



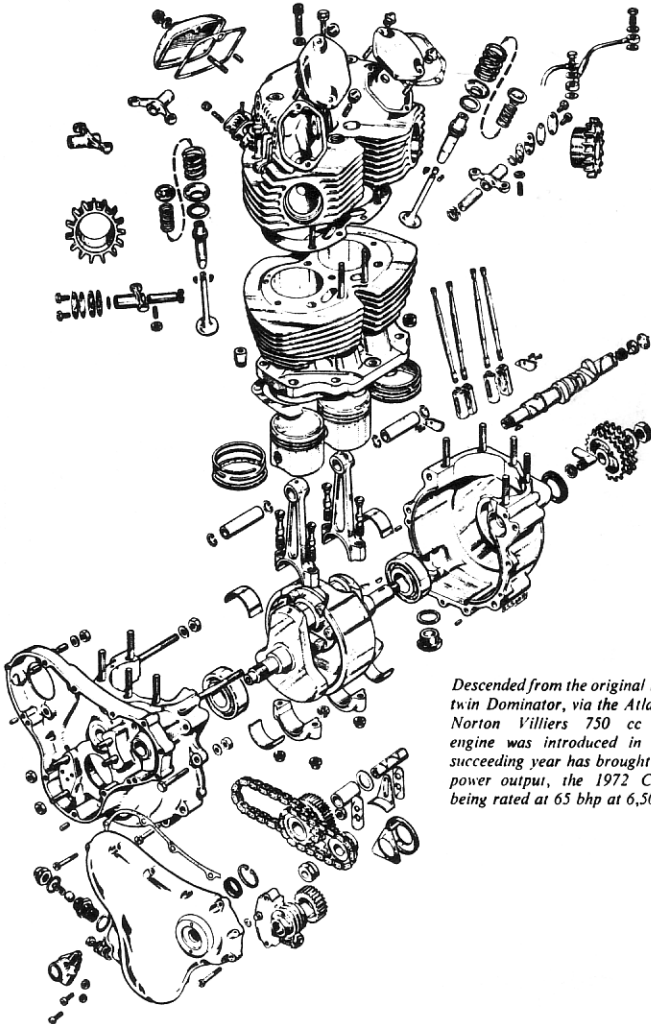
Norton Notice



The Newsletter of The Northern California Branch

VOLUME 3 ISSUE 8

SEPT-OCT 1980



Descended from the original 1949 parallel twin Dominator, via the Atlas model, the Norton Villiers 750 cc Commando engine was introduced in 1967. Each succeeding year has brought increases in power output, the 1972 Combat type being rated at 65 bhp at 6,500 rpm.



THE EXHAUST NOTE



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.

Well....

Here we have another N.N. even though the issue of monthly vs. bi-monthly publication was not brought up at the last meeting. I think the matter should be decided by the membership right away. The issue is whether to spend \$1200-\$1600 a year on the newsletter or just \$600-\$800. With monthly publication almost all of the dues from the branch treasury will be depleted each year just to publish the newsletter. Is this what you want? Come to the next meeting and help decide.

I really hadn't even planned to put out a N.N. this month because of the original vote for bi-monthly publication and I was especially anxious to spare the membership any more mumbling from my stack of soap-boxes. I brought up a few points at the meeting that I first spoke about in the last issue of the N.N. Steve Coburn misinterpreted what I was saying and has written about it in his message on page 4. (You may want to read that now before going on.) Consequently I feel that I should clarify what I meant so that the membership can judge the points on their true merits.

I want to mention that the following should be taken only as a personal opinion of one of the members. Also do not read anything into it. Do not assume any more than I say. It is not a criticism of the club so much as it is a reaction to what I see is a slow change in our club. If this is the way the club wants to go I will just have to go along with it.
O.K. Hang on now- Here we go....

Last month I retyped the mailing list by geographical area to speed up quite a few problems in the logistics of putting out the N.N. Having done so I came to the realization that a significant portion of the members of our branch are not from the No. Calif. area. About 20-25 are from other parts of the state and an additional 25-30 are from outside of Calif. entirely with another 3 in England and 1 in Guam. This is not mind-bending in itself but most of these people have joined over the last 1 1/2 years and I thought the membership in general should be aware of it. Why?



