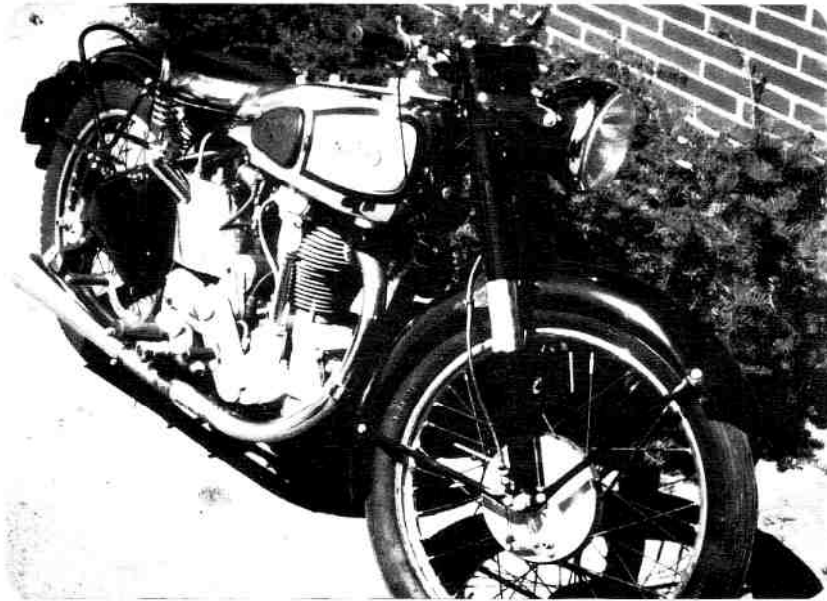


# Norton Notice

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



NO. 91      NOV. 1985



## Norton Notice

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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 15th of each month.

### PRESIDENT

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94114

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.

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.

The cover bike is a 1950 International. The picture was taken at the Marcus Dairy Bar in Conn. During the summer, Marcus is the gathering place for east coast bikers, when the weather permits!



John Hudson



## TAKING ENGLAND BY STORM (THE SUN SOMETIMES SHINES)

Since writing my last installment, the log book that I kept on the trip has surfaced. In revising what I've written so far against the book, I find that I neglected to mention Dave Middleton, who sells stainless steel fasteners out of a small shop in Leeds, which is south of Newcastle. Mr. Middleton offers a broad variety of specialty fasteners for your Commando, as well as a good selection of nuts, bolts, screws and washers in SAE, metric, BS, and Witworth. I was able to find a good selection of self locking nuts in stainless, something I hadn't found anywhere else. Dave accepts both Visa and Mastercard, and will do business via the mail. He advertises heavily in Classic Bike where you may find his address to write for a catalog.

Last time found me settled in Keswick, chawing on shoe leather and anxiously awaiting the next day's ride. That ride was to prove one of the most memorable of the trip, both in terms of scenery and, uh, shall we say "challenges"? The road I selected out of Keswick was narrow and twisty, and climbed steeply into the surrounding mountains as it skirted the lake on which Keswick is situated. Past a tourist bus or two, then past signs which warned of steep grades and which also forbade the busses. As the road rose, the landscape became more desolate, with very few trees, and mostly wind swept grass and low bushes. The place was lousy with sheep, big, long haired dirty suckers that moved pretty quick once they got motivated by Norton's exhaust note. I was glad Gene wouldn't have to see this; there were no fences beside the road. There were the usual elevation signs, and signs that proclaimed the grade: 10%, 15%, 18%, 20%, and then the top. After a short level section, the road dropped steeply past a sign proclaiming a 22% grade. Fifty feet further was another sign that read "You have been warned". Even though I was on a motorcycle, the thought of burning brakes did cross my mind. An usual, my concern was unnecessary as engine braking alone was sufficient to slow my progress to a manageable level. At this point the clouds started to close in and wisps of mist would occasionally dampen the road. I soon reached the coast, where I headed south and east, and into light drizzle and, later, heavier rain. It was just at this point that Norton decided we had done enough that day, announcing its decision with a permanent case of five neutrals. Hmm. Removing the primary cover revealed the clutch drum hanging by the primary belt, the belt intact. It looked just like the broken main shaft on my '70 Commando a few years back. Well, nothing for it but to hitch to the nearest town, find a place to stay, a place to work on the bike, a place to get parts, and a way to get the bike to afore mentioned place of labor.

