



# Norton Notice



The Newsletter of The Northern California Branch

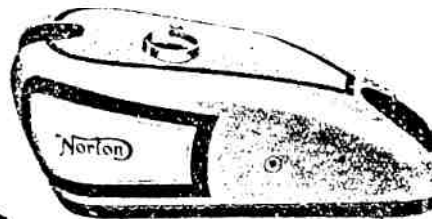
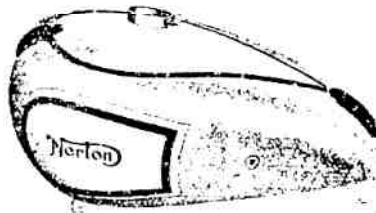
NO. 123

july, 1988

### PETROL AND OIL TANKS.

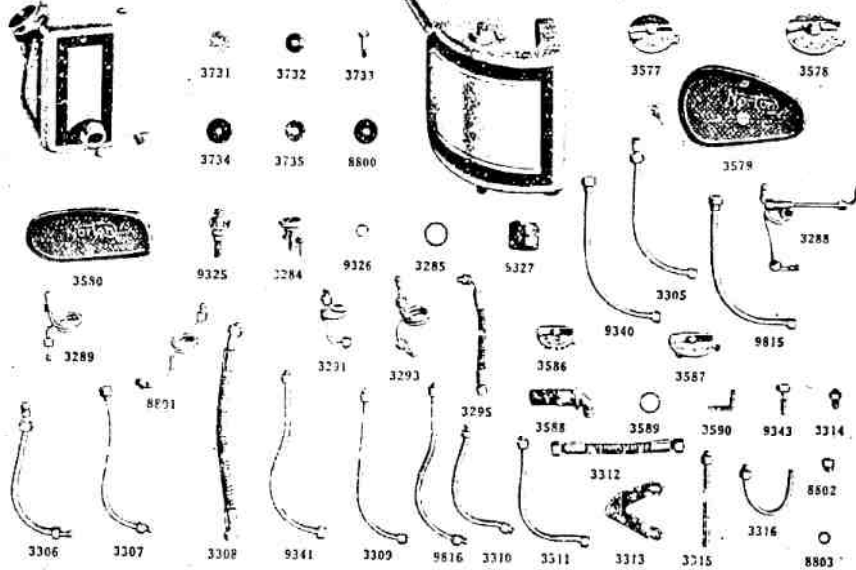
£ s. d.

Petrol Tank, less all fittings	1, 16H, 18, 19, 20, 50 & 55	6 2 6
Petrol Tank, less all fittings (Panel type)	1, 16H, 18, 19, 20, 50 & 55	6 2 6
Petrol Tank, less all fittings, Gate Change	1, 16H, 18, 19, 20, 50 & 55	6 2 6



SEE LIST WHEN

ORDERING TANKS.





# 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 \$18.00 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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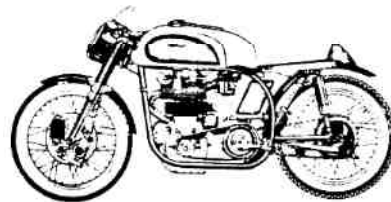
1780 Chanticleer Ave.  
Santa Cruz, CA 95062



#### 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 Manx 30M and 40M



## UPCOMING EVENTS

### CLUB RIDES:

#### Coordinated by Margie Sigal

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. Ride down leaves from Alice's on Skyline at 10 am Sunday. If you miss this group, the best route is Skyline south from Hwy 9 to Bear Creek (watch for sandy corners!). Jog left at Bear Creek, then the first right onto Summit, which takes you across 17 all the way to old Soquel-San Jose Road, then turn right. Once in Soquel, follow the map on pg 9. If you get lost, call me at 408 475-7505.

July 29-31 - Central Cal. overnighiter. This is a joint event with the NorCal BSA club and should be a good one. The ride down leaves from Summit Inn on Hwy 17 at the Santa Cruz line, 10 am on **Friday June 29**. The BSA riders will join up with us there. Camping will be at San Simeon State Beach near Cambria. Call MISTIX at 1-800-446-PARK for reservations. Up to 4 bikes per site are usually allowed. The official Rally HQ/Motel is Cambria Pines Lodge, 2905 Burton Drive, Cambria. (805) 927-4021.

August 14 - Old Timers Picnic and Beerbust, Huckleberry Flats Picnic Area, Pescadero- call Scot Marburger at 415 829-3483 for details.

