

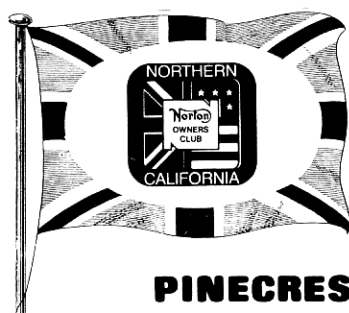


Norton Notice

The Newsletter of The Northern California Branch

NO. 63

AUGUST 1983



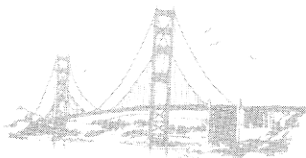
ANNUAL RALLY

AUGUST 11th-14th

PINECREST CALIFORNIA

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
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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

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 JULY 14, 1983 MEETING

President Tom Dabel finally called the meeting to order at 9:05 with approximately 24 bodies present.

Tom announced that he had the route for the Old Timer's Ride all mapped out, and assured it would be alot of fun.

Jan Barton made a clever suggestion that we require Commandos to run with one plug lead disconnected (perhaps so his Manx can keep up!).

September's Club Ride will be the Carmel Valley Ride, which will take place on the weekend following Labour Day. October was chosen for the Tahoe Valley Ride.

New Business: Scot Marburger asked if it was alright to solicit new members at the USNOA Rally. The answer was a resounding YES!

See you next month...

Jeff Hemphill



TREASURER'S REPORT

PHIL RADFORD-SECRETARY TREASURER

Last month we had 14 new members, 11 renewals, which brings total membership to 240. \$846.08 was taken in with membership dues, rally dues, paraphernalia sales, and the raffle. Please note last month's raffle brought in \$61.00 not \$161.00 as in Art's recordings.

\$271.00 went to England to pay for NOC dues, July Notice costs were \$147.94 and beer at the Beer Bust cost \$161.62.

We now have a balance of \$751.80.

CONGRATULATIONS

I just got back from the USNOA Rally in Flagstaff, Arizona, had a good time although it rained quite a bit and even hailed one day.

Art Sirota won Best Vintage Single, Steve Coburn won Best Touring Bike, and I won Best Atlas at Rally! Congratulations to all of us! A lot of people were interested in the NOC and it was really a pleasure to give out copies of the July Notice to them!

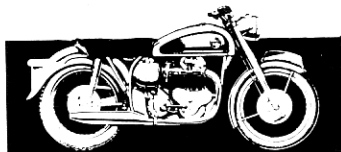
Speaking of Notices; I have back issues of the Norton Notice should anyone want one, and extra copies of 'Roadholders' for members who don't receive theirs for some reason.

Phil Radford

FAIR SPARES

Fair Spares is a non-profit parts house run by Les and Sue Emery, offering a complete line of polished stainless steel components for Nortons and spare parts for Singles, Commandos and Featherbeds. They also carry Norvil racing parts.

Their service is available only to full club members, who can request a catalogue from Phil Radford. If you don't see what you need, remember that Les and Sue can provide many more parts than those listed, so ask!



RIDE MARSHALS REPORT

RIDE MARSHALL'S REPORT

Sunday morning started with a low hanging fog and a cold bite in the air. Rolling the Norton out at 8:00 I started for the South Bay by way of Hiway 17 and the San Mateo Bridge. Arrived at Alic's about 9:00 and the weather was still holding to fog and cool. By 11:00, twelve Nortons had gathered for the annual ride of ancient iron.

Tom D. lead the pack down 84 to La Honda then Alpine Rd. on to Pescadero. After a beer or two it was on the road to San Gregorio and a store from 40 years ago. Everything a country store should have, and is worth at least an hour of browsing. By the time we left San Gregorio at 1:00, the weather was sunny and getting warm. Out on the road to Hiway 1 for a mile or so then back up Tunatis Rd. to 35, then back to Alice's Restaurant. Road conditions were good with some gravel and light traffic, no accidents.

A light showing for the ride, but I think Laguna Seca may have had something to do with that. Pinecrest is near and I'm working on some non-destructive events for the rally, Slow Ride, etc.

See you at Pinecrest
Richard



TECH TIPS



If you own a Norton 750 which develops an oil leak between the barrels and crankcase, here is a quick and simple repair.

