



# Norton Notice

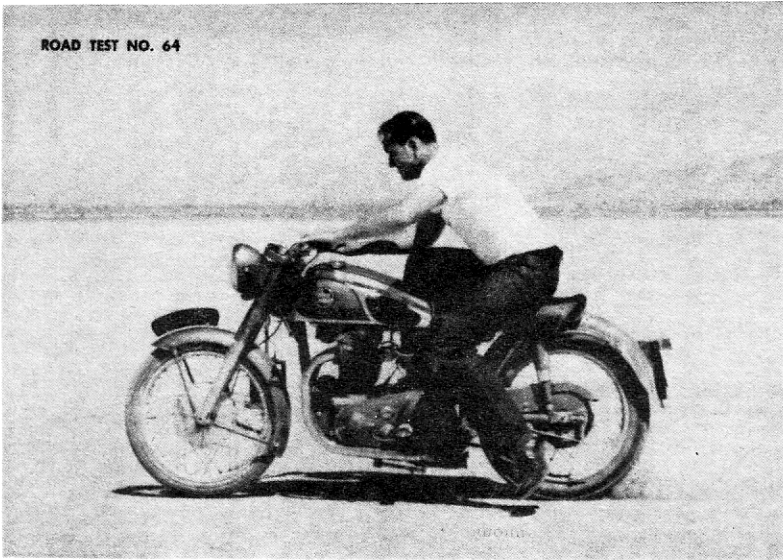


The Newsletter of The Northern California Branch

VOLUME 3 ISSUE 3

MARCH 1980

ROAD TEST NO. 64



## **NORTON DOMINATOR DELUXE 88** *Proves to be Surprisingly Fast*

Published monthly by the  
Northern California Branch  
Norton Owners Club





Published monthly by the Northern California Branch, Norton Owners Club

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Club business is best handled through the mail--especially material of any sort for the Club Newsletter. Use the above addresses.

BRANCH MEETINGS

Generally held the second Thursday of each month at a location announced in the NOTICE.

BRANCH RIDES

Rides are generally held the following Sunday at 10:00 am at a location announced in the NOTICE. In the event of rain the ride will be postponed 1 week. Occasionally, rides are on a Saturday or over the whole weekend. Check the NOTICE Calendar each month.

ODD BODKINS (Reprinted with permission)



There are three categories of membership in the Northern California Branch of the N.O.C.:

FULL MEMBERS: Full members are dues-paying members of the N.O.C., and therefore have full voting privileges at any general meeting of the N.O.C. and all branch meetings, and also any privileges resulting from affiliation of the Club with any other organization. Full members must pay annual dues to the N.O.C. in England (paid through the Secretary), in return for which they will receive the bi-monthly ROADHOLDER magazine and may use the N.O.C. Spares Scheme at any time.

ASSOCIATE MEMBERS: This category was set up so that any Norton owner wishing to get the NORTON NOTICE each month and be associated with the Northern California Branch can do so for a very modest fee, without having to join the N.O.C. as a full member. Associate members do not pay N.O.C. dues, and therefore do not have all the privileges of full N.O.C. members. They do, however, have full voting privileges at all Northern California Branch meetings and are equally welcome at all of the rides, meetings, and other functions sponsored by the branch.

SOCIAL MEMBERS: In order to allow Norton enthusiasts who do not own a Norton to be associated with the Club and thereby help them to find one to buy, the branch provides the category of 'Social Membership'. Social members do not have any voting privileges but are otherwise welcome to participate in all branch activities. Social members will receive the NORTON NOTICE each month and are encouraged to follow up on any leads regarding Norton motorcycles for sale. The Editor will try to help all social members in this regard and would appreciate any help from other members.

CURRENT DUES PAID AND PUBLICATIONS

	<u>RECEIVED</u>	
	<u>PAY</u>	<u>RECEIVE</u>
FULL MEMBERS	\$25	<u>NORTON NOTICE &amp; ROADHOLDER</u>
ASSOC. MEMBERS	\$10	<u>NORTON NOTICE</u>
SOCIAL MEMBERS	\$10	<u>NORTON NOTICE</u>

# CLUB EVENTS CALENDAR

Well--

It seems that the best laid plans of both mice and motorcyclists often go astray. The printer juxtaposed pages 5 and 16 last month, which was a big bummer for me. I hope you figured out that #18 followed #17--the printer didn't.

Because last month was the first month that I mailed both the NOTICE and the ROADHOLDER, it got pretty confusing. At least I member didn't get his RH. If you didn't either, let me know, and I'll dredge one up if I can. No mistakes next time... I promise.

Good news--

We found a cheap supply of envelopes, and the folding and stapling proved far too expensive after all. So, now everyone will get a nice, clean NOTICE each month and a little envelope to throw away, too.

