



Norton Notice

The Newsletter of The Northern California Branch

NO. 64

SEPTEMBER 1983



ILLUSTRATION: ERIC GUSTAVSON

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.

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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

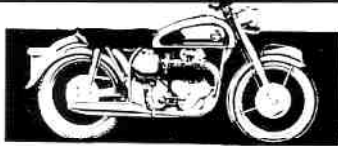
DENOTES MEMBER NUMBER 828 WITH HIS DUES EXPIRING ON THE 1ST OF FEBRUARY. PLEASE SEND ALL CHANGES OF ADDRESS TO THE MEMBERSHIP SECRETARY/TREASURER ONLY.

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:

The following items were donated to the Club as door prizes at our Pinecrest Rally. Many thanks to our sponsors and congratulations to the winners!

Mr. Ed Brooks Euromart Corp.

1. Complete BUB Exhaust System won by Mark Wilcoxon.
2. Two factory workshop manuals won by Bernie Berleffi and Rich Stevenson.
3. 850 Valve Guides won by Jeff Michaels.
4. 750 Valve Guides won by Harvey Loucks.
5. 850 Gasket Set won by Gene Austin.
6. 750 Gasket Set won by Len Allen.
7. Complete set of Norton rubbers won by Mike Hansen.
8. Isolastic installation tool won by Phil Radford.
9. Two oil filters won by Carollyn Scott and Dave Cronin.
10. Two sprocket pullers won by Jim Crocket and Gerry Reynolds.
11. One Locktite Kit won by Alan Goldwater.

Mr. Dennis Manning BUB Enterprises

1. Complete exhaust system to fit any year Norton won by Scot Marburger.

Mr. John Gallivan TT Motors

1. One set of saddle bags won by Bruce Chamberlin.
2. One pair of overshoes won by Mike Garcia.

Brittalia Motors

1. A \$25 gift Certificate winner unknown.
2. Two hats won by John Martin and Jeff Hemphill.
3. Three T-shirts won by Kevin Cooper Mark Wilcoxon and Rich Pearson.

Mr. Alan Goldwater

1. A pair of sunglasses, won by William Wolbertus.

Tom & Adrienne Skillington

1. Ten Ladies tube top shirts with Norton motif won by Rosemary Bittmann, Mel Dern Fred Drummond, Steve Hubbard Len Allen and others.

In July 1983 we had 8 new members. In August 1983 we collected \$23 for the branch raffle and 4 new members, but 3 dropped out. We now have a total membership of 251 riders in the Northern California Branch. After paying for the Pinecrest Rally, and sending membership dues to England, we presently have a total of \$1141.00 in our account. We need to order more T-shirts and the Branch Christmas party comes out of Branch funds, however there still remains a healthy surplus. Does anyone have any suggestions what we could do with it? And by that I mean to benefit the Branch and not enable a bunch of freeloaders to piss it up against a wall!

I recently received a consignment of the latest Spares Lists from Les Emery, including 750 & 850 Commando, 500, 600 and 750 pre-Commando twins, single cylinder Nortons 1933-63 and also Norvil Production Racer Parts. Contact me and I will be glad to include one in your next NOTICE, or send me a SASE for speedy delivery. This new list will be valid until 1984. Also anyone requiring back issues of practically any Norton Notice, just send a SASE and fifty cents per copy requested. Last, but not least, please renew your membership on time, ie. the beginning of the month, not the end and please keep me informed of any changes in your mailing address OK?

Thanks,

Phil Radford

Does anyone know the whereabouts of two members?

John Richardson NC 129/12,
Lachlan Clarke NC 206/5.



There was an erroneous statement in last month's Norton Notice concerning the purchase of parts from Fair Spares in England. Anyone can purchase spares from them (not just full N.O.C. members), but non-members have to pay 20% more, just as it says on the cover of the "fast moving spares" lists. Notice that phrase "fast moving spares"? Just because what you want is not listed doesn't mean that they don't have it or can't get it for you. Give them a good part number or an excellent description and I think you'll get what you want.

I think the statement that Fair Spares is "a non-profit parts house" is also erroneous. I doubt that Les and Sue Emery do all that work for free. Perhaps we can get some clarification from them as to the exact nature of Fair Spares and its relationship with the N.O.C. I'm not 100% positive so I would rather not lead you astray.