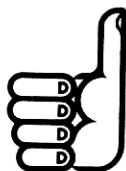
Remove the tank and disassemble the top engine mount. No need to remove carbs or exhaust system. Loosen all cylinder base nuts, including the one on the very front which has no washer. Pull up on the top end and the barrels should rise off the crankcase mouth. Remove the traces of old base gasket, and try not to let any pieces fall into the crankcase. Clean the surfaces well and apply Plastic Gasket to the top of the crankcase.

Remove all three rocker covers, take out the wooden wedges, and lower the barrels. Looking thru the two front rocker covers, make sure the push rods re-engage correctly in the cups on the rockers. Now torque down the base nuts in proper order and recheck valve clearances.

Re-assemble everything. Notice how you don't even have to disturb the torque settings on the cylinder head or remove any major parts of the engine. This method does not apply to Norton 850's which have 4 counter-sunk Allen through-bolts attaching the barrels to the crankcase, and which can only be gotten to by first removing the head.

The last time I talked to Brian Slark about cylinder base joints, he advocated omitting the paper gaskets on all Nortons and using Plastic Gasket instead. I just finished the above procedure and my oil leak has stopped completely. The whole operation took about 2 hours, and I took my time.

Art Sirota



UPCOMING BRANCH EVENTS

DATE	TIME	PLACE	EVENT
August 4th	7:30 p.m.	Rick's Swiss Chalet 4085 El Camino Way Palo Alto	The August Meeting
August 12th-14th	Whenever you arrive	Pinecrest Pinecrest, CA	Annual Club Rally
September 8th	7:30 p.m.	Edinburg Castle 950 Geary St. San Francisco	The Sept. Meeting
September 10th-11th	9 a.m. the 10th	Presently unknown	Overnight Ride to Lake Tahoe

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



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.

TOOL	DEPOSIT
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.	



**Antique Motorcycle club of America
Fort Sutter Chapter**



Sacramento
August 20th and 21st
Antique Motorcycle
Show and Swap Meet

Old original motor cycles only. "No" choppers.

Judging

**For information
Richard Borchert
(916) 967-2833**

Trophies

**Saturday Aug. 20th Show and Swap meet 8:00 A.M.
at 1st Ave. off 24th Street**

**Saturday night 7:30 P.M. Banquet Rosemount Grill
3145 Folsom Blvd. 455-5387**

**Sunday Aug. 21st Poker Run and Ride
meet 9:30 A.M. at Show area 1st Ave.**

Return Registration Form to:

**Shorty Thompkin
2524 Morse Ave.
Sacramento, Ca. 95821**



CUT HERE

REGISTRATION FORM AMC MEMBER ☐ YES ☐ NO CARD NO. _____
NAME _____ PHONE _____
ADDRESS _____ CITY _____ STATE _____ ZIP _____
YEAR-MAKE-MODEL & CLASS ENTERED, EACH M/C. _____

The undersigned agrees to hold harmless the Motor Vehicle Dept. and the Antique Motorcycle Club and all its members for any mishap accident, fire, theft or any loss while participating in the show, field meet and ride August 20 & 21, 1983.
Signature _____