The waitress at the burger stand was quite helpful with a place to stay, and the local BMW car dealer made a few calls to confirm that there were no local sources of parts. He did fix me up with a spot at the local Ford garage to store and work on the bike, in out of the weather and everything. That chap was also kind enough to run me back out to the scooter and offer encouraging words about pushing said machine to the Ford garage. Nice enough guy, but it quickly became obvious that he'd never pushed a Norton loaded with full Krausers and sportpak very far (in the rain). I had, and it was no fun, but I did manage to get the beast off the main A road and to afore mentioned burger stand. There I took a long shot that paid off handsomely: I called the Automobile Association. I figured that since I'm a AAA member over here, and that since the names were almost the same, that maybe the two were affiliated. I never did find out if they were, but the AA did send out first a tow truck, and

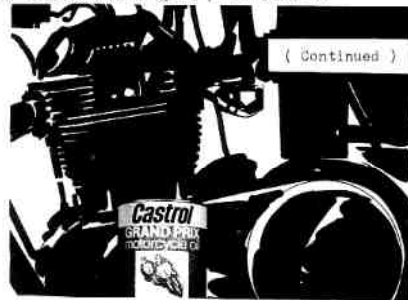
then a truck and motorcycle trailer, to get the bike to the garage. WOW! The AA driver even dropped me off at the pub that the waitress had recommended. To top it all off, there was no charge, and the fellow wouldn't even let me buy him a beer. Try that in the US!

Things were definitely looking up. With three of the four problems managed, a call to Fair Spares had the parts on the way. At that point I was planning on replacing the mainshaft, and so had Les send along all the appropriate gaskets and sealer as well. The stuff would be delivered by Data Post the following morning. Its not a cheap service, but then the parts did arrive on schedule.

Meanwhile, back at the pub, it was time for a hot shower and a cold pint. The Royal Oak in Lindale is an excellent place for both, and the chill I had that night was a real belly popper. I had a chance to meet many of the townfolk that night and enjoyed myself immensely. Some might regret the fact that they find themselves broken down, but for me it provided a chance meet people, and it was a new experience. Oh, perhaps I should say that being broken down in England without spares or a friend to help was a new experience. Not that being at a mechanical disadvantage is fun, but there's not much else to do in the situation but make the best of it.

I got an early start the next morning. The fellows at the Ford garage fixed me up with a little spot to work and I set about removing the primary cover for a closer look. I pulled the clutch basket off without removing the diaphragm spring, expecting to see the stub of the mainshaft sticking out from behind the basket. But it wasn't! It was still firmly, beautifully, attached to the tranny! And there was something rattling around inside the clutch basket. One guess what it was: The securing nut and associated bend tab washer, less one bend tab. The parts had arrived at about that time, so I fished out the new bend tab washer that Les had so thoughtfully provided, reassembled the primary, refilled the tranny with fresh 90wt (courtesy of my garage buddies) and returned to the pub for a quick wash-up and lunch. I was a little sad to leave my new friends, but with the weather improving I wanted to see as much as possible in my remaining weeks.

That evening found me in Wrexham in the west Midlands after a big day's ride. Norton showed his appreciation by making his main fuss into a non-conductor without actually blowing it. Replacing the fuse had me back on the road but not until I had removed the tank and jumpered around the harness with a spare piece of wire.





