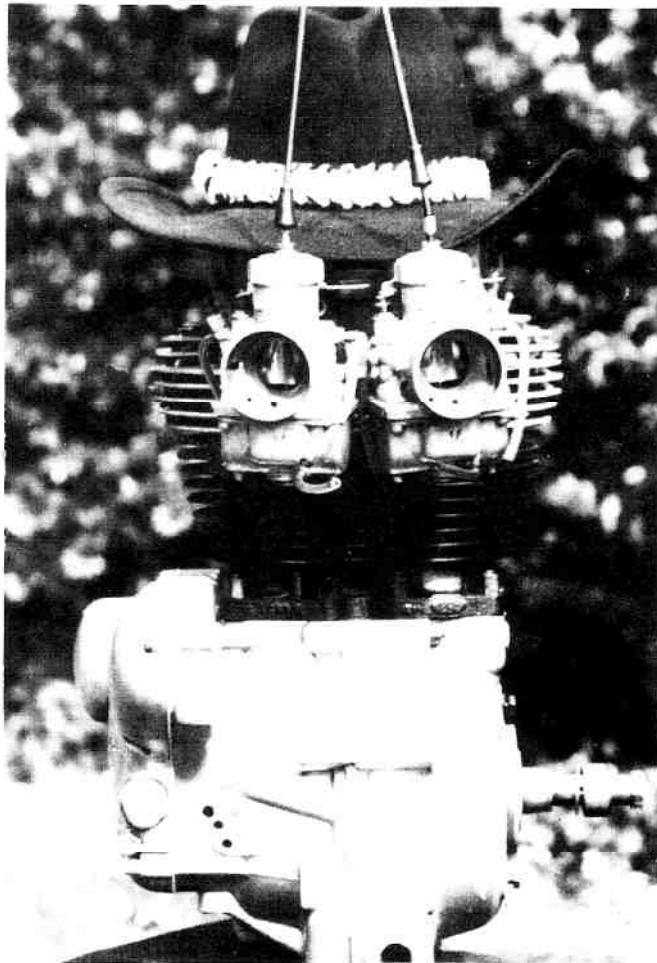


Norton Notice

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

NO. 104

DEC., 1986



WEST COAST MODEL OF THE FAMED NORTON 750cc ENGINE



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



Norton Notice

is published by the Northern California Branch of the Norton Owners Club. Its 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) as long as it is in good taste, so that other Norton enthusiasts may enjoy it. For Branch members who cannot attend club meetings or club rides, the NORTON NOTICE affords an opportunity to share experiences and information with the membership of the Branch, and to bring the Branch members closer together.

The deadline for items to be submitted for publication is the 15th of each month.

Membership in the Northern California Branch of the Norton Owners Club is available for \$25.00 per year.

Membership dues are payable to the Branch Secretary/Treasurer.

Renewal dues are payable at the end of the individual's membership year, that month being designated by the last number of the individual's membership number as located on the mailing label of the NORTON NOTICE or the membership card. For example, 745/2 denotes member 745 with dues expiring on the 1st of February.

All changes of address should go to the Branch Secretary/Treasurer, not the NOTICE Editor.

Subscription to the NORTON NOTICE only is available for \$15.00 per year. This does not include membership in the Northern California Branch of the Norton Owners Club, nor does it afford any of the rights or privileges of membership in the NOC.

Membership in the Northern California Branch of the Norton Owners Club entitles a member to monthly issues of the NORTON NOTICE and bi-monthly issues of ROADHOLDER magazine, which is sent directly from England, keeping members informed of Norton owners' activities worldwide. Membership provides voting privileges at all NOC and Branch meetings, and allows one to purchase Norton spares directly from England, at significant savings, through the NOC Spares Program.

Norton

CLUB OFFICERS

PRESIDENT

Scott Marburger
8422 Cypress Ct.
Dublin, CA 94568
(415)833-0268

SECRETARY/TREASURER

Art Sirota
1281 Laurel St.
Menlo Park, CA 94025
(415)327-3167

RECORDING SECRETARY

Tim Coburn
2000 Camino A Los Gatos
Menlo Park, CA 94025
(415)854-4364

EDITOR

Lou Caputo
1058 Peralta Ave.
Albany, CA 94706
(415)527-6803

PARAPHERNALIA

Volunteer

needed

RIDE ORGANIZERS

Nick Wittz
4950 Cherry Ave., Apt. 77
San Jose, CA 95118
(408)978-5985

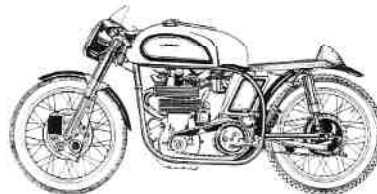
Dave Crader
3914 Jerabek Ct.
San Jose, CA 95136
(408)267-6049

Norton

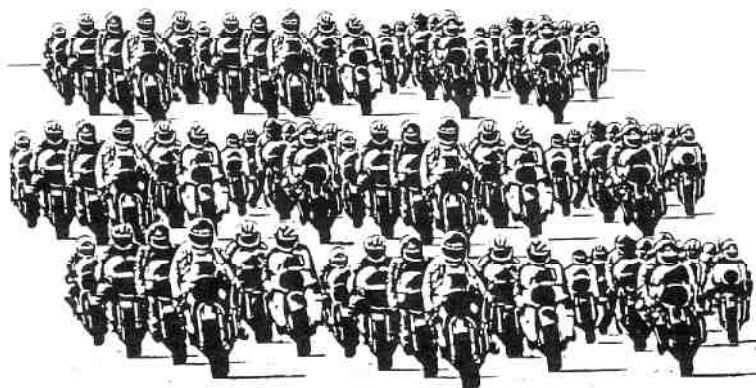
Important!

(Please take note of the following fine print.)

The object of the Northern California Branch of the Norton Owners Club is to promote, encourage and develop all motorcycling activities. The Club's members are owners of Norton motorcycles, and they often submit for publication in the Norton Notice technical tips pertaining to motorcycles of the Norton marque. Technical tips so published have been reviewed for technical content and are believed to be both acceptable and workable, but no guarantee is made or implied that they will work correctly, nor is any liability assumed by either the Norton Owners Club or the authors for any problems resulting from use of these technical tips. The Club also assumes no responsibility for the acts or omissions of its members in connection with Club activities. Norton Notice articles or other material express the authors' views only and not necessarily the official policy of the Norton Owners Club or its Northern California Branch. The editor reserves the right to accept, reject or alter all editorial and advertising material submitted for publication. Advertising published does not imply endorsement of products, goods or services. Now you know.



1963 catalog drawing of Manx 30M and 40M



UPCOMING EVENTS

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 OIL AND GASOLINE BY THE SCHEDULED DEPARTURE TIME AND ALL PERSONAL PROBLEMS TAKEN OF. IN OTHER WORDS . . . FULL TANKS AND EMPTY BLADDERS!