ENTRY FEE \$10.00 (Post \$15.00)(AMC Members) \$ _____

ENTRY FEE \$12.00 (Post \$17.00)(Non-AMC Members) \$ _____

SWAP SPACE \$15.00 (Post \$20.00) Spaces numbered & Assigned \$ _____

BANQUET TICKETS \$13.25 Per Person (Reservations back by Aug. 12) \$ _____

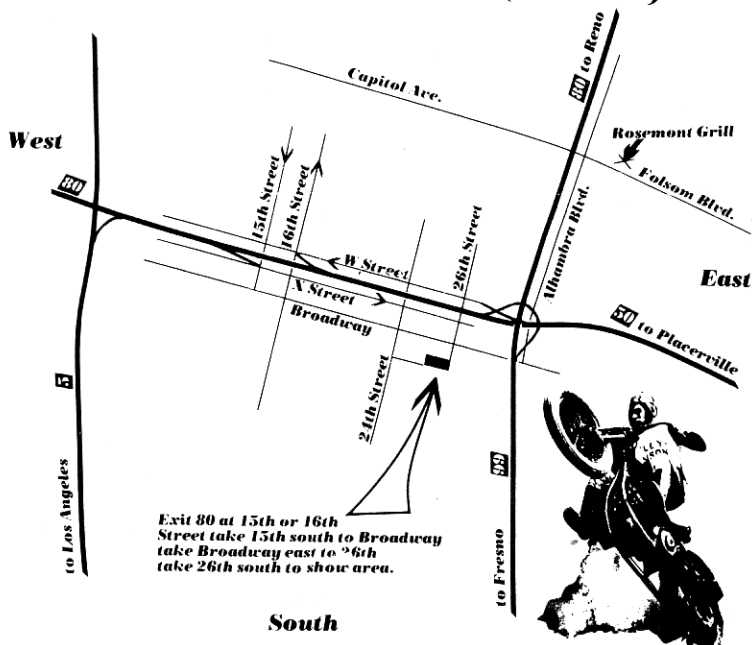
CHECKS PAYABLE TO: FORT SUTTER CHAPTER, AMC TOTAL \$ _____

FIELD MEET BIKES LIMITED TO SHOW ENTRIES. EACH ENTRY LIMITED TO ONE JUDGING CLASS

WANTED: Original Airbox, complete, for
850 MK 111; Front brake; Lever.

David Kerst
209-835-7468

Classes	
Antique	(Pre-1930)
Post Antique	(1930-1945)
Post War	(1945-1962)
Powerbike/Scooter	(To 1962)
Competition	(To 1962)
Sidecar	(To 1962)



South
No overnight camping at show site

TACH DRIVE FIX

Will machine drive housing of tachometer and replace "O" Ring with a new seal, all for only \$7.50. Phone

Mark Gribble (415) 573-1699

WE HAVE IT NOW!

Call or write:

Norton Britalia Motors VSA

DUCAATI

385 Tully Rd.

San Jose, CA 95111

Wolff

"Comprehensive stock of parts shipped UPS daily"

Husqvarna

TRIUMPH

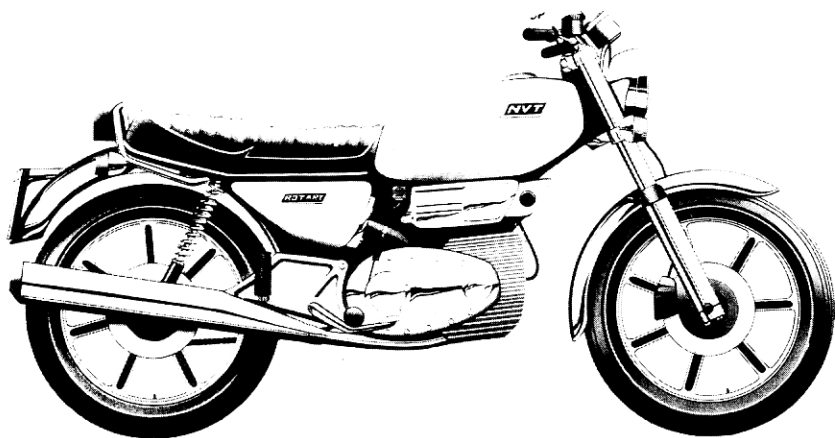
MOTO GUZZI

(408) 295-4341

MATCHLESS

HUGE CATALOG - \$6.00 POSTPAID

VISA/M.C.



Police order Norton rotary

THE first firm orders have been placed for Norton's rotary-engined motor cycles — two police forces have asked for six bikes.

Following tests last year, both West Midlands and West Yorkshire forces have decided to add the water cooled British superbikes to their motor cycle fleets.

West Midlands were first with an order for three bikes — one each for their western, eastern and central sections, where they will be used for general patrol purposes.

Though the Norton rotary will be more expensive than the £4,000-plus BMW alternative, West Yorkshire have ordered three because they could be good value for money.

"We currently run BMWs," said a spokesman, "but this purchase is in line with our policy to test things that look to be good value."

Their three rotaries will be delivered before April 1 and will be used in general traffic work in urban areas.

Also poised to buy Nortons after favourable testing are the South Yorkshire police.

"We had one for evaluation for a short period at the end of last year," said spokesman Inspector Don Burns, "and it seems very promising."

