

Norton Notice

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

Introducing the 1975 motorcycles from Norton and Triumph.

Norton **The Ultimate Ride.**

Every bit as quick as it looks, the Norton *Commando 850 Roadster* is the classic sports machine for zapping corners and hauling down highways. Eat your heart out, Paul Revere! Available in Black with Gold striping, White with Red and Blue striping, and Candy Apple Red with Silver striping.

Norton's answer to every touring buff's dream is the beautifully proportioned *Commando 850 Interstate*. It's the down-to-earth choice for any astronaut. Available in Silver, and Black with Gold striping.

What jockey with serious intentions could ever resist the Norton *Commando 850 Cafe Racer*? A street-legal production replica of the Norton factory roadracing machine, the Cafe Racer is uncompromisingly the ultimate ride. A winner in anyone's book!

Lady Godiva would attract even more attention on Norton's unique *Commando 850 Hi-Rider*. It alone combines Norton's race-proven performance and handling with the lean-back luxury of high handlebars and a customized seat. Available in Black with Gold striping.

Norton's NEW FEATURES for 1975 include: ELECTRIC STARTING...
REAR DISC BRAKE... LEFT FOOT SHIFT...
CONVENIENTLY POSITIONED HANDLEBAR SWITCHES...
HINGED, LOCKABLE EXTRA-PADDED SEAT.



NO. 71 APRIL 1984

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
 Scot Warburger
 639 Kinglet Ave.
 Livermore, Ca. 94550
 (415) 455-8776
VICE PRESIDENT & RIDE COORDINATOR
 Gene Austin
 985 East Grant Place
 San Mateo, Ca. 94402
 (415) 573-9559
RECORDING SECRETARY
 Tom Horton
 250 Curtner Ave. #6
 Palo Alto, Ca. 94306
 (415) 493-2157
 or
 Harry Bunting
 1401 Gilmore St.
 Mountain View, Ca. 94040
 (415) 968-2020

MEMBERSHIP SECRETARY & TREASURER
 Phil Radford
 1020 Ellis Ave.
 San Jose, Ca. 95125
 (408) 293-4548

NORTON NOTICE EDITOR
 Michael Heth
 2503 Gough
 San Francisco, Ca. 94123
 Mail in Advertisements,
 DO NOT CALL THEM IN

PARAPHERNALIA

Tom Borman
 2600 Belmont Canyon Rd.
 Belmont, Ca. 94002

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 MEMBERSHIP 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.



UPCOMING BRANCH EVENTS

April 14 **Saturday**	7:30 P.M.	Edinburgh Castle 950 Geary St. San Francisco	April meeting
April 22	10:00 A.M.	Summit Inn Highway 17 (6 miles south of Los Gatos)	Backroads of Santa Cruz County ride
May 5	7:30 P.M.	San Jose (Santa Clara County Fairgrounds)	Camel Pro Series short track
May 6	12:00 P.M.	San Jose (Santa Clara County Fairgrounds)	Camel Pro Series Mile
May 10	7:30 P.M.	Rick's Swiss Chalet 4085 El Camino Way	May meeting
May 12 & 13	daily	Vacaville glider port Vacaville, Ca.	European M/C Assoc. Rally
May 20	10 AM-5 P.	Dublin, Ca.	N.O.C. swap meet and bike display
June 2&3 **note change**	9:00 A.M.	Brooks Cyclery 1615 Almaden Rd. San Jose	Morro Bay overnighter

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 should be taken care of. In other words....
FULL TANKS AND EMPTY BLADDERS!

DATE CHANGE FOR RIDES AND MORRO BAY RIDE

If you haven't already noticed the change, future club rides will be held on the second Sunday after the club meeting unless it interferes with some other motorcycle event. The reason for the change is because of comments by some members concerning having two club functions within three or four days of each other. I don't think we'll see an increase in attendance at meetings or club rides, but it will force those husbands who are on a short leash to find another excuse for not showing up.

Now that I've established that rule for club rides, I'm going to break it. The joint Morro Bay ride with the Southern California Norton Owners Club, which is not affiliated with the N.O.C., will be held the weekend of May 12th and 13th. The destination is the same (Morro Bay State Park) and the route will be similar to last year's if the road work is still in progress near Big Sur. If Highway 1 is open by then we'll definitely take it to Morro Bay. If Highway 1 is still closed we'll take Carmel Valley Road from the Monterey area to Greenfield, take ten miles of freeway to King City and then back onto the country roads to Jolon. From Jolon we can take Nacimiento-Fergusson Road to the coast where we'll pick up Highway 1 southbound. I've already talked to the Army folks at Hunter Liggett Military Reservation and they say that Nacimiento-Fergusson Road is open through their territory. We should get to Morro Bay a little sooner than last year due to less detours along the way and perhaps we'll have time on Saturday to go for a short ride with the S.C.N.O.C. after setting up camp.

