



Norton Notice

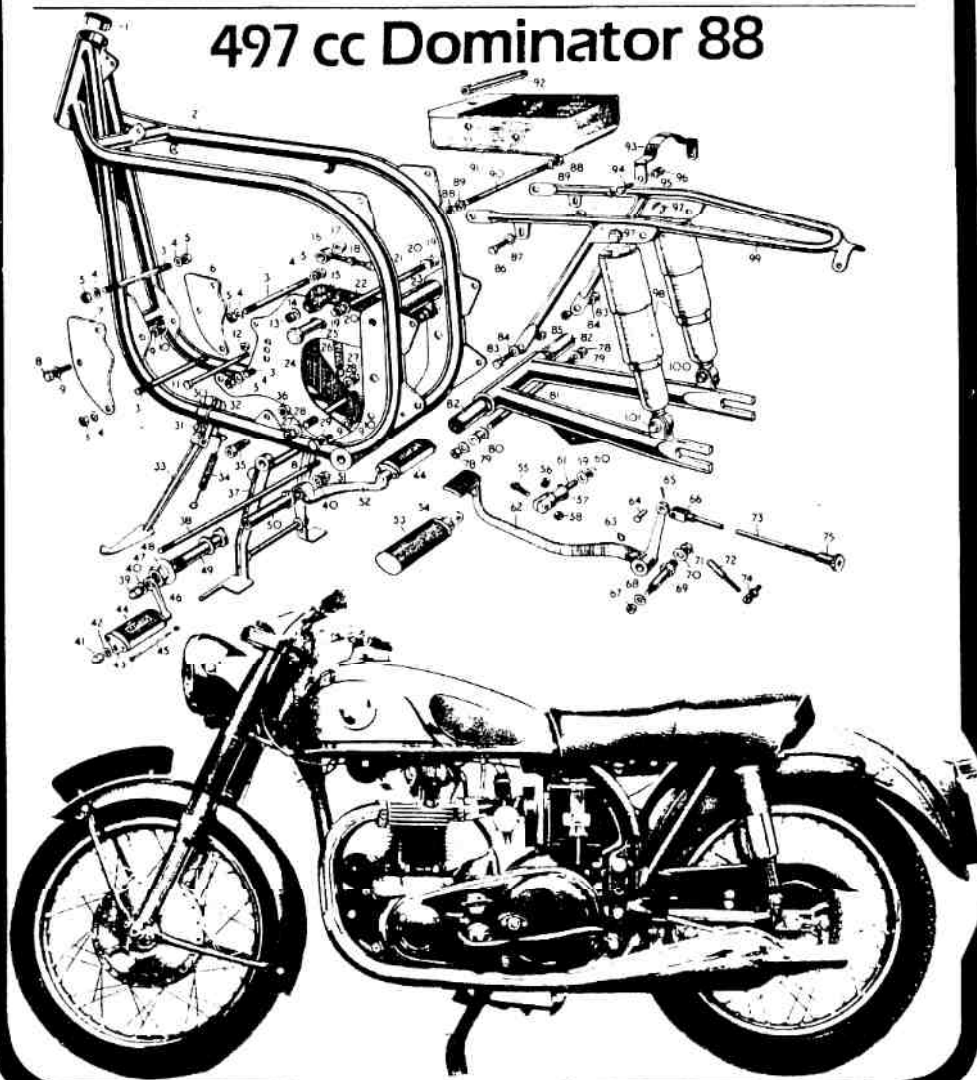


The Newsletter of The Northern California Branch

NO. 121

may, 1988

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THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



Norton Notice

is published by the Northern California Branch of the 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.

NORTON NOTICE is a reflection of its 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. For Branch members who cannot attend club meetings or club rides, the NORTON NOTICE affords an opportunity to share experiences and information with the membership of the Branch, and to bring the Branch members closer together.

The deadline for items to be submitted for publication is the 15th of each month.