"It's highly likely that some of 14 machines to be replaced after April will be Nortons."

The test bike stood up very well to city conditions, escort duties and traffic work.

"Vibration was nil, and acceleration was vivid. But we wouldn't commit ourselves to more than two or three until they have been tried further."

Norton's sales manager Keith Blair commented that he was pleased with the reaction from the police.

"We are particularly pleased that our testing programme with West Midlands police has proved fruitful — we did a lot of development work with them, and their co-operation was invaluable."

Norton currently have four machines out on test with police forces. Full production will begin near Easter.

Cop that record bid

NOTTINGHAMSHIRE police plan to use two Norton rotaries to cover 1,000 miles in eight hours at Donington Park circuit next month.

They will be aiming to average just over 61mph, and through sponsorship hope to raise £1,000 towards an adventure playground for mentally handicapped children. Ten riders will take part in a relay system on March 21.

Pappy

DEAR PAPPY: Did you go to our BEER BUST?
Merced Fred.

Dear Fred:

My friend Mr Brough and I spent the hours just before dawn in those splendid pine trees overlooking your camp site. Sunrise in your loveley California forest was most divine and our pleasure was only enhanced by the sound of the bikes as they began to arrive for the event.

However, the meeting itself was most disappointing...as I have never seen so much disrepair in my life!! There were missing teeth, cracked valves, bald heads frayed wiring, dead batteries, dropped rear ends, burnt bearings, bent forks, piston slap, backfirings, leaky cases, shattered head lamps, notched hubs, dirty carburetors and yes probably worst of them all, rusted swing arms!!!

Gentlemen, In case you haven't sussed out my meaning, I'm not talking about my beautiful Nortons, you've kept them in champion form, I am talking about your own forms!!! You really are a tatty lot!!! If you took as good care of yourselves as you do of your Nortons, you'd all live to be one-hundred!



Cheers, Pappy.

DEAR PAPPY:

All my life people have been making fun of the way I talk, and saying that I was really dumb. In school my teacher said I was hopeless, my mom cries whenever she looks at me and my dirty dad said that I was so dumb I'd probably have to take off all my clothes just to count to twenty-one! When I got big I bought a Norton. Everyone I knew just kept shaking their heads and they made me leave town, something about it being the last straw.

Pappy, that's when I decided to show those rubes I wasn't half as dumb as they thought. I went to Stanford at night and Berkeley in the day, and when I got my degrees in tax law and animal husbandry, the bucks really started rolling in. Now I can speak on any subject with authority, drink martinis without making a fool of myself, and tell jokes in four different languages cause I learned them in my sleep with hypnosis tapes! Well after getting Norton back from Mr. Axtell and paying him a big fat check, I decided it was time to go back home and show everybody how I turned out.

Walking into the village shop, I carefully removed my custom gloves and helmet, and using my highly refined accent and speaking with perfect diction I made this simple request. "My Good Man, may I please have, One Quart of Kendall Motor Oil, One Copy of Classic Bike and One Large Tube of Hermatite?" But the fellow behind the counter started laughing so hard, Pappy I thought he was gonna hurt himself! Then he yelled to his buddy in the back, "Hey Luke, there's another Norton Rider out here!!! HaHaw HaHaw, Ha, Haw! I left post-haste, and Norton and I did a wheely all the way down the main street that led outta that Hicktown. Pappy how dare those yokels laugh at an educated man? And how did those bumpkins know I rode a Norton, can you help solve this humiliatin' mystery???

Sammy Simple, Felton

Dear Sammy: We investigated your story and think we found the problem ...the shop you entered was a Bakery.

MARBURGER TECH TIP CONTINUED from Last Month

Wetting the floor down before you paint will help, covering everything in the room (probably your garage) with plastic is also recommended. Painting outside is suicide: You'd never believe how much crap is in the air until you try to keep it out of your paint.

In spite of the risk of stirring up more dust, you really should have good ventilation where you do the spraying. This not only keeps the paint out of your lungs but will also allow you to see what you are doing (paint mist can get VERY thick).

Once your room is set to paint, tack off all your parts. Wipe your stuff with rag in one hand while blowing air over the parts from the gun in the other hand. This should be the absolute last thing you do before painting, you should be ready to drop the rag and start shooting paint as soon as you're done tacking.

