some other originals.

After nominations were taken care of, we had one of our best raffles yet. Larry Randall of West Bay Cycle Dismantlers in Palo Alto donated a tone of stuff from T-shirts to brake pads to a Q1 headlight. It must have been over a hundred bucks worth retail. Also, Ed Brooks and the new owners of Brooks' Cyclery, John McCoy and Joe Carter, donated several nifty items in addition to the usual \$25 gift certificate. Thanks to their generous support of our Branch, we took in over \$80 from raffle ticket sales. It seems like there were over a dozen winners. The people at Rick's got involved too - the hostess kicked off her shoes and sang several numbers with the band, and two other waitresses asked about membership. I think the next day (Friday) was a little slow for most folks there, but it was well worth it!

Looking back over the last year brings to mind so many pleasant memories and fun times that it would be impossible to review them all. I would like to comment on some of the highlights, though, then present some thoughts on the future.

1980 started off with the elections at Edinburgh Castle and the ride through the East Bay hills to Mt. Diablo. Gene Austin won the coasting race down the hill with my Norton coming second. We started to mail the Notices out by Bulk Rates, i.e., Third Class which didn't work out due to late deliveries by postalcrats. Our great tool sale was offered to members and the now-famous Norton Centerfold feature was initiated.

Our February meeting was also at Edinburgh Castle because we hadn't found a place on the Peninsula, yet. Presidential Ramblings column was started and the ride was up Mt. Hamilton. No crashes yet.

March meeting was held at the Cheshire Arms in Cupertino with Maya Peterson officiating in my absence. Rain had found its way also to the meeting and it was raining to beat the band by the end of the meeting. The ride covered southern Santa Cruz Mountains and we had our first crash when a car pulled in front of Frank Ambrosi on his BMW. Frank was sore, but OK and the car driver was cited. Marshall Van Tassle's beautiful Manx graced the centerfold.

The April meeting was held at the Winery in Palo Alto and marked the beginning of our huge South Bay turnouts with about fifty people in attendance. Our ride was appropriately through the Wine Country north of the Bay Area and was without mishap.

Good old Edinburgh Castle was our meeting place in May, and the ride was the South Coast Overnighter leaving from Brooks' Cyclery. This was a great ride with about 13 Nortons and no mishaps. We were joined by Chris Richardson, our friend from Wales.

We met at the Chez Yvonne in Palo Alto in June and had a super turnout of about 50 folks. That was the month of our 5th annual Beer Bust at Memorial Park near Pescadero. Claude Wright did all the work and was responsible for the SUPER time had by all.

July was Edinburgh Castle again and our First Annual Northern California Branch of the Norton Owners Club International Rally at Bass Lake. What a Blast! Sixty five Nortons and about ninety people took over the campgrounds for three days of riding, swimming, drinking, BSing around the fireplace, and touring Yosemite. Lots of nice folks and good times. Hope we do something similar this year.

In August, we finally found a new home in Rick's Swiss Chalet in Palo Alto and we have been there ever since, alternating with good old Edinburgh Castle, of course. Our old timer's ride was held this month, also, and in spite of a super turnout, tight roads, and low speeds, we had our worst crash of the year. Dick Rutter was hit head-on by some fool racing on the wrong side of the road. The fool got two moving violations and was unhurt; Dick got eleven broken bones, and room and board at the Stanford Medical Center for three months. He's almost OK and at home now.

After the September meeting in S.F. we had a Lake Tahoe overnighter ride. Amazing! Twelve Nortons, six passes, seven hundred and fifty miles and no breakdowns. I'll never forget Bernie Berleffi stopping us in Calistoga and forcing us to consume large quantities of his award winning wine.