The Newsletter of The Northern California Branch



Well, when I joined, I wanted to be a member of a small closeknit group of Norton Owners. Now, it seems, we are becoming something else. We are expanding into an international sort of group with the N.N. as the focal point. People don't have to live in No. Calif. nor do they have to own a Norton to be a member of the Northern California Branch of the Norton Owners Club.

At the meeting I pointed this out and said that in my opinion the club should try to maintain its geographical branch identity and its identity with the Norton motorcycle. I suggested limiting membership with respect to No. Calif. residence and Norton Ownership. I did not suggest weeding out current members when their membership is up for renewal. I'm just not that callous a person. I do not feel that we should solicit membership from persons who do not meet the above criteria, but people who are members now are members. Some such as Leo Schwartz in Virginia and Art Sirota in L.A. make good contributions to our branch. They should be allowed to remain members if they feel that they get a benefit from our club. Logic says that attrition would reduce their number from the 20-25% of membership they now occupy to a more reasonable number.

Although each member who joins does contribute \$10 to the treasury I don't feel that is a real issue. We should be concerned with the quality of service we provide for our members not how many members we can service. As it is, the N.N. is the only service alot of members get. It has taken on a "magazine" identity instead of the newsletter it's supposed to be. Some people have said "just let them subscribe". Well, the more members the more work. Although there is a cost benefit with a membership over 200 we are now at about 240 and there is no additional benefit with a greater number. There is only a further drain on our already limited reservoir of volunteers. Steve Coburn burned out on the N.N. after 2 years when the average membership was about 150. Carolyn Scott got tired of the workload after 10 months. Of the 3 original volunteers for the N.N. 2 could not find extra time in their schedules to put in alot of time. 3 others were called on to help.

The more reasonable the size of the membership the more reasonable it will be for a member to help out with the administration of the club's business.

Now then, I feel that the energy that we are now expending in attracting these out of area members and in keeping the bookwork in order should be turned inward towards the local members and the bikes.

I think we have lost some sight of what the branch was meant to be and surely what the branches are in England. The most important aspect of the N.O.C. as illuminated by Adrian Page at the Edinburgh Castle last year is the spares scheme. Yet our branch has been making no effort to establish the scheme as a real benefit of branch membership. This, I feel, is the most important part of the N.O.C. It should be at the top of the list of things to accomplish. As an example the money saved from using a bi-monthly publishing schedule would allow our branch the opportunity to begin the spares scheme. We could purchase the most commonly needed spares and tools so that the time lag and logistics (the only real reasons for the apathy shown towards the scheme) would be eliminated.

Well, I could go on with this forever so I'll try to stop now. This has not been as concise as I would have liked, but you get the picture. This is how I feel. When you pare away all the bull it comes down to a matter of principal. I would like to be a member of a small group with lots of identity instead of a large group with no identity. How you feel is even more important. You should come to the next meeting and let others know what you think. It's important and it's important now.

As a last note, regarding the petty bickering Steve mentions in his message. I think the meetings take on this tact because individual members do not address their statements to the meeting but rather to a specific person they disagree with. Eventually it does sound like bickering. I try to speak to the members, they are the club. If everyone tries to do the same maybe people won't be so shy and more will speak up. Sorry about all this. If sorry isn't enough just tell me to blow it out my ass. That's what the name of this column refers to anyway.

Later, Gator.



The Newsletter of The Northern California Branch

September greetings to all Norton Nuts! Before I ramble on about all the other exciting things I have to tell you about, I want to thank all those who came to the "Rally in the Redwoods" last month and especially those of you who were so generous with your time and energy. If it hadn't been for you I don't think the Rally would have gone nearly so smoothly, and I know for sure I wouldn't have been able to enjoy it as much. You all know who you are and what you did to help us, so let me say a simple "THANK YOU" and leave it at that.

