



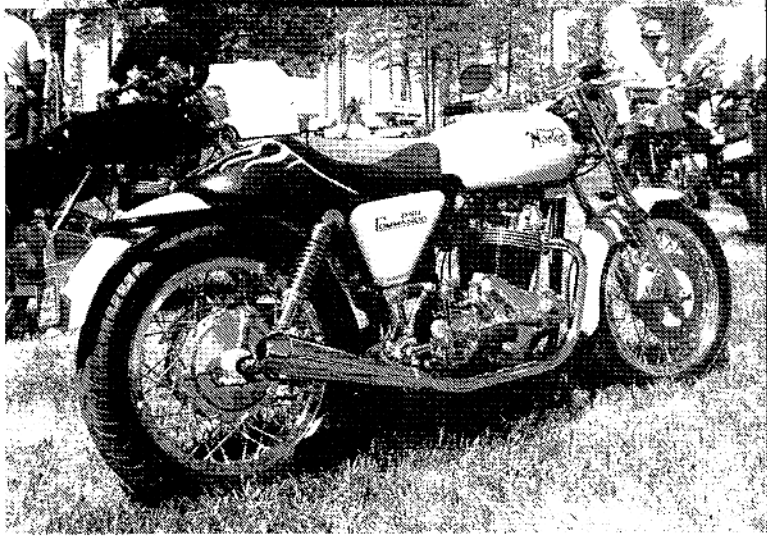
# Norton Notice

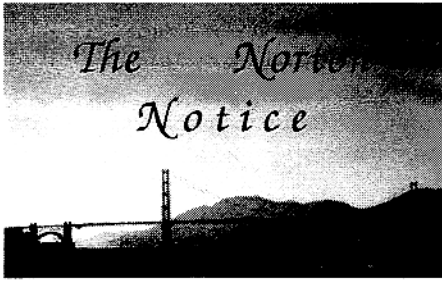


The Newsletter of the  
Northern California Norton Owners Club

No. 295

April, 2003





is published by the Northern California Norton Owners Club. Its purpose is to inform and entertain members regarding all aspects of the Norton motorcycle, including history, technical advice, and preservation of the marquee.

The **NORTON NOTICE** is a reflection of the readership, who are encouraged to submit any article, technical tip, photograph (original or otherwise) as long as it is in good taste, so that other Norton enthusiasts may enjoy it. (Good taste is somewhat optional, but hey-this is a group of bikers we're talking about here....that's why we have an editor.)

The deadline for items to be submitted for publication is the 18th of each month. The **NORTON NOTICE** welcomes contributions submitted electronically. Articles and photos can be sent in almost any format and the Editors Mac can read it. You may also send articles directly to the editor via fax at 650-595-3368. E-mail can be sent using INTERNET to [norton2@earthlink.net](mailto:norton2@earthlink.net)

Membership in the Northern California Norton Owners Club is available for \$20.00 per year. Membership dues are payable to the Branch Treasurer. See application form on inside cover.

Renewal dues are payable at the end of the individual's membership year, which is designated by the last number listed on the mailing label of the Norton Notice and the membership card.

**Advertising rates are \$60.00/year for a 1/4 page ad!!**

**All changes of address or questions about membership or the Notice, call the Treasurer or the Editor!!**

The Northern California Norton Owners Club is affiliated with both the Norton Owners Club of England and the International Norton Owners Association. Interested persons can join these two organisations per the terms described on the Branch membership application form.

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## NORTON NOTICE

**IMPORTANT (Please note the following fine print)** The object of the Northern California Norton Owners Club is to promote, encourage and develop motorcycle activities. The Club's members are owners of Norton motorcycles and they often submit for publication in the NORTON NOTICE technical tips pertaining to motorcycles of the Norton marquee. Technical tips so published have been reviewed for technical content and are believed to be both acceptable and workable, but no guarantee is made or implied that they will work correctly, nor is any liability assumed by either the Norton Owners Club or the members for any problems resulting from the use of these tips. The Club also assumes no responsibility for the acts or omissions of its members in connection with Club activities. NORTON NOTICE articles or other materials express the author's view only and not necessarily the official policy of the Norton Owners Club or its Northern California branch. The editor reserves the right to accept, reject or alter all editorial and advertising material submitted for publication. Advertising published does not imply endorsement of products, goods or services. Now you know.

