



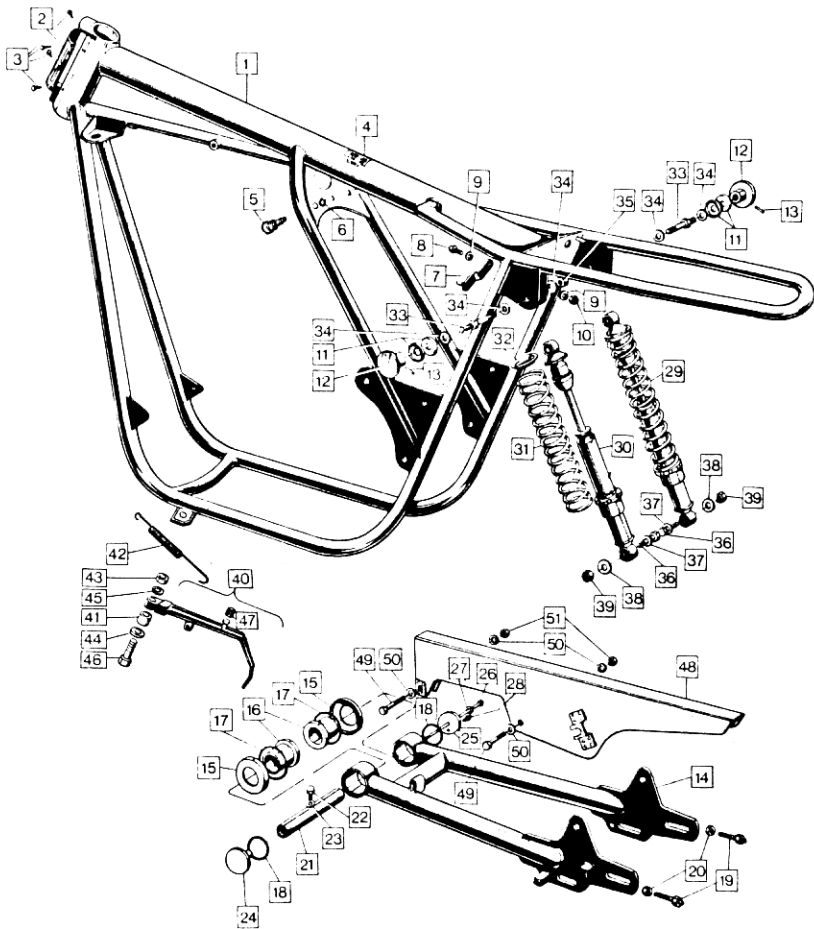
Norton Notice



The Newsletter of The Northern California Branch

NO. 122

june, 1988





Norton Notice

is published by the Northern California Branch of the Norton Owners Club. Its purpose is to inform and entertain members regarding all aspects of the Norton motorcycle, including history, technical advice, and preservation of the marque.

NORTON NOTICE is a reflection of its readership, who are encouraged to submit any article, technical tip, photograph (original or otherwise) as long as it is in good taste, so that other Norton enthusiasts may enjoy it. For Branch members who cannot attend club meetings or club rides, the NORTON NOTICE affords an opportunity to share experiences and information with the membership of the Branch, and to bring the Branch members closer together.

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

Membership in the Northern California Branch of the Norton Owners Club is available for **\$10.50 (pounds sterling) + \$18.00**

Membership dues are payable to the Branch Secretary/Treasurer.

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

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

Subscription to the NORTON NOTICE only is available for \$10.00 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.

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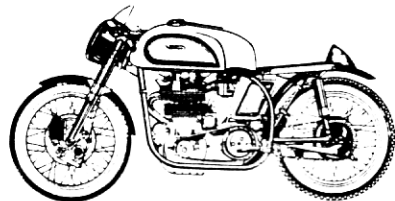
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NORTON OWNERS CLUB

Important!

(Please take note of the following fine print.)

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



1963 catalog drawing of Manx 30M and 40M



UPCOMING EVENTS

CLUB RIDES:

Coordinated by Margie Siegal

June 12- The long awaited NORTON DAY AT THE RACES at Sears Point. Meet 11 am at TT Motors to ride in. Cheer on the racing Nortonites, wave the British flag. There will be a special parking area to show off our bikes.

