



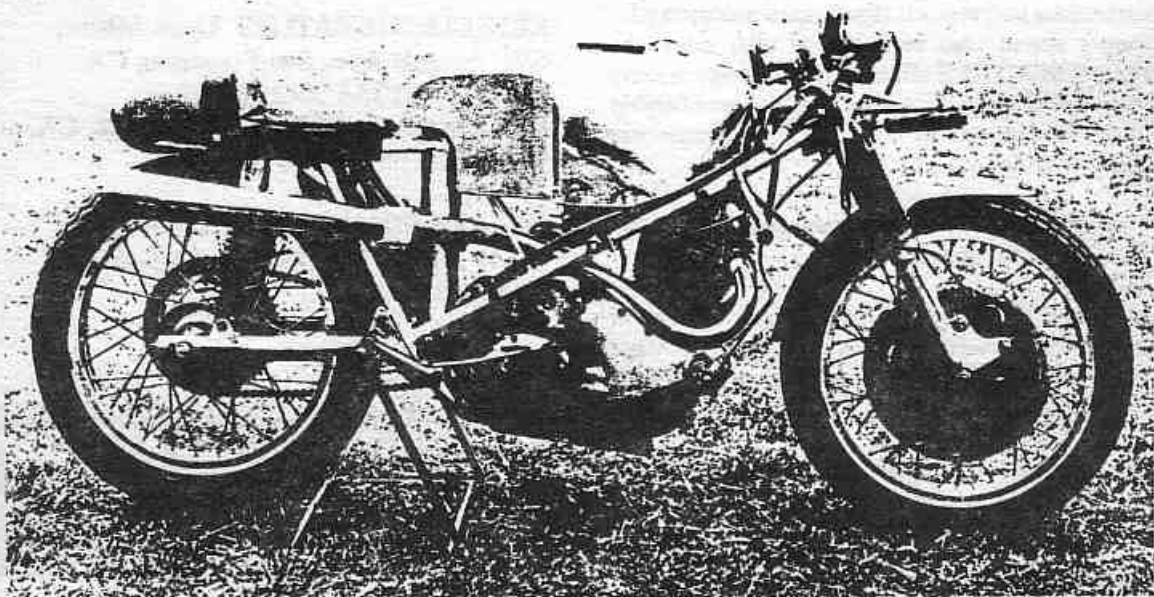
Norton Notice



The Newsletter of the Norton Owners Club

No. 148

Aug. 1990



A 750 cc Dunstall Norton Racer, circa 1970
--from *Norton Tuning*, by Paul Dunstall



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 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 denoted 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

Aug. 19 (Sun.) Maya Lai will host a special ride in honor of a friend who has shipped his Norton out from Chicago for some California riding. Meet at HoJo's/Bob's Big Boy, First and Airport Parkway in SJ at 9:30. Ride will follow Uvas Dam rRoad into the Hecker Pass area and on to Watsonville. Return to Maya's for a barbecue at about 3 pm.

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. 8-9 South Lake Tahoe
Alan is inviting all to join him and Harry Butning on this weekend trip to check out the two prospective campsites for the '91 INOA Rally. (See "Wrench" for more details.) Give Alan a call if you plan to join this scouting party (408) 475-7505.

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.

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

Now. 8 -- San Francisco

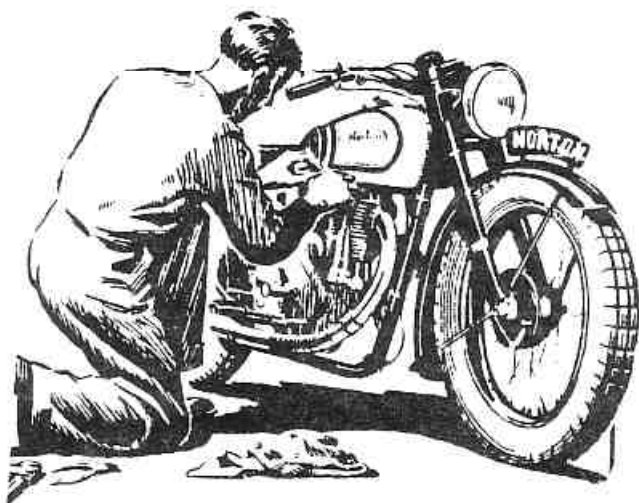
Lake Merced Boathouse. Off Skyline Blvd. Great food, nice room with big-screen cycle racing videos.

