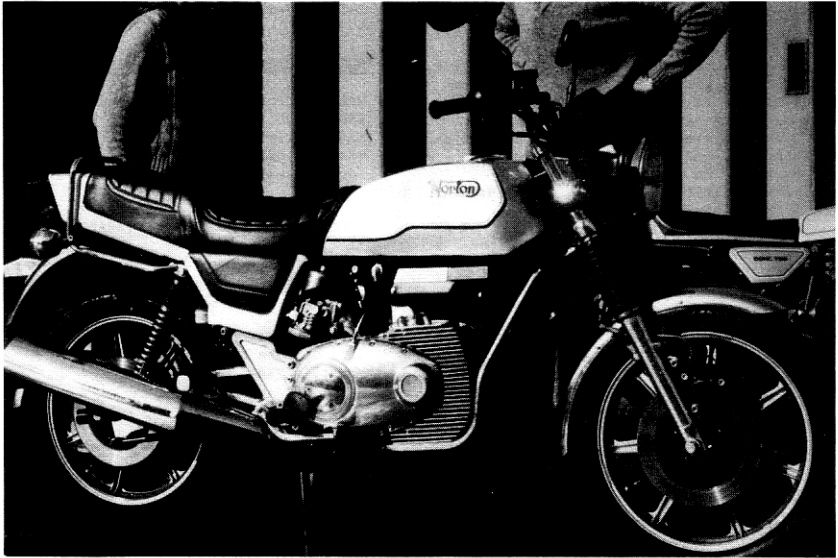


Norton Notice

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



THE BIKE PICTURED ABOVE IS :

- A) A BRITISH BIKE
- B) A NORTON
- C) EXPENSIVE
- D) PERHAPS THE BEST NEW BIKE SINCE THE COMMANDO
- E) THE NEXT NEW BIKE YOU'RE GOING TO BUY
- F) ALL OF THE ABOVE

SPECIAL ROAD TEST ISSUE



NO. 79 NOVEMBER 1984

Norton Notice

The Newsletter of The Northern California Branch



is published monthly by the NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB. Its 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), as long as it is in good taste, so that other Norton enthusiasts may enjoy it. For Branch members who cannot attend club meetings or club rides, the NORTON NOTICE affords an opportunity to share experiences and information with the membership of the Branch, and to bring the Branch members closer together.

Deadline for items to be submitted for publication is the 21st of each month.

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MEMBERSHIP IN THE NORTHERN CALIFORNIA BRANCH OF THE NORTON OWNERS CLUB IS AVAILABLE FOR \$25.00 PER YEAR.

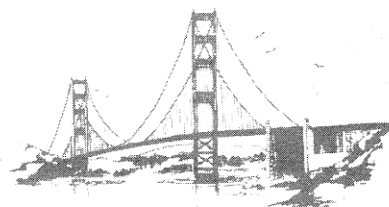
MEMBERSHIP DUES ARE PAYABLE TO THE BRANCH SECRETARY/TREASURER, WHOSE NAME IS SHOWN ABOVE.

RENEWAL DUES ARE PAYABLE AT THE END OF THE INDIVIDUAL'S MEMBERSHIP YEAR, THAT MONTH BEING DESIGNATED BY THE LAST NUMBER OF THE INDIVIDUAL'S MEMBERSHIP NUMBER AS LOCATED ON THE MAILING LABEL OF THE NORTON NOTICE OR THE MEMBERSHIP CARD. FOR EXAMPLE, 745/2 DENOTES MEMBER NUMBER 745 WITH DUES EXPIRING ON THE 1st OF FEBRUARY.

ALL CHANGES OF ADDRESS SHOULD GO TO THE BRANCH SECRETARY/TREASURER, NOT THE NORTON NOTICE EDITOR.

Membership in the NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB entitles a member to monthly issues of the NORTON NOTICE and bi-monthly issues of ROADHOLDER magazine, which is sent directly from England, keeping members informed of Norton owners' activities worldwide. Membership provides voting privileges at all NOC and Branch meetings, and allows one to purchase Norton spares directly from England, at significant savings, through the NOC Spares Program.

