



# Norton Notice



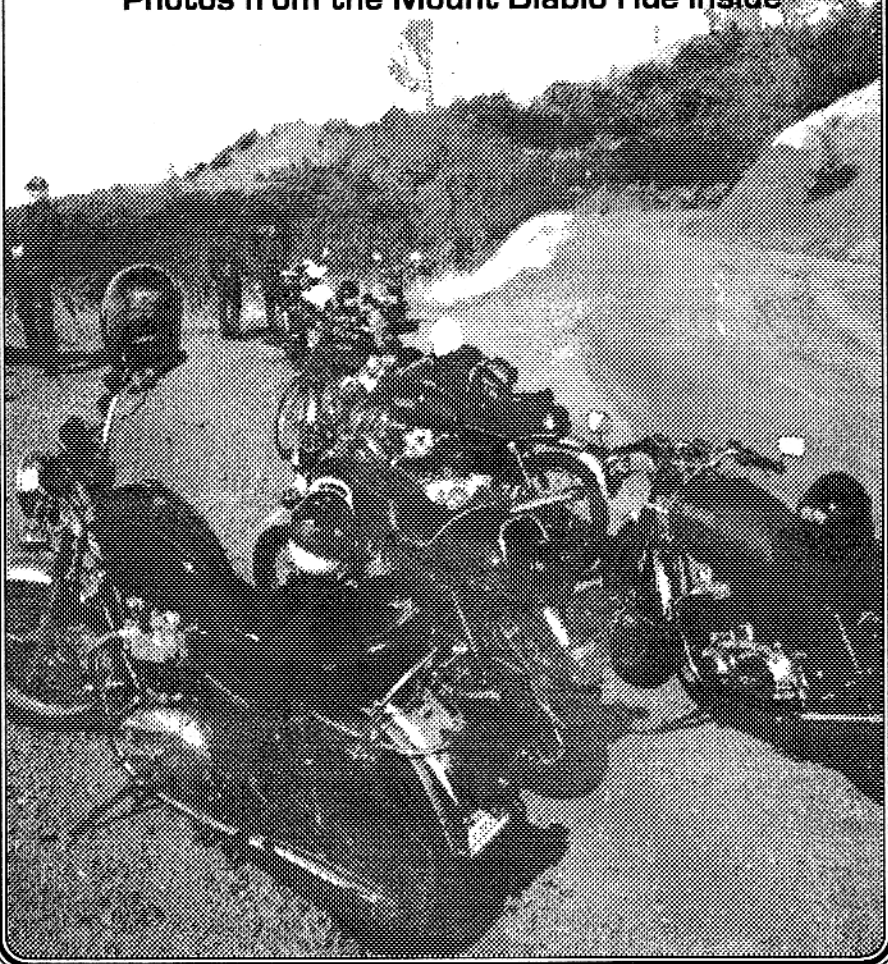
The Newsletter of the  
Northern California Norton Owners Club

No. 214

March, 1996

*...it really IS the ride, man!*

Photos from the Mount Diablo ride inside





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 marque.

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 20th of each month.* The *NORTON NOTICE* welcomes contributions submitted electronically. Material in MS Word, MS Works or Adobe Pagemaker 5.0 or better is ideal on a 3.5" floppy disc. A Worldwide Web Page is in the process of being created for the NCNOC for e-mail submissions and general communications.

Membership in the Northern California Norton Owners Club is available for \$20.00 per year. Membership dues are payable to the Branch Secretary/Treasurer. Renewal dues are payable at the end of the individual's membership year, that month being designated by the last number of the individual's membership number as listed on the mailing label of the *NORTON NOTICE* and the membership card.

**All changes of address should go to the Branch Secretary/Treasurer- not the NOTICE 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 organizations per the terms described on the Branch membership application form.