## Norton Notice

The next day I headed for Wales, Anglesey Island to be more precise. Its a nice place, but then anyplace is nice when the sun is shining. A quick spin through the hilly center of the island and it was time for a pub lunch. A ploughman's seemed to fit my mood the best, along with a pint of bitters. Refreshed, I hit the trail in search of famous Welsh places. I found a duzzy, and I'd tell you what it was, but I couldn't pronounce it, and to write it would take about a hundred letters. The Guinness book lists it as the longest place name in the world, if that helps. From wherever it was I headed a bit east and then south into the Welch mountains. Through valleys and over ridges, the roads wind and dip through some of the best scenery and smells of the trip. Rhododendron in full bloom covered many of the hillsides with pink and white blossoms. Where the road followed small creeks, the land was similar to the coastal canyons of home. Big thunderheads had been building all day, but I was able to navigate around most of them, hitting only the fringes where the road was wet but it was not raining. It was in this stretch that I saw the only accident of the trip, an overturned sports car that enthusiast had obviously gotten the better of. Kingston appeared at dinner time, and I settled there for the night.

The next day I planned to make Land's End, the western most land in England. The morning started off nicely with a fresh wind and bright sunshine, but clouds gathered as I headed south. The wind also picked up strength. At one point on the motorway, I went on reserve with only about 20 miles to go to the next service island and gasoline. I thought I'd have no problems, but a mile or two from the island I ran out again. Tipping the bike over toward the timing side sloshed enough fuel over the hump to get me to the pumps, the last 50 feet being covered on inertia and wind power alone.

Through Exeter and out the peninsula that lead to Land's End, the weather closed in with increasingly strong wind and finally rain. In Fraddon, Norton's good sense prevailed when he managed to disintegrate one of my flashy neon plug leads. Wet and tired, I prevailed on a local auto parts store clerk to sell me a new lead and point me to the nearest pub. "There aren't any" he said. I settled for a hotel instead. The rate was very reasonable, and in any case rain was cold and the room was warm and inviting.

Land's End was reached the next day after a damp and fidgeting ride. The road was very narrow, and spent most of its time dodging in and out of small hamlets and medium sized villages. Land's End itself is a big tourist trap, complete with a gate where they demand compensation for the view. I had seen enough when I saw the gate and wheeled about without stopping. Back through the maze, past Fraddon, on to Southampton I rode. It was there that I found Brit Bits, a small shop specializing in British motorcycle spares. The shop was formerly composed of a new bike section, accessory section, and clothing section in addition to the parts section. The owner had sold all but the parts shop to others, who had closed the doors between the various parts of the building and now run their building separately. It was in the clothing store that I bought a new Bukka rainsuit, having ripped the sleeves out of my Dry Rider the day before. At Brit Bits, I found BS taps and dies, along with a few souvenirs. Mail orders aren't particularly encouraged, but some foreign orders are processed on particularly hard to find items. Brit Bits strong suite is in Triumph parts, but the odd Norton part could be seen hanging on the wall.

Armours was at the top of the list for the next day, for Allen Goldwater had asked me to locate some mufflers for his Model 7 there. The place is a bit difficult to find, tucked away on a road that changes direction without changing name several times (ie. the road you're on keeps going straight but the road you want took a left at the last roundabout). Armours is a small manufacturing concern specializing in exhaust systems and fuel line plumbing for British bikes. The range of systems offered is very broad and included reverse cone silencer and matching headpipes for you Commando riders. Again, Classic Bike is the place to look for an address. The quality of the items I saw there was very good, the chrome clean and not flaking, the insides of the silencers free of oxidation. It being Saturday, they were very busy and I couldn't ask as many questions as I would have liked, but I did get most of them answered. Besides, my next stop was the Sammy Miller museum and I didn't want to rush through that.