Subscription to the NORTON NOTICE only is available for \$15.00 per year. This does not include membership in the NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB, nor does it afford any of the rights or privileges of membership in the NOC.



UPCOMING EVENTS

NOVEMBER 8	7:30 P.M.	RICK'S SWISS CHALET 4085 EL CAMINO WAY PALO ALTO	NOVEMBER MEETING
<p>*** Special Note: I took about 35 slides of the Norton factory and the Wankel production etc., while in England and will be bringing them to the next meeting (above). I probably won't do it again so if you'd like to see more of the bike and hear more about it, show up. There will be some other attractions ,per Scot, so I would imagine it will have to get under way right around 7:30 in order to fit them all in (for those of you who show up around 9:00 , you may miss the boat) <i>WJ</i> ***</p>			
NOVEMBER 18	10:00 A.M.	BROOK'S CYCLERY 1615 ALMADEN ROAD	CARMEL VALLEY RIDE
DECEMBER 9	10:00 A.M.	BAY BRIDGE TOLL PLAZA PARKING LOT	EAST BAY HILLS RIDE
DECEMBER 16	3:00 P.M.	RICK'S SWISS CHALET 4085 EL CAMINO WAY PALO ALTO	CHRISTMAS PARTY and ELECTION of OFFICERS

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 oil and gasoline by the scheduled departure time and all personal problems should be taken care of. In other words.... FULL TANKS AND EMPTY BLADDERS!

TWISTIES

This month's cloumn is going to be a short one because of engine and transmission problems, and to starting the restoration of the PR. All that effort in the garage leaves very little time for anything else. I have picked up a few tech pointers via the school of hard knocks and after the dust has settled I'll try to get them into the newsletter.

Last month's ride: In short, wonderful! The day started out foggy and cold but cleared by the time I reached the starting point at the ferry landing. A handfull of riders headed straight to Beringer's for a taste and tour. From there it was on to Calistoga and an authentic English pub for bangers and mash, sheppard's pie, and fish and chips, all washed down by English ale and Napa wine. The coast ranges beckoned after lunch, and atera a quick romp through them we found ourselves on Highway 1 just south of Jenner. The stretch of 1 south to Marshall is twisty and lightly travelled; a perfect Norton road. Mike and Juli disappeared about that point, and the rest of us headed for Novato and home via the superslab. Just another perfect day among great company.

Last month's meeting: Only 12 people showed up in spite of my pleas for better attendance. It looks as though the old San Francisco crowd has thinned out pretty badly, and in order to serve more of the membership, meetings at the Edinburgh Castle will be held only once every three months (four times a year) starting with the January meeting. There was some talk of an East Bay meeting place being found; I'll keep you posted if anything comes of it. Folks, it really doesn't matter to me where we have the meeting (its the same distance from home to either San Francisco or Palo Alto) and for you die hard SF members, Palo Al to just aint that far to go. We'll talk more about it at the November meeting, so if you are really upset, show up and present your argument.

This month's meeting: We'll be at Rick's for the next two months (a regular meeting and the Christmas party). We'll be raffeling off a \$25 gift certificate from West Bay Cycle Dismantlers that Bernie Burleffi won at Big Sur and donated to the club. We will also have a technical discussion featuring Carlos Moon. Carlos is a highly experienced engine builder with many dirt track and road race wins attributed to his motors. Carlos will reveal some of the secrets of the go fast motor, including blueprinting, balancing, and longevity.

Christmas Party: Held December 16, starting at 3:00 pm,

dinner served at 5:00. That's right, a sit down, full course dinner. We'll also have the traditional Norton Christmas cake, and the hospitality of Rick's. There is a limit on the number of folks we can accommodate for dinner, as well as requirements for prepayment of the dinner. I've gotten Phil (moneybags) Radford to loosen the purse strings a little and the club will be subsidizing the cost of dinner in an effort to keep the price well below \$10 per person. Details are published elsewhere in the Notice, but you can contact me if you have any questions.

