



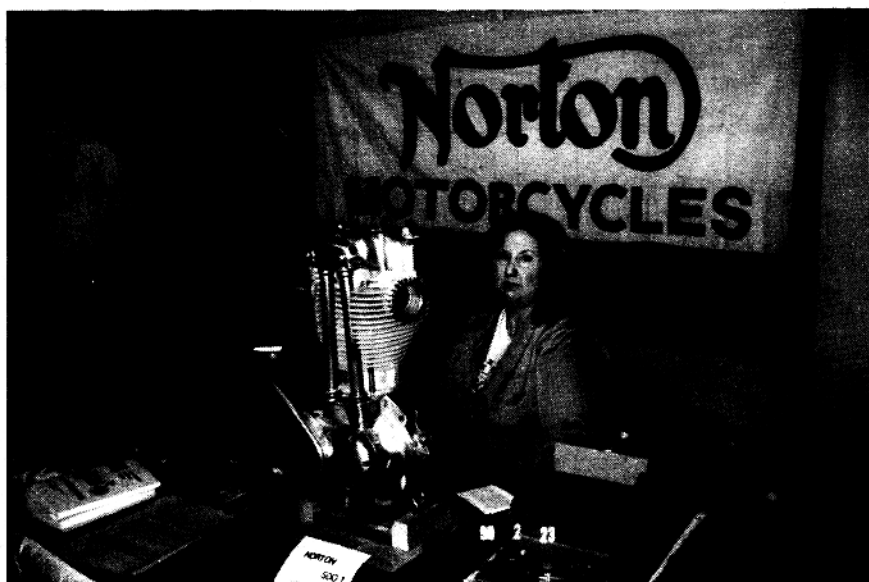
Norton Notice



The Newsletter of the Norton Owners Club

No. 145

May 1990



Lani Beneveds "Mans" the NOC Booth and Watches over Art Sirota's 500T Motor at the Clubman's All-British Show and Swap Meet while Alan and Margie Kibitz with Potential Members. Next Month's *Notice* Will Include a Feature on Art's 500T.



The Newsletter of the Norton Owners Club



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

\$15.00 per year **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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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.

Upcoming Events

Club Rides

May 20 (Sun.) Delta Ride (Locke)
NOTE DATE CHANGE! Meet in parking lot across from Denny's, Powell off ramp of 880 in Emeryville at 9 a.m.

June 16-17 (Sat.-Sun.)
 Sierra Ride/Chili Cook-Off
 (Jointly w/ BSAOC)

July 15 (Sun.) South Bay Ride
 (tentative)

Aug. 11-12 (Sat.-Sun.)
 Dutch Flat Overnighter

Sept. 16 (Sun.) Old-Timer's Ride
 (Meet at Alice's)

Oct. 14 (Sun.) Pumpkin Ride (tentative)

Nov. 3 (Sat.) Northbay All-British Ride
 (Members only) w/ Ariel, BSA,
 & Enfield Owners

Dec. 16 (Sun.) Mt. Hamilton (tentative)

Meeting Schedule

The club meets on the 2nd Thursday of each month, at 7:30 PM. The location rotates between Peninsula, South Bay, East Bay and S.F.

May 10 -- South Bay
:Harry's Hofbrau, El Camino near Castro Street, Mountain View

Jun 14 -- East Bay
Gino's Pizza, 2629 Ashby (near College Ave), Berkeley, CA

July 12-- San Francisco
Lake Merced Boathouse. Off Skyline Blvd. Great food, nice room with big-screen cycle racing videos and a lingere show!

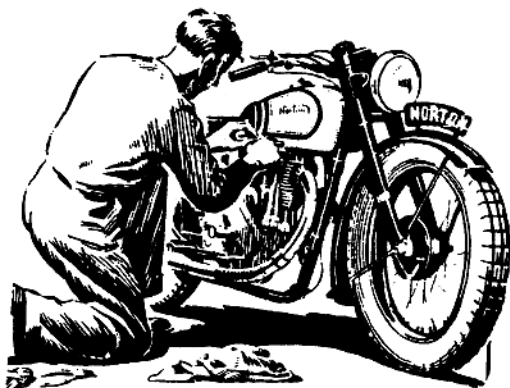
August 9 -- Peninsula
The Prince of Wales Pub on 25th Ave in San Mateo offers a wide selection of beers and a private meeting room with dart boards!