## Club Officers

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**QUARTERMASTER: Billet is currently not filled**



**IMPORTANT (Please take note of the following fine print):**  
The objective of the Northern California Norton Owners Club is to promote, encourage and develop motorcycling 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 marque. 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 use of these technical 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 authors' views 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. **CLUB ACTIVITIES AND MEMBERSHIP PARTICIPATION ARE SUBJECT TO STANDARDS ESTABLISHED IN THE CLUB BY-LAWS.** Advertising published does not imply endorsement of products, goods or services. **Now you know.**

## Upcoming Events

### Club Rides Schedule

**PLEASE NOTE: ALL EVENTS START ROLLING AT 9:00 AM WITH FULL BELLIES AND TANKS AND EMPTY BLADDERS. CONTACT JIM CARTON FOR DETAILS REGARDING EACH RIDE.**

**MARCH 10:** The Flying Lady Ride

**APRIL 7:** Easter Morning on Mount Tam\*

**MAY 12:** Mothers Day Ride\*

**JUNE 16:** Santa Cruz & South Coast Ride\*

**Fred Twigg Ride- date to be announced**

**JULY 18-21:** INOA Rally\*

**JULY 20-21:** BMT Promotions Show and Swap Meet- Carson City, Nevada\*

**AUGUST 8-11:** Dardanelle unofficial ride

**SEPTEMBER 15:** Old Timers Ride\*

**OCTOBER 13:** Mt. Hamilton Ride\*

**NOVEMBER 17:** After the Danmeier ride\*

### **DECEMBER:**

No rides are scheduled. Annual General Meeting at a place to be announced.

**\*Points will be awarded for attendance on these rides. See article in this issue**

*If a ride is cancelled due to poor weather, plan on the ride taking place the following week- same time, same place.*

**JIM CARTON WILL ANSWER QUESTIONS ABOUT EACH RIDE AT (510) 483-2045**

### Meeting Schedule

*The Club meets on the second Thursday of each month. The meetings are SUPPOSED to start at 8:00 PM. If you fall asleep during the meeting, please try not to snore too loudly.*

March 14: Connecticut Yankee

April 11: Harrys Hoffbrau (San Jose)

May 9: Prince of Wales Pub\*

June 13: Fremont Brewery

July 18-21: Quincy

August 8: Connecticut Yankee

Sept. 12: Harrys Hoffbrau (Mountain View)

October 10: Harry's Hoffbrau (San Leandro)

Nov. 14: Prince of Wales Pub\*

December: AGM TBA

### **The Florence:**

37349 Niles Blvd, Fremont (510) 792-5522

### **Prince of Wales Pub:**

106 East 25th Ave., San Mateo (415) 574-9723

### **Harry's Hoffbrau (San Jose)**

390 Saratoga Ave., San Jose (408) 243-0434

### **Fremont Brewery**

3350 Stevenson Blvd., Fremont

### **Harry's Hoffbrau (Mountain View)**

399 W. El Camino Real, MV (415) 964-8455

### **Connecticut Yankee**

100 Connecticut St., San Francisco (415) 552-4440

### Graphics Contributions

#### **Photography:**

Gerald Mauricio

#### **Image Digitization:**

David Lai, Silicon Graphics Incorporated

#### **Press Production:**

John & Carrie Follett

White Oak Press, San Carlos, CA

#### **Graphics Format, Layout and Design:**

Andy McKerral

Imaging Technology Services, Redwood City, CA

## *Maya's Minutes*

*...by Maya Lai, President*

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The Florence was great. The food was excellent! I thank all of you for attending. It was a non-business meeting and it was well attended. There were lots of bikes and cheer. I think that Duncan was within all of our hearts. A big thanks goes to Carol the owner of the Florence for her help. Her waitresses were helpful also.

From Dick Mann and Chuck Bullwinkle comes the following announcement:

For those of you that will be attending the INOA rally, BMT PROMOTIONS in Minden Nevada is having their eighth annual vintage show, swap and race July 20th and 21th in Carson City Nevada. During their show this year they will be having Norton motorcycles as the featured make. A special award will be given to the best Norton ridden to our event in addition to best Norton in the regular show classes.

Hope to see you there.

I have another important announcement:

The Ninth Annual Clubman's ALL-BRITISH MOTORCYCLE SHOW & SWAP MEET will be on Saturday March 30, 1996- Honoring "Vincent Motorcycles" at the Campbell Pavilion, Santa Clara County Fairgrounds, San Jose, California- Indoors- Rain Or Shine. It opens for show & swap Entries at 7:30AM. You are eligible to win a door prize with admission. General admission is \$5.00 9:00AM Kids 12 and under free. There will be a Raffle, with trophies presented for Customs, People's Choice, and best of Marque.