August 20-21 - Ride to Nevada City and points east with the BSA club. See this months Letters column for details.

September 9-11 Annual rally at a location to be determined. See this months Wrench column for details.

### CLUB MEETINGS SCHEDULE

NOTE: THIS IS A NEW LOCATION

(East Bay) July 14  
Brennans Restaurant  
University Ave  
at I-80 exit, Berkeley

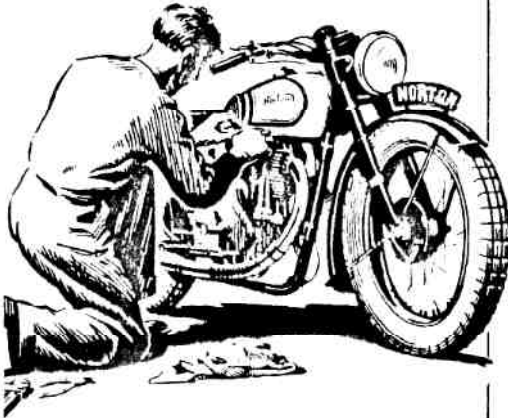
(Peninsula) Aug. 11  
Prince Of Wales Pub  
25th Ave.  
San Mateo





## Alan's Wrench

Tech tips and gossip from The Editor



**T**he big news this month is that Ducey's Lodge burned to the ground on June 31. There goes another rally sight...they are planning to rebuild but not until next year. In discussion with Robert Briscoe and other club members, the following alternate sites have been suggested:

- \* Burney Falls - east of Redding, good campsite but likely to be hot, and a long ride (250 miles from S.F.)
- \* Grover Hot Springs, Markleeville - last years site, very nice but also a bit far + high fire hazard likely.
- \* Ventana Big Sur - small campsite, short but enjoyable ride, worked ok several years ago (1984?)
- \* Mendocino Coast (Van Damme or Paul Dimmick Campground) - this is

the most promising to my mind. Robert has camped at Van Damme and liked it a lot. Great riding roads abound, cool weather and low fire hazard.

We need to reserve by July 15, so please contact me promptly if you have any opinion on these or other sites for the annual rally.

The St. James Infirmary meeting was a huge success, despite the noise and lack of a club room. Around 25 of us attended and several new members were enlisted. It's hard to say if the location was the main draw, or just the roll of the dice. Perhaps we'll find a quieter joint in the same area and find out next time...

I missed the club ride to Sears Point due to a conflict with the Eighth Annual California Indian Run on the same weekend. This is one of my favorite events, and being the club's only Norton-Indian owner, I just *had* to go. Three other Nortons showed up on Saturday, including our ace-journalist vp Margie Siegal, so watch for the full story in CityBike or ???. The poker run was over the same gorgeous route we rode last year, through Bonnie Doon to Davenport, and not one a' them Redskins could keep up with ol Nort!

(continued on page 5)



(continued)

Final details on the Beach Bash: meet at Alice's Sunday July 3rd 10 AM for the ride down to Santa Cruz. Follow the directions given in the Events column on page 3, and the detail map on page 9. I am still looking for volunteers and gear, especially beach chairs and ice chests, so if you're 4-wheeling, bring whatever you can. There will be lunch at Notice Central (1780 Chanticleer Ave., Santa Cruz) and the Beach Barbecue around sunset (14th Avenue-Twin Lakes State Beach). In between, suds and bench-racing.

The plan for the Cambria overnighiter July 29-31 has been made, and details can be found in the Events column. This looks like a great weekend and is worth taking an extra vacation day if necessary (I am).

Thanks to my diligence over the spring, the Combat didn't need any major work this month, so my wrenching is proverbial for a change. On the way to work this morning, I happened to be following a black '71 roadster up 280 for about 20 miles. The bike looked pretty clean and had a great-sounding set of Dunstall Decibel silencers which looked brand-new. Since I was behind him I could look straight down the bike, and much to my surprise, I **saw both tires!** So what? you may ask. Well, if I saw both tires and the bike was going straight, then they were **seriously** out of alignment. I couldn't see daylight, but at least 2

inches of front tread was clearly visible.

It's generally accepted that the wheels of a motorcycle should be aligned, but what happens if they're not, and how close is good enough? None of the Norton shop manuals say anything about wheel alignment, except to say that it may be a cause of rapid or uneven tire wear. The only mention of technique I found was in Nicholsons Modern Motorcycle Mechanics, a hardcover reissued from time to time ever since the 30's. A recent edition gives some detail on measuring with a peice of string or wood but doesn't say much about the effects of misalignment. In my experience the most noticeable effect is that the bike won't track straight hands-off, probably due to the center of gravity being shifted to one side. Uneven tire wear could be due to insufficient pressure, as well as misalignment, but the wear pattern will be different.

