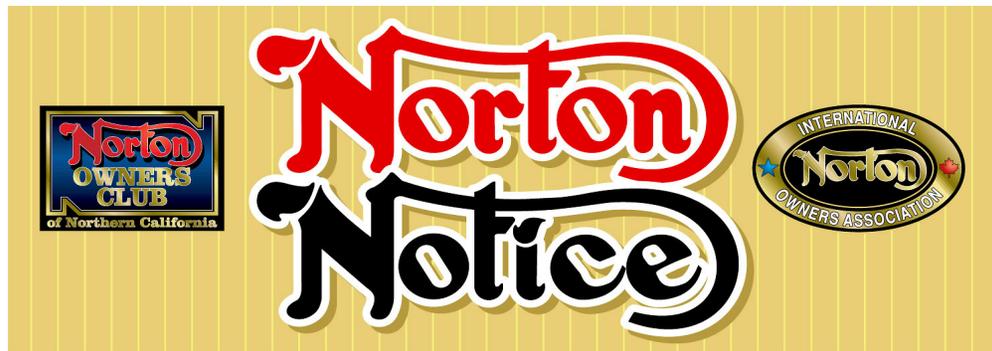


2329 Cimarron Dr. Santa Clara Ca.



The Newsletter of the Northern California Norton Owner's Club

No. 361

August / September 2009



Northern California Norton Owners Club

Norton Notice Voted **#1**

International Norton Owners Association's  
newsletter of the year



**NORTON NOTICE**

Published by the Northern California Norton Owners 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, photograph (original or otherwise) so that other Norton enthusiasts may enjoy it. The deadline for items to be submitted for publication is the 18th of the month preceding the issue. The Norton Notice prefers contributions submitted electronically. Articles and high-resolution

**MEMBERSHIP**

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

**Advertising**

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

**AFFILIATIONS**

The NCNOC is affiliated with both the Norton Owner's Club of England (NOC) and the InternationalNortonOwners Association (INOA)  
Honorary Members ,Brian Slark, Dick Slusher, Jodi Nickolas

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**ACKNOWLEDGEMENT** The NCNOC 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 Ian Reddy.

**See us at [www.nortonclub.com](http://www.nortonclub.com) and join our Yahoo group for information and club activities at [NorCalNOC@yahoogroups.com](mailto:NorCalNOC@yahoogroups.com)**

**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 and re-caps of club events.**

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

**Name** \_\_\_\_\_

**Phone** \_\_\_\_\_

**Address** \_\_\_\_\_

**email** \_\_\_\_\_

**City** \_\_\_\_\_ **State** \_\_\_\_\_

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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 assigns, 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 Elizabeth Recoder 4000 Mozart Drive, El Sobrante, Ca. 94803

You can also join on line at [nortonclub.com](http://nortonclub.com) and use credit card through our pay pal account.

Join our club Yahoo group at <http://groups.yahoo.com/group/NorCalNOC/>



**Oil pressure gauge:** Norton Center Mount (left pic) or Side Mount: (center pic). **Side or Center Mount: MSRP: \$182.00 each** MCB part **NOGSMNT** or Part **NOPGCMNT** Triumph Center Mount (right pic) **MSRP: \$228.00 each** MCB part **TOPGCMNT** All three include all parts necessary for installation.

**13mm master cylinder upgrade:** (exchange): 750, 850 or Mark III. 33% more stopping power. Black powder coated. Includes, bleed kit hardware and instructions. No modifications to bike required. **MCB part NORMC750 or 850 or MK3 MSRP: \$192.00 each**

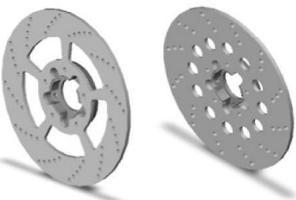


**Brake caliper** (exchange): rebuilt using SST pistons, plug, bleeder & Andover Norton seals. **Assembly: MCB part NORTNICAL MSRP: \$230.00 each**  
**Separate part price:** **Pistons: MCB part NORPISTN MSRP: \$26.00 each**  
**Plug: MCB part NCALPLUG MSRP: \$32.00 each**  
**Bleeder: MCB part NORBLEED MSRP: \$11.00 each**  
**Seal set: MCB part NCALSEAL MSRP: \$12.00 each**