Special Events

Don't forget the "1st Annual End of Summer Norton Owners Club Barbecue," Saturday, Sept. 15, 2-6 pm. See page 9 for details.

Alan's Wrench

Tech Tips and Gossip from the President



I've just returned from the 1990 INOA rally in Wisconsin. My trip covered 5800 miles in 20 days, with four days at the rally and three in Seattle, or about 450 miles per day. This was actually a comfortable pace, since virtually all of the distance was Interstate miles. I was pleasantly surprised to find that there are almost no police out there to enforce the 65 mph rural limit, and consequently most traffic moves at a steady 75.

In Wyoming I got tired of being passed, so I tucked in behind a Peterbilt big-rig and drafted for several hundred miles at around 90 mph. At first I was amazed that the big trucks could maintain such speeds at the 7000-foot altitude of the high plains, even up long grades. Then I realized that their huge Cummins diesel engines are supercharged, eliminating the altitude-induced loss of power we civilians experience. This

coupled with the lower resistance of the 15% thinner air allows them to go even faster up there than at sea level.

It seems that about one-tenth of the Interstate system is undergoing repair or redesign at any time. There is about 5-10 miles of one-lane restriction in every hundred, but the traffic still moves at a steady 55 or better. In addition, the urban areas are still posted at 55 mph and the three police cars I did see on the Interstates were all in these regions. Such slow-down delays kept my average speed to 70 mph or so, which meant about 8 hours of actual driving per day to make the required miles.

You might think that left plenty of time for side trips and sightseeing, but in the great Midwest the sights worth seeing are few and far between. Here are a few highlights though:

- * Echo Reservoir, 20 miles east of Salt Lake City. After two days of desert this looked like heaven, with cool fresh water and pine trees. My campsite neighbor turned out to be the local Kawazuki dealer and let me ride his jet-ski around the lake.

- * The alpine State Park campgrounds in the mountains east of Laramie also seemed like a refuge after the long ride across the treeless plains of Wyoming. The temperature dropped about 30 degrees and soon lightning was crashing all around, with bursts of rain following. I slept well and in the morning the sky was clear.

- * The Y Motel in Avoca, Iowa. After the long and very boring run across Nebraska,

an air-conditioned room with a hot bath was a lucky find, and a real bargain at \$12. The local restaurant has a salad bar too!

The next day, approaching the rally site in Wisconsin, about ten miles out, I encountered the only close-call hazard of the trip. Coming around a sweeping curve on the Mississippi River bluffs, I saw something moving in the trees ahead of me. Before I could react, a huge wild turkey popped out and flew right in front of me. I missed it by about a foot I think. Even at 45-50 mph, that 20 lb gobbler would have shattered my windscreen and probably thrown me off the bike. I motored on somewhat shaken but happy to have missed dinner for once.

I arrived at the rally at about 6pm and found the sight to be completely treeless and right next to the railroad tracks. The lack of shade was not a killer problem but over the next four days I learned to hate the Burlington Northern unreservedly. Those creeps lulled us into complacency by running only a few short trains during the day. But then starting at about 11 pm, every hour on the hour a long freight train would labor up the grade and right past my tent, with three or four mismatched out-of-sync diesels throbbing and hammering away and hotbox bearings squealing, echoing off the bluffs across the valley and shaking the ground. This went on until about 7am, every hour! I probably averaged 5 hours of interrupted sleep a night and would have moved to a motel if there had been a vacancy.

On the brighter side, the Rally site had a huge full service restaurant and bar with all-you-can-eat seafood buffet for \$9.95 and double Margaritas for \$3. Since

it rained for two days, we spent a lot of time eating and drinking too! There were about 500 Norton folks there, with about 400 bikes. Most of the attendees were from the midwest (Ohio, Indiana, Michigan, etc.) and the majority trailered or trucked their bikes in. About 15 showed up from Arizona, including Bob James who came to our Markleeville rally last year. I also got to meet Pete Serrino (N.Y.) and several other members of our club who live Out There.

