



Norton Notice

The Newsletter of The Northern California Branch

NO. 66

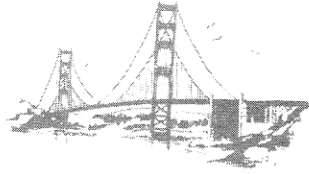
NOVEMBER 1983



CHRISTMAS PARTY
DEC. 17

Norton Notice

The Newsletter of The Northern California Branch



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.

NORTON NOTICE is a reflection of its readership who are encouraged to submit any article, technical tip, 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, The Notice affords an excellent opportunity to share experiences and information with the membership at large, and to bring the Branch members closer together. Deadline for items to be submitted to this publication is the 21st of each month.

PRESIDENT

Tom Dabel
730 Linda Flora St.
San Jose, Ca 95127
(408) 272-0369

MEMBERSHIP SECRETARY TREASURER

Phil Radford
1020 Ellis Ave
San Jose, Ca 95125
(408) 293-4548

VICE PRESIDENT RIDE MARSHALL

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(415) 658-9941

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Robert Briscoe
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3232 Balboa
San Francisco, Ca
94121
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982-7242

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Tim Coburn
(415) 854-4364

MEMBERSHIP IN THE NORTHERN CALIFORNIA BRANCH OF THE NORTON OWNERS CLUB IS AVAILABLE IN THREE CATEGORIES.

FULL MEMBERSHIP \$25.00 per year.

ASSOCIATE MEMBERSHIP \$10.00 per year.

SOCIAL MEMBERSHIP \$10.00 per year.
(OVERSEAS ASSOCIATE OR SOCIAL MEMBERSHIP DUES ARE U.S. \$20.00 per year.)

ALL MEMBERSHIPS DUES ARE PAYABLE TO THE BRANCH TREASURER. RENEWAL DUES ARE PAYABLE AT THE END OF THE INDIVIDUALS MEMBERSHIP YEAR, THAT MONTH BEING DESIGNATED BY THE LAST NUMBER OF THE MEMBERSHIP NUMBER LOCATED ON THE MAILING LABEL OF THE NOTICE. FOR EXAMPLE:

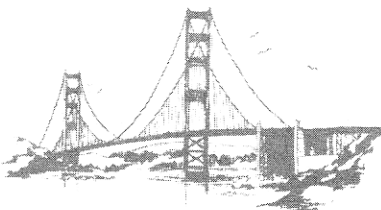
828/2

828 DENOTES MEMBER NUMBER 828 WITH HIS DUES EXPIRING ON THE 1ST OF FEBRUARY. PLEASE SEND ALL CHANGES OF ADDRESS TO THE MEMBERSHIP SECRETARY/TREASURER ONLY.

FULL MEMBERSHIP give 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 informed of Norton owners activities all around the world. Use of a low-cost Spares Program which allows one to buy Norton Spares directly from England at significant savings, 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 welcome at all meetings, rides and other functions. Members are urged to become Full Members once they become familiar with the NOC benefits.

SOCIAL MEMBERSHIP is established for Norton enthusiasts who have not as yet bought a Norton motorcycle but would like to be included in club functions. They do not have Branch voting rights.



MINUTES

MINUTES OF OCTOBER MEETING
taken by Tom Horton

The meeting was called to order at 8:15p.m. The following issues were tabled and decided on by the members present.

1. Nominations for club officers would be held at the October and November meetings with the election of new officers to be held at the Christmas party in December at the Edinburg Castle.

Nominations are as follows, for the office of President, Scott Marburger or Steve Coburn.
Ride Organizer, Len Losty, Gene Austin,

The issue of splitting these offices into two posts was defeated by a 10 to 8 vote. Therefore there will be no Vice-President space.

Phil Radford was the only nomination thus far for the office of Secretary/Treasurer. Harry Bunting and yours truly, Tom Horton were nominated for the job of Recording Secretary. Also Michael Heth was nominated for Editor of the Notice.

