



# Norton Notice

The Newsletter of The Northern California Branch

NO.59

April 1983



**MT. HAMILTON 17th**  
**CAMA RALLY 23 • 24**  
**MORRO BAY May 14-15**

# 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

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(408) 293-4548

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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

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 MARCH 10, 1983 MEETING

In spite of the lousy weather, the meeting at the Edinburgh Castle brought 25 or 30 members together for the usual beer and bull. President Tom Dabel invited all who planned to make the Mt. Hamilton ride to stop at his house afterward for fried chicken and the Daytona 200 on the tube. Unfortunately, the ride was later cancelled due to more bad weather; Tom is noticeably plumper as a result.

The question of incorporating the club was raised again. Expense of incorporating appears to be in the \$500-\$1000 dollar range, but there were no conclusions on the usefulness or necessity. Mike Rettie offered to seek out legal advice and report back at the next meeting.

Tom also noted that letters from Les Emery and Phil Cox had been received pointing out that the NOC had quite specific rules for getting rid of members. Since he had never scanned the rules (so who has?) he promised to look into the matter further. Maybe we should raffle off the right to throw out the member of your choice? That should raise enough money to incorporate, a necessity to protect the club from disenfranchised members. Well, it was just a thought.....

Speaking of raffles, the club raffled enough stuff to make everybody a winner; especially, Brian Halton - Britalia gift certificate, Geoff Hemphill - large Norton silk screen, Dave Cronin, Mike Rettie and others collected various tools and posters.

A unanimous vote of thanks was issued to Robert and Brian for their first newsletter. The front cover photo was from a Dutch poster; not a local rider unfortunately.

Art Sirota enthusiastically (gleefully?) brought up the problems of the British pound. Specifically, it is a great time to take advantage of the spares scheme, since the pound is around \$1.50. TT-100's at 23 pounds, Boyer ignitions at 20-25, as well as many items not listed in a catalog. Full members should write Les Emery, or talk to Art.

Robert Briscoe has a price list of boot and glove paraphernalia from Castre (see last month's newsletter).

Finally, Tom Dabel has received a lot of Norton labels courtesy of Ron Glenn. If you find 5 or 10 in your newsletter stick them on whatever seems most appropriate. And bring your Norton to the next meeting. The Norton weatherman assures me it will be spring by April. I'm ready.

Tim Coburn

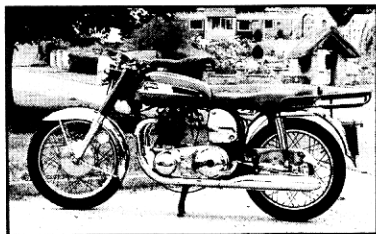
## Presidents Report

### ATLAS SHRUGGED:

A while back I was forced to leave my bike in Sutter Creek. On a hot Sunday afternoon it had decided to blow a head gasket. This wasn't the first time, but it was the farthest away from home so far. The Atlas used a barrel spigoted into the head and this meant that the head gasket is extremely narrow. Ed Brooks had a fixit consisting of an aluminum ring that fits into the head, then resurface the barrel removing the spigots. This allows use of the late head gasket. Yes the pistons came up out of the barrels but the rings don't so it isn't a problem.

Off again down the rails of asphalt oblivious to the ghosts that I often heard in my Norton, (I bought a pair of ear plugs). What's this puffing on my pant leg? Not the head gasket. Not loose head bolts, for I retorque before each ride. Its idling smoothly so there is compression. A crack between the fins of the barrel is what I found. The Atlas barrel has head bolt bosses only between the top two fins and the crack was between the second and third fins allowing a half inch of compression. Harvey set me up with a later barrel which has bosses extending down through four fins and it also had an O.D. .100" more than the old barrel. It even fit my old pistons, so off again.....

Tom Dabel



NUTS N BOLTS:

Thanks for the compliments on the March issue we plan to keep up the standards of the Notices in the past!

