

Norton

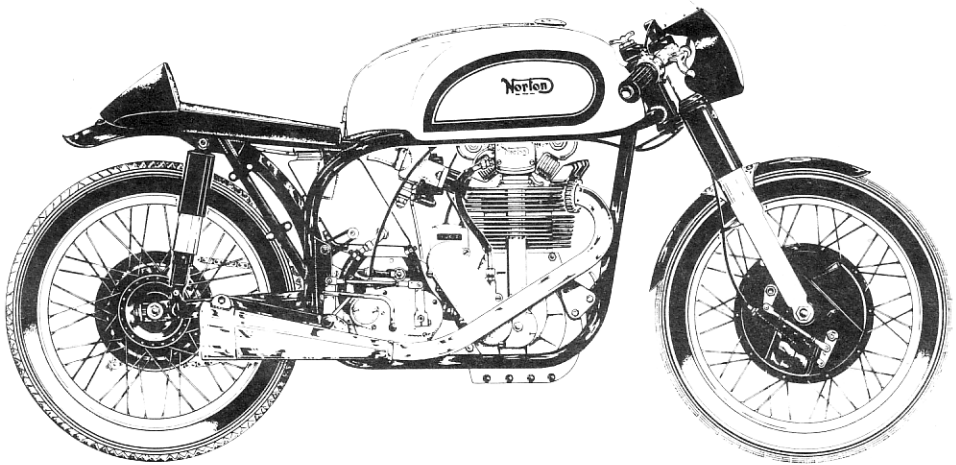
Notice



Newsletter of the Northern California Branch

NO. 49

JUNE 1982



This is:

- A. Honda's latest "custom" bike with patented One Plus One™ overhead cam and Britstar™ wheels
- B. a cat from across the pond
- C. a machine of some notoriety
- D. a triskelion (look that up in your dictionary!)
- E. some of the above
- F. some of the below

Norton Notice

is published monthly by the NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB. Its sole purpose is to inform and entertain members regarding all aspects of the Norton Motorcycle including history, technical advice, and preservation of the marque.

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Norton Notice is a reflection of its readership who are encouraged to submit any article, technical tip, joke, or photograph (original or otherwise), so long as it is in good taste, so that other Norton enthusiasts can enjoy it. For branch members who cannot attend meetings and rides, Norton Notice affords them an excellent opportunity to share experiences and information with the membership at large and to bring the branch members closer together. The deadline for items to be submitted for the following month's publication is the 20th of each month. Current or prospective members may place ads for Norton-related material in Norton Notice by sending the information to the Norton Notice staff at the address listed elsewhere on this page. There is no charge for private ads.

Due to a lack of interest by anyone within the branch in organizing any dealer or related business advertisements, the advertising price structure that previously occupied this space has been dropped. Please don't send in any more requests for information concerning business ads as the ads are more trouble than they are worth. If you want to read outdated ads, look in the yellow pages of the phone book.

Membership is available in three categories:

FULL MEMBERSHIP gives membership in the NORTON OWNERS CLUB with its benefits and privileges such as bi-monthly issues of ROADHOLDER MAGAZINE sent directly from England keeping members abreast of Norton owners activities from around the World, the SPARES PROGRAM that allows one to buy Norton parts directly from England at an attractive, low cost, and full voting privileges at all NOC and Branch meetings.

ASSOCIATE MEMBERSHIP is established for any Norton owner wishing to be associated with the Northern California Branch and are welcomed at all meetings, rides and other functions. Members are urged to become FULL MEMBERS as they become familiar with NOC advantages and benefits.

SOCIAL MEMBERSHIP is established for Norton enthusiasts who have not yet bought their Norton to become familiar with NOC and Branch functions and to assist them in finding a Norton suited to their needs. Although Social Members do not have Branch voting privileges, they are welcome with their ideas at all Branch functions.

FULL MEMBERSHIP: \$25.00/yr.

ASSOCIATE MEMBERSHIP: \$10.00/yr.

SOCIAL MEMBERSHIP: \$10.00/yr.

ALL MEMBERSHIP DUES ARE PAYABLE TO THE BRANCH TREASURER. RENEWAL DUES ARE PAYABLE AT THE END OF THE INDIVIDUAL'S MEMBERSHIP YEAR, THAT MONTH BEING DESIGNATED BY THE LAST NUMBER OF THE MEMBERSHIP NUMBER LOCATED ON THE MAILING LABEL OF NORTON NOTICE. Example:

999/6

denotes member number 999 with dues expiring in JUNE.

BRANCH MEETINGS ARE HELD EACH SECOND THURSDAY OF THE MONTH; LOCATIONS ARE ANNOUNCED IN THE NORTON NOTICE CALENDAR.

BRANCH RIDES ARE HELD THE SUNDAY FOLLOWING THE MEETING, TIME AND LOCATION ALSO ANNOUNCED IN NORTON NOTICE CALENDAR. IN THE EVENT OF RAIN, THE RIDE IS POSTPONED UNTIL THE NEXT SUNDAY. IF IT RAINS THAT SUNDAY, THE RIDE IS CANCELLED FOR THAT MONTH.

