

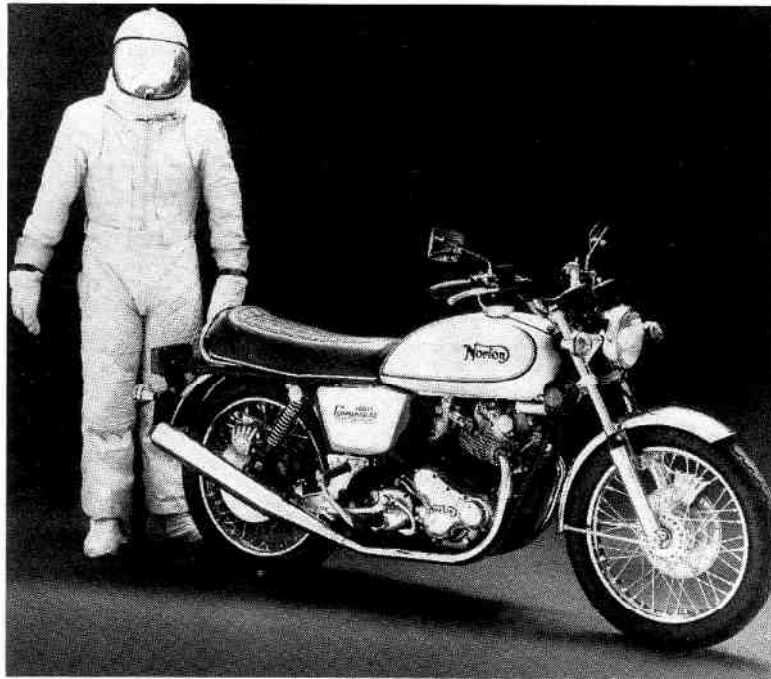


# Norton Notice

The Newsletter of The Northern California Branch

NO. 60

May 1983



**MORRO BAY May 14-15**

**SAN JOSE MILE - 22nd**

**BEER, BUST  
JUNE 26th**

# 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  
730 Linda Flora St.  
San Jose, Ca 95127  
(408) 272-0369

## MEMBERSHIP SECRETARY TREASURER

Phil Radford  
1020 Ellis Ave  
San Jose, Ca 95125  
(408) 293-4548

## VICE PRESIDENT RIDE MARSHALL

Rich Stevenson  
(415) 658-9941

## EDITORS OF THE NOTICE

Robert Briscoe  
Northwind Productions  
3232 Balboa  
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94121  
Brian Halton (415)  
982-7242

## RECORDINGS SECRETARY

Tim Coburn  
(415) 854-4364

MEMBERSHIP IN THE NORTHER 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.



## MINUTES

## Minutes of April 14th, 1983 Meeting

President Tom Dabel called the meeting to order at 8:45 with about 35 members present; a little later than usual because many of us seem to indulge in the fine food provided by Rick's Swiss Chalet. Good beer too.

Tom noted that the CAMA rally was still scheduled for Hanford on the 23rd and 24th of April. Also, the May ride to Morrow Bay was coming up on the 14th and 15th of May. The route for the latter ride is still uncertain, since many of the best roads are still closed from slides. Probably we will meet Saturday in San Jose and make the final decision then. Keep in touch with Rich Stevenson for the most current information. Should be a good ride whatever route we choose.

Phil Badford introduced Bob Vezzolini, a friend and attorney, to discuss the legal liability of the club and/or its members vis-a-vis incorporating. At Phil's request, Bob had done some research and come up with a case involving a duck hunting club in Northern California. Some of the members accidentally shot a farmer in a neighboring field and killed him. Suit had been filed against the club and all its members, as well as those specifically involved in the shooting.

The court had concluded that the individuals actually involved in the shooting were indeed liable for negligent or wrongful activity, but that the other members and the club itself were not liable. Moreover, it concluded that membership in the club itself did not by itself incur liability for the actions of the other club members.

By analogy, Bob felt that the members of our club could not be liable for the illegal activities of another member unless they actually encouraged or participated in such activities.

