

Norton Notice

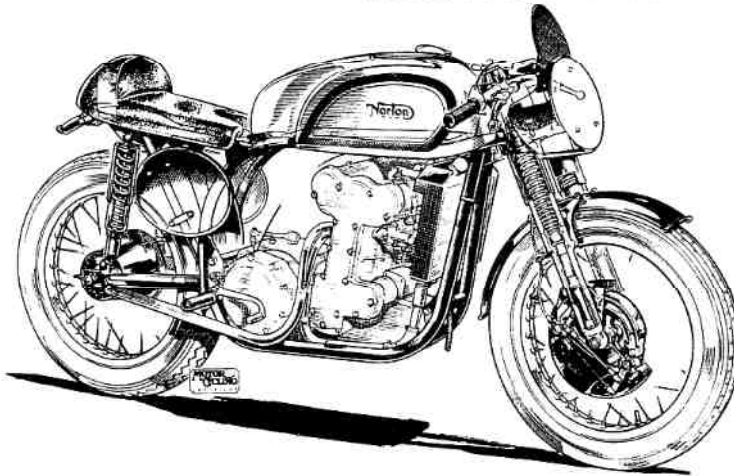


Newsletter of the Northern California Branch

NO. 54

NOV 1982

NORTON'S RACING FOUR?



THIS IS AN ARTIST'S CONCEPTION OF A NORTON FOUR-CYLINDER RACER THAT REPORTEDLY WAS TO HAVE BEEN BUILT IN THE EARLY FIFTIES. SEE PAGE 4 FOR MORE ON THE ENGINE FOR THIS MACHINE.

"The Unapproachable"
NORTON
LONG STROKE

Norton Notice

is published monthly by the NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB. Its sole purpose is to inform and entertain members regarding all aspects of the Norton Motorcycle including history, technical advice, and preservation of the marque.

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Norton Notice is a reflection of its readership who are encouraged to submit any article, technical tip, joke, or photograph (original or otherwise), so long as it is in good taste, so that other Norton enthusiasts can enjoy it. For branch members who cannot attend meetings and rides, Norton Notice affords them an excellent opportunity to share experiences and information with the membership at large and to bring the branch members closer together. The deadline for items to be submitted for the following month's publication is the 20th of each month.

Current or prospective members may place advertisements for Norton-related material in Norton Notice by sending the information to the Norton Notice staff at the address listed. There is no charge for private ads but commercial or business ads will not be accepted due to the extra work involved.

MEMBERSHIP IN THE NORTHERN CALIFORNIA BRANCH OF THE NORTON OWNERS CLUB IS AVAILABLE IN THREE CATEGORIES:

FULL MEMBERSHIP gives membership in the NORTON OWNERS CLUB with its benefits and privileges such as bi-monthly issues of ROADHOLDER MAGAZINE sent directly from England keeping members abreast of Norton owners activities from around the World, the SPARES PROGRAM that allows one to buy Norton parts directly from England at an attractive, low cost, and full voting privileges at all NOC and Branch meetings.

ASSOCIATE MEMBERSHIP is established for any Norton owner wishing to be associated with the Northern California Branch and are welcomed at all meetings, rides and other functions. Members are urged to become FULL MEMBERS as they become familiar with NOC advantages and benefits.

SOCIAL MEMBERSHIP is established for Norton enthusiasts who have not yet bought their Norton to become familiar with NOC and Branch functions and to assist them in finding a Norton suited to their needs. Although Social Members do not have Branch voting privileges, they are welcome with their ideas at all Branch functions.

FULL MEMBERSHIP: \$25.00/yr.

ASSOCIATE MEMBERSHIP: \$10.00/yr.

SOCIAL MEMBERSHIP: \$10.00/yr.

ALL MEMBERSHIP DUES ARE PAYABLE TO THE BRANCH TREASURER. RENEWAL DUES ARE PAYABLE AT THE END OF THE INDIVIDUAL'S MEMBERSHIP YEAR, THAT MONTH BEING DESIGNATED BY THE LAST NUMBER OF THE MEMBERSHIP NUMBER LOCATED ON THE MAILING LABEL OF NORTON NOTICE. Example:

999/6

denotes member number 999 with dues expiring in JUNE.

NORTHERN CALIFORNIA BRANCH TOOL LOAN-OUT PROGRAM

If you need one or more of the following tools for working on your bike, get in touch with Harry Bunting and arrange to pick them up.

A refundable deposit equal to the replacement value of the tool is required at the time you pick them up.

<u>TOOL</u>	<u>DEPOSIT</u>
Timing cover oil seal guide	\$ 5.00
Rocker spindle puller	\$25.00
Crankshaft sprocket puller	\$12.00
Clutch spring tool	\$12.00
Clutch locking tool	\$18.00
Valve spring compressor	\$22.00

Harry Bunting (415) 968-2020 (home)
1401 Gilmore St. (418) 735-1550 x2394
Mountain View, Ca.