Returning to our example bike (whose rider I didn't recognise), if the wheels are mis-aligned by two inches, the adjusters will be off by about 1/4 inch which would be easily visible by the adjuster lengths. There is another possibility though...if the swingarm bushings were badly worn and the chain tightened enough to take up this wear, the adjusters might **look** right with the wheels badly mis-aligned.

To get the wheels right, even with a moderate amount of bushing and isolastic wear, you have to use a

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## THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

### TWISTGRIP TWADDLE

Well, how d'ya like them apples? I mean Governor Deuk vetoing the mandatory helmet bill. Quite a surprise to me, but a welcome one after the stealthy passage of the Floyd bill by the Assembly and Senate. The fireworks seemed notably absent this time around, but the result was the same. And the fallout afterwards was the same, too, with the inevitable mothers of brain-dead donorcyclists wringing their hands in public and in print. And the newshounds gobbling it up, of course.

Still, there is an interesting discrepancy between Deuk's stated reasons for rejecting the law and the true statistics. It seems that most of the injured/killed bikers are over 21, not under as Deuk thought. So does that mean he had another reason for the veto, one he didn't talk about? Let's not get paranoid; the Angels probably had nothing to do with it. Could it be he really only care about minors, and we over-21s can go to hell? "Go ahead, kill yerself on that damn thang." Ok by me, it comes with the territory. Jack London said it best: Man's chief purpose is to live, not to exist. I shall not waste my days trying to prolong them.

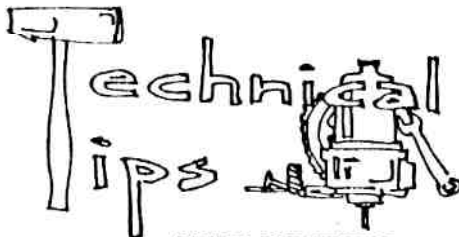
If a reason exists to gripe about the status quo, it's the allegation that California taxpayers end up covering better than half the medical fees and expenses of every crashed motorcyclist because they tend to have inadequate insurance and their helmetless ways invariably aggravates their injury. I don't like the idea that my tax money is being spent on reassembling some idiot who hadn't the sense to ride carefully or the wallet to pay for his foolishness.

But the answer isn't to clamp a helmet on his thick skull by force of law. What's next, diapers for those obliged to watch him go splat? A modest suggestion: If he can't pay for his fun, let him (or her) bleed to death, and lessen the likelihood his stupidity-genes will be passed on to the next generation. Hail Darwin!

Incidentally, how's it feel to be labelled "unsavory" by a turd like Ass. Dick Floyd (S.F. Exam'r 6/15)? Coming from him, I guess it's a compliment. If the shoe fits....

Oh, Ducey's burned down, so we're going to have to punt on the Annual Rally. See elsewhere in this issue of the **Notice** for more info. Catch ya in Berkeley on the 14th. Keep the rubber side down.





RONALD BRECKWOLDT

#### THE NORTON COMMANDO

I just made a trade'off, my old Chev for a 1974 Norton Commando. I never owned a Norton before, so the first six weeks of trouble free riding was appreciated. Deciding it was O.K. to open my eyes, I discovered a worn front sprocket, chain, and rear sprocket. O.K. normal stuff for dirt bikes. Looking through "City Bike" I found Norton parts everwere. I was given a Clymers Service Mannuel, So I opened it up. Holly Smokes, remove half the engine to change the sprocket. Export models only I hope! I figured its better to take it apart myself. See what condition the bike parts are really in, then shop around for the best prices. Over the phone I ordered a timing chain sprocket puller, clutch compressor, three tab washers, a gasket, front and rear sprocket and chain, set of wentworth sockets! Two days

later it was delivered to the house. While waiting I read the manual over and over. Converting their English into high teck American jargon.

First lean the bike on the kick stand. Remove left foot rest, let it hang. Place two oil pans along chaincase cover. Remove center nut, pull cover off. Put bike on center stand with two by six wood block under it. Replace foot rest, apply rear brake with your right foot, while sticking tire iron or Xlarge screw driver along side the clutch housing with right hand. Use a braker bar and socket with your left hand to remove the Rotor nut. Whew! Remove foot rest, disconnect three wires for the Stator (number them) then pull the harness through the case. Remove three nuts securing the Stator, then pull it off. Mine had heat crackes, so I chose to replace it. Pull the Rotor off, don't worry about timing marks. A keyway holds everthing correct.

