



Norton Notice



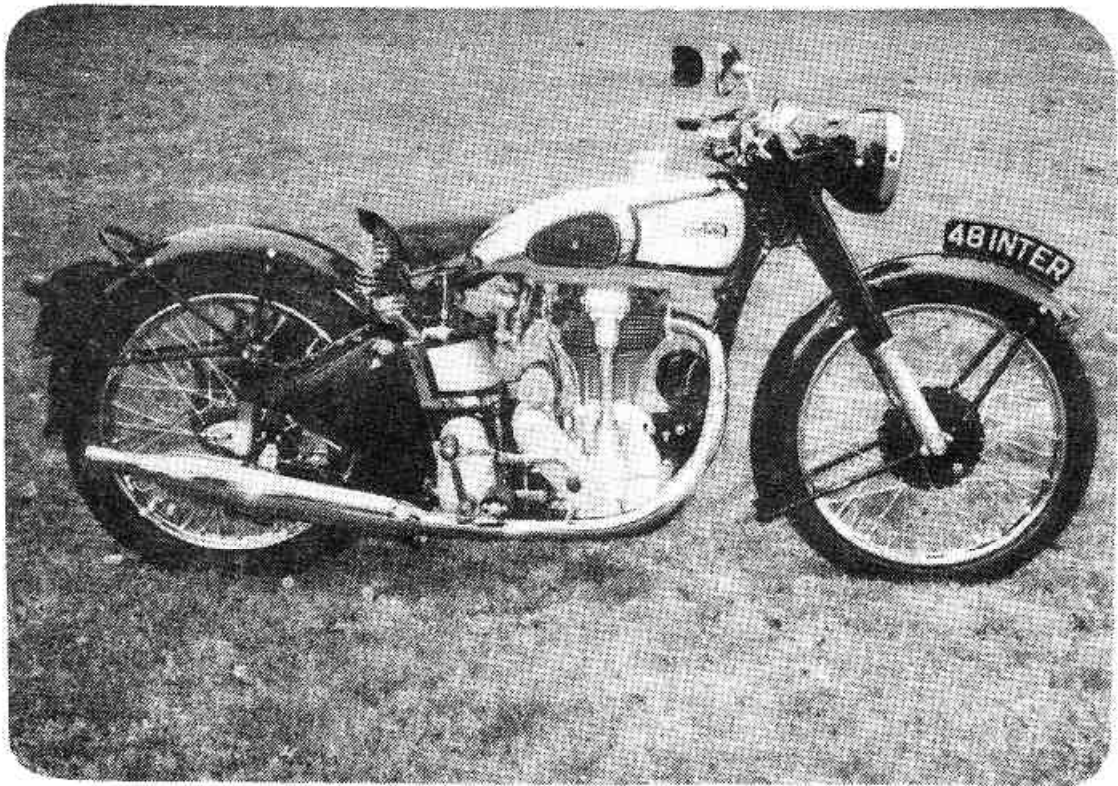
The Newsletter of the Norton Owners Club

No. 133

May, 1989

Art Sirota's Inter. Norton

page 7





The Newsletter of the Norton Owners Club



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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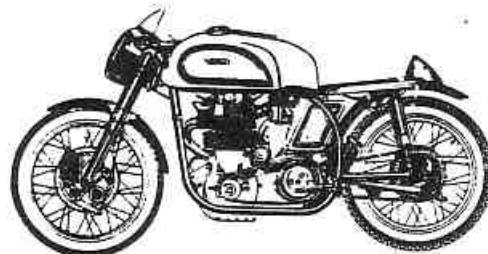
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NORTON OWNERS CLUB

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 motor-cycling 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 Meeting Schedule

The club meets on the 2nd Thursday of each month, at 7:30 PM. The location rotates between Peninsula, East Bay, City, and South Bay locations

May 11 East Bay
Gino's Pizza
2629 Ashby (near College Ave)
Berkeley CA

This is a new meeting location recommended by Corey Levinson. Upstairs seating, good food, bottled beer only.

June 8 San Francisco
Once more we are meeting at the Harbor Light cafe and bar (provided the cook is in), 780 Embarcadero at Berry St. This is south of the Bay Bridge, across from The Sailing Ship Restaurant. They close at 10 so the meeting will start promptly at 7:30.