Membership in the Northern California Branch of the Norton Owners Club is available for

£10.50 (pounds sterling) + \$18.00

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 located on the mailing label of the NORTON NOTICE or the membership card. For example, 745/2 denotes member 745 with dues expiring on the 1st of February.

All changes of address should go to the Branch Secretary/Treasurer, not the NOTICE Editor.

Subscription to the NORTON NOTICE only is available for \$10.00 per year. This does not include membership in the Northern California Branch of the Norton Owners Club, nor does it afford any of the rights or privileges of membership in the NOC.

Membership in the Northern California Branch of the Norton Owners Club entitles a member to monthly issues of the NORTON NOTICE and bi-monthly issues of ROADHOLDER magazine, which is sent directly from England, keeping members informed of Norton owners' activities worldwide. Membership provides voting privileges at all NOC and Branch meetings, and allows one to purchase Norton spares directly from England, at significant savings, through the NOC Spares Program.

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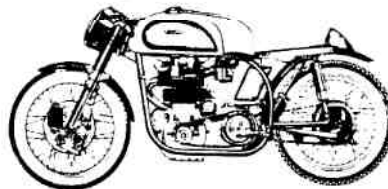
1780 Chanticleer Ave.
Santa Cruz, CA 95062

NORTON OWNERS CLUB

Important!

(Please take note of the following fine print.)

The object of the Northern California Branch of the Norton Owners Club is to promote, encourage and develop all 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 authors 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 material 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. Advertising published does not imply endorsement of products, goods or services. Now you know.



1963 catalog drawing of Marx 30M and 40M



UPCOMING EVENTS

CLUB RIDES:

Coordinated by Margie Siegal

May 15- Marick Payton will show us around the wineries of Watsonville. Meet at the Flying Lady Restaurant off 101 near Morgan Hill for brunch. (call Marick for directions at 415 321-5083). This is a great place for kids of all ages, with four foot model antique aeroplanes overhead on a moving rail. Afterwards, pretty roads and a little old winemaker or two. We may arrange for purchased bottles to be mailed home for you.

June 12- The long awaited NORTON DAY AT THE RACES at Sears Point. We can get in at the group rate, \$8.00, if we pay in advance. Call Margie for details, 415 654-1933. Cheer on the racing Nortonites, wave the British flag. There will be a special parking area to show off our bikes.

July 3-4 Second annual NOC Beach Party, hosted by your faithful editor. I will NOT organise the food this year so volunteers are hungrily sought. I *will* provide safe parking for bikes and shuttle service, since parking at the beach is nonexistent. I can also accomodate 8-10 overnight guests, so bring your sleeping gear. Details next month.

Down the road a bit: Annual rally at Ducey's Lodge, Bass Lake, probably the weekend after Labor Day. They

have camping, hot showers, cabins, restaurant, and a lake! Old Timers Picnic and Beerbust- call Scot Marburger at 415 829-3483 in order to volunteer. If you want to see it happen, you have to help. Show up at meetings, put in yer two cents and lend a hand.

OTHER EVENTS

May 27-30 Southern Cal. Norton Club - Hesperia Lake Rally. Three nights of camping, poker run, burger roast, BBQ Dinner and door prizes. \$22 for club members, \$27 non-members. Call 213 944-4344.

This sounds like a good chance to party with some of our Southern cousins. I'd like to go but would want to truck or trailer the bike part way. Anyone interested?

