



Norton Notice



The Newsletter of The Northern California Branch

NO. 124

august , 1988





THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



Norton Notice

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

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

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

Membership in the Northern California Branch of the Norton Owners Club is available for

£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 \$18.00 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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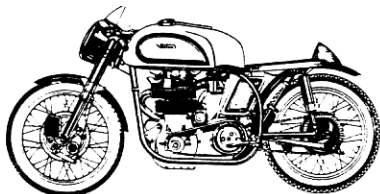
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NORTON OWNERS CLUB

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

August 14 - Old Timers Picnic and Beerbust, Huckleberry Flats Picnic Area, Pescadero- call Scot Marburger at 415 829-3483 for details.

August 20-21 - Ride to Nevada City and points east with the BSA club. The official ride departs from Lyons Restaurant in Nevada City on Saturday 8/21 at 10 am. but a Friday alternate is being planned. See Alan's Wrench for details.

September 9-11 Annual rally, at Van Damme State Park, Mendocino, Ca. The ride up departs at 10 AM, FRIDAY SEPT 9 from TT Motors on Adeline in Berkeley. Call Robert Briscoe for details - (415) 387-5593.

CLUB MEETING SCHEDULE

(Peninsula) Aug. 11
Prince Of Wales Pub
25th Ave.
San Mateo

September meeting will be at the Annual Rally

(South Bay) Oct. 13

To be determined. We still need a location with a meeting room and decent food. Any suggestions?

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

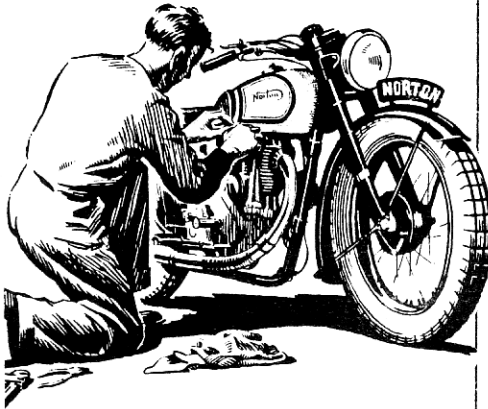
Harry Bunting (415) 968-2020
1401 Gilmore St.
Mountain View, CA 94040





Alan's Wrench

Tech tips and gossip from The Editor



Whoops, late again. I have a good excuse this time, as I've been moving, trying to live in three places at once and find time to ride as well. I hope your life has been less hectic than mine.

Last month's meeting at Brennans was well attended but again plagued with high ambient noise and crowded seating. The main topics of discussion were the Rally site and the clear trend in club renewals away from NOC participation (by about 8:1)

In order to better fit the needs of the members, I proposed that we re-structure the club such that NOC participation is optional and all former and future 'subscribers' be considered full members of the Norton Owners Club of Northern California. I further proposed that we associate ourselves as a chapter of

the USNOA, which has over 4000 members nation-wide. Individual subscription to the USNOA will also be optional: the important thing is to establish and maintain a dialog with the many Norton owners and local groups here in the USA.

Included in the Notice you should find a ballot card on which you can make your preference known in this important decision. Even if you don't have an opinion one way or the other, let us know that you care about the future of this club. We all stand to gain by communication with other Norton Owners.

The Beach Bash was a lot of fun. We decided to offer a choice of do-it-yourself barbecue or take-out gourmet Thai food, which seemed to work out about 50/50. The Norton Frisbee toss was won by Vince 'Guzzi' Stornaiulo, who threw the MkIII flywheel an astonishing 42.5 feet, a new olympic record. After the fireworks didn't happen (too many cops around) we went back to Norton's Garage and were treated to some live music by The Nor-Tones, a local band. They played 'Shake Rattle & Roll', "Whole Lotta Shakin' Goin' On", "Rolling Down The Highway", and a few other favorites before staggering off into the night.

(continued on page 5)



Since I'm writing this a bit late, I can also report on the Cambria ride. Due to the en-masse participation of the Santa Cruz Vintage Rockers, we had a great turnout of about 20 bikes, 12 of which were Nortons. This was the first long trip for the Rockers and so there were a few mechanical breakdowns but eventually all of them made it there and a great time was had by all. In fact, this was the finest cycling weekend I can remember for quite a while. A highpoint was Phil Radford regaling the colonials with true tales of rocker days in London, around a blazing beach fire ("more wood Tom, more wood..."). And our abbreviated ride of 4 Commandos Saturday was superb. There's this little road at the south end of Cambria that has this amazing double-switchback leading into a half-mile uphill straight.... worth doing twice!