**Rear Mark III master cylinder assembly:** new 13mm SST body master cylinder attached to powder coated billet mount. Includes both boots and #10-32 SHCS that attaches master cylinder to mount. Assembly: **MCB part NRMCASSY MSRP: \$235.00 each**



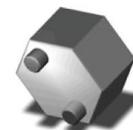
**Separate part price:** SST master cylinder: **MCB part NRMCBODY (also fits Triumph front and rear) MCB part TSMCBODY MSRP: \$155.00 each;** Cylinder mount: **MCB part BILETMNT MSRP: \$61.00 each;** Boots (ext. or int.) **MCB part NMCRBEXT or NMCRBINT MSRP: \$10.00 each**



**Norton 11-inch SST rotor:** Includes disk, hub, and Instructions. Either design at left **MCB part NROTOR11 MSRP: \$323.00 each**



**Triumph 10-inch SST rotor:** Includes disk, hub, and Instructions. Direct OEM replacement **MCB part TROTOR10 MSRP: \$323.00 each**



**Caliper plug tool:** SST with hardened pins. Use with 1-1/8" socket or adjustable spanner. **MCB part PLUGTOOL MSRP: \$32.00 each**



**Anti wet sump valve with view port:** Attaches to engine oil supply line. Includes clamps. **MCB part ANTISUMP MSRP: \$72.00 each**



**Acid trap:** Collects acid, replacing tube that deposits wind blown acid on to the rear rim. Attaches with an adhesive pad and clamp. **MSRP: \$15.00 MCB part ACIDTRAP**



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 Fair Spares America - Frank's Brit Bike Barn - Ken Armann Restorations - Job Cycle - JRC Eng - Klempf's - MotoParts -  
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## RIDE AND EVENT DIARY;

**August 13 (Thurs) Meeting @ Harry's Hofbrau in San Jose, 390 Saratoga Ave, San Jose, CA 95129; 8pm start time**

September 2 (Wed) Tracker Nite 2 , Motorcycle Show and Pot Luck BBQ, Santa Clara Ca. Barnaby Machine Co. 408.242.1976  
 Street Trackers, Flat Trackers, Café, Racing bikes and Rattz

**September 10 (Thurs) Meeting @ Liberties Address:998 Guerrero Street @ 22nd St. San Francisco, CA; 8pm start time**

**September 13 (Sun) Napa Ride "canceled" will be rescheduled**

September 11,12,13 (Thurs, Fri, Sat) Yosemite Ride with So Cal Norton see website for details.

September 27 (Sat) Special Event : See website for detail...

**October 4 (Sun) AGM meeting and ride See website for detail, site still not confirmed .**

**October 18 (Sun) Delta Ride TBA see website for details .**

November 7 (Sat) The Annual All-British Ride departs from 7th Street and Grant Avenue in Novato at 10:00AM sharp. Take 101 to Atherton Ave/San Marin Dr Exit. Go west, then left on Redwood Blvd. Right on Grant Ave, then left on 7th Street. Details TBD, but likely to be similar to previous years.

This annual ride is organized by the BSAOCNC: <http://www.bsacnc.org/calendar.asp> ... Note the standing rule for this ride is "All British", no other bikes on this ride please!

November 12 (Thurs) NCNOC Monthly Meeting, second Thursday of most months. Gathering ... food, drink, bench racing around 7pm ... meeting calls to order at 8pm. We are going to have a quick meeting and go to Vintage Bike Night at 265 North 1st Street, San Jose and check out the action somewhere after 8PM so get to Harry's early! Harry's HofBraU 390 Saratoga Ave San Jose, CA 95129

**MINUTES OF NCNOC MEETING June 11 2009**

Liberties, San Francisco, Ca.

23 members present. 3 rode Nortons, 3 rode others  
Meeting called to order @ 8:00pm sharp

President Harry Bunting led a discussion of the efforts to replace Liberties as the San Francisco meeting place due to the dark and crowded conditions. The problem is finding a locale in the City that has both parking and a meeting room without charge. As Terry Morrison brought a photo light and stand, and several members said they preferred the food and liked the "cozy" atmosphere, a vote was taken and it was agreed Liberties would remain the City meeting location.