Michael

<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>	<u>EVENT</u>
3-13-80	7:30 PM	Edinburgh Castle Geary Blvd. SF	Branch Meeting
3-16-80	10AM	Howard Johnsons Off 101 San Jose	Branch Ride
4-10-80		London House Palo Alto	Meeting
4-13-80			Branch Ride
4-26,27		Ontario Motor Speedway	Vintage Racing
5-3 & 4		Lancaster, CA	CAMA Rally

## ACKNOWLEDGEMENTS

Last month's write-up of the race that Mark Ingalls won on a Norton first appeared in CYCLE NEWS. I hope they didn't mind our using it. The road test of the Dommi 88 is a 25 year old test from CYCLE MAGAZINE. Hope they don't mind either.

A group of San Francisco area members will be riding down to San Jose to the club ride. We'll meet at Orphan Andy's at the Market/Castro/17th St. intersection at 7:00 am for breakfast. They have decent breakfasts and coffee, and we can leave for SJ at about 8:30.

## BACK ISSUES AVAILABLE

Write: Steve Coburn  
P.O. Box 236  
La Honda, Ca 94020

### ROADHOLDER \$3 each

- No. 80 - July/August, 1978 (1 only)
- No. 82 - Nov/Dec/Jan, 1978-79 (six)
- No. 83 - February, 1979 (seven)
- No. 84 - March/April, 1979 (1 only)
- No. 86 - July/August 1979 (1 only)

### NORTON NOTICE 50¢ each Xeroxed only

- Vol 1 - Issue 1 - April, 1978
- Issue 2 - May, 1978
- Issue 6 - Sept, 1978
- Issue 9 - Dec, 1978
- Vol 2 - Issue 2 - Feb, 1979
- Issue 3 - March, 1979

All other issues available in varying quantities.

Stamped, self-addressed envelope must be included with all back-issue orders.

Anyone interested in organizing the Annual Norton Beer Bust? Please step forward. The work isn't much. You'll mostly have to arrange the location and the beer.

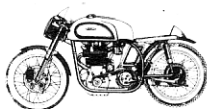
The Classic Sports Racing Group has extended an invitation to those interested in older motorcycles to take part in their March 23, 1980, event at Sears Pt. Entry forms are available from:

Chris Christiansen  
2852 Folsom Street  
San Francisco, CA 94110  
(415)821-1468 evens

## FEBRUARY RUN

One cold cruise with  
Frost across the keys  
To Sears Point Raceway,  
The machine running well  
Until the promise of wine.  
All surge forward--  
The leap of gears, the speed,  
a fright, the dare.

Denny



## THE PRESIDENT'S MESSAGE

March greetings to all Norton enthusiasts!

I hope that last month's heavy rains failed to dampen your enthusiasm and that you'll be at this month's Northern California Branch meeting. We will get together this time at the ever popular Edinburgh Castle, 950 Geary in San Francisco. The date is Thursday 3/13, and as usual we'll plan to meet at 7:30 PM.

At last month's meeting, held at the Redwood Inn on a wet Valentine's Day evening, Mike Heth suggested that we consider changing the meetings to some night other than Thursdays. It seems that several members who want very much to attend the meetings have been unable to come because of conflicts on Thursday. As far as I'm concerned, we could change it to Tuesday or Wednesday, but I would like YOUR INPUT. If you like to attend meetings, and could not do so if they were on those days, please let me know. Otherwise, I shall make the recommendation that the April meeting be on a Tuesday or Wednesday evening. I really do hope to get some mail and phone calls on this issue during the first half of March.

Also discussed at our February meeting was the upcoming CAMA Rally, scheduled for the weekend of May 3-4 at Lancaster City College in Lancaster, CA. We voted to give a trophy, as we did at last year's rally, for the bike we select as "BEST NORTON" in the Concours. I hope we'll be able to get a group together for a club ride down to Lancaster on Friday, May 2nd. It is quite a bit farther from the bay area than Reedley or Visalia, and it'll probably take us all day to get there. But, as those of you know who have been to past CAMA Rallies, it will be worth the trip. I hope that our southern California members will turn out in force this time since it's practically in their back yard. For all who plan to attend the rally and would like to stay with the "Norton group", twenty rooms have been tentatively reserved for us at the Essex House in Lancaster (PHONE:(805)948-0961) and they must be confirmed by April 1st. All who would like to stay there with our group should send me \$15 (per person) for the first night's deposit. Rooms for two people will be \$30 per night (\$27 for one person). As we've done in the past, we'll plan to ride down on Friday, rendezvous at the Essex House with a hopefully large southern California contingent and all have dinner together that night. Make your plans now if you want to go to the CAMA Rally this year, and look for more details in the April NORTON NOTICE.