Buy and Sell Tickets \$1 in advance or at the show Raffle Tickets via: BSOAC, P.O.

Box 594, Novato, CA 94948  
Registration Deadline March 18

For Details Contact:

Don Danmeier (415) 897-6145 (days) . (415) 898-0330 (eves)  
Or Bill Scrocki (408) 779-4623

*Well, see ya at the next meeting.*

*Maya*

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## *Up on the Avons*

*by Stevan Thomas*

I must apologize for not properly introducing myself in the last Notice, I was making arrangements to leave the country for a couple of weeks of travel through southern Mexico, Guatemala, Honduras and Belize. The purported reason for the trip was to visit Mayan ruins, but the hidden agenda was to wear my Norton Club t-shirt to exotic locations and to see if there were any Norton beasts south of the border. Alas, we saw none! We did meet some motorcycle people, two from New York who had ridden all the way from home and another fellow who used to have a shop near Carmichel. We saw only one English bike, that being an A10 BSA, on my last night in Mexico City.

I'm the new Notice Editor, and I'm greatly looking forward to your contributions of practical technical articles as well as literary items that show your great sense of humor and wit. If you are embarrassed about how well you write or how witty you are, pen names are encouraged (except in cases of "throwing down the gauntlet" which must remain personal and in a spirit of Club friendliness).

I bought my Norton the year Star Wars opened (1974?). I had been debating between the Norton and a BMW R75, when I read my family copy of "The Collective Unconscience of Odd Bodkins" by Dan O'Neil. That settled the debate, and the bike was named Snort. I know there are other Nortons named Snort, but how many for that reason? I am trying to locate Dan, who I suspect is in the area of Nevada City, to see if I can get permission to run some of the strips in the Notice. Should anyone run across his whereabouts, please let me know.

I just had a little foot surgery, so for the next month or so, I won't be making rides, but I look forward to making them soon!





*By Jim Carton*

Well the best laid plans, as they say...

Here for the first time I did it all: pre-rode the ride route, figured the mileage, gas stops, food stops, highlighted the maps and we lost five riders on the first curvy road. From now on, I'm stopping at every intersection and getting a bike count.

A couple of ideas and suggestions have come up, portable CBs or cellular phones for lead and sweep riders. Yeah, I know: "Who's going to pay for it?" Two ride groups: fast, and less fast with a lead and a sweep- designated rider. So all I need are volunteers for each ride.

Since there is no official policy for broken down bikes on our rides, I suggest that we abandon our "all for one and every man for himself" Norton creed concerning our fellow Nortoneers. I have to date fixed a few stopped Nortons, changed a few tubes and am still surprised when most riders are impatient to get on with the ride and miss yet another one of my ingenious silicone-bailing wire fixes 75 miles or so from home. I know that the food is getting cold and the beer is getting warm. Please note that the March ride is on the 17th, not the 10th.

**March Ride**

**The Flying Lady Ride**

The Flying Lady is gone, but in memory to an aviation buff who got his ass kicked by the American (il)legal

system, we ride on in memory and support.

Kick start time is (9AM from the El Rancho in San Jose- 3848 Monterey Hwy (408) 629-1807. It's a few blocks north of the Capitol Expressway. Where we go may depend on road conditions and sunshine like last year.

**The Morning After Ride**

And thanks go to Don Danmeier again- not only do we get to see the BEST Brit show in the West on the 30th, But we also get to ride with new faces and tank badges on March 31st.

This ride will kick start at 10 AM late for extra tire kicking and bench racing for all of our out-of-Bay Area Commando comrades, and etc.

This ride will be your basic "down the Coast and up 9&35 unless anyone has any better ideas.

Well, as usual, thanks to the underwhelming response to last month's article, here's another one to astound, mystify, befuddle and entertain.

"Honda parts for your Norton, you say!" Heavens! So you've been using a Honda seal in your tach drive now for 15 years (and it doesn't leak). No one will know or even care. Everyone does it except Mean Marshall. Besides, it's just a little insignificant seal that keeps oil off your \$250 leather pants and \$175 boots, right?