July 13 Peninsula
Prince of Wales Pub
106 E. 25th Avenue
San Mateo, Ca
Great selection of beers and dartboards in our private meeting room.

CLUB RIDES:

Coordinated by Margie Siegal

May 14 Norton Day at Alice's Restaurant, corner of 35 and 84. After breakfast, a quick dash to the coast and back up Old Stage.

May 20 All-British Car & Bike Show in Sparks, NV, organised by the MG club and Jim Meadows, our Nevada subchapter chairman. Call Jim at 702-348-6338 for details.

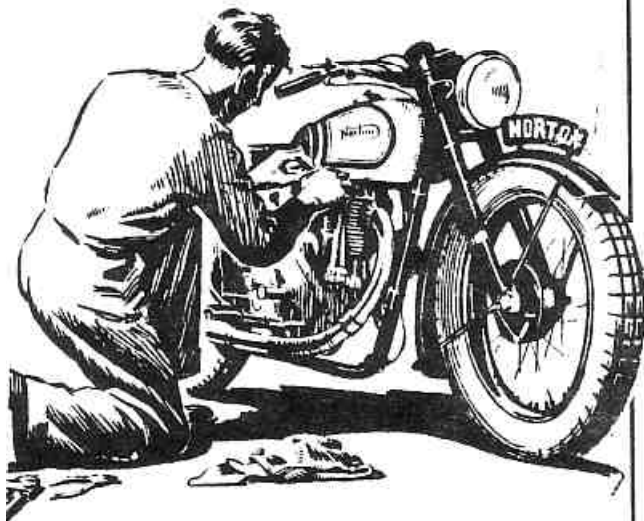
June 4 Ride out to Sears Point Raceway to watch Eric Swortsfigure win yet another Sportsman class contest on his flying Norton. Meet at T.T. Motors on Ashby in Berkeley at 9:00 AM for the ride up. Call Margie at (415) 654-1933 for details.

July 2 The 4th annual Norton Beach Bash, complete with sand, surf, food and frolic. Be there... Oh yeah, this is a Sunday event, got it? Since the 4th is on Tuesday, many of you will have Monday off and are welcome to stay overnight. Contact Alan for details at (408) 475-7505.

July 19-23 International Norton Rally, Kimberly, British Columbia. The whole trip will be about 12 days and will cover about 3500 miles in all. Call Alan if you're interested. (408) 475-7505

Alan's Wrench

Tech tips and gossip from The Editor



The Monterey Eurocycle Rally was sparsely attended due to rainy weather, but was lots of fun nonetheless. Several of our Santa Cruz-Monterey members were there, folks who are seldom able to make club events. The Vintage Rockers were also there in force, along with Stan Beneveds who won our membership raffle at the recent Clubman's Show. Stan is on a winning roll, as he also won the High Hand-British prize of a beer mug and a Swiss Army knife at the poker run. Gerry Reynolds did his usual superb job of

organizing the rally and food service. All told, I counted nine club members there, pretty good for a wet-weather day.

Last month I reported that we were missing an address for new member Bruce MacGregor. Well it turns out that he joined the BSA club at almost the same time and so we were able to get the address from them. Welcome aboard, Bruce, and which bike will you ride on our joint Reno ride in August?

Speaking of rides, Margie Siegal, our vp/rides, wrote me the following: "Its THAT time again - we need to organize the annual rally, so volunteers, please step forward. One suggested site is Grover Hot Springs at Markleeville, which worked well two years ago. Another suggestion is that we find a site with cabins, which aren't available at Grover. If anyone knows of a possible site in the Sierras please tell me about it. We also need people to organize the food, plan the ride up there, and handle

(continued on page 5)

Alan's Wrench - continued

reservations." Margie's phone # is (415) 654-1933.

Upcoming events: I have proclaimed May 14th Norton Day at Alice's. Now that the weather has cleared, get that Norton running and come up the hill for breakfast and bs....The second May ride is tentatively planned to the Reno All-British Show, but no-one has volunteered to lead this one, so it may not happen at all. Jim Meadows is organizing the Reno end but how we get there is undefined. Call Margie for details if you'd like to go.