The high point of the rally for me was when Tom Christenson fired up the Hogslayer after the Concours on Saturday. What a sound! I couldn't get too many technical details about the bike, but I could see that it runs on alcohol with homemade throttle-body injection. The twin 750 engines are coupled by individual single-row chains to a quick-shift custom transmission, using what looks like a Harley Sportster clutch. The rear tire is about 16 inches wide and very sticky. This is touted as the worlds fastest Norton, which is probably still true excepting the rotary race bikes, but T.C. readily admits that it would not be competitive even with today's rice-rocket stockers.

As far as the other bikes on show, there were several nice ES2's and one unrestored Manx but nothing of Sirota quality. Every one of the Commandos showed individual touches, which is a wonderful quality of the bike. My personal favorite was Brian Slark's Long Range Fastback in red and gold. Brian used to do business in the LA area as British Marketing and recently retired and moved to the Midwest, but he commented that he was pretty bored there and was thinking of coming back to California. Brian used

to work for Norton USA and is very knowledgeable about details and history of the post-war machines up through the Commandos.

I heard several comments that the price of Nortons has gone up rather sharply in the Midwest this year, with \$3000 not being uncommon for a nice low-miles Interstate. We're used to this kind of price in California, but in the midwest, many folks ride Nortons because they are perceived as affordable (ie. cheap) and in fact a lot of the bikes at the rally showed poor maintenance and worn parts due to lack of funds. It's primarily a farming-and-smokestack area and people don't have much to spend on toys, yet they still love to ride and see this opportunity being eroded.

At the Saturday night banquet I gave a report on our rally plans for next year and received a very positive response to the Lake Tahoe location. A good percentage of those present indicated they planned to come, so it seems our estimate of 500+ is realistic. On the way to Wisconsin I had stopped at both potential rally sites in South Shore, and each has its advantages. The Tahoe Valley Campground has a large (40 acre claimed) group site, well wooded with good sanitary facilities. They don't permit individual campfires but do have a large group fire pit with benches all around, and a gazebo with two large barbecues. The back of the group site abuts the Tahoe River and there are also a pool, tennis courts, laundry and store right on site. Richardson's Resort is offering us two of their three campgrounds, totalling about 90 campsites, and they also have good basic facilities, plus the beach, restaurant and marina on the lake (about

200 yards from the camping area). On the down side, neither place has a meeting hall and so we will have to make our own arrangements.

