



**Northern California**  
*Since 1971 "The Unapproachable"*



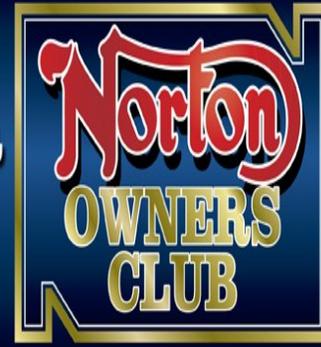
36 Oakmore Dr. , San Jose' Ca. 95127

The INOA Chapter of the Year

Home of the Feather River Rally 2016



**Northern California**  
*Since 1971 "The Unapproachable"*



No. 395

INOA Chapter of the Year

June/ July 2015

**Host Chapter for the 2016 INOA Rally**





**NORTON NOTICE;**

Published by the Northern California Norton Owner's Club, its purpose is to inform and entertain the club members. The Norton Notice is a reflection of the readership who are encouraged to submit articles, technical tips, photographs (original or otherwise). The Norton Notice prefers contributions submitted electronically. Send to

Loinguy@yahoo.com. The NCNOC / Norton Notice Newsletter accepts ads from qualified business for the purpose of information for the readership. Acceptance and publication of ads is in no way meant to be an endorsement of or a recommendation, for service. The Club does not accept any responsibility for the qualifications of or reliability of advertisers.

**MEMBERSHIP**

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

**AFFILIATIONS ;**

The NCNOC is affiliated with both the Norton Owner's Club of England (NOC) <http://nortonownersclub.org/> and the International Norton Owner's Association (INOA) <http://inoanorton.com/> see page 15.

*Honorary Members, Brian Stark, Dick Slusher, Jodi Nickolas*

**2015 Club Executive Board and Members in Service**

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

**ACKNOWLEDGEMENT:**

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

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

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

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

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

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

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

**Zip** \_\_\_\_\_ **E-Mail** \_\_\_\_\_

This is a new \_\_\_\_\_ renewal \_\_\_\_\_ application.

Norton(s) owned: Year \_\_\_\_\_ Model \_\_\_\_\_

Year \_\_\_\_\_ Model \_\_\_\_\_

*The undersigned applicant certifies that he or she is a legal resident of the US over the age of 18, has a valid motorcycle driver's license, and will use legally required safety equipment in connection with club activities. Participant does hereby execute this release, waiver, and indemnification for himself or herself and his or hers, successors, representatives, and 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 Sportster Diana, 3141 San Clemente Ave. San Jose, CA 95118. 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/>

\*The NCNOC is associated with both the NOC and the INOA You can join the INOA and the NOC from our website at [Nortonclub.com](http://Nortonclub.com)

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**Member Information:**

**Norton Notice;** your club newsletter is a bi-monthly publication and is available in full color printable PDF form on line at your club website Nortonclub.com see "Norton Notice".

**Norton Notice submissions and articles;** All members are encouraged to write about your Norton, motorcycle riding or mechanical experiences. Please submit via E mail, pictures (Jpeg format) and tidbits are welcome. All submission subject to edit for space or content. Send to loringuy@yahoo. Or from your Club Website : Editors

**Yahoo Group ;** Your club maintains a Yahoo Groups page, for all up to date event info and changes, questions about your bike or just queries, it's a quick way to get an answer or opinion. You can join the Yahoo Group from your club Website Nortonclub.com, click on About Us.. at the bottom of that page, Join us!

**Club Membership;** Club membership is \$25.00 per year and is open to all British motorcycle enthusiasts, regardless of Norton motorcycle ownership. You can join from the Clubs website Nortonclub.com

**Club Dues:** you can pay your yearly club dues On Line.. from your club website Nortonclub.com see About Us, then click on the "Buy Now" icon Or you can mail a check the address and info is the last page of your printed Norton Notice. Credit Cards and PayPal accepted on line.