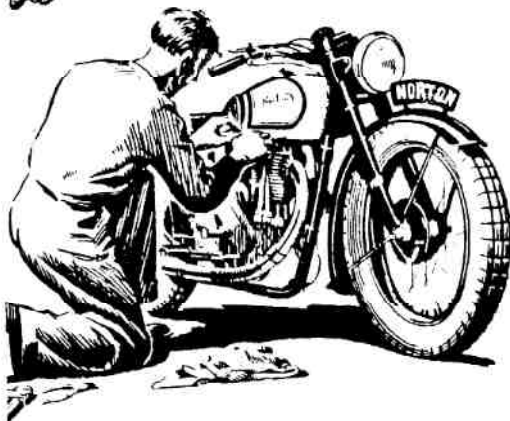
CLUB MEETINGS SCHEDULE

NOTE: THIS IS A NEW LOCATION
(San Francisco) May 12

The Harbor Light
780 Embarcadero at Berry
San Francisco

(San Mateo) June 9
Prince of Wales Pub
106 E. 25th Ave
San Mateo

(East Bay) July 14
To be determined



Alan's Wrench

Tech tips and gossip from
The Editor

Congratulations to the BSA club for a fine show in San Jose las month. Many of our members attended and good used parts at fair price were there in abundance. I sold two boxes of BSA parts and came home with one box of Norton parts, gaining one box space on the parts shelf! I even got Len Iosty's Shoei fairing from his (ex) Interstate, a piece I always admired on club rides. The only sour note was the lack of a single concours award to a Norton, which I thought a bit unjust as there were several exquisite examples present. Oh well, the BSA folks did all the work setting it up so they earned the pundits.

IMPORTANT NOTE: there is a new venue for this month's branch meeting, The Harbor Light, on Embarcadero across from the Sailing Ship restaurant at the San Francisco waterfront. John Covell has checked it

out and gives it the presidential seal of approval. I won't miss Zuka's, speaking personally, it was always noisy and the food was a bit limited.

Several events later in the year are worth advance mention. The California BSA rally is scheduled for July 30-31 and is being organised by Don Danmeier. I don't know if this will be the joint Morro Bay ride we have been discussing - what's the plan, Don? Two weeks later, on August 12-14 is the Sierra Sidecar Spectacular in Mariposa. Call 916 663-2201 for further info on this one.

Mike Gaylord has written to say that he is rebuilding Amal Concentrics, "fitted with slides sleeved with a bearing material compatible with the zinc bodies." Contact him at 5417 34th Ave S.E., Lacey WA 98503. A rubber stamp bearing the 1969 Fastback is available from Classic Status Stamp Co., 205 Stover, Charlevoix, MI 49720. Order #103, price is \$7.

Finally, some comments on this month's Notice contents: for a lesson in Nortonology, compare the current cover detailing the first production Featherbed to that of March, which showed the last Featherbed. Many structural changes are evident as well as the myriad of detailed parts that we know and love (or is it hate?).

The March committee minutes of the NOC-UK have been received. Some highlights: a tentative final settlement has been reached with Skegness Stadium for the cancelled rally of 1985(?) in the amount of £450

(continued on page 5)



(continued)

The Norton factory has confirmed that they will be entering **three** machines in the T.T. The attempt to locate Keith Ducker, who swindled £10,000 from the club has been unsuccessful and has been called off. Norton Day has been booked at the National Motorcycle Museum for July 10th.

Now let's get down to nuts and bolts. On the return leg of the last Mt. Hamilton ride, I noticed my faithful steed staggering and wheezing a bit. On close examination, I found **all** the carburetor nuts loose. This is a familiar problem to most owners of British twins. What's most frustrating is the fact that the inner nuts are completely inaccessible. In fact, the wrench that can tighten them in place has never been made! I tightened the outside ones and made it home ok, but this is a dangerous fix as the carb bodies warp and leak at the joint, especially if the O rings have gone down the tube, so to speak. My fix is as follows: undo the screws retaining the tops. Unbolt the manifolds which are mounted with hex cap screws to the head. You may need to cut down an Alan wrench (heh heh) of the appropriate size but it **can** be done without even removing the tank. Lift away the carbs and manifolds, leaving the slides in place. Be careful not to bend the main needles.