The 1980 USNOA "RALLY IN THE REDWOODS" was also a topic of discussion at our February meeting. I announced that plans are coming along very well now and that I'm confident this will be the biggest and best Norton Rally in the history of the marque. I know August seems like a long time away, but it really isn't. It would be a good idea to do your pre-registration chore right NOW while you're thinking about it. If yours is among the first 20 received, you'll get a "Rally in the Redwoods" T-shirt absolutely free! So, send me your \$16 (\$6 for kids under 16) per person as soon as possible, and you'll be one of the first. DO IT NOW!

By way of a follow-up on last month's note about Adrian Page's letter to Bob Bausch, I am happy to report that both Carolyn Scott and I received letters from Peter Thistle, Secretary of the NOC, at the end of January. On the subject of membership qualification, this is what Peter has to say:

Section 4(c) refers to your associate members; we call them socials, as you know. We do not allow people owning Nortons to join as socials, only as full branch (i.e. paying the full subscription) or associate (who also pay the full money but not the branch fee). See 4(b)1. The last two lines of 4(c)1 make interesting reading, as I gather that you have about three times the number of full members! That is to say more non-full members. I did write at some length about two years ago to Bob Bausch on the pitfalls of too many non-full members in a branch. You have, in fact, got a fourth category of membership that is not allowed for in these rules, so we describe all your Norton-owning non-full members as socials. The rules do not say point-blank that branch socials cannot vote at a branch meeting, but rule 4(c)3 would appear to state this; however the word "club" is operative here, socials are not members of the club, only a branch. Rule 4(c)4 says that they are entitled to the privileges of the branch as at rule 4(a)ii. This means they can vote. For this reason, I strongly urged Bob two years ago to severely limit the number of these people accepted. A situation can arise where the tail can wag the dog. I think the best way out of all this is to try and get your Norton-owning non-full members to join up. You could close this "illegal" category over the next year by insisting that Norton owners become full members or sling their hook! We are endeavouring to improve our service to members so any ideas are most welcome.

*Peter Thistle*

Well, there it is folks, straight from the horse's mouth! Needless to say, we are not going to insist that you "associate"-type members become full members this year or sling your hook! However, I would like to encourage you to become a full member if you can spare the extra \$15. I honestly feel that the six issues of ROADHOLDER, plus the right to use the Spares Scheme make it worthwhile. So think about it.

Not much else to report. I hope to see many of you at the meeting in San Francisco on the 13th or on the ride down in the south bay hills on the 16th. It should be a good one if the rain holds off this time! Don't forget that the ride will be postponed one week in the event of actual rain on Sunday morning. If it's not raining but looks like it might, please call me at 8 AM. I'll let you know if the ride is on or not.

Until then, take it easy, and as always,

KEEP ON NORT'N!

*Steve*

"Talkin' Norton"  
by Art Sirota

back in 1971  
I wanted to have a little fun  
so I bought myself a brand-new toy  
a Norton Commando -- oh Boy!

caution ruled my first few miles  
the chrome was all shiny and I was  
all smiles  
I drove for three weeks like a  
grandma in third  
but when I shifted into fourth the  
Norton flew like a bird

one day she broke down and threw me  
in a panic  
'cause I cound't find a decent  
mechanic  
so I bought some used wrenches from  
a wench with big jugs  
and taught myself how to change  
the plugs

a dare-devil know-it-all tire  
squealie  
rolling through life like one long  
wheelie  
I showed off for every female I saw  
I out-foxed the foxes and out-raced  
the law

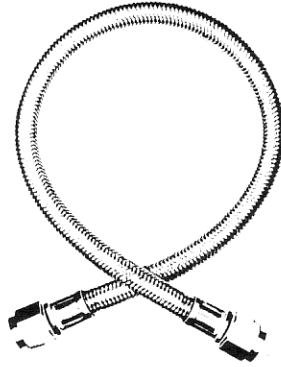
I passed through my cafe racer days  
and high-rider, low rider, and  
chopper craze  
got my share of tickets, traumas  
and spills  
but somehow I'm still here so I  
missed getting killed

I toured on my Norton from Maine  
to Alabama  
with totebox, saddlebags, trailer,  
and Windjammer  
I joined all the Norton clubs and go  
to all the meetings  
and give them Japanese machines  
terrible beatings

I never dream of Farrah, Cher or  
Bardot  
but there is one dream I do have,  
though  
it takes place in a supermarket  
where all the carts  
are loaded down with Norton parts

Now I've got a fastback or two  
a production racer and an ES 2  
my roadster and Player have brought  
me such fame  
that Brian Slark even knows my  
first name !!!!!

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winner of the AFM 200 mile endurance  
road race, Nov. 18, 1979, Sears Point.

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\* Teflon is Du Pont's trademark for TFE fluorocarbon resins.

