



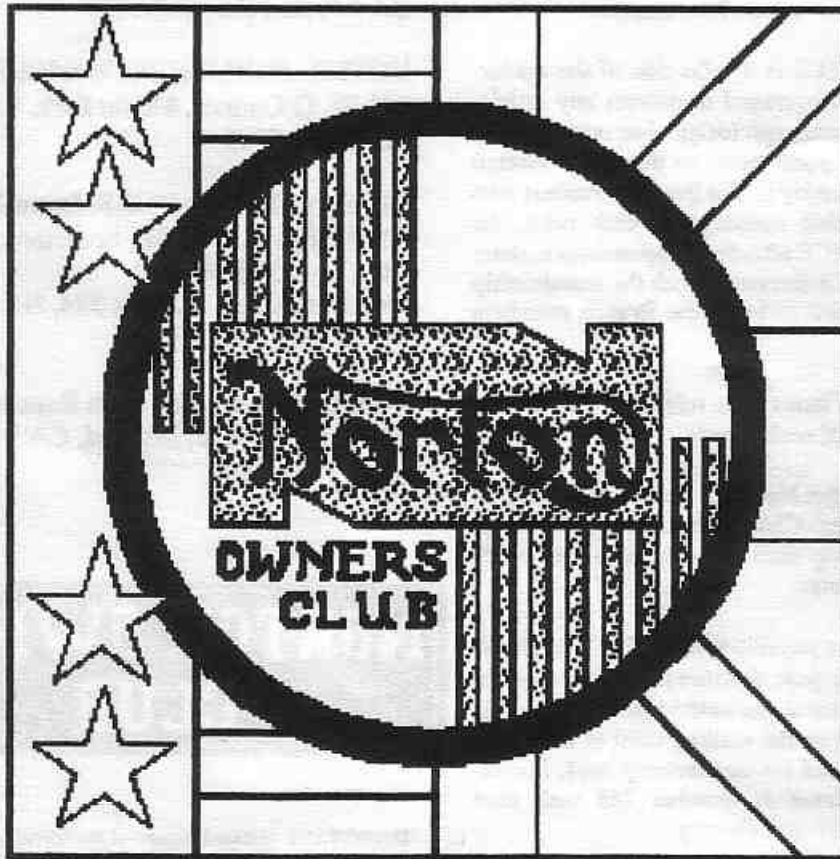
Norton Notice



The Newsletter of the Norton Owners Club

No. 147

Jul. 1990



**This art work, for a new Club Pin,
was done by member Leo Christianson**

Sorry for the late delivery of this month's Notice.
Our printer has been on vacation.--Marick



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 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. 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 25th of each month.

Membership in the Northern California Branch of the Norton Owners Club is available for \$15.00 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. 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.

The Northern California Branch of the 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.

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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 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. Advertising published does not imply endorsement of products, goods or services. Now you know.

Upcoming Events

Club Rides

NOTE CHANGES IN BOTH JULY AND AUGUST RIDE SCHEDULES

July 22 (Sun.) Santa Cruz Mt. Ride
Leave Alice's at 10.

Aug. 26 (Sun.) Delta Ride (Locke)
This is a reschedule of this ride, rained out in May. Meet in parking lot across from Denny's, Powell offramp of 880 in Emeryville at 9 am.

Sept. 16 (Sun.) Old-Timer's Ride
(Meet at Alice's)

Oct. 14 (Sun.) Pumpkin Ride (tentative)

Nov. 3 (Sat.) Northbay All-British Ride
(Members only) w/ Ariel, BSA,
& Enfield Owners

Dec. 16 (Sun.) Mt. Hamilton (tentative)



Meeting Schedule

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

July 12 -- San Francisco
Lake Merced Boathouse. Off Skyline Blvd. Great food, nice room with big-screen cycle racing videos.

August 9 -- Peninsula
The Prince of Wales Pub on 25th Ave in San Mateo offers a wide selection of beers and a private meeting room with dart boards!

