



Norton Notice

The Newsletter of The Northern California Branch

NO. 65

OCTOBER 1983



Tahoe Ride October 15th & 16th

Norton Notice

The Newsletter of The Northern California Branch



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.

NORTON NOTICE is a reflection of its readership who are encouraged to submit any article, technical tip, 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, The Notice affords an excellent opportunity to share experiences and information with the membership at large, and to bring the Branch members closer together. Deadline for items to be submitted to this publication is the 21st of each month.

PRESIDENT

Tom Dabel
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MEMBERSHIP IN THE NORTHERN CALIFORNIA BRANCH OF THE NORTON OWNERS CLUB IS AVAILABLE IN THREE CATEGORIES.

FULL MEMBERSHIP \$25.00 per year.

ASSOCIATE MEMBERSHIP \$10.00 per year.

SOCIAL MEMBERSHIP \$10.00 per year.
(OVERSEAS ASSOCIATE OR SOCIAL MEMBERSHIP DUES ARE U.S. \$20.00 per year.)

ALL MEMBERSHIPS DUES ARE PAYABLE TO THE BRANCH TREASURER. RENEWAL DUES ARE PAYABLE AT THE END OF THE INDIVIDUALS MEMBERSHIP YEAR, THAT MONTH BEING DESIGNATED BY THE LAST NUMBER OF THE MEMBERSHIP NUMBER LOCATED ON THE MAILING LABEL OF THE NOTICE. FOR EXAMPLE:

828/2

DENOTES MEMBER NUMBER 828 WITH HIS DUES EXPIRING ON THE 1ST OF FEBRUARY. PLEASE SEND ALL CHANGES OF ADDRESS TO THE MEMBERSHIP SECRETARY/TREASURER ONLY.

FULL MEMBERSHIP give 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 informed of Norton owners activities all around the world. Use of a low-cost Spares Program which allows one to buy Norton Spares directly from England at significant savings, 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 welcome at all meetings, rides and other functions. Members are urged to become Full Members once they become familiar with the NOC benefits.

SOCIAL MEMBERSHIP is established for Norton enthusiasts who have not as yet bought a Norton motorcycle but would like to be included in club functions. They do not have Branch voting rights.



MEMBERSHIP SECRETARY
Phil Radford reports:



In August we took in \$221.50 in dues and paraphenalia sales. \$67.72 was sent to England for full NOC members dues, 4 new members, 6 renewals and 7 dropouts.

So far in September we've taken in \$190 in dues, 3 new members, 6 renewals and seven members haven't renewed. I'd like to take the following opportunity to welcome the following people as new members of the club.

- Floyd Bisiar 204/8
- Bob Wilson *207/8
- Mark Bulwinkle 216/9
- Eric Frankenfield 256/9
- Burton Kranzel 257/9
- Peter Watson 259/9

At this moment we have 251 members in the Northern California Branch.

If full members of the club do not receive their Roadholder newsletter from England, please contact me as I get extra copies sent over to cover this. I also have most back issues of the Norton Notice and all current parts lists from Fair Spares covering Commandos, pre-Commando Twins, single cylinder Nortons 1933-63 and Norvil Production Racers. Please enclose SASE for the above.

Last but not least if your membership number ends /9 then your membership has expired and is due. And all numbers ending /10 are due Sept 30th. Many thanks to those who renew on time.

Phil Radford.

Dear Robert,

Phil Radford recently asked for suggestions as to what we could do with the surplus now in our club treasury.

Here are my suggestions:

- A) Buy some used computers from the U.S.N.O.A.
- B) Contribute generously to the Menlo Park Carpenters Early Retirement fund.
- C) Buy a new joke book for Peter Gheorghiu.
- D) Build a parking lot for the Edinburgh Castle.

Art

TECH TIPS 

The QPD is here! That's Quiet Power Drive. A belt drive primary chain replacement available from T.T. Motors for 750 & 850 Nortons. The complete kit consists of pulleys, clutch, pressure plate, belt and sealed bearings. Say goodbye to leaking primarys and chain lash! Other benefits are less weight, quieter ride and smoother transmission of power with less strain on the gear box. Go for it! A bargain at \$343.00, estimated shop time for installation is 3 hours. For further information call Mike Rettie, T.T. Motors Parts Department, phone (415) 845-8235.