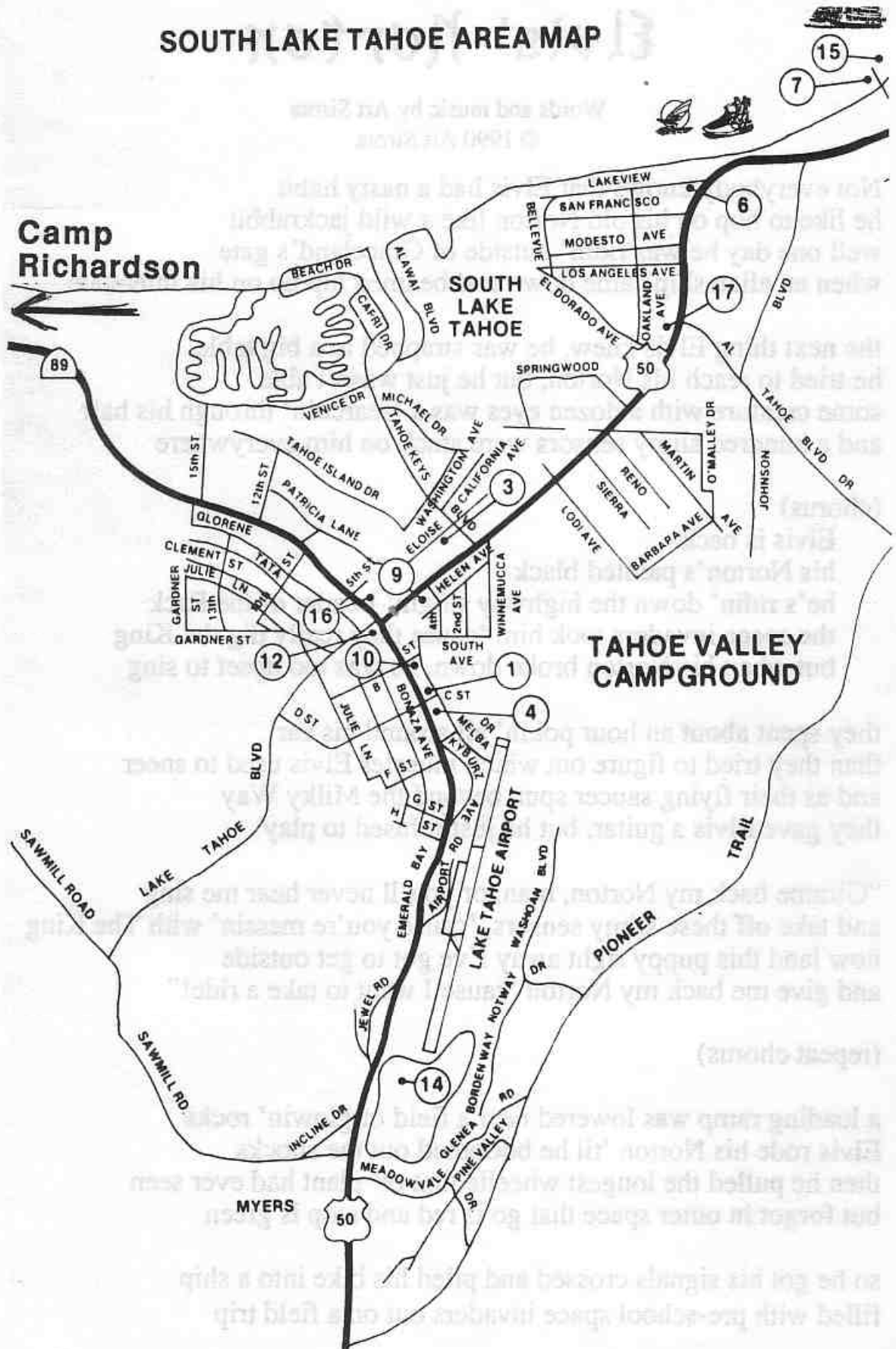
This is a hard and critical decision between the two, and so I've organised a Presidents' Overnighter to give each site a closer look. The date is September 8-9, the weekend after labor day. Harry Bunting will be meeting me at Richardsons on Friday night and anyone who wants to join us is welcome. We will be moving over to the Tahoe Valley Campground the next night, so that would be the place to meet if you ride up Saturday. Please contact me if you're going so I know how many to expect. Directions can be found in the map on the next page.

While on the subject, it's time to form the *Rally Committee!* For starters, here's a preliminary list of jobs:

- *Financial manager
- *Contracts and insurance
- *Public relations officer
- *Food & concessions mgr
- *Events coordinator
- *Awards and prizes
- *Memorabilia mgr (pins etc.)
- *Road rescue manager

In addition, we'll need people to do registration, handle traffic and parking, make store runs, and lead the various rides. I'd like to see all of the main positions filled by our General Meeting in December, so if you're interested in helping create the world's biggest and best Norton Rally, now is the time to step forward.

SOUTH LAKE TAHOE AREA MAP



Elvis' Norton

Words and music by Art Sirota

© 1990 Art Sirota

Not everybody knows that Elvis had a nasty habit
 he like to hop on his old Norton like a wild jackrabbit
 well one day he was ridin' outside of Graceland's gate
 when an alien ship came down and beamed hip up on his Interstate

the next thing Elvis knew, he was strapped to a big table
 he tried to reach his Norton, but he just wasn't able
 some creature with a dozen eyes was a 'searchin' through his hair
 and a hundred slimy sensors were stuck on him everywhere

(chorus)

Elvis is back
 his Norton's painted black
 he's ridin' down the highway singin' Leader of the Pack
 the space invaders took him 'cause they really dig the King
 but when his Norton broke down, he was too upset to sing

they spent about an hour pokin' all around his ear
 then they tried to figure out which muscles Elvis used to sneer
 and as their flying saucer spun beyond the Milky Way
 they gave Elvis a guitar, but he just refused to play

"Gimme back my Norton, man, or you'll never hear me sing
 and take off these slimy sensors, 'cause you're messin' with The King
 now land this puppy right away I've got to get outside
 and give me back my Norton 'cause I want to take a ride!"