OCCASIONALLY, MEETINGS AND RIDES ARE SCHEDULED FOR DAYS OTHER THAN THE SECOND THURSDAY AND FOLLOWING SUNDAY. BE SURE TO CHECK THE CALENDAR FOR ANY CHANGES.

Upcoming Branch Events

<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>	<u>EVENT</u>
June 10	7:30 P.M.	Rick's Swiss Chalet 4085 El Camino Way Palo Alto	June meeting
June 13	high noon!	Huckleberry Flat San Mateo Memorial Park off Pescadero Road	Beer Bust
July 8	7:30 P.M.	Edinburgh Castle 950 Geary St. San Francisco	July meeting
July 18	10:00 A.M.	Alice's Restaurant Skylonda	Old-timers ride

Please notice that the club ride in July was moved to July 18 so as not to conflict with the road racing at Laguna Seca on July 11. The old-timers ride is specifically set up for old-time motorcycles (not old-time riders!) so let's get wrenching on your old bikes now and show up at Alice's Restaurant on July 18.

PRESIDENTIAL PROFUNDITIES

The overnighter to the American River was a thrill. The weather was perfect for rafting down the river or riding down the highway. I have some great memories of that wild weekend and wish more of you could have been there to share the good times. I got to know some of our members better and really enjoyed helping each other out, laughing together, sitting around the campfire, seeing the look of desperate astonishment on Tom Borman's face the first time he fell in the river, and discovering a surprisingly good restaurant in a small, remote town.

Thirty people so far have signed up to order the ceramic Norton mugs from England at the price of \$8.50. We will raffle one off at the meeting this month in Palo Alto, and I will try to arrange for it to be at the Beer Bust for people to examine. If we get over 50 sign-ups, we could have our club logo printed on each mug with no extra charge. We will be making approximately \$1.00 on each mug, and the proceeds will go toward beefing up our club treasury. The order to England will be placed right after the June 13th Beer Bust.

I was glad to see so many members attending the last meeting in San Francisco. Some members brought Norton items to add to the raffle, and the participation was very good. The nice folks at Brititalia Motors (formerly Brooks Cyclery) are continuing to support our club by donating a \$25 gift certificate at every meeting. Ed Brooks has again shown his generosity by offering to purchase six mugs and donate them to six club raffles. Speaking of donating items to club raffles, I plan to bring a very rare and valuable Norton Commando Electric Start Conversion Kit,

part number 066487, to spice up this month's raffle in Palo Alto. So plan to attend!

We have some very exciting events during the upcoming summer months including the Beer Bust, Old-Timers Ride, and Annual Rally. Regarding the Rally at Pinecrest, we will now have the two sit-down meals (Saturday night and Sunday morning) at the Pinecrest Chalet instead of at Strawberry as I had originally planned. The \$19 fee for the entire weekend stays the same but Stan Smith, the owner of Pinecrest Chalet, promised more food than we can eat. Our industrious Steve Coburn has been busy shaking down every Norton dealership in existence in an effort to obtain complete exhaust systems, gift certificates, etc. to be given away as door prizes. If anyone has any suggestions or ideas about the Rally, feel free to speak up at one of the meetings or phone me at home. I hope everyone can be there and has a memorable time!

art

MAY MEETING MINUTES

The May meeting was held at Edinburgh Castle in San Francisco, 13th May 1982.

The meeting was brought to order by Art at approximately 8:45 pm with 35-40 members present.

A welcome sight was Norm Kelley and his wife, Pat, who had a generous supply of Norton brochures for anyone who cared to have one.

Our popular raffle gave the club funds a shot in the arm to the tune of \$44. First prize being a \$25 gift voucher donated by our very good supporters Brititalia Motors

(formerly Brooks Cyclery). Art Sirota gave a cafe racer book, including several Nortons, and there was a year's supply of back-number Motor Cycle News up for grabs.

A Norton Motorcycle banner was donated to the club by John Gallivan of T.T. Motors.

Art showed a one pint beer tankard with a 1936 Norton Inter Model 40 design on it, which will be raffled off at the next meeting. If members wish to purchase a tankard through the club a minimum quantity of 16 total will be required and the price will be \$8.50 (surface mail from England). Ed Brooks has already ordered a batch of six which will be raffled off at future meetings. The supplier of these tankards informs that if the order would be fifty or more then the tankards could have any design on them we choose.

Finally the Brittalia Motor gift voucher was won by no other than Harvey (lay 'em over) Loucks.

Phil Radford

NORTHERN CALIFORNIA BRANCH
TOOL LOAN-OUT PROGRAM

If you need one or more of the following tools for working on your bike, get in touch with Harry Bunting and arrange to pick them up.

A refundable deposit equal to the replacement value of the tool is required at the time you pick them up.

<u>TOOL</u>	<u>DEPOSIT</u>
Timing cover oil seal guide	\$ 5.00
Rocker spindle puller	\$25.00
Crankshaft sprocket puller	\$12.00
Clutch spring tool	\$12.00
Clutch locking tool	\$18.00
Valve spring compressor	\$22.00
Harry Bunting	(415) 968-2020 (home)
1401 Gilmore St.	(418) 735-1550 x2394
Mountain View, Ca.	