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# Upcoming Events

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## 2003 Meeting Schedule

**April 10<sup>th</sup>** – Harry's Haufbrau – San Jose

**May 8<sup>th</sup>** – Dublin

**June 12<sup>th</sup>** – Prince of Wales

**July** Ride/Meeting San Juan Bautista

**August 14<sup>th</sup>** – Boathouse S.F.

**September 11<sup>th</sup>** – Prince of Wales

**October 5<sup>th</sup>** – Old Timer's Ride and Annual General Meeting

**November 13<sup>th</sup>** – Dublin

**December 7<sup>th</sup>** – Christmas Party (no December meeting)

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### Some Non-NCNOC Events

<b>March 22, 23</b>	27th Annual Vintage MC Show in Caldwell, ID	208-377-4981
<b>May 17-18</b>	Hanford MC Show & Auction	805-646-9566
<b>June 20 - 21</b>	AMCA National Rally, Dixon, CA	
<b>July 16 - 20</b>	INOA Rally, Lumby, British Columbia	250-763-3711
<b>July 21 - 26</b>	Velocette OC, British Columbia	604-858-0868
<b>August 8 - 17</b>	Vincent OC Rally, Harrison Hot Springs, BC	604-856-2206
<b>Sept. 27</b>	El Camino MC , Torrance, CA	805-646-9566

**Press Production and  
Halftones:**

John and Carrie Follett:

*White Oak Press, San Carlos, CA*

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## Ride Schedule..

by *Gar Jorgenson*, ride coordinator

**Important Note on INOA Lumby Rally:** In mid-March, I made reservations for the rally at the Twin Creeks Motel, one of two motel/hotels listed on the Positive Earth Rally web site as being right in Lumby. The clerk at the Motel said they were already getting reservations for that week and they were “filling fast”. I then tried to call the other listed location, the Lumby Hotel, to check on their availability. The phone number given on the web site was wrong (I forwarded that info on to the web master for the Positive Earth Rally but as I write this, March 16<sup>th</sup>, it hasn't been corrected. The WRONG number is 547-0066.). I finally got through to the hotel bar and learned that the Lumby Hotel recently changed hands and is undergoing remodeling. It may not be open in time for the rally in July. So, call the Twin Creeks soon if you want to stay in a motel near the rally site. There are other options but they are a few miles away in a neighboring town.

### April

#### **April 6<sup>th</sup> – North Bay Ride**

Ride Leader Jerry Kaplan reports that the North Bay Ride will leave from his house in Davis at 10:30 AM. We will ride from there to Muscowite Corners for BBQ lunch then on to Angwin. From Angwin, there are several options and riders may decide at that point which they choose to follow.

**Please meet at Jerry's house (2329 Catalina Drive, Davis – PH: 530-902-1670) prior to 10:30 AM with a full gas tank!** Gas at Muscowite corners may, or may not, be available. There will be fuel at Angwin. For those coming up from the Peninsula or south west of Davis, you may go directly to **Muscowite Corners at the intersection of Highways 121 & 128**. Meet there at 11:30AM

This will be a memorial ride for former NorCalNOC member Matt Lee, who passed away last year.

### May

#### **May 18<sup>th</sup> – Mt. Hamilton Ride**

Ride Leader – Tom Dable

### June

#### **June 21<sup>st</sup> & 22<sup>nd</sup> – Mono Hot Springs Ride**

Ride Leader – Tom Dable.

#### *June 22<sup>nd</sup> - Alternative Day Ride – Pt. Reyes*

*Ride Leader – Steve Marsh. This ride is designed for those who are unable*

*to make the overnight ride to Mono Hot Springs but still want to do a day ride. Steve will be putting together a ride to Point Reyes with a couple of different start points along the way.*

### **July**

#### **July 6<sup>th</sup> – Ride/Meeting San Juan Bautista**

I will try to coordinate a meeting point (or two) for the ride to San Jaun Bautista.

#### **July 16<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup> & 19<sup>th</sup>, INOA National Rally, B. C., Canada (10 Bonus Points)**

People are already making plans for the National Rally at Lumby, B.C. At the November NCNOC meeting, several members said they were planning on going, and a couple of folks are talking about riding their Nortons up and back. Perhaps we can get a group together to ride up. Norton Points for the rally will be awarded as follows: Six points for each day of the rally that is ridden on a Norton. Six points for each day riding on a Norton to the rally (up to three days, maximum). Ten bonus points for attending the rally. Lesser numbers of points will be awarded in keeping with our normal procedure if you ride something other than a Norton.

