

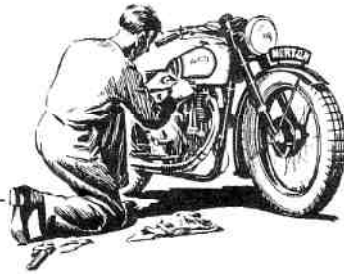
Norton Notice



Newsletter of the Northern California Branch

NO. 51

AUGUST 1982



A Service for enthusiasts

Our Service Department exists for one purpose to help Norton enthusiasts with any problem at any time. The question of getting the best out of your machine can quickly be answered by Norton's team of experts.



NORTON MOTORS LIMITED, ASTON, BIRMINGHAM, 6

"The Unapproachable"
LONG STROKE
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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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

DATE	TIME	PLACE	EVENT
August 12	7:30 P.M.	Rick's Swiss Chalet 4085 El Camino Way Palo Alto	August meeting
August 19-22	whenever you arrive	Pinecrest Chalet, Pinecrest, Calif.	Annual Rally
September 9	7:30 P.M.	Edinburgh Castle 950 Geary St. San Francisco	September meeting
September 11-12	9:00 A.M. Sept. 11	presently unknown	Overnight ride to Lake Tahoe

PRESIDENTIAL PROFUNDITIES

The Old Timers ride was a blast from the past. Some of the notable machines there included Lewis Mendelowitz's ES2, Tom Dabel's Atlas, my model 18, and a host of others including Jan Barton's Manx, (which explains why the local authorities maintained such a low profile!). A 1939 B.S.A. 500cc side-valve military machine escorted us to Los Gatos, where we stopped for liquid refreshments at Flannigans. The weather was perfect and there were no problems, just fun.

The rally in Pinecrest is just around the corner; have you mailed in your money to Tom Horton yet?? I hope everyone makes it to this event because it offers fun for everyone. We have a sumptuous, spacious, sanitary campsite near a beautiful lake with lots of Norton roads nearby. This is one event you don't want to miss! I plan to initiate a discussion at the next meeting regarding the possibilities of us taking a few kegs of beer to the campsite in a truck. Any volunteers to organize this??

Once again, I plan to send away to England for those ceramic mugs on September 1, so anyone interested in obtaining one at a discount price would get their money to me as soon as possible. The mugs are \$8.50 each, and almost a dollar out of that goes toward supporting our club treasury.

We have a little controversy raging right now concerning the on-going size of our club treasury. Some members feel that we are constantly on the brink of bankruptcy and should maintain a balance of \$1,000 or so at all times in case something comes up and we need more money than we usually have. A finance committee has been proposed to deal with the problems of raising money to put in the club's account. Others feel that we don't need to change anything because we already are on sound financial ground and are not envisioned by our members as a profit-making organization. I believe that Tom

Horton and Norm Kelly propose to have their opposing views printed in this month's edition of the NN, and I encourage all members to attend the next meeting at Rick's Swiss Chalet in Palo Alto and take part in the discussion. This is your club, so be there if you care! Also, I would like to discuss any final plans concerning the rally. I know that Scot Marburger, Gene Austin, and Tom Borman recently went up to Pinecrest to scout the place out and find out if I've been telling the truth about a lake being there with trees and Norton roads, and I'd like to give them the opportunity to tell all of us what they discovered.

Steve Coburn has been very busy lately lining up prizes to be given away at the rally, and perhaps I can get him to give us an update at the meeting on who has donated what prizes. Also, he has recently returned from the USNOA rally in Maine, and perhaps he could share his photographs with us and tell us what the rally was like. By the way, with Steve's help, we might have a 16mm film to show at our rally in Pinecrest all about Peter Williams' victory in the 1973 Isle of Man F750 race on a John Player Norton.

I plan to have three Norton models at the next meeting for your viewing enjoyment and I'll tell a little about each one.



BOYER IGNITION GROUP PURCHASE UPDATE

They're in! Cost was close enough to \$50 to call it even. Pick 'em up at the next meeting or I'll mail 'em to you if you pick up the postage. Call me and let me know what you want to do.

Scot Marburger (415) 455-8776 evenings

JULY CLUB MEETING

The meeting got under way around 9:00 P.M., being late due to the president's late arrival. Approximately twenty-five people were in attendance.

No raffle was held due to the lack of things to raffle off.