(repeat chorus)

a loading ramp was lowered near a field of glowin' rocks
 Elvis rode his Norton 'til he bottomed out the shocks
 then he pulled the longest wheelie that ol' plant had ever seen
 but forgot in outer space that go is red and stop is green

so he got his signals crossed and piled his bike into a ship
 filled with pre-school space invaders out on a field trip

there was a 13-saucer pile-up with the Norton on the top
and Elvis got a ticket from a space invader cop

(repeat chorus)

tears were runnin' down his cheeks, poor Elvis was dismayed
with his Norton owners' workshop book a billion light years away
plus he couldn't find his turquoise ring and one motorcycle boot
and a nasty tear had ruined his gold-lame''suit

his front fork legs were broken and his seat had come apart
no matter how hard Elvis kicked it, his engine wouldn't start
then the space invaders realized they weren't all that smart
for they'd left the Earth with Elvis but forgotten Norton parts

(repeat chorus)

soon Elvis and his Norton were both headed back our way
and dropped off at a British bike shop just outside L.A.
the space invaders all learned how to wiggle their little hips
and as their saucer flew away they all had sneers upon their lips

1st Annual End of Summer

Norton 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

FREE BRITISH BANGERS, HAMBURGERS, BEER, ETC.

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Bring large pockets and fill up on Art's Norton parts when he's not
looking!!

ADDRESS: 1281 Laurel St., Menlo Park (415) 327-3167

(Directions: look it up on a map!)

Minutes from July Meeting

The meeting was called to order at 8:55 pm by VP Maya Lai at the Boathouse Restaurant and Sports Bar in San Francisco, Alan being out of town. There were 31 members present.

Lynn Miller announced the July club ride, July 22, through the Santa Cruz mountains. Dan Danmeier noted that the date clashes with that of the BSAOC. Too bad. The August ride is the rescheduled Locke (Delta) ride; should be a good one.

Maya noted the presence of many new faces at the meeting; it's good to see.

Secretary/Treasurer Harry Bunting noted that the club has \$1800 in the bank and 175 members.

The impending announcement by Norton Group of a San Francisco dealership was commented on; we do not know whether it will be Munroe Motors or Bavarian Cycle Works. A lively discussion ensued, touching on many aspects of the deal.

Lynn Miller remarked that a new East Bay meeting venue is needed, as Gino's is just too small. The Spaghetti Factory in Oakland and the Bison Box and Kensington Club in Berkeley are possibilities. Leo Christianson volunteered to do so investigating.

Stan Beneveds brought the prototypes for the new club T-shirt, one silver on green and one silver on black. (The green is a "Kelly Green," not BRG.) There'll be a diagram on the back of an engine (cutaway) if Stan can get a positive made.

Stan also showed a cap with the Norton script. Satin-finish jackets are also possible.

Musical entertainment followed, courtesy of Art Sirota, who also announced the 1st Annual NOC BBQ at his house. Art said he is preparing an album of Norton songs. He sang one, "Elvis' Norton", something about space invaders and the necessity of having a Norton in order to sing successfully. Applause all around.

Finally, Don Danmeier noted that the Nov. 3 event is a joint endeavor, so there should be no calendar conflicts for anyone. Members only.

A brief progress report on the club project bike was given. Also, Eric Swortsfigure reported that Phil Radford and Bob Raber have contributed many parts to the rebuilding of Eric's race bike, which they call the "Norton Owners Club Race Bike Project." Thanks are due for these contributions!

—John Covell

Treasurer's Rpt.

The Club has about \$1,800 in the bank and approximately 175 members. I would like to remind everyone to consider that the Secretary/Treasurer job will be open this coming December. It's been a fun job but, on the other hand, three years is long enough. I will help the new Secretary/Treasurer set up the database program on his or her PC. —Harry Bunting

Ride Report

The July club ride left Alice's at a late 10:30 am, due to Phil (I never saw a meal I couldn't eat) Radford ordering a second breakfast.

Fifteen bikes, including an ES2, a Model 18, an Atlas and even a Honda GB 500 and a BMW headed south on Highway 35. Art Sirota led the first eight miles on his Model 18, after which I held the group to a legal 55 mph. My apologies.

We turned off 35 onto 9 to Boulder Creek, then took the Empire Grade road to Santa Cruz. Lunch was at the Santa Cruz Brewery. After lunch, some of the group headed home on 17 while the rest of us proceeded north up highway 1.

It was really great to have a number of new members on this ride. Hope you all will do so again this month for our Delta ride. One of these guys was riding a bike that had been "destroyed" on 2 previous Memorial Days. The first time, it caught on fire. The second it was smashed when a tree fell on it. I guess the moral is, in caring hands Nortons never die.

