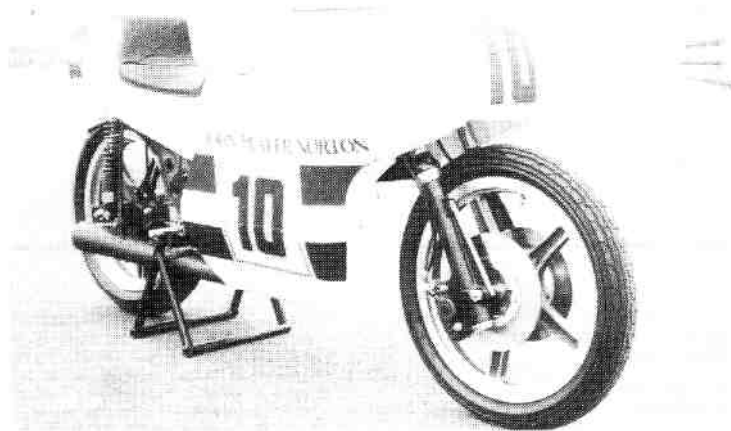


Norton Notice

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



John Player Norton Team
F.I.M. Formula 750 Racer



NO. 74

JUNE 1984

Norton Notice

The Newsletter of The Northern California Branch



is published monthly 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.

Deadline for items to be submitted for publication is the 21st of each month.

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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, WHOSE NAME IS SHOWN ABOVE.

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 NUMBER 745 WITH DUES EXPIRING ON THE 1st OF FEBRUARY.

ALL CHANGES OF ADDRESS SHOULD GO TO THE BRANCH SECRETARY/TREASURER, NOT THE NORTON NOTICE EDITOR.

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.

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.



UPCOMING EVENTS

June 14	7:30P.M.	Edinburgh Castle 950 Geary St. San Francisco	June meeting
June 24	noon	Horseshoe picnic area (off Skyline Blvd.) Joaquin Miller Park Oakland	NOC picnic
July 1		San Jose Fairgrounds	NMA swap meet
July 12	7:30 P.M.	Rick's Swiss Chalet 4085 El Camino Way Palo Alto	July meeting
July 15	10:00 A.M.	Alice's Restaurant Skylonda	Old Timer's Ride (old bikes, that is!)
July 21-22		Laguna Seca Raceway Monterey	AMA roadraces
July 29	9:00 A.M.	CHP truck scales Highway 101 Coyote, Ca. (seven miles south of San Jose)	Mono Hot Springs overnighter
August 12		Cow Palace	NMA swap meet

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!

TWISTIES

So far, May has been an eventful month, with both good and bad events taking place. Ill winds blew when Dave Kerst was informed by a local bike shop owner that the location for the club's swap meet had been sold. That was news to Dave, but upon checking he found the site vacant and the current occupants ignorant of the impending swap meet. It seems that the owner had sold out about 3 weeks previously and had not informed our Mr. Kerst of his action. By the time Dave got wind of these events, it was too late to find an alternate location and the new owner of the site didn't like the idea of a swap meet on his winebago farm. So that's why the last minute note in last month's Notice, and why we had to postpone the meet.

Dave may have suffered a setback but he's not giving up. He's looking for a new site (information on this would be welcome) and thinking about the September/October time frame.

Those desiring to swap still had a chance to attend the EMA's recent meet in Vacaville. I went on Saturday and found about 50 others selling their wares. There was also an excellent collection of Euro-iron on display including a Manx. Not quite up to the grand precedent set by previous GAMA events, but still well worth while.

Our next club event will be the Rider's Picnic scheduled for June 24. The location is shown by the map in the flyer that I hope will accompany this news letter. Note that we'll meet just off the EAST bay Skyline, not the one that runs by Alice's (and, at least recently, by all those irate CHP).

Gene (Wrong Way) Austin and company will be scouting the Gold Country this weekend to find a summer rally site. We'll be looking in the Nevada City area for a spot with just the right combination of cool weather, English beer, twisty roads, and swimmin' holes. I'll let you know next issue what we find.

That's it for now. See you on the road.

Just

WAFFLIES

Welcome the following new members to the branch:

Heino Cleveringa	Salt Lake City, Utah
Joseph Kleitman	Los Altos, Calif.
Vic Bannister	Oxford, Alabama
Jeff Thompson	Cupertino, Calif.
Terry Glab	Sunnyvale, Calif.