For those of you that have never heard of him, Sammy Miller has won more trials competitions than I think anyone has ever won any kind of race, maybe even combined. Two whole walls of the museum are covered with his trophies to prove it. Mr. Miller was out collecting a bike the day I visited, but the caretaker wasn't busy and we spent several hours talking about the bikes on display. Of particular interest were the Nortons on display, all the way from the 1909 belt drive (no, Art, you don't have the oldest Norton in the world) to the almost restored F type factory prototype. The Ray Am kneeler was also there, complete with art deco fairings and acres of Norton silver paint. The F type is a Manx derivative with the engine mounted horizontally with the head pointing toward the front wheel. The last of the Norton factory's prototypes, it was never raced. Sammy Miller has been chasing pieces of it all around England for years, and when he locates or builds a tranny piece or two, he'll actually get the F bike running again. The museum is not just for Nortons, however, for there are many other machines on display as well. Most are former race bikes, many are owned by Sammy but several are from private collections. All told there are about 100 bikes on display, and a rainy afternoon makes an ideal time to visit. Ask the caretaker for directions to the Rising Sun pub when you leave, because bike spectating is thirsty work, and because its a nice country inn to bed down in. The owner let me wheel my machine around back to the barn, and we both spent the night warm and dry.

Next month...the end?

Scott





TWISTIES

Well, I've just heard that the same folks that brought you the annual rally have agreed to lead you around California for a year as our new ride organizers. Although Dave Crader and Nick Wiltz have just fallen for a pair of new BMWs (you know, them scooters with the big curb feelers stickin' out to the sides) I'm sure they haven't lost their feel for what makes a good Norton road. Thanks, fellows, I'm looking forward to your adventures.

I missed the ride last month to the Gold Country, but those I've talked to made it painfully clear that I missed a beautiful trip. I understand that the rocks were hot and the water cold at the swimmin' hole, and the 49er roads were smooth and curvey. Just as it should be on a Norton weekender.

For those of you that showed up at the Edinburgh Castle on Wednesday, October 9, and didn't find anyone there, my appologies. I got the date wrong, but the Club always (almost) meets on the second Thursday of the month. When in doubt, give me or Phil a call to make sure.

By the way, in spite of what you might see in other places in the newsletter, my new phone number is (415) 833-0268.

Happy Trails,

*Scott*



NUTS !

If you are having difficulties unscrewing a standard unc/unf 1/4" in. nut or bolt try using an 11mm. open ended wrench. It fits a little more tightly across the flats than the regular 7/16" wrench. Using an 11mm. wrench was particularly helpful to me when I needed to loosen the two rear cylinder nuts on my 850. Norton in their wisdom made it impossible to place a box-end wrench, ( or ring spanner if you read British manuals ) over them. The stud threads are 5/16", but the hexagon size of the nuts is standard 1/4". It is not to be confused with Whitworth which is different. Invariably these cylinder nuts are on so tight that a regular 7/16" wrench just spreads its jaws rather than move them. Thus producing a nicely rounded edge on the nut when the wrench slips, and no, I don't use cheap tools. Anyway this tip worked well for me. Also in the same way a 7/16" open ended wrench is a better fit on a 1/4" Whitworth nut or bolt than the British wrench. This doesn't work with closed end wrenches though.

If anyone is interested in performing the membership secretary/treasurers duties, then let's hear from you. I wouldn't mind stepping down from this position at the end of the year after doing 3 years service. I've received mail from all over the world, met lots of people and made many friends through doing this job. The work load is only as big as one makes it as long as the necessary tasks of collecting membership dues, keeping records thereof, and having the treasury in sound shape are carried out on a regular basis.

Please welcome the following new members to the club:

- Melissa Wall Alameda, Calif.
- Tom Banuel San Rafael, Calif.
- John Paliwoda North Hollywood, Calif.
- Andrew Estrada Magalia, Calif.
- Nathan Meyer Berkley, Calif.
- Scotty Young New York.

Welcome back:

- Dan O Neill Rancho Cordova, Calif.
- Peter Christianson Sausalito, Calif.