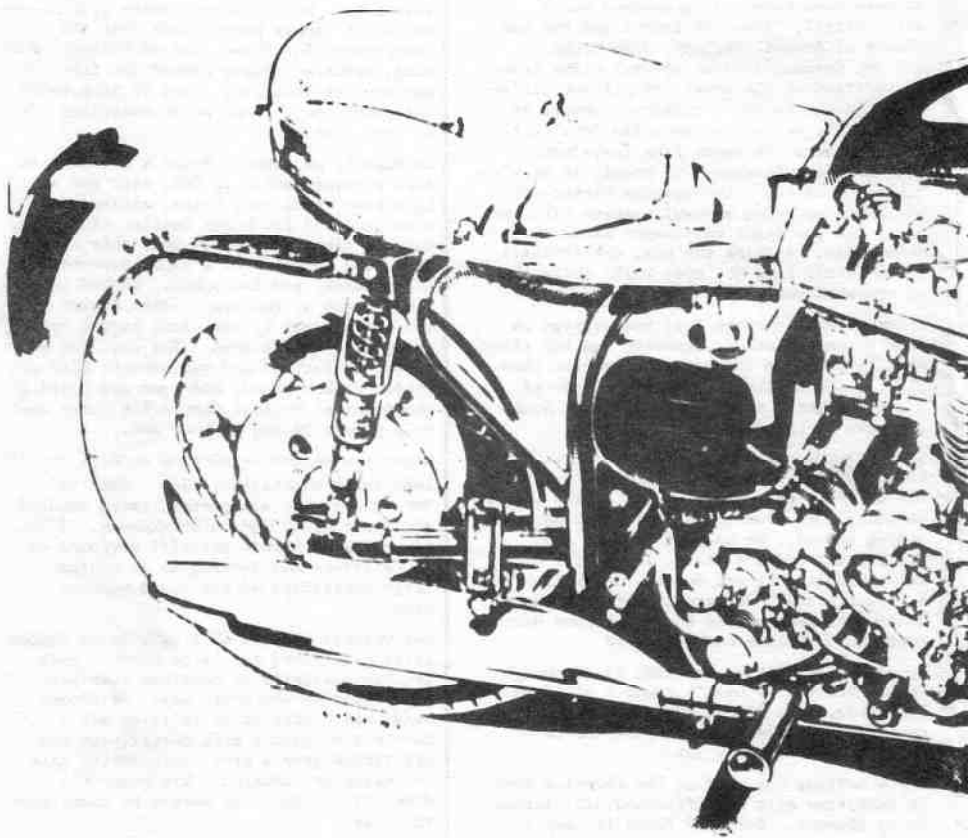
Our October meeting at Rick's Swiss Chalet still maintained our large turnout that is characteristic of meetings this year, especially in the South Bay. Ed Brooks began his tradition of raffling off a twenty five dollar gift certificate and Art Sirota gave a great informative talk on restoring a Norton. His beautiful Model 18 was there in person to compliment the talk.

In November and December, all was pretty much routine - guess we're all getting pretty jaded with all the good turnouts at meetings and rides.