New Business---The November ride to Big Sur meets at Alice's Restaurant Skylonda corners at 10:00am on the 13th of November. The December ride will be to the wine country at a time and place to be announced. The club Christmas Party will be held at the Edinburg Castle on the 17th of December at 4:00 p.m. Many thanks to Art Sirota for taking the time to get this date and time confirmed. Scott Marburger is in charge of the preparations for the Christmas Party and those planning to help should contact him soon.

Recommendations: Brian Halton suggested that some of the surplus funds be used to purchase License Plate holders with the club logo stamped on them, and also a new club T-shirt with an actual Norton motorcycle included in the design. Also a suggestion was made to add two new books to our club Library(what club library?ED.

Membership Sec's/Treasurer's
Report, September 1983

In September, \$393 was deposited into our account, \$106. went to England for full members dues. 13 members renewed their membership and 5 dropped out. The following are new members to the branch.

William Mekeel *260/9
Walt Moffatt 261/10
Chas Kittleson 262/10
Gregg Kuljian 263/10

We also received \$35 from Hall-Burdette Motorcycles in Sacramento for a further 6 months advertising in the Norton Notice. Many thanks to them for continuing to support us. I bought a new index filing system for the branch membership as the old one was so dog-eared it barked everytime I used it, and also a letter weigh scale to cut down my trips to the Post Office.

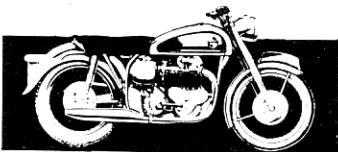
When I have finished transferring membership details to the new index cards I will at last be compiling a branch membership directory for Robert to print up, so please be patient.

I still have lots of current Fair Spares' parts/price catalogues in my possession covering all Nortons. So all you Norton mechanics out there who are fed up paying through the nose for parts, take advantage of the low state of the British Pound and buy now what you need, or don't need, at well under half the price you pay in the States(please send an SASE to me for a list). Current examples from the parts list:

750 pistons std +60	approx \$35
Rocker oil feed pipe	approx \$3.50
Speedo cable	approx \$6.50
Layshaft bearing	approx \$12
Triplex chain	approx \$20
Pair header pipes	approx \$32
Mufflers(each)	approx \$22
Pair fork tubes	approx \$33
Centre stand	approx \$24
Seat	approx \$35
Amal Carb bodies	approx \$18

Plus lots of stainless replacement parts for your Norton. It's like looking through a Christmas wish list!

All The Best,
PHIL RADFORD



RIDE REPORT by Art Sirota

The overnighter to Lake Tahoe was a resounding success with perfect weather, beautiful scenery, and lots of twisty Norton roads.

A determined and grisly group of five Norton nuts left from Livermore on Saturday morning and headed up to Jackson. These five were Scot Marburger, Harry Bunting, Tom Borman, ne and Mike Hansen. We lunched at the National Hotel in Jackson and were joined by Dave Kerst on his 850, and a young couple on a Guzzi. We followed highway 88 up into the high country with snow capped mountains, sunny skies and fresh air. Around four o'clock, Dave and the young couple on the Guzzi went back since they were just out for a day's ride, while the five of us rode towards Tahoe, stopped at a local tavern, then pressed on to our cabin on the north shore. Just prior to arriving at the Silver Sands Motel I got separated from the other four and missed the opportunity of seeing them pulled over and stopped by the local constable for exceeding the speed limit. Apparently he was intimidated by the sight of four, very grubby Nortinos, so called for back up units. Soon there were four cop cars examining the licenses of our four heroes. This was the sight that the motel owners saw when they looked out the office window and discovered who had rented the cabin for the night! No tickets were issued, however, as the head policeman rode a Triumph, and luckily he was sympathetic to Norton riders. None of us wasted any time climbing into the hot tub, and after warming up a bit we headed off to dinner on our bikes. We feasted at a little restaurant near the Cal-Nevada border called the Log Cabin, and then we checked out the local night spots. Our cabin was warm and comfortable and after a good night's sleep we headed back home.