Now what's new with the Northern California Branch of the NOC? First of all people are starting to do things for the Branch, and that's helping to take much of the load off the shoulders of those who've been working all along. Harvey Loucks has volunteered to serve as a Ride Coordinator for all of our scheduled group rides. I plan to nominate him for this position at our September meeting at the Redwood Inn in Oakland, and hope that he will be duly elected by the members present. What Harvey will be doing, essentially, is planning our Branch ride each month, passing on the appropriate info. to Michael Heth for publication in the NOTICE, and then helping to keep things organized on the actual ride. He has suggested that future Branch rides be a little different than those in the past, in the hope that they would be safer and more enjoyable. We all know that some of us like to go fast while others like to go at a more sane speed, and we've decided that the best way to compensate for these differences is to announce a starting point and a destination for each leg of the ride, and then let each rider take his own route and time getting to that venue. We will try to have maps available for anyone not familiar with the routes, and allow a sufficient amount of time for slower riders to get back to the group before the second leg of the ride begins. I foresee this working very well in many ways, and hope that others agree. It will allow a guy who's late in the morning to join the group at its planned lunch stop, and eliminate the need for anyone to try to play catch-up in order to avoid getting lost. It will also provide an opportunity for people to take an alternate route if they wish to do so. Basically it will give all of us more of the freedom we need to ride where, when and how we want to, without affecting the rest of the group in any way. We'll give it a try on the September ride and see how it works.

Speaking of which, Gerry Reynolds of Pacific Grove and Dan Kyle of Carmel Highlands have very kindly extended an invitation to the Branch to come down to the Monterey area for a weekend ride this fall. They've promised to show us some good Norton roads and some good times in their neck of the woods and if things go according to plan it will be the ride for this month. Look elsewhere in this issue for a detailed announcement from Harvey. From what I've heard so far I'm sure this is going to be a lot of fun for all. I'll have my sleeping bag loaded on the black beast and look forward to seeing you. I know that a lot of you have never taken a weekend group ride and have your doubts. Well, why not get out the old sleeping bag and come give it a try? I suspect that you might be pleasantly surprised to find that it really can be a lot of fun. I do know that there are some really good roads up in the hills east of Monterey and Carmel, and I'm looking forward to exploring some of them. Hope you'll come.

I am also very pleased to announce that Maya Peterson and Scott Marburger have expressed an interest in serving the Branch as Events Coordinators. Although I have not been able to confirm this, I hope that it is indeed a true report and that when I nominate them at our September meeting they will have the approval of all present. Those of you who know Maya and Scott personally are aware of their obvious enthusiasm for the Club. I am very confident that when it comes to getting our monthly meetings and other Branch events organized, we couldn't find anyone who'd do a better job than Maya and Scott. Their participation in the planning and organizing of our regular events will be most welcome and will no doubt greatly improve all aspects of said events. Thanks to both of them for the offer of help, and I look forward to working with them in the months to come.

While on the subject I would like to ask all interested members to feel free to speak up at any time and offer suggestions, ideas and, when appropriate, constructive criticism to those of us who have volunteered to work for the Club. If you have any ideas for meetings or rides, etc., let the appropriate people know. If you don't like something we do and have an idea as to how to do it better, then by all means let us know. I personally feel that petty bickering at Branch meetings is not particularly constructive and would hope that we can avoid that sort of thing in the future. But I do want to encourage members to let their feelings be known when there is an issue to decide, and as long as I am the President of this Branch I will continue to work for the will of the majority. Whenever it seems that a relatively small but vocal minority of the total membership is trying to push some significant change through at a Club meeting, I will insist that we have the issue well publicized in the NOTICE so that all members will be aware of it and be given the opportunity to express their own opinions. I strongly believe that this will work to the Club's advantage in the long run.

I do not wish to make this sound like one more editorial, but I do want to let those members who were not present at the August meeting know what transpired. Michael Heth brought up the issue of how many members we have and the fact that many of them do not reside in Northern California. It was his contention that these people who live elsewhere are not active in our Branch and that perhaps we should consider not renewing their memberships when they expire. Many members at the meeting apparently agreed with Michael, but there were also many of us who felt that our non-Northern Californians are helping the Branch with their dues and that for that they should be welcomed in our Club. It seems to me that since we have so many members who do live in the local area and yet do not choose to participate in Club activities, it makes very little sense to weed out inactive members on the basis of geography. I welcome your opinions. KEEP ON NORTN!