On the second of July I will be hosting the fourth annual Norton Beach Bash. Last year the lack of fireworks was more than offset by the live performance of the Nor-Tones, and by the record-setting flywheel toss of Vince Guzzi. This year's bash should be at least as great. Since the 4th is on Tuesday, most people will have a 4-day weekend, so come on down and stay a while. The party will be on Sunday and continue into Monday if enough hardy souls are up to it. Ride the back roads to Santa Cruz and beat

the traffic - complete details next month.

I now have five firm commitments for the INOA rally in Canada. There will be a "chase vehicle" to provide some backup, and a chance to spend one night at the Velocette national rally on the way there. Let me know if you'd like to go on this adventure 'way up north.

I've received a note that Hall - Burdette Cycles, the Norton shop in Sacramento, has been acquired by Barber Brothers, effective 2/1/89. This is following the retirement of John Burdette at the end of last year. The Barber Brothers (Steve and ??) are the guys who organize the Vacaville Swapmeet and are well-known for their automotive restorations in the Sacramento area. "The same fine staff remains to enthusiastically serve Norton owners." Barber Brothers is at 2010 Del Paso Blvd, Sacramento, CA 95815. (916) 925-1797.

At the meeting last month, Eric S. pointed out that he won the race on his OWN race bike, which has survived two seasons of competition. The "Mr. Jags" bike turned out

Alan's Wrench - continued

to be poorly built and actually seized its motor during practice. Eric is writing up his experience at the Big Race for future publication in these pages. There is also a video tape, which is currently being edited for showing at a club meeting. The branch ride in early June will give us a local chance to see Eric in action on the track (see Events, pg. 3). Please note that while the club can't support Eric's racing effort financially, your personal contributions of money and/or useable parts are greatly appreciated and will help keep Norton in the winners circle. Contact Eric at (408) 446-2738.

Club member Richard Avidano has purchased a six-month full page ad for his new automatic cam-chain tensioner, which debuted in the last issue of the Notice. This looks like a good design but I've not had a chance to see or try the actual product. I'll try to get Richard to bring a sample by to our next meeting for show-and-tell. Richard's support of the Norton Notice through his ad will help to improve the quality and quantity of

graphics over the next few months.

In two weeks I'm off to Britain for a well-earned vacation and motorcycling adventure. I have been planning this trip for some time, but have only recently been able to make the commitment (by quitting my job and moving!). I have given up on finding a Norton to ride there due to the steep prices (L2000 is the average price for a Commando). I have located a BSA M20 500 cc single with a tatty sidecar attached which I am told "can be had for a song and will run forever." This might be my faithful steed for the trip.

In any event, I will be going to the Isle of Man, to fulfil a long-standing dream of seeing Norton win the T.T. Chances are good that the Rotary will excel this year, with full support and superb riders. I'll be writing an eyewitness report which will run in the July Notice. In the meantime, the June issue of the Notice will be somewhat abbreviated due to my absence. I hope you agree that it's a worthwhile tradeoff. If you have any material for inclusion in the

(continued on page 11)

**1948 NORTON MODEL 30
INTERNATIONAL**

Overhead Camshaft

Restored by Art Sirota

Engine Dimensions: 79 X 100 mm

Capacity: 497 cc

Manufactured by Norton Motors Ltd.,
Bracebridge St., Aston, Birmingham 6

Characteristics:

matching engine/frame numbers

plunger rear suspension

garden gate frame

4-speed upright gearbox

wheels: 20 inch rear; 21 inch front

Amal 10 TT carburettor

Alloy barrel and cylinder head

Features:

stainless spokes by San Jose

Motorcycle Works

petrol tank and oil tank restored by

Lewis & Templeton

magneto rebuilt by Dave Lindsley

engine and gearbox rebuilt by Hall-

Burdett Motorcycles

speedo rebuilt by Nissonger Corp.

frame powdercoated by Clairence III

This Model 30 International Norton was built on February 26, 1948, and was fitted with alloy cylinder head and barrel, which were optional extras. It was exported to Al Fergoda's motorcycle shop in San Francisco. The customer who ordered the bike was Bob Young, a member of the San Francisco Motorcycle Club. Even though the Inter was Norton's top-of-the-line street machine for 1948, Bob decided to use it for hill-climbing competitions.