Special Events

The Fort Sutter Chapter of the AMCA is having their 8th Annual Antique Motorcycle Show and Swap meet July 14 & 15 in Sacramento at 23rd Avenue under I-80. Contact Dick Borchert (916) 967-2833.

Alan's Wrench

Tech Tips and Gossip from the Editor



This month I'm pleased to announce some progress on the ongoing Norton Rotary saga. In response to my plea, new member Mark Spencer has loaned me a Sun EPA-75 exhaust analyser. I've also located a complete exhaust system (with catalytic converters) from a Yamaha RZ-350. Another member, Richard Schneider, works at a Cal Smog test station and is getting me a lead test kit, which I'll need to make sure the cats are working. Thanks to you guys, I have renewed hope of winning at "Beat the Feds".

Many of you know Ken Armann as a great Norton mechanic and all-around nice guy. It was Ken who loaned me a camcorder to take to the Isle of Man last year. I stopped at Ken's last week on the way home from the Mt. Tam Easter fog-rise (see Lynne Miller's ride report elsewhere in this issue). Ken gave my

MKIII a quick look over and said "I see you haven't removed the bottom oil tank bolt yet."

"Well", I said, "hmm.... you mean the drain bolt?" To which he replied "nope, the bottom bolt way inside, whose rubber perishes, causing fatigue of the mounting bush and oil leaks".

After thinking a bit I decided to tough it out. "Nope, I haven't removed it, but the tank isn't leaking there."

"Oh yea" says Ken. "See that wet oil on the big strainer nut? Well that nut hardly ever leaks. Most guys think it does, so they torque it down till it almost strips, then they tighten the hose clamps until they cry mercy. But the oil just keeps on weeping."

I looked sheepish and then realised that my '72 Roadster also has had this problem. Ken led me around the back of his shop and showed me two oil tanks, one with the bush obviously cracked and leaking, the other with a neat patch arc-welded over the place where the bush used to be.

It's now obvious that the oil simply blows back and up from the wind, giving the appearance that the leak originates around the tank strainer. Ken says that the bottom mount isn't really needed, provided you keep the top mounts in good repair. The rubber button in the side cover is enough to locate the bottom of the assembly and with the bolt removed there is no danger of the bush breaking

(Continued on Page 5)

Short-Cut Pilot Jet Clean-out

by I. Pushtit Holme

If you let your Norton sit for too long without running it, gasoline in the Amal concentric carb can solidify and block the tiny passageway in the mixing chamber (or carb body) where the pilot jet is located. Often this results in hard starting, poor running, or complete malfunction of the carb.

To cure this problem, I used to remove the carb from the machine and boil-out the carb body and blow all the passageways with compressed air. Now I believe I have found a way to do the job easier.

First, remove the pilot air screw completely from the carb. Do not remove the carb from the machine. Obtain some carb cleaner in a pressurized can. (I use Berry-man's Chemtool B-12.) Fit the small plastic extension onto the can and shove it into the hole where the pilot air screw used to go.. Stuff a piece of clean rag all around the plastic extension to create a seal around the plastic extension piece. If you leave out this step involving the rag/seal, then you're wasting your time because this operation won't work without it. Also, you'll get a nasty squirt of carb cleaner right in your eye and will spent the rest of the afternoon pouring Murine in your swollen eyeball.

Next, give the carb body a good long shot of carb cleaner. Go ahead; don't be

shy! Doesn't that feel good! O.K., now do it again!! Let the whole mess alone for a few minutes and then give it a final blast.

Remove the plastic extension piece and piece of rag from the carb. Screw the pilot air screw back into the carb being careful not to pinch the rubber O-ring. (Some spit works wonders here to lubricate the rubber O-ring.) Screw it in until it stops and then back it out about 1-1/4 full turns. Now start the bike up and see what happens. You might have unblocked the pilot jet and all will be well. Good luck.

Wrench (cont.)

out entirely, dumping oil all over the rear tire on a sharp lefthander.