Steve



ANOTHER NORTON PROFILE
by Brian Halton

MS. MAYA PETERSON

She's the girl in black leathers. She's the brown eyed girl. She's the girl in San Francisco. She's the girl in your rear view mirror. She's the girl in the parts truck flagging you down. She's the girl in the supermarket line carrying the helmet with Norton emblazoned on it. She's the girl who is always stopping you and asking if you are in the club. She's the girl who has recruited more Norton riders into the club than anyone else I know. She's the girl who's legs seem to go on forever. She's the girl in pig-tails. She's the girl in live with the machine. She's Maya Peterson and she's really something.

Ms. Maya who is a native San Franciscan has owned 3 Nortons; a 1956 Dommi 99 , a 1964 G-15 , and a 1969 Fastback. She works as a truck driver for an auto parts company (you should see the truck, it must have 20 Norton stickers on it)

Maya first joined the club in 1974 and was the first female member, actually she was an honorary member because she didn't own a Norton.

When asked if she had a dream bike, she said she owns it; her 1969 Fastback (recently painted silver and rejuvenated by the legendary Dennis Magri), but she admits to being attracted to European twins " A Moto Guzzi Lemans makes my heart throb and a Ducati gives me tingly hands".

Maya loves to see the club grow. Could the girl who has recruited so many members in the past add a celebrity to her list? Rumor has it that Clint Eastwood owns a Norton and is not yet a member. Go Get 'em Maya!!

1980 Rally In The Redwoods

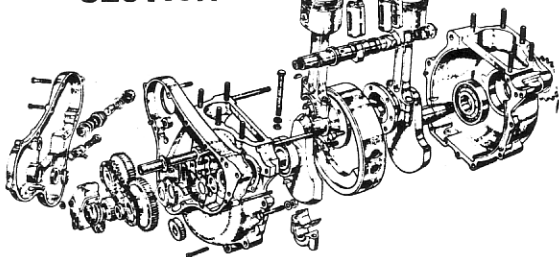
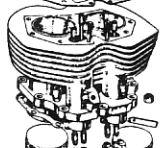
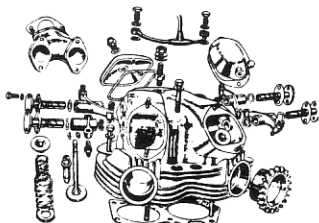
When we learned the 1980 Rally in the Redwoods would be held just an hour from our home in Ukiah, we were pretty excited. This was our first Norton gathering and we had a great time! We had never seen so many Nortons -- it was fantastic. The rally was well-organized and the field events were great. But...look out next year, we're going to be practicing. Everyone was very friendly. (Thanks again to the folks who loaned us their tools and gave us advice (and sympathy) when our 1975 850 Commando had a bent valve!) Thank goodness it was repairable and we were on the road in two days. We met several couples we can get together and ride with. We also have new t-shirts, pins, belt-buckles, and patches to further identify ourselves as Norton owners!

The Rally in the Redwoods was fun,
We rode our Nortons under blue skies and sun,
Field events were challenging and daring,
Dust and smiles were what everyone was wearing,
The river water was refreshing and cool
Tech sessions taught us of Nortons and tools
The barbeque dinner was great
as was the pancake breakfast we all ate
Two hundred ninety people gathered together,
the Norton spirit could have been better
To be a part of this event was a wonderful thrill
so.... see ya'll next year in Knoxville!!!!

Wishing lots of good times to all fellow Nortinos,

Geof and Rollene Billings

1101 W. Standing St.
Ukiah, CA 95480



TECHNICAL SECTION

For those of you with pre-Mark III Commandos, here's a little modification that Mark Gribble and I came up with to lock the swing arm pivot shaft into the engine cradle. As most of you know, after a period of time the hole in the engine cradle becomes oviform so that the pivot shaft is able to pivot laterally about the central retaining bolt, and the handling of the machine becomes similar to a Flexi-flier. This modification is along the idea of welding some nuts to the pivot shaft tube in the engine cradle, but in this case the extra bolts are threaded into the hard steel of the pivot shaft itself.