Time to remove clutch, loosen nut and unscrew adjuster. Install clutch compressor tool. When diaphragm plate can shake freely, remove retaining clip. Leave tool on plate, but clean in solvent. Put

(continued on page 10)



## LETTERS TO THE EDITOR

20 May, 1988

Alseno li, 24/3/88

Dear Alan,

I have been talking to Jerry Meadows about the BSA club's upcoming Sierra overnighiter and would like to add a few bits of my own, and invite the NOC to join in.. We (Jerry and I) are planning to have a Bar-b-cue at Jerry's home in Sparks, Nevada in the early afternoon. It is well-located in central Sparks. Motels are nearby and Jerry has a back yard to camp in. If you *really* want to camp out, we can take a drive to my place (about 25 miles) and I can find a place for you somewhere on my 72-acre ranch. We have decided on a route up to Sparks and but can give you a choice for return Sunday, a short one or a longer scenic one.

The date is August 20-21 and the meeting place for the ride will be Nevada City, (*about halfway from here to there*) at 9 AM. Saturday. Take I-80 to 49 north, Brunswick off-ramp in Nevada City to Lyons Restaurant. We plan to leave there by 10 am, so get an early start. I certainly hope you and some of the other Norton Owners will join us, it will be a nice ride at a good time of the year. For more information call Indian Jim Meadows 702-348-6338 or Filthy Phil 702-673-5735, or Yuppie Mike at 702 356-3523.

Happy Trails,  
Phil A.  
Ace British Motorcycles

Al fine di avere informazioni ulteriori sulle NORTON che corrono negli U.S.A.; ho ritenuto opportuno scrivere a Voi questa mia lettera di spiegazioni.

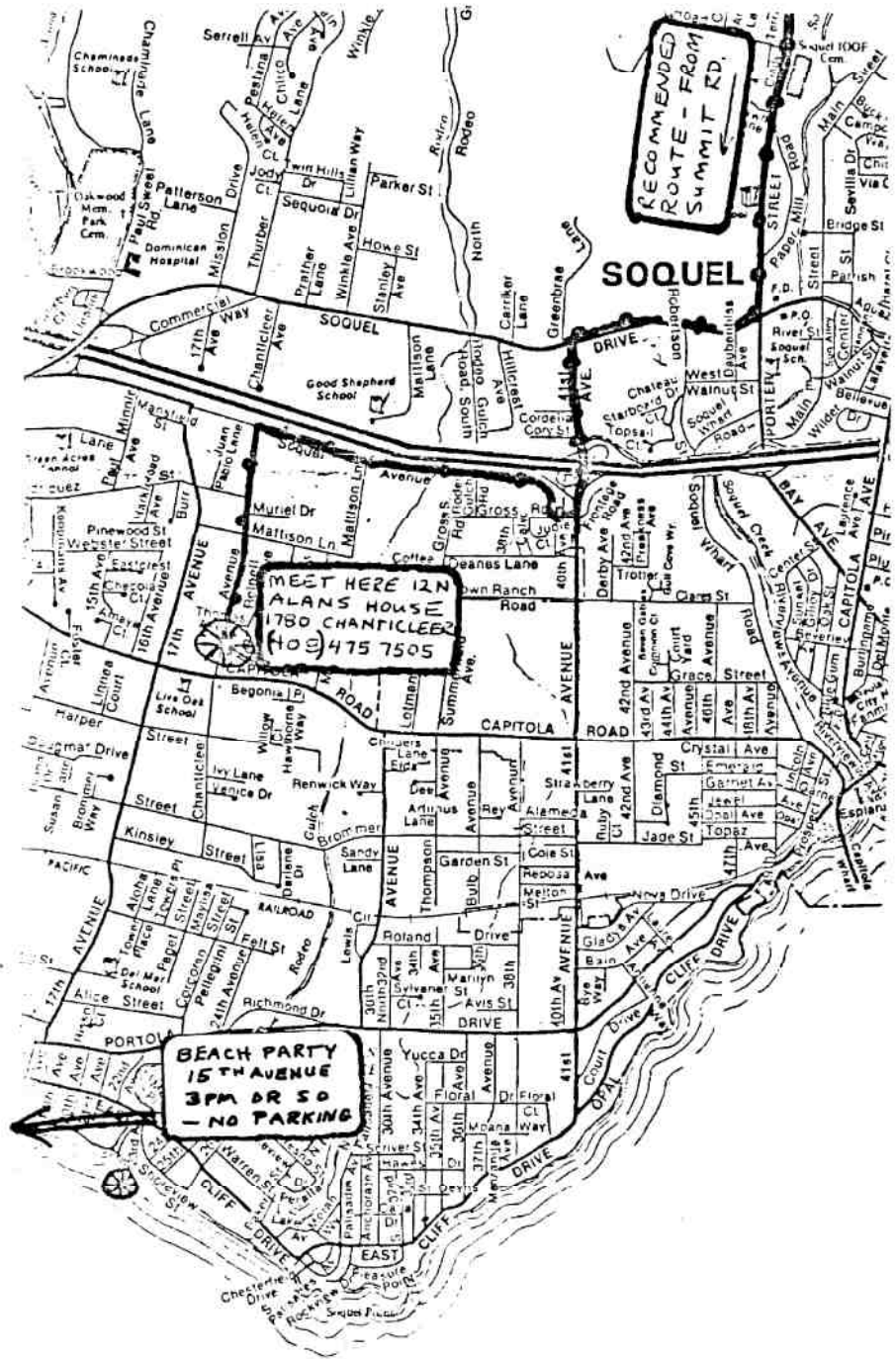
Dato che sono appassionatissimo di NORTON - Comando sono interessantissimo a butti quei modelli che attualmente corrono in U.S.A. nella Battle of the Twins, purtroppo sono sconosciuti al pubblico per la maggior parte di esso, figuriamoci qui in Italia. Io sono abbastanza al corrente dell gare in U.S.A. perche sono abbonato ad: American Roadracing e le classifiche delle gare Bott mi vengono inviate da un mio amico olandese che le prende da: Cycle News.