December Ride: The same day as the Christmas Party, and we'll end up at Rick's.

News Letter Editor: We're still hoping to find an individual willing to put the news letter together each month. December will be Mike Heth's last month, and as yet no one has come forward. Your current club officers are already doing as much as they can without suffering terminal burnout and we need some help. For most of the membership, the newsletter is the main thing they get for their membership dollar, it would be a shame to abbreviate the current news letter to a coming events page with a few classifieds. There are other options, but all of them mean a drastic change from the current news letter format that we have all grown to love and expect. So if you've been thinking about doing a little bit of work for the club, here's your chance.

That's got to be all for this month, I'll see you on the road.

Scot

CHRISTMAS PARTY!!!

The Northern California Branch of the Norton Owners Club invite you to Christmas dinner at Rick's Swiss Chalet on Sunday, December 16, 1984. The cash bar opens at 3 p.m. and dinner will be served at 5 p.m. You have your choice of Breast of Chicken Cordon Bleu or German Sauerbraten. Meals include soup or salad, long grain rice or potatoe, garden vegetable, french roll, ice cream, and coffee. The cost for the dinner will be \$7.00 per person. We are limited to 50 people for this gathering so get your reservations in early. You have until Monday December 10 to get your money to me to reserve your spot.

Scot

VIBRATIONS

Welcome to the club the following new members:

Timothy Burke	San Francisco, Ca.
Ken Armann	San Jose, Ca.
Robert Davis	Truckee, Ca.
Robert Newman	Mill Valley, Ca.
Harry Culbreath & Vicky Richardson	Oak Ridge, Tenn.
Glenn Gonzalez	Menlo Park, Ca.

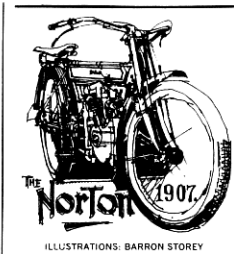
The latest issue of the NOC newsletter "Roadholder" was number 116. I have extra copies of this if any member did not receive it this time. Also if members miss out on future issues of "Roadholder" or the Notice please contact me. I always have back issues.

Our farthest flung fan of the Notice must be Chris Richardson who lives in So. Wales, Great Britain. He is an NOC member and receives the Notice each month. He has asked me to let all members of this branch know of a service he would like to give you.

(Editor's note: I'm supposed to insert Chris' letter here but as it's a long one and my auxillary typer has told me to take a hike this month I'm not going to get it in this issue as I've just shot my wad on the Wankel piece in this issue and am all typed out, next issue for sure.)***

Sue Emery of Fair Spares in England has written to me to let me know they have five Quaife 5 speed gearboxes available and in stock. Cost is 450 pounds each plus postage, packing and insurance. Contact me if you don't have their address, if you need it.

Phil Radford



THE EXHAUST NOTE

It's that cosmic time of the year when all of the people who have been doing all of the work during the year are anxious to have someone come in and do it for the next year, myself included. The ol' Notice never quite became what I wanted it to this year. I wanted the small thin line on the cover along with the NOC logo and the "Newsletter of the" line to be in red but it never got there. Then it was just a switch to grey paper and walla, the Norton racing colors. Such is life.

Now it's time to turn over the expense account, hot secretaries in tight skirts, 8 martini lunches, stable of Nortons and the sacred blue pencil to another lucky Norton owner to carry on. This is usually accomplished in one of three ways. The traditional and most desirable is for you (the prospective new editor) to come to me and bribe me (\$100's only, no \$20's) so that I will let you be the new editor and you get the secretaries, martinis and Nortons, (and the blue pencil...very important). The other way and second most desirable is that when the president of the branch mentions at the meeting that the post of Norton Notice editor will be available, you (the prospective new editor) should starting squirming in your chair and waving your hand in the air all the while shouting "Me, Me, Pick Me, I'll do it!" This is very effective and usually means I miss out on the bribe. The third and least desirable way is for you to go about three months into the new year before you notice that the newsletter doesn't exist anymore and then belatedly say "Gee, I was sure someone would go ahead and do it. Hell, I've got the time, I'd like to contribute, I'll do it." By that time all of the secretaries have new jobs, the expense account is gone and sometimes we even forget where the blue pencil is. I definitely will not be doing it after the new year and as I see it, everybody who usually steps up to bail out some part of the club duties is already doing something so it looks bleak, to say the least. If you do decide to take over the newsletter I will still be able to show you the ropes (and the blue pencil...very important) before I give it up and it is much easier to do the thing if you've been shown how. So if you want to be a hero and save the newsletter and get your name in print and get to know alot of Norton owners and get first shot at all the Norton parts and bikes for sale meet me at the next meeting with a plain envelope filled with \$100's no \$20's.....