We don't know what the long-term effects of this method are, but we have modified all four of our Commandos with excellent results. At any rate, it beats installing a new engine cradle, and this modification can be done without welding equipment. A grinder, a slow speed drill with good quality bits, and a tap are required, however. It would be a good idea to use a new pivot shaft and bushings if there is any wear on your old parts as this job only solves the problem of excess clearance towards the center of the shaft, not on the ends.



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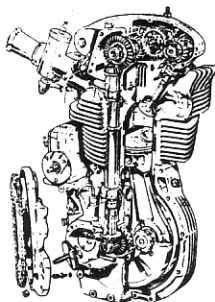
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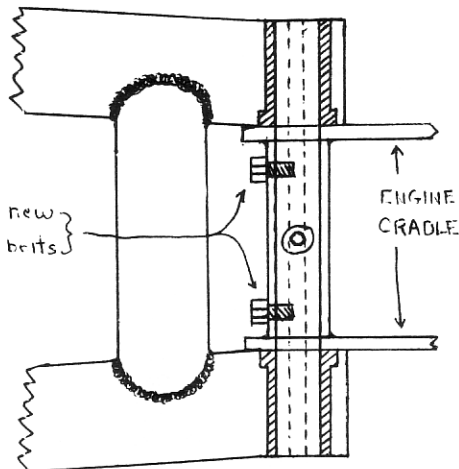


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The steps are as follows:

1. Remove the rear wheel, brake assembly, and swing arm.
2. Drill two horizontal 5/16" holes in the pivot shaft tube of the engine cradle, approximately 1/2" from the ends of the tube. (See accompanying diagram.)
3. Insert the pivot shaft into the cradle tube and mark the centers of the holes with a marking pen. You'll find that if you try to use a center punch at this time, you'll ruin the point of the punch because the shaft is surface hardened.
4. Remove the shaft from the cradle and grind flat spots about 3/8" in diameter centered on the pen marks. This will remove enough of the hardened surface metal to allow you to drill the shaft.
5. Re-insert the shaft and mark the centers again to check your grinding accuracy. If you have ground away enough of the hard surface metal, you can now use a center punch.
6. Remove the shaft and drill and tap both holes. We used 5/16" x 24 stainless steel bolts on our bikes, but 3/8" bolts could also work. Use good quality drill bits at a slow speed and be careful as the bit nears the inner wall of the shaft because the surface hardening is still intact in that area.





7. Using Loctite on the bolt threads and a little sealant and a washer under the head of the bolt, install the swing arm. If the long, thin bolt that holds the end caps onto the swing arm interferes with the two additional pivot shaft bolts, now is a good time to install shorter bolts -- before the Loctite cures and the rear wheel is in place!

Gene Austin

inp..inPU..INPu..INPUT there! That's it! That's what we need. Who Needs It? Your fellow Norton Owners, that's who. And they need it from you. My plea for dumb but usable ideas in the last issue resulted in the really first class technical tip from Gene Austin in this issue. Now it's your turn. Fire up that ol' writing utensil and get that valuable contribution into the Norton Notice. Hand scrawled is acceptable as long as it's decypherable by another Norton Owner. This is your newsletter and you own a real motorcycle so shrug off that case of Jap Apathy and get the lead out.

AUCTION NOTICE:

Don Fensler's Antique Motorcycle Acution Co is holding a classic bike auction in San Mateo at the fairgrounds on Sunday, September 14. About 60 bikes will be auctioned including several old Nortons. Doors open at 9:00AM; the auction starts at 1:00PM. Admission is \$3.00 at the door.



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.

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CLUB EVENTS CALENDAR

DATE	TIME	PLACE	EVENT
9/11	7:30	Redwood Inn Oakland Hills	Branch Meeting
9/13	10:00	Howard Johnson's	Branch Ride
10/9	7:30	London House Palo Alto	Branch Meeting
10/12	10:00	Bay Bridge Toll Plaza	Branch Ride
11/2	10:00	Sears Point Raceway	A.F.M. Endurance Race, with Mark Ingall's Norton.