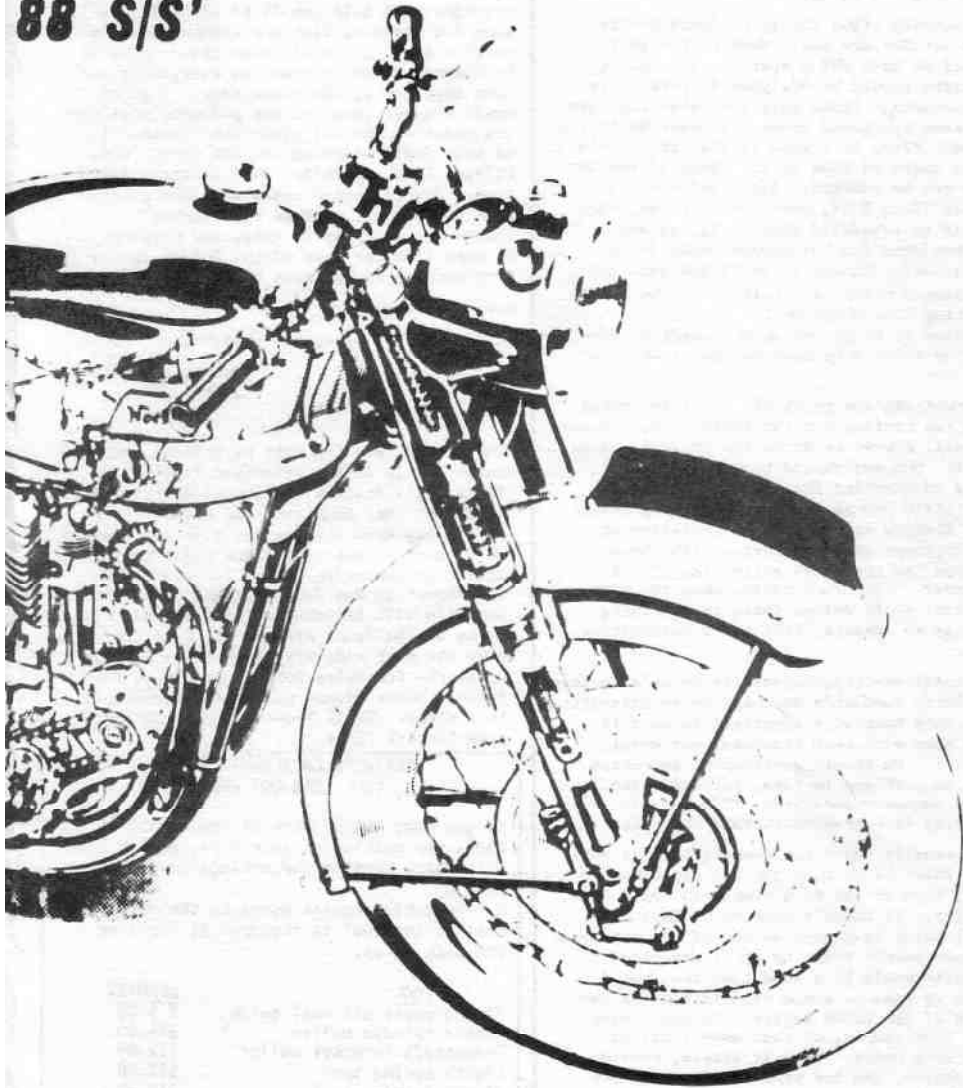
Looking back, the high point of the year was probably the Bass Lake Rally and the low point was definitely Dick Rutter's bad crash. Over the year, the Branch has grown and changed its composition. A much higher percentage of our members are local and more than half are Full members. The biggest change has probably been the

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The 497 c.c. NORTON 'DOMINATOR'



88 S/S'



increase in participation and the total lack of the squabbling and political maneuvers at meetings. I sure hope these trends continue and, with the quality of the guys and gal running for office, it will happen.

Now, if you haven't fallen asleep, I would like to look at the future of the Branch and make some suggestions. I hope the new Pres. and V. Pres. will especially think about some of these things.

The monthly rides should continue pretty much as they are now. Maps of the route should be made and a starting and ending location should be designated, preferably restaurants. Rides work best when they are on secondary paved roads and cover 80 to 130 miles. Also, it's good to plan the year's rides ahead of time so all areas of the Bay Area can be covered. Also, all special events (Beer Bust, overnighiter rides, etc) should be scheduled ahead. Safety and preparedness for breakdowns ought to be emphasized. Sunday is still the best day for Branch rides, and leaving at the 10:00 starting time works well. Everyone is expected to be gassed up and ready to go - one day rides only need one gas stop, that way.

The meetings are going OK, and I recommend that the raffles are continued so our treasury will always be up to the demands placed on it. Members should be encouraged to bring in anything they want to throw into the raffle pot as has been happening recently. Members mainly like to socialize at the meetings and talk Norton with their friends, so organized activities aren't necessary. In other words, keep the meeting part short unless there is something special to present, like Art's restoration talk.

Our local dealers, especially Brook's Cyclery and Larry Randall's West Bay Cycle Dismantlers, have been very important to us this past year with both financial and moral support. We should continue to encourage this support and in turn, patronize their shops whenever possible. TT Motors in Berkeley is beginning to take note also.

I personally enjoy the overnight rides more than twice as much as the one day events and I hope we can do a couple in '82. Also, a Rally. It doesn't have to be Bass Lake, but I think it should be out of the Bay Area. A group weenie roast or other organized activity would be a good idea too, but I think we want to avoid organization on the scale of the USNOA Rallies. We don't have that many people, or that much time, or that much money. Keep it simple, provide the basics, and let people roll their own. IT WORKS!

With regard to membership growth, I think we have missed an opportunity this year. There are probably ten times as many Norton owners in the Bay Area who are not in the Branch as there members. I mean, active riders and everyone of them has to go to

a place that sells Norton parts occasionally. Usually they have to wait to be helped and they usually check out whatever seems to be hanging from the walls and bulletin boards. If we had a neat poster with some tear-off applications, we could sign up a lot of members. It would be a nice passive way to bring them in.

