



Norton Notice



The Newsletter of the Norton Owners Club

No. 158

June, 1991

DYNAMITE ON WHEELS!



New 750cc OHV Norton P-11 Scrambler....

The choice of the seasoned sports rider! Famous "Atlas" twin-cylinder engine has latest dual carbs, with centrally located float bowls. New lightweight **CHROME-MOLY** frame! Special forks and wheels, full-hub brakes... The Norton P-11 is **lighter** in weight, **lower** in appearance and **faster** in performance. Dynamite on wheels!

Norton

The World's Best Road-Holder.

For the road rider there is the 750cc OHV Norton "Atlas" high-speed sports/touring twin with famous "featherbed" frame and "roadholder" fork.

Berliner Motor Corporation

Plant Road • Hasbrouck Heights • New Jersey



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 the 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 25th of each month.

Membership in the Northern California Branch of the Norton Owners Club is available for \$15.00 per year. 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 listed on the mailing label of the NORTON NOTICE and the membership card. For example, 745/2 denoted 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.

The Northern California Branch of the Norton Owners Club is affiliated with both the Norton Owners Club of England and the International Norton Owners Association. Interested persons can join these two organizations per the terms described on the Branch membership application form.

CLUB OFFICERS

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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 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 members 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 materials 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 Schedule

June 8th and 9th: The famous NOC/BSAOC Sierra Ride and chili cookoff.

July 7th: A possible Napa/Sonoma Ride. Let's wait and see what the Rides Marshall says...

July 31st-August 4th: The International Norton Owner's Club Rally at Richardson's Resort in Lake Tahoe, California. (see center page for application form.)

September 15th: The Old Timer's Ride: starting at Alice's in Skyland, and winding up wherever the machinery will allow.

October 20th: EITHER a repeat of last year's Delta Ride, or a Coast Ride- again, it's the Rides Marshall's call.

November 3rd: The All-British Ride/ The Don Danmeier second annual 50th birthday ride.

Graphics Contributions

Cover: July, 1967 Cycle Magazine- courtesy, Tom Dabel

Page Six: BerkeBreathed, UFS

Centre Spread Left: Upper: Art Sirota
Lower: The Manchester Times-Mirror
Daily Dispatch Tribune Herald
Chronicle Guardian- August, 1909

Page Eleven: Ernest Montague

Meeting Schedule

The Club meets on the second Thursday of each month, at 7:30 P.M. Meeting locations rotate between the Peninsula, the South Bay, the East Bay, and San Francisco.

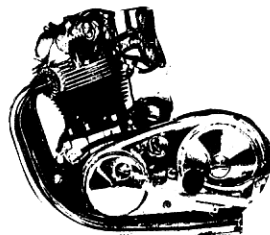
June 13th: South Bay
Harry's Hoffbrau, El Camino Real near Castro Street, Mountain View.

July 11th: East Bay
Spaghetti Factory, Jack London Square, Oak-town. Man, is this meeting place so tentative! Brad Green is still looking...

August 8th: San Francisco
The Boathouse, by Lake Merced. Tentative as well, until otherwise confirmed by the Club President

September 12th: Peninsula
The Prince of Wales Pub, on 25th Avenue in San Mateo. A great selection of beers, and a private meeting room with dartboards!

Other Meeting dates to the end of the year, to mark your calendar: October 10th, November 14th, and December 12th. See you there!



Over the Bars *by Lynne Miller, President*

At our last meeting in San Mateo, we covered a lot of details about the upcoming Rally. Alan seemed to have all the bases covered and is now at the stage where volunteers need to make their names known. Call him soon.

And speaking of soon: send in your preregistration- save some money, and make Harry happy. What a deal!

If anybody wants to ride their Norton *all the way* to the Chili Cookoff, give me a call and let's ride together.

I was glad to hear that the Raffle Bike is doing what we expected in ticket sales. This makes the effort seem worthwhile, and the funds make the other projects possible.