RIDE SCHEDULE: Harry reviewed the rides for the summer months as follows:

- 1) North Coast/One Peak Ride – Sunday June 14
- 2) 2) Art Sirota's House Party and Tour of Ray Abrams collection of racing
- 3) Capitola Bikes on the Bay – June 28 - Vintage motorcycle show and swap meet.
- 4) Cambria Ride with Southern California Norton Club – July 11 -12  
Ride leader – Harry Bunting
- 5) Classic Japanese Motorcycle Club in Auburn, Ca. July 25 – 26

6) INOA Rally in Mancos, Colorado July 20 – 24

7) **Dardanelles Ride from NCNOC campsites 31, 32, 33. To reserve campsites see Phone number on NCNOC website.**

TREASURERS REPORT: Elizabeth Recoder reported that there are currently 148 members, and \$2700 in the account.

ANNUAL GENERAL MEETING: Harry lead a discussion of possible alternate locations for the October 4 meeting and picnic since San Mateo County will charge \$225 for the usual Huckleberry Flat site. Loma Mar has no fee and has been used in the past. Members are requested to look for other possibilities and continue the discussion on line.

Meeting was adjourned at 2024hrs

Respectfully submitted, Donna Morrison Secretary

**NORTH COAST/ONE PEAK RIDE , cont.**

Also near the front were Todd Darrow and Philippe Murat, Jon Penn and our guest Ben Yerulshami on his BMW Toaster that I had helped him restore. Harry was half way back, and with him were Dave Crader, Carolyn Scott, Leonard Iosty, Liz Sain and Tom Dable. Others included two guests who were drawn to the ride through our website. One of these was David Blankenhorn who generously agreed to take the group shot once we got to the peak. All nineteen of us were now caught in the Sunday traffic conga line up the mountain and could only hope that bus was headed for the coast. But NOOOOoo, it turned onto the Panorama Highway and THEN paused to join another yellow chartered school bus....so now we were behind TWO buses with one more half way back that had split the group in two. We made the turn onto the Pantoll Road that leads to East Ridgecrest, and FINALLY, all 3 buses pulled off at the Mountain Theater. We sprinted those last joyous, uphill, curvy 2 miles to the East Peak lookout.

It was a gorgeous, sunny, clear day to enjoy the view of San Francisco Bay from Oakland all the way to the Farallons. After a pee break and Photo Op and the usual sharing of ride stories, we were back on the bikes and retracing our route down East Ridgecrest Highway to Panorama Highway, and then turning onto the Muir Woods Road....at least most of us did...some missed the turn and went on to an unscheduled stop at Stinson Beach. Leonard Iosty, Frank & Elizabeth Recoder, and Jon Penn were kind enough not to mention that the ride leader....ME...didn't wait for them long enough at the turn.

Had a good ride on the traffic free Muir Woods Road 3 miles down to Muir Beach and The Pelican Inn, where to our surprise was Lynne Miller in his full Scottish kilts piping us a welcome. He joined us for the buffet lunch at a long table in a sunny back room of this old, handsome Tudor styled Inn. Lunch done, we went our separate ways with Tom and Liz and Len heading further north to Inverness for an overnight in Liz's family cabin.

Ride Leader, Terry Morrison



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## **NORTON FACTORY VISIT continued**

After talking in the tearoom for a while we moved out to the shop floor. Stuart and I continued to talk about the bikes, particularly the two Race bikes, which were in various states of disassembly, in preparation for the "Isle". These TT bikes are very high tech, far beyond anything I could really comprehend in any depth. Two things I do remember are the very high tech fuel injection system and fly by wire throttle, but everything on the bike is ultra high tech.

After spending some time with the TT bikes, we moved to the bikes that came over from the U.S. Stuart fired up the prototype. The sound it made, inside the relatively empty factory shop, was absolutely mind blowing. The only comparison I can make is that it reminded me of a P-51 Mustang starting up. Very loud, very impressive, very cool.

I came away very impressed with Stuart and his plans for the company. If anyone can make a go of this venture, I believe he is the man, but it's not going to be easy. I just read that the new Norton NRV588 Rotary did not make it into the Senior TT, in part, due to the cancellation of a Wednesday practice session. I don't have any details but I'm sure Stuart and all the rest of the team are beyond disappointed. I did not get the impression that Stuart was easily discouraged so I expect we will see him back at the TT next year to make another go of it.