Seen at Alices a few weeks back - member Hans Melburg on a very clean MV Agusta Camel Sport, with a Cheshire-cat grin from ear to ear. I am truly jealous. Other gosisp has Tom Dabel acquiring a MkIII roadster to replace his aged Atlas. Now if we could just get Louis back on a Norton...

The rest of this month is chock-full of events. The Old-Timer's Picnic is Sunday 8/14 at the old site in Pescadero. Scot Marburger arranged the site but not the food, so I guess this one is a pot-luck. Bring a

coupla dogs or a small steak and have at it. I will try to arrange for charcoal and utensils to be on-site. The following weekend is the Reno Ride. Since the scheduled 10 am departure from Nevada City would require a 7 am departure from the Bay area, I'm going to ride up Friday and spend the afternoon at the swimming hole in Nevada City (if I can find it). If anyone is interested in this plan, please call me (days) at 415 592-8055 or (eve) at 415 598-0291. Tentative meeting point will be 10 am Friday 8/19 at TT motors in Berkeley.

Finally, our annual Rally will be at Van Damme State Park in Mendocino, Sept 9-11. The ride up on Friday leaves from TT Motors in Berkeley. We will have several camping sites reserved in advance, but it helps to know how many are needed. Please call Robert Briscoe, the Rally organiser and let him know if you are planning to attend. Burton Kranzel has once again offered to provide the barbecue goods for the Saturday banquet (thanks, Burt). We need a ride organised for Saturday, especially since there are so many fabulous roads in that area. Volunteers please!

This month's technical topic is front forks. I have taken the liberty of reprinting an excellent article from the Chicago NOC bulletin. I believe this was written by Shane Harvey, who is or was a member of our branch. Thanks for the good job Shane.

(continued on page 7)



TWISTGRIP TWADDLE

I thought I'd got this all behind me last year, but no--it's come up again, and I guess there's nothing to do but address it. I mean the periodic reassessment of the status of our club vis a vis its parent organization. The continued slide of the dollar against the pound has not helped the situation. So ideas have been batted around, both in the executive committee and at branch meetings, and some inquiries have been made, and here is how things look.

No change is being proposed to the dues or benefits structure of this (Northern California) club/branch. Subscription (membership) remains at \$18 per year, which basically covers the cost of producing the **Norton Notice** plus minor expenses of running the club.

Other relevant information: Full Membership in the N.O.C. costs the individual a further 10.50 Pounds Sterling per year, for which he or she gets the **Roadholder** about six times a year and a warm, fuzzy feeling from being associated with a bit of history. It's optional. The (No. Cal.) club collects and forwards these dues, which at current exchange rate amounts to \$17.85 per year.

Finally, there's the USNOA, with whom we presently have no connection. Their annual dues are \$13 per member, which brings the **Norton News** about five times a year; and probably a different feeling. Again, optional. That is, the individual can subscribe to the local club for the \$18 per year and forget all the rest. (Note: USNOA dues are sent direct to USNOA by the individual.)

Some alternatives are suggested:

- [A] No change: We remain a branch of NOC-UK, Branch membership @ \$18 a year, a further [\$17.85] a year for Full membership if desired, collected and forwarded by the Branch.
- [B] Full change: We become a Chapter of USNOA, drop NOC affiliation. Local dues unchanged @ \$18 per year, and each member sends an additional \$13 a year if desired to USNOA for Full USNOA membership. (The club itself would also pay \$5 a year [for the club as a whole] for listing as a chapter in the **Norton News**.)
- [C] Menage a trois: We affiliate with both NOC and USNOA. Thus, local dues stay at \$18 a year, and the individual member can add the English dues if he wishes and/or send \$13 to USNOA, too, as he pleases. Something for everybody.

Included with this issue of the **Norton Notice** you will find a pre-addressed, stamped postcard, on which we request you indicate which of the above choices appeals most to your needs. What we do will be determined by the responses the Secretary receives, so **please** take a moment and do this. Write additional comment if you like; it's not necessary to put your name on it, unless you want to. Thanx.