Ultimately, Bob removed most of the sheet metal parts, horn, headlight, fork ears, centerstand, etc., to keep the bike competitive. Luckily, he saved most of this stuff. Around 1965 the magdyno packed-up and Bob parked the bike in his basement. It stayed there for 22 years.

I first saw the bike in 1984. I rode over to Bob's house on my 1947 Model 18 Norton, and started drooling uncontrollably when I saw Bob's Inter. He showed me the original tool kit and owner's handbook. Three years later I finally was able to convince Bob that he should sell me the bike.

I decided to do a complete ground-up restoration and began by taking a whole roll of photos of the machine in just the condition it was in when I first brought it home. These shots were very useful when I was trying to put the whole thing back together again a year and a half later!

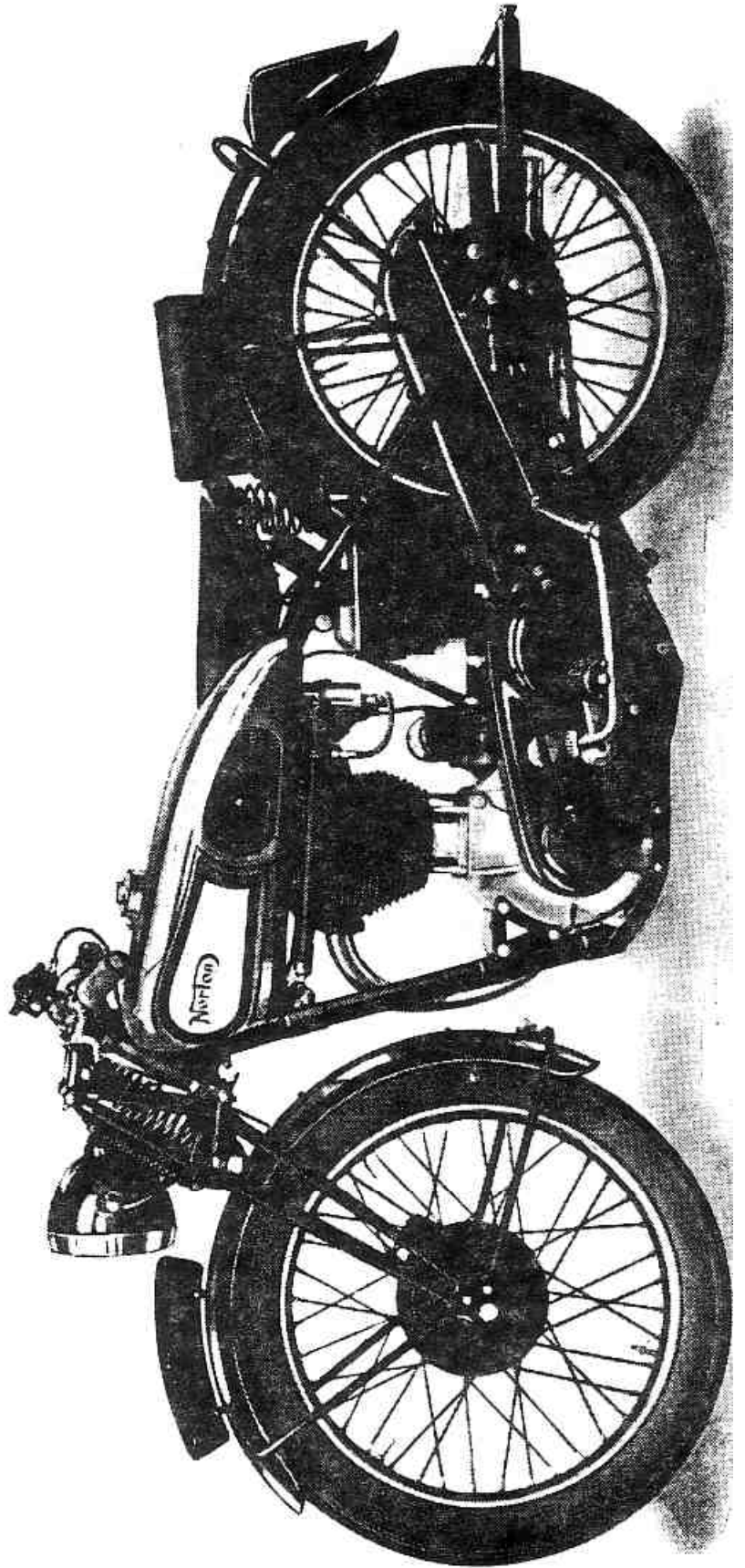
The frame was fractured through the tube running under the solo seat and Phil Radford helped me out by repairing it. It now has a reinforcing tube brazed inside as well as having the broken tube re-brazed. Thanks, Phil! Next the frame was taken down to Santa Clara where Clairence III de-greased it and powdercoated it for only \$100. He really did a superb job, which left the frame coated with a beautiful and extremely tough finish. Turn-around time was two weeks.