ADDRESS CHANGES

Raul M. Biascochea-President, Southern California Norton Owners Club.
5218 Flagstone
Long Beach. CA 90808

NEW EDITOR-Southern California Norton Owners Club

Ed Storck
707 Monterey Ave.
Monrovia, CA 91016



EDITOR'S TWO CENTS

Ahh yes, burning the midnight oil! Sometimes the hardest column to do is your own.

I am going to put forward a number of comments and opinions on the club, drawn from the nucleus of active members. First off many people have noted that the nucleus of active members is quite small in relation to the total number of members in the club. I believe that we are one of the largest branches.

One idea that has been suggested is that we drop the associate members and branch memberships and have the club made up of full members only. There are those who feel that the club is too organized and others who feel that the club isn't organized enough! My experience as Editor has taught me that if you want club events to come off well it takes a lot of organization! Another difference of opinion seems to center around whether the club is getting too big and unmanageable, hence another reason for changing the present membership policies. Perhaps its time these issues were addressed at club meetings in the future?

Another idea put forward is for the nomination of next year's officers take place at the October and November meetings with the election held at the Christmas meeting. I strongly urge that the position of Vice-President be re-established. As Brian and I can happily point out it's much easier to do a big job when you have someone to help share the load. Two members holding top offices is simply a better, happier arrangement for all concerned.

Other business...Christmas is upon us shortly, and it's time to talk about a party, and when, where, also another idea that keeps surfacing is whether we should have a club meeting on a Sunday at Alice's? Might want to use our excess funds

to erect a giant sculpture of Pappy Norton and have it put on that triangle of dirt across from Skywood Lodge!

Would really like to thank Dick Rutter for his highly amusing and colorful presentation of his recent vacation trip to the Isle of Man and the TT race. Dick is truly an enthusiast, and brightens up each meeting he attends.

Lastly, Brian and I would like to thank those members who have been so kind as to tell us what a great job we're doing, (with Phil Radford's guidance) and add that flattery will get you everywhere. I guess all those years of experience we had working on the prison newspaper together are finally paying off!!

Thanks,
Robert.

R.S.V.P. By Oct. 10th
OCTOBER CLUB RIDE 15th&16th.

This month's ride is an over-nighter to scenic Lake Tahoe. Two cabins have been reserved at the Tahoe Silver Sands Resort in Tahoe Vista. The cabins are right across from the lake and have a hot tub and a pool. The cabins will sleep 6 persons each and the cost is \$10.00 per person. Those members planning to attend this ride must reserve now by sending a check payable to the Norton Owners Club, in care of Phil Radford, 1020 Ellis Avenue, San Jose, Cal. 95125.

For further information call Scott Marburger Evenings only!
(415) 445-8776

DEADLINE IS OCTOBER 10th.
Call now!& Mail a check!



UPCOMING BRANCH EVENTS

<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>	<u>EVENT</u>
Oct 13th	7:30pm	Ricks Chalet 4085 El Camino Palo Alto, Ca.	October Meeting
Oct 15th&16th	Call Scott Marburger (415) 445-8776 Eves.		Overnighter Lake Tahoe
10 November	7:30pm	Edinburgh Castle 950 Geary St. San Francisco	November Meeting
Nov 13th	To be announced.		Ride to Big Sur.
December 11th	To be announced.		Wine Country Ride
December Christmas Party to be announced.			

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.



**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.



Paraphernalia

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

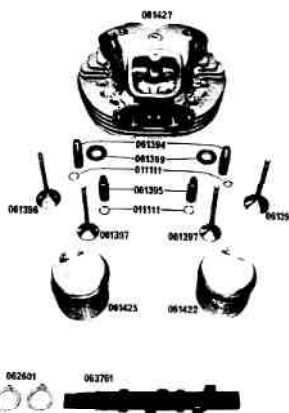


Contact Tom Borman phone(408)426-3185 at 117 Alamo Ave, Santa Cruz 95060, to order by mail. Please send extra money to cover postage, and be reasonable. If you want your items thrown in a thin envelope so that the U.S. Postal Service can do a number on them, then send only 20 cents extra. If you want a cushioned envelope like the Post Office uses, you'll have to send about a dollar to cover the cost and postage. Thanks.

750 RACER

KIT NUMBER 1. ENGINE PERFORMANCE

1—061427	Cylinder head c/w guides.
2—061396	Inlet valve.
2—061397	Exhaust valve.
4 prs.—061398	Split valve collets.
4—061399	Valve spring seat.
1—063761	Triple "S" camshaft.
1—061425	Piston assembly L.H.
1—061422	Piston assembly R.H.
1—063608	Gasket set.