Upcoming Branch Events

<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>	<u>EVENT</u>
November 11	7:30 P.M.	Edinburgh Castle 950 Geary St. San Francisco	November meeting
November 14	10:00 A.M.	Bay Bridge Toll plaza parking lot	wine country/Napa Valley ride
December 11 (Saturday)	?	Brooks Cyclery 1615 Almaden Rd. San Jose	December meeting/ Christmas party
December 19	10:00 A.M.	Sambo's Restaurant 3360 Castro Valley Blvd. Castro Valley	Mt. Diablo ride

NOTICE! In the event of rain on the day of a club ride, the ride is automatically postponed one week. Also, riders should have plenty of gasoline by the scheduled departure time and all "personal problems" should be taken care of.

PRESIDENTIAL PROFUNDITIES

I often wonder why our recent beautiful weather is referred to as "Indian summer". I always see a lot more Nortons than Indians taking advantage of the extra sunshine!! Even though I did not attend this month's meeting or ride, I have been doing my share of Norton riding.

If the mugs from England arrive in time, I'll take them to the next meeting. Plans for the upcoming Christmas party will also be discussed. By the way, thank you Tom Dabel for conducting the meeting in my absence.

See you all at the meeting at the Edinburgh Castle!

Art

Northern California Branch October meeting held at Rick's Swiss Chalet in Palo Alto, Oct. 14, 1982.

Approximately forty people attended tonight, which increased by one when I came in late, only to discover that Art Sirota was unavoidably detained elsewhere and vice-president Tom Dabel was in charge.

The epitomy of unbiasedness, Tom endeavored to hold a discussion about the forthcoming Christmas party/December meeting. Motion after motion were proposed and voted on as to where, when, and how it should take place. In the end, out of the confusion and banter, Harvey Loucks triumphed (or Nortoned, if you like) after consultation with Ed Brooks. Harvey proposed the motion that the December meeting and Christmas party should be held

at Ed Brooks' old Cyclery at 1615 Almaden, San Jose, and was unanimously carried by the members present. Time and date are to be announced in the future, but it is most likely to fall on Dec. 11.

With that business out of the way, the matter was further discussed if caterers should be engaged for the happening. Maya Peterson was asked if she would offer her services as organizer of the different foods that people could bring in. But full details will be finalized at the next branch meeting in November.

To finish off the evening, Ed Brooks had brought along a film, out of his archives, showing the 1954 Catalina Races. This was greeted enthusiastically; many thanks, Ed.

Phil Radford

Runamok's Law:

There are four kinds of people: those who sit quietly and do nothing, those who talk about sitting quietly and doing nothing, those who do things, and those who talk about doing things.

Question:

Why do the British drink warm beer?

Answer:

Because of Lucas refrigerators!

NORTON'S RACING FOUR?

Back in the early fifties, rumour on many occasions (and the late Joe Craig on one) had spoken of a Norton four-cylinder racer. When the project was finally shelved, no word appeared in print—and the general public were led to believe that rumour had again been wrong. But it hadn't!

There was a 'four'—designed by the team responsible for the original B.R.M. racing car. Norton's still had some parts of the engine in 1959. They also had a complete single-cylinder 125-c.c. unit which was used for prolonged bench testing—this engine being literally a quarter of the four from the crankcase upwards.

The 'four' was a compact, liquid-cooled, engine, mounted transversely with the cylinders slightly inclined. The gearbox was built in unit.

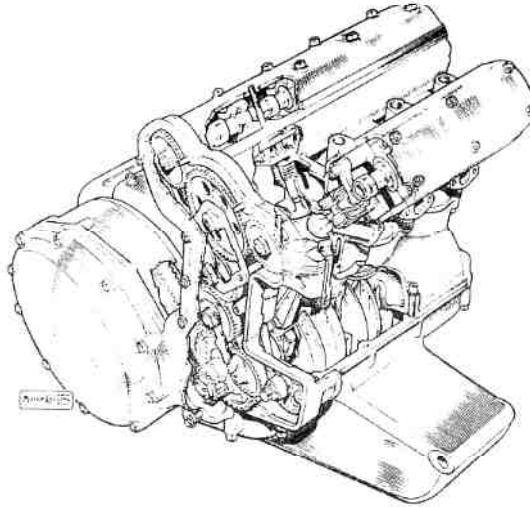
In 1959 only the crankcase and head castings and the crankshaft remained. When I viewed them at Bracebridge Street, race-shop chief Doug Hele told me that all work on the four had been abandoned long before he had taken over, and little in the way of information was on record.

A machined and finished head, complete, had been lying in the works some months before, but this could no longer be found; however, the casting gives some idea of what the finished job would have been like. We were in luck with the bottom half of the engine, for a machined crankcase—complete with five-bearing crankshaft, was found; this showed the amount of care that went into the design—all the studs, for example, are waisted on their unthreaded portions.

For each of the two inboard cylinders there is one full flywheel and one bobweight; outboard on each side are two bobweights. All big-end and main bearings are plain shell-type components. The primary drive is by a gear-wheel carried inboard of the timing-side outer main bearing.

The double overhead camshafts are driven by a Y-shaped train of gears carried in a large light-alloy oil bath. Steady plates are provided between the gear-wheel spindles so that no distortion shall take place at high r.p.m. A forward extension of the drive turns the special racing magneto.

Each wet cylinder liner is screwed into the head individually. When the head-and-liners assembly has been 'offered down' to the crankcase, the liners are sealed at their lower ends by rubber rings. As the unit



was designed for liquid cooling there was no necessity for the exhaust ports to face forward, and they are, in fact, at the back. Four separate forward-facing carburettors are specified, although one imagines that they would not benefit from being supplied with warm air from the radiator immediately in front of them!