July 3-4 Second annual NOC Beach Party, hosted by your faithful editor. I will NOT organise the food this year so volunteers are hungrily sought. I will provide safe parking for bikes and shuttle service, since parking at the beach is nonexistent. I can also accomodate 8-10 overnight guests, so bring your sleeping gear. I strongly recommend that you ride the back roads into Santa Cruz. The best route is Skyline south from Hwy 9 to Bear Creek (watch for sandy corners!): Jog left at Bear Creek, then the first right onto Summit, which takes you across 17 all the way to old Soquel-San Jose Road (rt turn). Once in Soquel, follow the detail on page 9. If you get lost, call me at 408 475-7505.

July 29-31 - Morro Bay overnighter. This is a joint event with the NorCal BSA club and should be a good one. Which bike will *you* ride, Don?

August ?? - Old Timers Picnic and Beerbust, Huckleberry Flats Picnic Area, Pescadero- call Scot Marburger at 415 829-3483 for details

September.9-11 Annual rally at Ducey's Lodge, Bass Lake. They have camping, hot showers, cabins, restaurant, and a lake!

OTHER EVENTS

June 17-19 Canadian Vintage Motorcycle Rally and Show, Niagara Motorcycle Raceway, Welland Ontario. This is "the 16th Annual International Rally and offers the most active three-day event for Vintage Motorcycles in North America". Contact Jim Moore, 250 Satok Cres. TH#32, Milton, Ontario, CAN L9T 3P4 (416) 691-7222 \$25

CLUB MEETING SCHEDULE

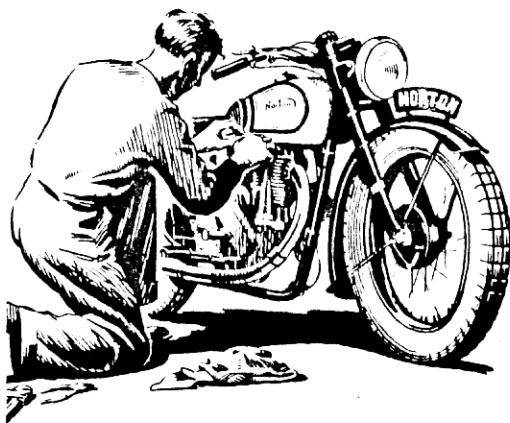
NOTE: THIS IS A NEW LOCATION

(South Bay) June 9
Saint James Infirmary
390 Moffett Blvd.
Mountain View

(East Bay) July 14
Brennans Restaurant
University Ave
at I-80 exit, Berkeley

Alan's Wrench

Tech tips and gossip from The Editor



Please join me in welcoming to the club the following new members:

Jim Carton Arthur Sitch
Pat Highsmith Randall Baselt
Clark Samson Michael Jones
Graeme Fox Ron Breckwoldt
Russ Ward Tom Brinckerhoff
and returning to the fold,
Ken Whitney and Joe Brandecker

IMPORTANT NOTE: once again we have a new meeting location. This month we will be at St. James Infirmary, 390 Moffett Blvd, Mtn View.

The Tulare vintage show was plagued by mediocre weather, dust and scarce Norton parts, and aside from a clean and fast ride home, is better forgotten. At the meeting last month about 10 members found the Harbor Light and enjoyed the good food and waterfront atmosphere. The only item of discussion was the Day at the Races scheduled for Sears Point on June 12. The consensus of those present was to decline the advance payment/\$2 discount scheme and simply make this a club ride at regular admission price. Robert Briscoe brought the shirts and stuff and said design of a new branch pin is progressing.

Please take note of the Branch tool-loan program which is run by our Sec. Harry Bunting. If you think the club is missing a key tool, like a swingarm pin extractor, let Harry know and chances are, we'll get it. Harry also reminds me to thank Burton Kranzel for his contribution of \$45 to the club. Burt also contributed the steaks for last years Rally. Way to go, Burt!

Last weekend I had the pleasure of visiting the Velocette Owners spring rally at Jon Ray's house. The sight of 15 or so Velos, almost all ridden in from Alice's or farther, was really neat. There is an enthusiasm to the owners of less-plentiful machines such as these which has been missing in Norton



(continued)

circles of late. Maybe the Commando was too successful? I for one am fast coming to think of the Commando as the best all-round British bike ever built. As I gradually fix the results of 10 years neglect, I am gaining new respect for the performance, comfort and reliability of my machine, even compared to the solid Triumphs of the 70's.

The Beach Bash is coming up and I need **volunteers** to organise the food for the Sunday barbecue and some field events. Last year we had burgers and corn, and a rope pull, which "the Dominators" won over "the Commandos" by superior handling. Great fun... Please call or write me if you have any ideas for this year. Full details and a back-route map into Santa Cruz will be in next months Notice.