Every once in awhile, chats over the bars turn technical, and so I wish to mention the following:

THE ANGLE OF REPOSE

Over the years of riding Nortons, I have had only one problem- my hips and knees got sore very quickly on any sort of long ride. I spent a lot of time thinking about this and came to the conclusion that the kickstart lever was in the way! It caused me to sit with my leg at an uncomfortable angle... my ankle was constantly hitting the lever. At the risk of being branded a heretic, I decide to

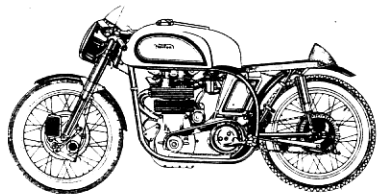
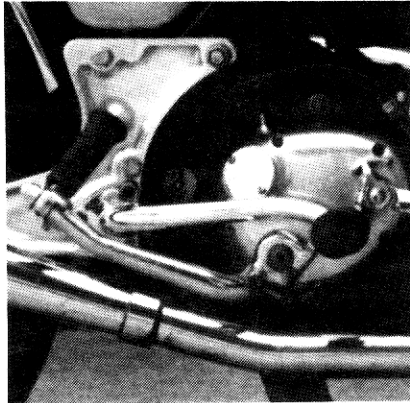
experiment with the "angle of repose" and came up with the position shown in the photograph. This position allows me to sit with my legs in a normal position and is much more comfortable.

There is a second benefit to this position: when you kick over your bike, the kick starter spindle is not slamming into the stop. This should help keep repair and parts bills down. If you have ever broken your spindle, you know exactly what I mean.

If you're worried about what the "proper" position of the kickstarter is- don't. All you have to do is look at all the various positions in calendars, manuals, and books to see that it is mostly up to individual taste.

It's easy to try this "angle of repose". Let me know, pro and con, if you do!

Well, that's it for this episode of our chat "over the bars."



Minutes of May Meeting

The May 9th meeting of the NOC was called to order in The Prince of Wales Pub in San Mateo by President Lynne Miller at oh, hey, somewhere around maybe 8:20. There were 14 bikes parked on 25th Avenue, and 22 people in attendance. So where were the other 8 bikes on such a beautiful evening?

The USNOA Rally was discussed at length; specifically, the unsettlingly low response rate to the preregistrations for Rally attendance. It is altogether possible that Alan and Harry will get lovely, ripe peptic ulcers from this event- so plan to go to the Rally, and ferchrissake, preregister-okay?

Various tee shirt samples for the Raffle were passed around for all present attendees to grope, squeeze, and admire; it was then decided that a silver and gray combination of colors would be most cost effective and aesthetically pleasing.

Andy McKerral discussed the possibility of producing a 4-color Commemorative Edition of the Norton Notice for September, chronicling the Rally. Several details and suggestions were voiced, including a proposal for those desiring such a publication to submit an additional donation of some as-yet-to-be-determined amount for the effort. Andy stated that the project was in its' cost analysis stage at this point in time, and that he would have more realistic information to present to the Club at the following meeting at Harry's Hoffbrau on

the 13th of June.

Lani Beneveds reported on the state of the Club membership and the Club's financial condition... statistically, things were looking progressively better.

President Miller then initiated introductions all around for the benefit of new members and visitors, and a low-key humor battle ensued when Mike Burnham stated after his introduction that he had a "couple Nortons". Suddenly, everyone thereafter introduced themselves and laid claim to owning everything from an Austin-Healey Sprite to an '82 Buick station wagon-everything but Nortons: Even Art Sirota 'fessed up to having a British bike in his shed. (Ed.'s Note: Burnham admitting to owning "a couple Nortons" is like General Colin Powell admitting that the Air Force has "a couple planes"... you figure it out.)

After that, everone present looked around at each other in a food and information- induced stupor, and tried to figure out what to talk about next. With bellies full of Fish and Chips and Bass Ale, cranial neurons don't work so good after 9:00. So, at 9:15 P.M., the meeting adjourned. Fourteen bikes roared off from 25th Avenue, and the red light on top of the San Mateo Police Station around the corner gently flashed in the warm late-spring evening... warning us that the time was near when all two-wheeled Californians must wear skid-lids.