As long as the carbs are off, remove and clean the float bowls and replace the float valves with the rubber-tipped ones if necessary. Replace the float gaskets and the idle

screw o-rings. If you want to be fancy, count the turns required to seat these all the way in before removing. In reality, this adjustment isn't terribly critical and I find that I turn out almost always works. Next, if the bike is a new acquisition or has been running funny, check the size of the main jets. In my case, when I bought the machine I found 280 mains, far too rich for a stock 750. I run 240 but some prefer 230 for slightly better mileage.

Here's the important part. Remove the nuts which mount the carbs to the manifolds. Remove the old O-rings (if any) and replace with new ones. Clean the threads with solvent and **loctite** those nuts in place. Don't overtighten these as the carb bodies will warp. Next, examine the slides carefully for any sign of cracking or excessive wear. Margie once took a carb apart and found half the slide missing, down the engine most likely. If you are dexterous, check the position of the main needle circlip, as this is a prime source of rough midrange running. I usually set this at the middle notch of three but on some machines the lower (richer) notch works best. Replace the carbs in reverse order, being careful to line up the groove in the slides with the bump in the bores. I use loctite on the top screws as well, although they are accessible and don't seem to come loose by themselves. Replace the fiber washers on the fuel banjos and don't overtighten: that white plastic is probably 15 years old and **very** brittle.

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THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

TWISTGRIP TWADDLE

Another month, another column. (Hi, Alan.) Actually, there are a number of things worth talking about, primarily ideas generated at the April meeting, which was poor on attendance but rich with ideas. First idea: in future Aprils, let's schedule the monthly meeting for the 3rd, rather than the 2nd, Thursday so that we won't have to compete with the Infernal Revenue Service for our members' attention. [Elementary, Watson.]

Another idea: Let's find a new, better South Bay venue for meetings so that the convenience of those members will be better served. Our Secretary-Treasurer, Harry, has volunteered to investigate a place called St. James's Infirmary and report, with an eye toward the June meeting. And then return to the successful four-month rotation of South Bay-East Bay-San Mateo-San Francisco. (During warm weather, we could even use the Class Reunion again--unless the disco also moves outside.)

As for July, the realization and consensus was that it was a mistake to drop the annual summer picnic. The problem with what was substituted, the July 4th Beach Bash, is that too many people make alternate (family) plans for that weekend to ensure good attendance in Santa Cruz. And, it must be observed, the hostility of the Santa Cruz authorities towards vehicles at or near the beach draws frowns. Consequently, Scot Marburger strongly urged reinstating the picnic, including the Old Timers' Ride,

and volunteered to organize a picnic if he can get some additional volunteer help. My extra thought is that we should continue to have a July 4th event on the beach in Santa Cruz (or other nearby spot), if Alan's willing, for those of us who don't have families and/or alternative plans. (The Norton Family. Has a nice ring to it, huh?) What do you say, Alan? (See what happens when you miss meetings.)

Later in July, we'll gang (pardon the expression) up with the No. Calif. BSA Owners Club to do the Morro Bay ride, with Cambria as the probably destination, the weekend of the 29th-31st. The So. Cal. chapters will be urged, as usual, to meet us. This will increase the turnout for a good event. Last year we took Hwy 1 south, and with the wind at our backs it was a tremendous, beautiful ride. Coming north on the interior roads is no slouch, either. And several good stops along the way. Don't miss it!

Finally, as to our Annual Rally, our Paraphernalia man, Robert Briscoe, is looking into some August dates at Bass Lake, a private facility not far from Yosemite Nat'l Park. At the meeting it was suggested that September would be better, so Veep Margie will liaise with Robert to see if that could work.

It's going to be a good summer. I hope to see you there.

Yrs Nort'nly. *John*



**MINUTES OF THE 4/14/88
MEETING OF NOC**

Much of the discussion focused on the recently held All British Clubman's Show, which was judged a big success from all vantage points. In particular, Secretary/Treasurer Harry Bunting reported that the NOC picked up 5 new members and got its \$100 investment back. (Prez John noted that the BSA club, sponsor of the show, picked up 14 new members, suggesting there is room for us to improve our recruitment effectiveness.) Also, a number of club members were able to pick up some much needed spares at fair prices, hard to do in these days of the \$1.90-Pound.