PARAPHERNALIA

- 1. "My success is due to my unapproachable Norton" T-shirt, black with gold print. Large only. \$8.00
- 2. NOC classic "N" T-shirt, dark blue with white print. Large and X-large only. 8.00
- 3. " " " " " " , black with white print. Large only. 8.00
- 4. " " " " " " , white with black print. Medium and large only. 8.00
- 5. Northern California Branch logo T-shirt, white with blue and red print. Small, medium and large. 8.00
- 6. Northern California Branch logo baseball jersey, white with blue and red print. X-large only. 9.50

NOTE: All T-shirts are \$1.50 postage.

- 7. Commando Service Notes, 45 pages compiled and printed in England by NOC. 5.00
- 8. 3"x 3" NOC machine badge. 6.00
- 9. 4 1/2" red NOC sticker 1.00
- 10. 2" " " " " " " .50
- 11. 2 1/2" x 3 1/2" red, white, and blue NOC sticker .75
- 12. 2" red, silver, and black NOC sticker .75
- 13. 4" red and white embroidered cloth NOC patch 2.50
- 14. 2" " " " " " " 1.50
- 15. red enamel NOC lapel pin 1.25
- 16. " " " key fob 1.50
- 17. red, white, and blue enamel John Player Norton lapel pin 1.50
- 18. " " " " " key fob 1.75

Call or write for details concerning availability and postage of items.

Tom Borman  
4278 25th St.  
San Francisco, CA 94114  
(415) 282-9304

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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 Commando. A refundable deposit equal to the replacement cost of the tool is required at the time you pick it up.

| TOOL                                 | DEPOSIT |
|--------------------------------------|---------|
| exhaust lock ring tool.....          | \$10    |
| timing cover oil seal guide.....     | 5       |
| clutch spring compressor.....        | 12      |
| clutch locking tool.....             | 18      |
| valve spring compressor.....         | 22      |
| rocker spindle puller.....           | 25      |
| crankshaft sprocket puller.....      | 12      |
| timing pinion puller.....            | 20      |
| gearbox layshaft bearing extractor.. | 15      |

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

NOTICE:

This branch has placed an order with the N.O.C. in England for a limited number of their 1986 calendars. Cost will be \$ 6.50 ea., plus \$ 2.50 if you need it mailed to you. If you missed out on last years calendar send your money now to the membership sec. checks made payable to the Norton Owners Club.

Phil Rockford.



YOU SHOW ME YOURS (AND I'LL SHOW YOU MINE)

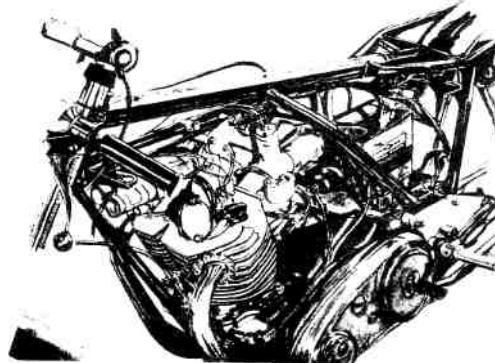
This year's AAMA show in the southland took place at its original location, the La Mirada Mall (last year it was held in La Habra). Regardless of which "La" it was, the weather was pure LA, on the warm side and kinda humid and hazy. Shirley and I had opted to punish ourselves by going down for the weekend, so we passed on the "British Bike Benchraces" being held up in Sonoma County.

I think that the show itself was much improved over last year's event, with both the total number of machines and the percentage of Brits being higher than before. Traditionally, you see a lot of American iron; that's great, but I think the Eurobikes are gaining ground each year. Unfortunately, we didn't see a lot of Norton equipment on display; there was one memorable Manx that I photographed. I also confronted about five brand names that I'd not encountered before: Ivy, Orient, Gnome-Rhone, ROC and Marvel. I might add that the geezer who owned the Marvel really was one.