Art said he had been asked about field events for the August rally in Pinecrest. He has shied away from them and members present at the meeting didn't show much enthusiasm for them. (Scot Marburger's suggestion for an event was a beer chug-a-lug and naturally the last person standing would win.) Harvey Loucks is doing the planning for a ride around the area. The Saturday night dinner and Sunday breakfast are to be catered by the owners of the Pinecrest Chalet.

Parts available...Scot advised of a high output alternator available through Al Oz in England. Art found a source for brand new headlight ears with Roadholder tags available for \$20 each.

The idea was brought up about taking movies at different club activities and splicing them together and then at the end of the year showing it at a meeting. Not much interest was shown when a call for volunteers was made.

The subject of the beer bust was brought up and how there were no many non-Nortons there. The branch broke about even in cost, but that was helped by the hot dog sale. Ways were discussed on how to get non-Norton riders to pay. Next year we will try to remedy that problem.

Art brought up the idea of the club printing a calander, possibly using the centerfolds of old N.N.'s. This led to the tossing around of ideas of ways the Branch could make money. Ed Brooks suggested some sort of finance committee to plan things and events. This way members wouldn't have to come up with donations at the beer bust, only non-members. One idea was a British parts swap meet. Someone nominated Vice President Tom Dabel to head this group but Tom wasn't present. Norm Kelly volunteered his services and is to write up a short article for the N.N.

Finally, Scot volunteered to act as spares co-ordinator to England, as he sends off orders regularly and adding a few extra bits wouldn't make much difference. It might make more full members willing to take advantage of the Norton Owners Club spares scheme if someone else does the paperwork and money conversion.

That's all folks. Hopefully Phil Radford will be at the September meeting.

Pat Austin

A BMW RIDE ON BRAND "X"

(The following article is continued from last month's Norton Notice, in which Maya Peterson told of a ride with the local BMW Club. We pick up Maya's story in Medford, Oregon, as the intrepid group arrives at a motel after spending the day riding in less than perfect weather.--Editor)

Unpacking all the mess on the bike was a treat. I just threw it all off in one clump. The other BMW owners were surprised that I was a girl, and they actually thought that the Norton was a beautiful bike. Kathy admired me for riding it because she would never have been able to kick it over. I parked Snort under the foyer and put the Norton tarp on it. The manager was concerned about having too many people in one room, not to mention all the gear all over the place. We assured him that we were a quiet lot and that we were very low-keyed people and he went along with that.

Once inside, the storm broke (of course) and we lounged around in our L.J.'s talking about the latest BMW's. Well, Brand X was introduced and all I heard was Norton jokes. There was one ex-Norton owner in the crowd assuring me that they aren't all that bad. So where was his Norton? Most of the talk I laughed at, seeing that it was pretty true about my bike.

The oldest and wisest of the Beamer owners was Robbie. He was a neat old guy and by the end of the night, he was a rip-roaring drunk like the others. Mike and I decided to hit the town for some breakfast goodies and booze. It was a beautiful night for a rainy one. I even saw a double rainbow over the mountains. You could see the green mountains with white snow caps on them. There were no people on the streets, so I guess they saw us coming. The stores closed at nine so we had limited booze. Still, I managed to get plastered like the rest of them. The party lasted until about two or three in the morning.

Reluctantly, we all got up, showered, and went for breakfast. When I walked outside to check on Norton, I lifted the cover to see a very grungy bike (like old times, huh Scot?) Then I looked around me and those damned BMW's were as clean as the day they were purchased. Kathy told me a bird did it. Yeah, in the shape of a meticulous BMW owner.

Mike and I toured the town on foot to see what it looked like. It was very pretty in the early morning - no people, no animals, and no cars, just a million cops hanging around. After breakfast we went our own ways. One couple was headed for Arizona, and Kathy and Patti wanted to get to San Jose before 3 o'clock, and it was already 9. Have

wings will travel. Mike lagged behind with me. I was in no hurry to get home; I wanted to see some of Oregon. Anyway, I couldn't travel at the speed of light like the others.

Up Interstate 5 was where we headed, boring but effective. The wind was astounding, as was the hail that hit us like rocks. I think this was the worst storm that we had had in the last 20 years. To me the worst thing for a Norton rider to experience, besides seeing a CHP doing 50 miles over the speed limit, is having hail the size of your little finger hitting you and wind so bad that you're actually scraping your pipes because the wind is forcing you to lean that way. Not to mention the rain grooves when you have K-81's on your bike with lousy steering head bearings.