Frank Recoder has volunteered a covered trailer that can haul up to 6 bikes if there is someone with a \_ ton truck, or something similar, to pull it to Lumby. Contact me if you would like to haul it and we will work out a plan for those who want to trailer up to the Rally.

#### **July 20<sup>th</sup> - Cameron's/Half Moon Bay Ride**

Ride Leader Needed.

### **August**

#### **August 15<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup> – Dardanelle Weekend (date to be confirmed)**

#### **August 16<sup>th</sup> – Alternative Day Ride – Ebbets/Sonora Pass Loop (date to be confirmed)**

*Ride Leader – David Crader. This will be an alternative day ride that will take us over the Sierras for lunch in Coleville, and then back home. David Crader and I did this ride in August 2002 and had a great time. We will be making a stop at Dardanelle so those who can't make the whole weekend ride and camp-out can be made jealous of those who can!*

**President's Message**

*by David Crader*

By the time you read this it's already spring 2003. During the March 13 club meeting at the Prince of Wales, I mentioned I am putting a "President's Tour" together for the summer months. The idea comes from some motorcycle related organizations I'd like to visit/tour that are in our general area. These are the Indian factory in Gilroy, Corbin in Hollister and the new Arlen Ness museum in Dublin. The proposal is on a respond (RSVP) basis and with the group size limited to around 20 people. The dates in mind are June 14 for Corbin, July 19 for the Indian Factory and August 9 for Arlen Ness. I've made contact with Arlen Ness so far and they're up for it. The other two have regular tours anyway. If you are interested it would be nice if you contact me early.

Speaking of the March meeting, there were fourteen that signed in. For those chasing the Norton Cup points, you're going to have to work harder. It looks like Gerry Grainger has a perfect score up to this meeting having joined us for each club function this year and always riding his Commando. I'm not sure of Gerry's plans for the Lumby Rally, but that one is worth a bunch of points. Talk to Alan Goldwater for more information about how to get there, where to stay or any other question regarding this INOA major gathering.

Another item that will already be over before you read this is the British Clubman's Show at the end of March. The Best Norton of Show trophy that the club will be awarding is ready. This "Norton" clock was donated by Bob Raber with the brass plaque donated by you president. Mike Sullivan had a good idea suggesting this as it looks great. We will have chosen the winner as most popular by NCNOC members' votes. The opinion of a bunch of Norton experts is the best tribute to the entry.

This month on the 6th we will be out on the North Bay Ride lead by Jerry Kaplan. See elsewhere in the Notice for the starting time and meeting place. This is one of the most popular club rides in the past and winds through the Napa countryside. So far we have had good weather in past years for the April ride, so hopefully our luck holds on. Just hope there is gas at Muscowit Corners this year. My roadster gets a little better range than last year, but it still holds only 2.5 gallons (I know 2.7, but I drained it and then filled at the pump to get 2.5).

Don't forget the April 10 meeting at Harry's Hofbrau in San Jose.

See you there!

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## The Editors Plea

**W**ell, I am writing this article as a plea to the membership. **The Norton Notice must go on.**

I have been editing the Notice for ten or eleven years with a two year break while President Dave Crader took over the job. The Notice is the heart and soul of this club. I think members look forward to the Notice. It keeps us informed. I have tried to keep the tradition of Notice editors at its highest level. It is now time for a change.

Due to new business constraints and the lack of extra time, I am going to have to step down as editor. I will publish the Notice until December 2003. I would like to pass the job to an experienced Norton enthusiast or to a new Norton member. I took over the job as a complete novice. I had just purchased my first Norton from Ken Armann. He and John Bria told me that this job is a wonderful way to get oneself involved with the Club and Norton owners. When I started, I knew nothing about Nortons or motorcycles in general. Now, I still know nothing but I have had the chance to meet many wonderful people in the Club.

There are many advantages to editing the Notice. One of the first things I can think of (other than Nortons) is how to publish a newsletter. I have learned the skills of Desktop Publishing and Digital Photography. I have been able to use these skills in other ways. I have published pamphlets, programs and newsletters for other groups. I have received pay for these skills....not much, but every little bit helps. I could pursue these opportunities further if I was so inclined.

Anyway, new skills and knowledge are a good thing.

I am willing to help anyone interested in the job. It will take several issues to get a new person up to speed.