## NORTON'S PROFILES

NAME: Robert Charles Bausch

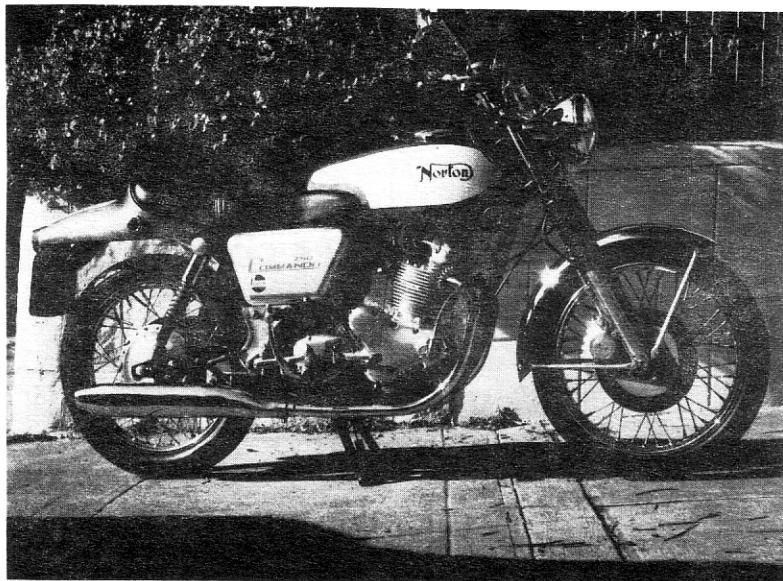
AGE: 41

BIRTHPLACE: San Francisco, CA

OCCUPATION: Freelance Graphic  
Designer/Illustrator

LAST BOOK READ: *Mistress of Mis-*  
*tresses* by E.R.  
Eddison (classical  
fantasy written in  
1935)

MOTORCYCLES OWNED: 1969 Norton Fast-  
back  
1978 Ducati  
Darmah



SELF-DESCRIPTION: A contradictory combination. On the one hand, a conservative perfectionist; on the other, a romantic with a reckless streak. (Very necessary to a freelance artist.) Also an optimist.

COMMENT: "I feel the N.O.C. is on the threshold of a new era. All Nortons are classics in a sense, since the end of Commando production. The Spares Scheme (as related by Adrian Page in the December NORTON NOTICE) is becoming more and more important, and its inventory more comprehensive. I think the N.O.C. will become instrumental in keeping the fine machines on the road and looking good for many years to come.

The Classic and Antique Motorcycle Association has just announced its 13th Annual Rally, and here's the announcement. As you can see, this year's rally will not be in Reedley, as it was last year, nor will it be in Visalia, as it's always been in the past. The site of the CAMA Rally for 1980 will be Lancaster City College in Lancaster, CA. That's right folks! Lovely Lancaster, way down there on the edge of the Mojave desert. It's very convenient for those of you who live in southern California, but a long way from the bay area. Nevertheless, we are going to have a Norton group there, and I have already started making plans.

Firstly, there are 20 rooms on "hold" at one of Lancaster's medium-priced motels, the Essex House. Rooms will be \$30 per night for 2, or

\$27 for 1 person. If you would like to stay there with the Norton group on Friday night and/or Saturday night, please send me \$15 no later than March 25th, and I will reserve a room for you. We plan to ride down from the bay area on Friday, May 2nd, and hope to be in Lancaster in time for dinner that night. All Norton enthusiasts are encouraged to be there at the Essex House Friday evening for whatever Norton festivities there might be.

On Saturday we'll all be at the rally and a special trophy will be given by the branch for the "BEST NORTON" entered in the Concours event. Hopefully all members with a Norton to enter will do so as soon as possible. If you need a copy of the entry form please let me know. I hope a lot of members will come. *Steve*

SEND YOUR \$15 FOR A ROOM RESERVATION TO: STEVE COBURN, P.O. BOX 236, LA HONDA, CA 94020

## **CAMA 13th ANNUAL RALLY LANCASTER, CALIFORNIA**

**MAY 3 - 4  
LANCASTER CITY COLLEGE**

**Concourse, parking lot rally, swap meet sign-in opens at 8 a.m. Saturday, May 3rd.**

**Judging starts at 10 a.m. sharp.**

**Dinner Saturday evening at 8 p.m. Entertainment, trophy presentation, movie, slides.**

**Poker run approximately 100 miles Sunday, May 4th starts at 10 a.m. sharp from Lancaster City College parking lot. Finish at 3 p.m.**

**Trophy presentation at 3:30 p.m.**

**Swap Meet Sunday 8 till 3 p.m.**

All entries from the 1979 CAMA Rally at Reedley, Calif. and all mailing list members receive this mailing. This should reach you in time to make your arrangements to attend, motel reservations, etc. before the rush of the general public. We had a good meet in 1979 at Reedley, but the town was just too small to accommodate the many people who attend each year. So this year we are going to put on the Rally in Lancaster, a much larger city with plenty of fine motels and restaurants. It should be convenient for all of us.

The headquarters motel will be the Antelope Valley Inn.