-Andy McKerral, In-Absentia Scribe for Brad Green- who took that particular week off...

... Side Trips

by Andy McKerral

Aack! Thpfft! The Frankenbike, like a lost, wayward cat, had found it's way back into my garage... dirty- from Tulare Fairground- but with a smile on it's Lucas Headlamp lens, it rested from all those people spending all that money on all those tickets. Then, Harry Bunting took it into his care for final preparations prior to starting. He solicited Bob Raber for a good deal of necessary material, and we all owe Bob a debt of gratitude for his generous donations. Harry called me last night and reported that the monster fired up on the first kick. He then gave it a road test- and, with his voice shaking in excitement, said, "Jeez, that thing is INCREDIBLE!" Evidently, all those "non-standard" pieces didn't affect the performance of the machine. For all the broo-ha-ha, the ol' girl can't be but SO detestable- from present accounts, we've completely recovered the cost of the bike, all the parts, paint and reimbursements, with a tidy bit left over... with two whole months before the Rally. Maybe the Club will be able to afford what I have in mind after all...

I have been preparing a feasibility study in all my copious spare time over the last

two weeks to determine the possible cost of producing a Special Rally Commemorative Edition of the Norton Notice for September. So far, I have talked to someone sympathetic to the cause in South San Francisco. I've already got the basic format of the thing worked out, and when the insertables become available, all I'll need to do is shove 'em in and go to press.

What I'm talking about is a 20 page, full color edition done on high-quality paper. It would contain photos from the Rally, articles about the events, interviews

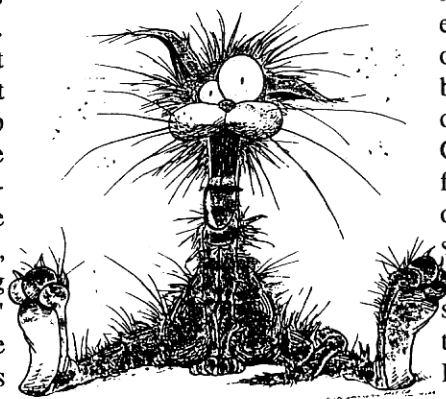
of all sorts of different Nortonites from all over the planet, and just about anything and everything I can think of to come up with the best looking, best laid-out, highest quality Club issue that this (or, for that matter, any other) club has ever seen.

My cost study should be completed by the time we meet at Harry's Hoffbrau. I'll present the figures before the general

meeting at that time, and put the idea to a vote. If it flies, we're on. If it doesn't, well, hey- I'll still do the best with what I've got...

While we're on that subject of doing the best with what one has... whoever the dweeb was that wrote that pug, smarmy comment, stating that tyre changing can be "...simplicity in itself when using the correct techniques" never got his/her knuckles bashed with a set of tyre irons.

Tyre Changing



can be gruelling

Maybe I'm getting older- or maybe the doctor didn't get all those tendons back inside my wrists in the same places- or maybe I am getting too damn cantankerous for my own good. Whatever the reason, this latest bout with my yearly Rear Tyre Change ritual was a nasty event. It only goes to prove the time-worn axiom that NOTHING gets past Mother Nature- or your immediate family co-habitants.

My next-door neighbor is a charming, graceful, genteel mature lady (areal looker, I might add)...with whom I was on very good terms before the advent of The Ritual. After hearing the language coming out of my garage as a result of The Ritual, she won't even stick her nose out of her door when I'm outside. My cats head for their cat box when I come into the room; my wife starts to fold the laundry... and all three kids (including the 3 year-old) say that they have to go to their rooms to do their homework. Do I detect a trend here?

Wellll- maybe I was a bit too harsh in my observations when one of the tyre irons slipped free of the bead, catapulted across the garage and ended up plowing through the wall... and maybe I DID overreact when, in spite of a whole bottle of talcum powder applied to the beads to get them to "...Easily slip onto and over, into the well of the rim", the *!!&#!£fß#!* thing refused to budge. (NO, Marick- I WAS NOT putting an 18" tyre onto a 19" rim.)