After I removed the bolt (patience and a 7/16 deep socket) I looked in the NOC Commando Tech Notes. Sure enough, the good book says "...If (the top mounts) are left broken, the tank flops about. The strain falls on the bottom fixing which can split out of the tank bottom."

Oh well, another repair job to put on the never-ending list. The tank has to come out obviously, so combine it with a major service, clean the tank good, have it welded up, then clean it out real well, new top rubbers, new oil, new filter. A Noccer's work is never done (sigh).

Letters to the Editor

Editor:

There is a local machine shop owned by a British motorcycle enthusiast who does excellent work for very reasonable prices. The owner's name is Thomas Hart and his phone number is (408) 733-1906. He will take the time to do special one-off projects to very close tolerances. I highly recommend his services.

Art Sirota

Dear Mr. Goldwater,

As an Italian Norton addict I would like to write to: Eric Swortsfigure, Bob Tuluie, Dave Bradford, Marc Field, as well as Seppo Kouvo, Vic Bannister, Peter Kogut, David Matthews, Mike Smith, Duaine Willas, Rick Herndon, Richard Haas, Mark Wiesendager and David Neal.

I hope you know the addresses of both Norton racers.

I am extremely interested in the Norton you raced at Daytona in March and Laguna Seca ecc. (BOTT AMA - Battle of the Twins) Pro Twins G.P. and Pro Twins Modified.

I really hope you will be cooperative. Thank you very much in advance.

Ghisoni Claudio
Alseno - Chiaravalle/63
29010 - Piacenza (Italy) Dear

Norton Owners,

I want to say Thank You to all the members who came out and volunteered their time and services on April 1 at the All-British Clubman's Event. Our club officers organized our share of the judging, and I feel very grateful for having my 1948 International selected as Best Norton. Alan Goldwater presented me with my award, which took the practical form of a new Automatic Cam Chain Tensioner from RMA Engineering. Ironically, the Inter does not have a cam chain, but I might have a Commando or two which would benefit from this modification. When I do fit it, I promise to give a full report to the *Norton Notice*. Thank you all again.

By the way, next year I am not bringing the Inter to the All-British Clubman's Event, so perhaps some of your Norton Owners should start preparing your machines now to make certain that our marque will be well-represented next year. I think it was a famous Chinese philosopher who once said that the restoration of a thousand motorcycles begins by dis-assembling the first part!!

I would also like to mention one more thing. It is now April, but for some reason I just cannot bear to flip my N.O.C. calendar over from the month of March. As far as I can tell, it's going to remain March around my house for the next few months!!

Sincerely,
Art Sirota

Minutes of April Meeting

Alan Goldwater called the meeting to order at 8:42 p.m. at the Prince of Wales Pub in San Mateo. Attendance was good (about 26). Alan mentioned special events coming up, i.e., the Easter Morning Ride to Mt. Tam, the Tulare Show and the Monterey rally. he also gave a report on his efforts to sanitize the rotary. No meeting would be complete without a mention of the need for nominations to replace the retiring President and Secretary-Treasurer, and this meeting was complete.

Dan Danmeier described a plan being talked up amongst the Bay Area dealers of British iron, whereby all the area MC clubs would produce a combined All-British MC club magazine, in which the various dealers would advertise (instead of in *CityBike*, for example). Don stressed that this would not be a combined club, just a united publication. The pros and cons were discussed among the members. Alan suggested the worth of a kind of "British MC Club Federation" that western U.S. clubs could form as a federation, noting that our club is quite healthy and should consider all the angles and tradeoffs. Mean Marshall is concerned about a perceived shake out among the dealers. Persons interested in this issue should contact Don. Discussion will continue at future club meetings.

Treasurer reported \$1,500 in the bank and 175 members (up 15%). A new batch

of T-shirts is to be ordered.

Alan has accumulated some information concerning the 1991 INOA Rally that we're sponsoring and should be able to report soon.

Harry Bunting reported that a Norton won the burnout contest at the Laguna Seca Grand Prix. Margie gave a report on Daytona, where Nortons "did very well" in various classes, especially Manxes. (The "Norton Challenge," whatever that is, didn't show.)

The publisher thanked all the members who contributed material to the April *Notice*. Stan Benevedes noted that we got 17 new members at the Clubman's Show. (Alan remarked that Mean Marshall says he has about a thousand Norton customers in the Bay Area. We need to publicize our club and its meeting schedule to pick up some of these.)