Mike had asked if he could ride my bike, so I traded for awhile and boy, what a difference. That 100RS just cut through that wind like cake. I couldn't read kilometers so I kept my eyes on the tach. I looked back and he was really far behind, so I slowed down. He wanted to pull off and we did. He was glad to get his BMW back. He couldn't believe how bad my bike felt in that wind and I didn't want to give his bike back to him. Gee, it was nice. No Norton could ever ride that nice (did I say That?). It was a slow and tedious ride down 5. Mike stopped for me many times so that I could put my head back on, since the wind was knocking me silly. We stopped in Clear Lake and stayed the night. I was so tired I couldn't believe it.

In the morning we walked down the street to find a restaurant and I was complaining about not seeing any Nortons on this trip. Well, low and behold, there in the back of a truck was a Norton. I left my note on it; and we were off for home. We took Highway 29 to Calistoga and stopped and had a drink. The rain was following us so that every time we descended from our bikes it rained on us. When we decided to leave, and after me struggling with a pair of rain boots that were too big and a baggy bright yellow rain suit, it stopped raining. I felt like Big Bird standing in the mud waiting to lay an egg.

We swung around to Highway 12 into Kenwood where Mike knew of a shop owned by Slater Brothers. They deal with Laverdas and other odd bikes. The shop was really nice. They seemed to be British, though I think they thought my Norton was a relic. The shop had a charm about it, maybe it was knowing that there were no Japanese bikes there. I managed to get a poster with a Laverda on it, and then we took off for San Francisco trying to beat the rain.

As we neared San Francisco, I welcomed the sight of the Golden Gate Bridge. I was

almost home and Norton made it. We parted as we neared San Jose and I hated to see the pretty, ice-blue BMW leave my sight.

Swinging back into things, I got a few calls from some of the members in the BMW club. They wanted to see if I made it back in one piece. I found out that Kathy and Patti had left their bikes in Corning and had taken a Greyhound bus home. I couldn't believe that. Even with the weather like it was, I would NEVER have left my Norton anywhere.

But us Norton Owners are tuff, right?

All in all, I think that the ride was an experience I won't ever forget. The BMW Owners Club is a very friendly lot. Don't ever think that that club is for old fogies, or you'll be surprised when you try to race them.

Maya Peterson
1563 Alta Glen Dr. Apt. C
San Jose, Ca. 95125

COMMANDO SWING ARM PIVOT REPAIR

This is a follow-up to Phil Radford's tech tip in the June Norton Notice concerning excess play at Commando swing arm shafts and engine cradles. After a period of time, the hole in the tube in the engine cradle in which the swing arm pivot shaft is located becomes oviform, allowing the pivot shaft to pivot laterally about the central retaining bolt. No amount of new shafts or bushings will cure this problem. This tech tip originally appeared in the NN almost two years ago (take that, Ann Landers), but there are several people in the Branch who are in need of information on the matter and of course newer members might not be aware of what alternatives are available.

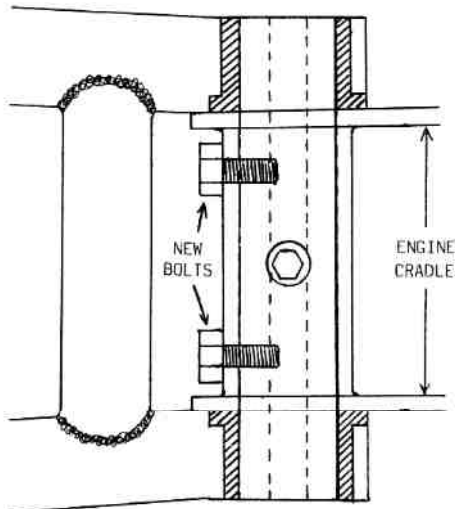
I've heard of various fixes that can be done without changing the entire engine cradle, but it's mainly a matter of deciding which one is within your abilities and budget, and of course which one you think will work. The MKII's have a factory fix added so you shouldn't have this problem with them. One of the suggestions is that you put muffler clamps or something similar around the tube in which the swing arm shaft is located, thereby squeezing the tube until it is in full contact with the shaft. I personally don't have much faith in this idea and have yet to see it successfully accomplished.

Another plan, which is more successful, involves welding two nuts to the pivot shaft tube and then drilling and tapping the holes. This allows you to install two bolts which can be tightened against the shaft to eliminate lateral movement. One of the troubles with this idea is that you are pulling against the nuts and welds and I've heard of welds breaking due to this.