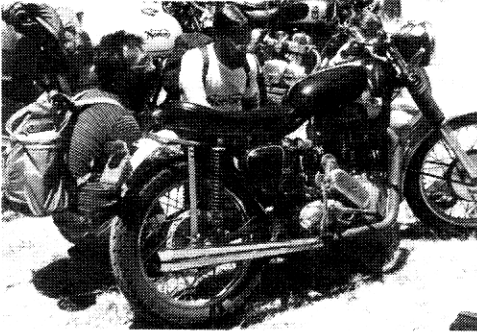
I actually did manage to get the thing mounted without mutilating the tube, ripping out the valve stem, or securing the rim lock without the beads not being set. I just wish that I could've enlisted the help of Bubba Parris from the 49ers to stand on the beads... that would've made the whole operation a lot easier to deal with.

In any event, if this is any indication of how the rest of my biking summer is gonna go, then it's certain to be an interesting one... I can hardly wait for what's in store for me during the trip to the Rally at Lake Tahoe. Cawa-friggin'-bunga, dudes.

May's Ride Report by Mike Burnham Rides Marshall

The Mt. Hamilton ride was, by all accounts, another success. 15 people showed up for the ride, including members who are rarely seen on club rides. Although their names will be withheld to protect the guilty, I would like to mention that their presence helped to make this a splendid outing. Described as an old club standby ride by some, I had never been to Mt. Hamilton before. It was NOT disappointing. Approaching from the San Jose side, the mountain road can be described as typically California. The only distraction from testing your ground clearance is the beautiful scenery... that, and a few bicyclists. The Club rested at the Summit, took in the views of 4,000 foot-plus elevation, and browsed the hallways of the observatory. It was here, surrounded by high-resolution photographs of interstellar space, that a couple club members, reminded of man's insignificance in the universe, began to speculate on the existance of... you guessed it... Nortons in other galaxies. Such lofty intellectual debate is rarely conclusive; however, it was agreed upon that acquiring spares would be a real bitch.

The second half of the ride went
continued on Page thirteen



This rare photograph was taken in August, 1981 by then NOC photographer Bob Marshall. It has never been published before, and depicts Lewis Mendelowitz on the left, and one time Noccer Gary Broeder on the right. Both are crouched down admiring a very interesting Norton 500cc OHV single. This particular machine is rumored to have won the prestigious Six Days Trial sometime during the mid-sixties. It is undoubtedly a very exotic and desirable machine. Does anybody in the Club know whatever happened to this fine example of rare Norton race machinery? **-I. Pushtit**

Holme



Eh Up, Lads!- was rummaging about in my shed and ran across this. Many of you have wondered what I look like- so here you are! This is a photo of my early experiments with reverse steering at speed on my 1903 B.A.T.; carried it over to my CSI in the early Norton days. **-Thackery Washer, N.O.S.**

(PS: Hello to I. Pushtit Holme)

International Norton Owners Association



Richardson's Resort, South Lake Tahoe, CA

Rally fees: Adults \$40.00 (\$35 before 7/1/91)
 Children 5-16 yrs \$10, under 5 free

Note: Full RV hookups and family cabins are available separately. Contact Richardson's Resort at 800-544-1801 for reservations (required).

Fees include the following:

- Four nights camping
- Daily rides and tours
- Complimentary raffle ticket
- Awards and door prizes
- Friday barbecue with live music
- Saturday banquet

Special events and features:

- 1971 Commando Roadster raffle
- Five passes poker run with cash prizes
- Overnighter to Yosemite Park
- Breakfast served every day
- Free Casino shuttle

To preregister, complete the form below and mail to:
 Harry Bunting, 1165 Crandano Court, Sunnyvale, CA 94987



Mail this form to: Harry Bunting, 1165 Crandano Court, Sunnyvale CA 94987

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

INOA #: _____ Number in party (adults) _____ (children) _____

Amount enclosed: _____ ALL FUNDS IN US DOLLARS

Letters from our Readers

Dear Norton Notice:

I want to take a moment to let all the club officers know that I think they are doing a wonderful job running the Club. It seems that with the International Rally approaching, the Club Raffle Bike bringing in additional funds, and the Notice in such capable hands, our Club is becoming stronger and more active. I am proud to be a member. (I especially enjoy all those articles in the Notice by I. Pushtit Holme.)