Several people have mentioned to me that the fee that banks charge to purchase a foreign draft in pounds sterling has become excessive. I agree that \$5 to \$7.50 per bank draft does seem excessive, but there's another way to send pounds to England. If there's a Barclay's Bank near you (there are numerous branches in the Bay Area) ask for an international money order in pounds sterling. They only cost \$1.50 each, although there is a maximum limit of 500. There's another way of ordering parts that I use that you might want to use if you make several purchases in a year's time. Send a couple hundred pounds to Fair Spares and open an account so that all you have to do is order your parts and only send more money when the total amount of money remaining gets too low. Sue Emery, I believe, is in charge of accounts and she'll keep you advised as to the amount remaining after a purchase.

In Art Sirota's tech tip concerning curing an oil leak between the barrels and the cases, there are a few things to be aware of that were not mentioned. When you lift the barrels off the cases you should allow the crankshaft

to rotate so that the pistons follow the barrels upwards. If the pistons were at the bottom of their stroke and the crankshaft didn't rotate, it would be possible to lift the barrels high enough so that the oil rings would come out of the cylinder spigots with a chance of bugging things up when you lowered the barrels upon reassembly. Even if the rings didn't come out of the spigots there's a chance of the end of a ring popping into the rod clearance slot in the spigot. So check that before you lower your barrels.

Another thing to check while you're doing this job, or any other time you mate barrels and crankcases, is to make sure you don't fill the oil drain passage that appears at the crankcase flange behind the right hand cylinder. Something that I recommend at this joint and between the crankcase halves is Loctite Gasket Eliminator. It is a red-orange paste that comes in a small red tube and the best thing about it is that it is anaerobic. That is, it only sets up in the absence of air such as when the parts are bolted together and is similar in activation to Loctite thread locking fluids. Any excess sealant is squeezed out of the joint upon assembly and can be easily wiped off without solvents or, in the case of the oil drain hole behind the right hand cylinder, the engine oil flushes away the excess sealant as it won't set up because it is still in the presence of air. And by the way, if you omit the cylinder base gasket and use a sealant only you effectively raise the compression ratio slightly, which might be a good idea on a stock 850 but not on a Combat 750.

Gene Austin



UPCOMING BRANCH EVENTS

<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>	<u>EVENT</u>
September 8th	7:30pm	Edinburgh Castle 950 Geary St San Francisco	September Meeting
September 11th	10:00am	Summit Inn Highway #17	Carmel Ride
October 13th	7:30pm	Rick's Chalet 4085 El Camino Palo Alto, Cal.	October Meeting
Weekend of October 15th and 16th	?	Overnighter ride to	Lake Tahoe

* The San Jose Mile scheduled for the 18th of September.

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.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 Barman phone (408) 255-5107 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	\$ 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.



EDITORS 2 CENTS

Our third Annual Rally held at Pinecrest was a great success and most members seemed to have a great time. There was a most unfortunate accident involving Ms Paulette Peterson, a friend of Art Sirota. We wish you the fastest recovery possible, Paulette and hope to see you up and about soon.

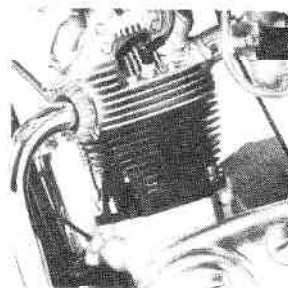
The club ride on Saturday was less organized than usual and seemed better for the change. All day long clusters of Norton riders could be seen as they enjoyed the majestic beauty of the pass, with out the collective insanity that sometimes occurs when slower riders attempt to keep up with some of the fast ones. Stan Smith and his wife put on a good dinner on Saturday night and breakfast that Sunday morn, and we thank them for that! I can't report on the rooms at the Chalet since I prefer to camp out, but it was nice to have both options. Friday night's parking lot party was your typical bench race bull session complete with lots of beer and tall tales. I did notice that the party on Saturday night was not as loud as last year's, nor did it go on as long(I'm not sure wether that's good or bad I just noticed!). Oh we'd like to mention how nice it was to see many club members and their entire families attending, it gave a wholesome atmosphere to the event(maybe that's why the party didn't go on as long.)Any way it was good to see you and your little ones.