**Club Events;** Club events are printed in your mailed Norton Notice; page 3, "2015 Ride and Event Diary". Club events are in "bold print" type, other events of interest to the club are in regular type. Feel free to invite your nonmember friends to rides and events, we are an open club, although a liability release needs to be signed (the club "sign in sheet") everyone signs before events.



**2015 RIDE AND EVENT DIARY:** note: dates in bold are NCNOC club events those not in bold are events of interest to the club. **For event details see your club website at Nortonclub.com.**

**Sun, June 28: South Bay Ride (see Website)**

**Thurs, July 09: Monthly Meeting, Swiss Park, Newark**

Sat, July 11 : BSAOCNC Triples Ride, TBD

**Sun, July 12: Ride -TBA (I can't go to the Rally Ride)**

Tues-Fri, July 14-17: INOA Rally, North Carolina

Sun, August 02: Sacramento Swap meet

**Thurs-Sun, August 13-16: Dardanelle Campout**

**Saturday, August 15: Club Meeting at the Dardanelle**

**Sun, September 06: Adopt-a-Highway Cleanup**

**Thurs, September 10: Monthly Meeting, Swinging Door, San Mateo**

Sat-Sun, September 12-13: Highland Games, Alameda

**Sun, September 13: Delta Ride: this is a really fun time on the levy roads and through some amazing country side. (See Website for details)**

Sat, October 03: Gold Country Curmudgeons' Girder Fork Ride

**Sun, October 04: AGM Ride & BBQ, Los Gatos Creek Park**

Thurs-Sun, October 8-11: Classic Motorcycle Rally, SLO

Sun, October 11: Watsonville Car Show & Fly-in, Watsonville

**Fri-Sun, : IMS DISPLAY** (in Sacramento not decided if the club will participate)

Sun, November 01: Sacramento Swap meet AMCA event

Sat, November 07: BSAOCNC All-British Ride, Novato

Sun, November 08: SCNOC 34th annual Hansen Dam Ride

**—Always check your club on line calendar for updates and your Yahoo Group for up to the minute ride and event information.**

### President's Message :

With the drought we all need to do our best to help out. When taking a shower it seems insane to have the water running while you are soaping up, rinsing the soap off before it gets on you, get wet, turn off the water, get soaped up, and then rinse off all done, it's called a NAVY shower. We put a bucket to catch the excess water when warming the shower then use that water to flush the toilets, water the plants. If you plan to wash your bike (or car) do it on your lawn (killing two birds).

More insanity is not using our bikes more, need to go out for more rides to use up the gas before it turns to crap, keeps your bike from wet sump and help lube the bikes moving parts, more riding improves your attitude. While you are at the store getting ice cream on your bike bring along something to let others know about our club so we can find new bodies to help us out. NEW cards will be available soon.

Harry Bunting and other NCNOC members will be on their way to the North Carolina, INOA Rally soon (July13-17) Harry will be there to entice a good turnout for our 2016 INOA/NCNOC *Feather River Rally* in Quincy Ca. so we need to do our best to make a good showing here locally.

Mark the dates **July 11-17 2016**, yeah, mark them NOW... Tell your British bike friends too, Good luck Harry and thanks for all your effort.

The Dardanelle, our annual campout and ride is just a few weeks away (Aug.13-16) and a good time is always had by all so pull out your happy feet and join us. The club has reserved a number of camping spaces that have short drives to you can ride up or truck it, Weather is always spectacular and the resort is all ours, kinda sorts.. but all fun that's for sure!

Photos credits: cover Tumblr, pg4 Ken Armann , Article written by Classic Bike contributor Mark Gardiner : Ed.Note : some of the information in the article has been mis quoted and some left out. For the real story ask Ken.