Fair Spares has now sent me their latest parts/price list for the Featherbed Dominator and S.S. Norons. Anyone wishing a copy should send me a SASE, please. In the next couple of months many club members will be renewing (I hope) their membership. Everyone should receive membership renewal forms with their Norton Notice prior to their expiration date. PLEASE fill these out in full and return them to me with the appropriate dues, especially the triplicate NOC form. The NOC does require that every member new or old fill their form out each year. (you can complain to Pete Thistle about this not me), sign it and give the machine details including engine number. These are all sent to England for them to process. I know it's boring but it does save me a lot of paperwork and letter writing if you do this. Thankyou.

Does anyone out there know the whereabouts of the club banner? It belongs to the club and was donated to the club by John Galivan of T.T. Motors about 2 years ago. We would like to display this at club functions and outdoor gatherings such as swap meets etc. So if anyone is sitting on it out there or has it nailed on their bedroom wall please let us have it back. The Norton Notice is put together and contributed to by what seems the faithful few each month. It's your newsletter, contribute to it. Send in anything interesting that you've found that might be of readable matter (not necessarily Norton oriented) whether it be tech tip, recent trip you've taken, Norton rebuild saga you've gone through, it doesn't matter, just send it in. There are nearly 260 members in the branch at the moment, let's hear from you.

Yours, *Phil*

THE EXHAUST NOTE

This is the first Norton Notice to be produced with my new computer. I've had big plans for the Notice ever since I took it over again, but so many things have come up this last year that I really haven't had a chance to work on it that much. I have been typing it on a computer at work but it's been a real pain to go down there after hours just to type up 2 ads so everything has been waiting until it was all ready and then it got typed all at once. Unfortunately this has caused some (um) typographical errors, sometimes a page or so at a time. Hopefully I will have a little more time to put into it now that I can do it at home a little at a time. You may have noticed that the same people always send things in for publication. It's been the same ones year after year. You might want to dig out something and send it in just to help out. There's about 250 members in the club and about 15 contribute so if you're one of the other 235 why not try and send something in that's Norton related and help take the burden off the regulars. As you may have noticed this year the notice is being allowed to increase and decrease with the input. Right now we have enough stuff to go for about another month and then we're down to 2 pages again. So get that stuff on in here. (NOTE) The above was typed about 2 days ago and I just typed Phil Radford's input and so if you are getting the feeling that we're bitching at the membership in general because they expect a newsletter each month without contributing to it, we are.

One thing about that extra page on the back of the ad page last month. That was sent in by the folks at Britalia and worked out nice to take up the normal blank space on the back of the ad page. I had planned to put my 2 cents worth in on it but didn't get a chance so here it is now. In Northern California we really have the best possible situation in that we have quite a few really nice British motorcycle shops around. When I traveled across the country a few years ago I made it a point to search out any and all Norton shops. Norm Kelly had given me an official Norton book listing all of the old Norton dealers from 1974. I even went to the trouble to alter my route somewhat to hit places like Casper, Wyoming thinking that the dealer out there just must have a stack of "still in the box" John Player Specials he'd let go cheap. Not only weren't there any dealers with Nortons around, there weren't any dealers in any British motorcycles at all. Lots of Japanese stuff and lots of lawn mower shops- really! The only places that I found that could honestly be called regulation British motorcycle shops were Wheels Unlimited in Minnesota, Ron Fratturelli's shop in Massachusetts and a shop up in Eugene, Oregon. The point is that the reason there aren't many British shops around the country is that no one could make a living handling British bikes. Now what does that mean to us lucky folks with a whole bunch of really nice British motorcycle shops around where the guy doesn't come out from around the counter, look at our bike, cock his head head sideways and say "what the Hell is that?" That means YES their prices are going to be a little higher than K-mart, but that's to pay for the light bill so that you can see your British motorcycle parts when you come down to buy them. If we want to haggle with these guys and gripe about every extra 15 cents that we have to spend then pretty soon we'll all be able to sit around on a bench and ramble on like those jokers in the beer ad "Nortons! I remember them, useta run 'em on down around Sarasota. Two cylinder jobs, or were they three?" Well, I've been meaning to have a little say on the behalf of our local dealers for about 2 1/2 years now and now that I've got it off my chest I feel a little better.