The CAMA Rally is coming up this April 22nd through April 25th, in the small town of Hanford. Here's everyone's chance to see some of the finest vintage motorcycles in the West, talk to the owner's and generally have a wonderful time with fellow enthusiasts from all over the State. Harvey Loucks will be riding down and anyone wishing to accompany him should call (408) 255 7356, also there will be a group leaving from TT Motors in Berkeley at 6 a.m. April 23rd. You should be ready to go, at that time, and totally prepared for a hot ride through the valley. This is no run for a ratter!

A new club has been formed in Southern California. The San Diego Norton Club is the name and President Barry Hill and Secretary Treasurer Steve Coburn are the first officers. Any correspondence to the club paper, the Norton Rag should be sent to 135 S. Sierra Avenue, Solana Beach 92075.

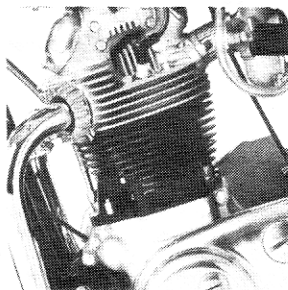
If there are stickers in your Notice this month, thank Ron Glen. Club cards are now finished and available to members at club meetings. Now when someone asks about the club you won't have to scrounge around for a paper to give them the wrong number.

Adrian and Wendy Page are back in the States, visiting Gene and Pat Austin. The English couple joined Gene, Harvey Loucks, Dave Cronin and others on a brisk run down to Santa Cruz and back on what had to be one of the prettiest spring days in recorded history. Rumor has it they are headed for Death Valley and then plan to surface in Hanford for the Rally. Isn't gossip wonderful?

I have received a note from Jon McAuliffe. The boots are not available in half sizes, and they run small. I'll bring the catalog to the April meeting at Rick's, so bring money if you plan to order, since I plan to send in an order soon.

There was no ride marshall's report this issue since there was no ride, but Rich has informed us that he plans another assault on Mount Hamilton, that he still plans to go the back way and to meet him at the Howard Johnsons in San Jose on 101, before 10 a.m. Sunday the 17th,

Robert Briscoe



### **Great Names In Motorcycling:**

Ariel Pixie  
 NSU Quickly  
 Tohatsu Runpet  
 BSA Beagle  
 Rabbit  
 Triumph Terrier  
 Honda Cub  
 Zundapp Suburbanette  
 Parilla Slughi  
 DMW Deemster  
 Zundapp Bella Deluxe  
 Maico Blizzard  
 Yamaguchi Autopet  
 Harley Hummer  
 TWN Contessa  
 Pointer Lassie Super  
 Indian Hounds Arrow  
 Horex Resident  
 NSU-Lube Yack  
 Berti Lodola  
 Ducati Brisk  
 Lambretta Ape  
 Moto Guzzi Dingo  
 ABC Scootamota  
 Manurhin Scootomat  
 Motobi Scooterino  
 Browne Grossbeak

**UPCOMING BRANCH EVENTS**

DATE	TIME	PLACE	EVENT
April 14th	7:30 p.m.	Ricks Swiss Chalet 4085 El Camino Way Palo Alto	April meeting
April 17th	10:00 a.m.	Howard Johnson's Highway 101 San Jose	Mount Hamilton ride.
May 12th	7:30 p.m.	Edinburgh Castle 950 Geary Street San Francisco	May meeting
May 14th	(the exact time and place to be on Saturday the 14th will be announced by Rich Stevenson at the May meeting. This ride can't miss and a meeting of the tribes, memorable.		NOC & SNOC Morro Bay overnighter

**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.

**\*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

Northern California Branch T-shirts (white shirts with blue and red logo as below) in large and medium sizes only. \$7.50 each, plus a dollar if you want it mailed.



Contact Tom Borman phone(408) 255-5197 at 6170 W. Walbrook, San Jose 95129, 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.

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.



