

Norton

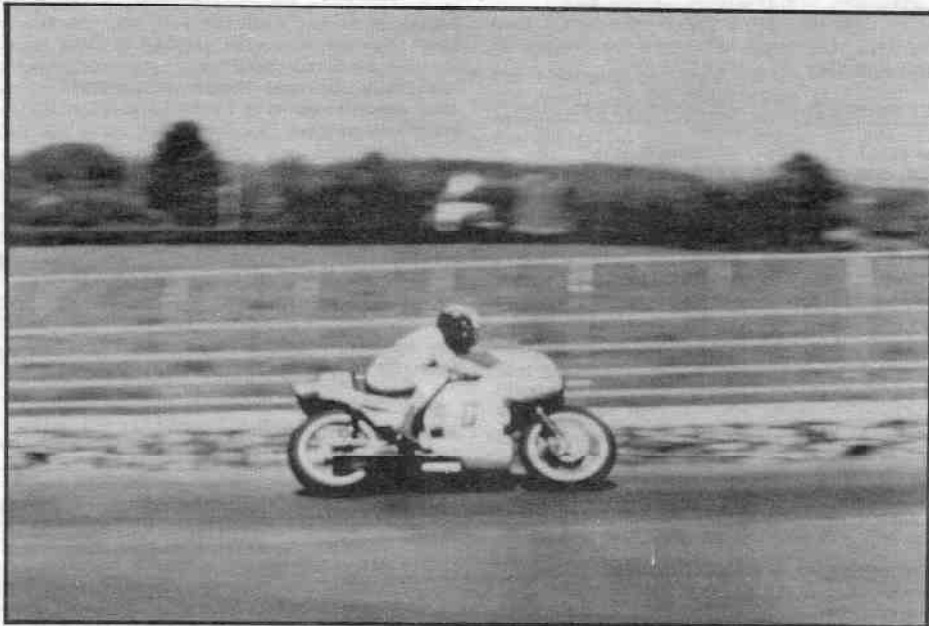
Notice



Newsletter of the Northern California Branch

NO. 47

APRIL 1982



PETER WILLIAMS ON HIS WAY TO WINNING THE FORMULA 750 RACE DURING TT WEEK IN 1973 AT A RACE AVERAGE SPEED OF 105.4/ MPH. MICK GRANT FINISHED SECOND ON ANOTHER JOHN PLAYER SPONSORED NORTON.

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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(415) 369-0597

Current and prospective members may place ads for Norton-related material wanted or for sale in TRADING POST. Send all necessary information to NORTON NOTICE. There is no charge for ads in TRADING POST.

MOTORCYCLE DEALERS wishing to advertise may send ads to the NOTICE with the following rates:

	1 Issue	3 Issues	6 Issues
1/4 page	\$5.00	\$13.00	\$25.00
1/2 page	\$9.00	\$25.00	\$45.00

NORTON NOTICE IS A REFLECTION OF ITS READERSHIP WHO IS ENCOURAGED TO SUBMIT ANY ARTICLE, TECHNICAL TIP, JOKE, PHOTOGRAPH, ORIGINAL OR OTHERWISE SO OTHER NORTON ENTHUSIASTS CAN ENJOY IT. FOR BRANCH MEMBERS WHO CANNOT OTHERWISE ATTEND MEETINGS AND RIDES, NORTON NOTICE AFFORDS THEM AN EXCELLENT OPPORTUNITY TO SHARE EXPERIENCES WITH THE MEMBERSHIP AT LARGE AND BRING THE BRANCH CLOSER TOGETHER.

DEADLINE FOR ITEMS IS THE 20th OF EACH MONTH.

Membership 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.

BRANCH MEETINGS ARE HELD EACH SECOND THURSDAY OF THE MONTH; LOCATIONS ARE ANNOUNCED IN THE NORTON NOTICE CALENDAR.