The best modification that I've seen so far (of course I'm biased) was worked out by Mark Gribble and myself. We've done it to four Commandos so far and they are still tight in that area. This modification is along the idea of welding nuts to the cradle tube, but in this case the extra bolts are threaded into the hard steel of the pivot shaft itself. At any rate, it beats installing a new engine cradle and this modification can be done without welding equipment. A grinder, a slow speed drill with good quality bits, and a tap are required, however. It would be a good idea to use a new pivot shaft and bushings if there is any wear on your old parts as this job only solves the problem of excess clearance towards the center of the shaft, not on the ends.

The steps are as follows:

1. Remove the rear wheel, brake assembly, and swing arm.
2. Drill two horizontal 5/16" holes in the pivot shaft tube of the engine cradle with the shaft removed, approximately 1/2" from the ends of the tube (see accompanying drawing).



CROSS SECTIONAL VIEW FROM ABOVE

3. Insert the pivot shaft into the cradle tube and install the central retaining bolt to hold it in its normally installed position. The centers of the holes in the tube can now be marked on the shaft. You'll find that if you try to use a center punch to mark the shaft, you'll ruin the point of the punch because the shaft is surface hardened.
4. Remove the shaft from the cradle and grind flat spots about 3/8" in diameter centered on the pen marks. This will remove

enough of the hardened surface metal to allow you to drill the shaft.

5. Re-insert the shaft and mark the centers again to check your grinding accuracy. If you have ground away enough of the hard surface metal, you can now use a center punch.

6. Remove the shaft and drill and tap both holes. We used 5/16" x 24 stainless steel bolts on our bikes, but 3/8" bolts could also be used if you were very careful. Use good quality drill bits at a slow speed and be careful as the bit nears the inner wall of the shaft as the surface hardening is still intact in that area.

7. Using Loctite on the bolt threads and a little sealant and a washer under the heads of the bolts, install the swing arm. Check that the long, thin bolt that holds the end caps onto the swing arm shaft does not interfere with the two additional pivot shaft bolts before the Loctite sets up.

8. Fill the shaft cavity with 140 wt gear oil (not grease!) and install the rear wheel and brake assembly.

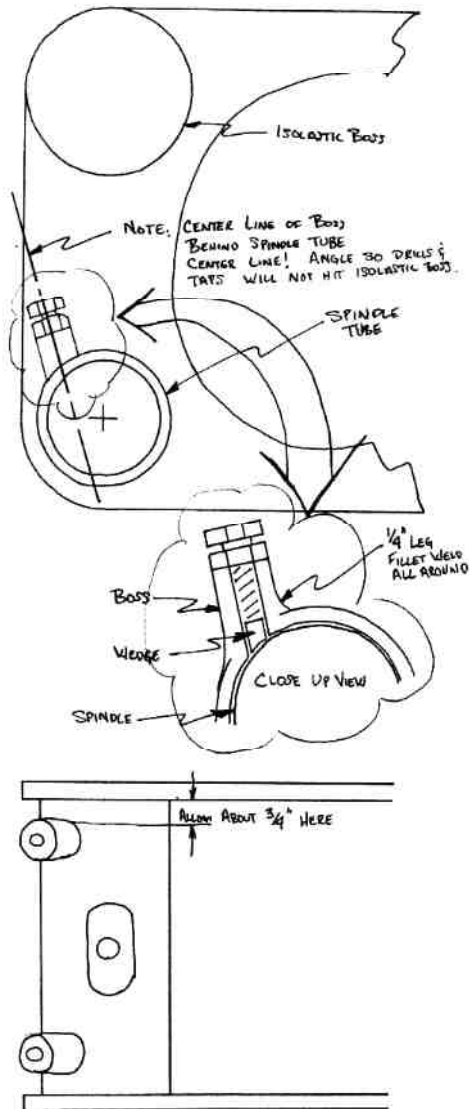
This should have your Commando handling as good as ever (but not as good as a featherbed, mind you) assuming that your isolastics are properly adjusted and all the other things that affect handling are as they should be.