This kit must be fitted in its entirety to ensure achievement of the designed conditions and specified performance.

FITTING INSTRUCTIONS

Illustration 1

Dismantling Engine

Before attempting to dismantle the engine, clean the complete motorcycle most thoroughly in the area of the power unit to avoid the risk of dirt entering at any stage of dismantling or reassembly. The total strip and rebuild instructions for the standard motorcycle are contained in the new *Commando Workshop Manual* but are repeated in abbreviated form below, with areas differing from the standard procedure detailed in depth. For ease of handling the engine unit should be removed from the mounting plates as a unit so that it can be dealt with on the bench.

1. Remove the left footrest and brake pedal and allow these to hang on the cable.
2. Drain and remove the outer primary chaincase, alternator rotor nut and alternator stator. The stator can be left attached to the inner chaincase by the lead but disconnect the two connectors beneath the airbox and lever off the rotor.
3. Slacken off clutch adjustment, compress the clutch diaphragm spring (this requires tool 060999) and remove circlip.
4. Fit clutch hub tool 061015 and remove clutch centre nut and fit engine sprocket extractor tool 060941. Remove engine sprocket and lift entire engine sprocket - primary chain - clutch assembly away.
5. Flatten tab washers locking three bolts around crankshaft stub, remove the three bolts and lift off inner chaincase.
6. Remove rubber breather hose (near primary cover on early models; under rear of engine on 1972 and later).
7. Detach engine ground wire attached to lower left crankcase stud.
8. Remove fuel tank, ignition coils, carburetor top caps and withdraw slide assemblies. Remove exhaust pipes and upper Isolastic head steady.
9. Drain oil from oil tank and remove oil feed lines from boss beneath timing cover. Remove rocker oil feed pipe.
10. Disconnect the contact breaker lead wires and tachometer drive cable.
11. Slip a sturdy support (wood block or metal rod) between engine and lower frame tubes.
12. Remove bolts holding rear of engine to engine cradle so engine hinges on front Isolastic mount.
13. Loosen small bolts holding front engine mount, STABLE ENGINE and remove large Isolastic mount bolt, then the small bolts and lift out front Isolastic mount.
14. Engine is now free and can be lifted clear of frame on to workbench.

CONVERSION KITS

750 FORMULA RACER

Removing Cylinder and Cylinder Head

1. Remove rocker covers, carburetors and spark plugs. Slacken rocker adjustments.
2. Find five top bolts, two top nuts and three nuts in cylinder finning. By working in rotating order, slacken each half a turn at a time until all pressure has been released and remove.
3. Cylinder head should now be free (a few gentle taps with a soft faced mallet may be needed to free the head), lift off head and withdraw push rods.
4. Remove cylinder base nuts and lift cylinder clear. Carefully support pistons as cylinder comes clear to avoid damage to pistons and rods.
5. Remove piston circlips, gently heat pistons and gently press out wrist pins. DO NOT place side loads on connecting rods.
6. Wrap connecting rods with rag to avoid damaging them.

Timing Side Dismantling

1. Remove contact breaker cover, contact breaker plate and fit draw-bolt tool 06-0934 to advance mechanism and remove mechanism.
2. Remove timing cover screws (note locations – three lengths used) and remove timing cover.
3. Remove oil pump (two nuts) and lift off pump.
4. Remove oil pump drive worm nut (left hand thread).
5. Remove cam chain tensioner.
6. Remove camshaft sprocket nut, and using tool 060941 remove camshaft sprocket. Place washer over camshaft end to avoid marking it.
7. Remove cam chain assembly (complete with both sprockets).
8. Use tool ET.2003 to remove small timing pinion. Take out triangular washer, key and oil seal.

Separating the Crankcases

1. Remove all studs, screws, and the bolt holding cases together.
2. Tap a wooden bar into the inside of the drive side case to separate the cases.
3. Lift the drive side case clear (and collect the breather disc and spring from camshaft bush – pre 1972 models).
4. Withdraw the camshaft from timing side with its thrust washer (two on 1972 and later models).
5. Slide a suitable tube over the crankshaft end. Stand the crank and timing case on this tube and, using a light hammer and a wooden bar, tap the inside of the timing case to drive it off. (On 1972 later models, a roller bearing is fitted and disassembly is greatly eased).