So here's what else from Honda

that also works better:

Use a CX500 dust seal when you finally get around to replacing your steering head bearings with tapered roller bearings. You can cut one out of an inner tube or buy one ready-cut. (see last month's article on steering head bearings)

Replace that pathetic rubber strap system they used on pre- Mark 3 battery boxes with an all metal Honda 700-750 Sabre set-up. It's a drop-in, bolt on conversion, just like your car battery hold down. It's two threaded "J" rods and a cross bar for the top with formed reliefs for the terminals. And there's no drilling... the holes are already in your battery compartment! Your battery will be secured once and for all forever.

So you got your carbs sleeved and the throttle action works real smooth now, but you're still worried about developing carpal tunnel syndrome in your right wrist? Replace your Amal gorilla springs with Honda CB 160 throttle springs. You'll now be able to whack it open faster and cruising only requires a light palm pressure resting on top of the grip. No more numb and tingling fingers. And while you're at it, put a single cable Vista Cruise on top of the throttle. ( a friction control not made by Honda) for the ultimate in hands free cruising.

Thank you Maynard Hershon (see "Headaches"- *City Bike*- March, 1996) for compassionately explaining to us why his never professionally-serviced, never-upgraded old Norton is not as good as his 20 year-younger K100RS BMW. Here's yet another wannabe cool rider who hasn't come to the realization that all old British Bikes are starter kits (even when they were new) It's sort of like a

sourdough starter kit or a kit plane that will never fly until you have put at least three times the money in it that the original kit cost.

Comparing a \$1,400 motorcycle to a \$14,000 motorcycle is no comparison at all; first of all, my alternator will power my 100 watt quartz headlight (hi beam) and my widder electric vest with 1/2 amp to spare. I know this because I've installed an ammeter in my headlight just like the older Nortons had.

A lot of unreliable broken down Nortons are a combined result of a 20+ year-old motorcycle and a cheapskate owner who thinks that the \$2,500 he paid for his Norton is "it". That's all it gets until it stops running and then, when it does stop, he refuses to give the bike what it needs in well-deserved maintenance and 1996 upgrades to make it nearly as reliable as any modern bike.

Face it, these bikes we ride are not doing too badly considering the technology is between 20 and 50 years old. You can go out and spend 10 grand on a new Ducati all in one lump sum or you can upgrade and restore your Norton over a period of time. Think of it like you can make a payment on the bike whenever you want to... not every single month like the bank wants you to.

And don't forget the reason why your Mr. **Maynerd** Hershon's German wonder or your Mr. 175 MPH disposable rice rocket is superior to our British junk: during World War 2, British and American planes bombed the German and Japanese industrial centers flat. The Germans reduced England's industrial capacity to rubble. So who paid for all those new, modern plants and machine technology for the Japs and the Krauts-

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but not the Limeys? You know who- our mothers and fathers. I guess Uncle Sam didn't see any future in England since they were our allies and not a threat... so why give them any money to rebuild, so screw 'em. Also, the whole world hated England because, at the time, they owned 1/4 of the world's real estate.

Anyway, that's your fractured history lesson and this is a Norton publication. So there's yet another reason why you don't have to feel bad about putting those Honda carb springs in your Norton: seeing as how we Americans helped those boys out after the war and all, we may as well get back SOMETHING for our efforts.

Thanks again, Maynerd, for your unbiased opinion.

Ahem. I seem to have gotten off the subject. ANYWAY, back to electrical upgrades. You need a 100-55 watt quartz beam headlight so you can see where you're going at night and give you the ability to get the attention of cars in the daytime so they don't make left hand turns in front of you. The ammeter tells you when there's a problem and allows you to get it fixed before it leaves you stranded. Kind of like early warning, my Mark 3s have 14 amp-hour batteries and my ignition draws less than two amps. So I have roughly 7 hours of riding time with a good battery and a completely dead charging system before the battery goes flat. Hell, that would get me home from Sonora Pass!

I hope that by now, every one has installed a modern electronic ignition, keeping in mind that since around 1980, all new bikes have featured them as standard equipment. A Norton equipped

with an electronic ignition will allow it to start not with 23 kicks, but 1-2 kicks from dead-cold, Maynerd. The only time I need more than 1-2 kicks is in the winter because I shelved the air valve assembly (the chokes) and then it always starts after copious tickling.