BRANCH RIDES ARE HELD THE SUNDAY FOLLOWING THE MEETING, TIME AND LOCATION ALSO ANNOUNCED IN NORTON NOTICE CALENDAR. IN THE EVENT OF RAIN, THE RIDE IS POSTPONED UNTIL THE NEXT SUNDAY. IF IT RAINS THAT SUNDAY, THE RIDE IS CANCELLED FOR THAT MONTH.

OCCASIONALLY, MEETINGS AND RIDES ARE SCHEDULED FOR DAYS OTHER THAN THE SECOND THURSDAY AND FOLLOWING SUNDAY. BE SURE TO CHECK THE CALENDAR FOR ANY CHANGES.

Upcoming Branch Events

DATE	TIME	PLACE	EVENT
→ April 15 ←	7:30 P.M.	Rick's Swiss Chalet 4085 El Camino Way Palo Alto	April meeting
April 24-25	9:00 A.M., Apr. 24	Brooks Cyclery 1615 Almaden Rd. San Jose	overnight ride to Fresno and CAMA rally in Hanford
May 13	7:30 P.M.	Edinburgh Castle 950 Geary St. San Francisco	May meeting
May 15-16	8:00 A.M. May 15	Bay Bridge toll booth parking area	overnight ride to American River (town of Lotus)

PRESIDENTIAL PROFUNDITIES

Plans for the rafting trip are coming along swimmingly! Our reservation at Camp Lotus has been confirmed for campsites A and B. Members wishing to camp out and ride their Nortons, swim in the river, but not go rafting are, of course, more than welcome. If you fit into that category, be prepared to pay a small camping fee of about \$2 per person. Help is needed in organizing certain aspects of this expedition, and anybody interested in not riding the rapids but willing to spend a few hours helping out the club should contact me as soon as possible. The whole point of this club is to have fun, and I believe this activity can be fun for all members whether we are riding the white waters, camping, or simply showing the world what a group of the most beautiful motorcycles ever created looks like!!

I recently talked with Bill Getty of the Southern California chapter of the U.S.N.O.A., and he told me of the experience they recently had trying to organize a rally this summer. Seems that last year they sent in a deposit to reserve a large campside in Southern California. Then, a few months ago, they were notified that a change in management had taken place at the campgrounds, and that motorcycles would not be welcome. This story makes me appreciate the attitude of Stan Smith, the owner of Pinecrest Chalet, who told me that he

used to own an old Indian Chief, presently owns a Honda Goldwing, and can't wait to see all our beautiful Nortons!!

Don't forget that May 1 is the deadline for signing up for the rafting trip, and August 2 is the deadline for signing up for the rally.

At our meeting at Rick's Swiss Chalet (notice, April 15!) this month, we will raffle off some nice prizes and raise some money for our treasury, and I am planning to finally bring down some of the JPII fiberglass spares recently arrived from my brother's house in North Hollywood where they were sent by mistake. Sprint Manufacturing, the makers of these quality spares, have recently purchased all fiberglass moulds formerly owned by Avon and made for Norton. That means that they have all the moulds for parts for Fastbacks, Interpols, Production Racers, JPII's, and anything else Avon made in fiberglass. Come see what kind of quality is available.

Harvey Loucks has volunteered to put together a ride this summer during our rally at Pinecrest and Steve Coburn has volunteered to make up fliers to advertise the rally. We still need help with organizing the rafting trip and rally and someone to aid Claude Wright in putting together this year's Beer Bust. How about you - what have you done to help your club lately?!

out

MARCH MEETING

Held at Edinburgh Castle, March 11th, 1982. Approximately 25 members were present.

Our clubroom was double booked tonight, so proceedings were held up until the RAF group took off around 9 P.M. and we flew in at a minute past.

In this month's raffle the following prizes were up for grabs: a \$25 gift certificate donated by Brooks Cyclery, four Norton writing pads given by Robert Briscoe of Northwind Productions, and a personally drawn blueprint of a 650SS Featherbed slimline gas tank by Dick Rutter.

Art Sirota informed the gathering about the forthcoming river-rafting trip on the American River. We should have three rafts at our disposal. Members who do not wish to actually ride the rapids but would like to come along anyway were asked if they could help out with the organizing of the trip. Somebody needs to buy the food. The group cook-out needs organizing and help with transportation is needed as well.