NOTE: Although not part of the racing kit, Norton Villiers strongly recommends that any time a racing engine is disassembled, the connecting rods should be removed, and carefully inspected for cracks and signs of metal fatigue. If considerable mileage has been accumulated, it is wise policy to fit new connecting rods. In any case, FIT NEW BEARING SHELLS and con rod bolts. The nuts are of a self-locking design and can be used ONLY ONCE. Meticulous race preparation also calls for a crankshaft inspection – look carefully for cracks, damage and wear. Also inspect the connecting rod bearing journals for wear or scoring. These journals should also be "miked" to ascertain concentricity. Heavily scored or oval journals should be reground (see Workshop Manual).

Reassembly of Engine

1. It is good practice to check the clearance for racing camshafts in older model (1968-71) crankcases. Reassemble the cases with only the camshaft 063761 in position (including, of course, the rotary breather and spring, thrust washers, etc.) and rotate the camshaft by hand. Carefully note that all the new cam lobes clear the inside of the crankcases, that the camshaft is free and does not bind in any position and has no excessive end-play.
2. It is also good practice to carefully check main bearings for excessive clearance and to replace them if necessary and, in any case, replace if considerable mileage has been accumulated. See Workshop Manual.
3. All parts should now be checked carefully for immaculate cleanliness and lightly oiled. A compound of "anti-scuff" molybdenum disulfide should also be available for treating heavily loaded parts such as cam lobes and tappets. The crankshaft should also be filled with clean oil.
4. Lightly oil the drive side bearing and mate the drive side case to the crankshaft (at bottom dead centre position) to minimise possibility of damage to con rods. Rods should not be allowed to be scratched, gouged or bruised.
5. Insert the camshaft (with rotary disc and spring on pre 1972 models) into the drive side case. Place thrust washer onto camshaft (there are two tabbed thrust washers 062601 on 1972 later models. These must be assembled with tabs outwards and in proper slots, and the tabs must not be allowed to come out of proper position during later assembly).
6. Apply a thin coating of non-flaking jointing compound to one of the joint faces of the crankcases.
7. Oil the ball bearing, pass the timing side case over the crankshaft end, and mate the two case halves together.
8. Fit the case uniting studs, bolt, and screws and tighten.
9. Refit the timing side of the engine in reverse order of that described in "Disassembly" and by reference to Workshop Manual.

Assembly of Pistons

1. Inspect cylinder bores. Obtain a new piston ring and place in the bottom of the cylinder (at a point below any ring wear), and measure the ring gap with feeler gauges. Reposition the ring in the centre and top of the bore, measuring the gap on each occasion. The measured cylinder bore wear is the subtracted difference between the first reading and each subsequent test – divided by 3. If the wear is more than 0.0015 in. the cylinder should be rebored. If the bore is new or in good condition, ensure the bore has a "glaze-break" roughened surface (at 45° pattern). Also ensure that there is no groove or "ring step" at top or bottom of bore.
2. Pistons 061425 and 061422 are made in "handed" sets – i.e., there are cutaways for valve clearance that prevent interchange of pistons. Pistons are marked on crowns.
3. Fit the corrugated expander scraper in the lower ring groove. This must not overlap. Then fit one thin ring over its upper edge and one thin ring over its bottom edge.
4. Fit the tapered ring into the middle groove with the word "top" stamped on it facing upward.
5. Fit the plain top ring in the top groove.
6. Repeat for other piston.
7. Lightly oil small end connecting rod bore. Heat gently one piston. Place in position on its respective rod and slide wrist pin into position. Locate the piston circlips.
8. Repeat for the other piston.
9. Assemble cylinder to crankcases in normal fashion (see Workshop Manual). Note that tappet locating plates 063092 must be fitted to accommodate increased lift of racing camshafts.

Cylinder Head Assembly

1. The racer head is supplied bare, i.e. without rockers, valves, valve springs. The head must be assembled in the normal manner (see Workshop Manual).
2. This cylinder head 061427 is designed so that the proper valve clearances may be maintained between the valves themselves and the pistons. Only this head can be used when fitting "SS" or "SSS" cam to a standard engine.
3. The head is secured to the cylinder in the normal manner (see Workshop Manual). Valve are set to a clearance of .008 in. (0.020 mm) on the inlet side and .010 in. (0.025 mm) on the exhaust (cold). Using a short test bar, ensure further movement can be made to the valve, when the valve is held fully open at full cam lift – i.e. spring pack is not coil bound.

The engine is then re-assembled into the frame in the normal manner. However, to cope with the increased power and to improve handling for racing purposes, Norton Villiers offer an Isolastic mounting kit 061484 comprising a new head steady assembly and slightly modified internals for the front and rear main Isolastic mounts.