I can't thank Stuart enough for his hospitality and his willingness to come to the Factory on a bank holiday to meet with me. I wish him all the best.

## **NORTH COAST / ONE PEAK RIDE JUNE 14<sup>TH</sup>, 2009**

Twenty-four people showed up at our home in the City for this ride to the top of Mount Tamalpais, and nineteen were raring to go after a light breakfast in the garden. When this Victorian and its neighbors were built in the early 1890s horsepower was measured in ones and twos. But on this summer morning the motorcycles that arrived in ones and twos left together in a mighty roar. One neighbor later told me they actually enjoyed it. We took off down Union Street and through the Lombard Gate into the Presidio, rode past George Lucas' Letterman Digital Center and the San Francisco National Cemetery. Then across the Golden Gate Bridge to Highway 1 for a stop at Tam Junction for gas. While filling his tank, Harry Bunting noted that it was the Interstate bikes that topped off. Leaving the gas station we found ourselves behind a chartered yellow school bus heading up the mountain. It set the pace...S-L-O-W...up Shoreline Highway. There were 3 doubles in our group: Donna and me, Frank and Elizabeth Recoder not far behind and Lorin and Kathryn Guy farther back in the pack.

## **NCNOC's Norton Notice voted #1 INOA Club Newsletter of the year!!**

NCNOC members attending the INOA Norton rally in Colorado were shocked when it was announced that their club newsletter was voted the best club newsletter for 2009. NCNOC long time club member and INOA Vice President Alan Goldwater accepted on behalf of the Northern California club. Adding to the NCNOC's list of accolades that include INOA Club Chapter of the year (won in 2003). Newsletter Editors Lorin and Kathryn Guy and Art Director Fred Fortune were overwhelmed to hear the news. Lorin said "we have worked hard over the last year, but really it's the members who deserve all the cheers! Without their support and contributions it would be 16 blank pages and let's not forget our supporters the advertisers, they make it all happen for the club." Lorin vowed to continue to try to produce a club newsletter that reflects the wishes of the membership and captures the excitement and enthusiasm of the NCNOC.

### **MINUTES OF NCNOC MEETING July 9, 2009 Harry's Hofbrau, San Jose**

21 Members present, three Nortons ridden; Keith Karn, Ken Armann and Sportster Diana

A new member, Harold Newland, was introduced.

The minutes from the last meeting were circulated and approved.

It was reported that there were two new members signed up at the Capitola Show

The Dardanelles camp out was discussed. The Club has three campsites along with other accommodations. See last months minutes or website for details

It was announced that the AGM and Old Timer's Ride will be held at the Loma Mar site where it was held about 5 years ago. It is understood that the food and other refreshments will be purchased from the Loma Mar store. Details to follow.

Alan Goldwater gave a report on his visit to Donnington Park NOC Rally. And the "new" Norton factory but that there is not much happening in the way of production, yet.

Meeting adjourned 2025hrs

Respectfully submitted, Mike Sullivan Secretary pro tem

**PRESIDENT'S MESSAGE AND RIDE REPORT**

AGM - Sunday October 4th

My ranting about the price of Memorial Park Picnic Area Huckleberry Flats paid off, at least for someone. San Mateo county reduced the price for the Huckleberry Flats picnic area we normally use from \$225 to \$125. However, I had already contacted Beth from the "Loma Mar Store" and they want us back. The ride still starts from Alices restaurant at about 11:00AM and your ride leader will plan a course to Loma Mar store which is only a couple of miles or less from Huckleberry flats on the road from Pescadero east. More details will come out on our website. If you get lost, call the store at 650-879-3294.

After being complete doofuses, we got the SCNOC club ride to Cambria/ Monterey date wrong, I think we have been forgiven. The Southern California would still like us to ride with them on September 11th to Yosemite. Please check our website calendar and theirs for details. You will need to book some motel rooms if you are staying over night. I plan on making this ride so lets get a group together and do it!

Sunday June 14th, Terry and Donna Morrison North Coast Ride, One Peak-Ride read about it on page 12 this issue.