Another activity that might be worth while is putting on an all Norton or all British swap meet. The new owners of Brooks' Cyclery might even help put it on at their new shop for the publicity and exposure. It's worth a try. A lot of these things have to be planned ahead of time, so everything can come together at the right time. I guess I would suggest that the new and used officers get together shortly after the election to do some basic planning for the year. Some things, like the Rally, take a little extra time. For any brave soul that has gotten this far, I just want to say "thanks". Thanks for sticking in there and helping to make 1981 the dawn of the Golden Age of Nortoneering in Northern California.

See ya next year!

Keep 'em upright,

Harvey

The January meeting will be held at the Edinburgh Castle in San Francisco 7:30 on January 14 and will feature our annual election of officers. Mt. Hamilton, the highest point in the Bay Area will be our ride for January. We'll meet at Sutter's Place which is located at the intersection of Hwy 237 and North 1st Street in San Jose (actually near Alviso). Our ride will be counterclockwise this time going up the front side of Mt. Hamilton, then down the back side via Mines Rd. and ending up at the Stovepipe Deli in Livermore for lunch. Dress warmly and bring a camera if it's clear. We'll leave at 10:00 AM sharp from Sutters Place.

NORTHERN CALIFORNIA BRANCH
TOOL LOAN-OUT PROGRAM

If you need one or more of the following tools for working on your bike, get in touch with Harry Bunting and arrange to pick them up. A refundable deposit equal to the replacement cost of the tool is required at the time you pick it up.

TOOL	DEPOSIT
Timing cover oil seal guide	\$ 5.00
Rocker spindle puller	\$25.00
Crankshaft sprocket puller	\$12.00
Clutch spring tool	\$12.00
Clutch locking tool	\$18.00
Valve spring compressor	\$22.00

Harry Bunting
1401 Gilmore St.
Mountain View, Ca.
(408) 735-1550 x2394 (work)
(415) 968-2020 (home)

NOTES FROM THE FIELD



I ran into this guy a week ago on Highway 1. He kept muttering something like "They never would have caught me if I'd been riding my Norton." Note how this guy's nose also serves as his own fairing!

Could this be a first? He kept asking me when our next election would be held. Watch out Harvey!

All the Best,

Brian Halton

Also a poem!, no less, after a particularly fine blast out to Pt. Reyes.

Yes...I know it's dangerous
And clearly it's a test.
And yes...you could die like
This and buried with
The rest.
But all mortal thoughts
Escape me, no fears
No doubts, no stress,
When Norton and I,
Together we fly,
Down the road to
Inverness.

Thanks Brian,

Indeed, the photograph does look familiar, but I don't think Harvey or the rest of us have much fear - this character was drummed out of Office and cannot be elected again.

As to the Poem -

I know it takes nerve
To get Norton to go
Down the road to the
Straight and narrow.
But when you sit down,
To put the words down
Right,
Be sure your head bolt's
Not torqued down
Too Tight.

Bob

P.S. Send us more!



VIEW THROUGH THE WINDSCREEN

Taking the Long Way Home
Part III

Needless to say, I'm back now. It's December and I'm writing about a trip I took in July. Well, I never said I was fast.

I may as well say that 'ol Norton motored along for 16291 miles without a single mishap. A few small spares lost through attrition (wear and tear), but that's all. We all walk around saying it's now you treat 'em and set 'em up that counts. I found out that it's absolutely true.

July turned out to be the best part of the trip. We took the B.C. Ferry from Victoria to Vancouver and it was a much nicer ride than the one from Port Angeles. Motorcycles are treated special - first on and first off. Vancouver is a nice, clean metropolitan area and has a nice Norton shop called British Motorcycles Limited that was the sub-distributor for western Canada until 1975. They do restorations and sell used Nortons, now. Ian in Parts and John and Service were especially friendly. Seems all Norton folk are nice.

We rode around Horseshoe Bay to a point about 50 miles north of Vancouver to camp. Really nice area. At Provencial Park, they give you all the firewood you want FREE. In U.S. State and National Parks, you can buy a box of stick matches to burn for \$2.00. Quite a difference.