Purtroppo neppure una foto delle Norton in queste gare sebbene siano numerosi i Piloti U.S.A. di Norton, ora ne cito alcuni; nella classe Grande Prix: Chris Phelps e Jim Schmidt nel 1987, mentre nella classe: HEAVYWEIGHT MODIFIED e la classe LIGHTWEIGHT MODIFIED del 1986 vi sono i piloti rispettivamente: Duane Williams - Vic Bannister - Chris Scott - Rick Herndon - Richard Haas - David Matthews - Seppo Kouvo - Peter Kogut - Mark Weisendanger - David Neal - Lee Steinmetz - Eric Swortsfigure. Questa lista di nomi e priva del pilota inglese David Pither perche Martin Adams mi ha gia mandato le foto della sua

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THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH





# THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

## TEN YEARS AGO

*The following is an excerpt from Norton Notice #4 of July, 1978.*

"At last month's meeting...we suggested that membership in the Norton Owners Club be optional rather than a requirement to join our local group. We have had people interested in joining the club turned off by the costs of belonging to the British club...

"In order to better serve a growing interest in Nortons in the area, we are suggesting the Branch and local club include a larger area. Hence the Northern California Norton Association (*with the proposed logo below*.) Instead of "San Francisco Branch", we'll be the "Northern California Branch" to England. It is hoped that these changes can be made official by September and we may celebrate by hosting a California Norton Rally along the same lines as our Beer Bust earlier this year.

foot rest back on, bend lock tab over, apply rear brake, jam clutch housing with screw driver again use socket on bolt inside the clutch basket.

Place sprocket puller on engine sprocket. With pressure on sprocket tap it with a center punch and ballpeen, it will now pop off! Remove foot rest, then sprocket, timing chain, and clutch basket. Place clutch basket in solvent. Clean and dry all plates. Blow basket dry with compressed air. Smooth operator.

Bend tab washer back and remove three bolts threading into engine. Remove the rear case. There it is, the chain sprocket. Remove the small screw and lock washer. Take master link off, sprocket comes right off. Nice Bike. Rear sprocket whole nother story.

### NORTHERN CALIFORNIA BRANCH TOOL LOAN-OUT PROGRAM

Get in touch with Harry Bunting if you need one or more of the following tools for working on your Commando. A refundable deposit equal to the replacement cost of the tool is required at the time you pick it up.