John



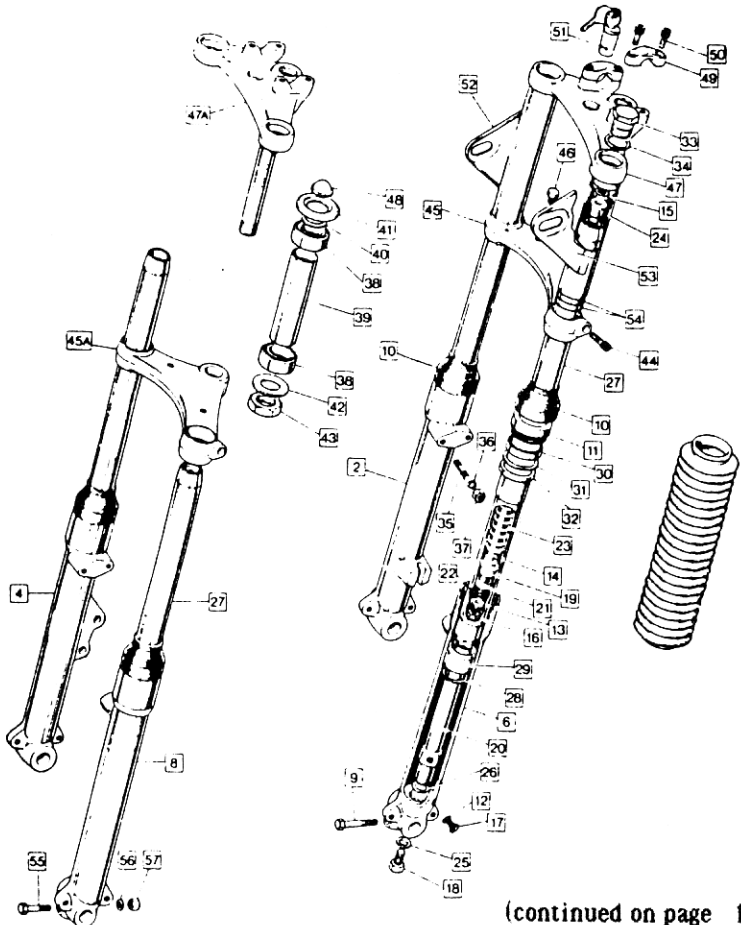
Technical Topics

RENEWING YOUR ROADHOLDERS

It's a fairly easy task, that is, overhauling 'Roadholder' front forks. You really ought to get around to doing it. It only takes 7 oz. of fork oil to replenish the a Norton fork, which is about a buck these days, but there are a couple of other reasons more pressing than saving the cost of the oil being puked out of the seals:

- A. Your Norton will once again handle nearly as well as you claim to those other riders at the Highland House. Front end ride quality is highly sensitive to the quantity of oil in the forks, and the fit of the bushings.
- B. Oil pushed out of the forks will wind up on the front brake pads. Oiled pads lead to great inconvenience of extracting Commando from station wagon doors, Peterbilt grills, and trees.

Usually, by the time the seals are gone, the bushings have worn enough to have some play (the upper ones anyway), and the best approach is frequently to replace the seals, and both bushings, all at once. The instructions here assume that's what you're doing.



(continued on page 10)



Norton Commander

The new Norton Commander.

Everything that's best about the modern British attitude to motorcycle engineering. Built on a solid base of tradition but using the technology of the future to make its mark on the market today.

Centred around a unique, liquid-cooled rotary engine, unlike any other in the world of motorcycling, a design concept proved by its successful use in high-powered sports cars

and applied to the two-wheeled world only

by Norton. The rotary engine's use in a road-going motorcycle is the result of literally ten years of careful, progressive development by the Norton engineers and its capabilities are endorsed by purchases for police and RAC patrol work.

Lighter than conventional engines, smooth as a turbine and a match for any of its competition in terms of sheer horsepower.

That horsepower can be used for mile

after motorway mile with the rider fully-protected from the elements by all-enveloping, streamlined bodywork—including integral pannier boxes which makes the Commander an eye-catching, and highly-effective sports-tourer.