Credit where it is due dept: Last month's issue of the NOTICE contained an amusing article titled "A Matter of Semantics". We lifted it entirely from the BSA Owners of Southern California and would like to thank them for it.

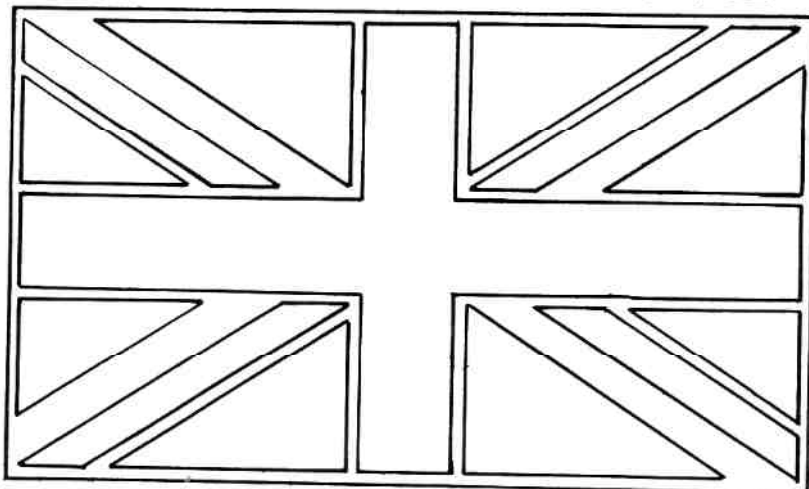
While we are thanking people, Brian and I would like to especially acknowledge the anonymous club member who sent back his/her last month's NOTICE after underlining each and every grammatical error their keen, but tiny mind discovered in the club paper. To this closet English teacher posing as a motorcyclist we have a simple request...in your search for perfection, why not start with yourself???

Smile while you
Ride,

Robert



3RD ANNUAL



BRITISH BIKE BENCHRACES

A DAY OF BULLSHITIN & BEER DRINKIN FOR
ALL AREA BRITISH RIDERS - SAT, OCT. 1ST
1595 WRIGHT ST. SANTA ROSA - NOON TILL
DARK. U.S. MAKES & ANTIQUES WELCOME

NO JAP TRASH.



Pappy

DEAR PAPPY:

I'm sure my Georgie has found another woman, and I'm tormented with the thoughts of losing him. I know it's true, because I heard him on the telephone with his best friend (actually I picked up the extension in the den like I usually do.) I was fixing his favorite for dinner, Menudo and polish sausages when I heard him laugh and tell his buddy that he'd meet him at Alice's as usual and he was sure they'd have a good time! Pappy you must help me save my marriage and keep a home for our 8 children, my parents, and my Uncle Phill and his 3 dogs! Who is this hussy, Pappy? How can I win my Georgie back? I know he's kind of funny looking, smells like WD 40, and is always falling off his Norton, but Lordy he's all I got!

Andrea in Stockton



Dearest Andrea:

You have nothing to fear from sweet Alice. Like you, she knows that the way to a man's heart is through his stomach, but fortunately for you she doesn't wear a watch. Serve Georgie his vittles on the same day he asks for them and your marriage will always be a happy one. Cheers Pappy.

Dear PAPPY:

This is my story. One night after leaving my girlfriend's house I boarded my trusty old friend "Harold"---the Manx, and headed down the pike on that raucous beast. I felt a little crazed. Perhaps it was the fly in the tequila, the powder on the mirror or all those hot kisses from Carmelita and that last look she gave me as I rode away.