# VISALIA

## Not A Wet Eye In The House

By Phil Schilling

S nivel-nosed nostalgia is a disease little suffered by *Cycle Magazine* editors. Manufacturers don't make motorcycles like they used to, and it's a good thing they don't. Those who tried aren't in business anymore. But it does not follow that people who like old motorcycles—who collect and restore them—have peanut butter for brains. Their crying towels aren't normally damp with tears for the good old days either. They know firsthand the intricacies and idiosyncrasies of older motorcycles, and intimate knowledge has a way of peeling off those grand illusions of the past.

Great machines are invariably fascinating, but fascinating machines need not be great ones. Some bikes are just motorcycling's equivalent to radiation windmills. What fascinates collectors is the machinery: the way it looks and sounds and works. And that's enough to draw the faithful back to Visalia every year for the CAMA Rally.

The Classic and Antique Motorcycle Club is more than a single organization; rather it's an association of fairly distinct groups whose paths criss-cross. There's a British thumper division, an Indian Four contingent, devotees of pre-World War I motorcycles, fanciers of "modern classics," and many others. Because no

set of judges could possibly know everything, CAMA Secretary Frank Conley has established more than a dozen prize-winning categories, ranging from Best Pre-1920 Twin to Best Indian to Best English Classic.

Often individual owners are far better students of their machines than any judge of a CAMA concours. Bill Hoecker's immaculate 1931 Harley-Davidson 45 cubic-inch V-twin won the Best Antique award in 1975, and only Hoecker—a keen and patient restorer—knew exactly how well his restoration met original specifications. So complete was the restoration, nobody could quarrel with scholarship.

Old-time two-wheelers have a very special appeal to hardware junkies: the bikes wear a lot of their insides on the outside. Speedometer systems on modern machines have been neatly tucked away; drive units, cables and speedo-heads are all inviolate. The rider sees only the meter face, benign and impassive. The whole works are hermetically sealed in plastic, equally protected from prying fingers and penny-pinching owners. Break the plastic face-cover, and proceed to your dealer, where you discover that the face-lens and speedometer are one and inseparable, now and forever about fifty bucks.

It was not always so. Some old motorcycles have big cog wheels at the rear which rotates smaller gears that turns huge cable drives. No tiny little gears, no slick cover-up, no cable that threads a meek path to the speedometer. No sir. A cable the size of electrical conduit lies regally atop the tank and connects to the speedometer. It's a cable-sheath that means business. Certainly there's a disadvantage to parading your cogs out in the open; grit-lapped gears probably don't work very well after a while. To say nothing of the hazards of uncovered gears. That alone would cause today's safety-nik bureaucrats to fall down on their Blue Cross/Blue Shields.

Shortcomings aside, you never had to wonder why your speedometer quit; you could glance back over your left shoulder and see that rock shucking your cogs off. Later, at your dealer, there was none of this unit-only-sorry silliness. A cog wheel was a cog wheel, and not part of the speedometer unit complete. Motorcycles used to be brutally direct. And what you saw is what you got.

How easily the words *motorcycle* and *machine* interchange, and this word-swap has been a part of motorcycling since its beginning. Early on, automobiles and airplanes were machines too. But *machine* soon lost its close connection with the automobile, as full body-work covered the messy innards. And so in 1975 no one thinks of Lincoln Continentals and Chevrolet Corvettes as machines; they are just kindred appliances beneath the velour and leather.

Appliance is a wonderful word; it suggests a power source divorced utterly from the mechanism and its operator. A machine, on the other hand, is alive; the driver can communicate with the thing one-on-one. Appliances do not really communicate; they simply function by remote control, requiring no participation save switching on-and-off.

Invariably appliances are predictable, infallible and boring—exactly the kind of qualities you like in jetliner winging at 30,000 feet and 600 mph.

The appliance epithet will never stick to motorcycles built before 1960. The things exude a mechanical presence. Nearly everywhere in the Visalia bullpen you can see exposed rocker arms, outside flywheels, external oil lines, and hundreds of knobs, cocks, levers and convoluted fittings. The engines have a rich texture of hardware, which makes the machines almost self-explanatory. Mysteries dissolve once you learn that old motorcycles conceal very little. Oil pumps, for example, normally hang outside like badges. Just the essentials—pistons, rods, crankshafts and gears—live inside the cases.