Lynn Miller gave further details on the Easter Morning ride and the rendezvous therefor. Then he rubbed into the dirt the noses of we who missed the last (Royal Oak) ride because "it looked like rain."

New members Randy and Lisa Zink were introduced. Meeting adjourned at 9:25 p.m.

—John Covell, Recording Secretary

Riding the Delta

by Mike Felder

If I was to make the perfect ride it would consist of several items. Number one, it would have to be easy to get to. Number two, it would have to be short enough to do at strange times like after the relatives. Number three, it would have to be varied enough so that every time I went there, there would be something new to see. Number four, it would have to have several options on its approach so I could spend hours doing it if the time allowed. Throw in a couple of soda machines, rest stops and scenery and it would be heaven right here on earth!

That is what the Delta is all about. It is in the backyard from almost any part of northern California. Its 1000 miles of waterways stretch from just east of San Francisco, past Sacramento, and south to Stockton. It lends itself to a perfect riding place for a "quickie" or an afternoon of touring and sightseeing. Each trip into the Delta will have you leaving with folklore and stories about a by-gone era.

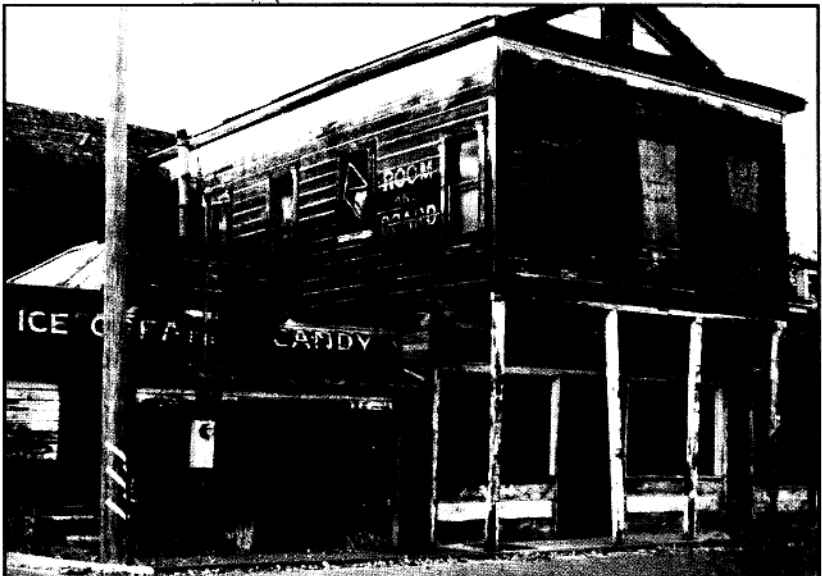
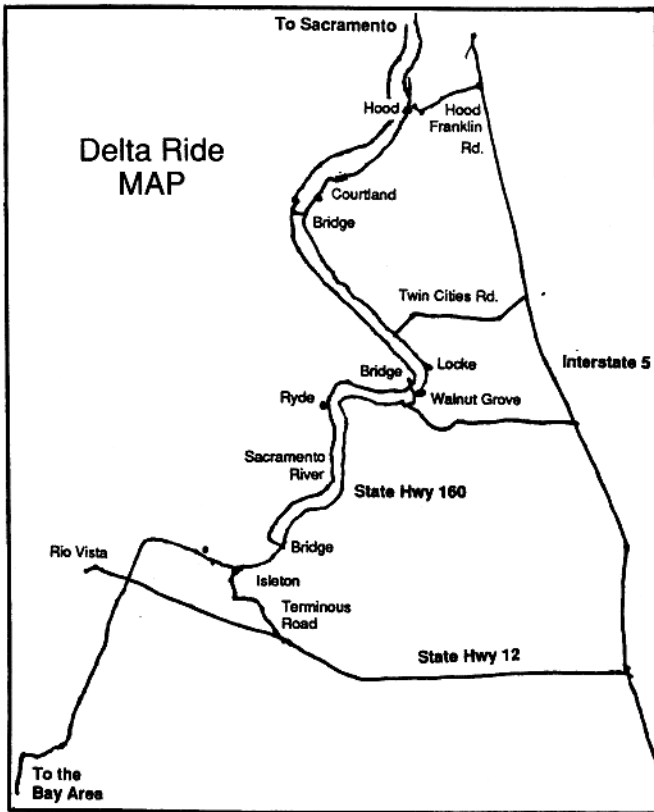
A great first ride could be to travel up route 160 to the towns of Walnut Grove and Locke. The road parallels the waterway and it's lined with beautifully matured trees. In no time flat, you will be in the town of Walnut Grove. There you will find yourself surrounded by buildings that look like they are straight out of a film set for a western movie. Through the various degrees of weathered finishes you will be able to see markings of hotels,