The John Player Norton spares that Art ordered for some members of the club are still at his brother's house near L.A. Art has seen them personally and says that they are exact copies of the originals. Plus, Sprint Motors has obtained all the Avon moulds used for all the Norton fibreglass parts, i.e. - Fastback, Interpol, Production Racer, J.P.N., etc.

The members were asked to sanction the Branch paying the postage from England of a special Norton mug that will be donated to our raffle by the manufacturers. The postage was approved.

The Gene Austin tech session was postponed to the next meeting due to the late hour. Also, Gene was officially voted in as Norton Notice editor by the members present.

Finally, a slide show was given by Avery Burdick of his visit to the 1955 Isle of Man T.T. races.

Phil Radford

MARCH RIDE

Twelve people on eight Nortons and a '53 Vincent enjoyed a beautiful morning on the backroads of Marin. Our spirits were somewhat dampened for a time though when we came upon a bike accident that had just happened on a straight section of Petaluma Road. We all pulled over to help for no help was there yet. It seems a guy riding a beautifully restored vintage BMW went down because of a mechanical problem of some sort. When the local fire truck came, some of the boys helped a fireman load the rider on a gurney. He didn't seem to have any broken bones though, just a bad case of road rash.

In Santa Rosa we had fun at the English Rose with its 125 beers to choose from. Then it was up north to sample the view from Jeff Pierce's mountaintop house by Guerneville and a half mile down the road to a little cafe run by European gentlemen who cater to motorcyclists, especially ones on bikes from Europe! They loved our Nortons!

A long way to go, but it seems like the fun we had was well worth it.

John Padilla

APRIL OVERNIGHT RIDE HOST'S LETTER

Dear members,

Regarding the club ride to my house and the CAMA rally during the last weekend of April, you are welcome at my house, however, some points were not covered in the previous Norton Notice. Accommodations will be a 24' by 33' fenced back yard, so please bring sleeping bags or tents if you have them. The second thing I'd like to ask is that you please be reasonably quiet and well behaved.

See you then,
Rod Gordon
4627 E. Washington Ave.
Fresno, Ca. 93702

OVERHEARD IN A BIKE SHOP:

THAT KAWASAKI MODEL IS SO UGLY THAT WHEN YOU LOOK UP THE WORD "UGLY" IN THE DICTIONARY, IT SHOWS A PICTURE OF THAT BIKE!

KEEPING PEACE

One night, a Norton sat alone in a darkened garage. Suddenly the crankshaft spoke up. "I am the most important part of the engine," he bellowed. "I am heavier than anything else, and without me no power could be transferred to the rear wheel!"

Sorry to disagree with you," squeaked the oil pump, "but any idiot can see that I am the most important part of the engine. Although I am tucked away where nobody can see me, I make sure that every surface has lubrication to keep parts from wearing away. You're just being cranky!"

In the morning, the owner climbed aboard his sparkling machine unaware of the controversy that had raged all night. Two blocks down the road, however, the oil pump broke down, the crankshaft shattered into several pieces, and the whole machine collapsed into a steaming heap with the rider landing on his head.

Moral: You can please some of the parts part of the time, and you can please part of the parts part of the time, but you just can't please all of the parts all of the time!

Art Sirota (Reflecting on what he's learned after one month in office as president of the Branch)

TEST EDITORIAL

As your new editor, I'd like to thank everyone who has contributed letters, tech tips, cartoons, etc. for this issue and hope that you keep them coming. If there isn't sufficient input in the future you'll probably see a fluctuation in the number of pages of the NN, because I don't plan to make up a bunch of material to fill twelve pages. For those of you whom I've heard mention the fact that only two or three people regularly contribute material and you're tired of seeing their names in the N.N., how about writing in something of your own. As long as it's in good taste, I'll put it in. Don't worry about spelling as I have an unabridged dictionary and can get most words rite.