FOR SALE

N.O.C. paraphernalia as follows:

3" square machine badge.....	\$6.00
lapel pin.....	1.25
4" square embroidered patch...	1.50
4 1/2" sticker.....	1.00
2" sticker.....	.50
key fob with club badge.....	1.50

3-color Branch lapel pin..... 1.50

Contact Carolyn Scott (phone (415) 968-5117) at 1970 Latham #14, Mountain View, Ca. 94040 to order by mail. Please send extra money to cover postage, and be reasonable. If you want your items thrown in a thin envelope so that the U.S. Postal Service can do a number on them, send only 20¢ extra. If you want a cushioned envelope like the Post Office sells, you'll have to send about a dollar to cover the cost of it and the postage.

Dear Norton Motorcycle Club:

I became interested in motorcycles in 1973, studying hardtails, girders, dragonfly engineering and accessories.

I waited six years before purchasing a 1975 Norton Commando Mark III 850 Electric Start Roadster, black. A Norton Motorcycle is a fine example of modern techno-industrial ware. Today, like the old-timer advertisement says, it is, in many ways, unapproachable.

I have enjoyed the club, too. The meetings aren't just good, they're very good, and I've enjoyed the rides, because they are fun.

I ride at 40-45 miles per hour, maybe 50, looking around, riding with one hand, cowboy-styling the rock and rolling road bed, controlling traffic, wiggling on gloves, whistling, talking, looking around backwards, bouncing in the seat, signalling, waving and taking in the scenery, etc. I'm relaxed.

I can't ride the RPM's. I have the deep sound of iron cylinders burbling away like happy babes, mellowly chortling and sweet as Aunt Jemimah.

I don't ride the RPM's. I have touch to the ground, hear the sounds and feel the motion, see the speed and feel the bike. I'm the kind of rider who rides all day long across a darkened plain, but the sunshine follows me shining down all the way. I have owned and ridden for two years and some months, and have been tickled pink.

The Norton is a powerful bike, producing quite a rumble. It can be deafening, and yet it is a sophisticated machine. It is a motorcycle that puts pleasure beneath you, calling the best of co-ordination and balance from it's rider as it resonates, leaping, bounding, smoothly, down the road.

However, fellow members, fair and bane, the 56.7" wheelbase is too short for a 6'2" rider. Therefore I want to sell the English chrome horse. The trouble is, a \$2800 motorcycle that's been treated like a girl in love, shouldn't fall into the hands of neglect or destruction. Who would make a worthy owner?

Yours truly,
Denny Powell
2958 107th Ave.
Oakland, Ca. 94605

Let advertisers spend the same amount of money improving their product that they do on advertising and they wouldn't have to advertise it.

--Will Rogers

NORTON VISITS A BMW SHOP

I used to think that a motorcycle shop was a place that you took a motorcycle to for repair, but now I'm not so sure.

A couple of weeks ago I was in San Francisco running an errand when my Norton started missing, backfiring and then died. I traced the trouble down to one of the wires that runs from the pickup assembly to the "Black Box" of the Boyer Electronic Ignition. The wire had vibrated loose from the pickup assembly and kept either plug from firing.

A passing motorist told me of a BMW dealership on the next block so I gathered up my tools and pushed the bike over to it. I parked the bike near the door to the service department and went inside. I went over to the supervisor's counter and explained my problem. I asked him if I could get the wire soldered back on and he shook his head. Figuring that the problem was that his mechanics were all busy, I asked him if he could supply me with a soldering iron and solder. I explained that I was an Electronic Technician and knew how to use them. Again he shook his head, saying he was sorry but that he couldn't help me. I asked him why not, expecting to be told about insurance regulations or some such thing. His answer surprised me.

"Politics," he said.

"Politics?!", I asked.

"Right," he said, "If I let you bring your Norton into the shop, I could get fired."

Finding all this a little hard to believe, I asked him to explain why that was.

"The boss is here today," is all he would say.

I pointed out to him that I was 60 miles from home, that the repair would only take five minutes and that I would be happy to pay for the use of the soldering iron. After some thought, and some nervous looking around, he got me the equipment I needed and also a long extension cord. He said that I could fix my bike as long as I did it outside on the sidewalk. He stood over me nervously while I did the repair and when I finished, he snatched up the equipment and scurried back into the shop, dragging the extension cord behind him.

I got everything back into place on the Norton and went on my way, half angry and half amused. I played a mental guessing game on the way home, suggesting to myself possible reasons for my Norton not being allowed into the shop. Were they concerned that the property values would drop if anything other than a BMW was allowed inside? Maybe they feared large Norton-inspired pools of oil on the floor. Or could it have been that they were worried that the Norton, animal that it is, would jump the nearest

BMW in LUSTFUL ATTACK??

Maybe it's a good thing that my Norton never did get inside that shop. When it came out it might have started to shake sideways at stoplights, its swing arm might grow a shaft drive, it might use its wonderful exhaust note for something like a cross between a golf cart and a Datsun, it might even be robbed of all the character and personality it gains from the oil leaks and Lucas electrics.

Heaven Forbid.

Tom Borman
6170 W. Walbrook
San Jose, Calif. 95129

MORE MURPHY'S LAW: Experience varies directly with equipment ruined.