At Visalia CAMA members hover over their machines, patiently going through starting maneuvers. Old motorcycles are intolerant. Follow the prescribed ritual and the engines fire willingly, but make a mistake and you'll kick, pedal or push in futility. Once under way, the old-timers chug around the parking lot, accompanied by all manner of sounds now lost in modern motorcycles. No appliance will ever pop, chuff, oil, shake, purr, spit and hum. The veteran machines fairly dance and sweat in mechanical activity.

The more adventurous wheel their machines out for the Sunday morning rally, which follow snakey roads through the green countryside of Visalia. The short loop runs 40 miles, a suitable distance for motorcycles with fifty years behind them. Newer models, built after World War II, take the long loop, which weaves and bobs through the hills for a hundred miles. Gentle putt-putting is the rule, and that leisurely pace befits scores of treasured machines making their annual foray into the present. Reality is good enough and honest enough by itself. Contrived nostalgia is neither needed nor wanted.

## TECH TIPS

### TECH TIPS:

I recently changed countershaft sprockets on my 1969 fastback from a 19 tooth to a 21 tooth and I'd like to share the results. The machine conveys a greater sense of cruising while on the highway, especially at faster speeds. The engine isn't working as hard above 65 m.p.h. With the 19 tooth sprocket I used to do 60 mph at 4000 rpm, while now with the 21 tooth sprocket I do 64 mph at the same revs. This may not seem like much of a difference, but I can feel a change in the bike at higher speeds. The engine cruises much more comfortably without giving up lower bottom end torque. So I'm really pleased with the results! By the way, 21 T sprockets are available from Les Emery Fair Spares for about \$14.00 bucks including shipping and packing.

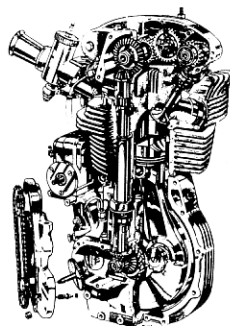
Thanks,  
Art Sirota

The rains are over (at last) and its time to ride. Its also time to give Old Nort the once over. Take an afternoon off, roll your beast outside, let it feel the sunshine on its tank and it will let you know what kind of season its going to be. Take a hard look at everything, from every angle. Is that front tire cracking, check along the rim? How about the battery and the chain, are the cells dry, are the links drooping? Everybody knows British bikes leak, but is yours bad enough to coat the rear tire? Maybe a simple tach drive fix is all you need. Damn my Norton has torque, it pulls like a tractor, but it vibrates a lot in the process so check that everything is snug. Murphy said "Anything that can go wrong, will", did he ride a Norton I wonder? Don't let that mischievous devil spoil your season. Make a list of your needs, and if you can't work on it yourself always then turn it over to a reliable wrench who you can trust to get your bike in shape. Remember, if you can't take care of your Norton you're gonna end up with a pile of trouble, blame the bike and end up riding a (god forbid) UJM, and watching the Real Bikes go by!

Thanks,  
Robert Briscoe

### Names That Never Were, But Should Have Been:

Parilla "Blazing Saddle"  
Velocette "Erstwhile"  
BSA "Beleaguered"  
Prtiumph "Ptarmigan"  
Maico "Drizzle"  
Benelli "Pit Tootsie"  
Munch "Meek"  
Triumph "Strumpet"  
Brough "Inferior"  
Vincent "DUD"  
NSU-Lube "Rack"  
Indiān "Minority Group"  
Pope "Pope"  
Royal Enfield "Abuser"  
Marusho "Misbegotten"  
BSA "Geezer"  
Lambretta "Earnest"





# Pappy

Dear Pappy:

Phew! boy am I glad to hear from you! I'm in trouble deep and need your advice fast.