Gene Austin

ANOTHER SWING ARM FIX

This method involves welding two small steel bushes to the spindle tubes, tapping them, reaming the spindle tube, then stuffing everything back together with an oversize swing arm spindle and jamming two bolts into the steel bushes. (See figure) The steps are:

1. Use 5/8" O.D. mild steel for the bushes. Center drill each bush, and grind one end to mate with the spindle tube. Note that the centerline of the bush should fall in back of the centerline of the spindle tube. Don't drill the bush to final size just yet.
2. Clean all the slime and dirt off your subframe (first take it out of your bike), and strip the paint off the spindle tube. Clean the spindle tube and bushes in acetone or lacquer thinner to remove any trace of grease or oil.
3. Take the whole mess to a welder you can trust, and have him weld the bushes to the spindle tube as shown in the figure. Make sure there's at least 1/4" fillet weld all the way around each bush.
4. Drill through each bush and through the spindle tube. Start with the size of the center drill and work up to the 3/8" NF tap size a few drill sizes at a time. Tap each hole.



5. Use an expandable reamer, and SLOWLY ream the spindle tube ID to .890". This is .005" oversize, and will remove the bell mouthed tube ends as well as any distortion caused by welding. Ream your swing arm bushes to the same I.D.

6. Make up two wedges to ride on the swing arm spindle and provide a flat base for the jam bolts.

7. It's a good idea to install two grease fittings in the swing arm bushes at this time. Put them on the underside of the swing arm so they won't interfere with anything and will be easy to get to.

8. Put it all together, drop the wedges down the bushing bores and loctite the jam nuts and bolts into place. The reaming will have taken out any play you had, and the jam bolts will keep it from coming back.

The oversize spindle is available from Fair Spares in England for about \$10.00, or locally for about \$20.00. This method works as well as others mentioned earlier. I've done it both ways, and think this way is a bit easier, since you don't have to tap threads in hardened swing arm spindles. You do have to remove the sub-frame, however, something that's not necessary with Gene's and Mark's method.

You will need the oversize spindle, which will also get you new bearing surfaces in the swing arm bushings and on the spindle. These surfaces are typically badly pitted due to the poor lubrication the stock oiling system provides, so you'd probably need a new spindle anyway.

Now you've got a choice, all the way from muffler clamps to new bearing surfaces. Check your tool kit, your wallet, and your vacation schedule, get wrenching and make it handle!

Scott Marburger
639 Kinglet
Livermore, Ca. 94550

DERELICT COMEBACK

Have you had a Commando that required everything in the way of maintenance to bring it back to life? Well, I've just acquired a '70 Commando 750 that, to say the least, was not in top shape. If there was an adjustment, it was out of adjustment. The transmission gasket leaked like a sieve and the rear wheel looked like a figure eight going around. It even had only one lug holding it to the brake drum.

Now I've owned other Brit bikes, but the Norton is something special. Would you believe I never did master starting my Vincent on the first crank and my pre-unit Triumph kept blowing head gaskets - always fifty miles from home. Now I'm working on my Norton and Matchless 650 twin saying to myself "Brit bikes are best, but strange."

Living in Stockton is like living in the middle of the Sahara Desert as far as having parts and people who talk Norton. Hence my request, HELP!!! I've finally done all the routine maintenance and tuning and I'm left

with a few weighty questions. Here's hoping someone out there will tell me how it is.

I've tuned and re-tuned and how have the bike so it starts on the second crank (after what seems like hours of tickle, tickle, tickle - those amazing Amals). And you know what? When it starts it sounds like a one-lunger for the first minute or so. Putt, putt, pop, pop. The left-hand Amal must be screwed up although I boiled it out and inspected, all looks O.K. It pops back through the muffler until it decides it's warm enough to run on two cylinders instead of one-and-a-half. Then it goes fine. One exhaust (the left, by odd chance) runs much cooler than the right and the left plug shows slightly more soot than on the right.

Now everyone I've talked to says to get rid of those Amals. I'm stubborn, and by God I'm going to make 'em work right. I'd sure appreciate hearing from someone out there who knows what I'm talking about and how to fix it.

All is not lost. I took my first fifty mile run with the Norton and it performed (more or less) beautifully--a little bit of slipping clutch here, a little front brake grind there. Oh well, back to the garage for more maintenance--Norts are great! Does anybody know how to take off the fork caps to add oil? The Haynes manual says "Top up after unscrewing." You try it--ha ha! Nothing happens. Course I could pull the forks all apart I guess. But really, I just want to replace the 150cc's of water and sludge that came out of the drain plugs. So like I say, anybody with parts or mechanical technical advice--HELP! I'm going to bring that derelict back to life.