—Lynne Miller

Letters

Editor,

Please forgive my failure to deliver new material for the August issue of the NN, as promised. I have been preoccupied with preparations for a quest in search of the legendary lost Manx of the Sierras. More when I return.

—Thackery Washer, NOS

Dear Norton Owners,

The Commando frame which was recently donated to the Club by Tom Dable has been painted and is now in the capable hands of Andy McFerral-Belcher. So, I say, "Onward!! With the Raffle Bike!"

Regarding the Sept. barbeque at my house, Harry Bunting is going to have a current membership roster with him, and anyone trying to attend the even without being a paid-up member will be forced to either sign-up on the spot or be evicted by our Club Bouncer.

—Art Sirota

Dear Alan,

Next time you're in the Middletown area, continue on up 29 to Lower Lake and take the road to Nome Stake Mine. A few miles out of town, there is no cross traffic and the mine completely repaved the road last year. It is 17 miles of Pavement From Heaven, and worth the trip. The road gets bad after the mine but I believe it goes on to Lake Berryessa. I forgot to mention that on weekends there is no traffic, the mine being the only thing out there.

Thanks for the Norton Notice - your editorials are great.

--Steve Brecaín

ps. Red Line Oil Corp in Martinez makes a synthetic MTF and a 75w90 gear oil. Their number is (415) 226-7576.

A pat on the back is always appreciated, Steve. This sounds like yet another nudge in the direction of a Lake Berryessa overnighiter. Wanna lead it? If so, just call Don Danmeier or Lynn Miller. — Alan

British MC Manufacture Returns

(from Newspaper Publishing PLC,
The Independent)

Conventional wisdom has it that the British motorcycle industry no longer exists, killed off many years ago by a combination of poor management, lack of investment and superior Japanese competition. Don't believe a word of it.

Something astonishing has been happening recently to Norton and Triumph, two of the most famous old firms of all. The future of our bike industry now looks brighter than it has since British twins such as the Norton Commando and Triumph Bonneville ruled the roads in the 1960s.

The revival of Norton has been gathering pace since 1988, when the company finally released to the public the rotary-engined machine that it had been developing for more than 12 years. Now Norton has taken on the Japanese giants at their own game with a modern sports bike. The sleek new F1 model, a road-legal machine spawned from the rotary racer that won last season's British championship against a gridful of Japanese rivals, has recently gone on sale at £12,700.

And more exciting developments have been revealed at the Triumph factory near Hinckley in Leicestershire, where, since 1984, engineers have been working in secrecy to design a new range of large-capacity motorcycles. Six bikes will be launched in September, powered by watercooled three- and four-cylinder

engines, designed in a modular format that employs many identical components, thus reducing production costs.

Most crucially, the new Triumph will be made with the aid of machinery as modern as that of any motorcycle manufacturer in the world. The British bikes will be priced competitively with equivalent Japanese machines, and built at a rate of up to 10,000 a year.

This latest chapter of the Triumph story began in 1983 when the failed company was bought from its liquidators by a Derbyshire businessman, John Bloor. Mr. Bloor, a 47-year-old multi-millionaire whose wealth is based on his privately-owned building group, is not a motorcyclist. He dislikes publicity and insists that his motive is not patriotism but a desire to produce quality engineering.

"I'm not interested in any rubbish about saving the industry," he says. "I'm interested in whether the public likes the bike. We want to make a fine piece of equipment that appeals to people." To that end he has invested a sum thought to run to tens of millions of pounds.

Triumph's key feature is the modular concept that is unique in motorcycling—and whose inspiration, ironically, dates back to an innovative series of designs produced by BSA-Triumph in 1973, but never adopted. The basic engine unit is a single watercooled cylinder, with twin overhead camshafts and four valves. Either

three or four cylinders are used, set in the across-the-frame format long favoured by the Japanese.

Most of the engine parts, including the crankcases, clutch and six-speed gearbox, are common to both layouts. But a choice of two crankshafts gives alternative capacities for each—so in total Triumph can offer three-cylinder bikes for 750 and 900cc, plus fours of 1000 and 1200cc.

Many other components are also shared by all models, including the frame, which is a large-diameter tubular steel spine. The bikes' format is conventional, with telescopic forks and a single rear shock-absorber. Suspension parts are from Japan, as are the disc brakes and carburettors; other components come from Germany and Italy. But a large proportion of each new Triumph will be built in Britain, including the frame and most of the engine.