CLUB DISCOUNT EXPLANATION

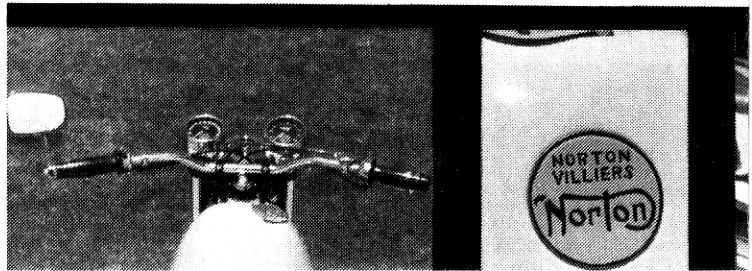
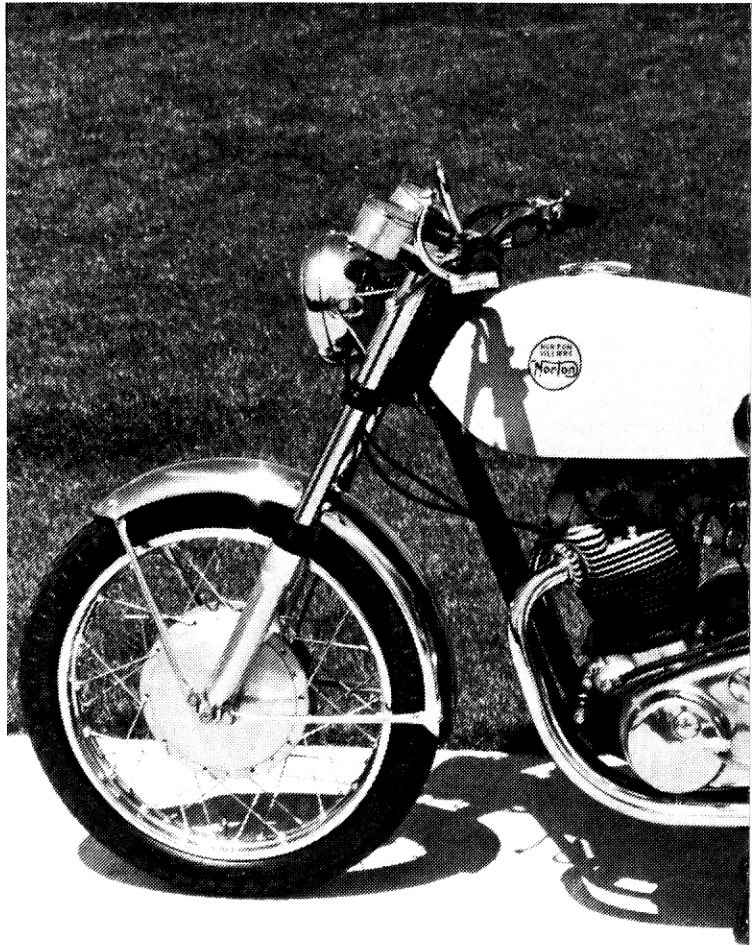
The following is taken from a letter received from Marshall (last name unknown) of Mean Marshall's Motorcycles in Berkeley in response to a letter that Bob Marshall (no relation) wrote to him several months ago. I thought Marshall's opinion concerning a "club discount" was an excellent explanation of a shop owner's point of view. It's a two way street, you know.

"Your newsletter is quite good, and quite substantial compared to the Triumph one we get from time to time."

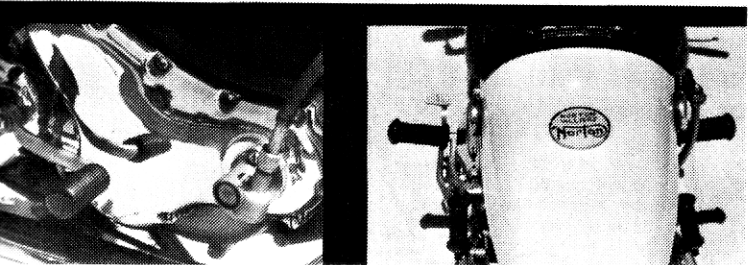
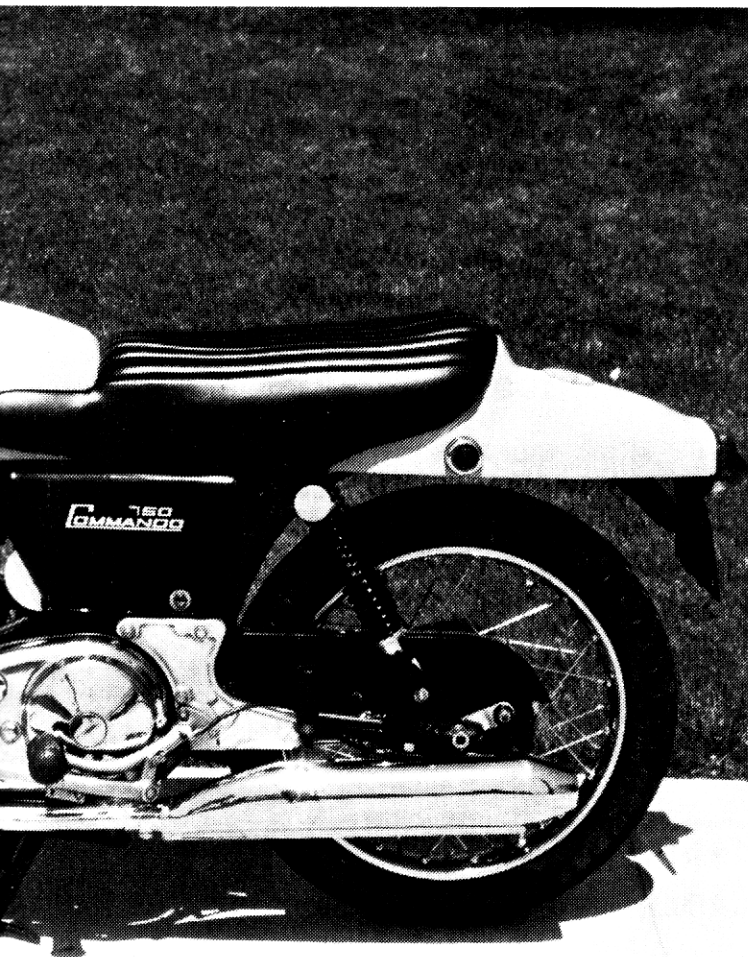
"One of the things I hear from members of the Norton club is 'Don't you give members a discount?'. Well, the answer to this is... no. We do have two different discount cards that we give out, but only to regular customers. This is not in any way meant to slight the Norton club. We feel that someone who is not a member should pay no more than someone who is. I can easily see the club's position from an economic group purchasing standpoint, and the idea of free advertising in the Norton Notice."