A full flow oil filter was incorporated as standard equipment on machines subsequent to engine number 208576, and is fully illustrated in the 1972 Commando Model Parts List. We would recommend incorporation into the return oil line on machines used for racing purposes prior to this number. Two mounting bolt holes only are required in the rear engine mounting plate.

Technical Data — Engine Performance Kit Fitted

Piston compression ratio	10.25:1.
Inlet valve material	Chrome silicon steel. Stem hard chrome plated.
Inlet valve diameter	1.610 in. (41 mm).
Exhaust valve material	Nimonic 80A. Stem hard chrome plated.
Exhaust valve diameter	1.310 in. (33.3 mm).
Inlet valve guide and seat material	Aluminium bronze or austenitic cast iron.
Exhaust valve guides and seat material	Aluminium bronze.
B.H.P. at sea level: 750 Racer	70 at 6,500 r.p.m.
750 Formula Racer	73 at 7,000 r.p.m.
Ignition setting: 28° B.T.C.	(31° B.T.C. with Boyer transistorised ignition).

Norm Kelley



Pappy

Dear Pappy:

When I came home from school today, my pop was doing the dishes with his motorcycle helmet on! Pappy what's going on, is doing the dishes that dangerous???

Curious George, Dogtown

Dear George:

When your mom finds out that your pop spent the rent money on a Norvil racing brake all activities at your house could become very dangerous!! This will be a chance for your dad to discover if his new helmet is really up to Snell!



Dear Pappy

I'm from San Jose, where the men are men and the women are nervous. I've been reading this column of yours now for 6 months and to tell it straight to your face, I don't like it! You keep making fun of us Norton riders, saying we're dumb, don't have no taste, are out of touch with the times, drink too much, are over-sexed, fall off our bikes a lot and are just plain stupid! Who's side are you on anyway?

I am 6 feet 4 inches tall Pappy, 225 pounds. I own 6 guns, 3 knives and a set of brass knuckles and I used to ride a H-D chopper (until it was repossessed.) I'm bad to the bone, and I'm dying to meet you. When I get finished pounding on you, you'll have to roll down your socks just to go the bathroom!

Sincerely,
San Jose Lyle

EDITOR'S NOTE: Before a seance could be held and an answer from Pappy obtained, San Jose Lyle had a bad crash on Canada Road and lost a lot of skin off his behind. As he was loaded into the ambulance he kept insisting that a little man in a tweed suit jumped right in front of him. A search was conducted, but no such man was seen.

Dear Pappy:

What does God look like?

Joe, East Jesus

Dear Joe:

She looks an awful lot like Margaret Thatcher.

Cheers,
Pappy.



WANT ADS

FOR SALE:

Left hand accessory cover for "S" and early roadster models, it is in excellent condition.....\$ 20.
Also roadster seat with new upholstery, metal pan...\$20, new chrome grabrail for roadster or interstate with new clips...\$25.
Metal roadster tank,s.....\$25.

WANTED Decals for Commando "s" model side covers. Phone (415) 327-3167 Art Sirota.

WANTED:

Steel right hand Interstate side cover. Will consider a pair if the price is right.

Gene Austin (415)
573-9559

WANTED:

For a 1953 Norton Model 7 (swing arm frame) fuel tank, seat, head lamp with underslung pilot light side stand, fenders and tool box. Will consider a basket case with useable parts Phone (213)425-1929 after 5pm ask for Raul Biascochea. also...

FOR SALE:

1974 Rickman 125 Enduro, original used twice. Asking \$600. Also Ducati 450 Scrambler, 95% complete, steal if for \$800. Raul

WANTED:

Someone to paint a tank, side covers and fenders in BSA Rocket Three "Red". No striping, no decals.

Call Ken Ward:
Work 408 742-8245
Home 408 733-5749

FOR SALE:

"S" pipes, headers and exhaust \$150.
New 850 MkIII pipes \$ 80.
Chrome/Alloy race tank \$150.
1972 frame, nickel plated \$125.
Pair of Delorto 32mm carbs new.\$150.
Production racer seat, no#plate\$ 50.
'72 Combat engine,750cc \$300.
'71 Engine complete \$200.
'71 frame \$ 70.