I have a Suzuki Katana, a Honda Sabre, a Yamaha Seca, a Kawi KZ, and a Norton Atlas. I also have an incurable disease and the doctors say I have only 6 months to live. Help!!

Anxiously,  
Shorty, SF.

Dear Shorty:

I say you are in a bit of a pinch aren't you?

Here's what to do. Sell those sewing machines, fire up your trusty Atlas and ride down into the peninsula at once. Living there may not save your life, but 6 months in the peninsula seems like 6 years anywhere else!

See you soon.  
Pappy

Dear J.L. Norton:

The implications of communication with the best minds of the motorcycle industry who have passed on into the other world simply astounds me. Your combined knowledge must be endless! Would you, could you, please compile a pamphlet or a book of advice to Noccers helping us keep our valiant machines on the highway. With your help we could ride our Nortons into the twentyfirst century!

Respectfully,  
The Professor, San Jose

Dear Professor:

That brings up an amusing story, my friend. You see we thought of that idea earlier this year, 1982 that is. When I say we I mean Count Augusta, Mike Hailwood and myself. The three of us put together a booklet which was filled with just the kind of tips you yearn for. Mike the Bike wrote about the best ways to push Norton, both Manx and twins through the turns and told Noccers about high speed quirks to watch out for. Mike even told how to jump your bike high in the air like he used to, and even included a short prayer to murmur while up there!

The Count and I concentrated mainly on the engines of course, although he did digress once or twice on the importance of choosing the right color for La Machina and how the decibel level of your exhaust pipes affected your competition. Once finished we were delighted with our little book and decided it was ready to be passed over. What better place to sneak the material into the earthly plane than at your last club rally in the heavenly Sierras. Tip toeing in the moonlight, we passed from tent to tent, carefully stepping over Norton parts, broken glass, and bear cans until we found the pup tent of one of your former officials. His name escapes me, but I'm sure you know him, the jolly rotund fellow whose slightly accident prone. We carefully lifted his curly head and slid the document under and then stole quietly back into the night. Well, I say, you can imagine our surprise at dawn when we discovered he'd eaten the pages! Oh! well, as we say up here, to err is human, to forgive divine, we'll mail you the new one next time!



# WANT ADS



NOTICE: The Norton Owners club expects you to bargain in good faith and honesty, but assumes no responsibility for the goods or services offered in these want ads. ED.

## Russian River Roadster

1970 Commando 750 with 7,000 miles, completely stock with the addition of a Vetter Quicksilver fairing and luggage rack, new K 81's---\$1295.00

Also the following parts:

1. Commando fibre glass tank-1970
2. 1970 Commando clutch assembly
3. Two into one exhaust system.
4. 1970 Commando primary chain. and Oil Pump.

Prices negotiable...James Jacobs  
Guerneville...phone 707 869-3848.

## FOR SALE

1. 850 Commando Frame, 1973---\$190.
2. 850 Commando Frame, 1974---\$100. has slight kink in downtube.
3. 850 wiring harness with cables to handlebar controls---\$45.
4. 850 rear light unit, complete \$35.
5. 850 front fender with stays--\$25.
6. 850 Oil tank---\$30.
7. 750 Swinging Arm---\$30.
8. Hi-Rider Gas Tank---\$35.
9. Early Fastback center stand-\$20.
10. Commando engine sprocket pullers made them myself, strong-\$10.
11. Black Leather jacket, size 40-\$60.

PHIL RADFORD (408) 293-4548.

## Wrencher's Challenge

1957-58? Dommie...not running possible parts bike---\$500, or will trade. Call Tom Murphy at (408) 446-2227.

For Sale: Rear Luggage rack for Commando with newly re-upholstered sissy bar---\$60. Fiberglass Tote box with a locking lid---\$30. Wixom type fairing for a Commando, black fiberglass with clear wind-screen---\$35. Rear Pillion pad with new upholstery...\$20.

Art Sirota, Box 81  
La Honda, (415) 747-0740

For Sale: Norton Featherbed frame and many misc. parts \$250. or best offer. Also MkIII roadster I'm willing to trade for mid-size Brit or European twin. Call (415) 941-7989 or (415) 948-1403 ask for Rosemary.