"In no way can I disagree that the club provides a service, but many folks who ride Nortons do not wish to become members and end up with the short stick. Our position is very simple. Those folks who patronise us regularly help us to grow, and therefore should benefit. Those customers that come to us once or twice should receive no special treatment."

"We will be happy to help spread the word about the club and have posted the 'Notice' in the front of the shop. If you would send future copies, we will be happy to post them also."



This month's centerfold bike is a very early Fastback that was built before the frame had the small diameter horizontal brace at the head. Later frames, of course, have this brace to avoid the flexing of the particular machine also has the coils mounted horizontally, rather than side by side as on later Commandos. The footpegs, primary chain case, timing cover, gearbox cover, and spokes on the front and tail section are yellow with inset silver and black badge



is reportedly a factory display model. It is so early
 frame tube just beneath the main spine and aft of the steering
 problem of frame breakage aft of the steering head. This
 one above the other, due to the extra room beneath the tank
 mounts were not polished before they were chromed, but the
 are all brightly chromed at the factory. The fiberglass tank
 s. Only 4,400 miles have been done by this bike.

6th ANNUAL

Norton BEER BUST

SUNDAY, JUNE 13, 1982

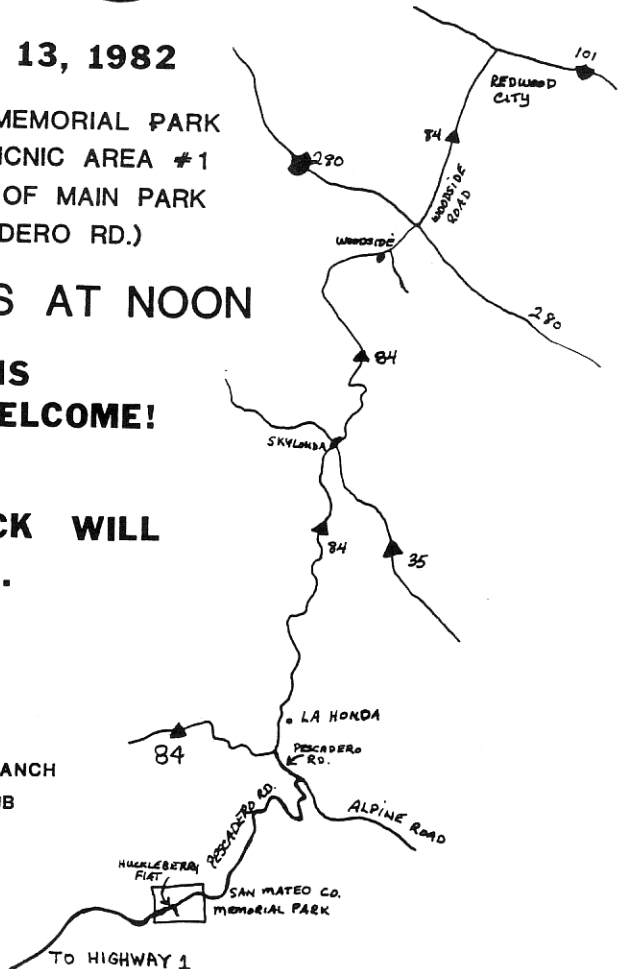
SAN MATEO COUNTY MEMORIAL PARK
HUCKLEBERRY FLAT PICNIC AREA #1
(HALF A MILE WEST OF MAIN PARK
ENTRANCE ON PESCADERO RD.)