It doesn't matter whether you buy a Boyer or a Rita- it's money well spent. I prefer the Boyer because it's cheaper, has a five year warranty, and above all is a no hassle installation on the side of the road. Ditto Robert Newman, I have now repaired six or seven Boyer stator plates (see Robert's article last month), 2 of my own on Club rides, and it's an easy fix so I highly recommend fixing yours before the wires break. However, if you are a procrastinator like me, simply carry a spare Boyer in your tool box and slap that stator in there at the first sign of trouble like hard starting, misfiring or kicking back. I don't mount my box where Boyer suggests (under the tank)- I remove the ballast resistor and condenser pack and cable tie it between the coils with a piece of water pipe insulation between it and the frame box to cushion it, which means you don't have to pull off the fuel tank to swap it out. I also "time" both stator plates and mark them accordingly so we're at least close until we can get to a timing light.

Moving along, is your electrical harness in tip top shape? Be honest. Are the terminals corroded, loose or both? And are there yards of electrical tape here and there? People bad-mouth Lucas electrics, yes, and by a lot of standards they were under-engineered and under-built. However, every part on any motorcycle has a SERVICE LIFE... some longer than others, and some motorcycles

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vibrate more than others. Unfortunately for us Norton types (BSA, Triumph, Harley, etc.) guys have the same affliction. If it vibrates, it feels like a real motorcycle; if it doesn't vibrate, it sounds like a motorcycle with a car engine stuck in it sideways. Take your pick. So English bikes vibrate and go through critical electrical parts a little faster. Less economical? You can get, say, two or three stators for the price of ONE Japanese stator. Check it out. I have yet to see any motorcycle wiring harness that will stand up to weather and FUBAR amateurish home repairs.

Fiamm horns. I know... now we're putting in Italian/German parts in our Nortons. The stock horn isn't bad, but there's only one of 'em and it was put in the wrong place. How many of you Norton riders have actually ever SEEN your horn? OK, so you say that horns are supposed to be heard and not seen. But, as you have probably discovered the first or second time you gunked and washed off your bike, the horn went away- and now it only kind of peeps like a moped horn. Personally, I'd feel naked without my Fiamms. If I were you, I'd buy some soon before California goes the way of Japan and outlaws loud horns. It's a misdemeanor in Japan to honk your horn and a felony if you blow it too long.

You can mount your Fiamms (a pair: hi and lo) nearly anywhere that you desire- preferably out of the way of the swing arm- but that's another article.

Next month: more on electrical upgrades and, with luck, Jeff Gruwell will have some information on 4-brush conversions for Mark 3 E-starts. Also, anything else I might have forgotten.

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## **BULLETIN**

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### **Point System for Attending Club Functions**

We will be initiating a point system that is adapted from a British practice to encourage participation in vital Club functions. This is similar to what the BSA Club of Southern California does and is as follows:

Certain events in the Club calendar will be marked with an asterick \* and you will be awarded points for showing up.

- 6 points if you arrive riding a Norton
- 4 points on any other British bike
- 2 points for some other two or three wheeler
- 1 point if by any other conveyance

The only vital Club functions I can think of are rides and/or official parties but we are open to suggestions.

To make it worthwhile, something special can be done for the winners at the Christmas party or whenever.

#### **...A FINAL NOTE:**

**CLUB OFFICERS ARE EXEMPT FROM PRIZES OR AWARDS IN THIS PROGRAM; HOWEVER, OFFICER'S POINTS WILL BE TRACKED.**

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### **Last-Minute Address Corrections**

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**Greg Braithwaite**  
240 Center Avenue, #3  
Aptos, CA 95003 (408) 689-9939

**Kevin Burell**  
630 N. San Pedro  
San Rafael, CA 94903 (415) 472-0430

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## another BULLETIN

### The 1996 Fred Twigg Ride

Due to personal time constraints, Fred Twigg's ride this year will be an unofficial event, sometime in early June with the exact date to be announced. Two years ago Fred very graciously took care of the barbeque and beverages on his own. This is such a great ride and it is so much fun eating at Fred's place afterwards (for those hardy souls who trust their Lucas electrics) that to ensure the continuation of the tradition, the club is going to lift the food burden off Fred's (capable) shoulders. The options are still open, but we are looking at charging \$5.00 (or so) per head and having the club pick up whatever other slack there is, including volunteers to make the store runs, help cook and clean up. (Of course, it is Fred's ride and if he **wants** to cook...) In my opinion, this ride and the following barbeque is one of the two best single day events for Brit bikes in Northern California and epitomizes that which the Club is really about. Anybody reading this in England (or anywhere else), if you are going to be in this area at the right time, **BRING YOUR NORTON!** This ride is almost worth planning your vacation around. If you come and are disappointed in any way (except weather), I want to be invited to your ride that's better! See you there.