Bob also pointed out that the club "should certainly not encourage illegal activity" and had a duty, as did the members individually, to exercise reasonable care on any of our rides or gatherings.

As a result of this research, Bob felt that incorporating the club would not provide any addition protection.

In response to questions, Bob agreed that any of us could get sued, but that this possibility was independent of club membership. For example, one of us could get sued for loaning a Whitworth wrench to a Honda owner, who, after misusing it and crashing, accuses us of knowingly and maliciously destroying a Jap machine.

In summary, membership in the club does not expose any of us to increased liability, so there seems to be no particular value in incorporating.

Bob, on the other hand, was encouraged to get a Norton (Phil has a few spares) and join the club. This was intended to be an appreciative response to his talk, I think. There was no mention of a fee.

Phil reported that the treasury has \$610 at present, but that he was concerned about members allowing their membership to lapse. He encouraged us to urge our friends to keep their dues current, as well as get new members.

Robert Briscoe mentioned a possible joint ride to the Flaxstaff rally this summer with L.A. and San Diego.

Art Sirota passed around a copy of the newly released "Norton Singles" by Roy Bacon.

The raffle was won by some insiders: Phil Badford won the gift certificate from Britalia, and Harvey Loucks won a beer mug donated by Ed Brooks.

In spite of this a good time was had by all.

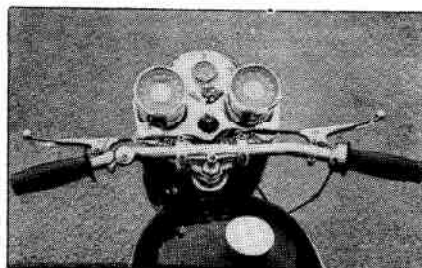
Tim Coburn

## Presidents Report

ATLAS SHRUGGED BROKEN TIMING  
SIDE BALL RACE BLUES.....

It's always late Sunday afternoon, the fish were biting and so was the Wild Turkey. Lock Lomond is just the right place for anything but a breakdown.

The Atlas starts eagerly, but has a new ghost, an intermittent grind-bang from the bottom end. Well, Zayante Rd. is a short-cut maybe we can make it in. The noises become a steady roar as I get to Los Gatos, so I leave the bike in a rental yard and double up to get home.



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 President's Message
 

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## MORRO BAY

It seems the timing side ball race had broken and had spun for a while in its case. The outer race of the superblend goes in just right, with the red Locktite, but the drive-side race only goes halfway and stops! Now it is red Locktited half-way in and I know there is not a hammer in the world big enough! Panic...Aha I grin, the range! From 200 degrees, I turn to Broil, the Locktite releases at 400 degrees and the race finally moves in at 500. Back to room temp, I discover the roller won't drop into the race. Back to 200 degrees, and it drops. I can't measure the side play (10 to 15 thousandsth) but I guess it's O.K. after all it's been 10,000 miles!

Tom Dabel

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 Dear NORTON NOTICE EDITORS:

I've been an active member in the Norton Club for five years. I am uncomfortable with having naked pictures of women and comic satires of sanitary napkins in the Norton Notice.

I am requesting that future publications of the Norton Notice be void of any similar material. Thank you for your consideration!

Carollyn Scott

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Morro Bay, the NOC and SNOC overnighiter to Morro Bay is on schedule for May 14th. Raul Biascochea, President has informed us that the current rendezvous will be at Morro Bay State Park, just off Route One, south of the town. Campsites cost \$3 per night, and three large spaces have been reserved. There's a good place to eat in town, too. If you wish to contact Raul personally, he's at (213) 425-1929....Phil Radford has suggested that perhaps the Club could place a bulk Order for the proposed 1984 Norton Calendar which is currently being put together in Great Britain. A bulk order could be a savings in both postage and costs, how about it? Could someone step forward and handle this?