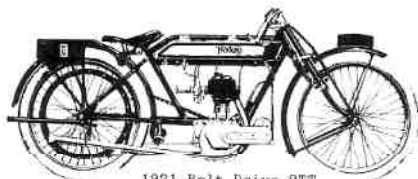
Dec. 7 Sunday European and British Bike Swap Meet and Show. San Mateo County Fairgrounds Bldg. Adm. \$3.00. This is the one that was scheduled for Berkeley before insurance problems got in the way. Should be good.

Dec. 13 Sat. Norton Christmas Party. 7:30 P.M. at the Class Reunion, 2700 El Camino Real, Palo Alto. Come and enjoy the good cheer. Note that this is a changed date-- see Editorial.

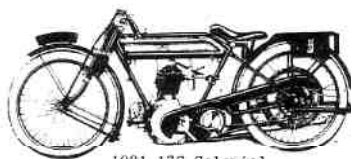
Dec. 14 Sunday Branch ride. Pearl Harbor Day Ride (one week late). Meet at Alices, Skylonda, at 10:00 A.M. Ride to CB Hanagans, get bombed. Don't even think of bringing your Nippon weapons.

DECEMBER

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			



1921 Belt Drive 9TT



1921 17C Colonial

The Norton experience



Reprinted with permission of ROAD & TRACK magazine.

GARAGE SPACE

by Peter Egan

WHILE MY WIFE Barbara rambled on, explaining the desirability of kitchens with center islands containing large butcher blocks and the basic premise that you can never have too many linen closets or bathrooms, I sat back and took in the realty office ambience, a reassuring mixture of framed diplomas, sales awards and crossed gavels on bronze plaques.

Declining interest rates and a sudden rent increase had brought us to this place. After six years of renting, we were looking to buy a home. In southern California. This is a part of the country where home values are determined not by the cost of lumber and nails, but by something called "your ability to pay." California banks compute this ability through a complicated formula that figures the current market cost of Hawaiian print shirts and white Reeboks, subtracts the total from your monthly income and takes the rest.

When Barb had finished describing cupboard space in linear dimensions normally applied to tennis courts, the realtor finally turned to me and asked what I was looking for in a house.

"Well, of course, I'd like someplace to sleep at night—with a roof—and Barb is correct in suggesting we'll probably need a bathroom and a place to heat food. But what we're really looking for is a very large garage, with some kind of living quarters attached. These can be above the garage or behind it. It doesn't matter. They can even be beside the garage, as long as they don't restrict its width or the size of the

garage door opening."

Barb started to speak, but I held up my hand, anticipating her protest. "Barb would probably prefer not to have the living quarters above the garage," I added hastily. "The smell of arc welding on a race car trailer at night always wakes her out of a sound sleep because she thinks the house is on fire. She's also sensitive to the sound of an air chisel, like when you're trying to remove a rusted header pipe and muffler from an old cast iron exhaust manifold and the whole thing suddenly breaks loose and crashes to the floor. Paint fumes are another problem. Especially your acrylic enamels, which seem to kill the house plants."

The realtor leaned back in his chair, took off his half-frame reading glasses, rubbed his temples with the first finger of each hand and said, "Anything else?"

"Yes. The size. I can live with a 4-car garage, but five would be ideal. It depends on whether or not the house has a separate gardening shed for Barb to keep her plant stuff. If we're going to have a lawnmower and six bags of potting soil cluttering up the garage, then we'll need at least five-car widths. That way I can seal off the plant section with drywall and keep the rose-bush fertilizer out of my metal lathe, which I don't have yet, but plan to buy as soon as I have a big garage. Building engines requires absolute cleanliness. If you've ever had someone open a sack of Turf Builder on a windy day right after you've installed half a set of rod bearing shells smeared with assembly lube, you'll

know what I'm talking about."

"Yes. I can see how that might be a problem," the realtor said vaguely.

"Other than size," I continued, "what we are looking for is a garage with a utility sink, running water and a drain in the center of the floor. I'd like enough wall space to install the large parts washer I don't have yet and the bead blaster I'm planning to buy. And that leads me to another requirement. Power."

"Power?"

"That's it. We need garage wiring that'll handle up to a dozen fluorescent ceiling fixtures and a 5-hp air compressor with an upright 200-gal. pressure tank—the kind you see in gas stations—so you can run the bead blaster and a wide variety of air tools. Right now I have a 1-hp portable air compressor and every time the motor kicks in, the stereo slows down and Neil Young sounds like Jim Nabors. The place also has to be wired for 220, for my arc welder."

"The one you're going to buy?"

"Exactly. I have only an oxyacetylene outfit right now, so every time I want to arc weld something, I've got to rent a Lincoln welder and change the 220 outlet on our clothes dryer. But those days are over, now that we're getting our own place."

"Well, I think I've got a handle on what you two are looking for," the realtor said, showing us out. "I'll be calling on you with some listings in a few days."

We finally found a house and moved in just two weeks ago.

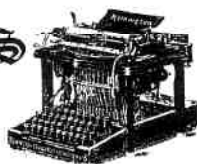
It has a nice big kitchen, three bedrooms, two bathrooms, a living room, family room and a shaded patio.

For the sake of domestic tranquility, and to keep the house payments down, I had to make a few compromises on the garage. It's only a 2-car garage (22.0 x 22.5 ft), with no floor drain or running water, and it's lighted by a single light bulb. At the moment, it's also piled to the ceiling with book boxes, furniture, bicycles and paint cans. A slightly depressing, but only temporary, sight. I've already ordered a load of drywall, and the electrician is coming on Wednesday to put in 220 and ceiling lights.

The important thing is the garage is ours, and as time goes on we can do anything we want with it. For instance, we could easily double its size by expanding the garage to the rear, where the family room and fireplace are now. This is a possibility I haven't yet discussed with Barb, but I'm sure she'll go for it. Gracious living, after all, is nothing more than a matter of carefully balanced priorities. And you can never have too much garage. ☐



EDITOR'S NOTES



Hi folks,

Not too much news this month with the exception of an important calendar change you need to make. Owing to my failing memory I incorrectly listed the date for the Christmas party. The correct date and time are:

Sat., Dec. 13, 7:30 P.M.

Saturday was selected so as to provide a time when members who work weekday evenings would most likely be free and because it gives everyone some breathing space from the workweek. Hope you can make it.

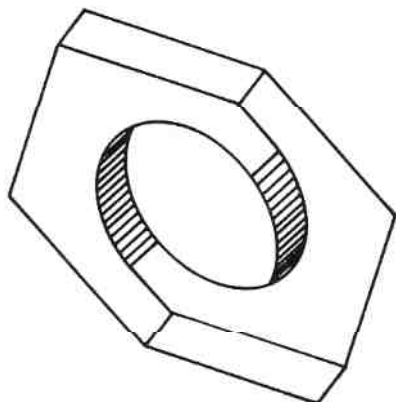
The meeting at the Class Reunion in November was small and we did not nominate candidates for the soon-to-be vacant offices. Help is available for those of you contemplating volunteering. The pay IS lousy but club members are cheerful, kind, helpful, truthful, occasionally grease-free, and above all thrifty. In fact, at last count our Treasury held around \$1100.

See you on the road.