theaters and general stores. The local grocery store owner is a walking encyclopedia on history of the area.

Just up the road is the town of Locke. George Locke was a rancher who granted permission to the Chinese to live there after a fire in Walnut Grove. At that time, 1912, the Alien Land Law forbade the Chinese from owning land. They went on nothing other than a verbal agreement from George Locke and began rebuilding their lives. Even today, Locke homeowners do not own the land on which their houses sit.

The town quickly flourished and eventually there were gambling halls, bordellos, opium dens and illegal taverns. Each weekend saw hundreds of Chinese being bussed into the town from as far west as San Francisco. Much of this culture is preserved in the town's Dai Loy Museum, a worthwhile stop.

There is a lot of folklore in these two towns. They both will show you how to start enjoying the miles of waterways that the Delta has to offer. Much of the folklore is still preserved today. If you need a reminder of it, just go to Al's Place. They still refer to it as Al-the-Wop's. With its inexpensive steak and chicken dinners, Al's is a perfect place to end your visit, meet other Delta-ites and exchange stories. After all, you will have a few stories of your own now. You have become a Delta-ite yourself!



Historic Building of the Delta.

Photo by: Mike Felder

Club Ride Report

I had just finished cleaning my ES2 and it was already ten thirty on Saturday night. Time to set the old Seth Thomas for three fifteen a.m. and turn in. Three fifteen came all too soon and the adventure was on. By three thirty I had shaved, dressed, and put hot coffee in the old Thermos. I opened the garage door to a fine clear sky and things look pretty good for that time of morning. I rolled the old ES2 up the driveway and got ready to leave. On checking my watch, I noted that it was twenty minutes to four. Right on time and the old Norton fired right up on the second kick. It's a good think that I have understanding neighbors because at that time of the morning any bike sounds like starting time at Brands-Hatch.

I arrived at the South parking lot of the Golden Gate Bridge at four. Already a few bikes had arrived. I wondered at this point how many Norton Clubers would actually show up. Perhaps I was skeptical at the mass bravado shown at the last meeting. My pondering was soon disturbed by the unmistakable sound of Mike Burnam's exhaust and I wondered if he actually brought the coffee cake as promised. He did and before we could enjoy it Phil Radford, Art Sirota and Alan Goldwater, who had ridden all the way from Santa Cruz, arrived. So much for the large piece of coffee cake I had my eye on.

More bikes arrived, many of them Nortons, and soon it was four thirty and time to head to Tam Junction. The sight at Tam Junction is a little overwhelming because you are suddenly aware that you are surrounded by four or five hundred mostly English bikes. Nortons everywhere! BSA's, Ariels, BMW's,

Nimbus, Enfield and almost any other bike you can think of. What a fantastic turnout for Marshall's last Easter ride. The group from the East Bay soon arrived, including Susan Wood on her Norton, and it was time to head for the top.

Riding with a large group like that demands a lot of respect for the other riders and things went very smoothly until we hit the fog and mist at the upper third of the mountain. Things slowed down to a crawl and my old ES2 seemed to get better and better. The headlight was perfect and cut through the fog like a dagger and I realized that people were actually following me. So much for those old Lucas myths.

It was cold at the top and Marshall was busy counting bikes as they arrived. According to Marshall the final count was three hundred and fifty. On every Easter ride I notice that somehow the mood is friendlier and the camaraderie seems to be more genuine. After wandering around the area I decided that the bike I like the best was a Thruxton Velocette done in a nice dark green. There were more Nortons by far than any other bike.