ACTION BEGINS AT NOON

**EARLY NORTONS
ESPECIALLY WELCOME!**

**A CATERING TRUCK WILL
BE AVAILABLE.**

SPONSORED BY
NORTHERN CALIFORNIA BRANCH
NORTON OWNERS CLUB



FREE BEER FOR ALL NORTON RIDERS

FOR MORE INFO, CALL CLAUDE 593-4967

LUCAS 3 PHASE ALTERNATOR OFFER

Lucas 3 phase 180 watt alternators - price about \$100.00! If you're interested in really fixing your Norton's shabby charging system, this kit, which consists of rotor, stator, rectifier, and Zener diode, is the way to go. I'm trying to generate (?) enough interest to get a group discount either through Les Emery or directly from Lucas. If you want one, bring \$110 to the next meeting or send it to me at the address below. Cash or postal money orders only, please (I've got a pretty funky bank). Expected delivery is August 1982.

Scot Marburger
639 Kinglet Rd.
Livermore, Ca. 94550

FORK BRACE OFFER

Michael Heth and I are going to make a purchase of at least ten Norton fork braces from Christopher Chassis Products in Los Gatos. By buying at least ten braces we can get them for \$50 each, but if we can get enough people interested, we'll buy twenty of them at which time the price drops to \$40 each. CC Products normally sells these braces, which are painted in black epoxy, for \$65 each (see ads in recent Cycle magazines) so if you would like to get in on this offer send \$50 to me at the address below and specify whether you want a fork brace for either a drum or disc brake model. These braces bolt onto the fork sliders using the existing attach points for any of your stock fenders but do not touch the fender as they mount approximately 1/4" above the fender.

If we get an order together for twenty or more I'll naturally refund the difference, but you'll have to send \$50 until we know how large the order is. If you are unable to pick up the brace from me send an extra \$5 and I'll ship it to you along with any shipping refund. We'll need firm orders by June 19th so get moving now. Don't sit back thinking that you can wait for the next group order as happened with the Boyer ignition purchases, because we plan to do this only once. And one more thing-- promises don't count until I have the \$50 in my hot little hands! Call me if you have any questions.

Gene Austin
985 E. Grant Pl.
San Mateo, Ca. 94402
(415) 573-9559 evenings

750 COMMANDO SIDE COVER DECALS

If you have ever tried to replace the side cover decals on a Norton "750 Commando", you have probably experienced the same frustrations as me. The existing factory and after market decals that I have tried either break before I get them on, don't stick, or deteriorate after a short period of time.

Well, here is the answer! Buy the later type "850 Commando" transfers that are made from pressure sensitive tape. Peel the protective paper off of the sticky side (side down), leaving the transfer on the thicker card backing. With the aid of an Exacto knife form the "8" into a "7" (backwards so that it will be forwards when you transfer it!) and peel away the excess.



AS CUT



AFTER APPLICATION

Now you have a "750 Commando" decal that is simple to apply and is extremely wear resistant.

Dave Clifford
4165 Mountcastle Way
San Jose, Ca. 95136

OVERSIZE SWING-ARM SHAFTS

If anyone suspects that a worn swinging-arm is causing uncertain handling characteristics to occur with their Nort, and when dismantled the two bushings appear to be OK, then the problem could be the fit of the spindle in the rear cradle that supports the swinging-arm and transmission.

There is only a 1/4" location bolt in the middle of the spindle that offers any kind of resistance to the twisting effect of the spindle in the cradle tube. So unless it's a good fit to start with and is properly lubricated with 140w oil (and not grease), the chances are that, in time, a sloppy fit will occur and poor handling as well.

But don't rush out and purchase a new cradle; there are .0015" and .005" oversize spindles available. Finally, to fit one, an adjustable reamer needs to be used to open the cradle tube and bushings to the required size to accommodate the larger spindle.

Yours,
Phil Radford
1020 Ellis Ave.
San Jose, Ca. 95125

CONDENSER GROUNDING

I'd like to pass along some info about grounding the condensers properly on early Commandos (this is, of course, not a bad idea on all bikes in general). The condensers mount on the coil bracket which, in turn, is bolted to a frame lug. If the electrical contact between the bracket and frame is poor (and it was on my bike - that's why I'm writing this!), it can cause an intermittent ignition problem with the same symptoms as bad condensers. You know, high speed misfiring, rapid deterioration of the points, etc. Corrective action takes about a minute. Just connect a ground wire between a coil bracket securing bolt and a rocket cover nut.

Since there are about 150 different things that can go wrong with ignition systems, chances are that the wire won't be the cure for your problem. Oh, well, at least this is something to try that won't have to be undone if it doesn't work.

Bill Lear

3353 Alma #137
Palo Alto, Ca. 94306

TIRES & TOOLS

Have you noticed the recent sales on tires that some mail order businesses have been offering? I noticed in several bike magazines that Avon/Atlantic in Baltimore, Maryland, (the U.S. importer of Avon car and bike tires) is offering size 4.10H x 19 tube type Roadrunners for \$44.87, which includes all taxes and shipping. They have a toll free number, which is (800) 638-9048, and accept Visa and MasterCard so it shouldn't be too difficult to do business with them.