At last year's ride to Morro Bay we had eight Commandos, two Atlases, and one Featherbed/Indian V-twin representing our group. It was the best overnight club ride I went on last year and I believe all of the others who went were (and I hope still are) enthusiastic about going again this year. Due to the demise of the CAMA rally this year, the Morro Bay overnighter will be the first weekend trip of the year.

The reason for moving the Morro Bay ride to an earlier date is because our first swap meet and bike show will be held on May 20th.

Gene Austin

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 required at the time you pick them up.

TOOL	DEPOSIT
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
"C" spanner exhaust	\$ 10.00
Timing pinion extractor	\$ 20.00

Harry Bunting (408) (415)968 2020
1401 Gilmore Street
Mountain View, California

Sue Emery of "Fair Spares" in England has written to me with information regarding ordering parts from them. If you seem to be waiting a long time for parts ordered, it's possible in the first shipment. Obviously this causes delays for which they apologize; but demand often outstrips supply. So your parcel of parts is held over while out of stock parts come in. To alleviate this problem always state on the order form, to send what they have in stock as soon as possible (ASAP) and that if any parts are out of stock to either send them at a later date when available or to send a credit note for the value of the parts. This way the parts you need come fairly quickly that they have and you are in a better situation to get your Norton running again without any major delays.

A word to members who are using the Spares scheme for the first time. Try to use the order form when possible, and DO NOT include British Sales Tax (VAT), as these are export items for Fair Spares and are exempt of this tax. The amounts stated on the parts list are in Pounds Sterling. The most recent exchange rate I can give you is \$1.53 per Lb. This is what I paid in February when I sent NCC dues to England. Anyway you look at it the parts are real cheap. An airmail letter to England takes approximately 5-7 days and Fair Spares ships the parts by 'accelerated surface mail' which takes about three weeks to get here. So plan a little ahead and save a whole bunch of money. How to send money? I always go to Barclays Bank and purchase an International Money Order. This simply is a check made out by the bank for you already converted from U.S. dollars into Pounds Sterling. You pay the equivalent money in U.S. dollars, nothing could be simpler. Then mail it off to Fair Spares with your order for parts.

Fair Spares has sent me a shipment of their latest Fair Spares parts list for Commandos (including Norvil Production Racer parts). So look for one to be included in this issue of the 'Notice'. I will also be receiving some parts lists for Pre-Commando twins, i.e. Featherbeds, etc. but I'll need a SASE from you if you need one of these.

'Classic Bike', the renowned publication for fans of older motorcycles has written to me offering a special deal to Norton owners club members who take out a subscription costing \$36.00. The subscription payment should be sent to their American agent, whose address is:
Motorsport
6115 Gravos
St. Louis, MO. 63116

To quote from their letter, they say* "As a regular subscriber you will appreciate the quality of our articles and special features on these beautifully restored machines. Our monthly restoration tips, service tips, Classic tests, racer tests and general devotion to classic bikes should be just what a club member wants to read in a magazine. In the April issue of "Classic Bike", there will be a guide to selecting a classic motorcycle. So you can see that if club members take advantage of our offer at this time, there's more than enough to whet their appetite". All I can add to that is I personally have enjoyed "Classic Bike" ever since it came out and can only recommend that you drop "Motorsport" a line and find out about their special offer.

Monroe Motors, San Francisco, has also written to me informing that they have limited stock of Dunlop K81's(4.10x19). "The proper tire for Norton's as they say. I also believe that T.T. Motors of Berkeley has some Dunlops too! Next months meeting, at the Edinburgh Castle, San Francisco, should be scheduled to take place on Saturday, April 14th. This is a change from what's happened in the past and if successful will become a regular night for meetings. I hope this will encourage more members to attend meetings and not give the excuse that "its work in the morning" that stops me coming to meetings.

Finally, the 15 NCC calendars I ordered have arrived from England. I only have a few left, demand has been brisk. They are \$5.50 each plus \$1.50 postage. Also I have plenty of Norton writing pads for sale, these are \$1.50 postage paid. Please make checks or money orders payable to the Norton Owners Club and send the order to me.