The new Norton Commander. Founded on tradition. Built for today. Ready for the future.

Technical Specification

Engine
Type: Liquid-cooled twin-chamber Norton rotary
Chamber capacity: 588cc
Compression ratio: 9:1
Maximum power: 85 Bhp (63.4 Kw) @ 9000 rpm
Maximum torque: 55.6 Ft.lbs (75.4 Nm) @ 7000 rpm
Carburation: 2 x 38mm SUH1F4 Constant vacuum carburetors
Lubrication: Total loss with oil bath primary chain
Engine oil capacity: 4.45 L

Transmission
Primary drive: Duplex roller chain with hydraulic tensioner
Clutch type/operation: Wet, multiplate-disc/cable
Secondary drive: 5/8 x 3/8 roller chain in sealed oil bath
reduction ratio: 17/43

Electrical
Ignition: C.D.I.
Generator/output: A.C. generator/370W
Battery capacity: 12v 28 Ah
Headlight: 12V60/55W H4

Chassis
Overall length: 2200mm
Overall width: 900mm
Overall height: 1550mm
Seat height: 762mm
Wheelbase: 1486mm
Minimum ground clearance: 165mm
Dry weight: 235 kg
Fuel capacity: 23 L
Frame type: Pressed steel monocoque
Front wheel travel: 145mm
Front wheel: MT 2.15 x 18 Cast aluminium
Rear wheel: MT 2.75 x 18 Cast aluminium
Tyres—front: 100/90 V18 (tubeless)
—rear: 110/90 V18 (tubeless)

Brakes—front: Twin 265mm discs with opposed piston calipers
—rear: Single 265mm disc with opposed piston caliper

Standard Equipment
Daytime running lights
Hazard warning lights
Double stop/rear fog lamps
Speedometer/Tachometer/Fuel gauge/Digital clock
Radio console recess
Twin 25 L lockable panniers
Weatherproof tail-unit compartment with easy access tray above
Twin rear-view mirrors
Adjustable footrest position

Norton Motors Limited reserve the right to alter or amend the specification as the continuous development and the supply of materials and equipment may dictate.



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

WHAT YOU NEED

- | | | |
|---|-------|------------|
| 1. New seals, P/N NM17713 or equiv, two of them. | List: | \$5.95 pr. |
| 2. Bronze upper bushings, NMT1055, \$7.95 ea. | | 15.90 |
| 3. Steel lower bushing, NMT1048, \$8.50 ea. | | 17.00 |
| 4. New bottle of Kal-Gard 20W fork oil or equiv. | | 3.00 |
| 5. New fork boots, P/N 061115, \$2.70 ea. | | 5.40 |
| 6. New lower slider washer, P/N NMT814, about .75 ea. | | 1.50 |

This adds up to a total of \$48.75, not accounting for discounts, hot deals, intelligent swap meet purchases, etc.

You also need:

- | | |
|--|------------------------------|
| 1-5/16" socket or wrench | Rawhide or rubber mallet |
| Propane torch | Silicone sealer |
| Big hammer | 5/16" Allen Wrench or socket |
| 12" piece of 2"x2" lumber | 20" ChannelLocks (optional) |
| Vise with soft jaws (two or three layers of tape can do the job) | |

1. Put the bike up on blocks, high enough that so the front wheel clears the garage floor. Put three or four layers of old bedspread over the gas tank, just to make sure.

On disc brake models, take the caliper loose by removing the brake hose mounting bracket (on the fender mounts), and caliper mounting bolts. Now wire the caliper up out of the way (don't bend the lines too much), and shove a block of wood between the pads.

On drum brake models, loosen the cable adjusters, pull the pin out of the clevis at the bottom, and pull the cable away.

Remove the axle, front wheel, and fender, and get them out of your way.

2. Disconnect the wiring and the drive cable from both the tach and speedo. Use your 1-5/16" wrench to unscrew the top fork bolts (item 33 in the picture). Take off the tach and speedo, and their two chrome washers (item 34), and put them in a safe place.

3. Take these top fork bolts completely loose from the damper rod by using a thin open-end wrench on the nut (item 15) that's on top of the springs. Push both sliders down, so that the damper rods and springs are out of sight. Reinstall the top fork bolts about halfway into the tubes. Loosen the clamp screws (item 44--5/16" Allen head) in the lower fork triple tree.