Sept. 13 -- South Bay
Harry's Hofbrau, El Camino near Castro Street, Mountain View

Oct. 11 -- East Bay
Gino's Pizza, 2629 Ashby (near College Ave), Berkeley, CA

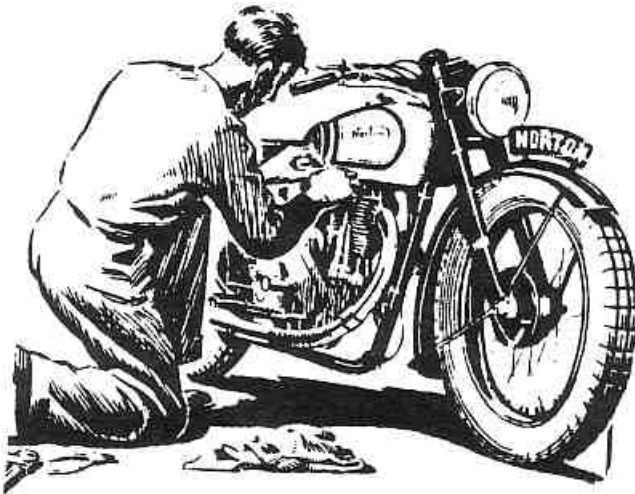
Special Events

The Fort Sutter Chapter of the AMCA is having their 8th Annual Antique Motorcycle Show and Swap meet July 14 & 15 in Sacramento at 23rd Avenue under I-80. Contact Dick Borchert (916) 967-2833.

Hap Jones Day. Swap meet, classic bike show, poker run. Niles Country Hall in Old Town Niles, 37750 Fremont Bl., Fremont, CA. Call (415) 223-9449 for details.

Alan's Wrench

Tech Tips and Gossip from the President



I'm sure everyone who made the run enjoyed the Great Chili Cookoff of 1990. I'll let Art Sirota's ride report cover the high points, but I will mention some of my own favorites, like the incredible cloud formations and the race with a freight train in the Sierra Valley. I was the first to leave from the final gas stop. I soon saw Frank Forster on an Enfield Bullet 500 single, in my rearview mirror, passing several Commandos. He stayed right behind me all the way to Jerry's, at 70 mph. Nice bike, Frank!

Mike Hammond's winning entry "dominator" chili was superbly balanced, with big chunks of juicy lean beef, a mild but very flavorful sauce, red beans, and fresh tomato. Good thing there was a lot, seconds all around in fact. The runner-up, Jim Meadows "roadkill" was very creative, with several meats including chicken liver,

in a medium hot, slightly sour sauce. Great with Watney's Red Barrel.

The real highlight of the trip for me was the ride home. Louis and I returned over Highway 88 which was incredibly free of traffic. With breathtaking views of High Sierra granite and fast, sweeping curves, this could be the ultimate Norton Road on the planet. A hard act to follow, but then we turned down 49 and at Mokelumne Hill, west on route 26. This is a rural road with little traffic, and while the surface is old, it's still in good shape. Lots of abandoned farms make for nice barn-scenery and the dips, tight-curves-in-the-middle-of-a-straight, and general coolness make this a fun way to get across the valley. It ends outside of Stockton at an I-5 entrance, where Louis and I parted ways. What a ride!

The following week I found another incredible Norton road. Some of you may know this one: going north from Calistoga, highway 29 climbs up out of the Napa Valley into Lake County. From Calistoga to Middletown is only 17 miles, but there must be 50 or so switchbacks, with a passing straight in between each one. Riding 2-up I more-or-less stayed with the traffic, but solo on a good roadster, this would be a blast. Check it out if you're in that area. Or how about a club ride to Lake Berryessa (do you read me, Don and Lynn?). Put this road together with the Oakville Grade and you've got a good day of riding.

(Continued on page 5)

June Meet Minutes

Pres. Alan Goldwater convened the meeting at 8:50 pm at Gino's Pizzeria in Berkeley. He began by recounting recent progress on getting the rotary EPA'd, and again asked for volunteers to assist in putting mileage on the bike.

Wrench Continued--

(Continued from page 4)

Here's an afterword to my clutch rap last month. After cleaning up the clutch, I went on to change the tranny oil. I used Belray Gear Saver 80 which works well in my Commandos. I immediately noticed that the clutch was grabbing again, making it hard to shift. There was also some increase in gear noise. I checked in the shop manual and found to my surprise that 85w140 was specified, in no uncertain terms. When I put that grade in, the clutch immediately felt better and the gears quieted down. It seems to me that what is happening is that the high-viscosity lube is necessary to impart enough drag to separate the clutch plates. Remember that this bike has 9 pairs of clutch plates, and with even a light film of oil there is considerable "sticktion" to overcome. Perhaps the type II ATF (GM) is the culprit, as someone suggested to me. If I can find some genuine MTF I will try it. There's clearly something going on between these two often-neglected lubrication points worth studying.

Next week I'm off to the INOA Rally in Wisconsin, so I won't be on the South Bay Ride. See you in August, though. By the way, where the hell's Dutch Flat?

