



Norton Notice



The Newsletter of The Northern California Branch

NO. 125

sept, 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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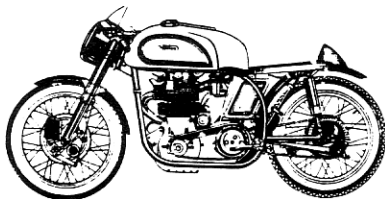
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NORTON OWNERS CLUB

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

CLUB MEETING SCHEDULE

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.

October 16 Eric Rhodes leads a mad dash through the **North woods**. Ride leaves T.T. Motors on Adeline in Berkeley at 10 am. Sunday. Others can join up at the Lucas Valley turnoff of 101 at 10:30. Up to Tomales or Jenner; back via inland county roads. Call Eric at (415) 548-2647 for details. Bring along your iron will and swerves of kneel.

November 13 We still have an opening for the position of Ride Leader of the Month. The pay is lousy but benefits can be expected. For starters, the Editor will buy the first drink for you. If I were leading this ride, I'd got to **Tres Pinos for lunch....**come to think of it, let me by myself a glass of wine.

September meeting will be at the Annual Rally - Van Damme State Park, Mendocino.

(San Francisco) Harbor Lights Oct. 13

(South Bay) New Meeting Location Harry's Hoffbrau 1875 Embarcadero Palo Alto Nov, 10

(East Bay) Location to be determined This will be the Cristmas Party and Annual General Meeting. Dec. 8



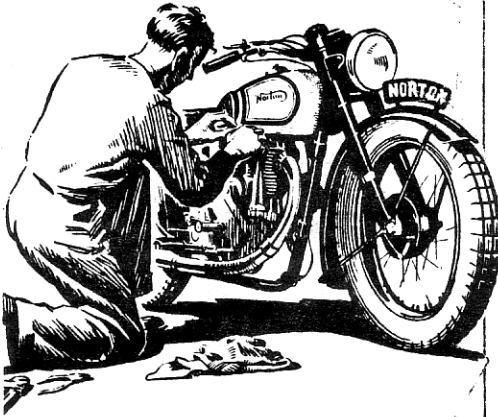
THE UNAPPROACHABLE

Norton



Alan's Wrench

Tech tips and gossip from The Editor



With about 40% of the ballots in (72 of 170) and the results overwhelmingly in favor of option C, it's safe to say that the membership of this club prefers to have the option of joining the NOC and/or INOA. John Covell discusses this in more detail in his column, so let me just say that I hope this ends a controversy of 10-years standing. We will all benefit from better communication and cooperation with other Norton groups around the country. My hope is that we can get the National Norton Rally (INOA) back to California in the near future.

Steve Coburn wrote to remind me that he took the photo used on last months cover, at the Visalia meet (April 1978). My apologies to you, Steve for not giving credit where due. By the way, you may wonder why I didn't feature the proposed club

logos from the Sept. '78 issue in this months' *Ten Years Ago*. as you suggested. Well, the club archives are missing the outer (cover) page of that issue, so I couldn't. Send me a copy and I'll run it next month.

Eric Rhodes writes "John Gallivan, patriarch of T.T. Motors in Berkeley is moving (with) his wife Jennifer and 20 month old daughter Emily back to the East Coast.

"John has run T.T. Motors as a church for motorcycles and riders since 1973. The service department was one of the most generous in the free world. T.T. has served as a gathering place for all kinds of motorcyclists, especially British enthusiasts.

"The shop will continue in business via John's son Paul and Mark Merat. Best wishes, John in your new ride - We'll Miss You"

John has been a friend and mechanical guru to me since I rode my bent Ducati 250 up to TT Motors on Columbus Ave. in New York in the summer of 1965. He hammered out the dents in the wheel rim for \$10 and sent me on down the road to the next crash - well, that's how we learn. Thanks for everything, John.

Here are some tidbits from the recent minutes of the NOC Committee:

(continued on page 5)



The club is negotiating with the National Science Museum to microfilm all the Norton records which are kept there, with little progress to date.

The club treasury stands at L6300 on deposit, with about L1400 in outstanding payables.

Several spares schemes are being investigated, manufactured or tested. Colin Newman has a large backlog of enquiries due to work pressure. Help is urgently needed...

Raffle bike (71 Commando?) was finished in time for Norton Day but transport arrangements fell through when driver went into hospital on short notice, which also prevented spares being brought. Sale of raffle tickets totaled L1856.