Lou

GET THOSE CALENDARS

The 1987 N.O.C. calendars are available this year from Carl Mazel, 10608 Jordan Ave., Chatsworth, CA 91311. Check payable to Norton Owners Club for \$8.00 will do the trick.



Don't try to find a bolt this
nut will fit

MORE HAVE YOU EVERS

***** Ridden for 2,000 miles before discovering that the repair shop had installed a 5-speed gear cluster instead of a 4-speed one?

***** Roiled it on, brought the revs to 7,000, passed a car, and then, when shifting to 4th, stomped on the brake because you were on your BMW and not your Norton?

***** Left your apartment, screamed up to a traffic circle, and discovered that the neighborhood kids had UNadjusted your rear brake?

***** Ridden a Gold Star for 30 miles without a rear axle nut because you were so excited to have started the beast that you had to ride it RIGHT THEN?

***** Sent race photos you took of a G-50 at Sears to Craig MacLean when in fact most of them were of Dave Roper who raced on the same day on a similar machine?

***** Attempted to charge a partially sulfated battery and destroyed your battery charger?

***** Almost thrown out a nut to teach your son a lesson about the necessity for neatness and orderliness when repairing bicycles only to discover that the nut came from YOUR newly rebuilt Norton engine?

***** Checked into a campground at night and discovered in the morning that your tent was downwind from a nearby john?

***** Thought you were cruising in great style behind a fast moving RX-7 and discovered when you finally passed it that the occupants were a grey-haired couple in their seventies?

***** Told your wife that you'd wait for her at the gate since you'd make it on your bike to the event long before she would in the car only to take a wrong turn, get lost, and arrive ten minutes AFTER she had?

***** Kicked and kicked and kicked only to discover that you'd forgotten to flip the antitheft switch to on?

***** Tried to consolidate two opened fork oil bottles into one only to discover that you had just mixed fork oil with gear oil?

***** Passed the high speed emissions test but failed the idle speed one and then recorded the reverse results at a different smog check station?

Readers are encouraged to send in anything which might qualify as a classic guffaw, blunder, or plain ole' mistake. Items need not be Norton specific but extra points will be awarded if we can determine that the blunder could have happened best with a Norton. Prize winning entries are eligible for the NOTICE drawing. The Grand Prize winner will receive Norton designed outriggers and sails to make that trip to Hawaii something special. Get those pens rolling!

Bromo-Seltzer
Promptly
cures all **Headaches.**



\$ WANT ADS

£



ALL ADS WILL RUN FOR TWO MONTHS UNLESS YOU RESUBMIT THEM IN WRITING TO THE EDITOR.

More ads page 8

FOR SALE

Norton front drum/hub and spokes. \$3.00
Speedo and tach in aluminum housing/bracket (both work)-- cracked glass on one. \$12.
Drum front and rear wheel spoke sets. Free.

BSA 500cc single, \$595. 99% original, stock, runs very good, good cond. except paint fade.

Kelly Mose
3175 McKee Rd.
San Jose 95127
(408)259-4058
8-5 Wed.-Sat.

FOR SALE

73 750 Interstate Commando
Custom paint, rebuilt gearbox and isolation, engine rebuilt and balanced, 180 watt 3 phase Lucas alternator, Lucas Rita electronic Ignition, swing arm stiffening mod, Koni shocks, rearsets, low bars, Flam horns, Norvil steering damper, many stainless steel parts. A beautiful Commando in excellent condition. \$1800

77 Ducati \$60 GTS
In excellent condition, except the paint melted. Consequently asking \$1800 (below market prices).

Steel Roadster Tank	\$50
Roadster Seat (good)	\$25
Roadster Side Covers	\$5
Commando Headlight Shell	\$5
Foot Brake Lever (Mid 50's)	\$5
Twin Mikuni Carb Set Up	\$50
Triplex Engine Primary Sprocket	\$5
19 Tooth Primary Sprockets (2)	\$5 each
Roadster Grab Rail	\$5

David Crader (evenings) 408 267-6049

WANTED

850 Triumph for restoration project. Any model, running or not, prefer assembled. Get that unfinished Project out of your garage.

Jeff Jones
517 Glen View Ave.
Oakland
(415)753-1788

FOR SALE

1972 Norton Commando 750. Needs minor repairs and parts, good engine, runs, rides OK. \$700. or make offer.

Matt Bauer
663-8013
(415)663-8755
(message)

FOR SALE

1972 750cc Norton Commando. Low mileage, midnight blue fiberglass Interstate fuel tank. British gauge. \$1,200.

Greg Romelfanger
131 Anita St.
Santa Cruz 95060
(408)423-7549

FOR SALE

1. Fiberglass Roadster tank, black, excell. \$25.
2. Roadster luggage rack, like new. \$30.
3. Pair of Amal 932 concentrics with manifolds, cables, gaskets. \$25.
4. Roadster seat, MKIII, OK. \$20.
5. Roadster seat, pre ES, good. \$30.
6. MKIII 180w alternator with rectifier and diodes. \$75.
7. 2 handlebars, 1 tiller for MKIII, 1 wide. \$5.00/ea. and haul them away!

Nathan Meyer
1328 Spruce St.
Berkeley
(415)843-8612
w/MTS 6 P.M. to 10 P.M.
noon to 6 wknds

FOR SALE OR TRADE

I am selling 750 parts or am willing to trade any of these for 850 parts. You need something-- let's trade.

1. 1970 'S' model frame with cradle and swingarm. \$100. or ?
2. Primary sprockets and chains. \$40. or ?
3. Headlight- fair cond. \$20. or ?
4. Disc brake (front) spindle with spokes. Good cond. \$30. or ?
5. Other odds and ends-- call.

Bill Bernard
8298 #A El Bordo Ave.
Atascadero 93422
(805)461-0283

WANTED

Morris Mag (cast) wheels for Norton Commando. I need a set of front and rear wheels complete with disc brake setup (for rear).