Harry also reported that the club continues to carry a bank balance of around \$1,200. This seemed sufficient to members present to authorized Harry Briscoe to order new paraphernalia to replenish depleted stock. It was specifically requested that we not get new T-shirts from Portugal as the last batch shrunk badly.

Enthusiasm seems to be building for Bass Lake, near Yosemite, as the site for the annual overnight Rally, probably in late August or Early September. (If any of you have other preferences, you had better get to the next club meeting and lobby for them.)

TEN YEARS AGO

The following is an excerpt from Norton Notice #2 of May 1978. This issue also noted the passing of Carl Castle, "one of our most knowledgeable and likeable members", and praised his sense of humor as well as his notable bike collection.

"Sundays are frequently overcast in the Bay Area lately, but NORTON riders should not be discouraged if they get up on the morning of the Branch ride and see a few rain clouds. Quite often the day starts out looking gloomy, but ends up being the best riding day because most of the Sunday driver crowd will have made some other plans.... The group on the April ride found this to be true, a crisp freshly washed day to enjoy with few motorists to slow things down too much. So if you plan to go on the Branch ride and the weather worries you, call one of the Branch officers and find out if the ride has been postponed until the following week. In general, it will still be riding weather if there is blue sky windward, and will be postponed only if there is no hope of clearing. You have our phone numbers, so give us a call if there is any doubt."

THE UNAPPROACHABLE
Norton



LETTERS TO THE EDITOR

Dear Alan, 11 April, 1988

I was prompted by your recent column to go through my collection of Norton Notices from days past (I began getting them in 1978) in an effort to determine who the "Ten Year Members" might be. I found a membership list dated June 1978 and compared the names on that list with the list published in the Jan 1988 issue. The following names appear on both lists:

- | | |
|---------------|----------------|
| Leonard Allen | Gene Austin |
| Bob Bausch | Tim Coburn |
| Al Collins | Dave DeBella |
| Bob Getts | Eric Hjertberg |
| Jon Hjertberg | Corey Levenson |
| Harvey Loucks | Gerry Reynolds |
| Carolyn Scott | Alex Stewart |
| Steve Coburn | Bob Hughes |

I don't know whether all these memberships were uninterrupted over the last decade. Hope you find this of interest.

Best Regards,
Corey Levenson

Thanks, Corey. I think Maya Abe belongs on the list too, although her last name changed along the way. If anyone was missed, please let me know as you are deserving of special mention.

The following was received in reply to a request from Jon Bashor for Factory support of the Clubmans Show:

17th February, 1988

Dear Mr Bashor,

Thank you for your letter of 1st February. We are not going to be in the United States this year. Our programme in the U.K. and Europe is quite extensive and we did not have the resources or the manpower to have an independent programme in the United States.

However we do plan to undertake a major launch in the United States in 1989 and would therefore welcome an opportunity such as the event planned for San Jose in March this year if it is repeated in 1989. In addition we would need plenty of notice to be in a position to promote the Company.

I will arrange that some brochures and posters are sent to you so that you can display them at the show.

Yours sincerely,
Philippe Le Roux

Thanks for taking the initiative Jon. Did the posters ever arrive? If so, maybe you could bring or send them along to the next meeting for us. -ed





All the needed gaskets are in the rebuild kit which is available at about \$6 from your friendly local sparesman.

After remounting the manifolds and double-checking all fuel connections for leaks, stick a finger in each carb mouth and work the throttle several times. Be sure that both slides are closing fully and smoothly before you try to start the bike. You can easily sync the carbs at this point by looking at the slides (may need a mirror) while you operate the throttle. First back out the idle stop screws (the angled ones). With the smallest possible movement, the slides should be seen to lift at exactly the same time. If not, adjust the cable adjusters atop each carb until they do so. Be sure that there is some slack movement at the throttle control (about 1/8 inch will do), since the cables will tighten a bit when the handlebars are turned. Take your time and play with it for a while, since a jammed throttle can be deadly. If you have any doubts, ask an experienced friend to help. Also check that the cables are properly seated in the adjusters on the carb tops - this has fooled me more than once.