This month my wrenching focuses on the swinging arm rebuild. I've been hearing horror stories about this job for years now, ranging from stuck spindles to oval wear in the cross-tube. I didn't let those stories stop me, though I did plan ahead and bought all the needed parts in advance. New spindle, bushes and o-rings cost about \$50 at Rabers, a bit less at Fair Spares, and about \$32 if mail-ordered from U.K. I also got a 1/2-20 x 4 in. bolt, which threads into the spindle. After removing the rear wheel, chain and chain-guard, and brake cable, I lifted away the brake drum and backing plate. Next I attacked the 1/4" bolt atop the subframe cross-tube. It can be removed

with the fender in place, but there isn't enough clearance for a box wrench, only an open-end. After removing the skinny through-bolt I lifted away the end cap and turned to my trusty slide-hammer. This tool consists of a 1/2 inch rod with a 5-lb sliding weight and a stout end plate with several holes. It is usually used to remove car axles and the like. Mine cost about \$25 at a local auto parts house, and I use it a lot. The 1/2-20 bolt goes through the end plate of the slide-hammer and threads into the swingarm spindle. A couple of moderate blows and the spindle came out easily. I can't imagine anything in there which could resist this tool, you could easily shear off the 1/4" retaining bolt on the cross tube if you forgot to remove it. Luckily I didn't forget. (Art Sirota has a press-type tool which also does this job, but he had to have it custom made by Phil. It's probably more gentle, but I like the hammer.)

After thoroughly cleaning the inside of the cross-tube, I tried the new spindle for fit. There was obvious wear, although it didn't seem to be oval. After thinking about welding nuts on the cross-tube (Phil's repair) or drilling and tapping the spindle (Scot's idea, I think). I came up with a fix which is quick and easy, and doesn't require removal of the sub-frame. I drilled two 1/8" holes about an inch in from either end of the cross tube and about 30 degrees above horizontal. This is about as high as you can get on the tube working inside the rear fender. Then I

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T W I S T G R I P T W A D D L E

G'Day, all. Hard on the heels of our meeting in a new spot in San Francisco--it seems a good place--we'll be meeting for June in a new venue in the South Bay, so please make a note of its location: St. James's Infirmary, at 390 Moffett Boulevard, in Mountain View. Harry Bunting checked it out, says it's up to our high standards, and so we expect to see a full contingent of our southern members down there on the 9th.

As if that weren't enough confusion for ya, in July we'll be meeting at yet another new joint, in Berkeley, called Brennan's, which I understand is near the freeway (I-80) on University Avenue. I'm also told they serve food.

In August, back to familiar grounds--the Prince of Wales in San Mateo. Sorry to keep switching things like this, but we are hunting for really satisfactory meeting halls and I think we are getting close to the goal.

All of these are, of course, in addition to the numerous other events on calendar, about which more elsewhere in this issue of the **Notice**. F'rinstance, the beach bash in Santa Cruz, July 3d/4th, the Morro Bay Ride July 29th-31st, annual picnic (reinstated), annual rally (gonna be a good'un), etc. All you have to do is be there.

Which reminds me of something Scot mentioned to me as he turned over the reins two Decembers ago: The Branch pretty much runs itself, from the Prez's point of view and the members' point of view, when the lieutenants are on the ball, as ours generally have been. But we should not take their hard work for granted, or soon there won't be anything to go to. Please do try to make these events. If you enjoy them, your assistance is always welcome.

More new members are always needed, too. Besides word-of-mouth, we need to do more promotional activities, like the (successful) Clubman's All-British MC Show & Swap Meet a couple months ago in San Jose. Don Dannmeier says the BSA Owners Club have already booked the hall again for the weekend of April 2 next year, and if the Norton Company come through with a rotary for display as Mr Le Roux has suggested they would, we should attract a lot of interest at that. But, without waiting for next year, there are things we can and will be doing. Give us your ideas, too. See you.

) John



750 Commando : The Early Years

by Jack Halton

I've been involved in restoring an early Commando off and on for about five years now. These models are quite different from the later versions and I hope the following will be of use and interest to anyone who is thinking of buying or restoring one. I will concentrate on the 69/70 "S" and Roadster as this is where my experience lies.