The new club T-shirt artwork, designed by member Doug Ratliff, is now in hand and those present voted on color schemes. The choice was silver on British racing green. A factory cutaway of the Norton Manx motor will be on the back.

Stan Beneveds volunteered another frame for the club rebuild project, but we already have one from Tom Dable.

Alan mentioned that the annual rally seems to have been 86'd, no one having come forward to organize it. Attention is mainly on next year's INOA National rally at Tahoe, which we are sponsoring. "Let's see how people like not having an annual rally," says Alan.

Margie Siegal gave a race report. Jerry Kaplan's regard to the club were relayed; the club said "Hi" back.

A report on GEICO insurance for motorcyclists was also given by Margie, noting that an "agreed value" policy is available, but that GEICO has the nasty habit of reducing the bike coverage value without informing the policyholder and without lowering the premium.

Stan B. mentioned that the Southern California Norton and BSA clubs are discussing a merger. The consensus here was, "so what?" He also plugged the Sacramento 8th Annual Antique Motorcycle Show and Swap Meet, st for July 14-15, at 23rd and W Streets in that fair city.

Meeting adjourned at 9:15 pm. Attendance was about 15. —John Covel

Letter to Editor

Editor,

The Club needs a better East Bay venue for its meetings. I have no complaint with Gino's; the pizza and sandwiches are good, even if they don't have Anchor Steam beer. But it is really too small, and I have noticed that our meetings there are not so well attended as elsewhere. It's not for lack of an East Bay membership base, either.

We have been bouncing around from one location to another for years now without finding a good East Bay spot. Meanwhile, our three other venues have

stabilized and member attendance has been on a very pleasing upward trend. C'mon—surely some club member in the East Bay can find us a suitable place to meet! It can be Berkeley, Oakland, Emeryville, anywhere convenient (and safe to park a bike).

The sooner we nail down this last venue, the sooner we can start really publicizing our meeting schedule around the Bay Area bike shops and start picking up new members from the fairly large pool of Norton owners who don't know our club exists. It's up to us, and it shouldn't be that difficult. The reward will be substantial.

Cheers,
John Covell

1st Annual End of Summer

Norton Owners Club Barbecue

Saturday, September 15, 1990

2 pm to 6 pm

- √--If it rains, this event is cancelled and will be postponed until next year.
- √--All participants must be paid-up members of the NOC, no exceptions.
- √--All participants must arrive on a Norton

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(Directions: look it up on a map!)

Rustproofing Your Tank

by I. Pushtit Holme

If you decide to rust-proof your Norton petrol tank with one of the many internal protectors which coat the inside

Law Note

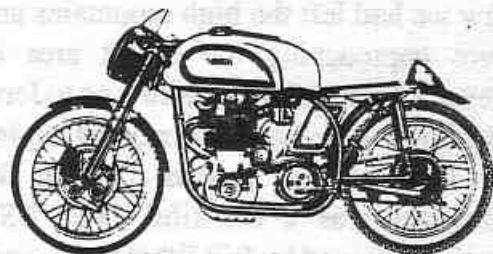
In August 1983 Freewheelin' Franklin had the green light at a city intersection and was waiting for traffic to clear so he could turn left on his motorcycle (make unspecified). It was a six-lane street and Franklin was in the left-turn pocket. Opposing traffic came to a stop in two of the oncoming lanes, leaving a gap through which he could turn, and the drivers of the stopped cars motioned for Frank to proceed in front of them. Seeing no oncoming traffic in the third lane, he commenced his left turn but was struck by a car that had swerved into that lane to pass the cars stopped in the other two lanes. The car driver was traveling within the posted 40 mph limit; he left a 25-foot long skid mark prior to the collision. Franklin was seriously injured when his head (no helmet) hit the car's windshield. He subsequently sued the driver of the car for damages and won at the trial court (Orange County).

The Court of Appeal reversed, holding that Franklin had a duty to ascertain that each lane of traffic was clear before entering it. The case: *Sesler v. Ghumman*, 219 Cal.App.3d 218 (Fourth Dist., 1990).

—Submitted by John Covell

of the tank, you might find that old, worn-out petcocks make excellent plugs to fit in the threaded bosses that the petcocks thread into. Simply apply a light coat of grease to the threads on the old petcocks and then screw them into the threaded bosses on the petrol tank. When the tank sealer is applied, the old petcocks will be plugged solid with sealer, but who cares? They were no good anyway! Bolts this size are hard to find as it is an obscure British pipe thread with 19 teeth per inch, so save those old petcocks!!