The swap area surrounds the roped-off display arena, and this year there was in addition a large separate section of the lot reserved for the hunt-and-haggle set. We came away with one tiny piece for Shirley's Indian project, and a few parts for a couple of my pipe dreams, but no Norton goodies. But then, the Nort doesn't need much. There were a couple of 850s for sale, and what I thought looked like a deal, a pretty Nomad for \$650. Never did find out whether they had any takers. Outside the swap area were quite a number of bikes for sale, mostly Harley and British: two JPNs were on the lot, one with a price tag of \$2800.

At the show I renewed my acquaintance with member Bob Young, who was selling posters; I had to have a MK III Interstate print, and he sent me away with a print of the "civilian" model Norton rotary in addition. On the way back on Sunday, we stopped by another Southern NOCCer's, Jack Charney's, and discovered that his pretty black 850 Interstate is back on the road after a protracted hibernation. I don't know if any other of you were at the show, and we didn't bring a bike for the Sunday poker run. Friend of mine who put us up for the weekend so that he could show off his pristine MK III Roadster maintains that I don't have anything old enough enter in the poker run except myself, and I probably wouldn't last long enough to draw a full hand.

*Don*  
Don Danmeier



FOR SALE

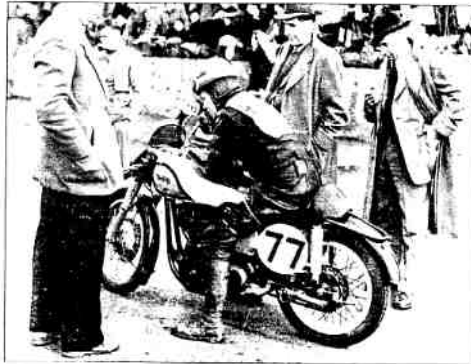
1983 750c.c. Norton Commando. 6500 mi. always garaged, no accidents. Excellent cond. Red Dunstall seat, tank, matching red fairing, \$ 1,399.

Errol G. Scott  
San Rafael  
(415) 479-9248

FOR SALE

1973 Norton Commando. 850c.c. red Interstate tank, excellent cond. \$950.

Theodore Mueter  
1058 King St. Santa Rosa, Ca.  
(707) 528-2508



## UPCOMING EVENTS

CLUB MEETING November 14, 7:00p.m. Class Reunion, 2700 El Camino Real  
Palo Alto.

CLUB RIDE I am sorry but I have just realized while typing this months issue that I do not have any information on this months ride. I have sifted through all of the mail that I have on hand and I cannot find anything. I will try to get the information to the printer before he completes the notice.

CHRISTMAS PARTY December 13, 7:00 p.m. the Class Reunion, 2700 El Camino Real,  
Palo Alto.

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 .

Norton Notice Editor.

If you are restoring or rebuilding Nortons, parts costs can seem unreal. While there are opportunities to buy locally either at shops or swaps those of you in the boonies are going to have problems. If you are like I am you need to know that parts are available from reliable sources in a reasonable amount of time at a reasonable cost. With this in mind I have tried Fair Spares on three occasions and can only report that you can't beat them.

First I compared twenty items from a Brand X catalog and from Fair Spares. Brand X's prices(while seemingly high even for the U.S.) were on the average 3.3 times as much. Insurance charges from England are minimal and P&P runs about 16%. So far the catalog accurately describes what you can expect. But I have some tips which may ease one or two shocks you may get when you order. First, it takes a long time for delivery - - six to eight weeks. You can speed things up if you have a VISA. Call England (have a list of everything you want exactly as it appears in the catalog). The folks are friendly and eager to help. The phone charge (\$5.50 or so) offsets the International Money Order fee you would need to pay and saves a trip to the bank. Second, if a new catalog has recently been issued (the newest, by the way, is 6/85) prices may have changed (they've gone up an average of about 6% for each of the last two issues). If you mail your order or phone in and don't want to question prices on the phone have a credit slip issued for any part not in stock. If you don't, they will send you the missing part at a later date but the P&P could be astronomical. It was 53% of the value of the part in my last order.