(continued on page 10)

INTERNATIONAL MODEL

MODEL NO. 30 4.90 H.P. O.H.C.

The other side of Art's Inter.



Code Word: CLYDE

- ENGINE.**—Bore 79 mm. Stroke 100 mm. 490 c.c. Overhead camshaft. Inclined offset inlet port and offset exhaust port.
- LUBRICATION.**—Full dry sump—gear pump pressure feed to bearings and piston. Valve guide lubrication.
- SILENCER.**—Of scientific design, efficiently silencing the exhaust gases without interfering with engine performance.
- CARBURETTOR.**—T.T. needle instrument.
- FRAME.**—Racing type triangulated cradle frame, of immense strength, built throughout in jigs, all joints are brazed. High tensile steel tube. Graduated section lugs are used.
- GEARBOX.**—Four-speed. Ratios: 4.44; 4.88; 5.91; 7.86. Positive stop change-speed lever (Patent No. 424,154). Unless otherwise specified, a kick-starter is fitted. Gear ratios when kick-starter is fitted are: 4.44; 4.88; 5.91; 10.3. Shock absorber incorporated in clutch.
- OIL BATH CHAINCASE.**—NORTON Patent No. 406,599.
- TRANSMISSION.**—Hans Renold chains.
- BRAKES.**—7" Internal expanding, 1½" wide, smooth and powerful in operation, providing a feeling of security. Quickly adjustable.
- WHEELS.**—Quickly detachable, fitted with journal bearings.
- TYRES.**—27 × 3 ribbed front, 27 × 3.25 triple stud, rear, Dunlop Heavy Cord.
- FORKS.**—Patent No. 387,550, fitted with rebound springs and hand adjustable friction disc shock absorber. Fork link adjustment provided.
- HANDLEBARS.**—Patent No. 419,336, rubber mounted, fitted with steering damper.
- SADDLE.**—Flexible top, mounted so as to give an exceptionally comfortable riding position.
- FOOTRESTS.**—Adjustable. Lugs are provided for fitment of pillion footrests.
- STANDS.**—Front and rear with additional prop stand, foot operated.
- PETROL TANK.**—3½ gallons capacity. Chromium plated.
- OIL TANK.**—Chromium plated and lined. Capacity 3 quarts.
- MUDGUARDS.**—T.T. narrow racing type. Rear mudguard fitted with pad.
- TOOL BOX.**—With complete tool equipment.
- GROUND CLEARANCE.**—Approximately 3½".
- PETRO-FLEX OIL AND PETROL PIPES.**
Unless otherwise specified when ordering Oil Bath Chain case is fitted; for racing specification an open chain guard can be supplied.

Art's Shoptalk - continued

I took the engine, gearbox, and solid brass carb to Hall-Burdette Motorcycles in Sacramento with the understanding that they would rebuild the components for me and that I would take care of obtaining any needed spares from mail-order suppliers in England. John Burdette was able to provide a new, cast Inter +.030 piston. I also picked up a new +.040 piston for future use just in case I ever need it. This proved to be a good decision because just two weeks later a Norton owner from L.A. named Tom Markley bought all of John's spare Inter pistons.

Kelly Moss at San Jose Motorcycle Work re-spoked the sheels with stainless spokes after I had the rims re-chromed. A new Avon 21" front tire was fitted. I discovered that Avon 20" rear tires have not been available for about 25 years because the original mold was destroyed in a fire. Luckily, a new 20" Avon rear tire had just been fit prior to the machine being stored in Bob Young's basement and this tire was in perfect condition.