This months meeting at the Edinburg Castle is pretty important since we'll be we'll be discussing the upcoming BEER BUST, to be held on the 12th of June. Claude Wright has informed us that he will once again take care of the beer (what a guy!) but yes he needs help. He also said that the location might possibly be moved just slightly down that dirt road, nearer the rest rooms. There are several advantages to this, and if Claude gets the reservation you'll hear them at the May meeting. Also, several members have pointed out the difference in the first couple of Beer Busts in that the bikes, NORTONS that is, were kept separate from the rest of the visitors machines. Perhaps, Rich Stevenson our Ride Marshal could direct traffic with some help from friends. Also there's the question of food, and will the same people who made those hot dogs last year be willing to help the Club Treasury again this year? Hope so. Bet you didn't know that Club member Tom Mullen invited the Queen of England to our March meeting at the Edinburg Castle! Her Majesty was her usual gracious self, saying that her schedule was a very busy one and "sadly, nothing more can be added." So come to this meeting, you never know who might show up!

## May 14 - 15

**UPCOMING BRANCH EVENTS**

DATE	TIME	PLACE	EVENT
May 12th	7:30 p.m.	Edinburg Castle 950 Geary Street San Francisco	The May Meeting
May 14th	Morro Bay Overnighter	Contact Rich Stevenson (415) 658-9941 or SNOC Pres. Raul Bias-coechea(213) 425-1929.	
June 9th	7:30 p.m.	Rick's Swiss Chalet 4085 El Camino Way Palo Alto	June Meeting
June 12th	7th Annual BEER BUST	Huckleberry Flat San Mateo Park	June Beer Run

\*\*\*Motorcycling events of possible interest.

July 17th AFM Road Race Sears Point

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.

*\*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

Northern California Branch T-shirts (white shirts with blue and red logo as below) in large and medium sizes only. \$7.50 each, plus a dollar if you want it mailed.



Contact Tom Borman phone(408) 255-5197 at 6170 W. Walbrook, San Jose 95129, 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.

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	\$ 3.00
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.



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## THE STORY OF MY LIFE

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by

SCOTT MARBURGER

(Actually a long, but highly informative technical article on the fine art of painting..to be continued and continued)

The ol' Nort sits over in the corner, wishing for a sunny spring day, and your thoughts drift back a few years to when the glow you felt when riding the beast came at least in part from the glow of its paint. Gradually that glow faded and if its the stock Norton paint job, its likely cracked, even blistered paint has taken its place. Doubtless you've thought about having it painted, but at \$100-\$200 a pop, its hard to get too enthusiastic. So how 'bout doing it yourself? Too complicated you say? Too messy? Equipment too expensive? Well, all of these reasons could apply, if you didn't know a few things which I hope to fill you in on with this article. I'll cover the basics: Paint, equipment, preparation and technique; all the way from spray cans to compressors and booths. Hopefully somewhere in between you'll find a few things you can use to let you do an "all right job" on ol' Paint.

I'll start out talkin' about paint, that way even if you want to have someone do it for you, you'll know what all the jargon means when they start talkin' laquer, enamel, Imron, ad nauseum.

Paints differ mainly in the vehicle and binder used to make them up. The vehicle is that part of the paint that makes it fluid enough to spray; it carries the paint from can to part and then evaporates. Typical vehicles are lacquer thinner, enamel reducer and naptha. The binder is what gives the paint its protective qualities, its the glue that holds the pigment (the colored stuff) to itself and to whatever you're painting. Its the binder that imparts all the non-color related qualities of the paint to the finished job: Shine, durability, resistance to chipping and gas. Most paints fall into one of three categories that typically have the following properties:

Lacquers--Thinned with lacquer thinner (duhhh), lacquers go on in thin, almost translucent coats that dry almost as they are applied. Lacquer usually requires more coats to "hide" than other paint, but the resulting "depth" is unmatched by any other finish. Lacquer dries to a very hard and brittle coating, which is nice because it compounds (rubs out) easily, but which easily cracks and is less resistant to gas than the other finishes. A true show bike paint, but not too practical on everyday Nortons.