I took quite alot of slides on my trip across the States and Canada and have always meant to show them at a meeting. Since we had such a piss poor showing at the last Edinburgh Castle meeting now seems to be the time to bring up all the lame excuses we have for comming to the meeting besides the fact that it's the monthly meeting of the only Norton club in town. So for you folks who don't come to the meetings because of whatever reasons, but like to look at slides of Alpretty mountains B) pretty trees and C) great looking Nortons, now's your chance to see all of the above. Not only did I travel through most of the really beautiful country in the Northern Hemisphere I did manage to stop by Wheels Unlimited which has the real Norton that won the 1971 Isle of Mann and Ron Fratturelli's shop which had 2 of the most beautiful Nortons every assembled. The slides start out at the Beer Bust of about 2 1/2 years ago and end up at the USNOA rally in Tennessee. So lots of Nortons, lots of trees, lots of mountains! Icefields Parkway in the Canadian Rockies) and just to make the next meeting irresistible- about one roll worth of the Vincent Rally in Ohio from that year. Oh, Yeah, they're all good shots too, no fuzzy ones. Bring your 3-D glasses and it'll be even better.

NORTON STRIKES BACK

Team Norton under the careful direction of Harvey Loucks and anyone else who would help scored a 2nd, 3rd, and 4th place sweep at the AMA Pro-Am Formula T races at Sears Point this last Sunday May 20. Using fairly stock bikes the three Team Norton riders Eric Schwarzfigure, Mark Wisendanger, and Tom Terry beat all of the Japanese machines and were only beat by a hot dogged Durati Pantah. The pit area for the Nortons was one of the most popular spots at the track as over 13 members were on hand to offer whatever assistance they could with their free, (none beer holding, hand), Harvey's Vanagon was selected as team bus and ferried all the fans that fit around the track to the better race watching spots. The 2nd place bike ridden by Eric was a stock 750 with a shaved head for higher compression and addition of larger valves. He ran stock Amais. As there were no crashes experienced by the team and in light of their finishes on stock bikes the effort must be considered a resounding success. Team Norton plans to attack again in the next round of the Battle of the Twins.

BRANCH PROPERTY

If any of this branch's past officers, or anyone else, has any club materials or property, please give them to any of the present branch officers so that we can keep better track of it. This applies to banners, posters, stationery, stamps, or anything else that belongs to the branch as a whole.

FOR SALE

<u>N.O.C. PARAPHERNALIA AS FOLLOWS:</u>	
3" square machine badge	\$6.00
4 1/2" sticker	\$1.00

Contact Tom Borman (415) 595-1954
2600 Belmont Canyon Road, Belmont, Ca.
94802

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
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
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

I recently received a letter from Pete Thistle who is the General Secretary of the Norton Owners Club in England. I quote to you from a section of this letter to give you the general drift.

"I notice in your directory that you still have a substantial number of persons who own Nortons but are not members of this club as far as we are concerned. You have in fact a cataquoy of membership not catered for in the club rules and consistently disapproved of by successive Executive Committees on the grounds that the NOC exists at International, National and Branch levels solely for the benefit of it's members, and for a branch to take on Norton owners in some way from the existence of the club without joining the whole seems to us to be against the spirit as well as the letter of the rules".

"I have heard all the arguments long ago that these persons may eventually join as full members, and appreciate that to turn them away completely may be undesirable with an alternate organization around, so perhaps they ought to have a set period during which they make up their minds if they want to join as a member or depart. I very much hope you are endeavoring to get these people to join up properly as they are in effect diluting the club and this is not a good thing. Also Social membership should be strictly regulated to the bare minimum as we are on owners club not an appreciation society."

So what Pete is saying boils down to is that we are a branch of the Norton Owners Club and should adhere to their rules and that branch membership means membership to the NOC also and is not sufficient. So what can we do that is fair to alleviate the situation? I personally do not wish to see anyone feel they have to leave this branch who owns a Norton or feel they are not welcome at any branch functions such as rides, rallies, beer busts, and meetings, etc. I can see the Executive Committee's point, but this branch is also a social club through which fellow Norton enthusiasts can gather for general bull shitting sessions. That is also part and parcel of owning a Norton.

When it comes down to it all, all the \$10 that an associate member pays, goes for the 12 copies he/she receives in a year for the branch newsletter Norton Notice very little or nothing at all is left over. I feel we are fortunate to have such a quality newsletter and that it is cheap at \$10 with only a small membership (around 260) paying for it.