John Paliwoda
P.O. Box 4303
North Hollywood, CA 91607
(818)986-3079 Daily



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

NORTON PARTS FOR SALE

1. Atlas cylinder barrel, needs rebore. \$20.
2. 3 sets brand new Fastback gas tank, seat, and tail section-- choice of BRG and Signal Red. \$325/set, without seat \$250/set.
3. 1975 MKIII frame, straight and true with title. \$100.
4. 2 sets Commando crankcases, both in exc. cond.: 1) 1972 Combat \$40.; 2) 1975 MKIII \$75. (50% thicker than MKII cases.
5. One pr. Superblend main bearings, low mi., exc. cond. \$40.
6. Brand new stainless steel rear fender for 1973 and later Commandos. \$35.
7. Late style Lucas tail-light assembly, gd. cond. \$20.
8. One pr. MKII handlebar switch and lever assemblies, v. gd. cond. \$35 for both.
9. 1974 MKII frame, gd. cond., no title. \$40.
10. 1975 MKIII engine complete w/carbs, cables, choke, and throttle. This motor is oil tight with only 8,000 mi. use. \$350.
11. MKIII rear disc brake setup includes master cylinder, hoses, caliper, rotor, wheel brackets, axle, swingarm, and brake pedal. \$180.
12. One pair Amal MKII square body carbs, 32mm, brand new in box. \$220.
13. One pair cable operated choke conversion kits for Amal MKII carbs, brand new in package. \$25.
14. One set MKIII front fork yokes, straight and true, freshly chrome plated by Brown's Plating Service. \$55.
15. One set MKIII handlebar switch assemblies, levers and master cylinder, all parts with new chrome plating by Brown's. Master cylinder has also been rebuilt, exc. cond. \$100. for all.
16. Hi-Rider handlebars, gd. shape. \$10.
17. MKIII speedo drive, gd. cond. (also fits Triumph T-180). \$35.
18. MKIII 180 watt alternator, half-wave rectifier with matching Zener diodes-- will also include wiring diagram for retrofitting into older bikes, exc. cond. \$100. for all.
19. One pair handlebar lever and switch assemblies for 1971 & 1972. \$30. for all.
20. One pair 1973 Commando shocks, gd. cond. \$20.
21. Two sets drum brake Norton Commando lower front fork legs, gd. cond. \$15/pr.
22. Two sets Commando front fork damper tube and spring assemblies, gd. cond. \$12/pr.
23. One pair brand new Hepolite 850 std. bore pistons w/rings, still in box. \$70.
24. One pair almost new (8,000 mi. use) 750 std. bore Hepolite pistons and rings. \$50.
25. 4 sets Norton Commando piston and ring sets of Oriental manufacture in the following bore sizes: 750 +.030", +.040", 850 +.020", +.040", \$80./set.
26. Brand new Norton steering damper. \$25.
27. Brand new Norvil Dural alloy top fork bolts, damper tubes, and fork seal retaining collars, one pair of each. \$55. for all.
28. MKII swingarm, exc. cond. \$30.
29. MKIII trans complete in like new cond. (only 1,900 mi.), no galling on gears, all shafts are straight. MKIII gearboxes are made of superior alloy and can be fitted to earlier machines by changing the inner and outer covers to allow right hand shifting. \$300.
30. Two MKIII cylinder head steadies, v. gd. cond. \$10./each.
31. 1970-74 style Commando outer primary cover, gd. cond. \$25.
32. MKIII outer primary cover, gd. cond. \$30.
33. MKIII Roadster seat, brand new. \$85.
34. 1971 and later Commando oil tank, gd. cond. \$10.
35. '68-'70 style oil tank. \$10.
36. One pair genuine Norton fork stanchions (upper tubes), brand new. \$80.
37. Two Norton crankshafts, 1971 750 and 1974 850, both v. gd. cond. \$30./ea.
38. 750 Commando engine cradle and swingarm. \$25.

38. MKIII Hi-Rider headlight assembly, exc. cond. \$50.
39. '17-'74 style Hi-Rider headlight assembly, gd. cond. \$40.
40. 400cc Electra gas tank, gd. shape. \$20.
41. MKIII headlight shell, dinged but still good. \$15.
42. Brand new Fastback seat cover. \$35.
43. Brand new Milo motion detector type motorcycle alarm for positive ground motorcycles. \$60.
44. Brand new genuine Norton valves. Intake \$10./ea., exhaust \$12./ea.
45. Brand new MKIII style centerstand and spring for 1971 and later. \$39.
46. Brand new Q.P.D. "competition style" belt drive unit for MKIII models. Necessitates removal of electric start drive parts. \$300.
47. MKIII oil pump and timing cover. \$10./ea.
48. Brand new 71-73 Commando lower fork yoke with good straight used upper fork yolk. \$40. for the pair.
49. Two brand new Smiths speedo drives for 1969-1974 Commando. \$60./ea.
50. Two Commando front axles and one drum brake rear axle-- all straight. \$5./ea.
51. 1974 Commando rear wheel --straight and true, all spokes tight. \$35.
52. Brand new MKIII style kickstart arm-- longer, stronger, clears exhaust better than earlier units. Genuine Norton. \$35.
53. MKIII adjustable type front motor mount, exc. cond. \$15.
54. Two MKIII headlamp wiring harnesses, both ex. \$15./ea. Main harness for MKIII \$35.
55. Two Norton spin-on oil filter assemblies, gd. cond. \$20./ea.
56. 1969 fiberglass Roadster gas tank with gas cap and petcocks, gd. cond. \$40.
57. Commando rear brake plate with brand new brake shoes, with brake lever and cable adjusting rod. \$25.
58. Brand new Fastback gas tank-- Fireflake Golden Bronze. \$75.
59. One set brand new Dunstall roller type tappets, weight 1/2 as much as stock. \$100.
60. Lucas RM-21 alternator, gd. cond. \$45.
61. Drum brake front wheel with K-70 Dunlop tire. \$35.

PARTS WANTED

1. Hi-Rider gas tank and side covers, cond. of paint not important.
2. Headlamp position (pilot/mainbeam) switch for 1971-72 Triumph or BSA.

TRIUMPH MOTORCYCLE PARTS FOR SALE

1. Disc front brake wheel and tire. \$35.
2. Trident/Rocket 3 rear wheel for 1971-74. gd. cond. \$35.
3. 1983-70 front wheel, gd. cond. \$25.
4. 1971-72 front wheel, brakes, and axle, gd. cond. \$30.
5. 1977 T-140 frame, swingarm, center and sidestands, motor mounts, battery and coil trays, gd. cond. \$45.
6. 1971 T-120 frame and swingarm with coil and battery trays, gd. cond. \$15.
7. 1971-74 16" rear wheel, brakes and tire in gd. cond. \$70.
8. 1980-70 brand new chrome-plated 16" rear wheel, brakes, axle, and tire. \$160.
9. 1983-70 650 gas tank in exc. cond. \$35.
10. 1973-80 gas tank, has two small dings, otherwise gd. \$35.
11. One pair 1971-78 gas tank emblems, v. gd. cond. \$10.
12. Brand new stock petcock. \$10.
13. Brand new Q.P.D. brand belt drive unit for 1983-82 Triumph 850 and 750 twins, cost \$360, sacrifice \$300. Comes complete with special heavy duty clutch.
14. Brand new Boyer-Brandsen electronic ignition system for 12 volt British twin cylinder bikes. \$80.