Harry and I had to be back sooner, so we took highway 80. As far as I could tell, everyone had a wonderful time and not one breakdown. Those of you who missed it should resolve to make it the next time we have an overnighter to Lake Tahoe.

Thanks,
Art Sirota

EDITOR'S NOTES:

A few things left out of the minutes that need recording.

1. The Executive Committee is made up of the elected officers and will function as same when the need arises. Not bad! only a year to get that one resolved.
2. Memberships-Full, branch and associate will stay just as they are, no changes.
3. New Item: The Editorship of the Notice will be subject to the approval of the Executive Committee. Not bad for a job you normally can't give away!

Well it's election time again and a new years worth of club activities looms on the horizon. Let me take the time to stress that the club has a large membership and only a small, active nucleus of members. Election and club policy are determined at the club meetings...so...if you want things changed you have got to attend the meetings. Likewise the club's elected officers need to be active members who care and can get things done. Brian and I would like to thank everyone who sent in material to the Notice over the past year.

Cheers,
Robert

Dear Members:

Please extend my thanks to those attending the Pinecrest Rally for the lovely house plant I received. It's a lovely plant and it looks great in our new living room. I'd like to thank all the club members for their thoughts and concern. Look forward to seeing you at Alice's soon!

Love
Paulette Peterson

UPCOMING BRANCH EVENTS

<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>	<u>EVENT</u>
November 10th	7:30p.m.	Edinburgh Castle 950 Geary St San Francisco	Club Meet Nominations
November 13th	10:a.m.	Skylonda Corners Highways 35 & 84	Club Big Sur Ride
December 8th	7:30p.m.	Rick's Chalet 4085 El Camino Palo Alto, Cal	Club Meet
December 17th	4:p.m.	Edinburgh Castle 950 Geary St San Francisco	Christmas Party

NOTICE: In the event of rain on the day of a club ride, the ride is automatically postponed one week. Also, riders should have plenty of gasoline by the scheduled departure time and all "personal problems" should be taken care of.



**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
"C" spanner exhaust	\$10.00
Timing pinion extractor	\$20.00

Harry Bunting (408)720-3300
1401 Gilmore St.
Mountain View, Cal.

Paraphernalia

FOR SALE

N.O.C. paraphernalia as follows:

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

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

Contact Tom Borman phone(408)426-3185 at 117 Alamo Ave, Santa Cruz 95060, 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, then send only 20 cents extra. If you want a cushioned envelope like the Post Office uses, you'll have to send about a dollar to cover the cost and postage. Thanks.



RIDE/REPORT:**Brooklands Motorcycles' 40M**

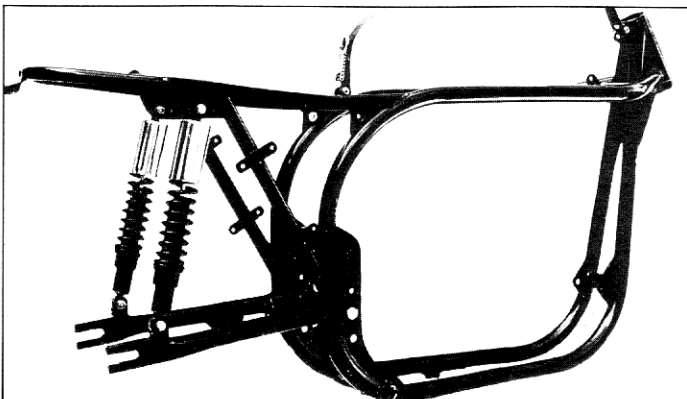
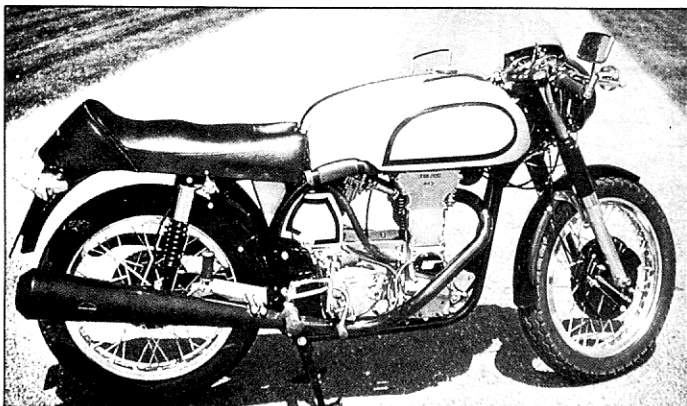
Anyone interested in an all-new Manx?