A few months ago Jim Meadows was cruising peacefully (maybe that should be forcefully) down a Nevada road, and when he arrived at a corner, he found his carb slides wouldn't close. This is enough to upset even the most experienced rider. Luckily Jim was able to find a fairly soft spot to land and came out of it with (only) a broken collarbone. After the dust settled, a thorough examination was made of the fuel system, with some disturbing results.

The carb slides were found to be coated with a gummy dark substance which had actually glued the carb open. Being in the fuel business (delivery and pump systems), Jim knew that some pretty hairy additives are being used these

days, and immediately suspected bad gas. Checking the inside of his fiberglass tank, he found signs of severe delamination and break-down of the resin. The tank was actually dissolving in the fuel.

Jim has since checked all the brands of fuel he can, through friends in the business. He says that of the major brands, only Mobil, Arco, and Chevron can be relied on to sell relatively clean, solvent-free fuel. (*I would add Union 76 to this list.*) Brands which are thought to be particularly dangerous to plastic fuel systems include Shell, Texaco, Exxon and Beacon. It's interesting to note that all the "plastic-safe" brands have signs with a predominance of blue or at least blue lettering, while the risky brands all feature red or yellow lettering. Hmm...

On the same subject, I am in receipt of a reprinted article from the BMW Owners News concerning fuel additives and octane. Additives mentioned include ethanol and methanol (alcohols), butanes, and MTBE. Aside from the solvent danger, the article mentions two other hazards from commercial fuel additives: vapor lock and Octane Requirement Increase ('ORI'). Vapor lock is characterised by bubbles of vaporised solvent forming in the fuel lines and actually preventing the passage of fuel by their own pressure. This occurs because the additives have a lower boiling point than gasoline. Vapor lock results in hard or impossible starting on hot



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

TWISTGRIP TWADDLE

Further to last month, a progress report: With something more than one-third of all precincts--I mean members--reporting in, the "C"s are carrying the day by a substantial margin. This does not surprise me, knowing as I do that Norton owners are mostly an open-minded and generous lot (generous, d'you hear?). Menage a trois sounds pretty good.

Assuming the final tally is in line with the preliminary results, I will reiterate what this will mean for the club. Option "C" means we are an independent club--Alan has suggested the name "Northern California Norton Association," I lean towards simply "Northern Nortons"--but we are affiliated with both the N.O.C. (the British club) and the I.N.O.A. (formerly the U.S.N.O.A.). Individually, members of our club subscribe to full membership @ \$18 per year, which brings the **Norton Notice** monthly and the invitation to attend and participate in all club meetings and events, including voting rights and the right to hold club office. Beyond this basic level of involvement, and **strictly optional**, are membership in N.O.C. (@ 10.50 Pounds Sterling a year, which may be paid through our club's Secretary-Treasurer) and/or in I.N.O.A. As to the latter, that costs \$13 per year, which is sent directly (not via this club's Sec'y-Treas) to them at:

I.N.O.A.; c/o Sue Ballard; RD #4, Box 4435; Mercer, PA 16137.

I repeat, both N.O.C. and I.N.O.A. memberships are optional, and if you choose not to join them, no one but you and your rabbi need ever know, 'cos they're not necessary to enjoying full membership in this club here in No. Calif. It's entirely up to you. But here's one tip: If you're interested in the I.N.O.A., do it now, because when their October **Norton News** is sent out in October, dues are going up to \$15. They produce quite a nice bimonthly magazine, too.

Now, everyone happy? (I thought not, but that's life.)

On to other subjects. The annual rally is coming right up as I write this, and if it reaches you beforehand, note that the quickest way to the Van Damme state campground near Mendocino (where we'll have four sites) is up US 101 to Cloverdale and then west on Cal. 128 to the coast via Booneville. Should be a nice ride, and the more Nortons show up, the more fun we will have. Once again, a tip of the presidential hat to Burton Kranzel for contributing meat for the Saturday evening BBQ, and to Robert Briscoe for helping organize. Note: The rally subsumes the September meeting. See/Saw you there.

A bit earlier I mentioned the right to hold club office. Yes, we are again approaching the time for a changing of the guard, and I have it on good authority that there will be a number of openings for 1989 when the Annual General Meeting occurs in December. Do you want to have a Norton club? If the answer is Yes, hold that thought. Your club needs you.