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



15. Three brand new sets of pistons with rings, one set each: 650 twin std., 650 twin .020" and 750 twin .020" \$45/set.
16. One set 650 twin cylinder barrels with fresh bore .001 and new piston and ring set. \$100.
17. Front master cylinder. \$30.
18. 1973-78 T-140 rear fender, gd. cond. \$25.
19. 5-speed trans, complete in v. gd. cond. \$125.
20. 750 twin clutch, primary chain and front sprocket, v. gd. cond. \$45.
21. Two 4-speed trans, complete, gd. cond., 1963-67 \$45; 1971-72 \$50.
22. Trident cylinder barrels, std. bore with tappet guide blocks and five tappets, v. gd. cond. \$50.
23. Trident T-150 cylinder head with intake manifolds, gd. cond. \$45.
24. One pair 1971 Trident T-150 crankcases, gd. cond. \$20.
25. Primary cover for 1976-80 750 twins, gd. cond. \$25.
26. One pair brand new stock exhaust pipes for 650 Bonneville or Tiger 1963-71. \$50.
27. Stock seat for 1972-76 oil frame 650 and 750 twins. ???
28. Brand new Corbin-Gentry custom seat for 1971-78 Triumph and BSA oil frame twins, cost \$130, sacrifice for \$95.
29. One set of brand new clutch plates (6) for 500, 650, and 750 twins. \$25.
30. Two reconditioned cylinder heads, both have been glassbeaded, new guides installed and valves and seats ground and valve springs shimmed, 1963-68 TR-6, \$75; 1973-78 TR-7, \$80.
31. Two good used cylinder heads for 1963-68 T-120 Bonneville, \$35.; 1973-81 T-140 Bonneville, \$55.
32. Std. bore cylinder barrels with pistons and rings for 1973-81 T-140 and TR-7 750cc twins. \$70.
33. Three crankshafts, all std. journal size and in gd. cond.: 1963-67 650 twin, \$20; 1968-71 650 twin, \$25; 1973-81 750 twin, \$35.
34. 1971-72 650 chrome grab rail and fender support, v. gd. cond. \$12.
35. 1966 650 engine bottom end and trans. \$60.
36. Taillight for 1973-80 750, v. gd. cond. \$25.
37. Headlamp assembly for 1969-70 and 1973-78 model 650 and 750 twins and triples, ex. cond. \$45.
38. Two sets of air cleaner covers with Bonneville 750 emblems for 1976-79 in gd. cond. \$20./set.
39. Smiths tach for Trident and BSA Rocket 3, gd. cond. \$28.
40. Smiths speedo and tach for 500, 650, and 750cc twins, ex. cond. \$30./ea.
41. Lucas alternator for models with "energy transfer" ignition, gd. cond. \$80.
42. 32mm Mikuni carb with new manifold and throttle cable for TR-6 and TR-7 650 and 750 Tiger models, ex. cond. \$80.
43. Brand new valves for 650 and 750 cc twins, intake \$7.50/ea.; exhaust \$9.50/ea.
44. Wiring harness in v. gd. cond. for 1976-78 750 T-140 and TR-7 Bonneville and Tiger. \$30.
45. Three brand new Lucas wiring harnesses for 1973-74 750 twins, 1968-67 650 twins, and 1969-70 650 twins. Cost \$100./ea.; sacrifice for \$55./ea.
46. Brand new stock air filter assemblies for 1960-70 650cc Bonneville. \$12./ea.

BSA MOTORCYCLE PARTS FOR SALE

1. Wiring harness for 1971-72 A-75 Rocket 3, ex. cond. \$35.
2. One pair brand new fork tubes for 1960-68. Cost \$85., sell for \$60.
3. 1971 A-75 Rocket 3 frame, swingarm, battery tray, oil tank and toolbox, gd. cond. \$35.
4. 1972 B-50 Goldstar frame, swingarm, battery tray, air filter and sidestand with title, gd. cond. \$40.

5. One set genuine Hepolite brand A-65 650 twin pistons and rings, .020" bore. \$85.
6. 1963 68 A-65 lightning grab rail and rear fender brace, gd. cond. \$5.
7. Clutch assembly for 1963-73 A-50 500cc and A-65 650cc, gd. cond. \$35.

Charlie Kuss
1671 Electric Ave.
Lackawanna, N.Y. 14218
(716)824-7887

FOR SALE

1. ~~Early Commando frame (plated) includes central oil tank, battery platform, swingarm, transmission, handle, all plated, and rear shocks, triple clamps f/forks \$175.~~
2. Fiberglass racing tank/dual seat combo, needs paint, unique piece. \$75.
3. Atlas streamline frame, with shocks, triple clamps, swingarm. \$100.
4. One pair extended forks and TLS sliders. \$25.
5. Bolt up rear wheel complete with brake drum/sprocket and brake plate, good Dunlop WM2-19 rim. \$50.
6. TLS brake plate, complete. \$25.
7. S type rear chainguard, fair. \$15.
8. 750 seat, small tear, steel pan. \$30.
9. S type central oil tank, black. \$10.
10. S type side panels, pr. with Lucas ign. switch, metalflake blue. \$35.
11. Atlas gastank with chrome tank badges. \$75.
12. 650 stainless rear fender. \$20.
13. Fastback oil tank, chrome plated. \$35.
14. Glass Roadster gastank, blue metalflake. \$75.
15. Atlas transmission with folding kickstart, rear engine plates. \$100.
16. Early Commando primary cases (big alt. bulge). \$65./pr.
17. MKIII Roadster seat, small tear. \$30.

Phil Radford
(408)293-4548
worns or wknds

FOR SALE

1. One pair Amal 932 Concentrics with manifolds and cables. \$20.
2. One pair Japanese Dunstall replica silencers, used one season. \$45.
3. One Roadster MKIII seat, no tears. \$25.
4. One MKIII swingarm. \$35.
5. Pre-MKIII switch clusters, one left, one right. \$25./each.
6. One Roadster luggage rack, ugly but works. \$10.
7. One MKIII black airbox with filter, exc. \$5.
8. One rusty disc. \$5.
9. One wide MKIII handlebar. \$2.
10. One wide pre-ES handlebar. \$2.
11. Several long clutch cables, some new, some used. \$2./each.
12. One rear brake shoe--snapped the spring hub off the other side. Free.
13. One MKIII rear fender, fair. \$15.
14. One MKIII head steady. \$25.
15. Two caliper bodies, need seals and pistons. \$15./each.

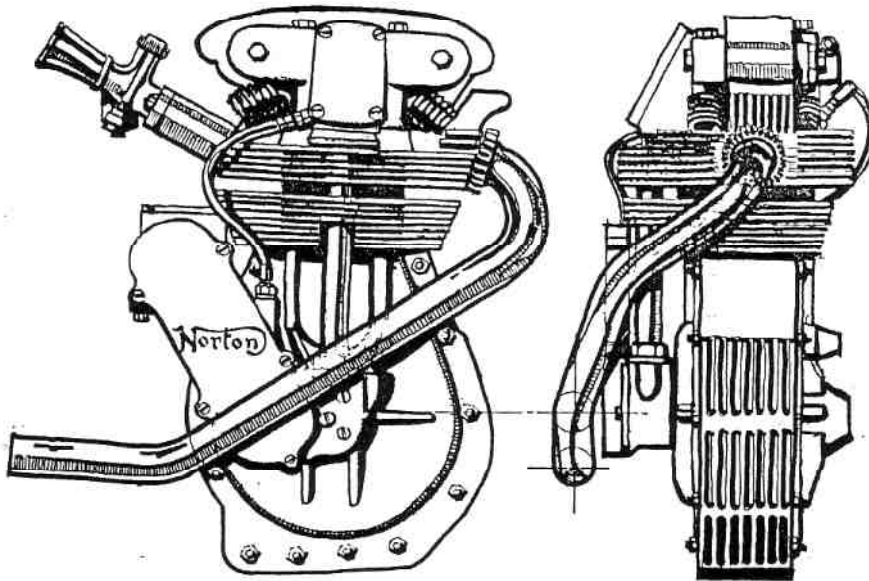
Nathan Meyer
1328 Spruce St.
Berkeley, CA
(415)843-8612