• The most successful and best known of all British GP bikes was the Norton Manx. During its glory years, the Manx was virtually unbeatable. Piloted by the fastest riders of the time, the Manx notched up world championships—in both solo and sidecar classes—with almost monotonous regularity. Not until the introduction of the super-fast, bright-red “fire engines” of Gilera and MV Agusta did this British single have any serious competition. But the success of those bikes marked the end of the era of Norton domination, and the beginning of the end for the British motorcycle industry itself. It was a sad day for Norton enthusiasts, or anyone who loved the crackle of a big single on full song. But it wasn't the end of the Manx.

When production stopped in 1962, the

Norton Manx soon became (and remains) a sought-after and highly prized motorcycle. But as parts wore out, or were broken in the inevitable racetrack spills, it became obvious that a good supply of quality spares was essential for the Manx to survive.

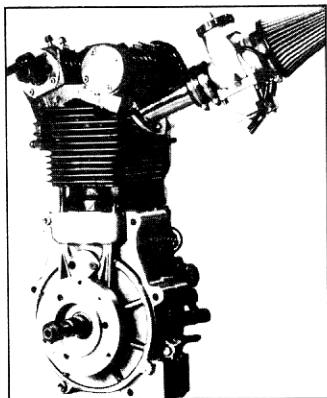
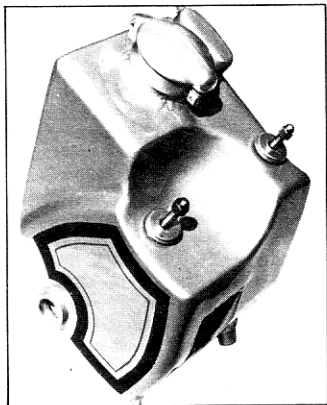
Various companies attempted to fill that need, but none was more efficient than Brooklands Motorcycles. Brooklands is a British outfit, naturally, headed by Ian Thompson, a Manx owner himself. For the past 10 years the company has supplied almost every item a Manx owner could ever need. From frames to pistons, not much was overlooked. But in recent years, Norton enthusiasts began asking for more. Since Brooklands already offered almost all the separate parts of a Manx, the calls



started coming in for a complete Manx replica-bike. And although these potential customers were told such a motorcycle never could be inexpensive or mass-produced, the requests for a modern-day Manx kept pouring in. Brooklands finally responded with what you see here—the new-from-the-ground-up 40M.

The Brooklands 40M, not surprisingly, is a reflection of a Manx from the 1950–1960 era. Its frame and most of the rolling chassis parts are identical to the original Norton components. And the look is period-perfect, too; the fuel and oil tanks are duplicates of typical Manx parts, right down to the paint scheme and the genuine Monza filler cap on the gas tank.