This calendar listing may have to do for the next 2 months. Unless the membership votes to return to a monthly publishing schedule I do not feel I should put out the newsletter next month. The timely information is listed above. Retain at least this page for future reference. If you have read my column at the beginning of the N.N. you know my feelings on the subject. Now would be one of the better times to begin attending the club meetings. At the last one at Edinburgh Castle a motion was made to limit the membership to No. Calif. and Norton Owners. It was decided to await the vote till the next meeting when more members might be present. The Oakland Hills are a nice place to ride so a dreary place to go is certainly not a good excuse. Actually if you have any strong feelings at all about this branch there is no excuse not to attend. Fire it up and be there.

THE SEPTEMBER RIDE -- A SPECIAL END OF SUMMER CELEBRATION

A most interesting ride with an overnight option is planned for September through some beautiful country not yet visited on one of our monthly outings. Our hosts for the ride are Gerry Reynolds and Dan Kyle, two long-time Norton enthusiasts and members of our branch who live in the Monterey area. They are offering their knowledge of local Norton roads and cafes as well as their homes for those who wish to bring a sleeping bag and spend the night.

We will meet at Howard Johnson's Restaurant on First St. in San Jose (between 101 & 17) at 9:45 and leave promptly at 10:15. From there we will head south on 101 on interesting side roads to our luncheon rendezvous with Gerry and Dan at Jardines' Mexican Restaurant in "downtown" San Juan Bautista, located at the intersection of 3rd & Washington Streets. After lunch we will head across 156 to Hwy 25 and south past the Pinnacles National Monument to King City Road (G13), then over to King City itself. We will then go north on 101 a few miles to the Greenfield exit where we will cut over to Carmel Valley Road which will take us on up into the Monterey area. Here we will end our ride at Dan's Ducati/Guzzi shop at 1150 Fremont in Seaside where we can regroup, enjoy a few libations, and "kick tires" (Gerry's term) while we decide where to eat dinner.

Our arrival time at Dan's shop will be around 4:30 so that those who want to return to the Bay Area can do so in daylight. For those who wish to stay overnight, the party will roll on to dinner then to Gerry's place (or Dan's if we overflow).

After a good night's sleep (?) some of us will head back to San Mateo Fairgrounds for the Classic Motorcycle Auction, but most will wish to ride south along the Big Sur Coast to Nacimiento Ferguson Road, over to 101, and then back home.

The mechanical description I've given of the route does no justice at all to the beauty and pastoral peacefulness of these roads. In addition, the four-wheeler traffic is minimal, and there are a number of wineries along the route for those who wish to tarry. If it sounds a bit confusing, take heart because maps will be handed out at HoJo's. Destinations are clearly specified, so that folks may ride at whatever pace they want and still end up at the same place. Gerry's place is at 514 Tenth St. in Pacific Grove, and his phone is (408)373-8197 if you want details on accommodations. It should be a great end of summer ride.

See you all there!

Harvey Loucks



The Newsletter of The Northern California Branch

The October club ride will be held on Sunday, October 12. We will meet at the Bay Bridge toll booth parking lot around 10:00 A.M. and depart at 10:15 sharp. We won't be stopping for gas soon, so make sure you have plenty when you arrive.

The destination is the Ryde Hotel, a refurbished former speak-easy, which is on the Sacramento River about 2 miles west of Walnut Grove on Highway 160. We will try to avoid using freeways to get there. If anyone finds it more convenient to meet us here for lunch, we should be there between noon and one o'clock. After lunch, the plan is to ride around the area in which there are numerous levee roads, islands, and free cable operated ferries. We might also visit the town of Locke.

Gene Austin

TRADING POST

73 NORTON Commando Roadster with 5700 original miles, immaculate condition, never bumped or dropped. Dunstall mufflers, w/non crossover '72 headers. Included, complete workshop manual, extra air cleaners and Bell Star full face helmet. \$1700

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For Sale: NORTON Tube Tops for Ladies, one size fits all. Black NORTON logo on; white, red, yellow, red w/blue cuff. Specify first and second choice. \$5.00 plus \$1.00 for postage and packing. Checks OK

Adrienne Skillington
150 Borica Way
San Francisco, Ca.
94127

75 NORTON roadster, white, blue, red, good condition, rearsets, mufflers and rear wheel only nonstock items, have most original parts. \$1200

New SHOEI quarter fairing, \$50
New Lockhart oil cooler, \$40
Dunstall 2-1-2 pipe, \$30

415-967-7063

Brian Evans
1669 Tulane Dr.
Mt. View, Ca. 94040

Also, I have detail drawings of parts required for rearsets on a '75 and can provide some assistance to make it slightly easier for someone else than it was for me.