Now you're ready to paint. Use the manufacturer's recommended pressure for your paint. Pressure should be measured at the gun; if you don't have gauge there you can figure about 10 psi pressure drop for each 25' of hose you use. Enamels and Imron usually run 50-55 psi at the gun pressure to force the tiny metal flakes to lay flat when they go on. Otherwise, they stand up at odd angles, reducing brilliance and degrading weather and solvent resistance. Lacquers really need the juice, up to 70 psi is not uncommon. The bottom line is to follow the manufacturer's directions.

Adjust the fan of the gun so that its about 6" wide when the gun is 12" from whatever you're painting. If your gun has a trigger stop, set it so that the paint starts to run after about 2 seconds (one-one-thousand, two-one-thousand) when the gun is held stationary 12" from your test surface. These are just guidelines, start with these and go on to develop what works best for you.

Apply a light first coat: Just enough paint to bring up a shine but probably not enough to cover. Wait 5 minutes and shoot a full, wet coat, shiny and reflective under the lights. Don't worry yet about full hiding, especially with lacquer (lacquer usually takes 3-5 coats to hide). Move the gun from side to side or up and down, always keeping it a constant distance from the work. Index the gun at the end of each pass so that the next pass will overlap the previous one by about 20%. Angle the gun so that the paint blows onto the unpainted surface, not back over what you just painted.

On tanks, I usually start at the bottom, shooting "up" under the tank all the way around, then getting the nooks and crannies around the filler neck. Then I hit the back (by the seat) and the front around the steering head tube.

Once the trim is done, I'll start low on one side, moving the gun from front to back to front, indexing up the side, over the top, and down the other side of the tank. Sidecovers get their sides (thin sections) shot first, then a general hosing of the front panel. Fairings are best done with the headlight hole pointing up, the gun moving up and down the long axis of the fairing.

Give this coat about an hour (less for lacquer) to set up so that you can tack it off before you put on another coat. Repeat the light coat full coat cycle until the paint hides well enough to suit you. Be sure and allow ample time between full coats for the solvents to flash off. If something should happen during color coat application (like a bug mating with your paint) let the coat dry overnight (patience need be your only virtue) and sand with 400 wet. Shoot another coat and chances are no one will ever know.

Do you need a clear coat? If you're using metallics or lacquer, its probably a good idea from the standpoint of solvent resistance. Other paints should be fine without it. You might consider a coat or two of clear over plastic stripes or letters you apply to the old Nort, but don't attempt to bury the plastic in clear. A decal is a decal and no amount of clear will level the finish enough to make it look like part of the paint. Clear will help your decals stay on and look better longer. Be careful when applying lacquer or Imron clear on plastic decals, some will wrinkle and melt. With any clear/decal combo, its best to try a sample first. Better an unprotected unwrinkled decal than one crumpled, melted mess beautifully displayed in crystal agony (VOE).

Those are the basics. Variations on the theme can be used to produce two tones, patterns, stripes and even lettering. Scotch (3-M) makes an excellent green masking tone for sharp masked edges. Various amounts of paint applied so as to change the hide can be used to produce illusions of depth and space. Air pressure, paint and thinner can combine to produce any imaginable result, and some as yet unimagined ones.

MISTAKES YOU'LL MAKE AT LEAST ONCE (OR, THIRD TIME IS THE CHARM):

Sanding bondo too soon so that curing takes place after the final surface is made. This results in a low spot that will need to be filled in again.

Putting too much activator in bondo or fiberglass resin, generating bubbles which show up as pin holes when sanded. Again, filling will be necessary.

WANT ADS

WANT AD POLICY: Ads will be run for one month. For additional insertion, please resubmit copy.

FOR SALE:

1973-750 Norton Roadster
Very clean-Well maintained.
Runs strong. Considerable time and money invested in this bike.
\$1600.00 or reasonable offer.
Must see to appreciate.

Kevin Cooper
415-449-5520 Days
415-443-6300 Nights

FOR SALE:

'50 Norton ES2. Needs minor work to complete a very nice restoration. Two owner bike, 16K miles.

'59 Manx. Semi-basket. Needs rubber parts, tires, mud-guards, seat; otherwise fairly complete.