And that filler cap is just the final touch; the 40M's faithful reproduction of an original Manx starts right at the frame. A replica of the 1955 Featherbed design, the frame used on the factory works racers, is the base for Brooklands' motorcycle. Absolutely no changes were made to the geometry or dimensions of the frame Norton designed so many years ago. It's virtually impossible to distinguish Brookland's 1983 frame from a decades-old Norton



original. The 40M mounts Girling shocks at the rear and its fork is a Norton Roadholder, with only internal changes by Brooklands aimed at smoothing its action. The famed Norton handling is unchanged, though, as are the brakes; original Manx-style drum-types are used, the front being a twin-leading-shoe type.

But those are the cycle parts; for the motor, Brooklands split with tradition. Powering the 40M is an all-new engine, the product of collaboration between Brooklands and Weslake, the noted speedway-engine manufacturer. The new 496.7cc DOHC four-valve single, with an 86.7mm bore and a stroke of 86.6mm, is a modern design, using a roller-bearing mounted one-piece crankshaft. For ease of balancing, the engine's flywheels bolt on separately. A 30mm Amal Concentric is the standard carburetor on the Brooklands, with a 36mm Amal offered as an option. And as might be expected in a new engine design, the 40M's ignition is a transistorized system. Considerable development work went into the exhaust for the 40M, too, which resembles the original Manx parts both in looks and performance, yet complies with modern noise regulations. Brooklands also succeeded in making the 40M meet all emissions standards currently in force, both in Europe and the U.S. And like the engine, the 40M's transmission is an all-new, five-speed design by Brooklands. But for those customers who might still want the bike to shift like an original Manx, a four-speed gearbox is also offered.

The 40M is delivered in street-legal trim. Its 12-volt electrical system includes lights, horns and directionals, even featuring the U.S.-mandated lights-on ignition switch. And early reports indicate that the 40M is no disappointment as a streetbike, either. The Brooklands/Weslake engine reportedly pulls top-gear roll-ons from as low as 28 mph without a stumble, while still allowing top speeds well over 100 mph. Brooklands wanted an engine with a flexible, wide powerband for the 40M, and it seems that Weslake delivered it.

A few of these modern-day Manxes already are in the hands of their new European owners, but so far a U.S. distributor hasn't been found. The 40M isn't inexpensive, but Thompson warned the Manx faithful of that going into the project. Of course, price really won't prevent a rider who wants a part of history from contacting Brooklands directly at its 2 Eton Close, Datchet, Berkshire, England facility. Besides, while calling Brooklands isn't quite the same as placing an order with Norton at the old Birmingham factory, it's as close as anyone's been able to come for decades. And who's to say that this isn't the start of an all-new cult bike? Certainly not Ian Thompson.

—Doug Jackson

Dear Robert and Brian:

As a former Editor of the NOTICE(78-79) I have greatly enjoyed the eight issues you guys have put out so far this year and wish to congratulate both of you on the excellent job you are doing. You have clearly lifted the NOTICE to a new standard of excellence with superb graphics, photographs, editorial comment and humor. It is unfortunate I feel that so few members realize how much work the Editors of such a publication put in each month and what a good deal we are getting for our dues. Good Show!

On another subject I'd like to respond to the Editorial in the latest issue. While it is true that the vast majority of the members are relatively inactive in the club, I firmly believe that almost all of that large silent majority is very interested in the club, its activities and especially its newsletter. As the pre-1980 members will recall the branch grew rapidly from a total membership of 40 to over 200 when the new President Bob Marshall and Secretary/Treasurer(myself) started the NORTON NOTICE in 1978, and initiated "associate memberships". There is little doubt that many owners joined us at that time and have remained in the club because they liked the newsletter and were not particularly interested in the ROADHOLDER. Occasionally we see those individuals at a club event, especially the BEER BUST or at the sierra rally. These members may not be as active as the hard-core of regulars who show up for all events but they are never the less very interested in the club and do participate as much as they can or wish to.