If the NOC wishes that we discontinue branch associate membership, I suggest that current associate members have their membership honoured in full, until it lapses. Upon renewal if they have not or do not wish (for whatever reason) to pay the extra \$15 to upgrade themselves to 'full members' then they automatically become ' friends' of the branch and subscribers to Norton notice. That way they will be kept informed and up to date concerning branch activities, and general Norton information. The only difference from their previous status being loss of voting privileges at branch elections etc. If anyone would like a copy of NOC rules, just send me a SASE with 37 cents worth of stamps and I will gladly mail you one.

Many thanks to full members who are filling out the NOC membership form that should be included with your Notice and returning them to me early. It makes for smoother running of the club and ensures that continue to receive your Roadholder magazine from England on time. Thanks,

Phil Radford.

PICK ON SOMEONE ELSE FOR A CHANGE

After reading two criticisms directed towards me in the last NN, I immediately crawled into bed, assumed the prenatal position, and turned the electric blanket up to 9. Les Emery had recently written me concerning broken speedo drives and had mentioned that they were not rebuildable. Even though the price for a new unit is listed in the Fair Spares catalogue as £22.00 "exchange" it turns out that the price is the same whether you exchange your broken one or not! Which only makes sense since Les claimed that broken ones couldn't be repaired. However Gene Austin is clearly correct in pointing out that they can be repaired as he himself has done it.

Bill Thomas, on the other hand, is wrong about 'S' models only coming in red and blue. Gene Austin claims he purchased a new 'S' in 1970 and that it was yellow. He has pictures of the machine to convince the skeptical. Also, there is a local Norton rider named Bert who claims his 1970 'S' was also purchased new and yellow. So no matter what the sales brochures or parts lists claim, in reality the 'S' was offered with canary yellow as a stock color. There were a few months in 1970 when Fastbacks, Roadsters, and 'S' models were all being produced at once by the factory, and in all probability the guys in assembly used whatever parts they happened to have on the shelves just to keep the line moving. If a batch of 'S' models were ready to roll, but they were out of red or blue tanks and side panels, they probably fitted whatever was on hand rather than hold up production. So there! Now why doesn't somebody pick on Harvey Loucks for a change?

Editorial Note.

I have been handling the Norton notice this time around with a "I prints what they sends" attitude. Consequently I've just gone on and printed whatever has been sent in. I'd like to continue with this policy so that our newsletter reflects the thoughts and feelings of the membership instead of taking on a personal "feel" as some of you know they can, if you remember back a few years. But on the otherhand, I certainly feel for the plight of Art Sirota in that he's one of the largest contributors of material to the newsletter and here after all of that, his contributions are questioned. Unfortunately, I let it get to the point where it was going on in the pages of the newsletter. That's my fault. Art has now set the record straight and as we can see the information he disseminated was correct. Now how do we keep this fandango from happening again? FIRST, when you want to send something in that is to enlighten the other members about some aspect of Nortonism, just check whatever source you received the information from (ouiji board or whatever) before sending it to the Norton Notice. Then if you, the reader, find that you disagree with what some member has stated about our venerable marque, call the other member and see what goes on. If indeed there was an error on the first members part then write up whatever correction is necessary and send it to the N.M. If this procedure isn't followed the only way to keep the above from happening again would be for me to take a "I've got to verify this" attitude

with all contributions and I just don't have the time for that. Enuff about this, you know what to do now? That's right, go dig up something to contribute!!!

THE CASE FOR AMALS

I've been riding Nortons for about 6 years now and I've been around the block more than a few times with all of the various ways to upgrade the performance of the Commando. Some work exceptionally well like the addition of a Boyer ignition. Others like the Swarup (yes I bit on that one) didn't seem to do much good. Probably the one modification that virtually everyone tries is the change to the Fumiguni carburetor. This makes sense because nearly everyone recommends it and, of course, the new road appliances from Japan all come with them. But, I think that the venerable old Amal still outperforms the Fumiguni for the simple reason that the Amal doesn't have the refinement of the Fumiguni. Sound weird? Well it is, but there is sound scientific evidence that this can happen. Here's how.