## Alan's Wrench by Alan Goldwater

### Moments of the NOC Non-Meeting Feb 8, 1996:

Lots of people showed up at the Florence in Niles, and the meal they laid on for us was a good one. But every one of us was there because of Duncan Ferguson, not for the food. Duncan loved to ride more than anything else. What made him special was that his love of riding expanded to include all those he rode with.

It is exactly that shared love of riding which is the real spirit of this club. We remember Duncan because he was able to embody the Club spirit in a positive way, and because he left us while doing what we all love best, riding a Norton. Lets make sure that we keep that spirit alive. If we work together and focus on what we all share, everyone wins. We owe it to Duncan and we owe it to each other.

Stevan Thomas is taking over the Norton Notice at a time of need, and I'm sure he will succeed in providing a key part of the Clubs continuing vitality. Please give him your support and patience as he "learns the ropes".

Have you planned to chalk up  
some  
**RIDING POINTS**

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# In Search of the Perfect Norton

*by Robert Newman*

Dissatisfaction with the Commando swing-arm assembly has generated some interesting corrective efforts. During the production years, the factory installed three different swing arms that I know of and listed three different spindles. Other variables involved reinforcing gussets, wedge pins, locating bolts, welch plugs, felt wicks and engine cradles made for wedge pin-type spindles.

There are two basic problems with Commando swing arms: first, the spindle tends to loosen in the cradle; and second, loss of lubrication. Another problem occasionally reported is the stiffness of the swing arm, but this is not too noticeable until the bike is being ridden hard. The other two problems are pretty common. The loosening spindle was corrected on the Mark 3, and, I think, the Mark 2-A with wedge pins. The lube loss problem was improved upon with the adoption of a superior seal which will fit earlier models. Part of the lube problem developed from the presence of a grease nipple on the right side spindle cap. Many Norton owners pumped grease into their swing arms, thus shutting off the oil access to the oilite bushings (assuming that the oil hadn't leaked out all ready). Grease is usually the lubricant for other applications of spindle and bushing assemblies such as king-pin front suspensions on old cars and trucks, but they used grooved bronze bushings which allow high pressure grease to flow to the bearing surfaces via the grooves. An oilite bushing is a non-grooved, thicker wall, compression-formed sleeve which is porous. This porosity allows oil to

permeate the entire unit even when it is introduced at only one point, such as those 3/32" holes found in each end of a Commando swing arm spindle that's pre-Mark 3 vintage.

Norton specified 140W oil for swing arm lubricant as much as in the interest of heavy duty lube as that the thicker stuff would leak out more slowly. Before the special Mark 3 seal was introduced, O-rings were supposed to seal the oil between the pivot eyes on the swing arm and the engine cradle's machined flats around the spindle sheath openings. This didn't work very well and there was always an oil leak to be seen washing down from the joint on the right and one assumed from the left side too, although it was hidden from view. To add to the intimidation, refilling the oil was mystified by the non-existence of an oil pump can designed to squirt oil into that grease nipple on the right spindle cover. Some owners just shot it full of grease anyway and hoped for the best while others simply ignored the whole thing and both results were similar.

A further problem involved the loosening of the spindle in the cradle. This occurred because much of the stress placed upon the spindle came from the rear wheel attempting to lever sideways under acceleration and deceleration causing the spindle to wallow out of the sheath in a front to rear motion. Norton offers a .005" oversize spindle to allow a repair of the problem before a new cradle is necessary. In later models, wedge pin recepticals were welded to the rear of the spindle sheath which effectively stopped

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the spindle from moving in the sheath.