With regard to associate versus full membership, I'd like to remind everyone that Bob's and my initial intent when we began the associate membership option was to attract the many Norton owners we were meeting all the time who felt that the NOC dues were too high. We felt that lots of Norton owners would join if the dues were low and hoped that many of them, once in the club, would then choose to become full members. Over the years that hope has proven to be true, and a lot of the full members of the club today are people who joined in '78 and later as associate members. While I encourage other associate members to join the NOC as well, I definitely do not agree with the faction who would drop them from the club roster if they choose not to join. After all they are the main reason the club treasury now has such a healthy surplus, a pleasant state of affairs that never existed back in the old days.

As Branch Treasurer once myself I can assure you that we never had any extra funds to play around with until the membership boom of the late '70's. I think it's time we appreciated the associate members for what they do contribute(their dues) and not drop them from the club simply because they do not come to the meetings.

Finally I agree with those who feel that good organization is important to the club and I strongly encourage the members to elect a President and Vice-President with proven organizational abilities, as well as creative ideas for the club. "Nice Guys" who sit back and do little or nothing for the club all year are not the best choices for officers. We should elect individuals at the December meeting who definitely want to work for the club and we should all try to help those officers in any way we can. Negative criticism is never helpful but constructive suggestions and positive ideas are always appreciated.

Respectfully submitted

STEVE COBURN



SPECIAL COURSES OFFERED.

SELF-IMPROVEMENT WORKSHOP

- ___ Creative Suffering.
- ___ Overcoming peace of mind.
- ___ You and your birthmark.
- ___ Guilt without sex.
- ___ Ego gratification through violence.
- ___ Dealing with post self-realization depression.
- ___ Holding your child's attention through guilt and fear.
- ___ Whining your way to alienation.
- ___ How to overcome self-doubt through pretense and ostentation.

BUSINESS/CAREER WORKSHOP

- ___ Money can make you rich.
- ___ Talking real good. How you can improve your speech and get way ahead.
- ___ How to legally marry your bike.
- ___ I made \$100 in real estate.
- ___ Career opportunities in Iran.
- ___ How to profit from your town body.
- ___ Tax shelters for the truly needy.
- ___ Looter's guide to America.

HOME ECONOMICS WORKSHOP

- ___ How to convert your family room into a garage.
- ___ Cultivating viruses in your refrigerator.
- ___ Burglar proof your bike with concrete.
- ___ How to convert a wheelchair into a dune buggy.
- ___ What to do with your conversation piece.
- ___ Off the road uses for your riding leathers.

HEALTH/CRAFTS WORKSHOP

- ___ The joys of hypochondria.
- ___ High fiber sex.
- ___ Tap dance your way to social ridicule.
- ___ Suicide and your health.
- ___ How to tell if your helmet's too tight.
- ___ Needlecraft for junkies.
- ___ Gifts for the senile.
- ___ Bonsai your pet.
- ___ Bonsai your bike.
- ___ How to draw genitalia.

Price per course, \$99 per hour, no checks, but will consider swapping for hard to get Norton parts. Call Jan Barton weeknights after midnight.

NORTON RIDERS ONLY



المجلسة السعودية الأمريكية
المشركة للتعاون الاقتصادي



United States - Saudi Arabian
Joint Commission
on Economic Cooperation

Dear Phil:

First off I'd like to change my address with the club.

Norman Kelley
Transient Box 72
US REP/JECOR
APO 09038 New York

As you can see by the letterhead, this is really in Saudi Arabia, at Riyadh, the capitol. I am here with pat, on a two year assignment.

One thing you can say about this place is that year round biking is entirely possible, if a bit hot! As I recall you had a tough time with Sacramento!

Anyway I'm on the prowl for Nortons and the dry climate should help if I can locate them. Rumor is that the Saudi Air Force has a bunch of Tridents here. I'll sniff them out. Actually I've seen lots of 125-250cc Jap stuff, but no Brit bikes yet. The Norton dealer list states there was an importer in Abu Dhabi (on the Arabian Gulf) and I plan to get over there. Who knows, there may be a warehouse of Commandos! I've lost my members list, but if anyone's in the Middle East I'd like to hear from them.