*"The approachable"*  
**Ken Armann**  
 Classic & Antique  
 —Motorcycle—  
 Restoration & Repair  
**Norton**  
**BSA**  
**TRIUMPH**  
 8518 So. McGlincey Ln  
 Campbell, Ca 95008  
 (408) 626-0061  
 kenarmann@hotmail.com

### INOA and the NOC Happenings:

The NCNOC is associated with the **NOC** of England (Norton Owner's Club) After years of establishing ourselves as the Norton representatives in the USA we joined with the **INOA** (International Norton Owner's Association). We highly encourage all members to join both organizations, for the benefits to you and your club.

### Coming events in the INOA:

#### INOA Norton Carolina Rally

**July 13-17, 2015 Asheville, NC** (see INOA rally website for info)

#### You can join the INOA:

[www.inoanorton.com/Membership/](http://www.inoanorton.com/Membership/)

### Coming events in the NOC:

#### CRMC Track Parades - Brands Hatch

An opportunity to get your Norton out on the track Jul 05, 2015 from 09:00 AM to 05:00 PM  
Where : Fawkham, Longfield, DA3 8NG

The **NOC sponsors** The Classic Senior Race for original 350 - 500cc race machines in the CRMC Series and a benefit of this is that Members have the opportunity to parade their Norton at the meetings In addition to the usual track (PR5 spectator) parades held at CRMC race meetings, we are also now able to offer members full race (PR6) parades.

**These are not speed restricted, are of approximately 15 minutes duration** each and are open to race, sports or road bikes. There are usually 4 sessions per race meeting and you can enter as many as you like. Entry is allowed on the normal DVLA license. These will obviously be of interest to experienced riders with bikes not previously eligible for our PR5 parades.

#### You can join the NOC at:

[www.nortonownersclub.org/membership](http://www.nortonownersclub.org/membership)

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**Notes from the Editors:**

We are off and running toward 2016 and the July 11-17 dates for the INOA Rally, hosted by the NCNOC, **The Feather River Rally**, in Quincy Ca.

Mark your calendars, make plans to attend and since ALL British bikes are welcome, tell your friends to join us!

**The 2016 Feather River Rally** is being chaired by our past President Mr. Harry Bunting and a host of volunteers are joining in, there is however lots of responsibilities that still need volunteers. If you are planning to attend and think you can help let Harry or Ken know as soon as possible.

2016 INOA Rally @ Quincy: Plumas County Fairgrounds. July 11-17, Presented by the Northern California Norton Owners Club and the INOA.



**Project Norton, do you have one?** Maybe an Early Manx, or a GardenGate frame, Commando that's been leaning up against the wall for a long time, maybe just needs some TLC The NCNOC is a club and all members are encouraged to use club resources for your parts, information, tech assistance or just BS needs. Our club offers a Yahoo Chat site at Yahoo Clubs, under NCNOC/ NorCal Norton/ you can join it for free from our club Website [www.nortonclub.com](http://www.nortonclub.com)

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**Rusted Nuts and Stupid (Simple) Shop Tricks and Tips**  
 By Fred Fortune @ Fred's Garage

Speaking of wiring, here's a neat trick using heavy flux less 50/50 solder about 1/8" diameter and available most everywhere. One is using it for old school cable ties. Cut off several inches and carefully put two or three tight coils around the parts you want tied. It's temporary yet permanent, strong, reusable and looks awesome. Much cooler than plastic cable ties. The idea came to me after seeing how old time racers running lace rims would balance their wheels with twists of thick, heavy solder on one or two spokes out where they attach to the rim. Old time racers used to also safety tie the spokes at the crossing point to keep them from breaking and falling on to the track, cool old stuff.

Don't leave your shop without this one...old credit cards make perfect gasket scrapers. Won't mar soft aluminum surfaces like chisels or putty knives do. Also old utility knife blades used as scrapers and dragged backwards along the surface will remove the most stubborn gasket goop.