Bob Marshall would like to continue the bike centerfold, but it seems there isn't much interest from members who would like their bike or bikes photographed. We'll try cornering a few people, but please step forward. The bike can be any model or year Norton, whether original or highly modified, so you shouldn't have too many excuses for not taking fifteen minutes to have a photo session. To get your bike in the NN as a centerfold call either Bob or me at the numbers listed on page two of this issue.

I'll soon be starting work on a new membership list, so if your address or telephone number is not up to date either call or write Tom Horton (caretaker of the official list) at the address and phone number also on page two.

Gene Austin

SOURCES OF COMMANDO OIL FILTERS:

1. Southwest Motorcycles
1810 Texas
P.O. Box 1314
Houston, Texas 77001
phone (713) 227-8289
price: \$2.30 each, plus shipping
2. J.C. Whitney & Co.
1917-19 Archer Ave.
P.O. Box 8410
Chicago, Ill. 60680
phone (312) 431-6102
their part number: 84-0651R
price: \$3.89 each plus shipping
3. Any decent imported car parts business.
Just tell them that you want a filter to fit a '68-'72 Simca with a 1000, 1100, or 1200cc engine. Don't confuse them by saying it's for a Norton; they'll probably say something stupid like, "We don't have anything with Whitworth thread." The correct thread, by the way, is 16mm x 1.5mm.

BASIC MURPHY'S LAW: The principle that whatever can possibly go wrong will.

MORE MURPHY'S LAW: If there is a possibility of several things going wrong, the one that will cause the most damage will be the one to go wrong.

AM TIMING PROCEDURE

I thought I would submit the following tech tip on the chance that everybody doesn't already know it.

An easy way to check static timing on a Norton with battery ignition is to use an AM radio. First lock the auto-advance cam to full advance, then place the radio next to the right side of the bike. Turn the volume all the way up with the radio tuned between stations. Now with the ignition on, you can go around to the other side of the bike and as you watch the timing pointer, turn the engine over slowly. When the timing is correct, the radio will "crack" or "pop" just as the timing mark comes up to 28 (or whatever) and the points break.

Mike Rose
38652 Spetti Ct.
Fremont, Ca. 94536

LETTER FROM THE REDWOODS

I got the March Norton Notice today. Sure can believe the statement about looking forward to this rag. Since moving to the Mendocino Coast I have longed to be swooping around country roads in line with a thundering herd of Nortons again.

Mendocino seems to be Norton poor. I know of only four Nortons in the area save mine. Upon arriving in town I immediately rumbled my Norton into the only bike shop in Fort Bragg. I won't mention which flavor of rice grinders they sell there, but I must admit the Ducati 750 (not for sale) sure helped the decor. There I was quickly given not a glimmer of hope for finding Norton camaraderie, but a torch! Such luck to find out that the local NAPA machinist is building one Norton from two smashed Nortons. Thinking rationally, I immediately decided to invest in a six-pack of ale from across the pond and proceeded to ply him with said beverages. This trick I have repeated many times since. From these meetings I now have someone to drink beer with and TALK NORTON. Spring will see him with a healthy Norton and we will undoubtedly be up and down the coast terrorizing UJM's in every corner. (Anyone remember Legget - only forty miles

north?) There are definitely plenty of Norton roads up here! I could do without the salt air hacking at the metal on the Nort, though.

Well, must go. Anyone coming through Northern California who wants to stay and talk Norton should drop in. The door is open.

Upright,
Dale Herring
323 S. McPherson #6
Fort Bragg, Ca. 95437

TECHNICAL Q&A COLUMN?

I like to idea of a trip to Volcano. Also, I have an idea. How about a section in the Norton Notice where members can write in questions about Norton Maintenance, modifications, or history? Also how about that calendar?