Mel Dern
1067 S. Tuxedo
Stockton, Ca. 95204

Editor's Response--There's not enough information given here for me to make a decent guess at what's wrong with your carburetor, but maybe someone else would like to respond to your question. Concerning your fork top nuts, I gather you unscrewed only one of them. If you had unscrewed them both you'd have found how they are attached--after the front forks had collapsed and the springs and damper rods were pushed out the top. But seriously, you can unscrew one at a time and then push down on the triple clamps so that the opposite spring is compressed, leaving the first spring and damper rod (with top nut and jamnut still attached) to extend from the top of the fork tube. Or you can put a small jack under your front Isolastic mount to prevent the bike from falling forward and then unscrew the two top nuts. The jack can then be used to gradually lower the front of the bike which then exposes the springs and damper rods. If you take the top nuts off, you can then jack the front of the bike up until the forks are fully extended which allows

you to pour oil into the fork tubes. It takes awhile to get the oil past the springs, but there doesn't seem to be any really fast way of doing it. By the way, you might want to flush out your forks with solvent before you add new oil as there is quite often some extra sludge at the bottom. Gene

NORTON TREASURY BLUES

At the last meeting, an idea for a club activity came up and Gene Austin reminded us that the treasury was not in great shape. Ed Brooks suggested we form a "Finance Committee" to generate ideas on how to make a few bucks so that when a good club event idea did come up, money was not always a constraint.

What we agreed to was that I would solicit some ideas from the membership and present the most likely suggestions at the next meeting. Some of the ideas kicked around were:

1. Organizing a swap meet and selling spaces.
2. Several ideas on eliminating freeloaders at the Beer Bust.
3. A \$1.00 "club tax" on the spares scheme orders.
4. Raise dues.
5. Some form of enumeration from members not contributing time to the club.
6. Raffles.
7. A 12 month Norton calendar using "centerfolds".
8. Just struggle along as is.

We all agreed we are not in a profitmaking mode, but a little financial flexibility would not hurt. Further, there was no agreement that the above mentioned ideas were necessarily good--they're just ideas.

Send me your ideas. Also, we would like to know how you could help implement your idea. We would like to spread the workload around a little.

Art Sirota said that if we're overly successful, he'll declare a dividend at year's end.

Mail those ideas to:

Norm Kelly
1398A 18th Ave.
San Francisco, Ca. 94122
(415) 566-1612

SPARES SCHEME PROPOSAL

To the membership:

Ed Brooks brought up a good point at the meeting last month. Why not let the spares scheme help support the Northern California Branch? Why not indeed? Having given it some thought, here are a few ideas on how it might work:

1. Full members desiring to purchase spares through a spares officer would give him their order and their money (postal drafts or cash only) at club meetings, or mail it to him. An order would go out every month, one week after the meeting, unless there was less than \$50.00 worth of parts to order. The order would be held for one additional month if the \$50.00 minimum was not met. After one month, the order would be returned.

2. The spares officer would charge the member a percentage (1-5%) of his total order to be used to promote the club. Several things came to mind here:

- a) Christmas party
- b) Beer for the beer bust
- c) Capital for T-shirts, decals and club pins
- d) a small cache of often requested gaskets, nuts, bolts, etc. to be kept on hand by the spares officer.

In return for the percentage he is charged, the member would be saved the inconvenience of going to the bank for the money order and to the post office to receive his package. When more than one person orders at once, the cost of the sterling draft (typically \$5 to \$7) would be evenly divided among them, reducing the cost to the membership even further.

3. Parts not in stock at Fair Spares will have credit slips issued for their purchase cost. Credit slips may be used at any later date. At this time, there is no practical way to give cash refunds, but if this scheme really gets going, something could be worked out between incoming cash and credit slips. There will be no back ordering in order to avoid long, draw out transactions.

4. The above percentage charge would apply only to those members placing orders through the spares officer. Members who wish to deal directly with Fair Spares may do so without incurring the percentage charge.

5. As an incentive to the spares officer, any parts ordered for his own use are not subject to the percentage charge (this makes sense since he could just as easily send his orders in separately and avoid the charge). To keep him honest, he will be requested to report the status of the percentage fund and of current orders at each meeting. Whenever the percentage fund gets more than \$25.00 in it, it will be surrendered to the club treasurer.

6. On group orders, the cost of the bank draft would be divided evenly among all of those ordering, including the spares officer. Postage will be divided on the basis of the order each member is responsible for, including the spares officer. This may not be exactly fair, but it should save a lot of hassle weighing parts, etc. In any case, the difference wouldn't be worth haggling over in most cases.