Nobody from outside the factory has yet ridden them but the signs are encouraging. The bikes look thoughtfully designed and well made, and their performance (the 1200cc motor produces 135 horsepower, and will be restricted for the British market, seems set to put Triumph back on the road to prosperity.

Meanwhile a few miles up the A5 in Staffordshire, Norton has begun production of the F1 model that was the star of last year's British bike show. Compared with Triumph's, its present output of five machines a week is tiny; the operation little more than a cottage industry. But the black bike trades on sporting pedigree, exclusivity and an impressive specification.

Its chassis is closely based on the

racer's, with a lightweight alloy frame and top-notch suspension, including state-of-the-art "upside-down" forks from the Dutch firm White Power. All-enveloping bodywork, low handlebars and a single seat, give a suitably racy appearance and riding position.

The engine is a modified version of Norton's unique rotary unit, which is rated at 588cc and produces 95 horsepower—competitive with Japanese bike of similar capacity (and, it must be said, less than half the cost). As well as powering the F1 to a top speed of around 140 mph, the rotary motor delivers a generous amount of performance at lower engine speeds. Its eerie smoothness, combined with a turbine-like howl from the exhaust, makes for a memorable ride.

Handling is excellent once the multi-adjustable suspension has been correctly set up. The F1, which is quite light at 422 pounds, can be flicked around with ease. Only a tendency to scrape its chassis on the ground under hard cornering restricts its speed, and the big disc brakes are supremely powerful.

For as motorcycle costing almost £13,000, the F1 is not particularly fast, a fact that will be emphasised by the arrival of the cheaper Triumphs. The quality of its finish—notable the ugly exhaust—is in places not all that it should be. But the F1 is a stylish, distinctive and almost wholly British bike the likes of which this country has never produced before.

Between them, Norton and Triumph are ensuring that the British motorcycle industry is returning to health in a way that not even the most optimistic black-leather-jacketed enthusiast could have expected.

F1 Now Profitable

(Financial Times, London, 7/16/90)

Norton, a quintessential ingredient of the once-dominant British motorcycle industry through its Dominator and Commando machines, is again making profit for its latest owners.

Norton Group, which gained a main market listing last year via the reverse takeover of Minty, yesterday announced that its F1 machine, which retails at close to £13,000, had finally come into full production in May of this year. Mr. Philippe Le Roux, chief executive, said the motorcycle division was not operating profitably and current order books stand at eight months production—and that before the highly-regarded superbike is launched into the lucrative US market.

The main contributor to profits, however, was the rather more staid Pro-fit US pipe fitting and flange distributor, which performed well in spite of encountering pressure on margins in the second half of the year, reflecting increased competition and the weaker US economy, particularly in the northeast.

In contrast, Norton's rotary engine business moved into the black in the second half following a US Navy contract to supply engines for unmanned aerial vehicles.

Le Roux said the Norton motorcycle business showed a continuing loss of about £600,000 for the year. This was due to delays in the production of the new F1.

The F1 came into full production in the first two months of the current financial year. The division was boosted by Norton's win in the British Formula One

championship last year, as well as a second place in the Isle of Man Senior TT race, the best result for a British bike in nearly 20 years. The company, which produces about 20 bikes a month, has orders for about 155 machines, having already sold 35. This is prior to the F1's launch in America, which is due in October and could result in orders for up to 200 motorcycles a year.

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.

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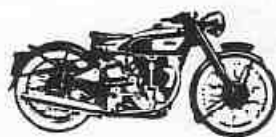
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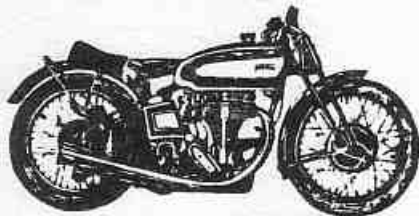
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MOTORCYCLE
SALES - SERVICE - PARTS

SINCE 1958

Munroe has three mechanics who are familiar with Nortons and
have been for a number of years. We can replace exhaust ports
with the head on the bike and don't know of anyone else who
can. The job looks like original factory. Call for a quote on shop
prices. We also have a good Norton parts supply.



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Norton

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Contact

BURTON KRANZEL

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