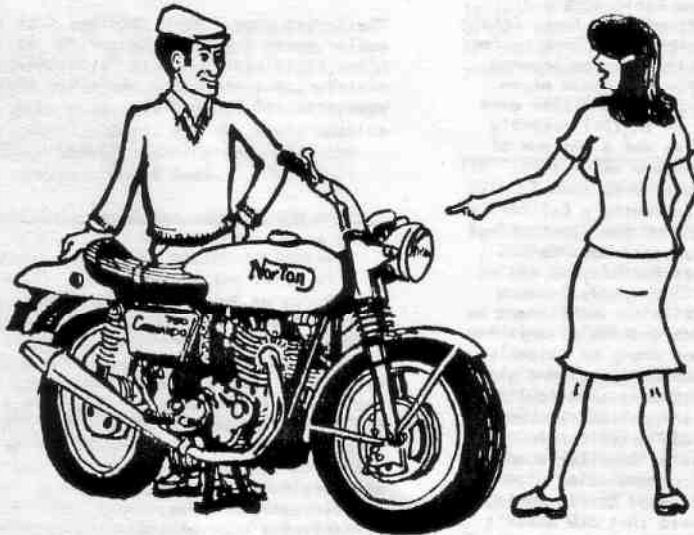
P.S. I live in Tracy but I would like to help out with the Norton Notice or in any other way that you can think of.

David Kerst
371 Hickory Ave.
Tracy, Ca. 95376

Editor's reply - As you are probably aware by now, the trip to Volcano was cancelled due to problems in getting to see the motorcycle collection that was there. It seems the owner of the bikes has moved, for one thing. In place of that overnight ride we moved the date and destination as mentioned elsewhere in this issue. The idea of a Q&A column sounds good to me. Send in your questions and if I can't answer it, I'll try my hardest to get a reliable answer from another source. On the subject of the calendar, it seems that the idea is on the back burner due to a lack of interest, time, and money. For those people who are too far away from the Bay Area to directly help with the NN, the best thing you can do is write in occasionally with tech tips, status reports, (no farm reports, please!), jokes, or anything else that you think might be of interest to at least one other Norton owner. Some of you "subscribers" out there must be able to write!

Gene

FEATHERBED BY RUTTER '82



"WHEN I SAID WE NEEDED PASSION
IN OUR LIVES, I DIDN'T MEAN THAT!"

(COURTESY OF DICK RUTTER)

S&W VALVE SPRINGS FOR YOUR NORTON?

Here's a bit of information that I discovered the hard way. S&W no longer makes valve springs for Nortons and they haven't for several years. Don't be tempted to use any springs that your dealer says are genuine S&W valve springs, especially if they come from Milne Distributing.

I recently put a 750 engine together with valve springs that were purported to be made by S&W. With only 250 easy break-in miles (no pun intended) on the engine I noticed a tinkling sound coming from the head whenever the engine was running. After completing a few basic checks I pulled the head and found both inner intake valve springs had broken into three or four pieces. Luckily no other damage occurred. Then the big search for the cause began. I checked for a coil bound condition even though I had done so on initial assembly and I again found there was a minimum of .140" clearance at maximum valve lift. All other checks were positive so then I decided to call S&W in southern California. Much to my dismay, one of the first things the S&W representative said was "We don't make valve spring sets for Nortons and we haven't for at least four years." We talked about the problem for awhile and he finally said he couldn't think of anything that I could have done wrong on assembly of the engine. He wanted me to send him the springs so his R&D department could look them over so I shipped the broken inner springs and their mates to him. I then called the folks at Mega Cycle to see what springs they recommend using with their cam. They recommend Norris spring sets and they also said that S&W doesn't make valve springs for Nortons. I ordered a set of Norris springs from them and reassembled the head and have had no further valve spring problems.

A couple weeks later the S&W representative called me with the results of their checks on the broken springs. First he said that his company didn't make those particular springs and that they don't even make any that have the same physical dimensions or appearance. He also said that during x-ray of the springs they noticed inclusions in the wire and their opinion was that they were very poor quality springs. He then wanted to know where I bought the springs

and wanted any other information that I could provide. When I mentioned that the label that came with the springs had "S&W springs" and "Milne Distributing" on it he said that Milne Distributing is not an authorized distributor of S&W springs and for that matter S&W has not sold springs to Milne Distributing for at least four years. The recommendation of the rep was "Don't buy any springs for your Norton that are said to be manufactured by our company as you'll be getting something else." As it turns out, S&W only makes valve spring sets for certain models of Honda, Suzuki, Kawasaki, Yamaha, and Harley-Davidson. No British bikes are listed in their catalog.