Cheers, *John*



Nevada City to Reno

Louis Mendelowitz

On the third Saturday of August the Norton Owners Club and the BSA Owners Club got together for an overnight ride which started in Nevada City and proceeded through Downieville, Graeagle, and Beckwourth to Reno where we were feasted to distraction on seven different types of chili, supplemented by hot dogs, potato salad, macaroni salad, cake, coffee and naturally, beer. After our chili sampling we voted for our favorites and the contest was won by Mike Hammond's "The Unapproachable". Second place went to Jim Meadows' "Roadholder, Road Kill" and third was "Saddleburn" by Jerry Meadows. Excellent also ran's were "Wide Glide" (Harley Hot), "CZ Mix", "Motorcycle Mama's" from Mrs. Meadows, and "Spitfire".

Leaving on Friday, Alan and I camped at a private camp ground off Highway 49, "Moonshine Creek", which the club used the last time I attended the NOC swim run several years ago. We were a bit late getting underway and cooked all the way up the freeway and by that I do not mean that we went fast. With our jackets on we stewed and in shirt-sleeves we baked. So it was with great pleasure once our tents were up that we slipped into a cool river and floated about drinking gallons of non river water, and ounces of whiskey.

Then we rode into Nevada City for dinner at the National Hotel which although offering a more austere menu than in years gone by still offered a fine meal and good wine for hungry travelers. Saturday morning we met the rest of the group at Lyons Restaurant. After fueling up we followed Jim Meadows up Highway 49 and then onto Gold Lake Road and Highway 89, Plumas County Road and A23 before finishing off on 395. These were perfect roads offering fine riding without very many cars. Of 160 miles only 15 were freeway.

Once out of the mountains the weather was hot but with the exception of a BSA which lost an oil line we arrived at Jerry Meadows' house in Reno without mishap. His superb hospitality allowed seven BSAOC and seven NOC members to recover for the chili feast. The BSA club showed us how to have an efficient meeting and then a few of us laid out our bedding on the back lawn while pleasure seekers set off for the casinos. How they fared I cannot say for having had enough sleep by six several of us left, returning to the Bay Area in the cool of the morning before the others were awake. All of us, I'm sure would like to thank the Meadows family for their guiding, feeding, and hostelry. And it was great riding with the BSA club too.

WHAT A PAIR OF NOCCERS!

Let me square you away on the realities of the reputedly fabulous fishing in New Zealand: for us, the score was Humans=1, Fish=\$188.85.

We'd been thinking about a trip down under for some time, and this year my work load was properly scheduled for once, so we Did It. The idea was to take a month off, do a decent bike trip. With early offers of a loaner bike not bearing fruit, we opted for the next best thing, a rental; and what does the BMW Branch of the NOC lean toward? Boxers, of course (two knockers). The cost was just about a tradeoff with the quotes given me to air-freight the Norton down there and back, so what the hell? Let somebody else clean it up at the end of the ride.

Our 4500 km scoot took us pretty much everywhere we'd hoped to go, North Island and South, with the exception of the fjordland of the South Island and the Northland beaches around the Bay of Islands. We packed our ultralight fishing rods and tackle, normally so useful in the Sierra, with the thought that we'd lay over at promising locations for a bit of angling. We were not successful, in part because of reasons I can go into another time, but primarily because of the weather. Unseasonal rain, wind, and snow conspired to limit our opportunities. So we put a lot of miles on the old rain suits.

Nevertheless, the country from a bike-touring aspect was just what we'd hoped for. Imagine, say, western Marin or Carmel valley; stretch it out over an area roughly the size of California, yank out the redwoods and sprinkle in a few poplars, 3 million people, and 60 or 70 million sheep. State highways have all the promise of Sir Francis Drake Boulevard, without the traffic. Oh, maybe a Morris Minor once in a while.