Big 4 in Spokane, Washington, is offering Dunlop K81 (TT100) in size 4.10H x 19 for \$43.41, which includes tax but not shipping. Shipping charges to California for one of these tires is \$4.50 but if you order over \$400 worth, Big 4 pays the shipping. For those of you who burn up several tires a year, it might be a good idea to make a group purchase as it works out to ten tires to get over \$400 worth of merchandise. Big 4 also accepts Visa and MasterCard and their toll free number is (800) 541-5550. Big 4's price is good only until June 30, by the way.

Also, we've received a 26 page catalog from British Tool Company in Grand Rapids, Michigan, in which they list universal tools (valve spring compressors, thread reformers, top dead center gauges, etc.), specialty tools for Triumph, BSA, and Norton, and Whitworth sockets, taps, and dies. A price list effective until June 30th of this year is included. I'll try to remember to take this material to the next meeting in Palo Alto if you're interested.

Gene

TACH DRIVE FIX

Will machine tach drive housing and replace "O" ring with new seal for \$7.50. I have a spare housing already modified, so I can swap with you at club meetings.

Mark Gribble (415) 573-1699 evenings

TRADING POST

NORTON-RELATED ADS RUN FOR TWO MONTHS,
UNLESS RESUBMITTED

WANTED:

Stock black cap silencer in good condition for '75 850 MKIII. I need only one, but will buy a pair if necessary.

Chase Heckman (415) 924-7475
evenings before 10:00

WANTED:

Old style Dunstall Decibal silencers, new or very nearly new.

Bill Sarnoff (408) 942-3895 days
(415) 261-2677 evenings

FOR SALE:

1. New Commando front brake master cylinder, \$75.
2. New Commando brake caliper, \$75.
3. '75 MKIII gearbox case with inner and outer covers (case will fit earlier models) make offer.
4. 850 gear set, 90% complete, make offer.
5. new black 850 instrument holder, make offer.
6. Magura dual cable throttle assembly, \$20.
7. Magura lever assemblies, \$15.

Bill Sanford (408) 739-7714

FOR SALE:

Two sets of hard chrome plated Commando fork tubes. They were plated centerless ground to a tolerance of .0002" (not a typo!) \$125 per set, which barely covers the cost of plating, grinding, and polishing.

Gene Austin (415) 573-9559 evenings.

FOR SALE:

1963 ES2, 100% restored. \$2750 or nearest offer.

Paul Adams
(213) 375-2436

FOR SALE:

1. Set of five new Beck-Arnley clutch friction plates, \$30.
2. New Carlisle 4.00 x 19 knobby tire, \$20.

Steve Black (415) 848-1365 or
(415) 642-5914

FOR SALE:

1. Rare 1969 Commando "S", as seen in May centerfold. Original owner, original condition, metallic blue, excellent, \$2,000 or better.
2. 1971 Dunstall 750, 600 miles on completely new engine. Very good condition, call for details. \$1500, make offer.
3. 1963 Ducati Monza. \$300.

Mark Grilble (415) 573-1699 evenings

WANTED:

Spring and button for ignition kill switch to fit pre-MKIII Commando, or a damaged right side handbar cluster if the kill button is intact.

Tom Borman (408) 255-5197 after 7:00 PM

FOR SALE:

1. Complete right-hand brake pedal assembly for MKIII. Like new, including sculpted aluminum support plate and electrical switch, \$25.
2. 1956 Domi 99 (wideline featherbed, 600cc twin) with matching engine and frame numbers, new battery, regulator, and seat. Parts list and riders handbook included. \$550 firm.
3. 6" sealed beam headlight with newly chromed rim and black Imron shell. Has three position switch, but no hole for ammeter. Like new, \$25.

Art Sirota (415) 747-0740

FOR SALE:

1. Norton front wheel with disc, master cylinder and caliper, \$250.
2. 1975 Triumph Trident. Electric start, 5 speed, disc brakes front and rear, 7400 miles, in good condition. \$1700.
3. 1975 Husqvarna, 360cc, 6 speed, in good condition. \$600.

Herb Willis (408) 253-0602

FOR SALE:

Red '74 850 Commando with Dunstall equipment (Decibel exhausts, 1/2 fairing with smoke windshield, rear sets, seat & tank combination), single Mikuni carb, 8,000 miles, excellent condition.

Vic Giancola (415) 533-8843

FOR SALE:

'71 Commando, black, 4 1/2 gallon tank, magneto ignition, luggage rack, and new tires and chain. \$1100.

Al Eichstaedt (707) 823-5048

FOR SALE:

1. TLS front wheel in good condition, \$40.
2. Chrome Girling spring, \$10/pair.
3. Halogen headlight, \$20.
4. Roadster tank and side cover set with new paint and seat, \$175 or offer.
5. Engine sprocket pullers: new factory type, \$10, or homemade type (works great) \$5.
6. New Interstate seat, \$100.
7. Used leather pants, Levi cut, size 30x30, \$37.50 or offer.
8. '72-'73 Commando wiring harness, complete and very good, \$47.50 or offer.
9. Complete 34mm Mikuni carb conversion for Commando. Single manifold, carb, K&H filter, throttle and choke cables, \$100.