When you have a high performance device whether it be a Weber carburetor, Fumiguni carburetor or a Ferrari, they all exhibit a similar performance curve. You start on one side of the curve, let's say to the left, and as you move to the right (as we tune the device towards optimum performance) the curve begins to rise. The curve does not rise very much because there are so many variables in the tuning of the device, (that's where all the extra performance comes from - the ability to tune each aspect of the device's performance). Now as more and more of the device's adjustments are brought into line the curve begins to rise at a faster rate until finally all of them are right on the money and the performance curve goes way up there. Then on the other side of the peak in the curve, as we tune the device off the optimum settings the curve plummets to the point where it was just before we started getting things right. What this means is that you only have a narrow range over which you will get high performance.

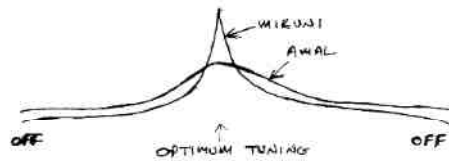
Now the Amal curve. With a simple device such as the Amal carburetor we will never achieve the ultimate performance of a highly tunable carburetor such as the Fumiguni, but our curve is a lot different. The curve starts out on the left again but because it can't be that highly tuned it also can't very off either. Because of this the curve will be higher than the curve for our other device. As we improve the tuning of the carburetor the curve does move higher and it's slope at this point will be greater than the slope for the other device, so we're starting to get to our point of maximum tune faster. But because the Amal can't be tuned to as high a state of performance our curve will peak at a somewhat lower point than for the other carburetor. Then as we tune it off the other way the curve descends at the same rate at it rose. So we have two performance curves representing the ultimate performance of two different carburetors and what do we see? Although the Fumiguni ultimately outperforms the Amal, the Amal outperforms the Fumiguni under most conditions. That means hot or cold weather, high or low altitude, good or bad gas. Now when I say tune the Amal I'm saying replace the slides, float needle, clean the body, set the needle height etc. All of these simple changes will change the performance. Basically I've found that a rebuilt set of Amals will do just fine against a new set of their Japanese counterparts and as soon as we start going up into the mountains the Amals slowly slide down the right side of their performance curve while the Japanese jobs fall off the precipice into the dumps.

Now we've only talked about the performance. When you add the cost to change to the new carburetor then you really start to make a case for the stockers. The cost to go to one Fumiguni is anywhere from \$125.00 to \$175.00 depending on where you buy it. This would be the standard 34mm. job. Now that you've got that, what do you have? Reduced mid-range performance for one. How? The throat diameter of the carburetor determines the velocity of the incoming air charge. The larger the diameter for the volume of air the slower it moves. I think everyone pretty much understands this. Since the Norton fires and sucks air on alternate strokes each time it sucks air through the 34mm. it sees the 34mm. throat and since only one cylinder is on intake at low r.p.m. the carburetor is just too big. Now once you get the revs up the air is being pulled through the throat pretty fast and things even out to the point where you have to have a 34mm. to flow enough air. But back down in the mid-range the old 32mm. Amal is going to flow the air at the higher velocity and accelerate the motorcycle a little faster.

Next month I'd like to get into adjusting the Amals for optimum performance.

M. J. [Signature]

REALITY ACCORDING TO HETH

NORTHERN CALIFORNIA BRANCH
TOOL LOAN-OUT PROGRAM

Get in touch with Harry Bunting if you need one or more of the following tools for working on your bike. A refundable deposit equal to the replacement value of the tool is required at the time you pick it 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
exhaust nut "C" spanner.....	\$10.00
timing pinion extractor.....	\$20.00