Sunday June 21st, Art Sirota invited Norton Club members to a barbeque/ birthday party for his daughter Amanda and a ride. Art led us the long way over to "A&A Racing Service" and "Motion Pro" in Redwood City to look at all sorts of vintage bikes at both locations. Just before leaving, Ray Abrams from A&A said:"Wait, don't leave, I have a surprise!" A few minutes later "Jason Pullen Stunts" pulls up and gives us a fabulous show on his Harley riding it vertical, smashing it into buildings, scraping the rear plate off and sliding down the pavement in all directions. The "piece de resistance" came when Jason looped a little Honda upside down with a rollbar on top. He invited us to try it out, no takers. Hopefully you will get to see the pictures. A&A Racing, Motion Pro, Jason, Art (and Amanda) made for a great day.

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**NORTON FACTORY VISIT , Continued**

this new facility and that eventually the entire operation would move in and fill-up the space and then some.

Stuart is a businessman who owns several companies in various parts of the world. As I remember, his biggest business is a fire works company. I believe he also said he owns Spondon Engineering, as in Spondon Frames, and some sort of live stock operation.

He said he has always been a motorcycle enthusiast and had his eye on Norton for some time. He actually got serious about purchasing the company when a friend of his basically dared him to make the phone call to see if he could buy it. The friend tossed him a coin and said, "here, it isn't worth the ten pence to make the call". That's all it took. There is a lot more to the story but in brief, he made the call, and now he owns the company, along with all of the rights to the Norton name, and its sub names such as Commando, Atlas, and Dominator, except for one, which is owned by someone in Japan (or was it China). Stuart said he is not interested in becoming a large mass production company like the new Triumph. He said he would like to build and sell about 10,000 units per year. I'm not sure if that was referring to the new Commando or a road version of the rotary, or both combined. Right now the two bikes that exist are the new Commando from the U.S and the rotary-engined Race bikes. I got the impression that Stuart's heart lies in the racing end of things, especially winning the Senior TT. When he bought the U.S. based Norton Company, I think he was primarily after the rights to the name. We also discussed the future of the rotary (Wankel) powered bikes, which is a two rotor 588 cc water-cooled engine. He feels that the rotary engine is superior to a conventional four stroke in every way, except one. It has fewer moving parts, has a better power and torque curve and is lighter, but it is a dirty engine. He said Mazda is spending a small fortune to see if they can clean up the emissions. If they succeed, then the rotary engine has a future. If they don't, then the Rotary engine is probably DOA. If the rotary engine is pronounced dead, then his plans are to produce a modern four-cylinder four-stroke bike.

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## NORTON FACTORY VISIT , Continued



Finally, the day came for my visit to the "Factory". No specific time was set for the visit so I called several times that morning but nobody answered the phone. I was beginning to get a little worried that no one would be there. I



understood that they expected me some time mid morning so I just kept driving, hoping I would not be disappointed. It was another rainy day (I know some of you are saying what else is new, it's England, but I had generally beautiful weather with only three rainy days and ten days of beautiful sunshine). The Factory is within the grounds of the Donington Park Motor Racing Course. A pass was waiting for me at the guard gate and I was directed to the Norton facility. When I drove up to

the factory building there was only one other car in the parking area.

I went up to the open door, stuck my head in and said hello. Stuart Garner, the CEO of Norton Motorcycles, greeted me. The building is basically a large empty space with a display of the American built Commandos in one corner and two new rotary-engined NRV588 race bikes in another corner, with lots of empty space in between. We went into a break/tea room on one side of the building and, for the next two +/- hours; Stuart and I talked about everything and anything we could think of. Nothing was off limits. Throughout my visit, Stuart was completely candid and answered any and all questions I could think of. Stuart explained that they had just moved into

## PRESIDENT'S MESSAGE AND RIDE REPORT CONT.

Sunday June 28th, The NCNOC hosted the only club booth at the Capitola/Soquel Vintage Motorcycle show. We picked up a couple of members, got to see lots of bikes and watch Frank Recoder take home oodles of trophies for his beautiful new/old Vincent. Way to go Frank. We all missed the 104 degree day in San Jose too.