TOOL	DEPOSIT
exhaust lock ring tool.....	\$10
timing cover oil seal guide.....	5
clutch spring compressor.....	12
clutch locking tool.....	18
valve spring compressor.....	22
rocker sprocket puller.....	25
crankshaft sprocket puller.....	12
timing pinion puller.....	20
gearbox layshaft bearing extractor..	15

Harry Bunting (415) 968-2020  
1401 Gilmore St  
Mountain View, CA 94040





The SAN FRANCISCO MOTORCYCLE CLUB Proudly Presents:

# HAP JONES DAY

at their 84th Anniversary RUN, SWAP MEET,  
VINTAGE BIKE SHOW, and STEAK BBQ!

Hap Jones

Louie the GREEK (Balkan Village)

Other Special Guests

M.D.A. dunk tank (Dud Perkins Co. will match donations!!!)  
(Thanks to KINGS CALVARY for use of their tank to help fight Muscular Dystrophy)

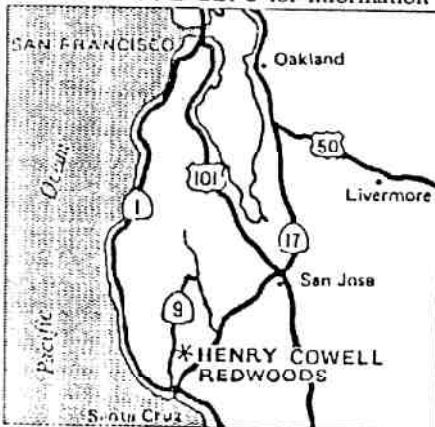
Poker Run \$5 (\$6 after July 4th)  
Steak BBQ \$5 (\$7 after July 4th)  
Swap Space \$8 (\$10 after July 4th)  
BIKE SHOW IS FREE ENTRY (pre-'57)

SAVE some \$! - Pre-Enter at reduced rate - Don't forget to indicate how many steaks, spaces, etc.

Mail-In address:

2194 Folsom St. San Francisco, CA 94110

CALL 415-991-4170 for information



Sunday August 7th, 1988

Henry Cowell Redwood Park Felton, California  
(in the Santa Cruz mountains!)

## RUN TROPHIES

AMA & SRRRA

HIGH RIDER 1st, 2nd, 3rd  
HIGH PASSENGER 1st, 2nd, 3rd  
LOW RIDER 1st, 2nd  
LOW PASSENGER 1st, 2nd

Sign In / 9-11  
Cut Off / 2:30

CLUB PARTICIPATION / CLUB MAN MILES

LONG DISTANCE OUTFRIDER/Male  
LONG DISTANCE OUTFRIDER/Female  
(Over 500 miles must mail-in)

## VINTAGE BIKE SHOW

Pre-1957 Antique Awards  
Ranger's Choice • Ladies' Choice • People's Choice • Pat •  
Also other special presentations! Don't miss it!!!

## VINTAGE SWAP MEET

Vintage parts ONLY (Pre-57 please); Starts at 7AM sharp  
PRE-ENTRY ONLY. There are a limited amount of spaces.  
NO DAY OF SHOW SPACE SALES !!!



Please note: Cut-Off date for PRE-entry is a JULY 4th postmark!  
No park entrance fee for motorcycles being ridden (AUTOS pay \$3)  
Lined from Highway 17



**LETTERS TO THE EDITOR** continued

Norton/Caffrey con 4 pagine di descrizione tecnica.

Ora che dal 1987 le classi del Battle of the Twins sono solamente 2: la Gran Prinx e la LIGHTWEIGHT MOD. presumo che le NORTON che vi partecipano siano dotate di telai speciali (magari costruiti in pezzo unico) unitamente al motore anch'esso speciale. Io sonoteressatissimo a quei modelli "molto particolari" come ad esempio lo e quello di M. Adams; incui siano state apportate modifiche radicali al modello originale.

Come ad esempio la sostituzione del telaio con un tipo speciale "costruito appositamente", il motore preparato in modo moderno, ecc. Dato che la classe GRAN PRINX permette il maggior numero di modifiche; nel 1986 a Daytona (oltre a D.Pither) vi era in gara ul altro pilota/:Chris Phelps mentre nel'87 a Laguna Seca arrivano nella stessa classe: 15<sup>o</sup> Chris Scott (con la moto di M>Adams se non sbaglio) e al 16<sup>o</sup> posto Jim Schmidt. Queste sono le uniche notizie che possiedo dei pilota NORTON U.S.A. , dato che sono alla ricerca di notizie relative ai modelli "ultra preparati" ho ritenuto necessario scrivere a Voi questo mio interesse al fine di saper qualcosa in merito. Ovviamente provvedero io a chiedere ai piloti le foto ed i dati delle loro NORTON; ma occorre sequire una traccia se Voi potete aiutarmi vi ringrazio molto, perche e l'unica possibilita che ho per trovare foto (senza carenatura) e dettagli di queste NORTON. Se potete comunicare tramite il Vostro NORTON