In spite of these shortcomings, the Commando swing arm pivot is still a pretty good design since it offers lube to the entire contact surface... and as long as the spindle stays put, it is acceptably rigid.

Here is a fix for the lube loss problem. It seems that there must always be some oil leakage, but how do you know if there is any oil left in the spindle? Install a special 1/4 x 28 screw in the locating bolt hole (pre-Mark 3). This screw will have a cylindrical head over which a tight-fitting vinyl tube is pushed and secured with safety wire. There will be a 3/32" hole bored through the axis of the screw to permit oil to feed into the spindle. Bring the tube up around the rear end of the battery box, tie-wrap it to anything handy in the area and you've got a new oil filler plus a visible reservoir of spindle lube. Tuck a bit of open cell foam into the top end of the tube to keep out dirt but not seal it completely.

If you want to do a more thorough job, remove the swing arm, take everything apart and wash it, replace the bushings and install Mark 3-type seals. When assembling the bushings and seals, coat the back sides of the seals with clear silicone to prevent oil from leaking around the back of the seal. Polish the machined flats on the cradle to stop abrasion of the seal's lip. Seal up the end caps, too. Now you know if there's any lube left, and it's a cinch to reload it.

## NOC Member Profile

**Name:** Frank Holden

**Age:** 31

**City Resident:** Belmont

**Marital:** Married, 9-year-old daughter

**Occupation:** Biology (pharmaceutical R&D)

**NOC Member since:** March 1995

**How first became involved with NOC:** Saw the 1991 issue of *Classic Motorcycle*, featuring an '88 Dommie

**Club offices held (years):** None yet.

**Norton(s) owned, described:** 1964 Atlas (a basket case destined to become a Manx Cafe)

**Other makes of motorcycle:** 1949 AJS, 1967 BSA Spitfire Mk.3

**What first interested you in the Norton?** "That Dommie in *Classic Motorcycle*."

**Other hobbies/interests of note?** "I collect British cars (Austin-Healey, MGB, Jag)."

**Favorite motorcycling road/ride:** Highway 9, Highway 1 south of Monterey.

**If you could redesign the Norton, what one thing would you most want to change? How and why?** "Don't know." [!—Ed.]

**Favorite/most embarrassing episode on a Norton?** "A big Amazonian woman named 'Doozie'—I had the hots for her. Leaving work one day, my bike had been sitting in the rain, I had to ride it home. Doozie and friends were playing volleyball. I had water in the carbs but got it working. I peeled out, the brakes were wet, I went over the curb, hit a wall and bent the "Borrani"

Thank you!

**Those  
Ride Points  
could add up to something special...**

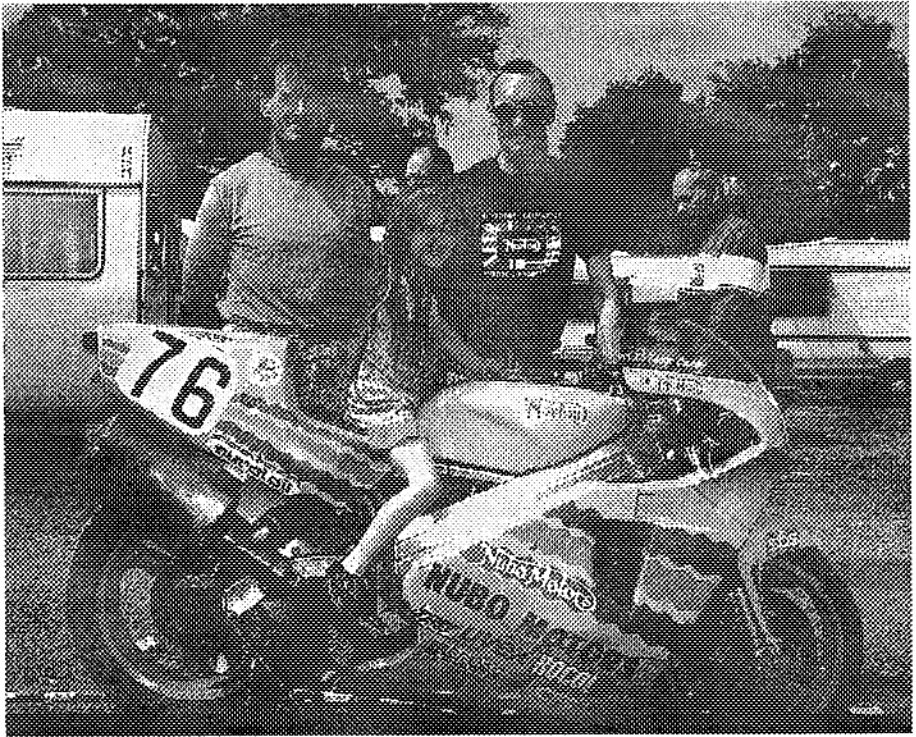
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**Checking for leaking oil after coming down from  
Mount Diablo**