Special attention has been paid to cooling the exhaust-valve guides; they are finned and pressed into the head so that coolant can circulate around their midribs. Double hairpin springs are used. A slipper-type cam follower is interposed between each valve and the camshaft.

Oil, carried in a large Elektron sump casting, is fed from a submerged gear pump to a gallery along the back of the cylinders and thence to the big-ends via the central main bearing.

No one is really certain whether the four ran—but the '125' definitely did. A guinea-pig for the four, it was the subject of steady development on the test-bench. It was not intended for use in a machine.

The single-cylinder unit is split horizontally in four places. The head bolts on to the barrel—a separate item in this motor—which is secured by four studs to the crankcase. The crankcase itself is split on the plane of the crankshaft, a bolted-on sump making the final layer of the sandwich.

The single ran on a 9:1 compression ratio and had valves with head diameters of 1 3/16 in. for the inlet and 1 3/32 in. for the exhaust.

The valves were at 30° to the vertical instead of the more usual 45°.

The engine was running on the bench in November, 1953, but the development was concentrated initially upon performance at relatively low r.p.m. The design showed some promise, but at this stage policy dictated that production machines should have first claim upon research and Norton's never completed the four.

(This article and the photocopies are reprinted from the book "Built for Speed" by John Griffith.)

MEGA CYCLE CAMS AND CASTROL OIL

Here's a bit of interesting information concerning Mega Cycle cams. I recently tore down a 750 Commando engine for balancing and found that the Mega Cycle cam was missing small pieces of metal from two of the lobes. As the engine only had 1500 miles on it, I was quite surprised and disappointed, to put it mildly. I called Mega Cycle in San Rafael and the woman I talked to said to send it to them for evaluation, but I decided to take the time to ride up there the next day (40 miles, each way) and see if I could talk to someone about the problem.

Upon arriving at Mega Cycle's office, I talked to the same woman whom I had talked to on the phone the previous day. She looked at the cam and recognized that a problem existed, which is better than most receptionists could do. She then took the cam into the back where the production area is and came back in a few minutes with a guy who was both informative and helpful. He said that Mega Cycle occasionally had cams returned to them and he mentioned "turbo" cams for some of the Jap bikes, 16 valve Suzuki cams, and, yes, Norton cams. He said that they had changed to a different material for the cams that occasionally gave them problems and said that the type of oil used was important. The following is a quote from an information sheet for a 16 valve Suzuki cam and he said some of it applies to the Norton cam:

"It has been our experience with four cylinder Suzuki engines that oil flow to the cylinder head is barely adequate, even under the best conditions. The result is that under extreme conditions such as racing or hard road use, lubrication of the cam and valve train breaks down, with accompanying wear and eventually total failure. It is not uncommon to dismantle a stock Suzuki GS-1100 and find the camshafts have turned blue from heat, even after ordinary road use."

"There are three factors which can improve this situation. The first is to use the very best oil available. We recommend and sell Red Line synthetic lubricants. We have

experienced numerous situations where nothing more than a change to Red Line oil eliminated all lubrication problems. For those who prefer to run a petroleum oil we recommend Kenda 40 weight race oil, which is available nationwide. We do not recommend Castrol 20-50 or 10-40 be used in this engine."

This last paragraph is the part that applies to their Norton cams. I mentioned that probably 90% of all Norton riders use Castrol oil, but he said that his company doesn't recommend using it with their cams. Interesting, huh? Anyhow, after talking with him for a bit longer, he went into the back area and came back with a nice shiny, newly-ground cam which he gave to me and said that he was sorry for any inconvenience.

Now all I have to do is figure out what I'm going to do with all the Castrol oil I have stockpiled!

Jeme

MORE MURPHY'S LAW: Nothing is impossible for the man who doesn't have to do it himself.

LETTER FROM NIGEL NORTON

Editor's note - Tom Horton received the following letter from a fellow in England whose name is Nigel P. Norton. It sounded like a gag initially, but his stationery has that name in the letterhead so it must be legitimate.

Hello Mate,

Just writing to let you know what is happening over here, being in the owners club. My job is fulltime in breaking Commandos for spares so if you or any other members want to save a few pounds, or should I say "bucks", buying second-hand parts, I would be happy to supply.

Also, living in the middle of England, if any of your mates need single parts I will see what I can do for them.

All the best.

Nigel P Norton

69 Old Fallings Crescent
Fallings Park
Wolverhampton WV10 9PS
England

P.S. Any chance of you sending me a nice magnum pistol in the post?

THE SOUND OF MUSIC—YESTERDAY

Great music has been, and is, defined as that which is uplifting to the soul of man. Who can argue that compositions such as England's 17th century "Greensleeves", the "Blue Danube", or "Song of India" fail to qualify?

There is another kind of music that relatively few understand, since to understand it, you must first have experienced it. Often as not it's a solitary experience not shared with another. The music I'm suggesting is the sound issuing forth from a well-tuned motorcycle, at a certain time, a certain place, and a certain circumstance.

It's been said, tongue in cheek, that on the eighth day God created the motorcycle. Looking back over the years and savoring the golden moments from the past, perhaps there's a grain of truth in it.