The latest word I have received from the dealer where I bought the springs is that Milne Distributing admits "a packaging mistake", but who knows where the springs were made and by whom?

Gene

VINTAGE RACING WITH AFM

John McCoy of Brooks Cyclery sent in a printed four page rundown of the latest information on vintage bike racing in conjunction with the AFM. In those pages are stated the purpose of this class of racing and the motorcycle, rider, and pit crew requirements to be able to race in compliance with AFM Competition Rules. Machine eligibility is discussed and all entries are subject to approval by the Vintage Committee. John said he would send a copy of the rules to anyone requesting it (he'll even pay the postage!) in an effort to get this program off and running. Call either (408) 295-4341 or (415) 481-2559 for more information. These vintage races will be held at each Sears Point AFM race meeting this year, starting April 11th (see the racing calendar elsewhere in this issue), and possibly at other tracks as well. If there is enough support for this type of racing, John said that an all vintage bike race meeting could be planned. Also, if you would like to volunteer as a scorer or course worker don't hesitate to call the above numbers.

NORTHERN CALIF. AMA AND AFM RACES IN 1982

April 11	Sears Point	AFM road race
April 17	Sacramento	AMA mile
May 2	San Jose	AMA mile
May 2	Sears Point	AFM road race
June 6	Laguna Seca	AFM road race
June 13	Sears Point	AFM road race
July 4	Sears Point	AFM road race
July 11	Laguna Seca	AMA road race
Aug 1	Sears Point	AFM road race
Aug 21-22	Sears Point	AMA road race
Aug 29	Laguna Seca	AFM road race
Sept 19	San Jose	AMA mile
Sept 19	Sears Point	AFM road race
Oct 10	Sears Point	AFM road race
Oct 31	Sears Point	AFM road race (4 hour)

SECURING YOUR FORK LOCK

I am not sure whether or not this is a tech tip, but from my brief experience with Commandos, the only thing that holds the fork lock in place is gravity and true English pluck. The fork lock can easily be punched out from beneath with a screwdriver, punch, or anything of like design, locked or not, because it is not secured in place. If you remove the lock, you will notice a small hole in the side of it. Other English manufacturers drill a small hole in the top triple tree, tap it, and insert a setscrew into this hole, locking it in place. Fill in the slot or allen head screw hole after installation, touch up with a little paint and your Snorton will be just a little bit more secure. Maybe a little tip for a little more security.

Tom Mullen
21 Gosford Ct.
San Jose, Ca. 95139

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.

TOOL	DEPOSIT
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.

THE SPARE PARTS PRINCIPLE: The accessibility, during recovery of small parts which fall from the work bench, varies directly with the size of the part - and inversely with its importance to the completion of work under way.

TRADING POST

ADS RUN FOR TWO MONTHS, UNLESS RESUBMITTED.

WANTED:

Picture of a 1957-1959 Model 77, or someone who has a complete bike to aid me in the restoration of mine. Also needed: Lower fork shrouds for "long" Roadster forks, chaincase, fenders, headlight switch, and any spare Model 77 parts.

Steve (408) 946-7225

FOR SALE:

1. Black '74 850 Roadster with 6000 miles, \$2000.
2. '74 John Player Norton in mint condition with only 611 miles, \$4500.
3. Misc. spares including snoop manual, six oil filters and size 7 1/4 Bell helmet.

Bill Hood (415) 359-0919 home or
(415) 355-3433 work

FOR SALE:

1. Roadster tank in excellent shape. Blue/white.
2. Interstate exhaust pipes.
3. New SEV/Marchal quartz iodide headlight.

Will trade above for needed 1973 850 parts, including set of Roadster mufflers.