MM

VIEW THROUGH THE WINDSCREEN

Seek and ye shall find, or something to that effect. When I learned that I would be visiting a few hi-fi factories in the U.K., I remembered Phil Radford's comment in his column about the Norton factory moving to Shenstone and their willingness to have visitors. Once I got over to England I called Les Emery who gave me the factory's phone number and the name of the sales manager, Steve Sidney. When I called him he was very open and encouraging about my visiting, so I made a loose appointment for a Monday.

I probably had the standard idea concerning the Norton factory that you have, a couple of guy's in a dirt floor shed doing R&D on a new model Norton with a couple of hammers and a screwdriver. I was a little off.

When I got there I found a completely modern factory with computer controlled machining and a monthly production of 12 to 15 complete bikes. It's not anything like what we've assumed and they produce a very good product. In the paragraphs below I'll try to cover the bike in as much detail as possible, and point out the many ways in which it retains design themes evident in the Commando.

First off, the Norton Wankel is a bit different than the one last seen in 1978. At that time Norton considered selling the bike to the public but it didn't handle as well as they liked so they started working on a new frame and took the available time to fine tune a few other rough spots. Consequently the machine is very finished with no real weak points that will need an immediate "MkII" version to correct. The current frame is patented, hermetically sealed, a rigid backbone design, and pretty much hidden from view which serves to differentiate it from the current Japanese "Look ma, see my frame tubes" design(?), marketing ploy(!). Whereas in the Commando frame the design is a large diameter tube (very rigid backbone) with the frame tubes "hung" off of it, the Wankel is a box section (very rigid backbone) design with the engine and other components bolted to it. The frame is a chamber which is used for cooling the engine and all of the air the engine uses passes through the frame, through the engine for cooling(after being mixed with oil), back through the frame where the oil is condensed out and then on to the carburetors and into the combustion chambers. You definitely get your money's worth out of your air. There are a total of 17 patents on the design of the bike and a few concern exactly how all of the above takes place as it cures one of the big problems in Wankel design, cooling the rotors and shaft.

The clutch is a modified Commando clutch and the tool used to remove it is almost identical to the one you now use for your Commando, the four tangs that touch the diaphragm spring are longer on the new one. I didn't get a lot of info on the clutch and gearbox other than the above.