For several years, I have been corresponding with a fellow Noccer in Czechoslovakia. His name is Jiri Drozd, and he rides a 1969 Commando Fastback 750 and a very tidy 1960 ES2. His letters and photos are very revealing about what life is like for Norton owners in that part of the world. I will not comment further, but will share with you some excerpts from his last letter to me.

Dear Art:

Thank you very much for your letter and photo of your Norton 500T. It does look lovely now it is overhauled. From your letter I gather there were many people involved. On my money I would not possibly afford that. I have to make everything myself and so I cannot make much progress with the work. By the way, I would like to thank you for your kind invitation to visit you in California. I am very sorry that I will not be able to come because of my financial situation. You see I make \$109 a month. If I came I would have to sell my Norton and that would break my heart! Perhaps later when things have settled here and I get more money I can think of a visit to you in California.

At the moment I am working on my OHC Norton. You cannot say I'm restoring it because I am trying to make it out of a Model CS1 replica (and) a Model M30 and that is going to take me about 2 years work.

I have made a mould for a square cylinder head replica M30 and an oil tank. I have still got quite a lot of parts to mould and renew.

That is about all my news for today. Say hello to Anne for me.

With best wishes,

*Your friend,
Jiri*

P.S.- I can't help but contrast Jiri's letter with some ads that I have seen in various U.S. publications requesting Norton parts but only if they're in perfect condition. Here's one from the May issue of Bike Journal: "Wanted, 2 or more front fender stays and rear chainguard for Norton Atlas. Must have good chrome."

Art Sirota- Menol Park, Ca.

Dear Norton Notice:

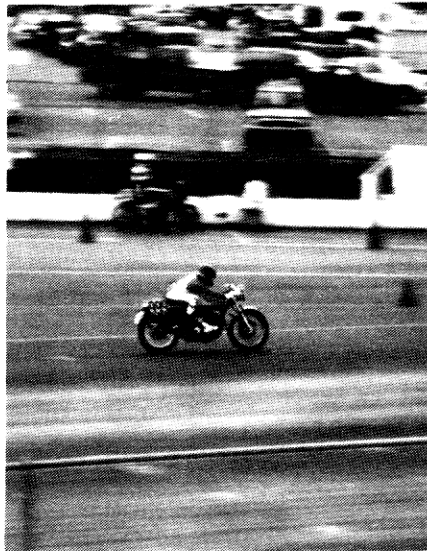
Well: I finally did it... I raced a Norton at AFM/Sears Point. Not once but three times. Vintage, over forty, and 650 twins. How did I do? Last in vintage, next to last in 650 twins, and third from last in over forty. To prove the superiority of the English Marque, I did beat a FZR 1000 in over forty.

What was it like? I never had so much fun in my life.

I started out with a clapped-out '72 Combat, and figured a few hundred bucks would put me on the track. At this point I figure I now have over \$5K in the machine. It's beautiful. I think there are some parts left from the original bike, but how many I couldn't say. The engine, tranny, wheels, brakes and bodywork aren't, nor is the frame. In fact I think the only thing that remains of the original bike is the number on the registration.

One thing I discovered: NORTONS that are quite fine on the street have quirks when they are run at 7000 RPM for 10-20 minutes. One of these is that oil finds the weakest point and leaves. In copious quantities. I was just able to wipe off enough to make it to the next race, and the oil was always just ready to coat the rear tire, but not quite.