For Sale: 1967 N-15 CS street scrambler, 750cc...1981 center fold bike. New K-70 tires and new red paint job--\$975, best offer. Harvey (408) 225-7356. evenings 6-9 pm.

For Sale: 1975 Mk III Roadster red, white and blue. Needs tune up and clean up. \$800.00 or best offer. Call Cathy (408) 257-2230, or (408) 730,9523.

Wanted: For a 1973 850 Roadster a front rim, headlamp shell, one turn signal, outer primary chain case, replacement seat cover. Ken Ward (408) 733-5749 evenings or (408) 742-8245 daytime.



For Sale: 1974 850 Roadster with a Windjammer fairing, Dunstall exhaust and leather seat, 20,000 miles on bike, 2100 miles on engine rebuild, exceptionally clean. \$1200 or best offer.

Keith Ingle (408)259-3530 leave message.

For Sale: Red, 1974 850 Fastback in perfect shape, Boyer ignition, Amal carbs, many extras included. Serious offers of \$1950.

Gary Broeder (415) 949-2291, leave message.

For Sale: 1973 Combat Interstate with 17,000 miles, new paint(striping and decals correct), late model mufflers, Colorcraft cafe fairing, mechanical details, repair records and spares. \$1900...or best offer.

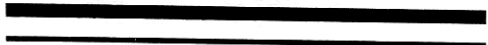
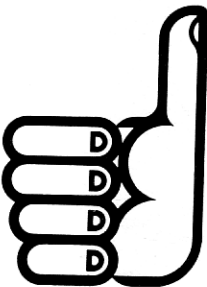
Tom Kelly (916) 877-6450 weekends, or weekdays at (415) 534-6383