This is just a rough cut at how a few bucks might be made for the club kitty. Since Jerry Henry volunteered to co-ordinate parts purchases in the past (assuming he's still willing to help), he should have some say in what is done, and, if the membership wants this type of thing and Jerry thinks it would be too much of a burden, volunteers could be sought and approved at the next meeting. (Incidentally, I would be interested in helping out in this)

A scheme like this isn't intended to put Bay Area Norton dealers out of business, or to be your main supply of Norton parts. It is mainly intended to supply you with new parts which you are in no hurry to get, and that might be expensive enough to save you a nice chunk of change over local prices. For a set of points in a hurry, or when your bike's down, the local dealers can't be beat for quick service and reliable advice.

Also, it would be nice to know how many people would be interested in participating in a scheme like this. Obviously, if no one, or very few people, are interested, the whole point (to make the club some money) is missed. So let's hear your suggestions, your criticisms, and your evaluation of your level of participation. Call me at (415) 455-8776 evenings if you can't make the meeting and I'll make sure your opinion gets heard.

One additional point might be made. The same percentage charge scheme might be implemented on the tool loan out program.

Scot Marburger
639 Kinglet
Livermore, Ca. 94550

The probability of someone watching you is proportional to the stupidity of your action.

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 Carollyn Scott (phone (415) 968-5117) at 1970 Lochem #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.

TRADING POST

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

THREE PHASE ALTERNATOR PURCHASE

Those interested in purchasing the three phase Lucas alternator kit (purchasers must be full members) should take \$120 (cash or money order only) to the August meeting or mail it to me so as to arrive at my house before August 16, 1982. The order will be placed through Fair Spares in England on that date.

Scot Marburger
639 Kinglet
Livermore, Ca. 94550

OIL FILTER BRACKET MODIFICATION

Will machine your oil filter bracket to accept Fram type oil filter, available everywhere for two to three dollars. Price of modification is \$30 each with your bracket, but may be cheaper if we can get a group order together. Call me for more details.

Scot Marburger (415) 455-8776 evenings

FOR SALE:

1963 Royal Enfield Wasp, 250cc 5-speed scrambler with chrome-moly frame. Same motor as Continental GT, complete and original, runs well. \$400.

Mike Rettie (415) 658-6181

FOR SALE:

'74 Commando 850 Roadster seat, \$30.

Harry Bunting (415) 968-2020

FOR SALE:

1. Fiberglass Roadster petrol tank and side-cover 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.
3. Set of rebuildable type Mulholland shocks (used less than 1000 miles) with 85-125# progressive rate springs, \$47.50
4. TLS front wheels, some better than others. Make offer.
5. Lucas horn (may even work), \$37.50.
6. 750 & 850 grab rails complete with mounting clips, \$17.50 each.
7. Chrome Cirling shock spring, \$10 a pair.
8. Magura BMW type handlebar, \$20.

Scot Marburger (415) 455-8776 evenings

FOR SALE:

1. Complete Combat head in good but dirty condition.
2. Commando cush drive type rear wheel assembly.
3. Four used R/H Atlas type mufflers in fair condition.
4. One 850 MKIIA or MKIII muffler.
5. One used Interstate muffler.
6. Ten Amal concentric carb hex screw sets, \$1.95 each.
7. Complete low mileage 850 engine, \$500.
8. One super ugly metalflake green Roadster seat, \$25.
9. Exhaust port repairs, \$45 each.

Schleicher Motors (415) 569-5520
(used to be the Norton dealer in Oakland)

WANTED:

32mm right hand AMAL carburetor body or complete carb for a '74 850. Also need one reverse cone muffler; i.e. American made with the machine screw slot on the side.

Harry Bunting (415) 968-2020

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

FREE:

Large Dzus fasteners for holding Atlas seats in place. I've come across some more fasteners, so whoever I told at the last meeting at Edinburgh Castle that I had no more, give me a call.

Gene Austin (415) 573-9559 eves.

WANTED:

Steal Interstate seat pan.

Scot Marburger (415) 455-8776 evenings

FOR SALE:

1970 Fastback with small fairing and 2 into 1 exhaust system. Runs, but needs work. \$1000 or offer.

Frank (415) 566-3009 days or evenings

FOR SALE:

1975 Norton Commando 850 Roadster in showroom condition. Black with gold striping, electric start (works), 5,400 miles (honest), original except for Mikuni, no leaks, no known problems. \$1950

Bill Farrell (415) 858-0734 eves.