**Again, The Notice Must Go On!!! PLEASE!! Volunteer your service. It will be a wonderful experience.**

*Alan Mueller*, editor/treasurer

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*continued from Page 5*

**September**

**September 13<sup>th</sup> & 14<sup>th</sup> – North/South Ride**

Ride Leader – Alan Goldwater. This is going to be a meeting of the Southern California Norton Owners Club and the NCNOC for an overnight ride in the Sierras. The current plan is to meet in Sonora and head up 108 for an overnight in Bridgeport. The following day will be a return to Sonora via Tioga pass and Yosemite.

**September 13<sup>th</sup> – Alternative Day Ride – TBA**

*Ride Leader Needed. This will be another day ride for those who can't make the full weekend North/South Ride. Possibly this ride will go part of the way with the main group and then return to Sonora on the same day.*

**October**

**October 5<sup>th</sup> – Old Timer's Ride and AGM**

Ride Leader Needed.

**October 19<sup>th</sup> – Delta Ride**

Ride Leader – Gar Jorgenson

**November**

**November 2<sup>nd</sup> – BSA Club All British Ride (*date to be confirmed*)**

**November 23<sup>rd</sup> – Turkey Ride**

Ride Leader needed.

**December**

**December 7<sup>th</sup> – NCNOC Christmas Party**

**December 27<sup>th</sup> & 28<sup>th</sup> – Death Valley Ride**

This will be two days in Death Valley. The meeting point will be Furnace Creek Campground. If there is enough interest we can reserve a group camp sight. Camping this time of the year is good. Pleasant days and cold nights. The campground is nice with all the amenities, or you can motel it at one of several motels in the valley. Watch here for additional details.

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## Minutes of the NOC Meeting 3-13-03

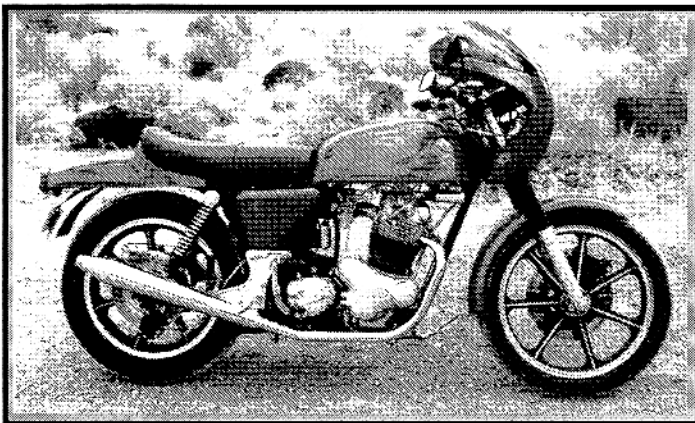
Meeting called to order by Dave Crader at 8:15. Mike Sullivan had to use the lasso to get Frank & Eliz. to join the group (they arrived late). 14 members present.

Dave brought a display of JPN racing literature.

Points discussed:

- 1) Clubman show coming up. Dave displayed the clock trophy, donated on behalf of the club by Rabers. Looked very nice. Loren and Frank R will have bikes to display.
- 2) Gar will have long sleeve shirts to sell at the show, with the NCNOC logo in embroidery on the front.
- 3) Dave proposed a ride to the new Arlen Ness chopper museum on August 9.
- 4) There is a new vintage racing organization, called 'V-moto' emphasizing original equipment, not modern reproductions. Details will follow when available.
- 5) Al Mueller still plans to retire as editor next year. A new editor is therefore urgently needed by the club. Interested parties should contact any of the officers.
- 6) Lumby INOA rally discussed. The Twin Creeks motel was almost full at the time of the meeting, but there are some b&b's available in the area. A list of accomadations can be found by following the 'Location' link from the INOA Rally web site ([www.PositiveEarth.com](http://www.PositiveEarth.com))

The meeting adjourned at 8:45, although bench racing continued for a while. Respectfully submitted by Alan Goldwater / sec.