Best Wishes
Norm and Pat

Dear Phil:

This is my check for membership(associate) in your branch of the Norton Owner's Club. The reason I have always held an associate membership in your branch is that I have been a "solo" member of the NOC in England, before I joined your branch. As such I receive all my NOC literature directly from England. However I am beginning to wonder if I would be wiser to be a full member of your branch instead. Three months ago I renewed my dues directly to England and it was a hassle. I still get my bank drafts through my parents bank in Detroit, Michigan(I've been in Atlanta for 3 years and found souther banks to be sorry.) Maybe next June when my NOC dues run out I may become a full member of your branch. I hope it is causing your branch no difficulties to have members at such great distances as myself. I get my dues worth by just seeing the Norton Notice in my mailbox.

I have even given thought to founding a branch of the NOC here in Atlanta but feel the situation is hopeless. During my last year in Detroit before I moved I was a founding officer in the Michigan branch USNOA. At our 3rd afternoon get together there were 47 Nortons ridden to the site. Now the Michigan club has 70 plus members and holds several rallies a year that have attracted over 300 British bikes. During that same year the Atlanta branch, USNOA was founded and I have been a member since the 2nd year. Atlanta has never had more than 20 members and there are probably not more than 15 Nortons in the whole city, that are in running condition.

The deep South unfortunately has the least interest in British bikes in the USA and that's why I greatly enjoy being in your branch.

Sincerely,
Mike Pisarcik

WANTED ADS

CALL Phil Radford(408)293-4548 mornings and weekends if interested in the following:

1972 Commando 750 Combat Roadster. Disc brake, 850 swing arm head steady and seat. Rebuilt tranny, swing arm and engine top end. Brand new wheel bearings and chain. Plus lots of love and attention Yours for the low, low price---\$1400.

ALSO 1967 Norton P-11. Needs some work, but is 95% complete. Asking \$575.

PLUS SOME OTHER BITS

- *Complete 750 Commando transmission \$125.
- *Commando inner primary cover. Just \$15.
- *Complete 750 cylinder head still bolted to damaged cylinders, includes push rods, cam followers, etc. asking \$65.
- *750 Commando bottom end complete, crank needs a regrind. I want \$65.
- *750 Commando clutch complete with hubs, yours---\$35.
- *Early Commando triple clamps real cheap.
- *Fastback centre stand \$10.
- *Fastback side panels, a pair for \$15.
- *Early Commando wheels, both front and rear.
- *Twin leading shoe brake plate only \$15.
- *Commando side stand. \$10.
- *Pair 30mm Amals, complete \$20.
- *Pair Girling rear shocks with good chrome springs. \$25.
- *Fastback oil tank, complete with pipes. I want \$25.
- *Commando footpegs, complete set left and right includes brake lever \$30.
- *Dunstall 2 into 1 header pipes Only \$10.

FOR SALE

A rare SCORPION MOTORDOME Silver Vase SS, vintage 1952, made in Poland. It's a 50cc two-stroke Mikuni, no "S" pipe or instruments, Sears TT tires with Austin swing arm. No pink slip, will be sold as is. Parts available anywhere! Rip me off! \$12,500 Firm price to club members only, afterall what are friends for.

I. M. Acrook
Look for me at all meetings.

WANTED

Have worn carburetor on my otherwise perfect 1935 Norton International #40 350cc. It's an Amal TT Type 1 and 1/16 bore, and is flange mounted with the screws 2 inches apart. Any one out there who can rebuild if properly? If so, please contact Thomas Powell (203)259-8547, 14 Willow St, Southport Conn. 06490

FOR SALE

1969 Commando. Stock early Commando in good shape, has 18,000 original miles, could use a little aesthetic work. Asking \$950.