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An empty gallon plastic jug (look for a hdpe/high density polyethylene stamp on the bottom) cut down and an appropriately sized hose clamp combine to make an excellent ring compressor. Trim off the jug's top and bottom and split one side. Trim the height so it just covers the rings, the length so the ends overlap a couple inches and tighten the hose clamp. You want the clamp just loose enough so that the bottom of the cylinder easily pushes down your "compressor" as the cylinder is lowered.

*Thanks to Diana Pettijohn, Sportster Goddess and Ken Armann of Ken Armann Classic Motorcycle Restoration.*

## NCNOC President and local shop owner gets spotlighted in Classic Bike Magazine

**D**o you know the way to San Jose? You can love or hate that Burt Bacharach song, but many Californians who ride classic British bikes do, in fact, know the way to San Jose.

There are two reasons for that. One is Raber's Parts Mart, which has one of the world's largest stockpiles of NOS Triumph, BSA and Norton parts. The other is a small shop a few miles away – Ken Armann British Motorcycles.

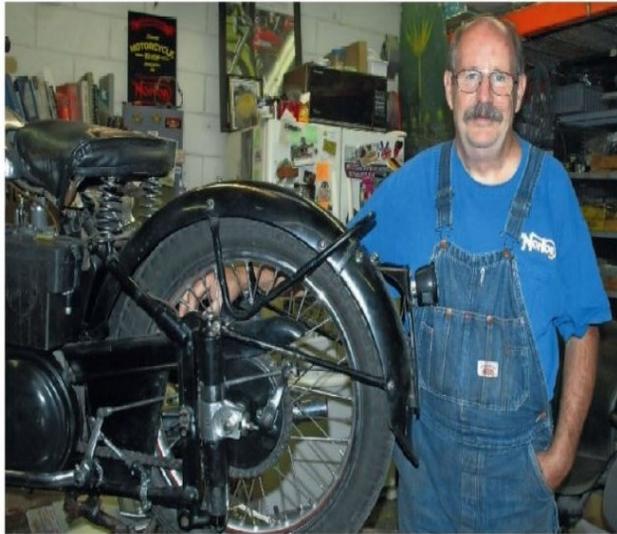
Ken's a Bay Area native and now – by default, he says – the head of the local chapter of the Norton Owner's Club. In fact, he's spent almost his entire life, barring a couple of years of military service within a few miles of his current shop. He surfs at Cal's Beach, just down the hill in Santa Cruz. The farthest he likes to get from home are the days he rides up into the Sierras to fish for trout.

The reason you'd want to know the way to Ken Armann's shop in particular is, let's face it, keeping a vintage bike running can be a real pain in the neck. And Ken, conveniently, is the world's only British bike specialist who's also an acupuncturist.

Ken's business card reads: 'the approachable', which is both a pun on the old Norton slogan, and a nod to the fact that, no matter what he's got going on, the shop's doors are open and visitors are welcome. That said, you might arrive and find yourself looking at someone who resembles a human pincushion.

"A couple of years ago," Ken told me, "this guy came in and told me his Norton wasn't running well, and it was hard to start. I took one look at him and said: 'Dude, your neck is messed up'. He said: 'Yeah'. I said: 'I can fix that'. I popped his neck (Ken is also a trained chiropractor) and put a bunch of acupuncture needles in him. I pulled the needles out of him and he was kinda stoned on endorphins, because that's what acupuncture does to you. I pulled the plugs out of the bottom of his carb bowls, used one of the needles I'd just taken from his neck to clear the idle screws, kicked it once and it started."

Ken hadn't originally planned to run a



California Ken Armann is equally adept with carburettor needles and acupuncture needles

### 'KEN IS A BRITISH BIKE SPECIALIST WHO'S ALSO AN ACUPUNCTURIST'

bike shop. He was going to be a full-time acupuncturist, but after he'd completed his training, a school administrator was caught selling copies of the final exam. The school lost its accreditation, which left Ken temporarily unemployed.