Unfortunately, our individual love and experience of great classics in "motor-music" is limited to our own age and era, for the most part. While my father had a fine Henderson, I was just too young to comprehend it all. I'd have to say my first appreciation of motor-music was at the end of World War II. One of the older guys had a thirties-vintage Indian Scout which came on the market when the first war surplus flathead 45's made their appearance. The price for the Indian was a hundred bucks, and for the first time I really "heard" the engine.

My appreciation of music at that time was pretty much limited to "Pistol Packin' Mama", a big hit nation-wide in the war years. In any case, the ragged red Indian really sounded sweet to me, a prospective buyer, and from that day on I've been into a different kind of music.

Like the music of great composers played by a renowned symphony orchestra, motor-music is broken into two categories. The first is the music of drama and excitement. Some of the best was played at Ascot Speedway under the baton of greats like Dick Mann, Neil Keen, and Al Gunter. On the starting line, blipping the throttles of big throaty 500 singles whose straightpipes and megaphones sounded for all the world like 200 horsepower. Or a covey of the same, bending and weaving out of turn four, each fighting to take the lead on the front straightaway. The music of drama and excitement? You bet it is!

Another symphony within the same category prompts an instant flashback to Riverside Raceway, circa 1960. Eddie Kretz, Jr. on the factory Honda 250-4, pumping through four megaphones, shifting at 14,000 rpm and sounding like he gained a tooth on

every shift. Fighting furiously out of the turns and esses onto the back straight, challenging the dynamite explosions emitting from a Norton Manx which refused to be degraded. Two distinctly different solo-symphonies playing the same composition. Again, the music of drama and excitement!

The second type of motor-music is the exact opposite of the first; peaceful, reflective, almost philosophic, oft-times played by a big-bore torquer, alone in a mountainous forested piece of nature that has absolutely no relationship with the dirty part of the earth. Music for the gods, from the days when the device at the exhaust header's end was a free-breathing and audible muffler, not a silencer.

The great Death Valley in California, the majestic Rockies in Colorado, the endless desert highway along the Mexican border, and many others—these were the great music halls where the phantom classics of yesterday were played.

I remember such a time one morning many years ago, breaking camp as the first rays of light worked silently across Death Valley toward the Panamint range. Leaving Furnace Creek on a fine old hand-shift V-twin, heading for Stovepipe Wells in the morning freshness, an indelible mark was made. Death Valley in the morning is the most majestic, peaceful piece of desolation God ever created, totally silent. At a few hundred feet below sea level that V-twin was breathing and making music never to be surpassed. Even in utter silence, the desert flowers and the mining ruins of generations past all entered in, contributing their bit to the mesmerizing masterpiece played that morning.

I didn't feel the spartan ride from the rigid frame. I didn't feel the ever-present vibration or give a hoot about a few oil leaks. I was into the music, the music of peace and freedom. About twenty miles later, a glance at the handshift disclosed that I'd never even gotten into fourth gear.

After years of exposure, I'd be the first to admit my bias for the motor-music of big-bore singles and V-twins. For the next guy it might be an in-line four, a vertical twin, or a square four; it all depends on the time, the place, and the circumstance. Most of those who have had a long-term romance with the motorcycle have experienced this unique music, music of the psyche and the soul during fleeting moments of times gone by.

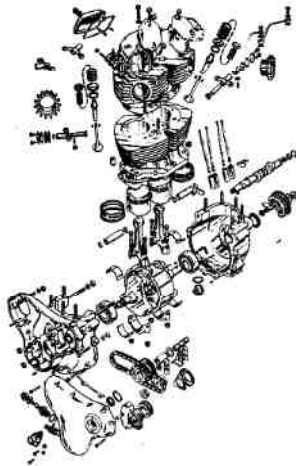
Sometimes when the world seems to be going into convulsions, threatening to regurgitate the whole human race, my mind seeks the solitude of great music from halcyon days, gone but ever-present. Music bouncing off the walls of Whitehorse Canyon, music prompted by an open throttle pulling a 5,000 foot grade over Townes Pass in the Panamints,

music in the early morning light, out of Yuma, or Durango, or Socorro.

Great music is uplifting to the soul of man. I suppose that's why we still ride and love the great bikes of yesterday. At heart, we're all lovers of great music—motor-music! John Ruskin once said, "Not without design, does God write the music of our lives". Play on, maestro!

Frank Batten
Box 7355
Boise, ID 83707

(The above article is re-printed from the Sept. 21, 1982 issue of the Idaho Vintage Motorcycle Club newsletter, The Megaphone. Lynn Snyder, its editor, sent it to me and I decided that this is worth sharing.—Gene)



Rules of Projects: The first 90 percent of any project takes 90 percent of the time, and the last 10 percent takes the other 90 percent.

LEAKY TACH DRIVE?

I will machine your tach drive housing and replace the original O-ring with a proper chevron type seal for \$7.50. I have a spare housing already modified, so I can swap housings with you at a club meeting. For those of you who think that your tach drive leak will cure itself, I'll give you a cup of used engine oil to put on your left boot so that you'll have a matching pair of boots!

Mark Gribble (415) 573-1699 eve.