By seven thirty a group of Nortons decided that it was time for breakfast and we headed down the mountain to Sausalito. The ride down was pleasant and my old ES2 felt like a real Roadholder on the way down. I realized that it is much quicker on twisted roads than my Commando and soon left the group behind. Keep in mind, however, that as soon as the road opens up the Commandos and almost any of the other Nortons are long gone.

We had a great breakfast at the Lighthouse Cafe in Sausalito and their staff did a fine job considering the mob

(Cont. on page 11)

How to Start a Mail-Order Business

by I. Pushtit Holme

#7 Caveat Emptor Lane
Cowsbridge, Wanks.

A lot of people are cashing in on the Classic British motorcycle craze by starting a mail order business in England. Here are a few of the rules needed to ensure success.

First of all, get out of the habit of putting return addresses on any correspondence. The British love a certain amount of confusion (as evidenced by their continuing to drive on the wrong side of the road) and leaving the return addresses off all envelopes means that their Royal Postal Deadletter Office will always be flooded with important letters destined never to reach their destination. It is permissible to stamp the outside of each envelope with a rubber stamp, but The Rules clearly state that nowhere on that rubber stamp can it indicate any sort of address. For further edification, examine the rubber stamp used by Russell Motors. There is a motorcycle with the words "Russell Motors." I suppose that if the stamps fall off or if the letter proves undeliverable, all the postmen in England are supposed to have Russell Motors' address memorized. Ditto for Fair Spares.

The next important item is picking out a cute address. It's got to sound quaint, out of the way, and as if a cozy family of rabbits shares the quarters with you. I suggest the following example:

Village Vintage Vendors
the old cabbage patch behind the mill

While the rest of the modern world is making the transition to computerized technology, British firms are still struggling to master the mysteries of how to use an old typewriter. In fact, you must hand-write any replies and become adept at making the most crucial part of the letter the most indecipherable. A favorite ploy of the British firms is to use an upside-down number seven to quote an important price. Then again, upside-down number two's are coming into vogue. Making obscure, hard-to-read numbers is a practised art, but the dedicated mail order supplier will go to any lengths to frustrate his customers.

Next month's installment will deal with how to make a tidy profit selling customer's I.R.C.'s on the black market, thereby supplementing your income without having to go through all the mess and bother of actually answering their letters.

Ride Report (cont.)

that we brought in. It was now eight forty five and the ride was over. People had places to go and I was off to Lomis. It had been a good ride with good company and thinks to everyone who went.

By the way, Alan, what did you buy at that flea market?

—Lynn Miller

Manx Replicas Made

ENGLAND: Bernie Allen's tiny work-shop harks back to an era which boasted that "every backyard in the Midlands contains a motorcycle manufacturer," writes Tony James. Out of this one-man factory, which is far from the Midlands in a village near Marlborough, Wiltshire, come handbuilt replicas of a legendary British racer which sell for about £25,000.

The price for the copy of the Manx Norton is remarkable because surviving originals, of which there are certainly hundreds and may be thousands, are not fetching as much. Sold privately or by dealers, the genuine article is reaching up to £15,000.

The Max Norton, which first appeared in 1945, was the most successful British racer in history, winning three world championships in the hand of Geoff Duke and becoming the first assembly-line bike to lap the Isle of Man at 100 mph. It won countless other accolades and became a favourite of amateur racers of "clubmen," many of whom still ride preserved examples in special races for classic bikes today. Norton stopped making the Manx in 1962 as the British bike industry succumbed to the Japanese invasion.

Allen's love affair with the Manx started in the late 1960s when he became a clubman, first racing on airfields and then on most of the major circuits in the country. A former Rolls-Royce employee, he set up his classic motorcycle restoration business and now, aged 58, is specialising in the Manx replicas.

His bike has been officially licensed by the revived Norton factory, itself

making motorcycles again, after its engineers passed the replica fit to bear the coveted Norton badge. Indeed Doug Hele, an engineer who worked on the original Manx, said the Allen version was better than the real thing, thanks to modern engineering techniques.

Allen's main partner in the project is Summerfield Engineering, a small company in Somercotes, Derbyshire, which makes most of the mechanical parts, including the 350 and 500cc single-cylinder engines with the twin overhead cams that gave them the nickname "double knockers." The company works from original drawings bequeathed to it by a late Manx racing tuner.