While the petrol and oil tanks were being sent to Lewis & Templeton in England for restoration, I underook to paint the rest of the parts myself in my backyard. I learned a lot during this project. I had 58 parts to de-grease, prep, primer and paint, but I am happy with the results. I used Imron by DuPont and a *very* high quality resperator.

My goal was to have the whole machine completed in time for the upcoming All-British Clubman's Show and I managed to finish with a month to spare. I have registered the bike and plan to ride it this summer. Parts for this old Norton or still available if you don't mind writing a few letters overseas. In all, I wrote about 50 letters to different suppliers, but I managed to track down almost all the obsolete parts. My advise to those of you who are contemplating restoring an old Norton are buy a Whitworth tap and die set, subscribe to *Classic Bike*, and get to know your mailman *real* well. -- Art Sirota

MINUTES OF APRIL MEETING

Alan Goldwater called the meeting to order at 8:45. There were 22 members present. Outside Harry's Hofbrau in Mountain View a very impressive line-up of beautiful Nortons let all the patrons know that the N.O.C. was alive and kicking.

Alan opened the meeting with some announcements concerning up-coming events, including the April 23 European Motorcycle Poker-Run and the April 29-30 Tulare Show, which is the first club overnigher of the summer.

Steve Coburn was on hand at the meeting, having ridden up from San Diego on his BMW. He displayed some photos for members, including some of former member Paul Adams astride his 1946 Manx Model M30.

(continued on page 13)

Alan's Wrench - continued

June issue, please mail it to Marick Payton as he will be doing the production. His address can be found on the inside front cover.

My tech tip is rather brief this month. I've been building a MKIII Interstate out of two basket cases I acquired some years ago. The major problem has turned out to be the drive train, as both machines had badly broken gearboxes. On disassembly, I found that one gearbox had broken teeth as well as a bad layshaft bearing, which had cracked the case in the usual place. The other box was seized solid and on disassembly the layshaft bearing was found with all the balls on one side (no snide remarks, please). This had locked up the entire works to the extent that none of the gears could be removed. After some mild heating and tapping with the slide-hammer, the layshaft finally came loose and all the gears came out intact. It looked like the thing must have seized at low speed (it was in 2nd gear) and therefore spared the gear teeth... all except for one. On careful inspection I saw that

that the unlucky victim had tried so hard to get it back into neutral that he broke the gear teeth on the selector plate - must have used a BIG hammer on the shift lever.

Both failed bearings were marked "FAG-Portugal" which is the type prone to failure. If you ride a MKIII and haven't done so yet, replace your layshaft bearing with the superblend roller (about \$35 plus labor). If the gearbox seizes on the road, so does the rear wheel and that's no fun at all. I've found the AMC gearbox to be wonderfully rugged and simple to work on, but the few problem spots must be corrected to achieve longevity. Some other things to look out for are: cracks in the kickstart shaft pawl housing, at its thinnest point; loose sleeve gear bushings; incorrectly machined (too sharp) shoulders on the mainshaft; mismatched gear sets. Finally, the replacement sleeve gear seal I bought was mostly rubber and too flimsy to install. If you buy a replacement for this part, make sure it has a full metal jacket. The proper part goes in easily; the cheap one not at all.

Ten Years Ago

The following is reprinted from the Norton Notice of May, 1979

Odd Bodkins

(Reprinted with the permission of Dan O'Neill)

Well, here it is folks! This is undoubtedly the episode you've all been waiting for these past few months. The question is: "If you can fly a NORTON to Mars, can you make it land?"



Art Sirota - continued

Eric Swortsfigure reminisced about the Datona races which he entered last month and told about winning the 750 Sportsman class on a Norton 750 Commando. His stories were very entertaining and riveted everyone's attention. Since Eric is a "privateer" racer without any factory support, he reported that his sojourn to Florida cost him \$2300. At this point his machine is in pieces and he is running out of money. He appealed to our club to help him with either further financial assistance or some much needed Norton spares.

It was decided that June 4 will be the club ride to Sears Point raceway to watch Eric race in the Vintage Races.

Steve Coburn made a little speech about how gratified he is that our club has recently decided to become affiliated with the U.S.N.O.A organization. He said this was the direction he had been trying to steer the club while he was a club officer many years ago.