We will be at the Antelope Valley Inn from Thursday evening and can be reached at this number: (805) 948-4651.

Entry fee for both days May 3rd and 4th includes concourse, poker run, parking lot rally and participation plaque, this is the same as last year, \$15.00. We will accept late entries on the day of the meet but they will not receive a plaque and the fee will be \$20.00. We are not doing this to try to make money. We prefer not to have late entries.

All entries sent in by April 10th will be listed in the program, so be sure to fill in the year, make, and model on your entry form.

Last year's program with list of entries was very well thought of and will be done again this year. We will run the club ads again along with anyone else's who would like to donate a trophy.

These trophies will be for special classes over and above the regular CAMA awards. Also, British Motorcycle Parts will give a special trophy for Best British 2 stroke.

So, if you're interested in an ad in the program, please call (408) 659-4958 immediately, the deadline for ads will be April 1st.

If you have a good black and white 5x7 photo of your bike, send it in, we might be able to use it in the program! Send entry forms, checks, etc. to: CAMA, 13 el Cuenca, Carmel Valley, Ca. 93924.

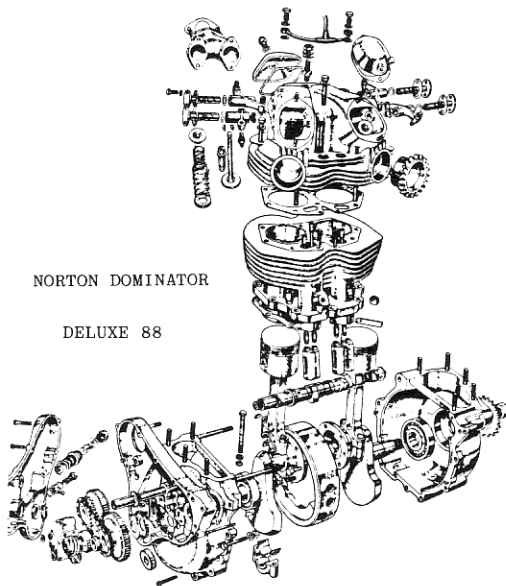
When you arrive, please go to the sign-up table and check in, you will receive your plaque and all important data as to what to do, when and where.

We have picked a beautiful route for the poker run, lots of neat twisty roads, wild flowers and different scenery. We feel sure you will enjoy it.

The dinner Saturday night will be catered by one of Lancaster's finest restaurants and will be prime rib with all of the trimmings for \$12 per person, reservations only. After the dinner will be trophy presentation, speeches, movies, slides, etc. Last year's dinner was enjoyed by all who attended. This year's should be even better. Doors open at 8 p.m.

All entry forms, dinner reservations must be in by April 10th. If you need more information, please call (408) 659-4958. Hope to see you in Lancaster May 3-4, 1980.

*Frank Conley*



NORTON DOMINATOR

DELUXE 88

Performing like a 40 cu. in. machine, the Norton Dominator de Luxe, completely surprised the test crew by turning in a top speed that surpassed any 500 cc machine tested to date. And the most amazing aspect of the whole thing, is the fact that the Norton can be ridden around town and in traffic as if it were designed for a mere 89 or 90 mile top speed. The urge down low was surprising and the acceleration equally as good.

When we received word from Hap Jones, the distributor in San Francisco, Ca, that were to have a new Norton, similar to the ones that were entered in Daytona this year, it immediately brought the thought to mind: would this machine be the same as those offered for sale to the general public? Upon checking further with Hap, we learned that the only difference between the Nortons that raced at Daytona this year and the ones being imported into this country is the twin carburetor set-up, which is available as optional equipment.

The "88" we tested was shipped directly from Hap Jones' warehouse in San Francisco to Milne Bros. in Pasadena where it was uncrated and assembled. The machine then was ridden around town until approximately 1000 miles had been covered. It was then returned to Milne Bros where the necessary minor adjustments were made prior to the speed tests.

At Rosamond Dry Lake, our usual test site, the wind was calm (at 7:00 am) and with the sun already showing bright in the desert sky we were assured of a near perfect windless day. After the usual setting up of the 1/10 mile speed traps and warming of the Norton's engine, we were ready for the tests.

Our first test was made without removing the muffler or air cleaner and the top speed was a low 94 mph. We might add that these components did hamper the top speed tests, since the Norton perked up to approximately 102 mph with these items removed.

The usual checking of plugs and jets ensued and with the able assistance of the well known TT star, Jimmy Phillips, the proper carburetor and plug setting was arrived at. The highest speed test made with a 300 main jet in the Mono-bloc carburetor and exactly 110.42 mph was recorded on two occasions.

We might say that this speed so surprised us that a re-measuring of the 1/10 mile speed trap seemed to be in order. It checked out exactly 528 ft between lights. And there you have it . . . the fastest 500 CYCLE has tested to date.