I felt like racing Harold in anger (as the British say) so I laid down on the tank, tucked in real flat like Rolly Free and let that tequila madness do the rest. Now for a long time Officer Frank has been out to get me. We've had a run-in or two and I guess you could say he hates bikers about as much as I hate the police. Now I know he always hangs out behind the billboard at the Milpitas Exit (the one with the couple choking each other as they scream "We got the money!") With the devil roaring in my veins I musta been doin 90 as I roared by that sign, and I looked back in time to see Frank spill coffee on his shirt as he jerked on the red lights. The chase was on! Now Pappy that one-lunger you built is fast, but so is a 400 horsepower Dodge and Frank was closing in quick. I decided to maneuver, so I jumped lanes and drove down the other side of the freeway (should have seen those peoples' faces!!). But I gotta give Frank credit he followed me and actually I think his siren and lights, not to mention his drawn gun really helped him keep on my tail. Up ahead I saw the golf course and jumped off the road near the 12th tee. Frank pursued me like a man possessed! I cut across 5 fairways while yelling "Fore! Fore!" plowed through two sandtraps, barely missed the caddyshack, and headed for the old folk's home. Frank must drive off the road on weekends causing he was gaining on me, and the rounds from his .38 were causing sparks on the road ahead. Then I saw my chance. The Wednesday night Bingo game was just getting out and I knew that if I floored it I could just get by the group before they blocked the road for my pursuer Officer Frank. Sure enough I dusted the old geezers without injuries although the night was filled with the sound of dropping Bingo cards! I guess Frank choked at the thought of manslaughter even in the line of duty so he was forced to stuff that CHP's car into a rather large oak tree, pity. When I got home Iiced down "Harold" and jumped in the shower where I laughed so hard I almost cracked my head on the tub! Pappy, did I do wrong?

Still laughing,
Bart on Harold

Dear Bart: What an extraordinary story!... and so full of so many colorful details. I'm afraid you must answer my question before I'm able to answer yours. Are you, by any chance, IRISH? Cheers.

NORTON 750/850

Perhaps The Finest Motorcycle Ever Made
In England, It Can Still Be Made Better.

Nortons are a joy to ride, but like any bike they have a few problems, and can stand a few changes to make them work better than the factory bothered to make them perform. A few modifications will make your Snortin' Norton more reliable, safer and a better runner.

Clutch

The 750 Commando had constant problems with its clutch. After a few thousand miles, it would begin to drag and then slip. The Complete Mechanic could dismantle his clutch and sand the plates to get another few thousand miles out of it, but Barnett's new Bar-Flex 1 clutch material eliminates the 750 Commando clutch fiddle without the dragging problems of the old Barnett Corprene material.

Exhaust

Dunstall's Dr. Gordon Blair designed two-into-one-into-two pipe is still the best for all-around power, but it does reduce the motorcycle's center clearance and usually doesn't fit too well. If you are stuck with the late EPA mufflers, you might consider installing the excellent Bub Enterprises Commando replica mufflers. They are better made than the originals and will improve engine performance.

Tires

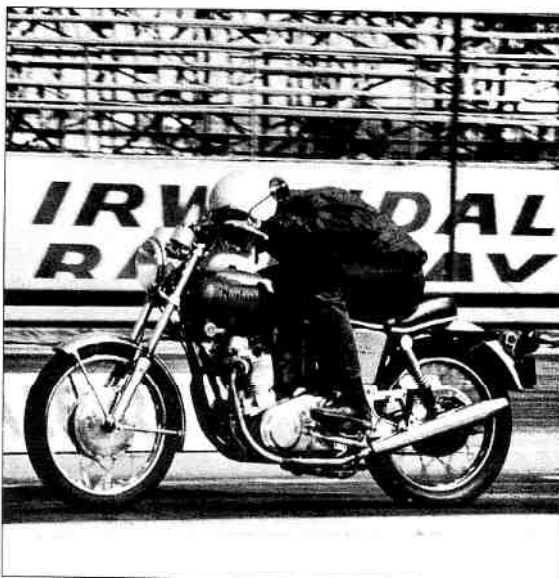
The Griffith Park Backside Sliders prefer either a set of Dunlop K81s or a Conti on the front and a K81 on the rear. Both combinations work well with the Isolastic Commando frame and allow the rider to slide the bike with complete control. We're reasonably sure that other tires will work on the Commando, but we *know* these will.

Oil Cooler

Nortons actually run rather cool if they are ridden in a leisurely manner. However, many are never ridden leisurely. And when they're really run hard, the Nortons can use the assistance of an oil cooler. A thermostatically controlled Derale will keep the oil warm when you're on the way to the fun roads—and keep it cool after you get there.

Ignition

Like most stock bikes, the Nortons



can use a spark boost. K-Mart coils or the new Andrews coils will give a useful energy increase; the bike will start easier, respond to the throttle cleanly and generally be more pleasant to ride. Pay close attention to the condition of the advance mechanism. When worn, the timing will vary and the bike may not want to idle. Keep it lubricated.