Bill Lear
(415)493-3962
Evenings.

WANTED

Someone to paint my BSA Rocket Three, also FOR SALE a Dick's Cycle West 2 into 1 exhaust for an 850, used but stil good. I want \$20.

Ken Ward
1232 Pecos Way
Sunnyvale, Cal
(408)733-5749

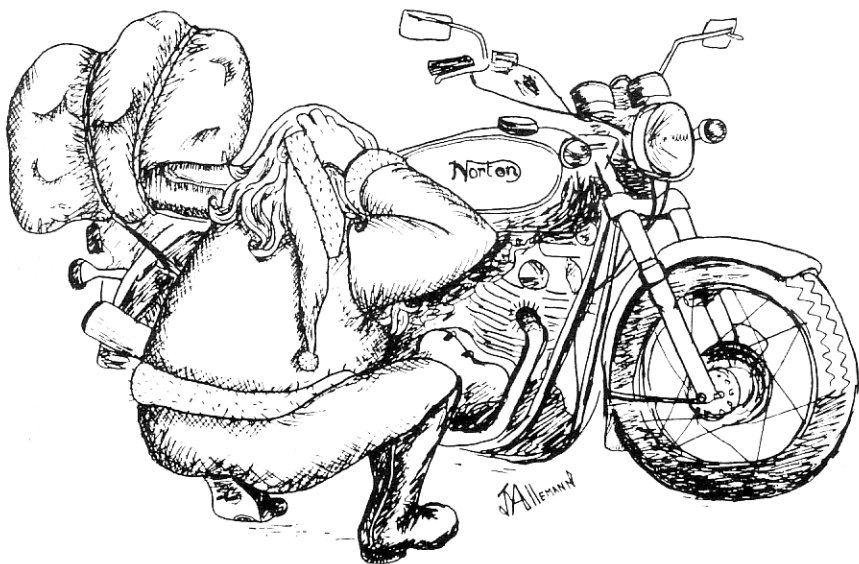
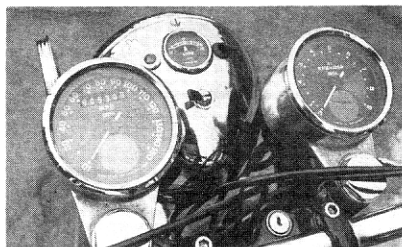
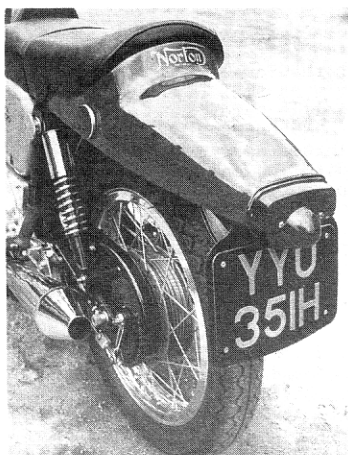
FOR SALE

1971 Norton Commando, She say's it's gotta go! Best Offer(707) 8872135 Eves.
Al Eichstaedt
P.O.Box 3061
Santa Rosa, Ca.
95402

 Raindrops keep fallin' on my "S"
 but that doesn't mean my bike will
 soon be a big mess
 rust around the rims, 'cause I'm
 gonna wipe away the rain with my
 Tee shirt
 then when I'm through, my Commando
 looks like new
 Now there's one thing I know,
 the "blues" they send to chase me
 can't disgrace me
 I tell them all to kiss my "S",
 when they try to outrace me
 raindrops keep fallin' on my "S"
 and just like the guy who can't be
 satisfied with less
 I can't bear to see, those rain
 drops keep falling on the seat
 and the gas tank
 while clouds bring gloom, I'll
 park the "S" in my bedroom!

ART

Norton Notice



WE HAVE IT NOW!

Call or write:

Norton

Britalia Motors

BSA

DUCAPI

385 Tully Rd.

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