Sunday July 12th, Yours truly, led about 15 riders from Hobee's in Los Gatos up to Summit Road, through Eureka Canyon into Corralitos and over to San Juan Bautista for a fine lunch at LA Poblanita restaurant. One of Tom Dabels carbs was leaking badly and he was so calm and collected about it at Hobee's. Liz and Tom drove home to East San Jose, hopped on their BMW's and rode all the way to San Juan Bautista showing up right when we ordered lunch. What dedication! After lunch we took the 12 mile run up to the top of "Fremont Peak"(never been there before) and checked out views of Moss Landing and the Ocean. This was about a 150 mile run and Phillippe was smiling.

Harry Bunting

## MOTUL MOTOROIL ADDRESS VINTAGE BIKES

Motul, the performance oil company based in France has recently addressed the vintage car and motorcycle issue head on with the introduction of Motul "Classic" motorcycle oil. These specially developed products are designed to act like oils of the by-gone era but with today's technologies and offer more protection. Motul Classics is available in SAE 50wt and SAE 20-50wt



The oils share some of the same advantages but the SAE50wt is specially formulated for engines of collector motorcycle built before 1950.and the SAE20-50wt is designed for gasoline or diesel engines, naturally aspirated or turbo-charged for vehicles built after the 50's. The very low detergency, does not attack seals (TBN : 1.4) But still offers high film strength, even in severe conditions. Standards: API SF/CC with Anti-wear additives increase engine life/time and provides anti-oxidation, anti-corrosion and anti-foam properties.

Kinda cool but where to buy it? Getting someone from Motul to call you back? These are the difficult questions.

## NORTON MOTORCYCLE FACTORY VISIT

Donington Park, Derbyshire, England By Waldon Williams

In late April and early May, 2009 I spent two week in England on vacation. A few weeks before leaving, I read a brief article in one of my motorcycle magazines about the new Norton Motorcycle Company. The article had an email address in it, so I contacted them asking if it would be possible to visit the factory while I was there. Somewhat to my surprise, I got a very friendly email back indicating they would be happy to see me. The date was set for Monday May 4<sup>th</sup>. Needless to say, I was ecstatic about the invite. Shortly before I left for England for some reason I was looking at an English calendar and noticed that May 4<sup>th</sup> was a Bank Holiday. I called to confirm that the visit was still on, and they said yes, they were expecting me.

But, before I tell you about my Norton Factory visit, I want to tell you about two other motorcycle related experiences that happened on my trip. First, on one of the few rainy days I encountered, I found myself just outside of Birmingham, near the National Motorcycle Museum, so I decided to pay it a visit. This was not on my "A" list of things to do but, because of the weather, I decided it would be good to spend a few hours in doors on a rainy day. It was! The museum has 750+/- British motorcycles from the beginning of time to the 21<sup>st</sup> century. In 2003 there was a terrible fire at the Museum that destroyed 380 of the bikes in the collection, however, all the bikes have been replaced and it is beautiful. Amongst the many Nortons on display was the 1992 Senior TT Rotary ridden to victory by Steve 'Hizzy' Hislop. They also have the 2006 prototype that the current Norton NRV588 race bike is based on. Both the 1992 and current Norton Rotary were conceived by Brian Crighton (who is currently working for the new Norton Motorcycle Company). There are heaps of other Nortons of all vintages on display plus all other British makes. It is absolutely incredible! I'm very glad it rained that day.

A few days later, I was driving through some beautiful countryside and little

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*Stuart Garner, the CEO of Norton Motorcycles,*

villages in the Yorkshire Dales, on an absolutely gorgeous day, when I came across a group of very, did I say very, vintage motorcycles, traveling in the opposite direction. There must have been about 60 of them, with bikes dating back to the early teens, or possibly earlier. Some of them had bicycle pedals and leather belt drive, I think. I gave them a "thumbs up" as they passed, but none of them responded to my gesture in any noticeable way. As they passed, I took a closer look at their faces and realized why. Every one of them was concentrating so hard on road, and riding their bikes, that their eyes were the size of golf balls looking straight ahead in serious concentration. I don't think most of them even noticed me, and the few that may have seen me could not take their hands off the handlebars to give me a wave back, for fear of losing control. These bikes made my Commando look absolutely modern.

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