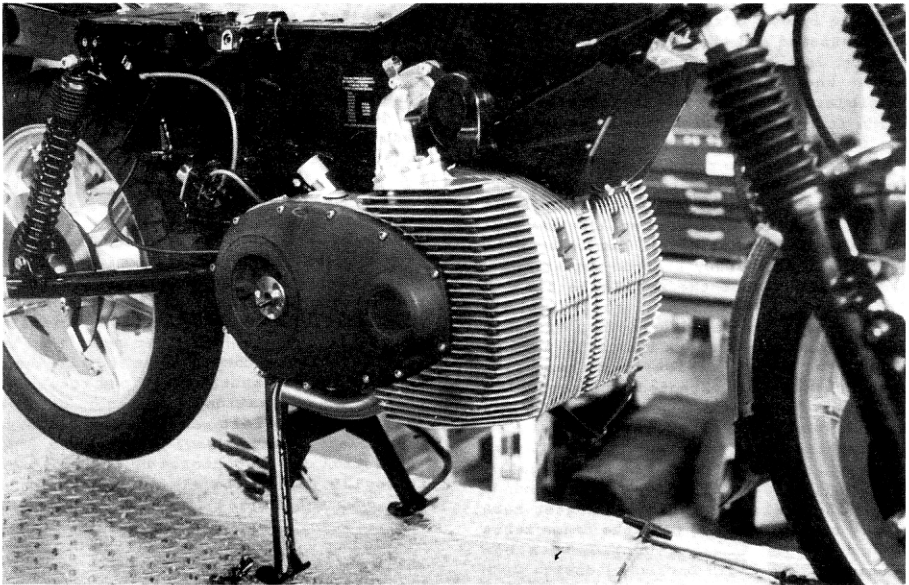
The swingarm assembly is bolted up rigid unlike the Commando Isolastic mounting arrangement, but the chain is run totally sealed in an oil bath. The rear wheel can be removed without disturbing the chain and the chain has an expected life of about 30,000 miles, with oil changes (yes, Muriel, oil changes) at about 5,000 or so. This (as I remember it) is what Steve told me, but he did indicate that they were having even better luck than they first anticipated with the chain life. Again as I remember it, the swingarm bearings are needle bearings.

The front forks are Marzocchi as the Roadholders were just inadequate and too expensive to redesign especially with an already excellent design available. The brakes are 3 1/2" stainless steel discs with Brembo calipers, again a decision was made to go with an off the shelf established model rather than keep the bike in R&D forever. Steve pointed out that 80-85% of the Norton Wankel is British. The rear shocks are gas Girlings.

Electrics are (OhMiGodd!!) Lucas and they have a highly sophisticated ignition system (points I think.....no just kidding) that retards the timing back to the stone age at idle to allow them to get a 600-900 (sorry I've forgotten which) idle. It seems that up until 2 years ago they brought the idle down to 900 r.p.m. by shutting off one rotor but there was a hesitation in coming up off the idle which they felt was not satisfactory. Doug Hele (remember him?) was hired to find a solution and he doctored up the ignition to really retard the timing to bring the idle down while still firing on both cylinder (umm, rotors). Steve indicated that they cleared up the last few niggling problems while getting the idle sorted out and that basically the machine is bulletproof and dependable. It's only sold as an Interpol although they have half of England begging them to sell them a street model. He indicated they are working on the street model right now and are half a curly hair from shutting down the factory for three weeks to put in a proper production line so they can build the bikes in quantity as 12-15 is about max the way they're set up now. One guy assembles all the engines etc.

The engine has three, count 'em, three moving parts and none of them go up and down, ... time marches on. The machining is handled by the computer controlled machine I mentioned earlier, a (I'll change my own tools, thankyou) type that controls everything once the workpiece is chucked up. It machines the trichoid and the ports and most everything else so there's little chance of a screwup. The trichoid is plated with a material similar to Nikasil for long wear. The plating of the trichoid is one of the few things done outside the factory, the parts are sent out. Current horsepower is 82 b.h.p. on the Interpol with 100 b.h.p. "easy" for the street bike. Norton are pretty sure that all the other countries will follow Germany's lead and adopt a 100 b.h.p. ceiling for street machines and are therefore aiming for that figure. At about 460 pounds and a little less than 600 c.c. ol' Norton may have the Japanese beat in the revered "power to weight ratio" race.

Lessee here what else? The carburetors are SU's (two, the way God meant it to be) the bike meets U.S. smog right now, the seat props up for diddling with stuff underneath, it was designed for easy wrenching by the owner (I wondered about this part here), will sell for less than God's choice for the motorcycle of the year (the K100) and has actually been chosen over that bike by many of the police agencies in England. In fact Steve said that he knew of no agencies that had bought the K100, they had all chosen the wankel instead, tires are racy go faster models that fit 18 inch wheels, there are about 140 bikes in the field, everybody loves it and I did too, which brings us to the extra special part of all this: without my begging, or my even asking, Steve let me buzz around on the thing for about 20 minutes. Little did he know I had been working on my best whine all week in case he said no the first 8 or 9 times.