Club a questi pitl direttamente ancor meglio, altrimenti se potete invariarmi gli indirizzi di quelli che hanno una NORTON Speciale, provvedero io a cercare le informazioni. Per agevolarvi il compito premetto che "sono interessato a quei modelli dotati di telaio speciale." Sperando di essere stato abbastanza esauriente nella spiegazione (seppure in italiano perche non so ancora scrivere correttamente l'inglese, sto facendo un corso seriale) spero di avere da Voi un positivo riscontro circa ai modelli NORTON Speciale, tutto cio spero non crei a Voi dei problemi.

Coi migliori auguri al Vostro Club;

saluto calorosamente,  
Ghisoni Claudio

Alseno - Chiaravalle/63  
29010 - Piacenza

Italia

ps. Compro anche ce riviste inglese Classic Bike e Classic Racer.

Potete consigliarmi una nuova rivista U.S.A. che tratta la Battle of the Twins?

*Near as I can figure, this is a request for information and pictures of Norton racers. If anyone in our readership sends me a translation, I'll print it next month.*



## Alan's Wrench continued

straightedge. My usual method is to use an 8-foot length of 1x4 lumber, edge-on to the rear tire. Of course the board has to be pretty straight, but this can be checked by sight. Since the rear tire of most bikes is larger than the front (Commando is an exception), it is normally used for the baseline. The idea is to adjust the rear wheel until the gap between the board and the front tire is equal on either side. On a stock Commando the board should touch both tires evenly on both sides. The bike must be on the side stand since the center-stand would get in the way.

Once you have the alignment within 1/4 inch, recheck the chain for slack and correct both adjusters an equal amount of turns until the chain is correct. I go for about 3/4 inch vertical movement with the bike on the side stand. The rear axle must be tightened to get a good reading on the chain but full torque isn't needed. Once the chain is correct be sure to tighten the axle nuts fully, then do a final check on the alignment. I try to stay within 1/4 inch, which is probably less than the total error due to isolastics, wheel run-out & lacing variation, and frame straightness. Remember that as the swingarm bushings wear and the isolastics creep, the alignment will shift, so recheck it at least once a season if you value your tires and your life. Rubber Side Down...

# GET WITH IT... get a Norton Commando

You're in command with the new Norton Commando 750. This revolutionary breather-taking model is a real change from the conventional big twin. New engineering brings to motorcycling a truly new standard of power performance, comfort and safety. On this latest masterpiece from world famous Norton you are rubber cushioned by the exclusive new patented suspension system, placing the Commando years ahead of any other brand. The Commando, with its "leather-touch" four plate diaphragm clutch and triplex primary chain, is a modern miracle on wheels, sufficiently powerful to thrill the most experienced. It assures maximum dependability for the long distance tourer and a record-breaking performance for the sports rider. To quote Motor Cycle News — "It is a roadburner without equal anywhere in the world, and it pulverizes all previous concepts of high-speed motorcycling." If you're not ready to buy it — don't try it! For if you simply try it, you'll never be happy with any other bike!

**BERLINER**  
MOTOR CORP.  
Sole U.S. Importer  
HASBROUCK HTS., N.J.



**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:** Mens Brown Leather riding jacket, size 44, tab collar, liner zips out, vg condition - \$85.

Passport radar detector, as new, all accessories and cords in original box. This is the best detector available, same size as an audio cassette. \$250 OR trade for Commando parts. I need the following parts:

Complete disc front end, new or NOS 750 barrels/pistons, 'S' type exhaust, seat, oil tank w/fittings and hoses, rear taillight cover, inflator, sidecovers, new 3.60x19 K81 tire. Contact Jack Halton at 415 675-3777(days) or 415 798-8313(eve)./6

1974 850 Commando "Gentleman's Express": Interstate tank & side covers, Fastback tail section & 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/reversend cam plate (chuffs 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. Full Size Krauser bags and mounts available for \$150. Priced at \$2900. You pay crating & shipping. Call Scot at (415) 829-3483 evenings.