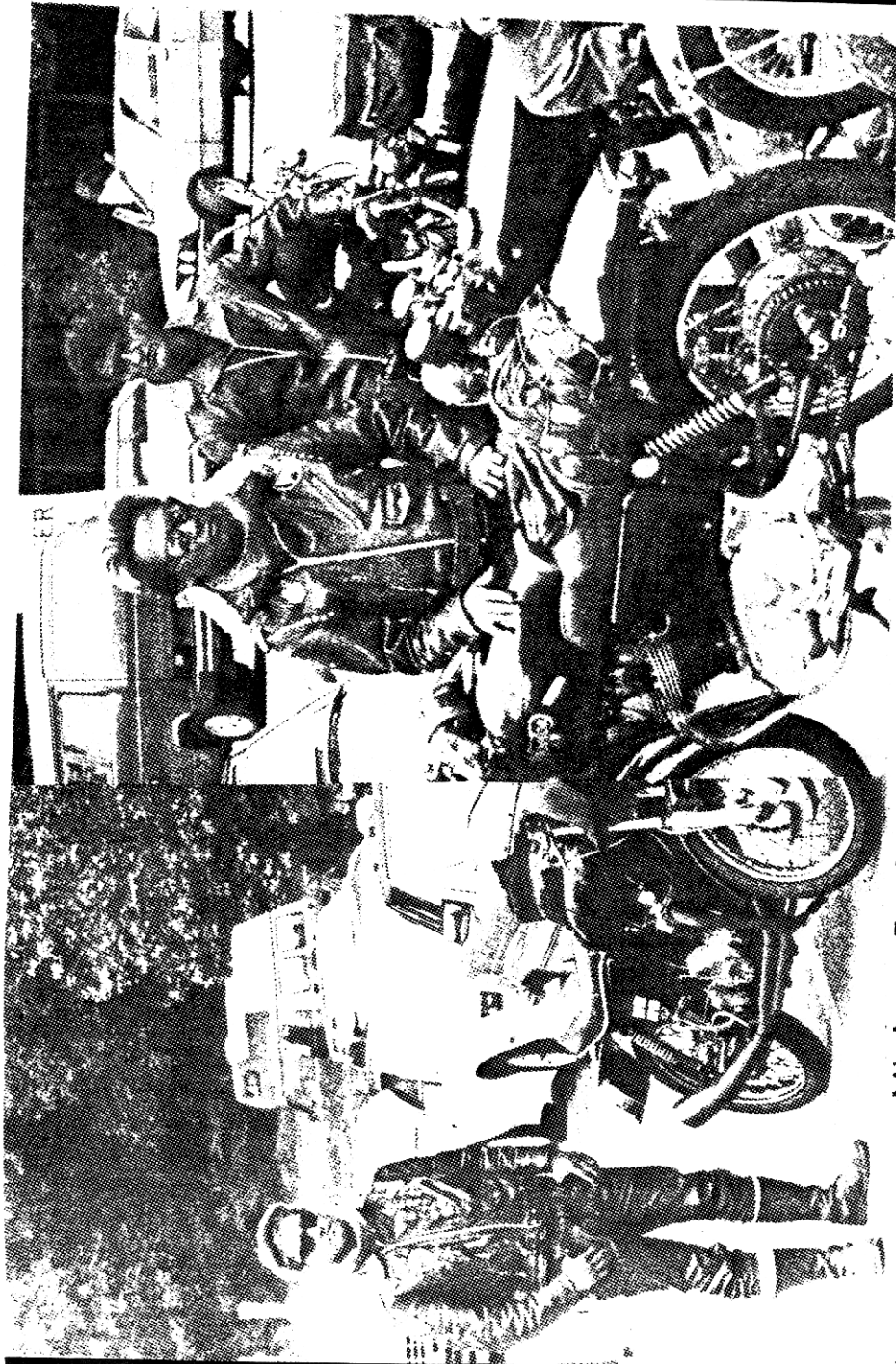
Naturally, we tried to unearth what Nortonitis could be found. A very nice early Big Four at the Southward Museum was just about it. I ran into a couple of guys on Commandos in Wellington, who were bound for the B.E.A.R.S. "Sound of Thunder" racing weekend in the South Island, at the Ruapuna track. At the races, one of the locals was campaigning an ex-police Rotary, which while not finishing last didn't...quite...win, either. Except for the lack of a seat (this thing must be agony to ride) and sirens, it appeared to be as stock as it had been while with the cop shop. Stock mufflers, too, no "Thunder" here.

So while we took away many pleasant memories of a fabulous ride, we hope to go back when it's more pleasant. (By the way, if anyone's interested, I can provide information on the bike rental.) I know that strictly speaking, Shirley isn't a NOC member, but she's put in sufficient mileage on the pillion of my Commando to qualify for the Ladies' Auxiliary, at least. So to stretch the poetic license a bit, we figure it was a two-Noccer trip.

Last thought: the NOC International Rally will be held in Australia next year, March or April from what I read in the Roadholder. We plan on going, hopefully with the Nort. Are any other members game? Is the Branch communicating with the Brits or the Aussies on this?