Yours,

Phil Radford

Here is a little tech. tip concerning the speedometer gearbox drive. This is the circular unit attached to the rear wheel hub which turns the speedo cable. Broken drives are not repairable, cost a bundle, and can also involve ripping out the cable and damaging the rear hub cover. Sometimes failure of the unit can be traced to mis-alignment of the two tangs inside the speedo drive with the two recesses on the hub or to lack of proper greasing of the unit itself. But I believe that another common problem which causes the unit to fail is a kink or sharp bend in the speedo cable. The worm gears inside the speedo drive are made especially soft on purpose, so that if a malfunction occurs, the speedo drive will break rather than have the rear wheel lock up, which could cause an accident. So, keep the speedo cable well lubricated, make sure there are no kinks in it, and try this simple test: disconnect the cable at the speedo drive and turn the inner cable with your fingers. If a lot of force is required to turn the cable, check for sharp bends and take care of the problem before you damage the costly speedo drive.

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NORTON RACE MANUAL

Norton Notice Editor,

I've been racing at Willow Springs race track and winning a few. Anyway, I've compiled and written a Norton race manual covering crank lightening and rebalancing, valve train lightening, porting, cam timing, altering compression ratios, bullet-proofing, etc., etc. Twenty-three typed pages and eight pages of illustrations. The manual was a lot of work and should be very helpful to those hopping up their Nortons. Please pass this on to your readers of Norton Notice as there could be someone out there desperate for this info. The cost is \$10.00.

Jim Schmidt
582 N. Golflinks Rd.
Fresno, Ca. 93727



RUTTER, VM

MOTORCYCLE SHOW AND SWAP

W H E N

Sunday, 1984
 May 20, 10 am to 5 pm.

It's FREE! No judging!

Great looking
 Bikes for sale
 Parts for sale

W H A T

All makes of
 British
 Italian
 European
 motorcycles welcome!

Food and Drink
 Will be available
 Don't miss it!

W H E R E

R & J Specialty Sales
 6451 Scarlett Court
 Dublin, California
 (415) 829-9150

Take highway 580 East; go past
 highway 680 to Hopyard Road
 Exit. Go North to first
 light; then turn right.
 Go 1/2 block.

C O N T A C T

For reservations
 To show your bike
 To swap your parts

Call or write:
 Dave Kerst
 371 Hickory Avenue
 Tracy, California 95376
 (209) 835-7468; (415) 443-6300

LOAN - 2PT 3:30PM - Midnight

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 PASE 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
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

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

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

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

MUNROE MOTORS INC.

412 VALENCIA ST.
SAN FRANCISCO 94103
PHONE 626-3496

After raining all week it was surprising to see clear skies for the weekend. Phil, Al and I left from San Jose for the meeting place in Sausalito a little before 9:00. The three roadsters were running very well in the cool air and we managed to arrive right at 10:00. There was the usual pre ride bull session, then ten Commandos and a BMW headed up the highway to a 76 station to water the roadsters. From there we needed to go a few miles up 101 to Lucas Valley road. Unfortunately Cal Trans decided to work on two of three lanes so we hit the first of our traffic tie ups. Once off the freeway we started into some true Norton country, green hills and winding roads. It didn't take long before the bikes began to spread out. This, from my experience, usually happens on these rides. We have a fast crowd and a slow crowd. I tend to vary which I ride with, but this day I was with the slow ones. It's a food thing Gene gave us maps of the intended route. Although my group made the wrong turn we corrected the mistake and before long there was a roaring blur of Nortons going by the other direction. At this point I'm still a little confused as to whether they returned for us or didn't like the planned road. Anyway after a roadside reunion, where I noticed we picked up a non-commando type Norton, we headed back the way we had come and took a yet different road to the town of Point Reyes. Here we stopped at a grocery-deli for a little drink and food. We probably spent 45 minutes here and while photographing the bikes, I was educated as to the identity of the non Commando, it was a Mercury.

While standing around Bsing I got to talking to a guy riding a Suzuki who was admiring the British Iron and lamenting having gotten rid of a '74 B50 Commando some years before. He joined us as we left for the ride out to the lighthouse on the point. The road out was extremely rough, but it didn't seem to bother the Nortons handling since there was quite a lot of "enthusiastic riding."