MOVING SALE:

- '71 Norton frame, trans, blown-up engine, pink slip and some appropriate condiments, all for \$300.
- '71 Roadster. runs great. 2-into-1 exhaust. 18" rear wheel, new seat, valve job and rings, \$850.
- '68 Husky, 360cc, needs stator (which is available), three rear sprockets, a REAL dirt bike, \$150.
- '71 Triumph 750 Bonneville. Bent front end, minor frame bend (a \$50 fix), pink slip, etc. Runs great standing still... all that's needed is a little time and approximately \$100. A \$900 value. Take it away for \$350.

Bart Rago (415) 922-0891 a.m.'s or p.m.'s

FOR SALE:

1975 850 MKIII, 9,000 original miles, stored four years. Mechanically perfect, needs minor cosmetics. \$1,300 or best offer. Will consider trade for car or pickup.

Lori (408) 426-8430 9 a.m. to 5 p.m.

FOR SALE:

- Rare 1969 Commando "S", as seen in the May N.N. centerfold. Original owner, original condition, metallic blue, excellent, \$2000.
- 1971 Dunstall 750, 600 miles on completely new engine. Very good condition, call for details. \$1500 or best offer.

Mark Gribble (415) 573-1699 evenings

FOR SALE:

- 1956 Domi 99 (wideline featherbed, 600cc twin) with matching engine and frame numbers, new battery, regulator, and seat. Parts list and riders handbook included. \$550 firm.
- 6" sealed beam headlight with newly chromed rim and black Inron shell. Has three position switch, but no hole for ammeter. Like new, \$25.
- One used Norton reverse cone muffler with very slight dent. This was original on my 1970 750 and was used for about two years. It is the "no-weld" type. \$15.

Art Sirota (415) 747-0740

WANTED:

- Metal Interstate seat pan.
- Bub 2-into-1 head pipes.
- Information about Japanese front hubs, discs, calipers, master cylinders, etc. that may be converted to fit a Norton Commando. (A sacrilege!--Editor)

Scot Marburger (415) 455-8776 evenings

FOR SALE:

Dunstall tank and seat base. No pad. \$75.

Steve Black (415) 848-1365

FOR SALE:

'74 Commando 850 Roadster with 2500 original miles. Dunstall mufflers, very clean bike, \$2000 or best offer.

Sonny McDonald (415) 752-9955

WANTED:

MKIII red, white, and blue petrol tank and side cover set.

Peter Gheorghiu
220 Albert St.
South Melbourne
Victoria 3001
Australia

FOR SALE:

'74 John Player Norton. Black with gold striping, new tires, front and rear discs, Morris mags, and oil cooler. 86 dyno-tested horsepower (with a stock engine!). \$2500 delivered. Call for more information (but wear your hip boots!).

Tom Beck (702) 642-6608

WANTED:

Information on how to convert an 850 electric start engine and tranny to fit a '74 non-electric start Commando frame with a resulting right foot shift machine. I need to know if additional parts, conversion kit, machine work, electrical system modification, etc. is required. Also need a crankshaft and connecting rods for a '74 850 (non-electric start).

Jim Craig (714) 571-3493
7731 Peacock Dr.
San Diego, Ca. 92123

FOR SALE:

1975 MKIII with approximately 10,000 miles. Has balanced 850 engine with Mega Cycle 6000 cam, 10:1 compression, twin Mikuni carbs, no electric starter, lightweight starting battery, Boyer ignition, stainless braided hoses throughout, Dunstall 2 into 1 into 2 exhaust with Supertraps, Magura clip-ons, rearsets, oil pressure gauge, Lockhart cooler, and other features. \$2000

Rich Frank (415) 443-9562 after 6 P.M.

FEATHERBED MAKES NORTON THUNDER ON TUNNEL ROAD...

A HELMETED MAN ON A STEED THAT'S LIGHT, IS COMING HOME VICTORIOUS IN HIS NEVER-ENDING BATTLE TO PRESERVE THE AMERICAN WAY AGAINST THE BARBARIAN HORDES ON TOURING HOGS AND U.J.M.'S*



* UNIVERSAL JAP MOTORCYCLE ~ AN INLINE FOUR WEIGHING 600 LBS, AND NEEDING ITS 100 HP. TO PUSH IT!



JOSEPH LUCAS, ALIAS "THE PRINCE OF DARKNESS," NOW STRIKES FEAR IN THE HEART OF THE LONE NORTON...



... BUT EVER THE ENGLISH GENTLEMAN, THE PRINCE OF DARKNESS LEAVES THE VANQUISHED A WAY OF SAVING HIS-UHH-FACE!



BITTER '82