STOP THOSE OIL LEAKS

I came across an item that I think is worth passing along. My Norton developed an oil leak where the rocker feed lines go into the head. These were originally sealed with copper washers. The best remedy I've found is an aluminum washer with a Neoprene "O" ring held inside it. These are used in diesel fuel injection systems and come in inch sizes, probably metric, too. The big advantage to these is that they require less torque to seal, lessening the chances of stripping threads or breaking fittings. See your yellow pages under Fuel Injection Equipment.

Lynn Snider
10346 Foxbrush Court
Boise, ID 83709

Editor's note - I've been using these seals for some years now, but had not thought of using them as a tech tip in the N.N. They do work good and I use the various sizes anywhere there is oil or oil pressure. They are used on most aircraft so you ought to be able to find a source for them near you.

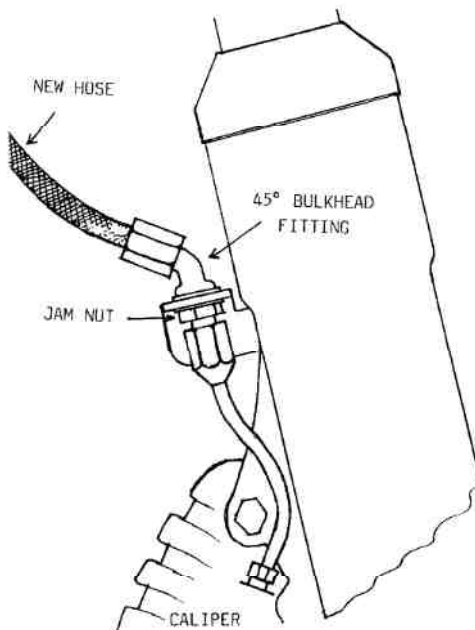
DISC BRAKE HOSE REPLACEMENT

If you've been wondering how long your rubber coated disc brake hose would last and what is available to upgrade the stock hose, you might be interested to know that a fairly inexpensive replacement is available. An outfit in Florida will make up a stainless steel teflon lined brake hose to your specified length for \$22.50 for up to 30" and \$27.50 for above 30", plus shipping which is about two bucks per hose. The hose used is quite small in diameter (1/4" O.D., actually) so it doesn't look as if it was adapted from a Peterbilt.

There are two ways you can do the installation. You can take the measurement from the end of the master cylinder and go all the way to the caliper, thereby replacing the original rubber coated hose and the short rigid tubing that attaches to the caliper or you can replace just the flex hose. I chose to replace just the flex hose because I like the idea of having the lower end of the line solidly mounted, so I ordered the hoses I needed for two different bikes at two different lengths. The measurements are taken from end of fitting to end of fitting, by the way.

The hoses arrived two months later because the outfit in Florida had some trouble getting the correct fittings, but they did send me a postcard saying there would be a delay. Anyhow, as soon as I read their instruction sheet I knew I had a problem. I didn't like the "Mickey Mouse" way they said

to mount the lower fitting and the lower end of the hose to the stock bracket that is bolted to the fork slider. It involved modifying the bracket so that you could secure the hose and fitting by installing them on opposite sides of the bracket so that the bracket got clamped between them as you tightened the fitting. It sounds good in theory, but it isn't too practical when all you really need is the correct fitting. The hose and the fittings that were supplied are flared AN fittings so I dug through some of my aircraft hardware books and came up with the part number for a fitting that would make for a good-looking, solid attachment. The fitting I used is called a 45° bulkhead fitting and they are available in aluminum for about \$5 each or in steel for about \$10 each. I think the price of this fitting is the reason that it wasn't supplied with the flex hose. At any rate, I picked up two steel fittings from an aircraft hardware supplier in San Leandro and installed one on each bike as shown in the accompanying drawing. By turning the 45° end of the fitting towards the rear of the bike you can affect a partial loop for hose flex which is more important with the stainless hose because there is considerably more resistance to flex than with the original hose.



Installation of the hose is pretty straightforward, although you'll find that the black plastic coated securing clips that attach to the upper fork leg are too big for the new hose. I used a piece of black neoprene sheet to take up the slack in the clips so

that the hose wouldn't chafe the clips during fork movement.

I now have good-looking brake hoses that should last quite a number of years. If you're interested in getting a hose made up, the outfit in Florida is:
 Britannia
 2933 NE 20th Way
 Gainesville, FL 32601
 (904) 373-2015

I'll be glad to answer any questions about this tech tip, but I refuse to be held responsible for any accidents as a result of poor maintenance practices. So there:

Gene

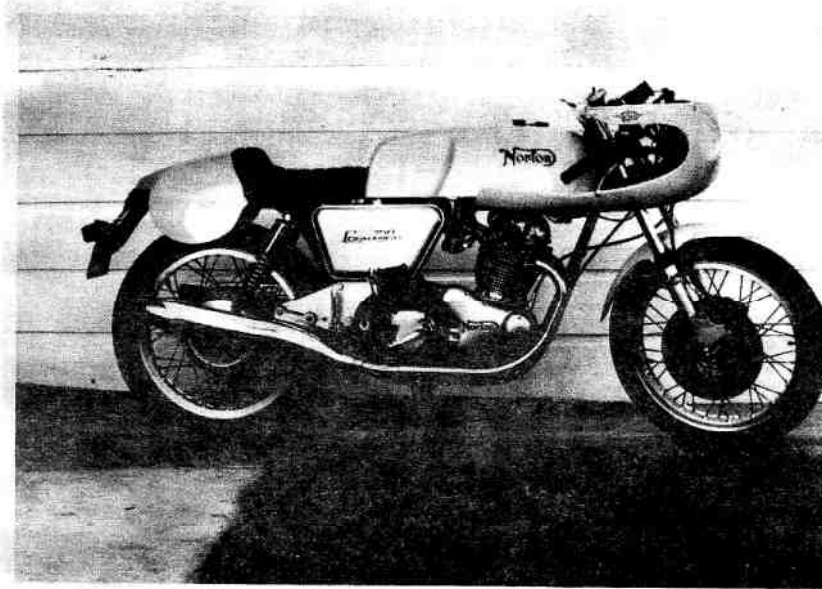
MORE ON TRANSFERS

Several issues ago, Dave Clifford wrote an article about how to replace the standard 750 Commando side panel transfers with pressure sensitive tape ones that say BSU Commando. The following method for applying the original 750 Commando transfers has always worked for me.

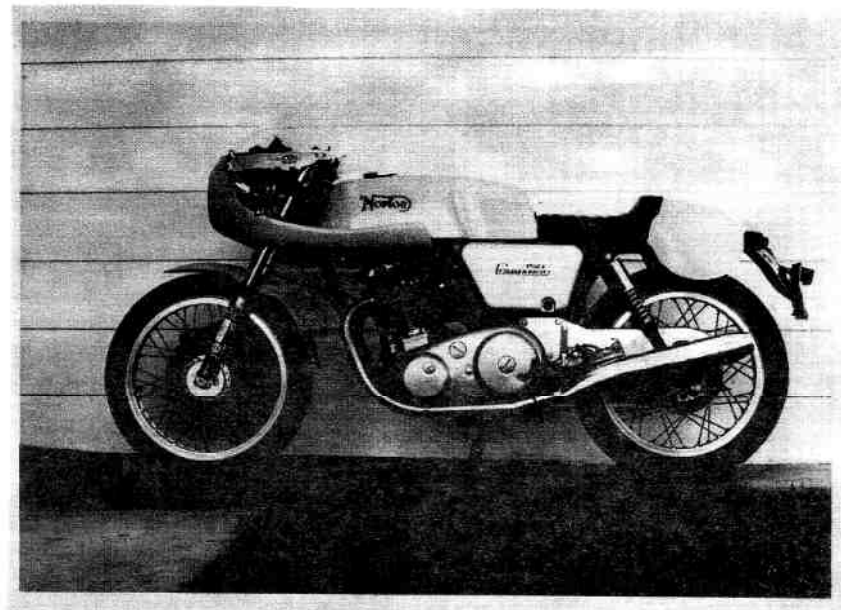
After cleaning off the surface to which the transfer is going to be applied, peel off the thin, white piece of backing paper. This will expose the rear of the decal, which will appear backwards or mirror-image of the finished end result. DO NOT GET FINGERPRINTS ON THIS SIDE. Lay the transfer down on the surface to be covered and smooth over gently with finger tips. DO NOT SCRATCH WITH FINGERNAILS. Wait about one hour. (I usually place object in sunlight during this hour.) Carefully begin to peel off one corner of the top paper. Keep an eye on the transfer to make sure it is sticking and not tearing. If it begins to tear, stop and begin to peel off a different corner. After the top paper is removed, the transfer will look terrible. There will be bubbles everywhere. Do not touch the transfer at this time or try in any way to rub out bubbles! Just leave it in direct sunlight for about an hour, and all bubbles will disappear by themselves.

To protect the transfer so that it will last forever, use a small brush and cover the transfer surface with either semi-gloss, or dull flecto-varathane clear finish. I always give the transfer a few days to "dry" before sealing it with a clear finish. Do not use Imron clear to seal the transfer because one of the chemicals in it attacks the glue on the transfer and turns it into a real mess. Good luck. Remember, this method is easy, always works, and keeps your Norton original.

Art Sirota
 P.O. Box 8
 La Honda, Ca. 94020



THIS MONTH'S FEATURE BIKE IS A GENUINE PRODUCTION RACER. IT WAS MANUFACTURED IN MARCH OF 1970 AND HAS ONLY 4,600 MILES ON IT. AS A MATTER OF FACT, IT STILL HAS THE ORIGINAL TIRES AND SPARK PLUGS INSTALLED. THIS BIKE IS AS ORIGINAL, WITH THE EXCEPTION OF THE DUNSTALL FAIRING WHICH REPLACES THE DAMAGED ORIGINAL. STANDARD FEATURES ON THIS MACHINE ARE THE NORTON ROAD RACING 4-SPEED GEARBOX, 10.25 TO 1 COMPRESSION RATIO, DUNLOP ALLOY RIMS, AND 30MM CONCENTRIC CARBS. IT WAS ADVERTISED TO WEIGH 406 POUNDS WITH A HALF TANK OF GAS AND TO EXCEED 125 MPH.