Carburetion

The Norton's concentric carbs are bolted to the head and are thus subject to the severe vibration that all engines generate. So they wear out. Check the throttle slides for wear every few thousand miles. When they're worn excessively, the engine will idle too fast. A permanent cure is a set of Mikunis or Amal MK II carbs. **AM**

Great Bikes of the 70s



NORTON 850 INTERSTATE

An enthusiast sports/tourer with excellent brakes, outstanding speed and acceleration, and superb handling—and a 7-gallon fuel tank good for 300 miles of riding. If you're willing to fiddle (and you can still get parts) and fix a bit on an essentially reliable machine, you will derive a great deal of pleasure from the Interstate. And own one of the most beautiful motorcycles ever manufactured.

4-speed 4/5 ohv 820cc 77x90mm 66/650 2 30mm Amal 6at & Points 395 lbs.

MAINTENANCE

ENGINE OIL

When That Thin, Slippery Film Wears Out Your Engine's Hard Parts Quickly Follow

Your motorcycle lives on a film of oil mere microns thick. The single most important thing you can do to ensure that your machine survives to achieve its Methuselan mileage potential is change the oil at regular—and frequent—intervals. And, of course, use the correct type of oil for the kind of riding you do.

If your motorcycle is a four-stroke, check the oil reservoir frequently and replenish the supply when necessary with the type and weight oil recommended by the manufacturer. If your bike is a two-stroke with automatic oiling, top the tank up as soon as the level reaches the recommended refill point. And don't forget, a four-stroke can run low on oil and still run safely for some distance. When a two-stroke runs low on oil it quickly runs out, and then lurches itself.

Not only does oil cushion metal-to-metal contact inside your engine, it also holds contaminants—particles of combustion dirt and corrosive acids—in suspension so they won't cause serious damage. In an air-cooled engine, oil also acts as a heat dissipater, and cannot do that job well if it has become sludge.

The need to flush out these contaminants is why oil must be changed. How often should you change oil? Consider the manufacturer's recommended interval the absolute maximum allowable. Some riders change their oil as soon as they see any thickening or discoloration at all. That may be a bit excessive; 2000 miles is usually about right. Don't forget to change the oil filter, if your bike has one, when you are changing oil. The filter contains dirty oil, and is at least partially clogged anyway, so you might as well toss it. It's cheaper and less difficult to replace than a new set of rings. If you've done any engine work, you should change the oil no more than 500 miles after you stitched the motor back up.

While you're changing the filter, don't forget to clean any screens within the oiling system. Also, eyeball all oil lines and fittings for any leaks.



What oil should you use? If you've just bought a used bike sans owner's manual, you won't have any manufacturer's recommendations to go by. If that's the case, consider how you ride the bike, and when. Oils are classified by numerical weights, or viscosities, with the number frequently followed by a W. This indicates that the viscosity number was determined at 0 degrees Fahrenheit. The lower the viscosity number, the "thinner" the oil is, and the less suitable for hard, hot running. Oil viscosities are also listed without the "W." Such oils have had their viscosity determined at 210 degrees F. When you see an oil labeled 10W-40, for example, commonly called a multi-viscosity oil, the numbers tell you that oil is one whose 0-degree viscosity falls within the specified range of a "W" classification and whose 210-degree viscosity falls within the range of a non-W number classification. To get technical, an oil with a viscosity of 9800 Saybolt Universal Seconds (SUS—a standard measure of viscosity) at 0 degrees and a viscosity of 75 SUS at 210 degrees would be labeled 10W-40. Practically, this means when you turn the engine over on a cold morning, the oil will be thin enough to flow immediately. But once it reaches operating temperature, it will be heavy enough to protect the bearings.

As a rule, the lower the "W" number, the more suitable the oil is for cold weather operation. In winter you might want to run 20 or 30 weight and in summer 40. In spring and fall the more expensive multi-viscosities come into

their own. Typically, motor oils contain such things as viscosity stabilizers, detergents (or dispersants), antioxidants, and zinc anti-wear additives. These "wear out," and even though the oil is as slippery as it always was, and, in fact, could be "laundered," respiced and used again, it's best to simply drain it and put fresh in.