While your tank is being worked on, do not simply remove the old petcocks and leave them on your workbench. If they are the old type which uses cork as a means of providing a gas-tight seal, the cork will dry out and be useless when you try to re-use it. So, get an old glass or metal container, store the petcock in it with enough gasoline to keep the petcock submerged. When you go to re-use the petcock at a later date, it will still provide a good seal and will not leak. Be careful not to store the jar of gasoline near any source of spark or flame.



1963 catalog drawing of Manx 30M and 40M

Sierra Weekend-Ride Report

This year's joint BSA/Norton Owners Club ride to Reno was a great success and a lot of fun.

Twenty-seven motorcycles gathered in the Lyons parking lot in Grass Valley on a beautiful Saturday morning. After some of the riders enjoyed breakfast, we all fired up our machines and rode to Downieville. The weather was mild, and each rider was armed with a map of the ride route.

Some of the riders had planned to go with us only part of the way, and soon we were pared down to nineteen motorcycles. Some of the machines had just been ridden from Reno to Grass Valley and were making the trip back again, kind of like an official escort!!

Soon we were sailing up the roads through the beautiful, pine-covered Sierra mountains and Tahoe National Forest. There were snow capped mountains, rivers and lakes all over the place! Traffic was light and spirits were high as we reached 6,000 feet elevation.

We stopped in Chilicoot for some refreshment in the mid-afternoon sun. By now we had left the high mountains and were approaching the desert area of Nevada. Soon we were pulling up to Jerry Meadows' driveway in Reno and wiping the bugs off our jackets. One of the machines was a beautiful 1969 BSA Rocket 3 owned by Bill Whalen. He rode two-up with Linda riding pillion and it

seemed as though all the bugs avoided his bike during the ride. His bike actually looked cleaner when we arrived in Reno than when we left Grass Valley! Don Danmeier and Shirley were on the 1975 MkIII silver Interstate Norton 850 and Phil Radford rode his red 850 Norton special.

Doug Ratliff and I were riding identical 1975 red and silver MkIII Norton roadster 850's. Jerry Meadows was on his 1969 BSA Lightning and Phil Anderson rode his 1975 Triumph Bonneville. Frank Forester kept up a quick pace with his rumbling Royal Enfield Bullet 500cc single and Steve Payne brought his 1957 Matchless G80 500cc single. Then there was Jim Tomich on a '71 BSA Rocket 3, Alan Goldwater on a 1975 black and gold Norton MkIII 850 roadster, Louis Mendelowitz on a 1978 BMW R100RS, Ron Perconti on a 1972 BSA Thunderbolt, George Cowan on a 1972 Triumph 650, Barry Madson on a 1960 BSA A10, Andy and Marie Belaschak on a 1968 Triumph Thunderbird, Jack Wheeler on a 1957 BSA A10, George Gmur's 1946 Triumph Thunderbird, and a Triumph T150 ridden by some guy whose name I did not get.

There were 13 different pots of chili for dinner, and voting was done by secret ballot. So, after this sumptuous meal, an evening of talking with friends was followed by a good night's sleep. Then the next day saw us do the whole thing over again as we rode from Nevada back

(Continued on page 9)

Avoiding Mikuni Carb Blow-ups

All too often I have said or heard the words "Fire that bitch up and let's get out of here." It takes on a black humor when the connotation refers to external combustion. Within the last 3 months, 2 members have had their 850 motors kick back and blow the Mikuni carb right off the rubber mount and catch their machines on fire. One suffered major damage; the other had only minor damage due to the quick use of a Halon extinguisher.

I have seen Mikuni's blown off before, but only on 850 motors and with no ill effects. It is caused by not kicking the motor thru the compression stroke, especially on machines using Boyer ignitions. The ignition of fuel is more likely to happen if the carb is on choke or in a flooded condition. This condition results in a heavier charge in the cylinder. The piston gets far enough to 16° before top dead center to ignite the plug, but insufficient momentum to continue past top dead center. More likely on 850's because of the additional displacement and flywheel weight.

One member's bike had a overflowing bowl and he tried starting it anyway. He will never return to Mikuni's. His Mikuni sat for 3 years before he cleaned it up. If gas dries up in a Mikuni you might as well get new float needle and seat, as well as floats.