FOR SALE:

- 1) 1969 Fastback. 6000 mi on engine rebuild. New black lacquer. Oil filter and cooler. Beautiful. \$1850.
- 2) 1972 Combat. 1 mile on new engine, forged pistons. Yellow and black. \$1350.
- 3) 1974 Roadster 850. Mint. Red. Right hand shift, pre-electric start. Stored five years. Brand new Boyer, single Mikuni (plus Amals), oil cooler, tool kit, shop manual, spares plus new smoke Lexan fairing. Possibly the finest example around for \$2400.

Paul Garson
3300 Palm Drive #409
Fullerton, CA 92631
(714)996-2466

FOR SALE: One pair new John Player Norton black chrome mufflers. \$160.

Art Sirota
(213)843-0651

FOR SALE: 1964 Atlas. Engine, trans, frame all good. Runs well but not complete. No documents - long, sad story. B/O or trade for dirt bike.

Ed Gustin
4553 Lincoln Road
Yuba City, CA 95991

WANTED:

- 1) One 17"x24" promotion poster for 1975 John Player Norton-- Name your price.
- 2) Four or more persons interested in purchasing Campbray mag-type wheels for their Mark III Commando. Straight replacement front and rear wheels at a great price! Well, a good price.

FOR SALE:

NEW Dzus fasteners for Commando side covers; \$3.50 each includes shipping.

Bob Marshall
1924 Kentucky St.
Redwood City, CA 94061
(415)369-0597 Evenings

FOR SALE: 1972 Norton 750 Combat Commando. Black, stock. \$795. Call Fred at (408)289-8528.

FOR SALE: 1975 Norton front hub, caliper, master cylinder, outer slider tubes for front forks, springs, and internal part for front forks. \$100. Call Wayne Seeberg (415)229-0414.

PARTS NEEDED FOR COMMANDO 850 INTERSTATE (1974): Front wheel assembly, Dunlop ribbed tire (type VI), Fork tubes, Damping rods, Fork gaitors, Fork slider-caliper side, Front axle, Front fender and braces, Shift lever, Kick lever and shaft, Right side cover (black), Interstate tank (black), Timing cover and cap, Right exhaust pipe (Interstate type), Reverse cone muffler (Brooks type), Stock Interstate handlebar. Call Steve Coburn at work (415)497-6601 or at home (415)747-0687.

Wanted: Set of NORTON Commando high crossover pipes, and/or mounting hardware.

Bill Sarnoff
3408 Richmond Blvd.
#201
Oakland, Ca. 94611

FOR SALE: 1972 Norton Combat Commando. Classic, clean and quick. Dunstall 2-1-2 exhaust. New seat ordered but hasn't arrived as yet. \$1900. Shop and compare. Call Tom Skillington at (415)239-2539.

NORTON GARAGE SALE:

- 1) 18" WM-3 rear wheel assy w/ alloy rim and new 4:25/85 K91 or Michelin. \$50/exchange.
- 2) Cherry 750 frame. \$150.
- 3) Exc. Interstate tank, seat, and side covers. \$225.
- 4) 750 front end. \$150.
- 5) Cherry fiberglass Roadster tank. \$40.
- 6) Complete MKIII rear disc assembly including wheel, hydraulics, swing arm, and sub-frame. \$200.
- 7) Complete transmission. \$175.
- 8) Also many engine, transmission, and clutch parts for sale or trade.

Call Harvey Loucks days (415)857-6039 or evenings and weekends (408) 255-7356.

P.S.:

- 9) Also very nice original '73 850 with new exhaust system, exc. tires, no tears or dents, and recent tune-up/oil change. 17K miles. \$1175 or best offer.

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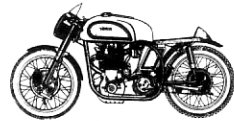
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