Two-strokes present a special problem. Not too long ago you could find two-stroke motorcycle oils designed for street use just about anywhere, but that situation has changed dramatically. Don't run outboard or snowmobile oil in your bike unless it is absolutely the only thing you can get. Outboard oil is usually 30 weight and is designed to meet the needs of two-stroke engines operating under moderate conditions. Ditto for snowmobile oil, except that it is usually 40 weight. Dirt bike oil is far better. Remember that your street bike engine will get far harsher use than any constant running outboard or snowmobile will.

A note about synthetic oils. Their main advantage is a high flash point. You can usually run them safely at temperatures of 350 degrees or more, while a natural oil will be destroyed if the temperature rises much above 270 degrees. Since it's not likely normal street riding will generate such temperatures, and since synthetic oils run about four bucks a quart, you might as well forget them.

Don't forget to check the transmission oil. Some machines use the engine oil for both engine and transmission, while others, particularly two-strokes and old English bikes, have a separate gearbox supply. Unless you have a leak, the amount of oil in the transmission should never drop. Simply replace at the recommended intervals. If you don't know what they are, be conservative: every 3000 miles. Always use an oil specified for transmission use. It will have a high film strength to minimize wear—which can be severe, thanks to the heavy loads transmission gears must bear—if the oil gets low or "thins out."

—C.D. Bohon

WANT ADS

WANT AD POLICY: Ads will be run for one month. For additional insertion, please resubmit copy.

WANTED:

Rearsets for a 1975 Mk III roadster

(415) 982-7242
Brian Halton

WANTED:

Norton Mechanic interested in taking the squiggles out of my MK III. I'm pretty sure the swing arm needs repairing. Happy to pay for good work.

(415) 982-7242
Brian Halton

NEW SERVICE!!! IMPRESS YOUR FRIENDS

Want to look like a racer but really don't have the guts to race? I can help. Leathers scuffed and burned, bootheels ground down on the sides, helmet badly scratched, tanks dented, foot pegs sheered down(30 degrees normal, 45 degrees extra charge) race track stickers, speeding tickets divorce papers, false race results you name it! we can even provide you with a bullethole through your licens plate! or have you declared legally dead! Go for it! Call Dave Cronin (415) 566-3119 an equal-opportunity service.

WANTED:

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

Gene Austin (415) 573-9559

TACH DRIVE FIX

Will machine drive housing of tachometer and replace "O" Ring with a new seal, all for only \$7.50. Phone

Mark Gribble (415) 573-1699

FOR SALE:

1971 NORTON 750 No Engine or trans. \$ 250 big ones and its yours. Call:

Claude Wright
(415) 593-4967

FOR SALE:

1975 Commando MK III, 23,500 miles Mikuni carb, Rita, new clutch, new battery, front tire and more. A well cared for scooter for only \$1,650.
Ed 843-5154
work 231-9501

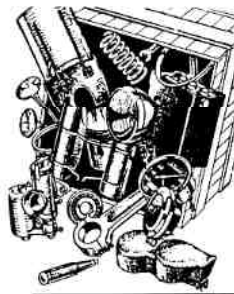
FOR SALE:

1973 Commando 850 Roadster, just rebuilt, 2 into 1 Mikuni, also stock Amals, Dunstall exhaust. All for only \$1200.

Tim Duffy
(415) 790-2291
Newark, Cal.

FOR SALE:

1. "S" Exhaust system w/brackets and side cover(blue) \$75
 2. Roadster seat \$25
 3. Roadster gas tank and covers \$50
 4. Dual 32 Mikuni setup/pumper kit \$90
 5. Handlebar fairing with handles \$50
 6. Stock handlebars & mirrors \$10
 7. Rear sprocket & brake with new Ferodo pads \$15
 8. Rear fender \$20
- Seth Petterson (408)732-3151



Norton Notice



WE HAVE IT NOW!
Call or write.

Norton **Britalia Motors** **USA**

DUCA TI

385 Tully Rd.

H Husqvarna

San Jose, CA 95111

isafet

"Comprehensive stock of
parts shipped UPS daily"

TRIUMPH

MOTO GUEZ

(408) 295-4341

MATCHLESS

HUGE CATALOG - \$6.00 POSTPAID

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
Luca
Lucas
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

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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.

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