Enamels--Thinned with reducers, enamels usually take longer to dry than lacquers. This makes them a little easier to get to "flow out", giving an even, orange peel free finish. Orange peel, named for its citrus skinned appearance, results when paint is applied too lightly or not thinned enough. Some is OK since it can usually be rubbed out, but none at all is better since it means less work later.

Enamels are not as hard as lacquers, but they're less prone to chipping. Enamels hide better but don't have the depth of lacquer. Their resistance to gas is better than that of lacquer.

Polyurethane and other Catalyzed finishes--Into this class of paint falls Impron and other "epoxy" type paint. These paints harden by a chemical reaction between their two parts to form a durable, good looking finish. They offer excellent resistance to gas and abrasion, as well as being easy to apply. Again, appearance is not as good as with lacquer, and some durability may be lost if they are compounded. There are catalyzed finishes on the market which are basically enamels or lacquers to which chemical agents are added at spray time to improve their durability. They're better in that respect than their uncatalyzed cousins, but the true two part finishes are really best.

At this point, if I was gonna have someone else paint my bike, given that I place durability over show quality in finishes, I'd pick one of the two-part paints. However, there's one other thing you've got to consider if you do the job yourself. Some of these paints can really mess you up if you breath their vapors or even if you get any on you. For uncatalyzed enamels and lacquers, a regular dust mask and adequate ventilation will probably get you by without bouncing off the walls. But, if you're gonna need a charcoal activated respirator as a minimum, and a fresh air supply if you do much of it. Seems a favorite ingredient of epoxy paint manufacturers are cyanide compounds. Yeh, you know, that stuff that was all the rage at Jonestown. Granted you don't have to worry about the paint turning you into a religious fanatic, but cyanide and other catalytic compounds in the paint, besides being very toxic, accumulate in your body and never, no not ever, come out again. They keep accumulating every time you use the paint containing them and when you get enough, you're on your way to see Uncle Jim. Since us Norton riders are probably a little shy on brains to start with, we need all we got and can't afford to lose any to the evils of paint vapor. It's all up to you: If you've got a fifty cent body use a fifty cent dust mask. For my run part, I'll take the Bell Star version any day.

OK, say you still want to paint your bike yourself, but you're short on cash and don't want to poison yourself either. You can't afford an air compressor, and can't borrow one either. You're stuck with spray cans, but obviously rustoleum is out of the question, 'cept maybe ifin yer from 'hia. There is an alternative: Pumped paint. Any uncatalyzed finish can be mixed and loaded into a custom spray can. Not the cheapest way to buy paint, but it keeps equipment costs WAY down.

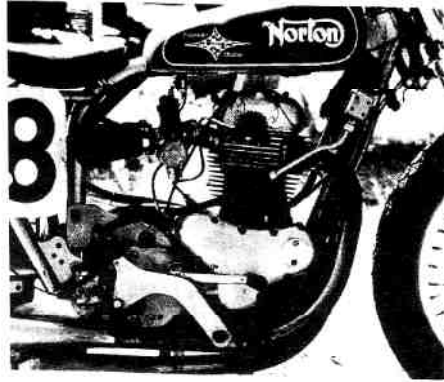
If used properly, spray cans can produce good results; here are a few tips:

Besides following guidelines on surface preparation to be given later, use a primer recommended for your chosen paint. Then, before you shoot your color coats, warm the paint to about 90F in water (no, put away your blow torch, we'll play flamethrower another time). Shake the can REAL good (3-4 minutes isn't too long) and apply even, wet coats. Wet means the surface just painted reflects light like a calm pool of water: No runs, no bumps. If the surface looks dry and rough like sandpaper you're not putting on enough paint. If the paint drips like lace curtains you've put too much paint on. Keep the head of the spray can about 6-8 inches away from your surface and move it back and forth so as to overlap your last pass by about 20%. More on painting technique later, but with cans just remember to keep it wet.