Are you interested in racing? Plan on spending all your free time for 6 months getting a machine ready. My Girlfriend moved out. I have no social life. I no longer buy clothes, just camshafts. Too stubborn to ask for help (except from Phil and Marshall) I find all the obvious things out the hard way. Tranny leaks oil?? Tear it out and tear it down. (Remember this means removing the primary drive.) Then discover that the leak was a missing O-



ring on the quadrant fork bolt. Replaceable by removing one Circlip. From the outside. Engine Needs work? Replace everything. Get a trick cam. From England. Trick springs, ss valves, head work, lightened rockers. Spend it...that's what it's for....

People at Sears were unbelievably nice. Saying lots of nice things... Helpful and courteous. I'll be back.

I was so excited at the first start that I dropped the clutch at 6000 RPM. The starter looked askance at the resulting spectacular wheelie. Which pulled the rear wheel out of line, resulting in high speed wobble, crushed hub cushes, and loose hub paddles. Sheesh.

Well- got to go- just two... er, one more leak to fix before the next race. Maybe if I modify the breathers, more oil the case next time..I

will stay in hope.

Ernie Montague- Oakland, Ca.

Letters to the Norton Notice are always welcome. Please send them to Andy McKerral.

***The Club Tool Loanout Program
is Alive & Well!***
Contact Harry at (408) 736-6492

The Covell Column

by John Covell

Editor's Note: Once again, John's column for this month is in two parts. John's Member Profiles help us to know more about other members (and ourselves), and his Norton PLC news updates are assets beyond price. Thanks for the research and hard work, John.

NOC Member Profile

Name: Tom Dabel

Age: 45

City Resident: San Jose

Marital Status: Single

Occupation: U.S. Postal Service

NOC Member since: 1980

First Involvement with NOC: Went to USNOA rally in Leggett and there were 175 Nortons, and thought that was pretty neat. Struggled to get up there on his own Norton and has been struggling to keep up with the group ever since.

Club Offices held/years: 1973

Norton(s) owned, described: 3 Atlases ('62, '64, '65), and a Mark 3.

Other Makes of Motorcycles: Ossa, Husqvarna, Yamaha, BMW (2), and a BSA.

Other Interests of Note: Dirt Biking

Favorite Motorcycling Road or Ride: Mount Hamilton

If you could redesign the Norton, what one thing would you most want to change? Put in a third Isolastic at the swinging arm

Favorite or Most Embarrassing Episode on a Norton: Broke down once in Calistoga and got left!

Thank you!

Norton Group PLC Update

There have been two developments since last month's briefing, neither of which is reassuring. In late April, James Tildesley, who took over as CEO and Chairman of the Company on Philippe LeRoux's resignation, himself resigned. No reason was stated, and no one was available at Norton to comment. The Company's new nonexecutive chairman is Norman Minty, who joined the Board of Directors when Norton acquired the Minty furniture company in 1989 in order to gain a main Stock Market Listing. Mr. Minty is not known to have any background in engineering or motorcycling. Norton's new Chief Executive is David MacDonald, the head of Advanced Materials Systems, a private company whose relationship to Norton Group is unknown. Norman Wilson also joins the board as a nonexecutive director. The new management have begun an internal investigation into the Group's US and German subsidiaries (Pro-Fit and FUS), and in the meantime FUS's profits have been paid into court because of an ownership dispute. Mr. Wilson has described the situation as, "A mess."

The second event occurred on the last day of April, when the Company announced a further delay in the release of its interim financial results, which were originally due at the end of February. The stated reason for this new delay was the appointment of the new chief executive and the need for more time to make inquiries on the financial position of the Company's American and German subsidiaries.

Meanwhile, the investigation of the

Department of Trade and Industry continues. Further details will be passed along as they are received.

According to a recent statistics report, our Club renewals are

DOWN!

Does anyone have an idea about how we can rectify this situation?... like volunteering to make Club Courtesy Cards?