*Not sure if we ever reported on the old Hurt report but I have enclosed the summary I found online. It makes interesting reading, even if you read it before. As you might know the government has just funded a new report, since this was done in the 70s.*

## **Motorcycle Accident Cause Factors and Identification of Countermeasures Findings**

Throughout the accident and exposure data there are special observations which relate to accident and injury causation and characteristics of the motorcycle accidents studied. These findings are summarized as follows:

1. Approximately three-fourths of these motorcycle accidents involved collision with another vehicle, which was most often a passenger automobile.
2. Approximately one-fourth of these motorcycle accidents were single vehicle accidents involving the motorcycle colliding with the roadway or some fixed object in the environment.
3. Vehicle failure accounted for less than 3% of these motorcycle accidents, and most of those were single vehicle accidents where control was lost due to a puncture flat.
4. In single vehicle accidents, motorcycle rider error was present as the accident precipitating factor in about two-thirds of the cases, with the typical error being a slideout and fall due to overbraking or running wide on a curve due to excess speed or under-cornering.
5. Roadway defects (pavement ridges, potholes, etc.) were the accident cause in 2% of the accidents; animal involvement was 1% of the accidents.
6. In multiple vehicle accidents, the driver of the other vehicle violated the motorcycle right-of-way and caused the accident in two-thirds of those accidents.
7. The failure of motorists to detect and recognize motorcycles in traffic is the predominating cause of motorcycle accidents. The driver of the other vehicle involved in collision with the motorcycle did not see the motorcycle before the collision, or did not see the motorcycle until too late to avoid the collision.
8. Deliberate hostile action by a motorist against a motorcycle rider is a rare accident cause. The most frequent accident configuration is the motorcycle proceeding straight then the automobile makes a left turn in front of the oncoming motorcycle.
10. Intersections are the most likely place for the motorcycle accident, with the other vehicle violating the motorcycle right-of-way, and often violating traffic controls.
11. Weather is not a factor in 98% of motorcycle accidents.
12. Most motorcycle accidents involve a short trip associated with shopping, errands, friends, entertainment or recreation, and the accident is likely to happen in a very short time close to the trip origin.
13. The view of the motorcycle or the other vehicle involved in the accident is

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limited by glare or obstructed by other vehicles in almost half of the multiple vehicle accidents.

14. Conspicuity of the motorcycle is a critical factor in the multiple vehicle accidents, and accident involvement is significantly reduced by the use of motorcycle headlamps (on in daylight) and the wearing of high visibility yellow, orange or bright red jackets.

15. Fuel system leaks and spills were present in 62% of the motorcycle accidents in the post-crash phase. This represents an undue hazard for fire.

16. The median pre-crash speed was 29.8 mph, and the median crash speed was 21.5 mph, and the one-in-a-thousand crash speed is approximately 86 mph.

17. The typical motorcycle pre-crash lines-of-sight to the traffic hazard portray no contribution of the limits of peripheral vision; more than three-fourths of all accident hazards are within 45deg of either side of straight ahead.

18. Conspicuity of the motorcycle is most critical for the frontal surfaces of the motorcycle and rider.

19. Vehicle defects related to accident causation are rare and likely to be due to deficient or defective maintenance.

20. Motorcycle riders between the ages of 16 and 24 are significantly overrepresented in accidents; motorcycle riders between the ages of 30 and 50 are significantly underrepresented. Although the majority of the accident-involved motorcycle riders are male (96%), the female motorcycles riders are significantly overrepresented in the accident data.

22. Craftsmen, laborers, and students comprise most of the accident-involved motorcycle riders. Professionals, sales workers, and craftsmen are underrepresented and laborers, students and unemployed are overrepresented in the accidents.

23. Motorcycle riders with previous recent traffic citations and accidents are overrepresented in the accident data.

24. The motorcycle riders involved in accidents are essentially without training; 92% were self-taught or learned from family or friends. Motorcycle rider training experience reduces accident involvement and is related to reduced injuries in the event of accidents.

25. More than half of the accident-involved motorcycle riders had less than 5 months experience on the accident motorcycle, although the total street riding experience was almost 3 years. Motorcycle riders with dirt bike experience are significantly underrepresented in the accident data.

26. Lack of attention to the driving task is a common factor for the motorcyclist in an accident.

27. Almost half of the fatal accidents show alcohol involvement.

28. Motorcycle riders in these accidents showed significant collision avoidance problems. Most riders would overbrake and skid the rear wheel, and underbrake the front wheel greatly reducing collision avoidance

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deceleration. The ability to countersteer and swerve was essentially absent.

29. The typical motorcycle accident allows the motorcyclist just less than 2 seconds to complete all collision avoidance action.

30. Passenger-carrying motorcycles are not overrepresented in the accident area.

31. The driver of the other vehicles involved in collision with the motorcycle are not distinguished from other accident populations except that the ages of 20 to 29, and beyond 65 are overrepresented. Also, these drivers are generally unfamiliar with motorcycles.

32. Large displacement motorcycles are underrepresented in accidents but they are associated with higher injury severity when involved in accidents.