When we returned to Pasadena we decided in view of the high speed attained to carefully check the machine in fairness to everyone concerned. With Jimmy Phillips, Jack Milne, of Milne Bros, Hank Elfrink and Don Brown present, the Norton was dismantled and the valve timing and compression ratio checked. The result of the test is listed below (with a tolerance of one degree plus or minus). The valve timing of the British version is in parentheses.

Intake opens 38 (22) degrees before TDC  
 Intake closes 58 (57.5) degrees before BDC  
 Exhaust opens 57.5 (61½) degrees before BDC  
 Exhaust closes 26 (22) degrees after TDC

The compression ratio as checked was 8.3:1. The timing figures were arrived at with the aid of a degree wheel and a tappet clearance of .010 in. on both the intake and the exhaust valve.

The main features of the Norton engine are as follows: the power unit is a conventional vertical twin with a bore and stroke of 66 x 72.6 mm respectively, which gives a displacement of 497 cc. The valves are push-rod operated through a fully enclosed valve gear from a single camshaft. The light alloy connecting rods are fitted with plain bearing shells; the mains consist of a roller bearing on the drive side and a ball bearing on the timing side. The built-up crankshaft con-

sists of a central flywheel which is bolted between the two crank throws by four bolts and two studs.



An aluminum alloy cylinderhead is employed and the sensible combustion chamber and valve layout no doubt is responsible to a great extent for the high performance of the Norton. As can be seen from the exploded view, the intake valves are situated close together and valve location tapers out toward the exhaust ports, in other words the intake valves are closer together than the exhaust valves. The wide spacing of the exhaust valves insures good cooling. A short and smooth flowing induction manifold adapts the Mono-bloc carburetor onto the cylinderhead.

The lubrication system is of the dry sump type. Oil flows to the oil pump by gravity. The combination worm driven gear-type oil pump embodies the pressure feed gears and the scavenge gears. The scavenge gears are twice as wide as the feed gears.

Oil from the pump passes through drilled oilways in the timing cover to the hollow timing side mainshaft, the extension of which rotates in an oil seal located in the cover. The crankshaft is drilled to direct the oil to the plain connecting rod bearings. Surplus oil from the pressure relief valve fills the timing cover to a pre-determined level to lubricate the gears and timing chain. The lubricant then drains into the sump through a drilled orifice. An external oil line fed from the oil return line lubricates the overhead gear, surplus oil returning to the sump through a drilled hole in the rear of the timing side cylinder. The pressure relief valve is pre-set at the factory and not readily adjustable.

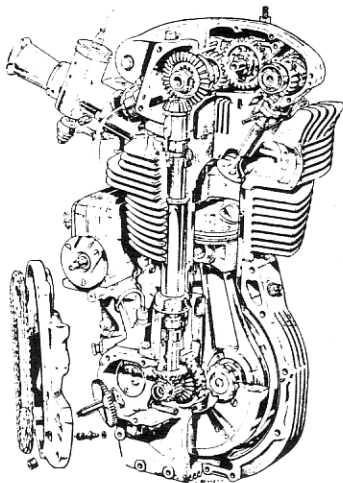
One of the good features of the Norton design is the mounting of the seat and fuel tank. It is possible to remove both in one minute.

The seat is fastened by two wing nuts which are situated centrally beneath the seat pan. Directly beneath the seat is a small compartment for tools. The fuel tank sits on rubber pads which are taped to the two top tubes of the frame, and it is held in position by a rubber covered steel strap which is tightened over the top of the tank by a single bolt under the seat. Removal of this bolt and bending back of the strap will enable the tank to be lifted out of position after the fuel line has been disconnected.

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For the quarter mile drag a 280 main jet was fitted to minimize the possibility of the engine loading up. The 20 tooth engine sprocket with which this Norton is equipped in place of the standard 19 tooth one, naturally held the machine back somewhat on this particular test, but a time of 15.86 sec. was recorded.

As we have seen before, the cam action deviated a little from the British version, but a highly satisfactory compromise must have been struck, for the Norton showed none of the vices of somewhat sporty cam-timing. The machine is very docile and entirely satisfactory in traffic at low speeds.

The photos show the construction of the famous featherbed frame of the Norton. This duplex frame construction, consisting of the welded double loop steel tubes must be one of the most rigid constructions for a given weight and this, coupled with the well proven Roadholder forks and the swinging arm rear suspension give the Norton their famous roadholding qualities which are so in keeping with their racing ancestry. The Norton provided one of the steadiest rides we ever had. Don Brown was able to place his chin directly on the tank while making the speed runs and, except for a front wheel that was slightly out of balance, the machine whisked along without the slightest sign of vibration.

While riding the Norton on the road, two things become apparent. First off, you immediately notice the amazing lack of vibration in the engine and running gear as soon as speeds in excess of 20 mph are attained. At slower speeds, the Norton will become slightly awkward...however, as soon as a quicker pace is set, the Norton settles down to a smooth and almost vibrationless ride. At the extreme high speeds, the Norton proved to be unexcelled in desired road holding qualities.