BACK NORTON NOTICE ISSUES

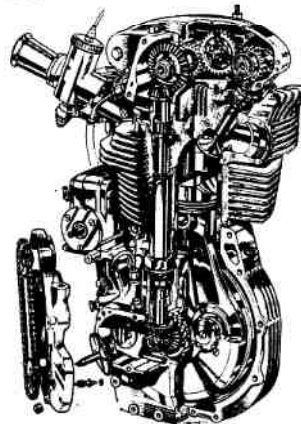
The following issues of the Norton Notice are now available from your current N.N. editor. Each issue is \$1.00 each, which includes postage and a genuine N.N. mailing envelope. Checks can be made payable to the "Norton Owners Club", and if we are out of a particular issue, we'll refund your money for that issue.

ISSUE	QUANTITY AVAILABLE
January 1980	2
March "	4
April "	34
May "	48
June "	1
August "	8
Sept/Oct "	20
November "	33
December "	49
January 1981	9
March "	7
May "	1
June "	2
August "	3
September "	4
October "	2
May 1982	7
June "	11
July "	29
August "	36
September "	15

O.K. Folks, how about writing up some of your favorite tech tips and sending them to me. If you want to make a sketch of some part of a bike in order to show a modification, do it in dark ink (preferably black) and make it no wider than four inches, but as close to four inches as possible, as that is the width of a column before photocopy reduction. The sketch doesn't have to be drafting quality, which you'll notice when you look at mine.

I'm getting tired of writing tech tips and besides, the N.N. is beginning to sound like the "I, me, & mine" type of about three years ago.

Gene



TRADING POST

NORTON-RELATED ADS RUN FOR TWO MONTHS, UNLESS RESUBMITTED.

FOR SALE:

1970 Commando "S". 750 miles on total rebuild (new isolastics, top & bottom ends, and paint), excellent condition. \$1150.

(408) 866-6082, ask for Ty

FOR SALE

N.O.C. paraphernalia as follows:

3" square machine badge.....	\$6.00
lapel pin.....	1.25
4 1/2" sticker.....	1.00
2" sticker.....	.50
key fob with club badge.....	1.50

3-color Northern California Branch
lapel pin..... 1.50

Contact Carolyn Scott (phone (415) 968-5117) at 1970 Latham #14, Mountain View, Ca. 94040 to order by mail. Please send extra money to cover postage, and be reasonable. If you want your items thrown in a thin envelope so that the U.S. Postal Service can do a number on them, send only 20¢ extra. If you want a cushioned envelope like the Post Office sells, you'll have to send about a dollar to cover the cost of it and the postage.

FOR SALE:

1. Fastback fiberglass tank and tailsection. Original. \$90 for the set.
2. Very rare 4-piece sheetmetal rear enclosure set for slimline featherbed frames. Throw away that rear fender and turn your Norton into a deluxe!! No dents, original factory two-tone paint—but needs re-painting. Be the first on your block to own a Norton that looks like a Vespa!!

Art Sirota (415) 747-0740

FOR SALE: (a few odds and ends from Harvey)

1. "The Restoration of Vintage & Thoroughbred Motorcycles" by Jeff Clew, as new. \$10
2. disc brake conversion including slider, disc, wheel, and hydraulics. \$225.
3. disc brake conversion as above but with one tab broken on slider. \$195
4. inner Commando primary cover. \$35
5. alternator rotors or stators. \$35 each
6. Commando hardened clutch hub. \$35
7. P-11 engine, less head. \$95
8. Lucas twin lead magneto, excellent, fat spark. \$75
9. new 33-piece forged and polished 1/2" drive socket set. \$45
10. new 10-piece screwdriver set. \$10
11. chrome oil tank for P-11 or N-15. \$20
12. oil tank as above, except painted. \$15
13. Commando connecting rods, excellent. \$35 each
14. Commando horn. \$10
15. set of Commando Lucas turn signals. \$65
16. alloy Commando gas tank, 4 gallons. \$85
17. new 4 1/2 gallon slimline featherbed tank. \$95
18. perfect used Superblend main bearings (850 type). \$25 each
19. 750 head, excellent. \$105

20. set of wheels with WM-3x19 alloy rims (disc front, cush drive rear) \$145 exchange
21. set of blue steel Roadster side covers. \$35
22. new set of +.020" pistons, rings, & pins for 850. \$65
23. Cyclegard alarm, mounts on license plate holder. \$15
24. T15 front brake backing plate and shoes. \$20
25. WM-4x18 Harley style alloy rim drilled for drum rear. \$15
26. Atlas engine, complete and running. \$130
27. Fastback oil tank, excellent. \$20
28. Atlas gas tank, no dents, good red paint. \$65
29. '79 Harley XLS Sportster, 11,000 miles, excellent condition. \$2375
30. '67 Norton N15CS, excellent condition, red paint, new tires, November 1981 Norton Notice centerfold bike. \$1175
31. '70 Norton Fastback, all original, very good condition. \$1275
32. '75 Laverda SF2 Sport, excellent original condition. \$1575
33. '75 Triumph Trident, good original condition \$1375
34. '77 BMW R100S, full fairing or sport setup, 20,000 miles. \$2975
35. ~~'47 Norton 500cc International, rebuilt, excellent condition, not totally stock. \$3300~~ **SOLD**
36. '64 Norton Atlas, excellent, original, May 1981 N.N. centerfold bike. \$1275
37. '71 Norton Production Racer, excellent, original. \$3200
38. '71 Dunstall racer, all original, dual disc front. \$2375
39. '70 Norton racer, 5-speed, all handling & power options. \$2375
40. '64 Atlas, complete basket, motor & tranny together. \$675
41. stainless steel Commando rear fender, excellent. \$55
42. stainless steel Commando front fender, excellent. \$45
43. chrome Atlas rear fender, excellent, not cracked. \$65
44. original 750 factory shop manual. \$18
45. rearsets for Commando (pre-MKIII), a little bent and some rust. \$40
46. Mag wheels, three discs, and all hydraulics for Moto Guzzi, can be modified to fit Norton, brand new, cost \$1400, will sell for \$375
47. Martek electronic ignition for Suzuki GS750/1000. \$25