4. Make sure that the props under the bike are good and stable. Get out the piece of 2"x2" and a hammer weighing about 2-1/2 pounds. Put the 2"x2" on top of the top fork bolt, and give it a good whack, to break the tube loose from the upper triple tree. Once the fork tube is loose, you can take the top bolt back off again. Now the fork leg assembly can be pulled out of the lower triple tree. Pull out both legs.

5. If you have the American style forks, with short boots ('gaiters' to the British) and exposed fork legs (most of us do), cut the old boots off, instead of trying to pry them loose. They'll be shot anyway, and you'll just scratch up the sliders up with your screwdriver.

6. Grip the slider in a soft-jawed vise, with 1" or so sticking out. Get out your propane torch, and warm up the top 1/2" of the slider, just enough that the aluminum stops sweating. Quickly, using the ChannelLocks, unscrew the ring (item 11), while the aluminum slider is still warmer than the steel ring.

You can do without the ChannelLocks if you grip just the steel ring in the vice, heat up the slider, and unscrew the slider with a big screwdriver, or just the front axle, stuck through the axle hole at the bottom.

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7. Grip the fork tube in a vise using soft jaws. By pulling the slider like a dent puller you can drive out the seal (item 30), and top bronze bushing (item 32). Remove the bolt (item 18) from the bottom of the slider and remove the damper assembly. Don't lose the aluminum washer (item 25) that is under the bottom bolt.
8. At this point you'll have one fork just about apart. Put all the first fork's components on your shop bench. Now take apart the second fork in the same way.
9. Clean out the bottom of the sliders with Gummout, and a shop rag with a big screwdriver. Surprising how much gunk is down there.
10. Doing one fork at a time, take apart the inner cylinder (the 'damper tube'), with all the valving, and check for wear. These components all run in oil, so usually they look just fine, once cleaned up. Wash all the components and put them back. Put in a new red fiber washer (item 26) that goes at the bottom of the slider.
11. Replace the bushes. Check the new upper (bronze) bushings for fit on the tubes. Frequently, there is a burr on the inside edge of the I.D. that you have to scrape off before the bushes slide easily. Fit should be sliding, no sideways play. Getting off the clip that holds the lower (steel) bushings in place is easier if you can spread the clip with snap ring pliers, and slip a small screwdriver under the clip.
12. If the fork tubes are badly scored, you replace them. It IS possible to get fork tubes hard chromed and reground to size--but not cheaply. New tubes list for \$67.20 each, which isn't cheap either.
Check the tubes carefully for straightness, either by rolling on a flat surface, or with V-blocks and an indicator. Pay particular attention to region just below lower triple tree. Bent tubes are usually overstressed tubes, and ought to be pitched. Minor bends can be straightened, but don't try to undo major damage. Fork tubes that break can be highly embarrassing.
13. Assembly is straightforward and easy. The seals are easier to slip into the sliders if you fill the slider threads up with wheel bearing grease. You don't need any special tools to push the seals into the slider--just use the old bronze bushings, carefully tapping the seal in until you can start the steel ring in the slider threads. Reinstall the collar the same way you took it out, except now heat isn't needed. Put silicone sealer of some kind on the slider drain screws. Put exactly 7 oz. of fork oil in each leg. On disc brake models, the torque required for reassembling the caliper bolts is 30 foot-pounds.

ABOUT FORK OIL

Your Rider's Manual will say to use Castrolite 10W/30, Havoline 10W/30, or other light engine oil. Maybe this was good advice in the past, but you can do much better. Ignore the Norton instructions on this point--fork oil is better stuff. Main advantage of modern fork oils is more consistent damping over temperature; you can also expect minor improvements in anti-foaming and stiction. Kal-Gard 20W, which has moly additives, works very well. So will most other fork oils such as PJ-1 or Bel-Ray. Many riders like 20W, but it's cheap to experiment with damping by installing different weight fork oils.

None of the materials in the Norton forks are incompatible with fork oil. Actually, fork oil isn't greatly different than engine oil, it simply has a different set of additives, optimized for use in forks.



Norton Exhaust Pipes

The perennial Norton problem - loosening pipes which eventually chatter themselves to death, leading to an expensive and time-consuming repair. Here are some tips which may help you deal with this problem.