Norton

500 cc MANX ENGINE

1/6TH SCALE = 2" = 1'-0"



LEFT SIDE VIEW

FRONT VIEW

ADDITION OF A "SWEEP-BACK" HEAD PIPE -

① THIS DRAWING IS MADE FROM A CAST METAL MODEL OF A NORTON D.O.H.C. 500 cc RACING SINGLE MOTORCYCLE ENGINE, MANUFACTURED BY:

A. J. SMITH PRECISION ENGINEERING,
THE RAWLINGS, LOW FIELDS, PIERCEBRIDGE, NR.
DARLINGTON, COUNTY DURHAM, ENGLAND.

② THE MODEL IS MANUFACTURED WITHOUT A HEAD PIPE, A DETAIL THOUGHT NEEDED BY THIS SCRIBE FOR HIS MODEL, THIS DRAWING WAS MADE FROM THE MODEL, AND FROM SCALING PHOTOGRAPHS OF ACTUAL NORTON "MANX" MACHINES.

26 JUNE 1983

DRAWN BY DICK RUTTER · 610 TAYLOR AVE. · ALAMEDA, CALIF. · 94501

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



NOSTALGIA DEPARTMENT

(The following was lifted from the Feb., 1972 issue of CYCLE WORLD. It was written by George Martin. As a newcomer to California in the late sixties, I can still remember clamming at 6:00 A.M. on the beach by Tomales when the first bikes screamed by. We ran up to the road to see what was happening and watched as five, then ten, then thirty bikes raced through. It was one of those "peak experiences", surpassed only by the sight and smell of the beginning charge through the woods at the old Laconia track.

There are different sounds (and colors) now but the spirit lives on. Some of the ride participants have turned racer (See article in this issue on Dave Neal.) but for others the Sunday Morning Ride remains the ONLY way to begin the day in Marin County.

PART ONE

You can stand out there on the Pacific Coast Highway early on a Sunday morning, 200 ft. above the thundering surf, and far in the distance you can hear them coming.

On a clear day the coast recedes in the distance, a series of jagged promontories most with the wet salt air of morning. The farthest promontory of all is not dark earth-brown but white--the buildings of San Francisco radiant in the newly risen sun. Birds are all around, sitting on barbed wire fences and clinging to the branches of scrub oak and madrone, and over their twittering you would hear the bikes.

Often in the summer the thick Pacific fog settles in, its cold penetrating the layers of your clothing with frigid dampness and cutting visibility with its diffuse mantle of gray. Some places it drifts in white smoke-like wisps. In others it is on all covering murky dimness, blotting out the rocks and trees, the cliffs and the ocean. On a day like this the far-off hum of the bikes grates through the silent fog as if it were the only sound on earth.

And at times in the winter, rains lash the cliffs and mountainside. The great green mountain's hidden springs and underground reservoirs spill over and flow in crystal rivulets across the slick, twisty road. Capricious storm wind from the sea sweep through the mountain canyons, and from your position on the road you would hear the bikes for a moment and then find the sound whipped away from your ears by the salty gusts.

But even through the storm the bikes would come, although they might number five or ten instead of twenty or thirty. It's Sunday, and by God, on Sunday there's a Sunday Morning Ride, storm be damned and devil take the hindmost.

The bikes start arriving at 7:45 A.M. They used to gather in the parking lot of a helicopter port at the north end of Sausalito, but about two years ago, Bud McKee, who runs Valley Motorcycle, an Ossa-BSA dealership in Tamalpais Valley, started opening his shop early each Sunday, putting on a pot of coffee and giving the riders a friendly sendoff. At first McKee just sold cans of two-stroke oil, spark plugs and other small items to the riders, but eventually the lure of the mountain, the Coast Highway and the other bikes got to him, and now his BSA Rocket Three is a familiar fixture on the weekly run.

Sipping from steaming cups of McKee's free brew, the riders stand about, greeting new arrivals, bench racing, and catching up on the latest gossip.

And there's a good bit of gossip to catch up on, for after several very quiet years, the Sunday Morning Ride is hopping again--just in time for its 20th anniversary.

By 8 A.M. the parking lot usually has more than 25 motorcycles parked in an informal jumble. About ten minutes after 8, people begin to get fidgety. They wipe their goggles and faceshields, button their coats and edge toward their own bikes. There is a general turning on of fuel taps, checking of watches and staring as a late arrival or two pull up and shut off.

The first engine explodes into life about 8:14, about a minute early. It is the signal, and soon the sound of twenty motors are rising and falling as the first rider pulls out, followed by an erratic line of machines in twos and threes. The bikes drive about half a block to the Coast Highway turnoff, pause a moment until everyone is there, then pull out once more.

The road is passing through a residential area at this point so the pace is slow, but at a turn where the houses stop and the trees begin, followed by a straightaway and a tight uphill left-hander a dozen gloved hands twist open a dozen throttles, the air is filled with noise and blue smoke, hearts beat faster, teeth grit, and the ride is on.

The first few bikes jockey for position through the slow, swerving bends as the road climbs to cut through the coast range of hills and heads for the sea. It's sort of a good-natured road race near the front of the line, not the serious money-on-the-line out and thrust of a race on a track, but quite fast.

Farther back, riders of more limited skill, daring or inclination are sapping each other playfully, while the tourists and occasional choppers bring up the rear.

Twisting and turning, the road tops a ridge and runs down the valley toward the sea, finally disappearing to the right in a sweeping bend that exits onto a long straight and another tight left. As your machine hurtles beneath the redwood and eucalyptus trees and leaves the forest, the glimmering blue ocean comes into view, often dotted with boats from the San Francisco fishing fleet. It's a pretty sight, but most riders don't take much time to study it as they plunge down the valley, flinging their motorcycles right, left, and right again, hurtling toward the faint sound of surf crashing against the coastal rocks. After the turn, the road crosses a small bridge and turns left again (I once saw a Suzuki rider bury himself and his X-6 into about 10 feet of blackberry vines and poison oak by the side of the road right there) swooping up in a fast, ascending right-hander to the coastal cliffs.

The coast is often shrouded with fog, and riders then peer intently ahead, wiping the droplets from their goggles and hunching their shoulders to keep out the cold.

For a curvy mountain road clinging to high, rocky cliffs, the Coast Highway is quite fast, particularly on a good bike with a rider who knows it intimately. We do meet of the Sunday gang. So the machines can be heard downshifting rapidly, then moaning up through the revs as turn after turn is encountered, faced, and conquered.

(Cont. p.4.)



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

Twice where small valleys run to the sea, the road cuts to the right and runs along one side of the cliff to a hairpin and back out to the cliffs. Leaving the second of these it is only a mile or two to the small town of Stinson Beach, where the leaders pull off the road and the ride regroups.

The riders spend about ten minutes waiting for stragglers, discussing the condition of the pavement, the weather and perhaps grabbing a cigarette. Then they fire up again, meander through the community until the "End 35-Mile Zone" sign appears, and then they're off again.