When everything looks and feels right, replace the air filter (you do have one, don't you. I hope so). Start the bike and warm it up fully (may require a hand on the throttle until warm), then adjust the idle stop screws for smooth running. You don't want to pull up to the 3rd stoplight and find your engine idling at 3000 rpm, so set the idle speed when it's hot.

I find that throttle cables rarely need lubrication and when they do, it's better to replace them. It is possible to mis-rout them under the tank and this is also a major cause of 'hanging' idle and stiff throttle action. The clutch cable, on the other hand, almost always benefits from some lube. Here's my favorite way: back off the adjuster and remove the cable end from the lever. Cut the corner from a small plastic bag and slip it over the free end of the cable. Fasten a rubber band around the bag so that the cable end is about in the middle of the bag. If you have a stiff cable of the proper length, it can be made to stand up by itself. You can also tape or tie it up to the mirror if you have the stalk type. Tie a piece of rag around the cable just below the bag to catch any drips.

Start with a healthy spray of solvent-based lube such as wd40 or liquid wrench. This will loosen any hardened residue from the previous lube. Wait a few minutes for the stuff to run down inside, then put about 1/2 oz of motor oil in the bag. If you have any moly additive use that instead as it seems to last longer. Retire for the night or go take a hike. Any excess oil will simply run into the transmission where it can only help. I do this treatment about twice a year, in March and July. I don't ride much between September and March, and the cold weather helps retain the lube. A good rule is to lube before necessary, prevents sore hands and broken cables. Don't forget to squirt a bit of chain lube on the barrel end after you replace the cable in the lever. Shiny side up...



CLASSIFIEDS

=====

WANTED - broken Smiths gauges for repair parts. I'll pay \$5-15 or I'll trade you a working one for 3 broken (repairable) ones. Also wanted, original fenders and toolbox for my 1950 Model 7 twin. Any plunger-frame Norton toolbox will work but the fenders are unique to the Model 7 and have a ridge down the center. Contact the Editor at 408-475-7505. /3

For Sale: 1974 850 Commando Basket case. All parts in v.g.c. Includes new pistons plus Mikuni single carb \$500. Also, 1967(?) Honda CB450 'Black Bomber' in good condition, less than 10,000 on odometer \$700 o.b.o. Plus, a bunch of parts from a '47 ES-2, includes frame, trans, and engine parts - \$100 o.b.o. for everything. Call Jonathan Guttoff eves at 726-5807 or leave message at 330-5024. /4

For Sale: 1982 Moto Guzzi V50 III 500cc v-twin. Good shape, reliable ride for \$1000. Call Margie at 415 654 1933 evenings. /5

1968 750 Commando. Stock except for Bates pipes, cafe rear and tank all black lacquer. 23,000 'adult' miles (*does that mean with its mufflers off?* -ed). Bike was at the Clubmans Show. Call G. Bourne 408 737-8000 x385 or 408 258-4020 /5

SPRING CLEANING SALE: The following are NEW parts, genuine NORTON unless otherwise indicated:

Primary Chain, \$38.00 Clutch Bearing, \$8.00 Intake Valve (5), \$9.25 ea. Exhaust Valve (5), \$9.25 ea. Exhaust Guides, Cast Iron, Fits 750 (3), \$2.00 ea. Intake Guides, Cast Iron, Fits 750 (4), \$2.00 ea. Intake Guides, Cast Iron, Fits 750 (3), \$2.00 ea. SuperDien Main Bearings, \$60.00 pr. Cam Chain, \$8.00 Exhaust Rubber Buffers (Pattern) (3), \$2.00 Kick Start Rubber (1), \$2.25 ea. Shift Rubber, \$1.25 Layshaft Roller Bearing (2), \$17.50 ea. Fork Gaitors (short), 2.25 pr. Wheel Bearing, Single Rail, \$5.00 Fork Tube, \$50.00 Fork Bush, Lower (2), 3.50 ea. Fork Bush, Upper (2), \$4.00 ea. Head Stock Bearing, Ball, \$8.00. Rear Hub Cover, \$6.50 Cush Drive Blocks, In Rear Hub, \$10.00 set Oil Tank Mounting Rubber (2), 1.75 Gas Cap, \$12.00 Norvill Fairing Bracket, \$35.00 850 Center Stand Spring (2), 3.00 Clutch Cable, Nylon Lined, \$12.00 Rear Brake Cable, Nylon Lined, \$11.00 Speedo Cable, \$10.00

The following is a partial list of used parts. If you don't see what ya need, call and I'll probably have it!

Primary Belt Drive, Retains Alternator, \$200.00, Bronze Clutch Plates (6), 10.00 ea., Barnett Clutch Plates (7), \$4.00 ea., Engine Sprocket (2), \$12.00, Oil Filter Head, Accepts Purelator & Fram Filters, \$25.00, Norris Dual Rate Valve Springs, \$15.00 set, Push Rods, \$7.00 ea., Megacycle 6000 cam, \$75.00, 850 pistons, std & +0.020", \$50.00 pr., 750 Connecting Rod, \$50.00, Carb Slide, Mk II, #3, 6.00 pr., Tach, Solid Green Ball, \$75.00, Tach, Striped Green Ball, \$75.00, Dunstall Fairing Brackets, \$5.00, Lay Shaft, \$20.00, Sleeve Gear Bearing, \$5.00, Flamm Electric Horns, \$15.00 pr., Zener Diode (2), \$10.00 ea., Single Phase Alternator, \$50.00, Welded Rotor, \$45.00, Genuine Lucas Color Coded Wire, \$0.15/ft. (call with wants), Fork Ear, 850, \$10.00, Cush Drive Rear Wheel, \$10.00, Front Disk Rim, Dunlop, \$15.00, Rear Rim, Dunlop, \$10.00, 850 Style Head Steady, Complete, \$10.00, Frame, Early 750, no papers, \$50.00, Krauser Starlet Saddle Bags, w/mounts \$75.00, Krauser Fill Size Saddle Bags, w/mounts for Commando, \$150, Clutch Cable, Nylon Lined, \$7.50, Stainless Front Axel, \$7.50.

All used parts are in servicable condition. Shipping and handling costs extra. If you don't like these prices, make me an offer.

1974 850 Commando "Gentleman's Express": Interstate tank & side covers, Fastback tall sectin & seat, Norvill style 1/2 fairing, JPN front fender. Black/silver w/red stripe, all in Imron. Many high performance modifications including Norvill front brake, Norvill head steady, Mk III Isolastics, roller bearing swing arm with cottered pivot, stainless fork brace, rear set controls w/reversed cam plate (shifts like stock), braided stainless oil and brake lines, Sun alloy rims, stainless spokes & nipples, oil pressure, cylinder head and oil temp., ammeter and clock by VDO, oil filter head modified to accept Fram filter, Flamm electric horns, halogen headlight, layshaft roller bearing, three phase 180 Watt alternator, Amal Mk II carbs, new chain & sprockets, 95% stainless fasteners. Priced at \$2900. You pay crating & shipping. Call Scot at (415) 829-3483 evenings.

1970 Fastback Commando: Yellow w/black pinstripes, front disk, oil filter modified to accept Fram filter, layshaft roller bearing, luggage rack, Boyer Ignition. Have parts to return to stock. This is an original Fastback, not a bitsa, \$1600, you pay crating and shipping. Call Scot (415) 829-3483 evenings.

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