Mike (916) 756-2596 (418) 438-0214

FOR SALE:

1964 Atlas. Sharp, clean! Two seats, spare Roadholder front end, spare stock fender and oil tank, extras. Low milage. \$1500.

Wayne (408) 429-5015

WANTED:

Alloy gas tank for Dunstall "Lowboy" frame. Will pay reasonable price for information leading to someone who has one to copy or can make a fiberglass mold.

Ron Fratturelli
215 Lancaster St.
Leominster, MA 01453
(617) 537-6191

WANTED:

Photographs of Harvey Loucks falling off motorcycles. Pictures needed for research into rare disease tentatively identified as Jerry Ford Syndrome. Symptoms are memory lapse, garbled speech, trying to shift with brake lever or brake with shift lever, falling down stairs, hitting golf balls into spectators, or playing football without a helmet. All pictures and information to be treated with utmost discretion and confidentiality. For God's sake, we don't want Harvey to know. We just want to KEEP HIM UPRIGHT! Yuk, yuk.

Brian Halton, (415) 982-7242

WANTED:

Tail light assembly for 1972 Commando Roadster.

David Crader (408) 295-4968

WANTED:

1974 Roadster or Interstate. I am willing to pay \$1400 for a bike in good condition.

Ken Duffy (415) 346-2497

WANTED:

Complete speedometer with bracket and case for 1975 Commando MKIII, and tachometer cable assembly.

Michael Muir (415) 456-7338

FOR SALE:

1975 Norton 850 MKIII Roadster. Excellent condition, \$2400.

Dennis Powell (415) 636-1798
(after 7 P.M.)

FOR SALE:

Single 34mm Mikuni carb complete with manifold, fuel lines, and choke and throttle cables. Jetted as you like it, \$100.

Scot Marburger (415) 455-8776 after 6 P.M.

FOR SALE:

1. Pridmore-built Commando twin. Never used or raced: \$400 or best offer.
2. Commando gearbox: \$150 o.b.o.
3. 1979 Triumph Bonneville Special. Very nice with new engine work and wiring. Best offer.

Lance Santa Barbara, Ca.
(805) 682-5387 or (805) 962-3551

FOR SALE:

1972 Norton 750 Combat. New cases, crank, rods, pistons, barrels, cam, valves, and Barnett clutch. Has a Tracy body and stock tank; Dunstall 1/2 fairing and fender with clip-ons. 1700 miles on new engine with receipts.

Bob Miller (408) 253-8692

FOR SALE:

1. Matching set of Interstate black fiberglass side covers: \$65.
2. Pre-electric start Commando primary case set: \$75.
3. 1973 center stand: \$20.
4. Oil filter assembly: \$15.
5. Stainless front fender: \$20.
6. Rear fender, rear brake lever and pegs, support plates, exhaust pipes and other small items.

Rich Brand (415) 325-7521 (EVES.)

FOR SALE:

1. Rare 1969 Commando "S". Original owner, original condition. Metallic blue, excellent, make offer.
2. 1972 Roadster with Boyer ignition, \$1100.
3. 1971 Dunstall 750, call for details, \$1300.
4. 1903 Ducati 250. \$300.
5. Used leather jacket, size 46. \$75.

Mark Gribble (415) 573-1699 evenings.

WANTED:

1. Petrol tank securing strap from '55-'59 Domi.
2. Petrol tank knee grips for '57 Domi 99.
3. Banjo fittings from Comm. head oil feed line.

Gene Austin (415) 573-9559

FOR SALE:

1. Custom aluminum MKIII rear sets, painted black. Make offer.
2. Chrome air filter box for pre-MKIII Commando. Make offer.

Peter Gheorghiu (415) 697-8243

FOR SALE OR TRADE:

Three complete Roadster tank/seat/sidecover sets - two metal, one fiberglass. One metal set is painted (in Imron) black with gold stripe and lettering, with a blue mist highlight. Remaining sets are unpainted now, but will paint to suit or sell as is. Also have one new Interstate seat (still in bag), TLS front brake and wheel, halogen headlamp, and other miscellaneous parts. Will trade for Dunstall 1/2 fairing (any condition), pre-MKIII rearsets, WM-3X18 or WM-4X18 alloy rims drilled for Commando, or Dunlop K70's in 3.25X19 or 3.50X19.