The road is much faster now-- it follows the base of some sandstone cliffs near Bolinas Lagoon, plunges into a eucalyptus forest and then curves gently over rolling hills in a beautiful dairy farming valley.

In the old days, the second half of the ride was the Ultimate Experience, 75, 80 and faster, rolling into corners inches from another bike, coming out flat on the tank and then braking for the next bend.

These day, things are a little cooler, because the heat is on in the person of one Michael McLean, constable of the Northwest Marin Judicial District.

Officer McLean has been waging a one-man war against the Sunday Morning Ride since he was appointed Constable in 1987. He often cites the fact that he was a motorcyclist in a Welsh regiment during World War II, adding, "so you can see I don't dislike motorcycles."

But that statement rings a little hollow to the dozens of riders who have spent much time and money either paying fines from McLean-written tickets or going through the effort to beat him in court.

A fairly convincing web of circumstantial evidence can be assembled which indicates the good Constable is not overly fond of bikers, hippies, racial minorities and young people in general. A visit to a session of the West Marin Judicial District Court reveals a constant parade of McLean's offenders-- virtually all young or hairy or both.

His particular antagonism to the Sunday Morning Ride may be traceable to the time, several years ago, when his private auto was passed by a swarm of bikes as he was on his way home from church.

He roared up to the restaurant where the ride ended at that time, leaped out of his car in civilian clothes and began loudly berating the riders, who were awaiting breakfast. It was only when he found himself surrounded by a surly and angry group of motorcyclists that he remembered himself, and began shouting, "I'm a police officer and I'll have all of you arrested!"

Early in the game, he tried to chase the bikers with his patrol car, but after he put himself upside down in a ditch one day while in hot pursuit of a particularly swift BSA TT motor, ridden by a piece of expert who shall remain nameless at this time, he abandoned that technique in favor of the roadblock and, lately, a dashboard-mounted Instamatic camera with a wide-angle lens.

Everybody has his favorite Constable McLean story. Mine, which admittedly may be apocryphal (although my source, an attorney, swears it is true) has our hero flagging down a band of Hells Angel types, putting his foot up on an immaculate chopper, whereupon the enraged one-percenters overpowered him and lashed him to

a tree, allegedly minus some or all of his clothes.

The California Highway Patrol, although it lacks Constable McLean's unswerving dedication to eliminating the ride, can get some pretty heavy heat on when it decides to.

Usually the CHP has a fairly live-and-let-live attitude, although they usually clamp down some when a crash or two indicates to them that the riders are getting it on too heavy.

Occasionally, however, the CHP's pride gets wounded, and when that happens, the riders get nervous indeed.

One such incident happened about two years ago, when the CHP put up a routine roadblock at Stinson Beach.

A certain Kawasaki Mach III rider (who also shall remain nameless) slipped around the roadblock and headed off down the highway, pursued in short order by one of the state's finest, aboard a mighty Harley 74. The officer was doing pretty good, they say, scraping floorboards and things in the corners, until he came to the infamous Schoolhouse Bend, a gentle left-hander with a suddenly decreasing radius "second corner" right in the middle of it and a deep ditch on the outside. The officer went tail over Duo-Glide into the ditch (it didn't help that one of the riders who had been given a ticket at the roadblock happened along about then and started snapping pictures of the whole thing) and the riders knew the gauntlet was down.

The next week not a soul went on the ride. Another week went by and, figuring things were cool, the ride resumed. Every CHP car in the county was out there that morning, with a big roadblock set up, a hidden car to shut off the rear, and a helicopter hovering overhead. It was a great ambush, but, fortunately for the bikers, one of them crashed in the eucalyptus grove and everybody stopped to unbend his bike. Then the CHP rear-guard car came motoring along and the caper was blown.

The law enforcement establishment moved again last August, when the San Francisco Examiner published, in its Sunday magazine section, a long story about the ride. I hadn't been on the ride in about five months when the story came out, but I figured something big would happen after all that publicity, so I greased up my Buick Metrolia and showed up bright and early Sunday morning.

Sure enough, riders who hadn't been around in years had gotten all nostalgic and decided to have one more go. Valley Motorcycle's parking lot was overflowing-- about 40 bikers scattered all around. When the run to the first turn started, the earth shook and the sky burned; it was quite a sight.

It was a gleeful group which talked and laughed at Stinson Beach, then got back on for the run north. Then, when they came around the last bend at Bolinas Lagoon, the long straightaway looked like a circus midway, with all the red lights going on top of the massed police vehicles. Some riders whipped around and headed south, but the CHP was there, too, with about two miles of Highway 1 sealed off and 40 motors in the middle.

The highway patrolman on the north side was in a pretty good mood that morning and only gave a couple of "muffler and lights" sort of citations, but the south side officers wrote about 15 "speed contest" tickets, a violation which really covers drag racing and is almost impossible to prove in an open road situation, but which forces the "violatee" to take time off from work to fight in court. (Cont. next issue)



TECH TIPS

WALNUT SHELL BLASTING

(The following article appeared in issue #38 of the Ducati International Owners Club Newsletter. It was written by John Foyston of Eurosport in Portland, OR. Our thanks to John and the DIOC.)

Have you ever had a motor with some serious grunge on it that you want to clean? What is the way to clean aluminum? Probably most of us have had sand blasting or bead blasting done at one time or another. The purpose of this article is to acquaint you with what I consider to be the only safe way to clean engine parts: walnut shell blasting.

Obviously there are several cleaning methods available. What I will discuss are the ones that will clean up what a solvent tank won't. Cold tanking, which is basically carb cleaning solution, is safe for heavy deposits on aluminum and generally does a good job. It will soak off gaskets and attack any rubber and most plastic parts. A strong solution will also discolor the metal if left in too long, so beware. Rinse the pieces off in water, not solvent, and rinse your hands any time they get in the stuff. It really does a number on your skin so the least possible contact is the best, ditto the fumes.

Hot tanking is great for stripping all junk off of ferrous metals, i.e., Triumph barrels and the like. Do not make the mistake of putting anything of the aluminum persuasion in the hot tank; it won't at all look the same when you pull it out, might not even be there. This is pretty heavy duty stuff and I can't recommend it for much engine stuff, maybe if you're into real clean countershaft sprockets and the like.

Glass bead blasting is the next step up and is a fairly commonly used process. Glass beading is a process in which a stream of small glass beads is directed at the piece in a stream of high pressure air. This is a very effective cleaning process with some major drawbacks.

While beading will clean just about any sort of crud off aluminum without actually removing any metal, it leaves an objectionably flat dead white finish which picks up oily fingerprints with a dismayingly rapidity. It will completely alter that nice as cast appearance that a quality casting has. This can be reversed somewhat though never totally obviated, with the application of a stiff wire brush.