When looking for spray paint, don't go down to your local auto store (unless it's an auto PAINT store, which is where you should go to begin with). Discount paint is not very good, won't hold up, and sometimes even changes color in the sun (sometime ask Maya about her Fastback's 'green' phase). Stick with the good stuff you get at your DuPont, Sherwin-Williams, or ACME (no foolin') auto paint store. It just doesn't make sense to put in all that hard work (more on that in surface prep) and then blow it with a crummy finish. Spend a few extra bucks, you're worth it.

Spray cans sound OK, but you gotta have Imron? The way you figure it, for the \$200 Charlie's Harlies wanted to paint your beast, you could buy your own set-up, or at least get a good start, right? RIGHT!! Here's the poop on compressors, guns, and prep equipment. If you can get your hands on one, page through a Grainger or a Sears catalog and see what's available. Amazin' ain't it? Be assured that all of it will work for what we want, but some of it won't last through your first job, and some of it just won't do a good job. Here's where you're first big decision comes in: How long and to what extent will you use this stuff? This job only and after to pump up you're air mattress? Or this job, maybe your buddies, the car, the house, and maybe a pneumatic tire changer too? Obviously, the more you want to use it for, the bigger your set-up will be, and the more it will cost. The best rule of thumb is: Scope out your immediate needs and purchase the best equipment you can afford to do the job. You can always add the frills later, right now put your money into a good compressor (the largest capacity you can afford) and your gun. Stick with quality tools, they'll last longer, work better, and if you need to sell them later they'll be worth more. Just like money in the bank 'cept you get to use 'em.

(Continued next month)

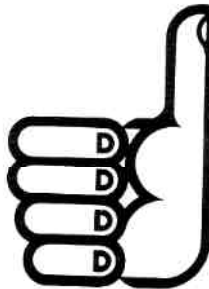


## MILE MACHINERY

The 750-cc, long-stroke (73 x 89mm) Norton Twin pulls extremely well on the dirt, delivering the sort of power that gets to the ground, and gives the rider a good drive out of corners. CW's Jody Nicholas, riding the Harold Allison-tuned Norton (No. 58), won four out of five main events at Ascot. Also in a Trackmaster frame, it seems to have the steam and handling required for the Sacramento mile, where Nicholas was third fastest qualifier. ☐

CYCLE WORLD

DECEMBER 1970



# EUROPEAN MOTORCYCLES

## EXCLUSIVELY

### SWAP AND SHOW

MAY 14

10 AM

AMERICAN RIVER COLLEGE  
SACRAMENTO

RAIN DATE MAY 28

- ★ Private Party Bikes and Parts
- ★ Dealer Exhibits
- ★ Accessory Displays and Sales
- ★ Brake and Mechanical Upgrades
- ★ Club Booths
- ★ Shops and Specialty Exhibits
- ★ European Motorcycle Association Booth
- ★ Racing Information and Display
- ★ Contemporary and Antique Show
- ★ Rider Safety Program Information
- ★ Insurance Exhibitors
- ★ European Motorcycle Association Newsletter
- ★ Bike Photographers
- ★ Refreshments and Food
- ★ Clothing
- ★ All European Makes

#### EUROPEAN MOTORCYCLE ASSOCIATION

1116 18th Street  
Sacramento, California 95814  
(916) 448-1620



#### EUROPEAN MOTORCYCLE ASSOCIATION

**ENTHUSIASTS** who own and ride the high performance, two-wheeled machines designed and fabricated in Europe have little in common with the ubiquitous but characterless product from Japan. Yet, scant attention or support is committed to those few discriminating owners who have the awareness and sophistication to experience the motorcycle in the European style.

The **EUROPEAN MOTORCYCLE ASSOCIATION** was formed by a small group of motorcycle businesses committed to the European bike. The expressed intention of the **EMA** is to establish a supportive environment for the European motorcycle and owner through communication and events.

The **EMA** sponsors an annual **SWAP and SHOW** for European bikes exclusively; publishes a quarterly **NEWSLETTER** about European bikes, events, clubs, and owners, and organizes **RIDES** of interest and challenge to the European bike.