The other person had kicked his bike over several times with the choke on. He then noticed one of the spark plug leads

off the plug. After reconnection, the machine kicked back. Mikunis on choke can deliver a very rich mixture. Solution might be to go to a no choke kick thru, then back to choke. Whenever you start a bike, bring it up to a compression stoke before kick thru. And don't play with the pedal. Boy! If you have to result to ether for an early spring startup, do yourself a favor—change the spark plugs, use fresh gas, and drain out that 2 quarts of oil in the sump first. Think about the consequences of not having a CO2 or Halon fire extinguisher in your garage.

—Chris Greenbacker, VP,
in *NCNO FLYER*

We ekend Ride Cont.

to California. Once again the smell of pine trees and crisp mountain air filled everyone's carbs on our way home. We stopped for a late lunch in a cozy outdoor restaurant in Downieville, where recorded sounds of a rushing river were pumped quite realistically into the patio area.

A good time was had by all, no breakdowns occurred, no tickets were issued, no rain fell, and no accidents happened. Jerry Meadows and his family were perfect hosts and all of us on the ride wish to thank them for their generous hospitality. Those of you who stayed home should make it a point to join us next year and share in the good times, fresh air, beautiful roads and sunshine. —Art Sirota

Tips for Finding Old Iron

by I. Pushtit Holme

People often say to me, "How do you manage to find all these old motorcycles?" At such times I usually paraphrase Barry Goldwater and tell them, "Extremism in the pursuit of old motorcycles is no vice." Restoring and collecting these pieces of history is not so much a hobby as it is a crusade.

Do not waste your time searching through the classified section of your local newspaper. Most of the bikes advertised these days are either Japanese, too expensive, or both.

The best advice is to look in unexpected places. Vintage machines have been known to turn up in river bed bottoms, some bushes in Golden Gate Park, behind some heavy equipment at a local saw-sharpening shop, in the front room of a house belonging to a soon-to-be-retired CalTrans conductor, and even in an old debris box which was about to be hauled away to the dump.

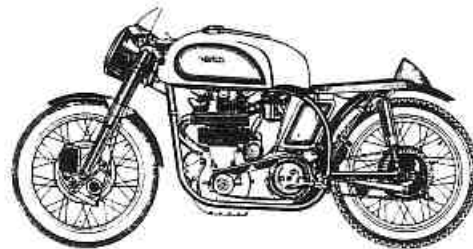
Keep your sense of smell sharp. I once knew a guy who could smell British motorcycles lurking behind garage doors. Also, if you spot large pools of engine oil accumulating on somebody's driveway but coming from the garage, then chances are good that a vintage British motorcycle is collecting dust in some forgotten corner of the garage.

As you drive down the street, keep your ears open for grown men either swearing or seeping uncontrollably. These are two sure signs that a British motorcycle is nearby.

Another creative method for hunting down older machines is to inquire at doctor's offices if anyone has recently been treated for large welts or black and blue marks on their calves or shins. If the answer is yes, then pretend to be an insurance investigator and get the patient's address. An injury to the lower leg is a sure sign of an engine kicking back, which is a sure sign of a vintage motorcycle soon to be up for sale.

Keep your eyes open for gawn men limping or hobbling on a lame leg. Their misfortune could be your ticket to the older machine of your dreams.

Next month's installment will deal with how to patiently and methodically wear down the owner of the classic bike until he is willing to part with it.



1963 catalog drawing of Manx 30M and 40M



“If this thing runs away from home one more time I’m selling it.”

NOC Spares Catalog

Reprinted below is information from the newly issued Spares catalog of the NOC. A sample page from the Overhead Valve, Side Valve and O.H.C. Spares catalog is reprinted on the following page. Separate catalogs are also available for Lightweight Twins (250, 350 & 400cc) and Heavyweight Twins.

“The major part of the clubs singles new spares are listed herein. As the club buys up job lots and some parts are received in very small numbers they may not always be in stock. Likewise some easy to obtain parts, e.g., nuts and bolts are not listed to save space, and also because these are not intentionally purchased but come as extras in boxes of job lots. Therefore, please remember, if you are in a hurry for a fast turnover components, e.g., valves which are easy to obtain from dealers, (50 plus, dealers give up to 20% NOC discounts) then please go to them first. The club spares scheme is trying not to compete with dealers “bread and butter parts”, but to have harder to locate parts held in stock and to have these parts manufactured where necessary. That is not to say that we would not purchase these parts if offered them in job lots. We are trying to have parts made but small batch costs are high; we want to keep prices down where possible so help us to help you by thinking ahead for spare you require.