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On our way through Vancouver again, the next day we stopped off at British Motorcycles to say Goodbye and get a copy of their catalog. They may have an old part if you need as they do go back to 1947 models.

At this point, I made a mistake in planning and we went west towards E.C. Manning Provincial Park. We should have gone north through the Fraser Canyon to see what is considered one of the great sights in British Columbia, the Fraser River. Instead, we were on a road through Manning Park with no cutoffs to take, so we had to stay on that route. At the entrance to the Park, they began road improvements and we rode through what was essentially a Motocross Course for at least 20 miles. We were really pissed off about the whole thing what with the dust and bumps and then we came around another curve and there were two people pedalling along on bicycles. You never know when you have it good.

The next day, we went through Kamloops and it was just like the U.S. I guess I expected everyone to be trucking around in snowshoes or something because I was amazed at the similarity. Mexico is such a different place compared to the U.S. but Canada is identical.

On up to Jasper.

No matter how many pictures you look at, no matter how many times people tell you how stupendous it is, nothing can prepare you for Jasper, the Icefields Parkway and Banff. This was the highlight of the trip. As soon as we got off the bike in Jasper, Mark Lanigne, the Norton owner in Jasper came walking up to say Hello and chat. It could have been a coincidence, but I think Pa Norton looks down on the faithful.

After a nice talk, we stock up on food and make camp at Wapiti Campground. Two days are spent tooling around. The second night, this beleaguered looking BMW trolls in, so we go over to chat, taking my whiskey. We meet Herbert Grafwallner who shipped his bike over from Germany to Rio de Janeiro and has ridden it 23,000 miles since. All over hell and back. In fact, the only reason he was in Jasper was that he missed the ferry to Alaska. We all hit it off well and decided to ride down to Icefields Parkway together. That night it rained and we learned the correct way to pitch a tent to keep the rain out (too late, of course). The next day, we're drying out and marveling at the mountains as they were dusted with snow. REAL NICE.

Off we went, but had to stop every 100 yds. to take a picture. We decided that we'd never make it at this rate, so we motor to the Athabasen Glacier about midway down the Parkway. After going through the little interpretive center, we went on down to a campground outside Branff. We spent 2 days hanging out and then on into Banff. What a disappointment! It's like Disneyland on a lousy day. The only thing that saved

it was the Banff Springs Hotel. Classy, but the rest of the place was the biggest tourist trap in Canada.

The morning we left for Calgary, the temperature was +5°C. My wind/chill chart stopped at 40 mph where it said the factor was 10°F. We did 75 mph for 1 hour and 15 minutes to Calgary. You figure out how cold it was. We froze and it was July.


I can't remember being colder! Poor Herbert had regular wool gloves and no fairing. I'll tell you, he was a trooper.

In Calgary, it was Stampedé time, but we missed the free breakfast (the reason for the 75 mph). We went to Bernie Nicholson's shop and I bought one of his famous Motorcycle Mechanics books and he autographed it for me. Herbert bought 2 new tires and we headed south towards the U.S.

At a campground north of the Waterton Glacier International Peace Park, we set up camp and started to put Herbert's new tires on. He was worried because it was late afternoon and I was slipping my Canadian Club at a good clip. It seems it took him a whole day to change his tires in a hotel room in Peru or somewhere and he was sober. I snickered and told him that we were going to do it the Norton way this time. About an hour and a half later, he was sitting down dumbfounded with 2 new tires on his bike and now he wanted to know more about Nortons.

Keith and Ann from Calgary walked up and we began to talk bikes. It seems his dad used to tear 'em up on a Manx years back. He invited us all over for drinks that night and we had a fantastic time talking football, motorcycles and politics. The next day, we were invited back for Alberta steaks (the best in the world). These folks were so nice, we wanted to move to Canada right then. We all had a good time!

Next -- Back in the USA.