33. Any effect of motorcycle color on accident involvement is not determinable from these data, but is expected to be insignificant because the frontal surfaces are most often presented to the other vehicle involved in the collision.

34. Motorcycles equipped with fairings and windshields are underrepresented in accidents, most likely because of the contribution to conspicuity and the association with more experienced and trained riders.

35. Motorcycle riders in these accidents were significantly without motorcycle license, without any license, or with license revoked.

36. Motorcycle modifications such as those associated with the semi-chopper or cafe racer are definitely overrepresented in accidents.

37. The likelihood of injury is extremely high in these motorcycle accidents-98% of the multiple vehicle collisions and 96% of the single vehicle accidents resulted in some kind of injury to the motorcycle rider; 45% resulted in more than a minor injury.

38. Half of the injuries to the somatic regions were to the ankle-foot, lower leg, knee, and thigh-upper leg.

39. Crash bars are not an effective injury countermeasure; the reduction of injury to the ankle-foot is balanced by increase of injury to the thigh-upper leg, knee, and lower leg.

40. The use of heavy boots, jacket, gloves, etc., is effective in preventing or reducing abrasions and lacerations, which are frequent but rarely severe injuries.

41. Groin injuries were sustained by the motorcyclist in at least 13% of the accidents, which typified by multiple vehicle collision in frontal impact at higher than average speed.

42. Injury severity increases with speed, alcohol involvement and motorcycle size.

43. Seventy-three percent of the accident-involved motorcycle riders used no eye protection, and it is likely that the wind on the unprotected eyes contributed in impairment of vision which delayed hazard detection.

44. Approximately 50% of the motorcycle riders in traffic were using safety helmets but only 40% of the accident-involved motorcycle riders were wearing helmets at the time of the accident.

45. Voluntary safety helmet use by those accident-involved motorcycle riders was

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lowest for untrained, uneducated, young motorcycle riders on hot days and short trips.

46. The most deadly injuries to the accident victims were injuries to the chest and head.

47. The use of the safety helmet is the single critical factor in the prevention of reduction of head injury; the safety helmet which complies with FMVSS 218 is a significantly effective injury countermeasure.

48. Safety helmet use caused no attenuation of critical traffic sounds, no limitation of precrash visual field, and no fatigue or loss of attention; no element of accident causation was related to helmet use.

49. FMVSS 218 provides a high level of protection in traffic accidents, and needs modification only to increase coverage at the back of the head and demonstrate impact protection of the front of full facial coverage helmets, and insure all adult sizes for traffic use are covered by the standard.

50. Helmeted riders and passengers showed significantly lower head and neck injury for all types of injury, at all levels of injury severity.

51. The increased coverage of the full facial coverage helmet increases protection, and significantly reduces face injuries.

52. There is no liability for neck injury by wearing a safety helmet; helmeted riders had less neck injuries than unhelmeted riders. Only four minor injuries were attributable to helmet use, and in each case the helmet prevented possible critical or fatal head injury.

53. Sixty percent of the motorcyclists were not wearing safety helmets at the time of the accident. Of this group, 26% said they did not wear helmets because they were uncomfortable and inconvenient, and 53% simply had no expectation of accident involvement.

54. Valid motorcycle exposure data can be obtained only from collection at the traffic site. Motor vehicle or driver license data presents information which is completely unrelated to actual use.

55. Less than 10% of the motorcycle riders involved in these accidents had insurance of any kind to provide medical care or replace property.

### *An Invitation*

**Art Sirota and Lynda will be hosting a barbeque at their house Sunday May 11th at 1:00 PM. The BSAOC are also invited. There will be free food and soft drinks and juices. No alcohol or smoking will be allowed. This event will be cancelled in case of rain. It is open to all club members and their guest only. Please call Art with any questions. (650)363-9277.**

## Alan's Wrench.....by Alan Goldwater

Here are some topics recently discussed on the INOA email list:

<< When I parked my Dominator in 1961, everything worked perfectly. So why won't my horn work now? >>

The patented "Lucas Softooter" horn was fitted as standard equipment on pre-Commando Nortons. This unit was pre-charged with sound at the factory. Each time the horn switch was depressed, an electrical valve allowed a small portion of the sound to escape. The sound reservoir is not leak-proof however, so after many years of storage, most of these units are completely depleted. Repair involves thorough cleaning of the switch and valve, and recharging the reservoir with fresh sound. Note that modern-era sound charges have a different tone from 'n.o.s.' British sound, which is preferred for accurate restoration. Unfortunately the factory sound canisters were made from the rare metal unobtainium, and are in short supply today. There are some Italian-made Silentium canisters available, but they were meant for Fiamm horns and thus will not generate the proper reserved British sound.