The first Commando was the Fastback. The fiberglass tank, rear fender and tail section were very radical styling features for their time, and still spark heated debate among British bike fans. You either love or hate the looks. Apparently sales weren't satisfactory, in the U.S. at least, so Norton created the S model which was introduced in mid 1969. This was an attempt at a more Americanized model - in 1969 Triumph was selling lots of TT specials, high-pipe 650 TR6c's and the Japanese big 4 all had their 'street scrambler' model. Enter the 'S' type with chrome fenders, high level left side pipes, skinny seat, bare forks, headlight protector ring, and metallflake colors. A strange combination as the 'S' model had no off-road capabilities whatsoever. Perhaps this was the first real 'cruiser' bike - fast, loud, garish, but a pretty good handler as well. It, too, didn't sell as well as Norton had hoped. The next evolution was to the Roadster, which differed from the 'S'

only in its use of the now-classic Commando upswept exhaust (the first Fastbacks used an Atlas-style horizontal system). The 'S' disappeared in 1970, but the Roadster carried on in various guises. The parts books are somewhat vague on these early models; sparse photos and illustrations leave much to the imagination. Particularly on U.S. models, parts upgrades, paint schemes and cycle parts were highly imaginative and largely undocumented. Dealers would also "mix and match" parts and repaint new models in attempts to lure buyers. All very frustrating for the would-be restorer of one of these models. A truly original 'S' or early Roadster would be a rare find these days.

I've found that many Norton parts sources (who are true experts on the later Commandos) tend to feel that "everything is interchangeable" with the later models. True, up to a point, but there are some major differences which are worth noting. The 'S'/Roadsters used a different frame; the centerstand pivots from the bottom frame tubes rather than the engine cradle. Rumor has it that these early models could break frames when the engine was started with the bike on the centerstand. Both the centerstand and the sidestand leave a lot to be desired in actually supporting the motorcycle. This frame also has a crosstube which blocks access to the crankcase drain plug by socket (was there a 'spanner'

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MAY RIDE REPORT

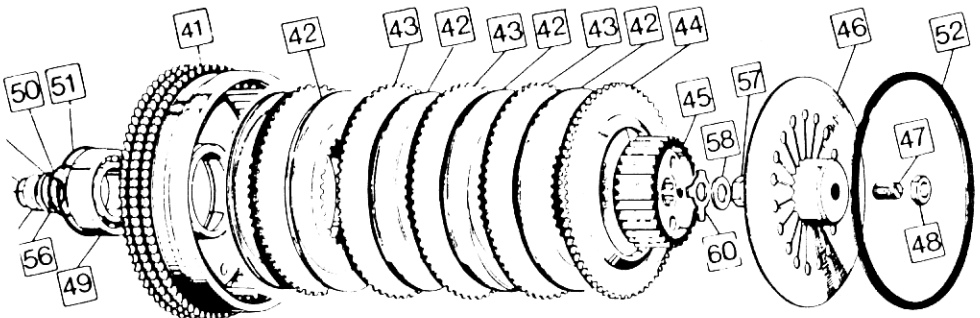
Six Norton Riders and three Triumph-riding guests enjoyed the May club ride through the Santa Clara wine country. This is a small area between Gilroy and Watsonville on Hiway 152, along which are scattered half-dozen or so small family wineries.

The ride started with champagne brunch at the Lucky Lady in Morgan Hill (with its antique planes hanging from the ceiling) and proceeded by the Chesbro and Uvas reserviors to the Sycamore Creek Winery. A number of tasty sips later, the real back-road portion of the ride commenced, destination the general store at Corralitos.