BRANCH EVENTS

DATE	TIME	PLACE	EVENT
1/14	7:30	Edinburgh Cast. San Francisco	Meeting/ Elections
1/17/	10:00	Sutter's Place Alviso	Mt. Hamilton Freeze/ride
2/11	7:30	Rick's Swiss Chalet, RAIO ALTO	Meeting
2/14	10:00	Alice's Rest'rant Intersection of Hwy 35 and 84	Branch Ride

CAMPAIGN SPEECH(S)

I have enjoyed being Recording Secretary during the past year and feel it an honour to be nominated for office of Branch President. I have received a lot of support from my lady, Ara, regarding the upcoming election because she believes we could use new table cloths and dinner ware. Also, we promise not to bug the Loucks' residence prior to taking office.

I would like to see the President's salary increased to \$150,000 a year. This might result in a slight increase in dues, but would put an end to the annual problem of having to coax someone into running for President for this Branch.

I will not spend any time slandering my opponents because such childish behavior should be shunned by someone running for this high office. Jan Barton, known affectionately to his friends as "gimpy", is a lot of fun both on and underneath his Vincent. Tim Coburn's continuing commitment to ensuring that Norton basketcases remain Norton basketcases more than qualifies him for this eminent office.

I would do my best to organize each meeting, keeping them fun and interesting. I have been toying with the idea of organizing a display of Nortons from our branch at a local shopping mall to promote interest in Norton. I would work in conjunction with the Ride Marshal to help ensure that overnights and branch rides continue to be great successes.

I would always be available to members wishing to make their views known and would try to encourage every member's participation. Everyone is important, and no one person can or should try to dominate this outstanding Branch.

THE PRE-COMMANDO CENTERFOLD SERIES IS AVAILABLE IN SETS OF 12 PHOTOGRAPHS, EACH IS 11 x 14 BLACK AND WHITE AS SEEN IN THIS LAST YEAR'S NORTON NOTICE. THESE ARE NOT PRINTED, BUT EACH IS TAKEN FROM THE ORIGINAL LAYOUT DONE FOR THE CENTERFOLD, AN INNER NEGATIVE (4 x 5) MADE AND PRINTED ON SEMI-GLOSS PAPER. SOLD IN SETS OF 12 ONLY FOR \$30.00. ORDERS TAKEN UNTIL MARCH 1, 1982. SEND ALL REQUESTS AND PAYMENT TO NORTON NOTICE.

Most everyone who has moved in the past year has let NORTON NOTICE know their new addresses by dropping a note or phoning, but we have managed to lose three members somewhere along the line. Anyone knowing their current address, please let NORTON NOTICE know, too.

Randy Stamp
Sunnyvale

Ed Kerns
Columbus, OHIO

Kevin Mulligan
San Francisco.

We don't insult your intelligence by having cursive change of address forms in issues of the NOTICE that you have to cut out and ruin the issue (if you photocopied it, you'd just as well write out the change of address anyway). Besides, the Post Office has very good forms to fill out change of address and 95% of our wandering members use this method. Let us know if you move - it costs us 20c to find out you aren't there anymore!

NORTHERN CALIFORNIA BRANCH TOOL LOAN-OUT PROGRAM

If you need one or more of the following tools for working on your bike, get in touch with Harry Bunting and arrange to pick them up.

A refundable deposit equal to the replacement cost of the tool is required at the time you pick it up.

TOOL	DEPOSIT
Timing cover oil seal guide	\$ 5.00
Rocker spindle puller	\$25.00
Crankshaft sprocket puller	\$12.00
Clutch spring tool	\$12.00
Clutch locking tool	\$18.00
Valve spring compressor	\$22.00

Harry Bunting
1401 Gilmore St.
Mountain View, Ca.
(408) 735-1550 x2394 (work)
(415) 968-2020 (home)

ATTENTION ALL NORTON DEALERS

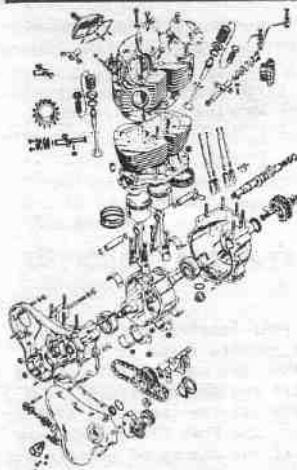
THE 1982 NORTHERN CALIFORNIA BRANCH/NORTON OWNERS CLUB MEMBERSHIP LIST IS NOW BEING PREPARED.