Don Danmeier





Vintage Rockers on the road to Cambria



days and can be clearly seen if you have transparent fuel hose. ORI is an increase in the octane requirement of a motor resulting from the buildup of deposits in the combustion chamber. This both increases compression and lowers combustion thermal efficiency resulting in a rise of as much as 10 octane numbers in 16000 miles of driving.

The article goes on to mention and recommend yet another additive, DurAlt Fuel Conditioner which is claimed to all but eliminate combustion deposits, thereby preventing the dreaded ORI. Of course to gain this benefit the product must be used when the engine is new and forever thereafter. It may nonetheless be good stuff. If you want to find out for yourself, it's available from Luftmeister (800 345-6751). The price for 8 ounces (treats 96 gallons) is \$7.00, or 7.3 cents/gal. By the way, the author of the article is employed by the manufacturer of this stuff.

Two final tech tips come from the Chicago Norton News. A few months ago I tried to find some progressive front springs for a Commando, with no success. The Chicago folks contacted Progressive Suspension Inc. and were told that their standard part no. 1119 will work just fine in a Norton. This part is used for Y____h SR500 (78-81), RD400 (76-79) and XS650 (77-83) so it should be easy to get. The springs are available from Competition Accessories or Racer's Supply, wherever they are.

The final item is details on the Nourish one-piece cranks for Nortons. These items are made from a solid billet of steel, use no flywheel and are hard-nitride treated for longevity. The standard stroke is 89 or 91 mm, but they have tooling for anything from 58.75 to 93.6 mm. Current price is 345 pounds (\$600) and delivery is around 6 weeks. You must specify crankcase type and balance factor when ordering. Check all critical dimensions and alignment before installing.

Nourish Racing Engines
 13 Manor Lane, Langham
 Oakham, Leistershire LE15 7JL

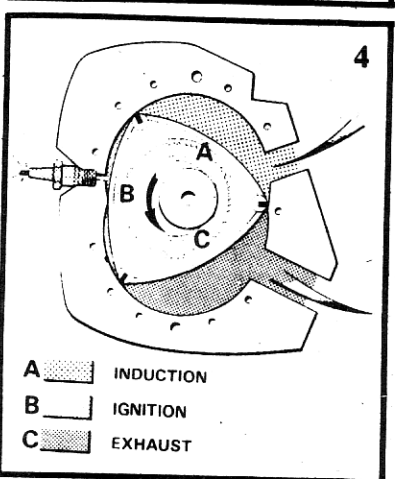
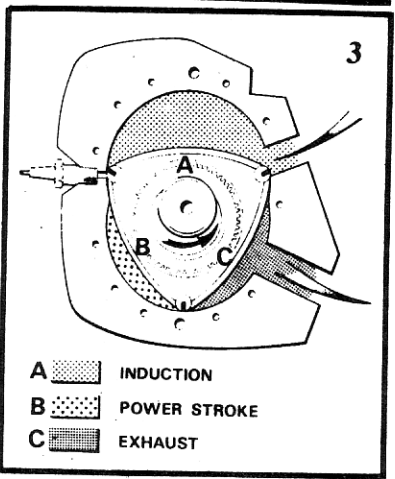
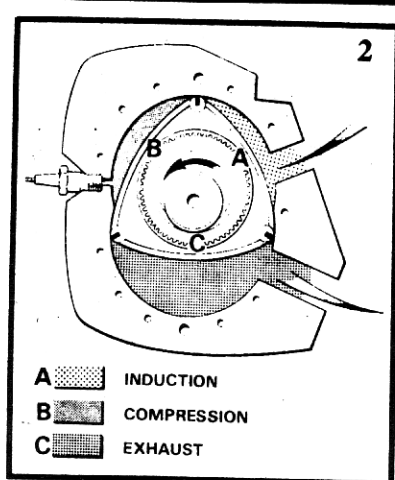
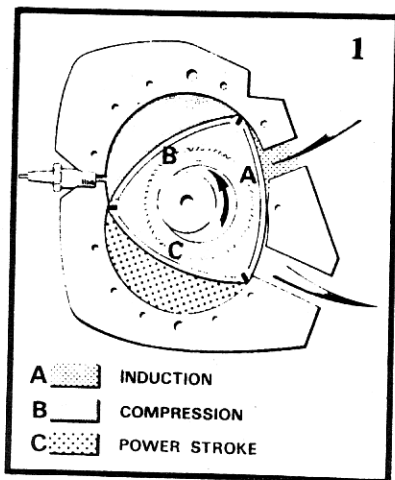
That's all for this month. See you at the rally, I hope.