See me at meetings or call (408) 255-7356 between 6 and 9 P.M. only. Items can be collected at club meetings or at my home. I hate to mail things due to the hassle, potential damage, expense, and the fact that you don't get to see the item first. Cash or equivalent only, and please don't call unless you're seriously interested. Interesting trades may be considered.

Harvey Loucks (408) 255-7356
6 to 9 P.M. ONLY

FOR SALE:

1975 B50 Norton MKIII Roadster, white with red and blue stripes. Boyer electronic ignition, white quarter fairing, Dunstall mufflers, 15,000 miles, excellent condition. \$1,600.

Jim Korte (415) 386-7628

FOR SALE:

1. Fiberglass Roadster petrol tank and sidecover setup with quarter fairing. Newly painted in black with red pinstripes and lettering. Offers around \$175.
2. Metal Roadster petrol tank and sidecover setup. Newly painted in white with blue pinstripes and lettering. Offers around \$150.

Scot Marburger (415) 455-8776 eves.

FOR SALE OR TRADE:

1. perfect '75 Roadster seat.
2. 750 engine/transmission cradle.
3. Sebring electronic ignition
4. Dick's Cycle West 2-into-1 exhaust system.
5. 750 Roadster upper fork yoke (late style).

Ken Ward (408) 733-5749 nights
(408) 742-8245

WANTED:

B50 upper fork yoke in unbent condition.

Ken Ward (408) 733-5749 nights
(408) 742-8245 days

FOR SALE:

'72 Commando with '69 Fastback fiberglass, Quaife 5 speed gearbox, much engine work, alloy rims, and many spares. 4,000 miles on fresh engine. \$1,875.

Michael Hersh (408) 338-4021

FOR SALE:

'55 (?) Dommie 88 in running condition. Needs valve job and clutch work. Has dual Keihin carbs and good tires. \$275

Mike Griffith (415) 366-9781

FOR SALE:

1972 Commando. 19,000 miles, but rebuilt at 15,000 miles with Megacycle cam and S&W valve springs. Has S&W Street Stroker shocks, alloy rims, stainless spokes, new M48 Michelin tires, new chain & rear sprocket, braided stainless brake line, and new Bub headers & reverse cone mufflers. Also included (but not installed on the bike) are a Lockhart oil cooler, 34mm Dell'Orto pumper carbs, and a steering damper. \$1,400.

Dana Sulprizio (702) 885-7535

FOR SALE:

1. One set of hard chrome plated Commando fork tubes left. Plated and centerless ground to a tolerance of .0002". \$125
2. Two gearbox access covers with the word "NORTON" cast in. Suitable for featherbed models with AMC gearbox. Will fit a Commando, but the writing will not be horizontal. \$3 each.
3. Almost new size 36 motorcycle jacket made by Taubers Leather in San Francisco. Black with 100% wool lining, \$100.
4. Black '62 Atlas. Mechanically excellent with good paint, chrome, tires, instruments and electrics. \$1,000 firm.
5. Complete B50 MKIII head steady and spring assembly. \$25. Will consider trade of earlier box section head steady.
6. Set of highly polished heavyweight twin rocker covers, \$20.
7. Highly polished Commando timing cover, \$25.
8. Used mainshafts for Atlas/Domi gearboxes. Excellent condition. \$10 each

Gene Austin (415) 573-9559 evenings

FOR SALE:

Red Dunstall low-line (Manx style) gas tank for a Commando, \$60 or best offer.

Michael Moore (415) 664-1353

FOR SALE:

1. Black '72 Commando. Excellent condition, stock, no rust or dents, complete and mechanically perfect. \$1,750
2. Silver & black '62 E52 (500cc single). Mechanically and cosmetically excellent. Has slimline featherbed frame and Roadholder forks. \$2,150.
3. '58 Dominator 99 (600cc twin). Color is factory red (one of 900 delivered in this color) with wideline featherbed frame and Roadholder forks. Excellent condition, has some extra chrome, twin port 55 head, magneto ignition, and 12 volt electrics with alternator. \$2,800.
4. '47 BSA YA7 Golden Flash (500cc twin). Excellent condition, original and stock except for some extra chrome. Mechanically excellent, new motor and total rebuild on the rest. \$2,350.
5. Black '70 Velocette M55 (500cc single). Super condition, low miles, no rust or dents, and mechanically excellent. \$2,750.

All these bikes are roadworthy and in superb shape. Although they are not currently licensed, they have all legal documents. The prices are negotiable and I have a considerable stock of parts for sale as well. The parts are mainly BSA A10 and Goldstar.

Bob Hughes home, (206) 789-1904
Seattle, Wash. work, (206) 782-8879