Meanwhile, in 1976, he'd borrowed \$2000 from his mother-in-law to buy an electric-start MkIII Commando. As a student, he didn't have enough cash to pay anyone else to keep it running, so he taught himself to work on it. After a while, his friends started bringing them their bikes. When the fraudulent administrator poked holes in Ken's acupuncture career, opening up a repair shop seemed logical.

"I'm not into restoration," he says. "I don't see the point in taking a \$4000 bike, putting \$16k into it and ending up with a bike worth \$12k that you never ride."

He was part way through work on a rare Norton dirt track racer, built on a Redline chassis and owned by Rod Lake, a noted flat track sponsor and collector. And there were three P11 desert sleds in varying states of preparation in his shop.

The P11 was basically a Matchless G85 chassis with an Atlas motor, first concocted by Bob Blair, who distributed Norton in California back in the early '60s. It's rare to find three in one place. But that's nothing; Ken dug out a photo taken the day he had ten John Player Specials at the shop. (He's got the original fairing from one of Peter Williams' JPN race bikes up in the rafters. It was left behind after the machine's only US appearance, at Laguna Seca in 1973.)

The Northern California Norton Owners Club had 200 members. Now they have 30, but Ken hangs in there because he feels newbies need help buying a good Norton. One of his customers bought an ES, sight unseen from Argentina, only to learn that Argie mechanics are brilliant... at cobbling together broken and mismatched parts. That was a real pain in the neck.

But Ken can fix it... 

## Alan's Wrench Cont.#395

**Tri\_Spark;** An Australian digital-controlled analog system, mounts entirely inside the points cover (no control box). Easy to install with led for static timing. Very easy starting and steady idle. Two-stage advance curve, flattens out above 3500 rpm. A bit more expensive than the others, but worth it in my experience.

**Pazon;** The NZ-made Sure-Fire system is analog like the Boyer. Reported to be easy to install and trouble-free. They also offer the Smart-Fire system similar to the Boyer Micro Digital, and the latest Altair hybrid system, which give a two-stage advance curve like the Tri-Spark, 30 degrees above 3k rpm.

**Wassell;** Made in Czech Republic for the well-known English company. Analog system like the Boyer

**PowerArc;** A digital system engineered and sold by Fred Eaton's OldBritts.com. This system uses an optical sensor rather than magnetic, and offers three sparks per bang, rev limiting and configurable advance curves.

**ZDG3;** German-made digital system from Elektronik-Sachse, with programmable curves, rev limiting and tach output. Expensive and not distributed in the US, but listed for Norton on their web site. Available for many other bikes, including the NSU Max, Zundapp KS601 and the Horex Regina! and finally,

**Comstock/MSD** The ultimate ignition system for high-performance competition Nortons, incorporating a MSD programmable CDI module and crankshaft-mounted reluctor pickup. Jim offers a complete kit with hardware, coil and instructions. It isn't cheap, but it provides the hottest spark and most stable timing with fully programmable advance curve.

With so many options, it can be hard to choose. The Boyer is by far the most widely used. If you have one, you will eventually encounter the common failure of the wires connecting the pickup plate. The symptom is usually intermittent missing above idle, caused by the wires breaking inside the insulation where they attach to the pickup. It's pretty easy to fix by cutting the wire tie and resoldering the break. The black box is also prone



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## Alan's Wrench for Norton Notice #395 ©2015

In a previous article I talked about Kenny Cummings' NYC Norton shop, and the gorgeous and highly-successful race bikes he builds. Many of the technical advances that make his bikes so fast have come from the mind and hands of Jim Comstock.

Jim rides a 920 cc fuel-injected Commando to some of our rallies, where he's been known to demonstrate starting it with one hand on the lever. The home-made fuel injection is just one of many outstanding but mostly-invisible features of the bike. For example, he redesigned the cylinder head port shapes and valve geometry for better breathing and more power, and these improvements were incorporated in the new Fullauto (Australian) Commando heads now available from CNW. Many other CNW upgrades including the hydraulic clutch kit are also designed and made by Jim.