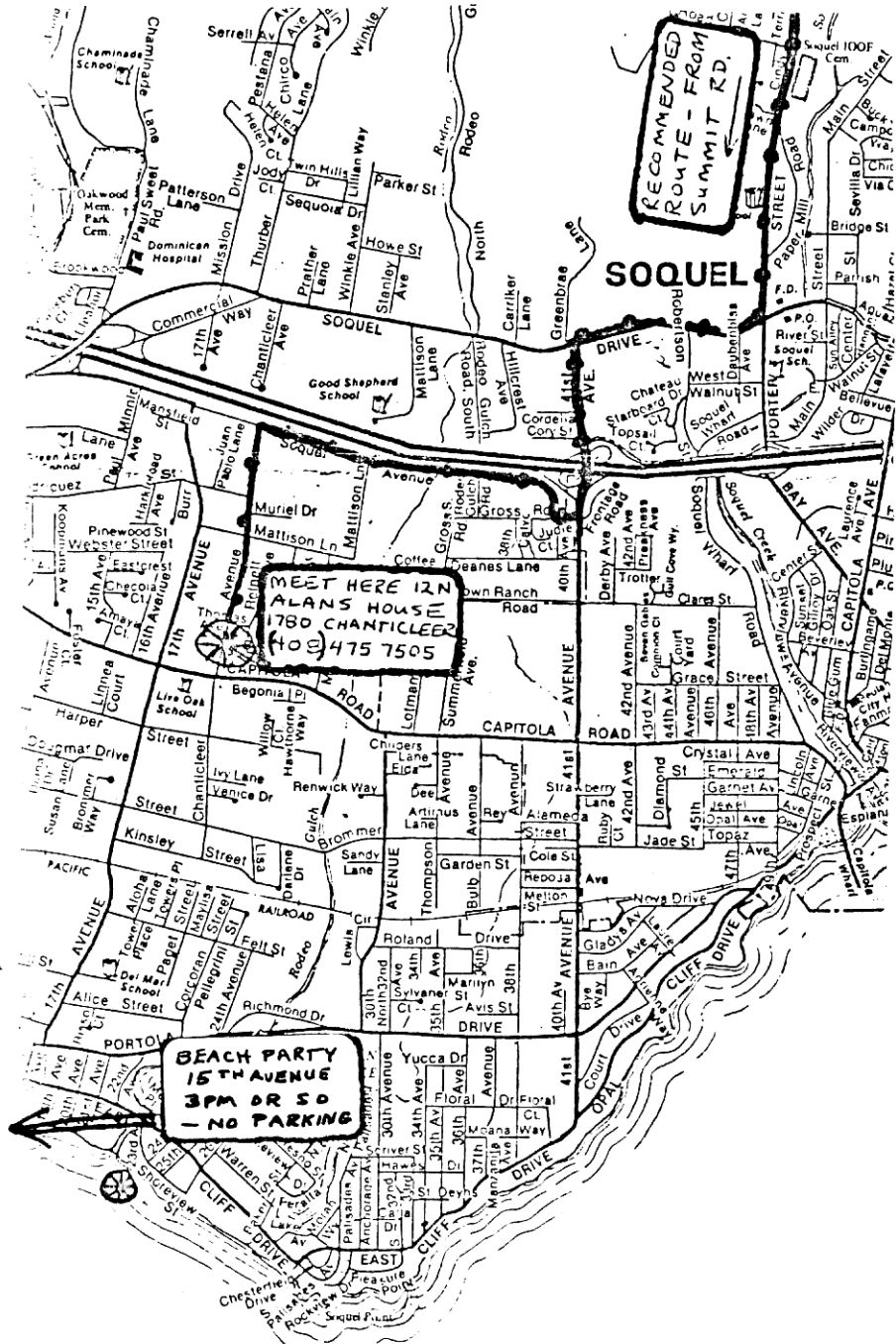
The stay in Corralitos was longer than planned while an emergency clutch cable fix was made (to a Triumph, of course), courtesy of Robert Briscoe, who had a brought along a set-screw fitting for the lever-end of cables. Wonderful device.

The group made its way back along Eureka Canyon Road to Hiway 17 and then on up 35 to Alice's. One rider got separated from the group at the Hiway 17 intersection when he got a bit of a late start from that rallying point, losing sight of the rest of the group and, then, following an alternate route marked on the map for a freeway return to the Bay Area.

This experience clearly indicates that ride leaders should make clear what route will be taken if alternatives are indicated on the ride map. But, I think another conclusion to be drawn is that club riders should be especially careful to watch out for the last rider. This is the vulnerable person in the group as an accident, breakdown or wrong turn will leave him or her stranded unless those ahead are on the look-out.--Marick Payton



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH





for this fitting in the original toolkit? Dunno).

The oil tank is another major difference. It is centrally mounted, hidden behind the sidecovers, with the filter/drain fittings exposed on the right side. The oil feed and return hoses go directly down to the oil pump fittings. As the tank must be drained when changing oil, expect to spill a lot when removing the internal filter - British design at its most perverse. The built-in 'filter' screen probably does some good but thankfully was eliminated when the remote filter was introduced in 1971 (*?? My '72 combat came without a filter or screen. -ed*). Frequent oil changes are a good idea with this system. There is also a lash-up connection to the air filter assembly on this oil tank.

The earliest Commandos had the points and auto-advance mounted behind the barrels, at the top rear inboard of the timing cover. The 'S'/Roadster moved all this inside the timing cover, where the tach drive was found on earlier models. The 12 volt coils were used on all early Commandos, with a different condenser pack and somewhat different wiring as well. Beware of the wiring instructions that come with electronic ignition systems, they are for the later models! Other electrical differences that I'm aware of: 2-position ignition switch; ammeter (12-0-12) and light switch in the headlight shell; horn and low/high beam controls in a tin chrome housing ill-placed on the left handlebar.