<<I'm planning on installing dual extra bright stop lights on my Norton, but I'm worried that the thrust of all the extra photons emitted will actually push the bike forward, negating the effect of the brakes? >>

Actually, the reaction thrust of all the extra photons is exactly balanced by the load on the motor caused by the increased electrical current. This is true of single as well as dual stoplight machines, and could be summarized by the following equation :

$$E_{\text{phl}} C^2 = V I_{\text{bl}} + K T$$

where:

$E_{\text{phl}}$  is the effective mass of the photons emitted by the brake light

$C^2$  is the speed of light squared

V is the voltage of your Norton electric system (usually around 11.3 volts)

$I_{\text{bl}}$  is the current through the brake light(s)

K is the ambient temperature in kelvins

T is the lumped constant of thermal loss caused by heating of the old wires and corroded connections of your Norton's electric system

Note that T is a positive constant, thus the older and more corroded your electric system, the less you will slow down. Older Nortons will generally take

longer to stop than newer ones, unless the electrics have been updated. In addition, the value of V will be lower for older bikes, often as low as 6V, increasing the difficulty of stopping. On certain really ancient Nortons, there is actually NO stoplight at all. One must be extremely careful on these bikes to never apply the brakes when stopping, as the machine will actually speed up when the brakes are applied. The correct technique in such cases is to quickly cut the ignition wires with a Whitworth pinch snip. This lets all the smoke escape from the wires, whereupon the machine will safely coast to a gradual stop.

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## **PRESS RELEASE**

March 4, 2003 - Saratoga, CA

### **New Vintage Motorcycle Racing Group Formed**

Vmoto (Vintage Motorcycle Racing Association), founded by Llew Kinst and Keith Milne in January of 2003, will offer a different experience for the vintage rider and spectator than is currently available. Vmoto's focus is on the history of the sport and period correct bikes, not trying to make history by putting an emphasis on races and winners.

Vmoto encourages the restoration, preservation and use of historic, vintage, and classic road racing motorcycles.

Vmoto events are, in effect, rolling museums where historic bikes of the past can be ridden once again in a venue that respects their historic value. Vmoto advocates preserving the history of the bikes and giving the rider an opportunity to experience motorcycle racing as it was in the past.

"You can either go vintage bike racing or go and race a vintage bike," states founder Llew Kinst. "There is a big difference between the two. The former allows modern technology and emphasizes competition, the later emphasizes the history of the bikes and the sport." Vmoto strives for the later, providing a venue for riders to bring out historically significant bikes and ride them as they were intended.

Vmoto is currently planning events at Northern California tracks for the 2003 season.

For more information, visit our website at <http://www.vintagemoto.com>

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Keith Milne

Vmoto

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[www.vintagemoto.com](http://www.vintagemoto.com)

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 Fax: (408) 292-8514  
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- Full range of stainless parts and fasteners
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Kim Williams (510) 521-5514  
 Cell Phone (510) 541-8012  
 Fax Number (510) 521-5095

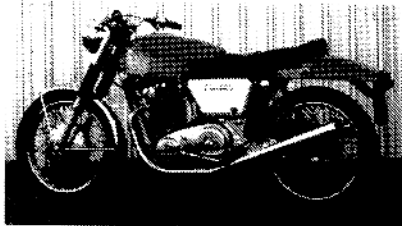
## KEN ARMANN

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*Norton*

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- Tune-up
- Instruction
- 25 years experience
- Factory Trained



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**Jim Carton**  
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Owners Club*

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Bangers  
Seven Dartboards  
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San Mateo, CA  
(650)574-9723

## CLASSIFIEDS

**EDITOR'S NOTE:** We actively encourage non-club members to post ads to sell Norton motorcycles, Norton parts and Norton specific services. All ads will run for three months. Please notify the editor if your item has been sold. Your ad will automatically be removed after three months if we have not been informed. Note the expiration **date at the end of each ad.**

**FOR SALE:** 1963 & 1965 Norton Electras. Built for two ladies in my life who have decided not to use them. Both are complete and original except for aftermarket front fenders and (Harley) silencers; these bikes are renovations meant for riding, not concours restorations. Everything works, including the starter and those cute bar-end signals. \$2000 each. Call Don Danmeier, 415-893-1650 (days) or 415-898-0330 (eves till 9pm). (3/03)