Besides these bolt-on parts, Jim is now offering full machining and repair services, including exhaust thread replacement using silicon bronze inserts, barrel boring, tappet resurfacing and crank grinding and balancing. In short, anything your Commando rebuild needs, Jim can do it with precision and high quality. His web site has many photos and videos showing the wide range of capabilities and special tools available: <http://nortonmachineshop.com>

A while back I mentioned the astonishing range of ignition options available for our 40+ year old bikes. The list continues to grow, and now includes 11 choices to replace the original points and wear-prone mechanical advance:

**Boyer** The original analog system, known for break-prone pickup wires and problems at low battery volts. The current MK4 version is somewhat improved. The advance curve is gradual and continuous, unlike the original mechanical system. Boyer also offers a Micro Digital system with better low-voltage behavior but somewhat limited advance range.

**Sparx**; Similar analog design to the Boyer. Low cost but some reports of quality issues.

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The NCNOC Presents  
**The 2015 Dardanelle  
Motorcycle Camp-Out**

**Aug. 13-19** Probability one of the best events the NCNOC does is the traditional Dardanelle Motorcycle Camp-Out... held in 2015, Aug 13-16, it includes Tent Camping as well as Cabins and RV's. It's all held at the Dardanelle's on highway

#108 on the way to the Sonora Pass, only the second highest pass in California (9624ft.). The timing is no accident as this event coincides with the annual **Perseid Meteor Shower** which ranks among astrologers as the all-time favorite meteor shower of the year.

You can ride up, tow up, come in a car van truck or RV. Imagine camping at 7,000ft, pitching your tent, setting up your RV or checking into your cabin then riding during the day to some cool destinations for lunch on some very twisty and high roads over mountain passes and through valleys, having dinner under the stars with all your NCNOC friends at our evening Pot Luck dinners. At night our watch parties we see dozens of stars and meteors! Or head up to the peak of Sonora Pass 9624ft pitch black at night and stars in the 100's thousands, including the MilkyWay and so much more!!

The club has a reservation on several camping spots that we all share or you can book a RV spot or cabin. Stop at the store on your way in to be directed to our spots, tell them you're with the NCNOC! It's fun times, good eats, cool rides and so many stars!! (PS: it won't SNOW I promise!).

The Dardanelle Resort, established in 1923. It is located in the Sierra Nevada Mountains 51 miles East of Sonora, CA on Highway 108. Country General Store Hours: Sunday thru Thursday 8:00AM - 5:00PM Friday thru Saturday 8:00AM - 8:00PM. Full Service Restaurant & Bar. Restaurant Hours: Friday dinner only; Saturday breakfast/lunch/dinner; Sunday breakfast only. Email: [dardanelle108@aol.com](mailto:dardanelle108@aol.com); phone: 209-965-4275

## Local Legends Of the Sport : Vintage article spotlight

**Hap Jones** was best known for founding a thriving motorcycle accessories distribution company, but he was also a top racer in the 1930's, winning the AMA National TT Championship for 80-cubic-inch motors in 1936. Jones was a successful motorcycle dealer and sponsored a number of top racers over the years as well as sponsoring of many regional and national races. Jones recognized the importance of the history of the sport and kept extensive files on motorcycling's past.

Loren A. (Hap) Jones was born in 1905, after moving to San Francisco in 1922 he took a job as a motorcycle deliveryman and worked part time as a mechanic for dealers of Dud Perkins and Rich Budelier.

As a Distributor Jones had a knack of hiring talented employees. Leonard Andres, Jack Cottrell, Ernie Holbrook and Phil Cancilla were but a few of those who at one time worked for Jones and later went on to open their own dealerships.

One of the most popular Bay Area events from the 1930's to the late 1950's was the Hap Jones birthday party. What started out as a "birthday party" for the Hap Jones Company attended by employees and friends, of his dealerships.