Engine internals are basically the same as later (750) versions, but many pieces were superseded by more robust components. Pistons and main bearings for example, were upgraded at least once. Legend has it that 'S' cams were the best ever. The 'S' exhaust produced a bit more power; this and the 19-tooth countershaft sprocket made the 'S' good for high 12's in the 1/4 mile - pretty good for 1969. Older components should be satisfactory for normal use, but if they need to be renewed, use the latest generation, the early ones probably won't be available anyway.

The so-called 'cycle parts' are a world unto themselves. Sidecovers, chainguard, seat, taillight/license holder (silver metalflake), decals and paint colors, fenders (chrome, not stainless) were all different after 1971, as were the front brake and tire.

I hope this collection of trivia has been of interest. Roy Bacon's books, "Norton Twins" and "Norton Twin Restoration" contain some valuable photos and information, although dealing mainly with domestic (UK) versions. The early Commando, as true of most British machinery of similar vintage, really draws a crowd, evoking nostalgic reminiscences from many who've turned to more modern mounts. They are different enough from other Nortons to be unique and though they had their weaknesses, were generally more reliable than the Combat 750's - also among the lightest in weight, simplest to maintain, and even today, a pretty quick and good-handling motorcycle.



LETTERS TO THE EDITOR

May 4, 1988

Fellow NORTON Owners,

Well spring has finally arrived in upstate New York and I've had a chance to try some of the things that were suggested to cure the handling problems with my '71 fastback. I believe I may have found the problem and it could best be summed up as bad shocks. They are Koni 76F series installed sometime around 1974. I found that the rebound bushing had disintegrated on one side and the debris had clogged up the compression valve. It was like having a shock on one side and a steel rod on the other.

If anyone is using these currently I'd like to share my experience with rebuilding them. Advantages to repair over replacement include maintaining original appearance as well as saving a few bucks. First of all even though they were sold as rebuildable, Koni doesn't sell parts for them. A rebuild kit is available from an outfit called Lakewood Cycle. It contains the necessary seals and o-rings and a diagram of the shock. It also recommends replacing the oil with 130 cc's of shock oil. This number turns out to be close to correct for ~~two~~ shocks. The folks at Koni America recommend this procedure: simply fill the inner housing to the top with 10 wt fork oil. The correct amount can be verified if upon reassembly you can compress the shock all the way to the bottom, if not then you have too much oil. Then extend

the shock fully, it should pull with a constant resistance to the top. Keep the shock vertical when doing this or you'll get a false indication. If it gives way some time before reaching the top then it needs more oil. On mine 67 cc's worked out right.

These shocks are internally adjustable by removing the spring and rubber bumper and compressing the rod fully, then turning the top eye (about 2 1/4 turns end-to-end). This is very tedious to say the least and probably wouldn't be done on a regular basis. I preset mine about 1/4 turn from the position of least damping. I am using the original single rate Girling springs, set in the softest position. In order to not introduce too many variables I am still using a 100/90 x19 front tire and a new 120/90 x18 rear. Time will tell what effect a worn tire might have.

The results: at 80 mph I can take my hands off the bars and it tracks straight. At 95 I shook the handlebars, it wiggled twice and then went straight. Rough roads have no effect. I still have not installed a steering damper or fork brace and I have a plastic Dunstall fender on the front. Grabbing the front wheel between my knees and turning the handlebar, I can deflect the front of the fender about 3/8" either side, yet this does not seem to have any adverse effect, at least at speeds up to 100 mph. The blood is returning to my knuckles and the fun level is at an all-time high.

(continued on page 12)



LETTERS TO THE EDITOR

continued

I want to thank the Notice for printing my initial plea for help and all those who offered suggestions. I'm planning on attending the INOA National rally this year in Virginia and next year in B.C. Hopefully I'll get to meet some of you there.

Pete Serrino

p.s. I don't have an address for Lakewood Cycle but Ace Cycle, Rt 31a, Albion NY 14411 may have rebuild kits in stock. Cost is under \$10.

Thanks for the thanks, Pete. I have been plagued by a similar problem on my 72 combat, and after reading your letter, I replace my worn-out Fox MX shocks with a fresh pair of Girlings and 110 lb springs. I think in my case the problem was part from worn swingarm bushes, and part shocks. I definitely agree that single rate springs are preferable on a Nort.

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
tinting 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

TEN YEARS AGO

The following is an excerpt from Norton Notice #3 of June 1978. Norm Kelley wrote this poetic description of the second annual Beer Bust and Oldtimers Picnic.

"They came from Marin, East Bay, and the concrete alleys of the City. Past the last stopsign, down the backbone of the Peninsula and into the forest...along five miles of winding asphalt to a majestic redwood grove, with a narrow entrance marked 'Nortons Only'.