The point was sunny and clear, but cool and very windy. All of the club riders took a walk to an observation area above the lighthouse to catch a glimpse of the grey whales. For bikers, some of us looked like regular tourists with camera and binoculars. At a quarter to three the group left to head back to the town, but didn't get too far before one of our roadsters dried up. After a bit of search, a cup was obtained and gas was transferred from one of the Interstates. On we went again to go south on Highway 1. Unfortunately, we ran into more and more traffic until within sight of San Francisco, we were in our second tie up. There was one consolation, though, the scenery was great and at that speed you could look at it. Once back to 101 the group pretty much broke up and went their own ways.

David Crader
1475 De rose Way, #157
San Jose, CA 95126

Paraphernalia

For Sale

N.O.C. paraphernalia as follows:

3" square machine badge.....	\$6.00
Label pin.....	1.25
4 1/2" sticker.....	1.00
2" sticker.....	.50
key fob with club badge.....	1.50

3-color Northern California Branch
lapel pin.....1.50

Contact Tom Borman phone (415) 595-1954 at 2600 Belmont Canyon Rd, Belmont Ca. 94002, 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.



SAFETY WIRING

Here's a subject that is a bit esoteric, but what the heck, we're running low on tech tips. The subject is safety wiring, which remains the most positive and assured method of securing critical fasteners or parts that must not be allowed to back out or loosen. Any tendency of the fastener to loosen is counteracted by tightening of the safety wire, if properly done.

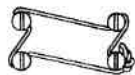
There aren't many parts on a stock Norton that can be safety wired without drilling holes in them first, but you've probably noticed bikes or cars that are set up for racing that have a multitude of fasteners or parts safetywired. Parts like oil drain plugs, which you wouldn't want to have come loose during a race. The problem with loss of oil plugs is two-fold. Not only do you lose the oil (which might result in a destroyed engine, for instance), but you might also lose rear wheel traction if the oil was to get on your tire.

Here are some of the basics of safetywiring. Parts being safetywired should be torqued to recommended values and the holes aligned before attempting the safetying operation. Never over-torque or loosen a torqued fastener to align safetywire holes. Do not reuse safety wire; get a new piece. The most common wire to use is .032" corrosion resistant steel, which is available from your local aircraft parts distributor, race shop, or even some bike shops. The type of wire is important. Some wire can't survive the twisting operation or even the vibration of the assembled parts during use.

Nuts, bolts, and screws can be safetywired by the single-wire or double-twist method. The double-twist method (shown below) is the most common method of safetywiring. The single-wire method (also shown below) may



Double-Twist Safetywiring



Single-Twist Safetywiring

be used on small screws in a closely spaced closed geometrical pattern and in places that are extremely difficult to reach. Whenever possible employ double-twist safetywiring. The number of nuts, bolts, or screws that may be safetywired together is dependent upon the application, but as a rule of thumb when safetywiring widely-spaced bolts by the double-twist method, a group of three bolts or a 24" length of safety wire is usually the maximum.

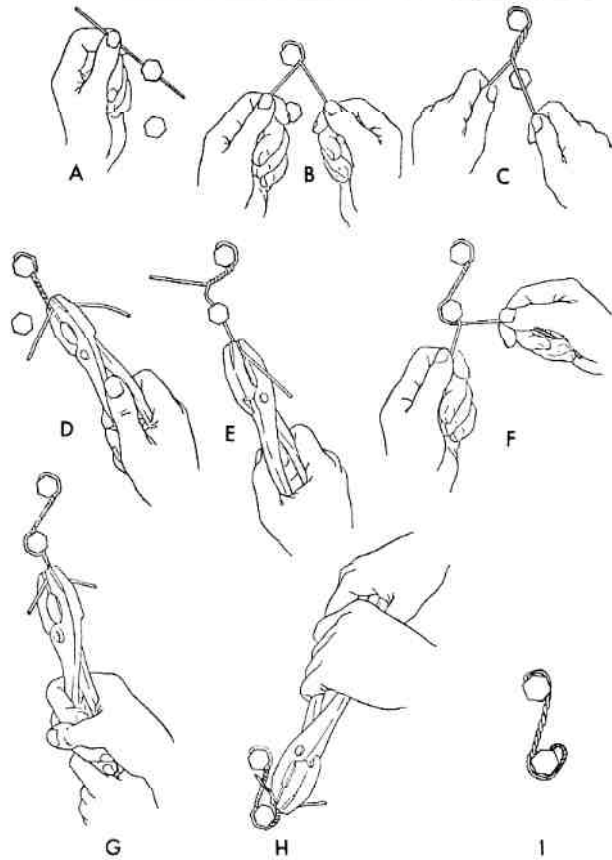
Now for the dry material on how to do it. After threading the safety wire through the hole in the fastener (figure A), pull the wire straight through so as not to skin the outside of the wire. Grasp the left end of the wire and bend it clockwise around the head of the fastener and under the other end of the wire (figure B). Pull the wire tight around the head of the bolt either with pliers or by hand, but