After winning numerous regional TT events, Jones broke through to win the biggest race of his career in 1936. On June 7, on a little TT course near Waco, Texas, Jones beat a talented field of national riders to win the AMA National TT Championship for 80-cubic-inch motors; it would prove to be the biggest win of his racing career. Jones earned several more podium finishes at national TT races before retiring from racing in 1938 to concentrate on his growing businesses.

Perhaps the most famous racer backed by Jones was the legendary Dick Mann. During the 1960's and '70's, Mann helped makes Jones' company popular among racing fans across the nation. Mann's racing leathers prominently featuring the logo of his longtime primary sponsor.

Jones sold his retail dealership by 1959 to concentrate on his distributing company, which became one of the largest in the country.. Jones was active in the San Francisco Motorcycle Club, serving as president on two different occasions. Jones died in 1989.

Editors Note: Information for this article from AMA museum archives. Rewritten for the NN by Lorin Guy. : Page 9 article from internet Tumblr postings.

## Hap Jones Appointed West Coast Distributor of Norton Motorcycles

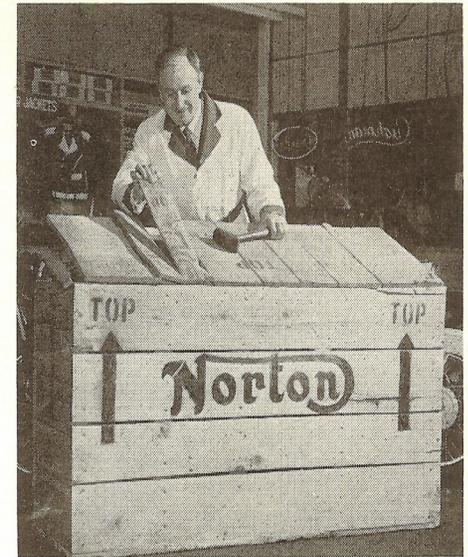
**N**ORTON, one of Great Britain's most popular motorcycles has been placed in the hands of Hap Jones, 235 Valencia street, San Francisco, as the West Coast distributor, according to C. Gilbert Smith, managing director of Norton Motors Limited.

"We feel fortunate that our product is in Jones' hands for distribution to the important Western market," Smith said in his announcement. "His reputation as a reliable dealer is well known throughout the United States and Great Britain."

Jones, a former National Champion rider, has been in the motorcycle business in San Francisco since 1933. Prior to this he operated a bicycle rental shop near the entrance to Golden Gate Park, but his love for motorcycles soon grew into a full fledged business and he is now the distributor for several motorcycle parts and accessories.

Jones first visited the Norton factory in 1948, while attending the motorcycle races in England. His interest in the famous machine was aroused and when he visited England this spring, he once again visited the motorcycle plant. After a conference, Smith agreed to export the Nortons to Jones for distribution in Washington, Oregon and California.

When speaking of the new Nortons Jones said. "At present the Norton motorcycle is not as well known as some of the American models. However, we intend to give our closest personal touch to increase the popularity of the Norton, which it so richly deserves."



Hap Jones takes his first look at the new 1955 Norton as it arrived at his San Francisco warehouse. Jones' territory for Norton includes California, Washington and Oregon.

The new distributor pointed out that the Hap Jones Company will handle at least six different 1955 models of the Norton line. Included in the list are the models 30 and 40, the famous "Internationals" that are so popular in Great Britain; the ES-2 with "swinging arm" spring frame; the Model 7-twin which has the same type frame and the Model 88, which is known as the "Feather-Bed Twin."

Jones said he would import the famous Manx Norton, when the American Motorcycle Association approves the machine for American competition. This is the motorcycle that has built such a fine reputation for Tourist Trophy action throughout the world.

The Hap Jones Company, in addition to the Norton motorcycle, is the national distributor for Avon Tires, Castrol Oil, K.L.G. Spark Plugs, Perry Chains and Romac Cables.