Frankly I have mixed emotions about discouraging parts purchases from local dealers. In the Bay Area we have several great shops and I patronize them frequently. But when savings are substantial and available by phone it's foolish not to dial.

Lou Caputo



# Norton Notice



## WANTED

1950 Norton ES-2 left headlight ear, cast aluminum, early type with long curved ear shape, will also take a set. Also need rear petrol tank mount plate and fittings that go into bottom of oil tank. I will also give a fine gift to anyone who locates the above stuff or has it themselves ( gift is Norton related ). One of a kind as far as I know.

Dave Kerst  
371 Hickory Ave. Tracy, Ca. 95376  
( 209 ) 835-7468 10 a.m. to noon

## FOR SALE

1942 Norton 16H, W.D. military, 500c.c., side valve, girder forks, 98% complete, but needs restoration. An excellent project bike, \$500 / b.o.

(408) 353-1824  
Joel Hansen

## FOR SALE

1973 750 Norton, mod. U/K, orig. 8095 mi. \$1300 and will deliver in the bay area.

(415) 228-7251 home  
(415) 825-2622 work  
John Hannan  
4715 Blum Rd. Martinez, Calif. 94553

## FOR SALE

1958 Norton Nomad, 600c.c. twin, singl. carb. runs, good K-70 tires, M/N cover bike on the May issue, \$300.

(408) 978-1851  
T. Mullen

## FOR SALE

Short Roadholder forks with 7" wide triple clamps, new stanchion tubes, bushes, seals and Timken tapered roller bearings, \$80.

1977 Ducati 860 G.T.S., electric start, dual Brembo front discs, Conti replica mufflers new battery. \$1800.

1957 Norton Mod. 50, 350c.c. O.H.V. single. Project near completion, everything is new in the engine. Frame was chemically stripped and electrostatic epoxy coated. Needs only front engine plates, rear fender lift handles, exhaust nut and chainguard, runs very nice, 0 miles, has current registration, \$800.

(408) 736-7205 work  
(408) 295-4968 home  
Dave Grader

REC 1114

## SERVICE RELEASE

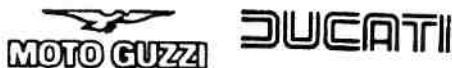
motorcycles

|                             |  |
|-----------------------------|--|
| <u>CATEGORY OF RELEASE:</u> | 3  |
| <u>NATURE OF RELEASE:</u>   | Inlet valves incorporating stellite tip.   |
| <u>MODELS AFFECTED:</u>     | All Commando   |
| <u>DISTRIBUTION:</u>        | General Distribution (worldwide)   |
| <u>EXPLANATION:</u>         | An improved inlet valve incorporating a stellite material hardened tip, similar to the exhaust valve has been fitted as standard on production models from Engine Number 221347. |
| <u>ACTION:</u>              | The new inlet valve Part Number 064034 is fully interchangeable with previous types NM25501 and 063283 and should be used for all replacement purposes.                          |



# Hall-Burdette

MOTORCYCLES



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.

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( Bill must be older than I thought)

\*\*\*\*\*PARTS: Bob Raber  
SERVICE: Bill Mankins\*\*\*\*\*

1615c ALMADEN ROAD (rear building)  
SAN JOSE, CALIFORNIA. 95125  
(408) 998-4495



# 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.

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

# TRIUMPH MUNROE MOTORS, INC.

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



412 VALENCIA ST.  
SAN FRANCISCO 94103  
PHONE 626-3496

# November Club Ride

When: Nov. 17      Rain date: Nov. 24

Where: Up coast to Occidental for hearty family-style lunch.

- Meet at Sausalito ferry terminal at 9:00. We will take Hwy. 1 to Bodega Bay if weather cooperates, other wise inland at Valley Ford.

· Return via secondary roads to Vallejo

Plenty of Gas Available at all labeled Towns