'79 Triumph Bonneville Special. 8K miles. Excellent. Must sell.

Reasonable offer from NOC rider or best offer from outside. Will consider trade of ES2 for total restoration of Manx. I will pay parts.

Also: Amal Concentrics with custom manifold for same motor, \$80.00.

Commando gear box with kickstart \$100.00.

Two into One race pipes with megaphone for same engine, \$40.

Complete primary drive with case and lightened diaphragm clutch, \$100.00.

Lance Mason
1212 Calle Cerrito
Santa Barbara, CA
93101

805-962-2970 Days
805-682-5387 Nights

FOR SALE: Norton Flattracker 750 Commando motor, custom frame Call for more details. \$1800 or best offer.

Dave Cronin
415-566-3119

FOR SALE:

'75-850 MK 111 Roadster, Black, Completely stocked, 22K miles. Very clean, excellent condition. \$1500.00.

Walt Clevenger
6501 Matterhorn
Sacramento, CA
95842

916-722-0133
Eves. and Wkends

'68 Atlas 750, Stock, Very good condition, very clean, well cared for. Hidden very little last five years. Spare gas tank, wheels, front end, transmission, engine (apart) etc. \$1000.00.

FOR SALE: '71 Norton 750 Fastback Rebuilt engine, '75 front end, runs good. \$900 or best offer, needs paint

Scott Kirker
415-343-0943 Mornings
415-344-0284 Afternoons

FOR SALE: '65 Norton Atlas. Completely rebuilt. Excellent condition thruout. Very clean. Needs instruments. \$800.

Michael Mery
415-383-9022

FOR SALE: '69 Commando. Stock in good shape. 18K easy miles. Basically an original, not restored, needs some aesthetic work. \$950.00

Bill Lear
415-493-3962 Evenings

FOR SALE: '71 Norton 750. Fiberglass tank, good tires, new front brake. \$600.00 or best offer.

Craig Hipkin
415-564-4273 or
415-654-6310

FOR SALE-PACKAGE DEAL:

Two '66 Royal Enfield TT Interceptors 750 cc, almost complete. \$2000.00 or best offer.

Richard Montero
415-553-1544 Work
415-584-3957 Home

A MATTER OF SEMANTICS

The following is meant to assist those who may be reading or have read those road tests of yesteryear as published in the English magazines of the day. As a result of your reading, you may be having some difficulty relating those test descriptions of the vehicles we all know so well.

Here then, are some translations that will enable you to read what the testors were really saying:

<u>TEST REPORTAGE</u>	<u>TRANSLATION</u>
Performance:	
All that was expected	Gutless
Scintillating	Average
Breathtaking	Good
Handling:	
Up to the standard set by the previous model	They still haven't got it right
A noticeable improvement over previous model	Now it needs a hero, not a maniac to ride it fast
Braking:	
Exemplary	Adequate
Adequate	Inadequate
Below standard expected	Pathetic
Exhaust Noise:	
Mellow	Noisy
Healthy	Very noisy
Requires careful throttle use in built-up areas	Deafening
Oil Tightness:	
Virtually oil tight	Leaks a little
Commendable degree of oiltightness	Leaks more
Some oil loss was noted	Leaks a lot
The Horn:	
Poorly positioned for maximum effectiveness	Inaudible
Strident	Audible
The Lights:	
Adequate for normal after-dark speeds	Poor
Enabled full performance after dark	Adequate
Turned night into day	Good (most likely foreign)
The Finish:	
Servicable	Black
Attractive	Other than black (pea green, mud brown)
Flamboyant	Garish
The Rustle of Valve Gear	Sounds like a bag of nails
A Compact riding position	Cramped
Sets New Standard of Rider Comfort	At least 1½ inches of wheel travel
The Side Stand Should Not Be Listed as An E...	Takes 3 men to get the bike onto its center stand
Vibration:	
Pulsating Power	8.5 on the Richter Scale
Some Vibration apparent	Loosens your dental fillings
No Apparent Vibration	Barely acceptable
Turbine Smoothness	Going downhill in neutral
Controls:	
Positive	Clonky
Fall Readily to Hand	Easily found in the dark
Knife-Through-Butter	Gear changes on first jab

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) 825-1797

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
LAMARCA
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
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