**ALMOST EVERYTHING GOES SALE:** The following are NEW parts, genuine NORTON unless otherwise indicated:

Clutch Bearing, \$8.00, Intake Valve (3), \$9.25 ea., Exhaust Valve (1), \$9.25 ea., Exhaust Guides, Cast Iron, Fits 750 (3), \$2.00 ea., Intake Guides, Cast Iron, Fits 850 (4), \$2.00 ea., Intake Guides, Cast Iron, Fits 750 (3), \$2.00 ea., Kick Start Rubber (1), \$2.25 ea., Shift Rubber, \$1.25, Fork Gaitors (short), 2.25 pr., Fork Tube, \$50.00, Head Stock Bearing, Ball, \$8.00., 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 (1), 3.00, Rear Brake Cable, Nylon Lined, \$11.00, Zeus Sidecover Fastener, \$3.00, Rear Stainless Isolastic Caps, \$6.00/pr., Kickstart Lever Shims, \$0.25, Mainshaft Nut, \$1.00, Throttle Cable Stop, in throttle housing, \$1.00, Clutch Bend Tab Washers, \$0.50, Accessory Electrical Jack and Plug, \$5.00, Master Cylinder Brake Light Switch, \$7.50, Lockheed Calliper Bleeder Valves, \$1.00, Ewts 530 x 100 link chain, \$35.00, 5/16 NF stainless Loc Nuts, \$0.25, 1/4 NC x 1" stainless allen bolt, \$0.40, 5/16 NF x 1 1/2" stainless allen bolt, \$0.75, 10/24 x 3/4" stainless slot head screw w/loc nut, \$0.60, 1/4 NC stainless loc nut, \$0.25, 6 mm x 26 mm stainless Flat Head Allen w/loc nut & Washer, \$0.65, 1/4 NC x 1 1/2" stainless Flat Head Allen, \$0.65, 1/4 NF x 1" stainless Hex Bolt, \$0.50, 5/16 NF x 1" stainless Hex Bolt, \$0.50, 5/16 NF x 2" stainless Hex Bolt, \$0.75, 10/32 x 3/4" stainless slot head screw, fits throttle housing, \$0.20, 10/32 stainless nuts, \$0.10, #10 stainless washers, \$0.05, \$3/page

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

Bronze Clutch Plates (2), 10.00 ea., Barnett Clutch Plates (7), \$4.00 ea., Engine Sprocket (1), \$12.00, Megacycle 6000 cam, \$75.00, Push Rods, \$7.00 ea., 850 pistons, std, \$50.00 pr., 750 Connecting Rod, \$50.00, Tach, Solid Green Ball, \$75.00, Tach, Striped Green Ball, \$75.00, 850 Stainless Front Fender, \$35.00, Disk Brake, c/w Slider, Calliper, M. Cyl., Hose, Rotor, Wheel, \$200, Dunstall Fairing Brackets, \$5.00, Sleeve Gear Bearing, \$5.00, Flamm Electric Horns, \$15.00 Shock Mount Bolts, \$0.50, Chain Adjustors, \$0.50, Roadster Sidecover Mount, Fixes to Battery Tray, \$0.50, Isolastic Shims, \$0.10, Clutch Locking Ring, \$1.00, Sleeve Gear Bearing, \$2.00, Layshaft Ball Bearing, \$2.00, Gear Indicator, \$1.00, Intake Manifold Heat Insulating Washers, \$1.00, Plastic Carb. Banjos, \$0.50, Large Primary Inspection Covers, \$0.50, Alternator Rotor Nut, \$0.50, Clutch Adjuster, \$0.50, Clutch Spacers, \$0.25, Woodruff Keys, Rotor, Cam, Engine Sprocket, \$0.50, Stator Spacers, \$0.25, Cam End Breather Plate, \$1.00, Lifter Spacers & screws, \$1.00, Rod Bolts, \$2.00, Crank Bolts, \$1.00, Head Bolts, \$0.50, Head Studs, \$0.50, Oil Line Banjo Bolts, \$1.00, Rocker Spindle Cover, Set, \$2.00, Handlebar Clamps w/ Screws, \$2.00, Fork Slider Collar, \$2.00, Rear Brake Actuation Rod, \$2.00, Master Cylinder Boot, \$1.00, Rear Brake Lite Switch, \$2.00,

All used parts are in servicable condition. Shipping and handling costs extra. If you don't like these prices, make me an offer. Satisfaction Guaranteed or purchase price refunded. Call Scot Marburger at (415) 829-3483 6-8 pm, PDST (Note new phone number!).



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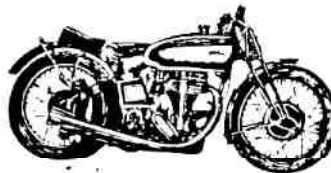
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