do not pull the safety wire so hard that it stretches or is nicked by the edge of the hole in the tool, and do not let kinks develop. If twisting the wire without one of the fancy wire twisting pliers (which cost from \$40-\$50), hold the wire ends apart so that they form a 90° angle. Keeping the loop tight around the head of the bolt, twist the wires around each other in a clockwise direction while maintaining the 90° angle between the two ends (figure C). By maintaining the 90° angle as you twist, you should end up with the desired 8 to 10 twists per inch with .032" wire. Continue twisting by hand toward the second bolt until the end of the braid is just short of the second bolt hole. Make sure that the loop around the head of the first bolt is still tight and in place, then grasp the wires just beyond the end of the braid with a pair of pliers (duckbill pliers work good here) and with the braid held taut, twist in a clockwise direction to tighten the loop around the head of the bolt (figure D). Do not overstress the wires by attempting to twist the braid up too tightly.

After making sure that the braid is not so long that it cannot be pulled taut between the bolts, insert one of the wire ends through the hole in the second bolt head (figure E). Grasp the end of this wire with pliers and pull the braid taut. Bring the other end of the wire counterclockwise around the head of the second bolt and under the wire which protrudes from the bolt hole (figure F). Pull the resulting loop tight with pliers; then, to keep the wire in place down around the head of the second bolt, twist the wire ends together in a counterclockwise direction (figure G) until you achieve the desired 8 to 10 twists per inch. With the final twisting motion of the pliers, bend the twisted wire ends around the head of the bolt (figure H). Cut off excess wire at the end with diagonal pliers, leaving a minimum of four full turns, avoiding sharp or projecting ends by bending the sharp end into the side of the second bolt (figure I). You should now have a good-looking safety wire job that is not so loose that you can easily wiggle it by hand. If it's loose, vibration will gradually work on it and break it.

This procedure only applies to right-hand threads, with the reverse directions used on left hand threads. Now, if you've read this far, how about a little quiz? How many left-hand threads are on a '68-'74 Commando? I can only think of two (neither of which needs to be safetywired), so if you can think of more than two let me know how many and where they are. I think I can suck some people in on this one, because some factory Norton manuals have a mistake in them where they mention that a particular place is left-hand thread when in fact it is not.

Gene Austin
985 E. Grant Pl.
San Mateo, Ca. 94402



"S" Restoration

At the begining of last summer, I responded to an ad in our NN for a 1970 Blue roadster for sale. The bike seemed suspiciously quick, and after installing a new exhaust system I taught my girlfriend, Pualette, the mysteries of bringing the beast to life with one kick.

After Pualette's unfortunate accident up at Pinecrest last August, I brought the machine back to my garage and wondered what to do with it. One day I took some paint remover and steel wool and lightly rubbed the blue paint off the rear tail light piece. I discovered the original in-the-gelcoat finish of the fiberglass was silver metal flake, used only on "S" model Commandos. Next, I examined the upper and lower front fork yokes and found them both to be drilled to accept the chromed headlamp ring found on all "S" models. The date of manufacture stamped on the identification plate was June, 1970, which was the last month of production for the "S". So I figured that originally this bike had to be part of the last batch of "S" models to leave the factory. I decided to invest the time and money necessary to return it to original condition.

My first piece of luck happened when one of our members, Seth Patterson, advertised an "S" exhaust system for sale. The pipes are still available from Fair Spares, but the mufflers are impossible to find. They appear to be identical to regular roadster mufflers, but they have different mounting bosses and are baffled internally like a megaphone. My second stroke of luck was obtaining original "S" side panel decals from Harvey Loucks. These are rarer than frog fur, and I will always be indebted to Harvey for giving them to me.

I discovered that initially the "S" had been offered only in red and metal flake blue, but that towards the end they were also available in canary yellow. So I acquired new fiberglass side covers with canary yellow in the gelcoat finish and had a fiberglass tank painted to match. Soon I had obtained the original cheinguard, headlamp ring, muffler supports, front and rear reflectors, seat, narrow front fender, and other hard to find bits. After re-chroming many of the parts and fitting new Dunlop K-81's, I have come to appreciate the beauty of the "S" and the Snorton Norton exhaust system.

cut

Norton Notice

WANT ADS

FOR SALE: used Commando header pipes with crossover and reverse cone mufflers. Not beautiful but sound. \$50.00 for the set.