By far the greatest problem has to do with the media itself: glass: little tiny pieces of glass. Simply put: it is impossible to completely clean a casting of even moderate complexity. I guarantee that if you bead a head or set of cases that, try as you will, the parts will not be totally clean upon assembly. High pressure air and warm water are the best ways to clean out beads. If you want to see some fireworks ask your buddy the mechanic if you can run some freshly beaded stuff through his solvent tank. If the guy has to guarantee his work at all, the answer will be a firm no. The reason is that those little beads never break down, not in his solvent or your motor. They combine with oil to form a very effective and abrasive sort of bearing grinding compound and can actually obstruct some of the smaller oil passages with grim consequences. Remember the story in Classic Bike of the guy who fired up his newly rebuilt A-10 only to destroy most of the bearings in the motor within minutes due to a grit from a bead or sand blasted oil tank.

This problem got so bad that Volkswagen of America started disallowing warranty returns on internal parts if the engine had been bead-blasted during rebuild. The rate of main and cam bearing inserts and scored crank journals returned for warranty skyrocketed as dealerships invested in glass bead equipment. Once the prohibition was in effect, the return rate gradually dropped to normal.

The FAA also has addressed this problem with advisory circulars urging mechanics to use their own judgment as to the cleanability of a part and definitely preferring to use walnut shells on internal and alloy parts.

Walnut shell blasting uses the same type of equipment as glass beading, the difference being the media which is finely ground walnut shells. The only real drawback to this process is that it doesn't clean as quickly as the glass beads. On the plus side it actually burnishes the metal and closes the pores so that the as cast finish is retained or restored. The finished piece will not smudge up like a beaded piece will.

The shell residue is dark brown and easily seen unlike glass beads that are the exact color of aluminum. More than once, a little pile of glass beads has masqueraded as casting "flash" or the like. If you're lucky you discover it upon assembly; if not, upon subsequent disassembly for "funny noises".

This high contrast allows for more complete cleaning of the piece. But the best feature of all is that you don't have to worry about a little walnut shell residue. Being largely cellulose, it will turn into a sort of organic mud and come out with the first oil change without harming bushings, bearings, or shafts.

It may be difficult to find shops set up for this process. Try some local metal finishers and hotrod shops. Failing that, try some of the repair shops at your local airport. My shop, Eurosport, is set up to do shell blasting at \$15 an hour and you can clean a lot of parts in an hour.

If you have access to a glass beader, the changeover to shells is simple. You can purchase the media from an industrial supply firm at about \$15 for a 50# bag. You then clean the machine out and run the shells through it. Depending on nozzle size, etc., some adjustment may be necessary for each machine. Also, be suspicious of the first few batches of parts cleaned as there'll be a lot of beads hiding among the walnut shells for awhile!



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

NEW PRODUCTS

The latest offering from Toll Products is an authentic replica of a 17th century brass 'sounder'. Polished to a high luster, the Toll sounder produces 117db through the use of a revolutionary quartz amplifier installed in the clapper. Norton owners will want to install this beauty on their handlebars in time for those Christmastime rides. \$139.95. Will not fit with cafe fairings.



Custom Designs announces the release of a 35gal. Portalong® beer barrel. Aged oak is rigidly secured with stainless steel straps. Installs easily below the headlight. A pressure/baffle system limits sloshing of the liquid while on the road. Wgt. 35lbs. \$169.95. Accessory reflectors available at \$4.95 each.



FOR SALE

Hardy® Gold Wing handrails. Highly polished, no scratches, easy to install. Give your passenger that secure feeling that comes with genuine Hardy® parts. \$23.95 each.



**THE NORTON NEVER
BREAKS VALVES.**

MY COMPUTER DIED YESTERDAY

My computer died yesterday and I was in shock. You see I've done a lot of writing over the years but I've only recently begun using a word processor. The change for me was dramatic. I've come to regard my antiquated system as a friend and we share secrets about cursor movements and trick procedures which have made composing a great deal easier and more enjoyable. But I lost it all yesterday: no cursor, no response at all. And the repair shop tells me it'll take at least a month to set the system right.

I couldn't accept the fact that I would have to use a typewriter. I have several which work fine but it just wouldn't be the same. I would be returning to the Dark Ages. Life would be reduced to an unbearable grind. And so I began to look around for a replacement terminal; something to handle the crisis. Two machines wouldn't accept my discs, but I expected that -- they were high performance models and my system just hadn't come with sophisticated commands and fancy features. Two others wouldn't print out for me. No problem I thought. I'll just take my printer with its interface along and substitute the printer. But something was wrong-- some pin said no, and my printer refused to respond. And then matters became complicated. One of the substitute computers failed (I suspect a faulty repair as it had just been in the shop), and some of the equipment started acting strange. I decided not to press my luck. The equipment wasn't mine after all, and I was spending a lot of time getting nowhere. And so I'm typing on a Smith Corona Electric, Vintage 1962. And it's bringing back some pleasant memories.

British twins are sort of like my Smith Corona (or maybe Andy Rooney's Remington). Somehow they're always there, ready to go. You may have to fiddle a bit to get them to work properly but they'll usually get you where you're going. And, like my Smith Corona, if something does break it can be fixed at a relatively reasonable cost. Not so with high tech machines. A breakdown is usually a catastrophic experience for the owner both in terms of his ability to solve the problem and in terms of the costs and time involved in dealer repairs. When Honda first came out with Comstar wheels I talked to several dealers who couldn't change a tire because they didn't have the special press which tire replacement called for. The frequent model changes have forced dealers to keep inventories to a minimum which means that the unhappy owner is at the mercy of the parts ordering process.

On the plus side I have the impression that Japanese bikes are generally reliable. And there ARE large numbers of dealers and after market firms available to support the rider. But all of that is academic to me if the basic problem remains-- namely that the bikes are so complicated that only a few owners feel competent to manage their own repairs. There is little room for trial and error fixit solutions with replacement parts, when available, priced out of sight.

And so I've come to realize that my computer crash was really just a reminder that new is not always better. Sure, I could sip around the screen and do fancy maneuvers and when I was hot it was a great ride. But when the chips are down (no pun) it's the Smith Corona which gets me there, and that is something I hope I never forget.

Lu



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.

" Official factory appointed Norton genuine parts agents "

2010 DEL PABO BLVD
SACRAMENTO, CALIFORNIA 95815
PHONE (916) 825-1797

You'll find more than
motorcycle parts & service
at Raber's!



At Raber's you'll find an honest, experienced friend with cycle expertise. Ask for Bob or Bill and solve your motorcycle problems today.

Raber's supplies parts for:



Raber's
European Cycle Works Inc.
1615-C Almaden Rd. (Rear Bldg.)
San Jose, CA 95125

(408) 998-4495
Tue-Fri 9-6
Sat 8-5

Norton
TRIUMPH
LAMARCA
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
Cycliner boring and surfacing

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

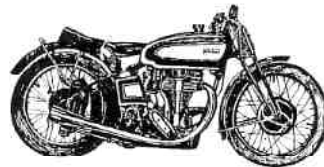
2800 Adeline Street
Berkeley, CA 94703
9 a.m. - 6 p.m. Tues. - Sat. 845-8235

TRIUMPH
Norton **MOTO GUZZI** **DUCATI**

MUNROE MOTORS, INC.

MOTORCYCLES
SALES - SERVICE - PARTS
SINCE 1958

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.



412 VALENCIA ST.
SAN FRANCISCO 94103
PHONE 626-3496