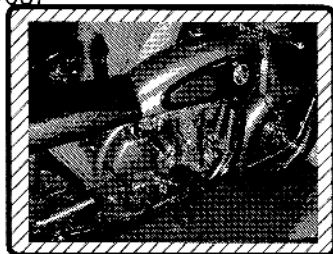
**WANTED:** Are there no Nortons or Motorcycles for sale. I am not receiving any classifieds. **PLEASE** send some. Alan Mueller

**FOR SALE:** 1971 Norton Commando Roadster, runs & looks good. No horn or front light, some fender dents. 18kmiles and 2k since rebuild. 16" back tire, wide fender and different tail light, chrome kickstand. dunstall mufflers, new front tire, rim and spokes and Lucas electronic ignition. \$2800 or OBO. Kevin 916-683-1704 or "kheylin@yahoo.com (7/02)

**FOR SALE:** '73 Commando. Hasn't started in 5+ years so needs attention. Black /gold pistrife. Original owner. Manuals. Always garaged. Borrani rims, Marzoochi rear shocks, new tires, fog light. Best offer over \$2000. Call Mark (415)896-0499 (12/02)

**FOR SALE:** Norton 600cc 19S, Located in Southern California, Tidy, good runner, needs clutch work. asking \$3500, open for offers. E-mail Clay at calamal@juno.com (1/03)

**FOR SALE:** One pair of spanking new "Interstate" mufflers, \$125/pair. One pair of beautiful but slightly used "Interstate" mufflers, \$90/pair. One pair of used "Interstate" headers, \$75. One brand new roadster grab rail, \$35 Call Harry Bunting, 650-485-5030 (days) or 408-615-1234 (eves) or e-mail: [HarryB2378@aol.com](mailto:HarryB2378@aol.com) (1/03)



Here is a list I got from the NOC as to the names of our NCNOC members who are also NOC Branch members: If you are and you don't see your name either call Alan Mueller or check with the NOC.

P. Brown	A. Mueller
L Lloyd	P. Radford
S. Forrest	E. Hjertberg
D. Crader	T. Dabel
G von Klan	D. Eller
J. Steinmetz	S. Harris
G. Jorgenson	M. Sullivan
H. Jorgenson	J. Potter
A. Goldwater	G. Licht
B. Reynolds	

**THE NORTHERN CALIFORNIA NORTON OWNERS CLUB**  
 Membership Application

The Northern California Norton Owners Club (NCNOC) was started in San Francisco in the early 1970's, and grew geographically larger to become the Northern California Club.

Club membership is technically limited to Norton owners, but we look the other way all the time, at least as long as you would like to have a Norton, own other British bikes, or are just a great person to have around. So if you like to ride, repair, eat, drink, be merry, and admire Norton motorcycles, it will cost you \$20 to join.

The club has monthly rides (sometimes more often), monthly meetings on the second Thursday of the month (at rotating venues), an award winning monthly newsletter, and a Website.

If you would like to learn more about your Norton and how to take care of it, would like to buy a Norton, or just want to have a good time with other Club members, join now!

The NCNOC maintains a relationship with the U.S. Norton Owners Association (USNOA, also known as the International Norton Owners Association, or INOA) as well as the original Club in England. Our club secretary will tell you how to join the UK organization, if you have an interest.

The USNOA/INOA puts on a North American Rally each year and publishes a fine quarterly magazine called the *Norton News*. This gives you access to national want-ads and to Norton merchants all over the country who advertise in the News. You also get the national membership list. It is well worth joining and will cost you another \$25. Send that to: **Dian Slark, 12603 BelAire Circle, McCalla, AL., 35111...Phone (205)477-7780.**

We look forward to seeing you and your Norton out on the high road.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY STATE and ZIP \_\_\_\_\_

TELEPHONE \_\_\_\_\_

**MOTORCYCLES OWNED**

Make	Year	Model	Engine/Frame/Plate Numbers
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Attach another sheet if you want to list more.

I hereby apply for membership in the Northern California Norton Owners Club (NCNOC). This is a \_\_\_\_\_ new \_\_\_\_\_ renewal application.

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 judgement 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 reasonably 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.

Dated \_\_\_\_\_ Applicants Signature \_\_\_\_\_

Send all applications or inquiries to:  
**Alan Mueller, 128 Windsor Ct., San Carlos, CA. 94070**  
**(650)591-5444**