Keep 'em tight on the head and loose on the frame. Since the pipes must be mounted very solidly to the cylinder head and the Norton engine shakes on its own rubber mounts, the exhaust pipes must be well rubber-mounted and free to move with the engine. So no hose clamps holding the pipes to the frame, no solid muffler mounts. Mufflers must also be free to move [two 'lord' rubber mounts each side], with the rubber in good condition so that the exhaust system doesn't flap around too much.

Having said that, the exhaust pipe nuts will still loosen unless you keep an eye (*and a wrench*) on them. Check for tightness every time you change the oil [you do change your oil every 1000 miles or so, don't you?].

The Norton exhaust pipe spanner (part #063968) is an essential piece of equipment for the Norton owner. always use new gasket rings if you remove the pipes, and a touch of 'never-sieze' lubricant on the threads when reinstalling. The later style pipes, with balance tube, are more rigid and stay on better. (*They also have a reuseable collet-style seal instead of a crush ring - ed*).

If your port threads are stripped from previous abuse, Munroe Motors can fix them with the head in place, by tapping oversize and fitting special gear-cut lockrings. This is more convenient than welding and causes less distortion and downtime. This well-tried technique has been used for many years now, with good success. But you still have to check the lockrings occasionally for tightness - after all, it *is* a Norton!

Andy, Svc Manager
Munroe Motors

HOW TO KEEP YOUR
IRREPROACHABLE NORTON T SHIRT
FROM SHRINKING. The
Irreproachable Norton black T
shirts are made in Portugal
from loosely spun cotton yarn.
To keep from shrinking, wash in
cool water by hand and hang up
to dry. If you try to get your
mate to scrub for you, you are
a lazy slob. Washing T shirts
by hand builds character.

MARGIE SIEGAL



LETTERS TO THE EDITOR

18 Wren Crescent
Addlestone, Surrey
KT15 2JR, England

18th July '88

Hello,

By now you should have received the May/June edition of Roadholder and I hope read Jim Wallis's letter re. the Spares scheme.

From some of your letters we know you have plenty of justifiable complaints, which have confirmed our own belief that the Spares Scheme cannot carry on in its present form. Jim has outlined some of our ideas in the Mag. and I don't doubt that there are others, but what we would like is for you to let us know your ideas.

It is our intention to resolve this matter at the A.G.M. this year in September, so if you have any thoughts on the matter let us know before then, and maybe also tell us how important the spares scheme is to you and your members.

Come on then, pen to paper and let's be hearing from you.

All the best,
Dave Fenner
Secretary, NOC

Norton Day at the Races:

Ten or so Nortons showed up. We got the announcer to mention that we were there a couple of times and got a show area for our bikes.

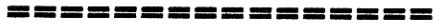
Eric Swortsfigure won the Twins race and Andy Saunders from Munroe Motors won the Vintage race. The sky was blue, they sold bangers at the Taste of Britan concession stand and a lot of people went very fast on the racecourse. Fun in the sun.

Margie Sieral





CLASSIFIEDS



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, inflater, sidecovers, new 3.60x19 K81 tire.

Contact Jack Halton at 415 675-3777(days) or 415 798-8313(eve)/6

Does your MkIII Electric Starter work? Mine does, every time, and yours can too! Call me for all repairs, rebuilds, and modifications.

Burton Kranzel (415) 261-8252 /8

For Sale by original owner: 1971 Commando, 8978 genuine miles, no crashes. Has drum brakes, oil cooler. Asking \$2000. Also available English rail clothing in good condition. Contact Oscar Roberts at 36115 Chelsea Drive, Newark Ca 94560. /8

ALMOST EVERYTHING GOES SALE: The following are NEW parts, genuine NORTON unless otherwise indicated:

Clutch Bearing, \$8.00, Intake Valve (3), \$9.25 ea., Exhaust Valve (1), \$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., Kick Start Rubber (1), \$2.25 ea., Shift Rubber, \$1.25, Fork Gaitors (short), 2.25 pr., Fork Tube, \$50.00, Head Stock Bearing, Ball, \$8.00., Cush Drive Blocks, In Rear Hub, \$10.00 set, Oil Tank Mounting Rubber (2), 1.75, Gas Cap, \$12.00, Norvil Fairing Bracket, \$35.00, 850 Center Stand Spring (1), 3.00, Rear Brake Cable, Nylon Lined, \$11.00, Dzeus Sidecover Fastener, \$3.00, Rear Stainless Isolastic Caps, \$6.00/pr., Kickstart Lever Shims, \$0.25, Mainshaft Nut, \$1.00, Throttle Cable Stop, in throttle housing, \$1.00, Clutch Bend Tab Washers, \$0.50, Accessory Electrical Jack and Plug, \$5.00, Master Cylinder Brake Light Switch, \$7.50, Lockhead Caliper Bleeder Valves, \$1.00, Ewis 530 x 100 link chain, \$35.00, 5/16 NF stainless Loc Nuts, \$0.25, 1/4 NC x 1" stainless allen bolt, \$0.40, 5/16 NF x 1 1/2" stainless allen bolt, \$0.75, 10/24 x 3/4" stainless slot head screw w/loc nut, \$0.50, 1/4 NC stainless loc nut, \$0.25, 6 mm x 26 mm stainless Flat Head Allen w/loc nut & Washer, \$0.65, 1/4 NC x 1 1/2" stainless Flat Head Allen, \$0.65, 1/4 NF x 1" stainless Hex Bolt, \$0.50, 5/16 NF x 1" stainless Hex Bolt, \$0.50, 5/16 NF x 2" stainless Hex Bolt, \$0.75, 10/32 x 3/4" stainless slot head screw, fits throttle housing, \$0.20, 10/32 stainless nuts, \$0.10, #10 stainless washers, \$0.05, \$page

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

Bronze Clutch Plates (2), 10.00 ea., Barnett Clutch Plates (7), \$4.00 ea., Engine Sprocket (1), \$12.00, Megacycle 6000 cam, \$75.00, Push Rods, \$7.00 ea., 850 pistons, std, \$50.00 pr., 750 Connecting Rod, \$50.00, Tach, Solid Green Ball, \$75.00, Tach, Striped Green Ball, \$75.00, 850 Stainless Front Fender, \$35.00, Disk Brake, c/w Slider, Caliper, M. Cyl., Hose, Rotor, Wheel, \$200, Dunstall Fairing Brackets, \$5.00, Sleeve Gear Bearing, \$5.00, Fiamm Electric Horns, \$15.00 Shock Mount Bolts, \$0.50, Chain Adjustors, \$0.50, Roadster Sidecover Mount, Fixes to Battery Tray, \$0.50, Isolastic Shims, \$0.10, Clutch Locking Ring, \$1.00, Sleeve Gear Bearing, \$2.00, Layshaft Ball Bearing, \$2.00, Gear Indicator, \$1.00, Intake Manifold Heat Insulating Washers, \$1.00, Plastic Carb. Banjos, \$0.50, Large Primary Inspection Covers, \$0.50, Alternator Rotor Nut, \$0.50, Clutch Adjuster, \$0.50, Clutch Spacers, \$0.25, Woodruff Keys, Rotor, Cam, Engine Sprocket, \$0.50, Stator Spacers, \$0.25, Cam End Breather Plate, \$1.00, Lifter Spacers & screws, \$1.00, Rod Bolts, \$2.00, Crank Bolts, \$1.00, Head Bolts, \$0.50, Head Studs, \$0.50, Oil Line Banjo Bolts, \$1.00, Rocker Spindle Cover, Set, \$2.00, Handlebar Clamps w/ Screws, \$2.00, Fork Slider Collar, \$2.00, Rear Brake Actuation Rod, \$2.00, Master Cylinder Boot, \$1.00, Rear Brake Lite Switch, \$2.00,

All used parts are in servicable condition. Shipping and handling costs extra. If you don't like these prices, make me an offer. Satisfaction Guaranteed or purchase price refunded. Call Scot Marburger at (415) 829-3483 6-8 pm, PDST (Note new phone number!).



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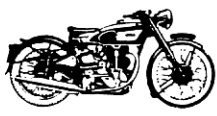


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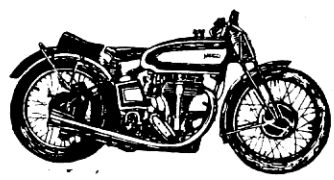
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