"There were 73 of them that day. The newest was 3 years old, the oldest 50. Gathered as guests of honor in a prehistoric forest, their owners swapped tales and half-truths of competitive days. The latest Oriental technology only increased their allegiance and fanaticism... Toasts to the Commandos, crowds around the Atlas, group pictures of the Fastbacks and wonderment at the restored CS-1.

"But finally the kegs empty and the twins cough to life, reluctantly leaving center stage. They disperse quickly now and the rural clearing begins a return to normalcy. The last twin winds through the forest, leaning hard now, shifting into third at the speed limit.... Like the Phoenix rising from the ashes, NORTON seems unconcerned that his birthplace is a cold and empty factory. But give them another year and they'll be back, pushing progress aside for one afternoon.... May their tribe grow.



Alan's Wrench

—continued—

carefully removed the chips and burrs from the inside and turned to the swingarm.

Working on the benchtop, I drove out the old bushings and pressed in new ones, using the old spindle as a drift, with a couple of stout washers bearing against the new bushing flange to prevent damage. No problems encountered and no heat needed. Next I lightly oiled the far (left) bushing but **not** the near one in the swingarm. I put the o-rings and left end-cap in place with a bit of sticky grease to retain them. The swing-arm slid back in place over the sub-frame a bit stiffly, due to the new o-rings and bushes.

Next I retrieved the 1/2-20 long bolt and locked it firmly into the new spindle with a lock-nut. Carefully noting the position of the 1/4" hole on top, I slid the new spindle in place. When about 1" remained I applied some oil to lubricate the near-side bushing, then continued until I could find the tapped hole through the top of the cross-tube. This is the trickiest part of the job, since if the threads aren't perfectly centered, you won't be able to start the retainer bolt. I use a bent piece of welding rod with a sharp tip to feel for the surface of the spindle through the hole. If I can feel a bit of a lip all around the hole I know the spindle threads are perfectly centered. It took several tries and some careful nudging with the end bolt, but I finally got it positioned and was able to start the 1/4" bolt with a pair of long-nose pliers.

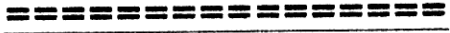
After tightening this bolt I moved the swingarm up and down and noticed that the retainer bolt moved too! This is probably the source of the wear that plagues this part. Even new, I can't imagine the cross-tube being tight enough to prevent this movement and this is enough for the tube i.d. to wear. Anyway, I got out my trusty tube of **Loctite** and applied a few drops at each of the holes I had drilled. I worked the swingarm up and down and noted that the loctite was entering the cross-tube. One side took 4 drops, the other just 2. Then I went and had dinner.

What if the loctite gets into the bushings? Well, remember that oil I applied? Since the oilite bushings retain the oil, the loctite can't enter the surface pores. Moreover, using a new spindle and bushings there is virtually nil clearance and nothing to worry about. Just don't use too much of the stuff. When I got back from dinner, the swingarm was perfect: no side play and no movement of the spindle in the frame. I replace the end cap and filled with oil. Total time for this repair was under 3 hours and after almost 600 road miles the spindle is still tight and no oil leaks.

Finally, if I ever need to redo this repair, I can make the loctite release by applying heat, like a propane torch down the spindle hole. The Loctite technical manual says that their compounds release at about 375 C., which shouldn't even scorch the paint.



CLASSIFIEDS



WANTED - broken Smiths gauges for repair parts. I'll pay \$5-15 or I'll trade you a working one for 3 broken (repairable) ones. Also wanted, original fenders and toolbox for my 1950 Model 7 twin. Any plunger-frame Norton toolbox will work but the fenders are unique to the Model 7 and have a ridge down the center. Contact the Editor at 408-475-7505. /3

FFor Sale: 1982 Moto Guzzi V50 III 500cc v-twin. Good shape, reliable ride for \$1000. Call Margie at 415 654 1933 evenings. /5

1968 750 Commando. Stock except for Bates pipes, cafe rear and tank all black lacquer. 23,000 'adult' miles (*does that mean with its mufflers off?* -ed). Bike was at the Clubmans Show. Call G. Bourne 408 737-8000 x385 or 408 258-4020 /5

For Sale: Mens Brown Leather riding jacket, size 44, tab collar, liner zips out, vg condition - \$85.
 Passport radar detector, as new, all accessories and cords in original box. This is the best detector available, same size as an audio cassette. \$250 OR trade for Commando parts. I need the following parts:
 Complete disc front end, new or NOS 750 barrels/pistons, 'S' type exhaust, seat, oil tank w/fittings and hoses, rear taillight cover, inflator, sidecovers, new 3.60x19 K81 tire.
 Contact Jack Halton at 415 675-3777(days) or 415 798-8313(eve).