Summing up the mileage we put on the machine, it can be said without reservation that the Norton's high speed is equally matched with attributes of simplicity of design and quality workmanship. No doubt this machine will provide many a customer with a satisfying ride.

Don Brown  
Hank Elfrink



**cycle sports**

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DUNSTALL ODDS & ENDS  
**35% TO 50% off**

**2355 EL CAMINO REAL**

AT SAN TOMAS EXPRESSWAY

**SANTA CLARA, CALIFORNIA**

**(408) 247-1313**

**Brooks Cyclery**

TRIUMPH  
NORTON  
BSA

NEW AND USED PARTS  
TELEPHONE 295-4341  
(408)

MOTO GUZZI  
DUCATI

ED BROOKS  
OWNER

1615 ALHAMDEN ROAD  
SAN JOSE, CA. 95125

BROOKS CYCLERY HAS BEEN A NORTON DEALER EVER SINCE 1948 AND IS STILL SERVING THE BAY AREA WITH A COMPLETE STOCK OF NEW NORTON PARTS, TOOLS AND ACCESSORIES FOR YOUR NORTON.

\* ED BROOKS - OWNER - 31 YEARS

\* BOB RABER - PARTS - 20 YEARS

\* BILL MANKINS - SERVICE - 12 YEARS

IN ADDITION TO ALL THE OTHER GOODIES IN STOCK, BROOKS IS NOW OFFERING LOCALLY MADE MUFFLERS, HEADER PIPES AND 2 INTO 1 CONVERSIONS FOR ALL COMMANDO MODELS. THESE MUFFLERS ARE ACTUALLY BETTER THAN THE STOCK 750 TYPE AND LOOK VERY SIMILAR. CURRENT PRICE IS 20% BELOW STOCK.

MR. BROOKS HAS RECENTLY JOINED THE NORTON OWNERS CLUB, AND WELCOMES ALL MEMBERS AT HIS SHOP FOR A CUP OF COFFEE AND SOME GOOD NORTON TALK. STOP BY AND GIVE HIM SOME OF YOUR BUSINESS, OR JUST STOP BY TO TALK AND CHECK OUT THE BEAUTIFUL OLD MOTORCYCLES HE HAS ON THE SHOWROOM FLOOR. IT'S WORTH IT.

# TRADING POST

Current and prospective members may place Norton-related ads in the TRADING POST by writing the pertinent information in as concise a form as possible and sending it to the Editor. Ads will normally run for two months, but they may be renewed should the advertiser so desire. There will be no fee for any advertisement in the TRADING POST.

Commercial enterprises may advertise their goods and/or services in the NORTON NOTICE for a nominal fee which will help offset printing costs and thereby support the Northern California Branch of the NOC.

Commercial advertising rates are:

	<u>1 issue</u>	<u>3 issues</u>	<u>6 issues</u>
$\frac{1}{4}$ page	\$10	\$25	\$45
$\frac{1}{2}$ page	\$15	\$40	\$70

1971 Norton Commando Fastback. Yellow. Very low mileage. Excellent condition. Luggage rack, new tires.

\$1400 Firm. JOE TUBB  
BURLINGAME, CA  
(415)347-9266 after 6 pm

1971 Norton 750 Fastback. Good running shape but needs paint and some TLC.

\$900. 26,000 miles.  
(415)737-8994

1956 Model "99". 600cc Norton complete. Totally stock.

850 cc "74 parts reasonable.  
Call after 8:00 pm, ask for Mike or Greg.  
(408)736-2224

1975 Norton 850 Commando (not a Mark III). White with red and blue trim, 4000 original miles, immaculate condition, original owner. Asking \$1,700 and will consider trades. I would also appreciate any leads on a Vincent Black Shadow.

ANDY ZITELLI  
(415) 327-8777

For Sale-Front hub, caliper, and master cylinder for 1975 Norton. \$100.

Engine, Triumph 500 cc. twin. \$125.

WAYNE SEEBERG  
(415)229-0414

1950 Velocette 350 MAC  
Semi-complete. \$425/B.O.

1964 Triumph Daytona. Totally restored. Immaculate. \$1,000.

Dennis Magiri  
(415)586-7756

Wanted-1975 Commando Mk III Mufflers  
Have Wassels and Cash

DENNIS POWELL  
(415)534-1970 Wk  
(415)636-1798 Res

Late 72 Dunstall Norton 810, fresh barrels, pistons, rings. Balanced, all threads helicoiled and chamfered.

Quaife 5 speed with webbed case, Borranis, TT100's, Twin disc (Dunstall) front end, Dunstall Mark II Head (PM Custom guides, PC Seals, Sifton (S&W) Springs, retainers... Ported, etc.) All parts new. Fresh valve job. Mercury outboard coils.