Instruments, rearsets, electric start, MkIII seat and tank, the list goes on and on. Go for it!
Call: Steve Frei 415 332-1421

FOR SALE:

1973 Roadster 850, 2nd owner, babied. Bike has Mikuni, fork brace, A-trak, dry clutch, Austin's swing arm fix, Pirelli Phantoms, custom seat, and much, much more. Call: Jeff Davison 408 289-8787. Asking \$2500 or BO.

FOR SALE: Interstate tank, needs paint and gas cap. Have petcocks. Asking \$75. Call 415 948-8775. Ask for Larry.

FOR SALE:

1971 Roadster, new suspension, new tires, new seat, new paint, seals bushings, chainguard, exhaust system. Asking \$1275. Phone (415) 449-5520 Kevin Cooper.



FOR SALE:

1970 Commando 750 "S" model, no up-swept pipes, clean but tired. Asking \$1200.

1971 Commando 750 Very weird, but very wonderful, 14K miles, Barnett clutch, bobbed front fender. \$975.

1973 Commando 750 Fast, megaphone pipes, no instruments. Yours \$1200.

1973 Triumph Trident, 16K miles, new rings, valves, guides. Original and superb condition. Asking \$1900.

1962 Matchless, 650 twin, ex-basket case, new bottom end, want \$950.

Phone Mel Dern (Stockton) Evenings 209 464-4196 Will trade too.

ALSO! I picked up someone else's sunglasses at PineCrest Chalet and hope they have mine. Gold frames, brown case.

FOR SALE:

1. 850 Mk II engine with a Boyer \$300.
2. Transmission with new bearings \$150.
3. Rear wheel/Borani rim, and K81 \$ 45.
4. "S" front fender \$ 50.
5. Roadster tank and covers (red) \$ 50.
6. Right side cover (black) \$ 15.
7. Handlebar fairing/brackets \$ 50.
8. Sissy bar \$ 40.
9. Clip-ons. \$ 10.
10. Boge shocks \$ 30.
11. Battery tray/oil tank \$ 25.
12. Primary drive w/alternator \$ 75.
13. Left footrest with brake pdl \$ 15.
14. Rear fender \$ 20.
15. Box section head steady \$ 10.
16. Dunstall aluminum front fndr \$ 10.

Seth Patterson (408) 732-3151

Norton Post ?

Isle of Man commemorative cover issued by the M.G.P. Supporters Club RESCUE HELICOPTER FUND Post marked 1st June 1981 Isle of Man

From Art Sirota



Norton Notice



PINECREST CALIFORNIA

PHOTOS FROM MEL DERN



Hall-Burdette

MOTORCYCLES

Norton


MOTO GUZZI

DUCATI

We have been selling and servicing Nortons since 1948 and have a good supply of parts and accessories, both new and used. Our mechanic, Bob Bennett, has been repairing Nortons for over 20 years and is a recognized expert. Thor Berke, our parts manager, has a thorough familiarity with all Norton parts and accessories.

2010 DEL PASO BLVD.
SACRAMENTO, CALIFORNIA 95815
PHONE (916) 925-1797

Norton

I would like to thank the dealers who have advertising on this page for their support of our club. To the members I would like to say, drop in and check them out; and, if you buy, mention that you saw their ad. Your patronage is appreciated!

Also, there is more space available for anyone out there who might like to advertise. The rates are \$35 for 6 months and \$60 for 1 year. Who could ask for a better deal.

Call or write: Dave Kerst, 371 Hickory Ave., Tracy CA. 95376 (209) 835-7468 until 2PM or (415) 443-6300 between 4PM and 10PM.

Norton
TRIUMPH
LAMORINI
DUCATI
MOTO MORINI

T.T. MOTORS

Norton Owners - T.T. specializes in European motorcycles and offers complete parts, service, and machine shop for all the wonderful bikes we sell.

Stop by and visit and check us out!

- * Complete line of British tools
- * Manuals and spares for your Norton
- * Speed Equipment:

Megacycle and webcam camshafts
Single Mikuni kits
Exhaust port repair \$45 each
Valve jobs and port work
Cylinder boring and surfacing

- * 10% discount on all parts (except Lucas) to N.O.C. members

2800 Adeline Street
Berkeley, CA 94703
9 a.m. - 6 p.m. Tues. - Sat. 845-8235

TRIUMPH
Norton MOTO GUZZI **DUCATI**
MUNROE MOTORS, INC.
MOTORCYCLES
SALES - SERVICE - PARTS

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

MUNROE MOTORS INC.

412 VALENCIA ST.
SAN FRANCISCO 94103
PHONE 626-3496