Black Dunstall fiberglass front fender \$15.00
Steve (415) 848-1365

1973 Norton, Good Condition, call (415) 941-9572

Pre-AMC Norton gearboxes; one as used on early ES-2 and one is later. Fiberglass Manx tank and OEM alloy seat came off late Manx. Brand new Fastback tank and tailpiece red metallic/silver metallic 2 tone perfect original. Commando fiberglass 7 gallon tank and solo racing seat in "Rickman Blue" brand new. Norton 650 runs well but needs finishing. Will sell items individually or work trade plus or minus cash for good running and good looking European bike.
John McCoy
(408) 295-4342 days

1973 850 Roadster - need TLC new top end - Good all around, \$1150.00 or best offer (415) 441-2655

1950 ES2; 95% complete. I am, shamefully, abandoning my first motorcycle, for the first good offer.
1979 Triumph Bonneville special - Excellent; 8,000 miles, best offer
Call Lance Mason
Days (805) 962-2970
Evenings and weekends (805) 682-5387

FOR SALE*
exhaust pipes for Commando roadster, used but in perfect condition* \$20.00 for the pair.

Norton handlebar, part # 061046, new \$25.00

Roadster side panels, used, \$25.00 for the pair.

Avon tire, new, 3.00x19 Speedmaster MkII \$35.00.

reverse cone mufflers, no weld type form Armours, \$85.00 for the pair.

Rear luggage rack and sissy bar with newly re-upolstered padded cushion, \$75.00.

Front fairing with clear windscreen and stainless steel brackets, \$50.00

Lockable tote box, fiberglass, \$20.00

Art Sirota
(415) 327-3167

FOR SALE:

1. 7" Carello halogen headlights, \$15 each.
2. Good used pre-MKIII brake flex hoses, \$5 each.
3. New 850 "flame-ring" head gasket, \$4.
4. Set of new chrome clip-on bars to fit Roadholders or other 35mm fork tubes, \$30.
5. New rubber Atlas/Domi primary case seals, \$6 each.
6. New valanced Featherbed front fender in red paint. Would make excellent Atlas fender if it was chromed, \$40.
7. Used Atlas front fender with a wrinkle on the front end, \$10.
8. Used 3 3/4" wide chrome front fender, made in England, chrome good, \$10.
9. Used Commando fork tubes, straight but should be re-chromed to be perfect, \$25 pair.
10. Used complete Commando 750 head (30mm ports) with good exhaust port threads, \$75.

Gene Austin (415) 573-9559
9 A.M. - 2 P.M. weekdays
9 A.M. - 9 P.M. weekends

WANTED:

Norton Featherbed Frame, wide-line type, or will purchase parts bike to get a frame. Call Phil Radford mornings or weekends (408) 293-4548

FOR SALE:

1971 Triumph Trident, excellent condition, \$1100.00 or will trade for Norton Commando in good running condition.
Call John Pinto
after 5:00 pm
(408) 779-4919

FOR SALE

1956 Norton ES2 500
Full restoration from the frame up.
110 miles on the odometer
Asking \$3400
Mark Wentz
900 Las Lomas Dr.
Milpitas, Calif. 95035

WANTED: Information leading to the person I loaned my copy of "Norton Twins" by Roy Bacon to. Gene's trying to sell me some old beat up Bonnie and I want more info. . .

FOR SALE: Fiberglass Roadster tank, sidecovers, handlebar fairing, steel panned seat. New paint (black with red letters and lines), \$140. Clip on bars, WM-2 x 19 alloy rim, \$25. Wixom barn door handlebar fairing, \$25. Disk brake set, less hub, \$125. Stainless rear fender, \$20. Mk II battery box and air filter assy, \$25. Std. foot rest, brake and off side, offer. 850 headlamp shell, \$10. 850 and 750 frames, \$125. 32 mm twin Mikuni set up, \$125. Many other parts, call. Will trade for engine and tranny parts. Scot, 415-455-8776 and leave message.

for sale: 1971 Norton 750 'SS'. Only 7,000 miles.
absolutely original and runs great. for more info.
contact Ralph Porzelt
16854 Tulea St.
Granada Hills, Calif. 91344
213-363-9130 or 213-785-6093