“Finally, when ordering parts from the spares officers please enclose SAEs and remember we all work **in our spare time** to keep the service going; small delays are sometimes unavoidable.

“VAT is payable on ALL motorcycle spares both new and **SECOND-HAND**. Prices quoted **exclude** VAT. Postage is variable; and we aim to keep these postage costs as low as we can. If there is another member near you order parts together.

“Large stocks of second-hand parts are held and if you want a part contact your spares officer as the stock is continually being changed with job lots being purchased.

“Please make all cheques payable to ‘Norton Owners Club.’

“OHV, OHC and S.V. Spares are with Ron Moore, Woodside Farm, Woolaston, Royal Forest of Dean, Glos. GL15-6NJ. Telephone number 059-452-8129.

“Please, always quote frame and engine number, also year of manufacture if known.”

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PART No. ENGINE TOP

		£
	Side valve pistons 79mm/82mm	18.75
	OHV pistons 71mm	21.25
	OHV pistons 79mm/82mm	25.00
	Piston rings (compression and scraper)	1.90 ea
	Piston ring sets 71mm, 79mm 82mm	5.20 ea
VS.421	ES2 Valve spring set	4.50
VS.530	1957 onwards Valve spring set	4.50
VS.343	1936-47 Valve spring set	4.00
VS.106	S.V. Valve springs	3.00
	OHV to 1937 Valve spring set	5.00
	OHV 1938 to 1947 Valve spring set	5.00
	OHV 1948 on Valve spring set	5.00
	OHV Spring inners (1938 on)	0.80 ea
	ES2 Push rod tube s/steel	18.00 pair
	Rocker arms 1948 on	3.20
	ES2 Push rod (paired)	12.50
	OHV Valve guide	4.80
	16H Valve guide pre '38	3.20
	16H Valve guide post '38	3.20
G.479	ES2 Valve guide	3.80
	16H and Big 4 Valves	5.00
	OHV Valve (350)	7.50
3701	ES2 Inlet valve	7.50
	16H Head gasket 1948-	1.00
	ES2 and MOD50 Head gaskets	1.00
	Cylinder liners 350cc	16.50
	16H Barrel	31.50
	ES2 Barrel	37.50
	MOD50 Barrel	31.50
	Gasket sets	3.20
	Push rod Tube seal 1938-47	0.50
	Tappet cover gasket 1957-	0.45
	Tappet cover gasket up to 1956	0.45

ENGINE BOTTOM

Magneto chain cover	6.30
Tining chest cover	7.50
Magneto (Mag Dyno type)	P.O.A.

(continued over)

Center Stand Note

by I. Pushtit Holme

Many Norton riders are unaware that the center stands on their machines are of the "ride off" type. To prove this is true, try the following experiment: bring your center stand to the next meeting of the Norton Owners Club. Set the stand down on a table off in the corner and walk away. Before the evening is over, someone is sure to ride off with it.

Classifieds

1971 Long Range Fastback, (4 gal steel tank) all original in b.r.g. 19k miles, runs well. Asking \$2500 or make offer. Call Joe Brandecker (805) 526-0718. /7

FOR SALE: 1975 MkIII, 6,500 original miles, black and gold, \$2,700 or trade; 1974 JPN, 8,700 miles, \$6,000 or trade. Robert G. Allan, PO Box 82633, Kenmore, WA 98028. (206) 486-6040 /5

FOR SALE: used Borrani vallanced alloy rim, 3.18, \$20; used Jones chromed rim, WM; 3.19, made in England, perf. cond., \$25; Dunlop Gold Seal K70 tyre, 4.00X18, made in England, excellent cond; Dunlop tyre, make in England, 3.25X19, free to good home; new Fastback petrol tank, \$245; handlebar, new chrome, flat style, \$12; handlebar, used but excellent cond., slight rise style, \$8; Haynes Commando workshop manual, \$7; Haynes pre-Commando twins workshop manual, \$7. Art Sirota (415) 327-3167. /5

Profit Expected

Diversified motorcycle builder Norton is expected to move into profit in 1990 both on bikes and the Wankel rotary engine. A newly-won American government contract to supply engines for remote controlled surveillance planes could open the door to far bigger contracts next year. Cash from its recent restructure has been used to buy a top German precision fastener maker. Tax losses of £20 million are available. —From *The Sunday Telegraph Limited*

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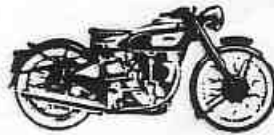
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