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



The Wankel rotary is a 'four-stroke' type, as the firing sequence (above) shows. If you watch rotor side A, you'll see it sucks in the fuel/air mixture, compresses it and a spark plug fires it. But the crux of the FIM argument on capacity is that by the time it fires (sketch 3) it has already trapped a fresh charge of mixture.

NORTON have been developing the rotary engine for 18 years — but it's only recently that the capacity controversy reached a head.

How big is the twin rotor engine — 588cc as Norton claim? And why does the FIM insist it's twice that size at 1176cc.

At first glance it seems this argument may have something to do with the Wankel type engine's three-tipped rotor which produces three firing impulses for each revolution.

But in fact the current FIM decision on capacity — and Norton are trying hard to get the ruling changed — is based only on a desire to handicap a design more efficient than conventional four-strokes.

While Norton are unhappy about the FIM and ACU capacity penalty, at least they have been given a special concession to enable their racer to take on 750cc class four strokes.



NOC PICNIC REPORT

Thirty members and friends, more or less, showed up to party at the NOC Old Timers Picnic and Beer Bust August 14. The event was held at the traditional site, Huckleberry Flat in Memorial Park, halfway between La Honda and Pescadero. There were 15 Nortons, 3 Triumphs, a fine old Matchless and various lesser vehicles in the stable.

Mother Nature added an Old Country (England, that is) ambience with overcast, misty weather. Happily, despite roads that were a bit wet in the morning, all members managed to keep the rubber side down.

Harry Bunting handled the provisions, with help from Maya Abe. The eating was great: grilled burgers and Italian sausage, two potato salads and a wonderful salsa. Harry lamented the lack of organized entertainment, but I found the BS'ing quite entertainment enough.

It's good to have this event again a part of the club calendar. Thanks to Scot Marburger for volunteering to pull it together. (Harry's still asking, "What happened to Scot?") We missed you, buddy.--
Marick Payton

TEN YEARS AGO

The following excerpt from Norton Notice #6 of September 1978 is Steve Coburn's response to the early resignation of Bob Marshall as president of the club.

I just want to say that Bob has done an enormous share of the work involved in keeping this operation going and making the Norton Notice into what it is. He'll be sorely missed, believe me....

As far as the open Presidency is concerned, nominations for the office will take place at the September meeting, and may also be sent in by mail if you are unable to come to the meeting (*rally*). Please don't hesitate to nominate yourself (i.e. volunteer) if you are interested in the position. We could really use someone who's seriously interested in the workings of the NOC and keeping the Branch going... The larger the turnout we get at the September meeting, the more meaningful the vote for a new President will be, so please come.

If you miss the September rally, it's your loss as far as I'm concerned - this has always been the high point of the Norton season for me. It is vitally important that we continue to have club officers of high caliber. We have already been warned by our president that he doesn't intend to serve another year. It is therefore appropriate that the above appeal for nominations be reprinted here.



CLASSIFIEDS

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 roadster, orange metalflake. 8978 genuine miles, no crashes. Has drum brakes, oil cooler, low style handlebars. Includes Colortune sparkplug tool with instructions, carrier rack with Craven top box, factory workshop manuals and service notes. Asking \$2000. Also available English AviaKit rain clothing in good condition. Riders wishing to try out must show proof of insurance. Contact Oscar Roberts at (415) 791-7886, 36115 Chelsea Drive, Newark Ca 94560. /8

1971 Commando roadster, black w/disc brake, aprox 17k miles. Bike is partially disassembled - tank and cylinder head removed, could use valves and rings, bottom end is ok. Good prospect for restoration, only minor pieces missing (footpegs, etc.). Asking \$500 obo. Call Lou Curoso (415) 842-5162 days, (415) 483 4656 evenings. /9

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, Lockheed 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, 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 Harburger at (415) 829-3483 6-8 pm, PDST (Note new phone number!).



Genuine **Norton** Parts

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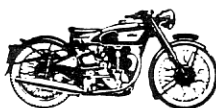


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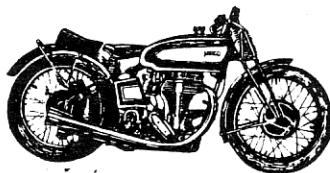
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