Dunstall 2-1-2 exhaust, Interstate glass tank, glass fender, all midnite blue, Cibie Lamp.

2500 original miles, meticulously maintained and cared for. Tach/Speedo calibrated by Nisonger/LAX.

All original correspondence/tests/etc. with Paul Dunstall, all receipts.

Best offer.

David L. Severini  
(415)692-1332 Days



## NEW HOSS CYCLE PARTS AND SERVICE

Steve Murray, co-owner of New Hoss Cycle, is an associate member of the Northern California Branch. If you're looking for "the long deal" on TIRES, TUBES, BATTERY, etc. for your Norton or Japanese bike he is the man to call. He really wants your business, and will give you a good deal.

Unfortunately, New Hoss does not service English bikes. (Yet?) However Steve hopes all you Norton fans with a Japanese bike will stop by and chat sometime. If he can do anything for you let him know.

## NEW HOSS CYCLE PARTS AND SERVICE

MIKE DORKEY  
STEVE MURRAY

1001 MAIN ST.  
CORNER OF MIDDLEFIELD  
REDWOOD CITY, CA  
366-1336

# selby motors

- motorcycle sales
- self service
- accessory dept
- complete service dept.
- machine shop
- insurance
- notary service

See Jack Morris, a branch member and Norton enthusiast for quite a few years, if you're looking for parts or accessories. Jack's got the goodies and will take the time to make sure you get exactly what you need.

Selby's service department is in the able hands of Alan Hook, an experienced Norton mechanic and also a branch member. If the Nort isn't running right and you're unsure about what to do, take it to Alan and he'll see that it gets back into tip-top shape.

346 El Camino Real  
Redwood City, Ca. 94062

(415) 369-4112



## T. T. Motors

2800 Adeline • Berkeley, CA 94703  
(415) 845-8235

**NORTON ENTHUSIASTS:** We specialize in Early and Late Commando Parts, and we offer a complete Service and Machine shop for your Norton work.

**STOP BY AND VISIT - CHECK THESE ITEMS OUT!**

- \* COMPLETE LINE OF BRITISH TOOLS
- \* NEW BLACK ROADSTER TANKS
- \* FACTORY WORKSHOP MANUALS: MKII & MKIII
- \* COMPLETE GEARBOXES, CASES AND GEARS
- \* SPEED EQUIPMENT:
  - MEGACYCLE AND NORRIS CAMSHAFTS
  - PM RACING VALVE SPRINGS AND GUIDES
  - BRANCH RACING VALVES
  - SINGLE MIKUNI KITS
- \*SERVICE DEPARTMENT--BUILDING AND MODIFICATION OF STREET AND RACING MACHINES:
  - EXHAUST PORT REPAIR
  - VALVE JOBS
  - CYLINDER BORING
  - HEAD MILLING AND SURFACING
  - MAGNAFLUX
  - AND MUCH, MUCH MORE!!!

\*FINALLY WE OFFER A 10% DISCOUNT ON ALL NORTON PARTS TO MEMBERS OF THE NORTON OWNERS CLUB  
(Service work is not included)

## MOTORCYCLES UNLIMITED

### Sales and Service

ALEX S. MCLEAN  
OWNER

(415) 924-0327  
8776 PARADISE DRIVE  
CORTE MADERA, CA. 94925

Motorcycles Unlimited is the fine bike shop up in Marin that Branch member Alex McLean has been operating for these many years. If I'm not mistaken, Alex McLean is the very same Alex that Fred (our old hero in the ODD BODKINS strips) always called whenever his Norton blew a piston or whatever. With a reputation like that, you can be sure that it's a good place.

As always, Alex has the largest stock of Dunstall accessories for your Norton in the bay area, as well as good supply of Norton spares. He also has the biggest volume of accessories I've seen in these parts, and a huge showroom full of all kinds of motorcycles. Believe it.

Of interest to classic motorcycle buffs are the two Manx racers on display in the windows upstairs. If you've never had the pleasure of seeing one of these famous machines up close, that alone would be worth the trip to Corte Madera.

LARRY RANDALL

English Specialist

### West Bay Cycle Dismantlers, Inc.

ENGINE REBUILDING & MACHINING FACILITIES  
USED PARTS & ACCESSORIES  
USED MOTORCYCLES

750 San Antonio Road  
Palo Alto, California 94303

(415) 494-8033

10% DISCOUNT TO NOC MEMBERS ON  
ALL NEW AND USED PARTS. A DEAL!

Larry Randall and Jan Barton are good people to know. At WEST BAY they have many used Norton parts at reasonable prices, as well as the expertise to help you solve any tricky problems that come up the next time you try to do some repair job. They are definitely the first people to call if you live on the peninsula and don't have the part you need, or the foggiest idea how to put the old Nort back together again.