Scot Marburger, (415) 455-8776 evenings.

TACH DRIVE FIX

Will machine tach drive housing and replace "O" ring with new seal for \$7.50. I have a spare housing already modified, so I can swap with you at club meetings.

Mark Gribble (415) 573-1699 evenings

FOR SALE:

1. Black '62 Atlas. Mechanically excellent with good paint, chrome, tires, instruments and electrical system. \$1200 firm.
2. Late Commando oil tank. \$10
3. Highly polished Commando timing cover. \$25
4. Set of new pre-Commando heavy weight twin rocker arms. \$50
5. '69-'70 Commando Roadster oil tank, (square). \$10.
6. Early '70s Commando battery tray, make offer.
7. Set of used pre-Commando heavy weight twin rocker arms, make offer.
8. Set of new standard size rod bearings for 500cc & 600cc twins. \$10
9. 2-position ignition switch (early '70s) with key. \$10
10. '70 BSA 250. Mechanically sound, finish fair, 7000 miles. \$350
11. Set of new clutch friction plates to fit post-1959 Norton single, Dominator or Atlas. \$25.
12. New auto advance unit to fit '68-'69 Commando (mounts at back of engine). Also fits 500cc and 650cc Triumph twins. \$20.
13. Hard chrome plated Commando fork tubes. Plated and ground to tolerance of .0002" (yes, two ten-thousandths!). Two sets available, \$125 per set, which barely covers the cost of plating, centerless grinding, and polishing.
14. Various used Roadholder fork parts including springs, dampers, sliders, bushings, etc. Call for more information or prices.
15. Two new reverse cone Commando silencers. Copies that are quieter than the originals. \$70 the pair.

Gene Austin (415) 573-9559

FOR SALE

N.O.C. paraphernalia as follows:

- | | |
|--------------------------------|--------|
| 3" square machine badge..... | \$6.00 |
| lapel pin..... | 1.25 |
| 4" square embroidered patch... | 1.50 |
| 4 1/2" sticker..... | 1.00 |
| 2" sticker..... | .50 |
| key fob with club badge..... | 1.50 |
| 3-color Branch lapel pin..... | 1.50 |
| (if mailed.....) | 1.75) |

See CAROLLYN SCOTT at Branch meetings or rides for all above paraphernalia.

FEATHERBED BY RUTTER '82

MY 1000 cc KAWASAKI 'POLICE SPECIAL' IS ONE MACHO BIKE!

"I'M OFFICER PIGG. ON OR ABOUT 1600 HOURS, SATURDAY LAST, I WAS PROCEEDING SOUTH ON THE NIMITZ IN THE VICINITY OF ASHBY AVENUE, WHEN A FREAK ON AN OLD BRITISH MOTORCYCLE MERGED ON AT EXCESSIVE SPEED."

"DROPPING INTO FOURTH AT 9 THOU, I GAVE PURSUIT, BUT HAD TO RESORT TO TRACKING THE SUBJECT VEHICLE THROUGH THE HEAVY TRAFFIC BY A TRAIL OF BOLTS AND OIL LEFT ON THE ROAD..."

"MOTORISTS HAD SLOWED TO OBSERVE A NEWLY ERECTED DRIFTWOOD SCULPTURE IN THE EMERYVILLE MUD FLATS. CAUGHT IN THE REAR, WAS THE SUSPECT..."

BAD VIBES BLURRED MY SPEEDO NEEDLE AND MY MIRROR. (HONEST)

RIGHT! (TEE HEE)

"AS I PRESENTED THE SUSPECT WITH A SPEEDING CITATION, AND TWO OTHERS FOR SAFETY, I SMILED, FOR I HAD FINALLY BAGGED ONE OF THOSE ELUSIVE NORTON S!"

(COURTESY OF DICK RUTTER)