SPRING CLEANING SALE: The following are NEW parts, genuine NORTON unless otherwise indicated:

- Primary Chain, \$38.00 Clutch Bearing, \$8.00
- Intake Valve (5), \$9.25 ea. Exhaust Valve (5), \$9.25 ea.
- Exhaust Guides, Cast Iron, Fits 750 (3), \$2.00 ea.
- Intake Guides, Cast Iron, Fits 850 (4), \$2.00 ea.
- Intake Guides, Cast Iron, Fits 750 (3), \$2.00 ea.
- Superbilen Main Bearings, \$60.00 pr.
- Cam Chain, \$8.00
- Exhaust Rubber Buffers (Pattern) (3), \$2.00
- Kick Start Rubber (1), \$2.25 ea.
- Shift Rubber, \$1.25
- Layshaft Roller Bearing (2), \$17.50 ea.
- Fork Gaitors (short), 2.25 pr.
- Wheel Bearing, Single Row, \$5.00
- Fork Tube, \$50.00
- Fork Bush, Lower (2), 3.50 ea.
- Fork Bush, Upper (2), \$4.00 ea.
- Head Stock Bearing, Ball, \$8.00.
- Rear Hub Cover, \$6.50
- Cush Drive Blocks, In Rear Hub, \$10.00
- set Oil Tank Mounting Rubber (2), 1.75
- Gas Cap, \$12.00
- Norvill Fairing Bracket, \$35.00
- 850 Center Stand Spring (2), 3.00
- Clutch Cable, Nylon Lined, \$12.00
- Rear Brake Cable, Nylon Lined, \$11.00
- Spedo Cable, \$10.00

The following is a partial list of used parts. If you don't see what ya need, call and I'll probably have it!

- Primary Belt Drive, Retains Alternator, \$200.00.
- Bronze Clutch Plates (6), 10.00 ea.
- Barnett Clutch Plates (7), \$4.00 ea.
- Engine Sprocket (2), \$12.00.
- Oil Filter Head, Accepts Purlator & Fram Filters, \$25.00.
- Norris Dual Rate Valve Springs, \$15.00 set.
- Push Rods, \$7.00 ea.
- Megacycle 6000 cam, \$75.00.
- 850 pistons, std & +.020", \$50.00 pr.
- 750 Connecting Rod, \$50.00
- Carb Slides, Mk II, #3, 6.00 pr.
- Tach, Solid Green Ball, \$75.00.
- Tach, Striped Green Ball, \$75.00.
- Dunstall Fairing Brackets, \$5.00.
- Lay Shaft, \$20.00.
- Sleeve Gear Bearing, \$5.00.
- Fiamm Electric Horns, \$15.00 pr.
- Zener Diode (2), \$10.00 ea.
- Single Phase Alternator, \$50.00.
- Welded Rotor, \$45.00.
- Genuine Lucas Color Coded Wire, \$0.15/ft. (call with wants).
- Fork Ear, 850, \$10.00.
- Cush Drive Rear Wheel, \$10.00.
- Front Disk Rim, Dunlop, \$15.00.
- Rear Rim, Dunlop, \$10.00.
- 850 Style Head Steady, Complete, \$10.00.
- Frame, Early 750, no papers, \$50.00.
- Krauser Starlet Saddle Bags, w/mounts \$75.00.
- Krauser Fill Size Saddle Bags, w/mounts for Commando, \$150.
- Clutch Cable, Nylon Lined, \$7.50.
- Stainless Front Axel, \$7.50.

All used parts are in servicable condition. Shipping and handling costs extra. If you don't like these prices, make me an offer.

1974 850 Commando "Gentleman's Express":
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1970 Fastback Commando: Yellow w/black pinstripes, front disk, oil filter modified to accept Fram filter, layshaft roller bearing, luggage rack, Boyer Ignition. Have parts to return to stock. This is an original Fastback, not a bitsa, \$1600, you pay crating and shipping. Call Scot (415) 829-3483 evenings.



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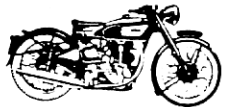


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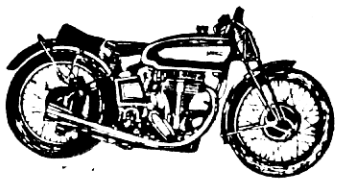
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