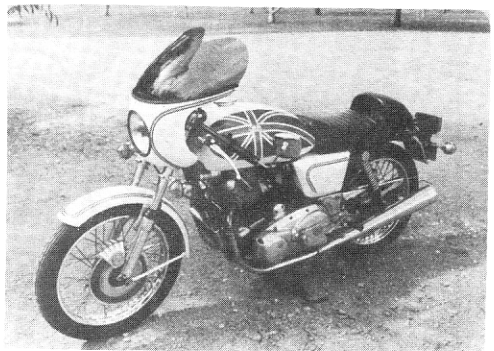
Will trade any of the above items for Dunstall fairing (any condition), pre-MKIII rearsets, WM2-19 or WM3-18 alloy rims, disc type front hub, or new or used brake disc.

Scot Marburger

(415) 455-8776 after 6 P.M.

FOR SALE:

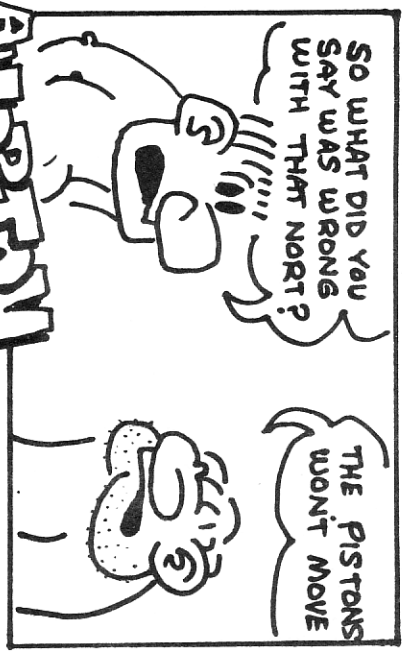
1. 1975 MKIII, 16,000 total miles, less than 1,000 miles on new top end. Has oil cooler and thermostat, custom seat, custom Imron paint, rear sets, Dunstall silencers, Mikuni carbs, very good tires, and no problems. \$2000, but willing to talk money. See photo below.



2. Honda 400F (4 cyl.) with low bars, rear sets, and custom seat and Imron paint, \$900.

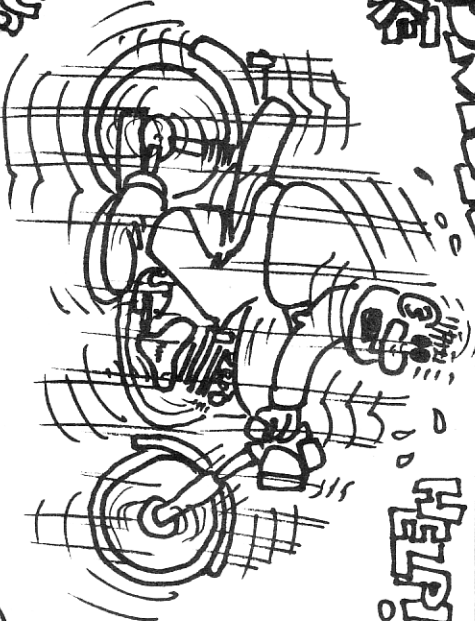
Ed Gustin
4553 Lincoln Rd.
Yuba City, Ca. 95991
(916) 673-4915

BY MIKE ROSE



APPROXIMATE

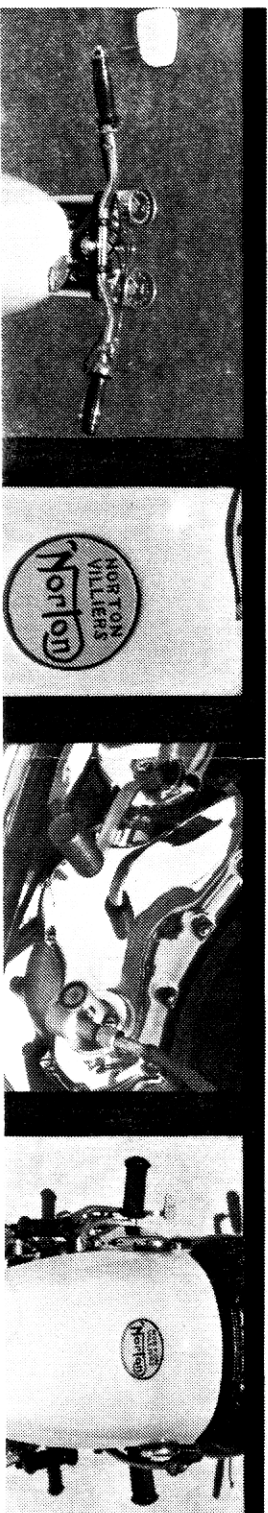
HELP!



GRUG GRUG GRUG

THE PISTONS STAY STILL AND THE BIKE GOES UP AND DOWN.





This month's centerfold bike is a very early Fastback that was reportedly a factory display model. It is so early that the frame does not have the small diameter horizontal frame tube just beneath the main spine and aft of the steering head. Later frames, of course, have this brace to avoid the problem of frame breakage aft of the steering head. This particular machine also has the coils mounted horizontally, one above the other, due to the extra room beneath the tank rather than side by side as on later Commandos. The footpeg mounts were not polished before they were chromed, but the primary chain case, timing cover, gearbox cover, and spokes were all brightly chromed at the factory. The fiberglass tank and tail section are yellow with inset silver and black badges. Only 4,400 miles have been done by this bike.