The variety of California's **TOPOGRAPHY** and extensive highway system provide for virtually unlimited opportunities to enjoy the experience of owning and riding a European motorcycle. The **EUROPEAN MOTORCYCLE ASSOCIATION** wants to help you explore all of these opportunities.



# Pappy

Dear Pappy:

Last Fall I took my faithful yellow fastback on a high speed ride down those curvy roads that lead to Alice's Restaurant (know the place?). I had fuel additive in the tank, a new 81 on the back, and I even cleaned my faceshield so I could see where I was going. Boy that old Norton was sure snorton\*.

Rounding a curve in my top form, at six grand and climbing, what should I behold parked on the side of the road but a new Honda Interceptor. I must admit it was a stunning machine, but I gathered that it wasn't running, so I turned back to offer help. Standing next to that red, white and blue turbocharged rocket was the rider, dressed in matching leathers. Imagine my surprise, when she took off her helmet and I discovered the stranded cyclist was a beautiful girl!

Pappy, it was love at first sight, and she's everything any man could ever dream of. She drives an Italian sports car, and wears designer jeans. She's working on her thesis at Stanford, while she models part-time for Macy's (Lingerie). Her Daddy is rich and when I visited him at his vineyard in Sonoma he casually mentioned that his only daughter had a dowry and how nice the south of France would be this time of year for a Honeymoon.

It's all too good to be true, Pappy except for one terrible snag. She says that old yellow Norton of mine is too slow, too old, very dated and simply doesn't fit in with our new image. I know in your infinite wisdom, I can count on you to steer me in the right direction, Pappy, for heaven's sake what should I do??



Morty on Snorty

Dear Morty: Sell the bike.

Dear Pappy:

My husband and I love the Norton Club and go to each and every event, especially the rides. I love to look at the bikes, but I've always been curious about something, what causes those dents in the gas tanks?

Muriel in Bonny Doone

Dear Muriel:

There are four types of dents found in the tanks of Norton riders. The first and most common is found along the top, usually near the petrol cap. Dents here are usually caused by the rider's chin or forehead striking the tank soundly after passing out from over indulgence in his favorite beer or spirits. The second type commonly found on the right side of the tank are caused by riders of Japanese motorcycles who kick viciously as the Norton rider overtakes them in the turns. Sometimes

the passengers kick as well, accounting for the small dings made with high heels. The third is, sadly, wanton abuse. Alone and helpless in the garage, many a 750 knows the sheer terror of sitting on its center stand while various members of the family jealous over their dad's hopeless involvement with the machine, punch, kick, bite and scratch their frustrations out on the caged beast! Norton Widows can be cruel and little no-neck monsters carrying daddy's screwdriver have made many a Norton wish it had never left England! Ooops, out of space, I'll tell you the fourth reason next month!

Cheers,  
Pappy.

# WANT ADS



NOTICE: The Norton Owners club expects you to bargain in good faith and honesty, but assumes no responsibility for the goods or services offered in these want ads. ED.

## Russian River Roadster

1970 Commando 750 with 7,000 miles, completely stock with the addition of a Vetter Quicksilver fairing and luggage rack, new K 81's---\$1295.00

Also the following parts:

1. Commando fibre glass tank-1970
2. 1970 Commando clutch assembly
3. Two into one exhaust system.
4. 1970 Commando primary chain, and Oil Pump.

Prices negotiable...James Jacobs Guerneville...phone 707 869-3848.

## FOR SALE

1. 850 Commando Frame, 1973---\$190.
2. 850 Commando Frame, 1974---\$100. has slight kink in downtube.
3. 850 wiring harness with cables to handlebar controls---\$45.
4. 850 rear light unit, complete \$35.
5. 850 front fender with stays--\$25.
6. 850 Oil tank---\$30.
7. 750 Swinging Arm---\$30.
8. Hi-Rider Gas Tank---\$35.
9. Early Fastback center stand-\$20.
10. Commando engine sprocket pullers made them myself, strong-\$10.
11. Black Leather Jacket, size 40-\$60.

PHIL RADFORD (408) 293-4548.