Ride Report, continued from Page Seven

down San Antonio Valley Road, which wiggles it's way down the eastern side of the mountain. At the bottom, the road turns abruptly north, and in about five miles it's name changes to Mines Rd. It's at this point that there is the only side road before the outskirts of Livermore, and is appropriately called "The Junction". It was along this stretch of road that the only mishap of the ride occurred. Must have been that road going down the mountain that got my adrenaline flowing, for by the time we hit level ground, I was ready to have some fun. Seeing Phil Radford in my rear view approaching fast was all I needed.

Getting down on the bars and flicking it from turn to turn, I'm in a groove and having a ball. No, I didn't run out of gas... and no, I didn't fall off. I merely blew by The Junction and the designated Lunch Stop- that's all. Not realizing what I had done, I stopped about 20 miles later and decided to wait for everyone else. I must've left my brain at home in a jar that day, because it took 25 minutes of waiting and a growling stomach to make me realize what I had done. When I got back to the restaurant, everyone was outside getting ready to leave. It's not exactly like I couldn't stand to miss a few meals, but man... the one-liners! Phil Radford: "Hey, it's too bad- I was gonna buy you a beer!" Tim Coburn: "We bought you a hamburger, but, BRRAAP! I ate it." Art Sirota: "Aaaah, Ha Ha Ha Ha!" Thank God Gerald Mauricio didn't take pictures." (Ed's. Note: For sure!- we got a pretty extensive file on you already. More lucky that nobody in the club is an extortionist!)

Speaking of food- "Eat to ride, ride to eat"- borrowed from the BMW crowd, aptly represents our club rides. No wonder I volunteered to be the Rides Coordinator!

By the way, Mines Road is beautiful. Three times in one day is a bit much, but beautiful just the same. It snakes and twists through a narrow valley dotted with family farms and abundant wildflowers all the way to Livermore. If you haven't ridden this road, do so before everything turns brown with summer. The ride ended in Livermore, as rides always do, with everyone gassing up and going their separate ways.

As for upcoming rides, the joint BSAOC/NOC Sierra Ride and Chili Cookoff on June 8th and 9th is not one to miss... see you there!

Classified Advertisements

For Sale: Norton SHV & OHV Singles oil tank cap (A/291). Fits Model 18, 16H, ES2, 500T, etc. 1946-1955. Just re-chromed. Contact Art Sirota at (415) 327-3167 /3

For Sale: 1973 Commando Interstate. Very clean, runs perfectly. Factory updates, receipts. 16K miles, 2nd owner. \$3400 or trade for BMW R100/R90, or best offer. Contact Mark Johnson at (707) 226-6982 /3

For Sale: Disc Brake conversion parts- 3 sliders, 2 brackets, 2 calipers, axle, hub, 1 rotor, master cylinder, brake lines. For earlier Commandos. Contact Eric Reiner at (209) 522-4498 /3

For Sale: '76 850 Mark 3. Clean, runs good. Single Mikuni setup. Black. \$1850. Call Paul Barnon at (415) 695-7854 /4

For Sale: 1970 Commando Roadster. Many new parts. Strong runner, excellent shape. \$1700 (excellent deal!) Contact Mark Crawford at (209) 825-5769 after 3:30 PM. /5

For Sale: '73 850 Commando frame. \$100. Call (415) 508-0535, between 6 and 9 PM.

For Sale: 1965 Norton Atlas. A veritable boatload of work done, including: Superblend main bearings, new big end bearings, pistons, cyls rebored and honed, top end redone, Norris camshaft, rebuilt gearbox (done right), fork tubes, bushings, seals, and much more. \$2500 firm. Add \$300 for perfect tank. Contact Steve at (916) 921-2706 or (916) 925-1797.

WANTED: Atlas 750 motor and a BSA/Triumph 750 Triple motor. Contact Andy Molnar- Atherton House- Fulwood Row, Preston, Lancs.- England PR2 6SC

Please inform your Editor if your Classified Ad has sold your item, so that others may have the space to advertise their goods.

GENUINE



PARTS

means

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INC.**

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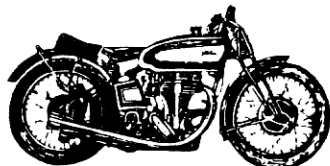
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