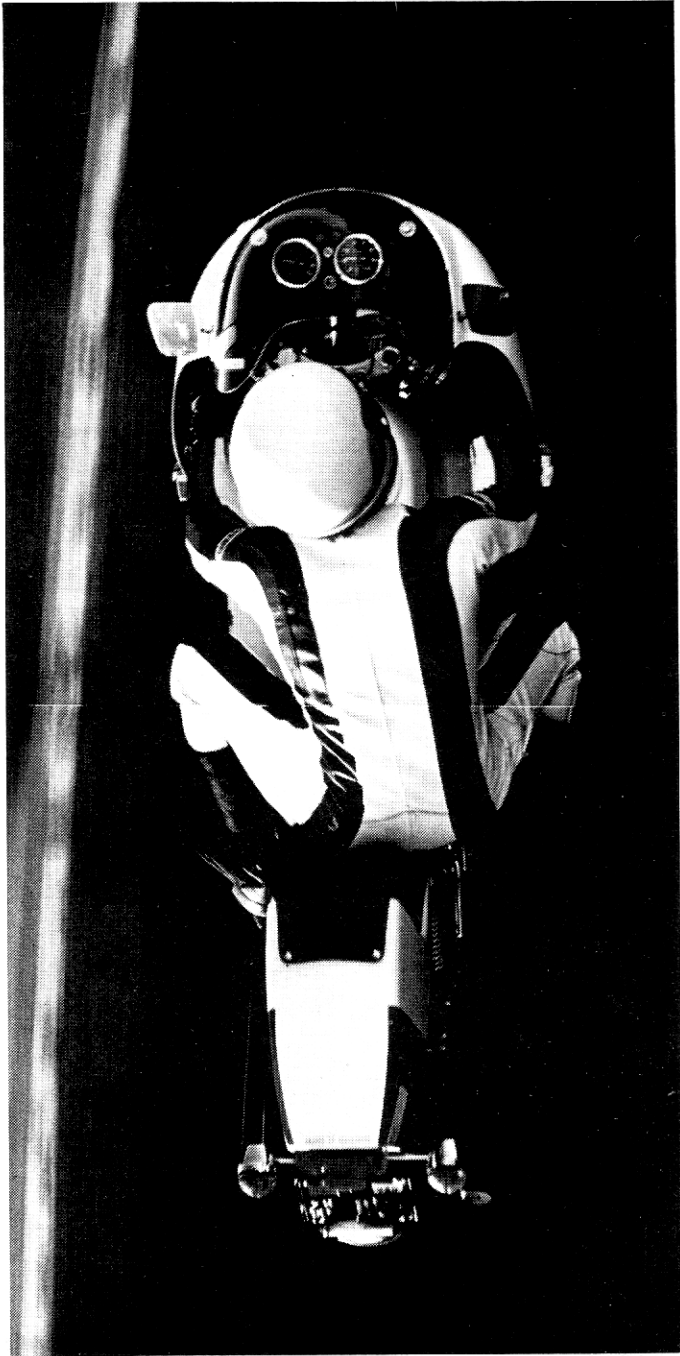


For Sale: Norton parts:

1. Early 70's Commando motor, built and raced by Reg Pridimore and rebuilt prior to sale. Standard borebore hepolite pistons, Dykes-type rings, S & W valve springs Dunstall mid-range needle bearing Cam, needle bearing rockers sealed guides, Speedation ignition...All fins intact. First Offer.
2. Amal Concentrics with custom manifold for same motor, \$80.
3. Commando gearbox with kickstart \$100.
4. Two into One race pipes with megaphone for same engine. \$40.
5. Complete primary drive with case and lightened diaphragm clutch \$100.
6. Entire package \$600 or trade same for 59 Manx seat, rubber goods, mud guard, oil tank or shop time on same.

Lance Mason (805) 962-2970,days





# Hall-Burdette

MOTORCYCLES

**Norton**

  
**MOTO GUZZI**

**DUCATI**

We have been selling and servicing Nortons since 1948 and have a good supply of parts and accessories, both new and used. Our mechanic, Bob Bennett, has been repairing Nortons for over 20 years and is a recognized expert. Thor Berke, our parts manager, has a thorough familiarity with all Norton parts and accessories.

2010 DEL PASO BLVD.  
SACRAMENTO, CALIFORNIA 95815  
PHONE (916) 925-1797

# Norton

I would like to thank the dealers who have advertising on this page for their support of our club. To the members I would like to say, drop in and check them out; and, if you buy, mention that you saw their ad. Your patronage is appreciated!

Also, there is more space available for anyone out there who might like to advertise. The rates are \$35 for 6 months and \$60 for 1 year. Who could ask for a better deal.

Call or write: Dave Kerst, 371 Hickory Ave., Tracy CA. 95376 (209) 835-7468 until 2PM or (415) 443-6300 between 4PM and 10PM.

**Norton**

**TRIUMPH**

**LAVERDA**

**DUCATI**

**MOTO MORINI**

# T.T. MOTORS

Norton Owners - T.T. specializes in European motorcycles and offers complete parts, service, and machine shop for all the wonderful bikes we sell.

Stop by and visit and check us out!

- \* Complete line of British tools
- \* Manuals and spares for your Norton
- \* Speed Equipment:

Megacycle and webcam camshafts  
Single Mikuni kits  
Exhaust port repair \$45 each  
Valve jobs and port work  
Cylinder boring and surfacing

- \* 10% discount on all parts (except Lucas) to N.O.C. members

2800 Adeline Street  
Berkeley, CA 94703  
9 a.m. - 6 p.m. Tues. - Sat.

845-8235

# TRIUMPH

**Norton**

**MOTO GUZZI**


**DUCATI**

## MUNROE MOTORS, INC.

MOTORCYCLES

SALES - SERVICE - PARTS

Munroe has three mechanics that are familiar with Nortons and have been for a number of years. We can replace exhaust ports with the head on the bike and don't know of anyone else who can. The job looks like original factory! Call for a quote on shop prices. We also have a good Norton parts supply.

**MUNROE MOTORS**  


INC.

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