## Wrencher's Challenge

1957-58? Dommie...not running possible parts bike---\$500, or will trade. Call Tom Murphy at (408) 446-2227.

For Sale: Rear Luggage rack for Commando with newly re-upholstered sissy bar---\$60. Fiberglass Tote box with a locking lid---\$30. Wixom type fairing for a Commando, black fiberglass with clear wind-screen---\$35. Rear Pillion pad with new upholstery...\$20.

Art Sirota, Box 81  
La Honda, (415) 747-0740

For Sale: Norton Featherbed frame and many misc. parts \$250. or best offer. Also MkIII roadster I'm willing to trade for mid-size Brit or European twin. Call (415) 941-7989 or (415) 948-1403 ask for Rosemary.

For Sale: 1967 N-15 CS street scrambler, 750cc...1981 center fold bike. New K-70 tires and new red paint job---\$975, best offer. Harvey (408) 225-7356. evenings 6-9 pm.

For Sale: 1975 Mk III Roadster Red, white and blue. Needs tune up and clean up. \$800.00 or best offer. Call Cathy (408) 257-2230, or (408) 730-9523.

Wanted: For a 1973 850 Roadster a front rim, headlamp shell, one turn signal, outer primary chain case, replacement seat cover. Ken Ward (408) 733-5749 evenings or (408) 742-8245 daytime.

FOR SALE:

1972 Norton Combat (first sold in 1974)  
7 k miles...Dunstall tank, seat, rear-  
sets and exhaust. Quartz light, oil  
cooler, air horn, steering damper and  
other goodies. A real cafe machine.  
yours for only \$1600.

Jim Keenan  
(415) 524-9455 H  
(415) 231-3791 W

WANTED:

Recommendations pertaining to the  
mounting of a "Sprint" John Player  
Norton Special Fairing; specifically  
what rate front springs should be  
used? Where can they be purchased?  
The set-up adds about 15 lbs. to the  
front end, and I weigh in at about 6  
stone (84 lbs) more than the 12 stone  
(168 lbs) rider that the designers  
seemed to have in mind. Also, the  
clip-ons transfer more weight to the  
front end than would the English  
style bars intended for the bike. The  
springs originally fitted to this '75  
Mark III were (I think) as follows:

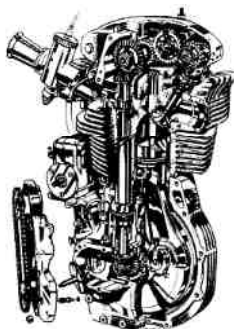
Number of coils - 75 and a half  
Free length - 18.7 inches  
Rate - 36.5 lbs/ in.

Any help appreciated.

Richard Eyler  
P.O. Box 578  
Saratoga, Ca 96070  
Phone (408) 338-3058

WANTED?

One left-handed crossover pipe for  
a Mark III.  
Phone (415) 433-6060 Robert Grady  
days.



FOR SALE

1970 NORTON 750, mid-nite  
blue, stock, 15,000 original (hon-  
est) miles! Asking around \$700.

Call Ron Sharpnack  
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Assorted odds and ends for  
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1. A pair of mid-50's rear shocks  
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Please Call.  
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1. A 1963 Norton ELECTRA 400cc.  
Third gear does not index, but  
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Norton Notice

7<sup>th</sup> ANNUAL

# Norton BEER BUST

SUNDAY JUNE 26<sup>TH</sup>

SAN MATEO COUNTY MEMORIAL PARK  
HUCKLEBERRY FLAT PICNIC AREA #1  
(HALF A MILE WEST OF MAIN PARK  
ENTRANCE ON PESCADERO RD.)

ACTION BEGINS AT NOON

EARLY NORTONS  
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FREE BEER FOR ALL NORTON RIDERS

FOR MORE INFO, CALL CLAUDE 593-4967

# Hall-Burdette

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**Norton**

  
**MOTO GUZZI**

**DUCATI**

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2010 DEL PABO BLVD.  
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PHONE (916) 825-1787

# 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.

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Exhaust port repair \$45 each  
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2800 Adeline Street  
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