Harry Bunting (415) 968-2020
1401 Gilmore St.
Mountain View, Ca. 94040

Spring Cleaning Garage Sale

1. Brand new original reverse cone muffler, each \$39.00
2. Lucas RITA ignition, less rotor 35.00
3. Disc. conversion kit, complete 195.00
4. Inner primary cover 25.00
5. Connecting rods, perfect, used, each 25.00
6. Used valves, never ground, each 7.00
7. Used assorted pistons, excellent variable
8. Clutch Basket 12.00
9. Double leading shoe brakes backing plates 20.00
10. Grab rail with clamps, like new 20.00
11. Oil pump 18.00
12. 1967 N15-CS, excellent original condition 875.00
13. 1970 Fastback, excellent condition with only 9K mi. has original BR6 paint and is all original except for old style Dunstall mufflers 975.00
14. 1975 Triumph Trident 750 Triple 1375.00
15. 1974 Laverda SF2 sport 750 1375.00
16. 1978 BMW R100S, as new, 20k mi. 2650.00
17. Hardened clutch hub 25.00
18. Rebuilt Lucas twin head magneto 95.00
19. Chrome oil tanks for P11 or N-15 12.00
20. Commando horn 8.00
21. 750 heads, excellent, no broken fins, new threads with valves 115.00
22. 850 head, excellent, no broken fins, new threads with valves 125.00
23. Central "S" style oil tanks 17.00
24. Atlas gas tanks, excellent, red, no dents 65.00
25. Original factory 750 or 850 shop manuals 15.00
26. 1971 original Norton factory production racer 2800.00
27. Interstate tanks & seat, very good but fiberglass 145.00
28. Set of mag wheels with triple discs & all hardware, 1400.00 NEW, ONLY \$275.00
29. 940cc 1983 Norton Commando. Only 600 miles since complete rebuild by yours truly. This mindblower has a Dunlavy cam 9.5:1 compression, dual 34 Mikunis, Norris springs, new valves, new FAGS, 750 exhaust system, rebuilt tranny with roller bearing, Borranni Aluminum rims, stainless spokes, Boyer electronic ignition, new battery, and new set of KBI's. I don't own it, but I'm selling it for the rich guy I built it for who has moved on to other toys. Oh yeah, I forgot, it has a 01 headlight and Koni shocks too. Free filter thrown in. This crazy thing acts like a hot 850 to, 4500 rpm. Between 4500 & 7000 rpm is a new kind of Norton experience. Only the courageous and experienced need apply. \$1475 buys you a standard 850 with \$1100.00 worth of go fast & fun accessories built in. The wife says to call between 6:30 and 9:00 (408) 255-7356

Harvey

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 from Armour's, \$85.00 for the pair.

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

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

Lockable tote box, fiberglass, \$20.00

Art Strot*
(415) 327-3167

WANTED

To fit a MKIII. Muffler, Black Cap, right side, original equipment. Right hand handle bar switch cluster (also used on B-start Triumphs). Flip up gas tank cap. Chrome headlight brackets (pair).

FOR SALE

No.3 cutaway throttle slides (Amal) new, \$15 pair Call Jeff Jones (415) 763-1788

FOR SALE

1972 Norton Commando, Combat engine, front disc brake, many 850 engine modifications, new swing arm, rebuilt tranny, oil filter, plus lots of TLC over the years. \$1350. or B/O call Phil Radford (408) 293-4548, mornings or weekends.

FOR SALE

1975 MKIII Interstate. Less than 25,000 miles. Rebuilt engine. Needs light work. Asking \$1750. Kenneth E. Miller, 1378 42nd Ave. S.P. 94122 (415) 664-4914

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 valenced feathered 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

ADS

FOR SALE OR TRADE FOR 7 Lockheed single disk set up, complete less wheel, \$125. 750 and 850 frames, \$125 ea. Commando engine cradles and swing arms, offers. Servicable 850 style head light shell, \$10. 750 engine, excellent condition, \$225. 30mm Amal Concentric carbs, used but very good, \$45 the pair. Clutch diaphragm spring, \$5. Handlebars, Superbike style and stock, offers. 12 V car coils, \$2 ea. Primary chain, used but servicable, \$0. WM2 x 19 Akron alloy rim, \$25. Call Scot, 415-455-8776 and leave message.

FOR SALE: 1973 Fastback style Commando, 750 engine, new valve job, new carbs, 18" rear wheel, Dunlop 291 tires, front disk, oil filter (accepts Fram filters), new paint (gold on maroon metallic), Boyer electronic ignition. Excellent mechanical and cosmetic shape. Offered at the reasonable price of \$1275. Call Scot at 415-455-8776 and leave message.



Norton

RIDERS PICNIC

SUNDAY, JUNE 24, 1984

NOON TILL 5:00

NEW EAST BAY LOCATION! JOAQUIN-MILLER PARK
HORSE SHOE PICNIC AREA

FREE SUDS FOR NORTON RIDERS! HERE'S YOUR
CHANCE TO MEET OTHER NORTON RIDERS, LEARN
THE NORTON'S INNER SECRETS FROM MEMBERS OF
THE WORLD'S LARGEST NORTON CLUB,
THE NORTON OWNERS CLUB!

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ESPECIALLY WELCOME**

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