Allen has to go far and wide to make sure some of the parts are made in the correct metals. The magnesium wheel hubs come from Australia, the aluminium alloy rims are made in Spain. Allen spends hundreds of hours assembling each bike by hand. He does this without referring to any documentation. He plans to make just four or five bikes a year. He is currently working on two bikes for a Japanese museum.

"It's a funny business," he said. "We're riding their bikes over here, and they want our old bikes over there."

Allen's replica could be raced against genuine old machines. Both the Vintage Motorcycle Club's racing section, which holds races for bikes built before 1959, and the Classic Racing Motorcycle Club, which holds them for pre-1973 machines, said they would probably allow the replica to compete.

So far all of his buyers have bought the bikes for investment. One customer is even putting his on a pedestal in the living room. —The Sunday Times

Classifieds

FOR SALE: 1975 MkIII, 6,500 original miles, black and gold, \$2,700 or trade; 1974 JPN, 8,700 miles, \$6,000 or trade. Robert G. Allan, PO Box 82633, Kenmore, WA 98028. (206) 486-6040 /5

FOR SALE: handlebar, new chrome, flat style, \$12; handlebar, used but excellent cond, slight rise style, \$8; 'S Type' dog-leg silencer bracket, used, excellent cond, \$7; Haynes workshop manual, Commando, used, excellent cond, \$7; Haynes workshop manual, pre-Commando twins, used, excellent cond, \$7; Clymer workshop manual, all twins '61-74, \$7. Art Sirota (415) 327-3167. /4

FOR SALE: '74 850 commando, raced on e season, not first, not last, but always there. Excellent condition, 18"-inch wheels, steering dampener, Lockheed caliper, Grimeca master cylinder, Bub mufflers, stock pipes, well maintained. Also, to go along with this, one 750 motor and trans and whatever else there is. Make offer, reasonable offer's please. Ken Whitney (415) 540-0421. /4

BUFFING & POLISHING, cut rate. Call for estimates. Brad Green (415) 537-4807 or 581-4882 /4

FOR SALE: Norton Model 50, 1957, 350cc, \$1800; Norton Commando 750cc Roadster, post-combat series (mfg Oct '72) with Dardanelli paint work, \$2500; 750 Roadster tank, \$80; metal side covers, \$40/pair, all in black/gold livery. Walt Moffatt (408) 378-2825. /4

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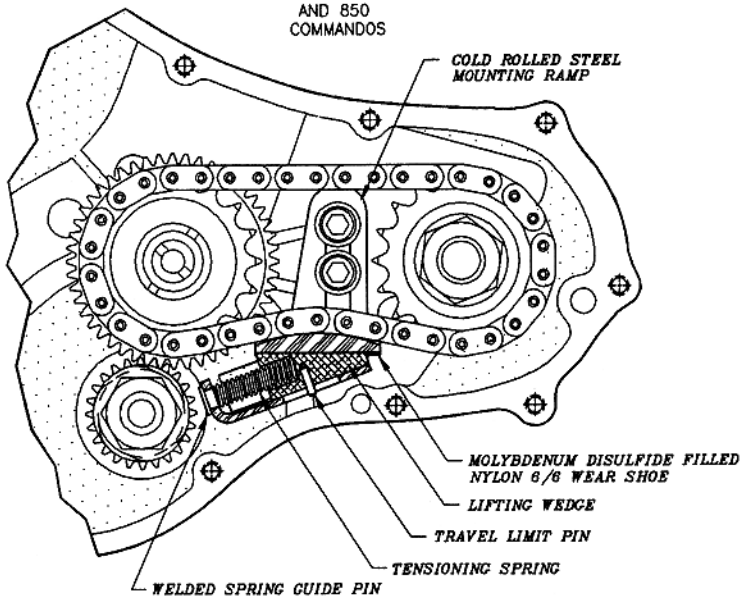
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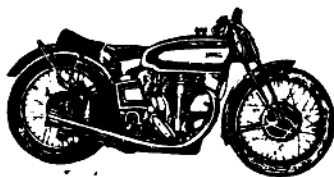
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