...human body leaks are usually taken care of inside the restaurant...

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**Here's somebody's unidentified photograph  
wearing a NorCal  
tee shirt and having a new generation of flat  
tracker  
model a hot-looking machine**



**A covey of Nortoneers with their heads in the fog... up on Mount Diablo**

## **Classified Advertisements**

*Editor's Note: All ads will run for 3 months. Please notify the Editor if your item has been sold. Your ad will automatically be removed after 3 months unless I am notified to extend publication. Note the expiration date at the end of the ad.*

**FOR SALE:** 1968 Commando Fastback, excellent condition, 2nd owner, very low serial number 126178- the 54th Commando off the production line! \$2,800. Call Howard at (408) 298-6850 (3-96)

**WANTED:** Front fender from any slimline unit, ES2,88,99, Atlas or Mercury, chrome or painted. Call Mike at (415) 872-3336 (3-96)

**FOR SALE:** Redline Synthetic oil @dealer cost (20w50)... \$6/qt. or \$72/case + tax & shipping. Protect your Norton with the best oil made! Call Alan @ (408) 475-7505 (3-96)

**FOR SALE:** 75 Mark 3 E/S, 7500 mi., very good condition- not a restoration, all original parts. 2nd owner. \$3995 or ? Call Joe at (310) 431-2771 (3-96)

**FOR SALE:** 750 Combat flat track project: \$1300. Also 850 Mark II motor & trans.: \$1,000. Call Jim at (510) 483-2045 for details. (4-96)

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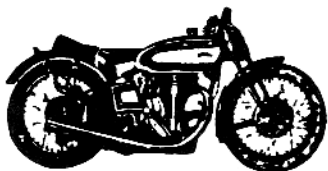
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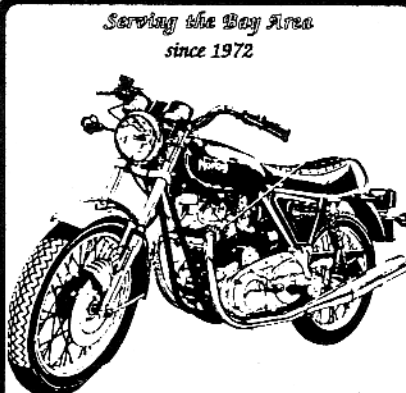


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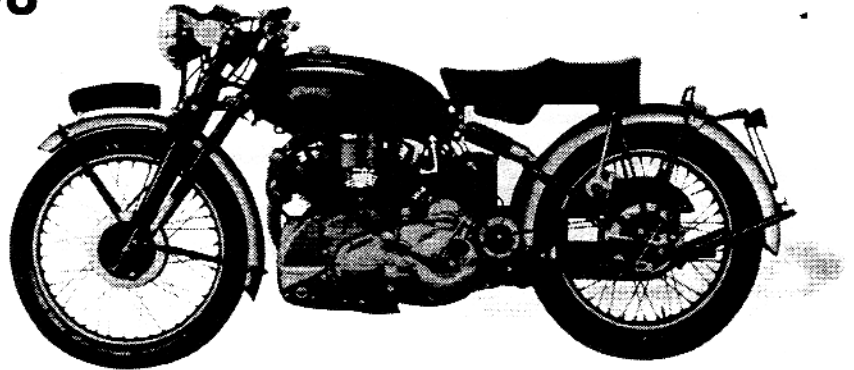
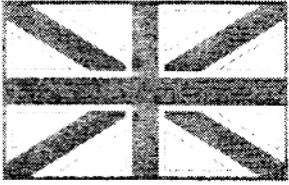
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