Margie Siegal brought some nice photographs of Daytona as well as a Swiss motorcycle magazine.

Robert Briscoe brought some N.O.C. tee-shirts for sale and displayed the new club logo on the back of one of the new prototype tee-shirts, which will be on sale soon.

Don Danmeier was present and announced that the B.S.A. club had made so much money from the All-British Clubman's Show that he was personally prepared to pay for everyone's dinner and dessert. Thanks, Don.

Classifieds

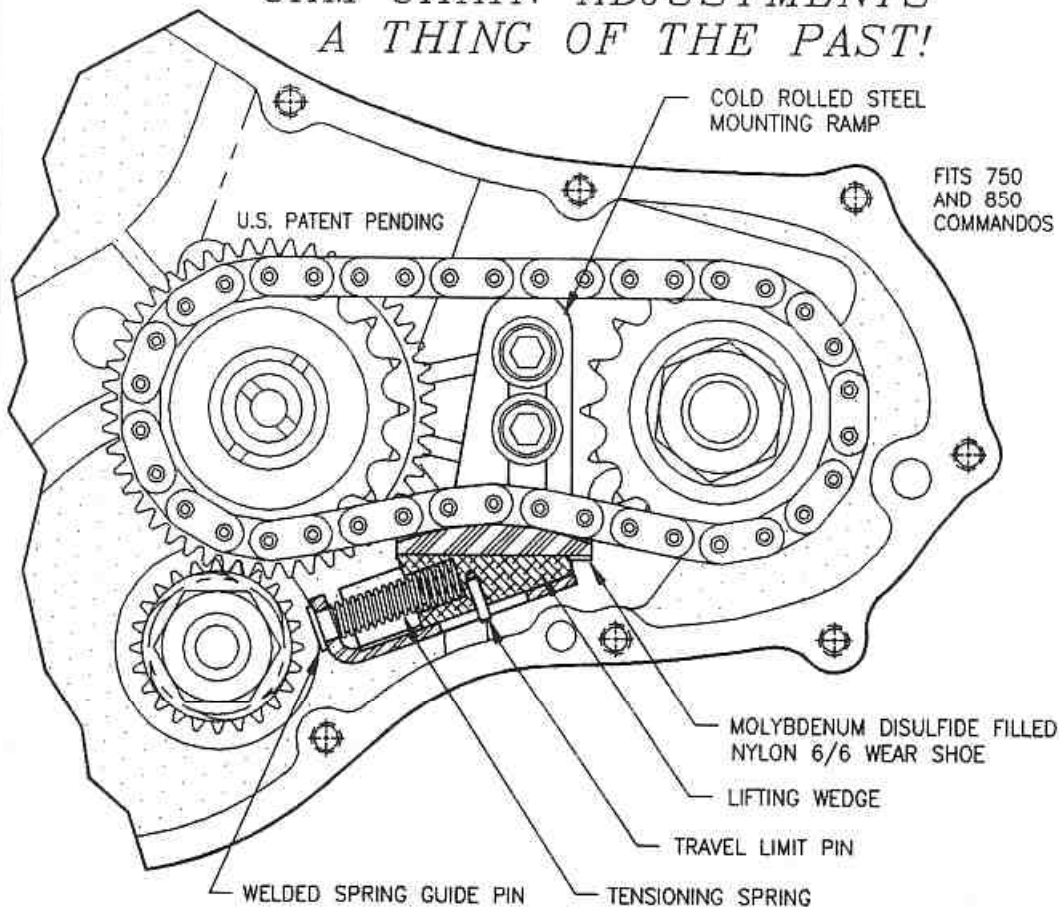
1974 850 Commando "Gentleman's Express":

Interstate tank & side covers, Fastback tail section & seat, Norvil style 1/2 fairing, JPN front fender. Black/silver w/red stripe, all in Imron. Many high performance modifications including Norvil front brake, Norvil 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, Fiamme 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 6-8PM Pacific Time Only.

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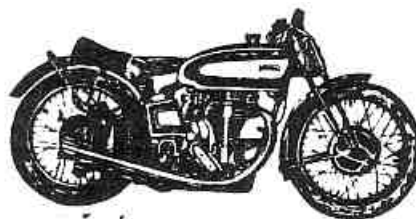
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