ANY DEALERS OF NORTON-RELATED ITEMS ARE ENCOURAGED TO SUBMIT A BUSINESS CARD TO NORTON NOTICE BY JANUARY 20. THESE WILL BE INCLUDED IN THE MEMBERSHIP LIST AND WILL BE A QUICK REFERENCE FOR ALL MEMBERS WHO WILL NEED SPARES OR SERVICE IN THE NEXT YEAR.

JANUARY CENTERFOLD

We finally found a Dominator to grace the pages of the NOTICE. This is from the May 11, 1961 Motor Cycling Magazine featuring the Featherbed frame and it's "Sports Special" (S/S), features siamesed pipes.

Next month's Centerfold Series will begin with COMMANDOS. We need examples of original, STOCK models to photograph, so give NN a call.



TRADING POST

FOR SALE:

N.O.C. PARAPHENALIA AS FOLLOWS.....

3" square machine badge.....	\$6.00
lapel pin.....	1.25
4" square embroidered patch...	1.50
4 1/2" sticker.....	1.00
2" sticker.....	.50
key fob with badge.....	1.50

3-color Northern Calif. Branch lapel pins
\$1.50 at branch meetings or monthly rides
\$1.75 by mail

See CAROLLYN SCOTT at club meetings or rides

FOR SALE:

Hepolite Pistons for Norton 750 & 850
+20 to +40. Call Herb: (408) 253-0602.

WANTED:

Lower fork shrouds for "long" Roadster
forks.

Chaincase
Fenders

Headlight switch
Any Model 77 parts

ALSO WANTED:

Picture of a Model 77 ('57 to '59) or
someone who has a complete bike to aid
me in the restoration of my Model 77.
Call Steve at (408) 946-7225

1974 Commando Roadster, 1900 Original
miles, original owner, all original,
includes tank cover, European bars,
manuals and other extras; \$2000 firm.
Call Joel at (408) 353-1824.

WANTED:

Fittings from broken cylinder head oil
feed pipes. Gene Austin (415) 573-9559
from 10 A.M. to 2 P.M.

FOR SALE:

1955 BSA 500 Goldstar Roadster CB34GS
in excellent condition. Motor and tranny
are superb, seat has been recovered, and
large tank (European 5 gallon, fiberglass
version) has just been repainted in Imron.
Leaks oil from valve covers and needs some
maintenance. Fenders are close, but not
original; \$1275.

1968 Rickman-Triumph 650 dirt bike. Custom
magneto, alloy rims, 21" front on Yamaha
YZ 400 forks. Light (285 lbs), torquey, and
very fast; \$675. This would be an easy
cafe conversion.

1969 Norton Atlas 750. The last year made,
with points and coil ignition, hump on back
of new seat, and new concentric carbs. New
red paint. All original (including exhaust
system) except for air cleaner. Has
short in wiring and needs a good clean-up
and tune-up; \$875 with full guarantee if you
fix it up, \$975 firm if I have to fix it.

All above prices are cheap for these collect-
or's pieces and I'm only selling them because
I have my heart set on something really nice
that's going to set me back a lot.

Also, complete 1974 tranny - \$175
complete disc front end conversion \$225
New Dunlop K70 4:00 x 19 - \$35
new Michelin 4:00 x 19 - \$30
"Norton Story" by Bob Holliday 1st
edition - \$15

Please call Harvey between 6 & 9 at
(408) 225-7356.

FOR SALE:

1974 Commando Roadster, Black/Gold Stripe,

Features: quarter fairing
Boyer Ignition
34mm Mikuni Carb.
Oil Cooler
Oil Pressure Gauge
New Battery (Yuasa)
Koni Shocks/S&W Sprints
New Exhaust Down Pipes
Steel Exhaust Inserts
Dunstall Silencers
New Clutch Cable
New Rocker Oil Line
New Primary Chain
25,000 Miles

Other Features:

6,000 Miles on Pistons, Rings
Dunlop K-81s; New Front, 3K
Miles on Rear
Stadium Bar End Mirrors
Foldup Pegs, Front and Rear
Rear Turn Indicators
New "o" Rings on Shift & Kick
Lever
Re-enforced Center Stand
Service Manual/Tips

ASKING \$1800.00

Call Brian, (415) 758-4967

The 497 c.c. NORTON 'DOMINATOR 88 S/S'