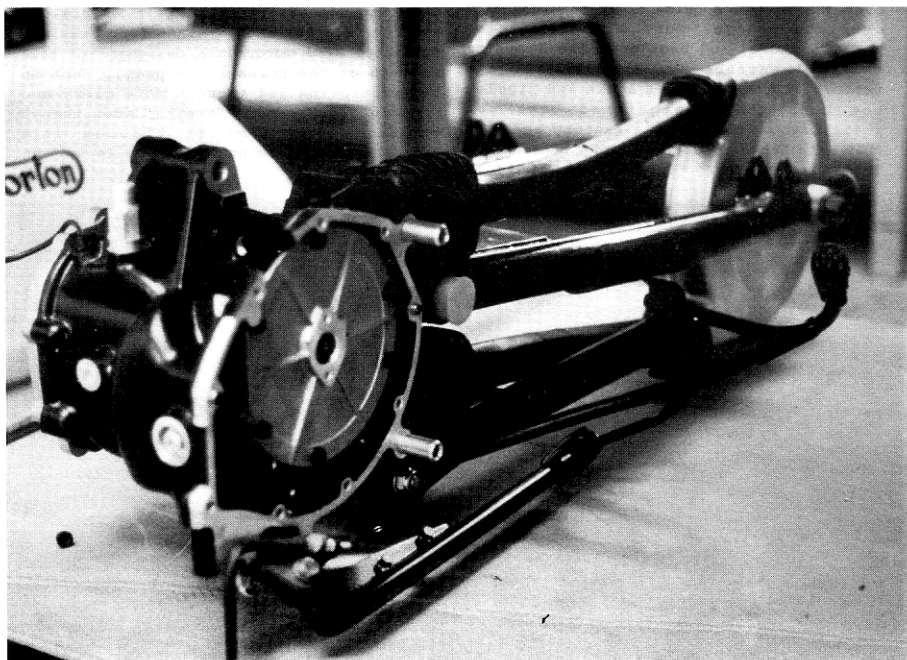


Well here it is. Pretty tidy you must say. Air intake for cooling and to feed the carbs is right above the fins. It enters the frame. The engine side covers are offered to the police in either a polished aluminium (check it out, that's how they spell it over there) or a black anodized finish. Although you won't be able to read it in the newsletter, the little tag on the frame behind the polished spigot entering the engine lists the seventeen patents on the bike. The center stand is designed to lift the bike without the operator having to lift the bike at all, just step on the tang and up it goes. The cast alloy wheels may be replaced with a design similar to that of the Honda (I don't keep up with this stuff, so I don't remember what they're called but they look like mags but are flexible like a spoked wheel).

So, What's it like huh? First the warnings I got, there is no compression braking (a problem with nothing going up and down, too late to design it in now) it stops real fast (at this point Steve alluded to some bygone myth about Commandos not stopping real good, I let it pass), and it doesn't have that Commando kick in the pants on acceleration, but (he said) you'll actually be accelerating just as fast but it won't seem like it, so watch out!

And now a real live road test. Steve loaned me a helmet, gloves, and a riding jacket and said I could take it around for 20 minutes or so. The bike was the one pictured on the cover, the first bike they ever assembled to be a finished Wankel model, all the others over the years were in various states of R&D. The sound is indeed different, a little like (sorry about this) a two stroke but definitely reminiscent of a Ferrari V12 (lots of exhaust pulses close together).

Throttle was easy and the revs were light. Yes they told the truth, NO VIBRATION. The handling was very light and crisp. No sloppiness like you might get with loose Isolastics (did I say that?). The handling was very easy due to the very low center of gravity, it really felt much lighter than my 71 Fastback. When you want to stop it really throws out the anchors as the front dives somewhat, not because the damping is soft but mostly because you are stopping very fast. Out through Shenstone and down the highway and it was very nice, quick acceleration, NO VIBRATION and no kick in the pants. Up to the roundabout and down a dual carrageway, up to about 70 m.p.h. The transmission which I neglected to get any details on has a throw of about 1/4 inch and is so effortless it doesn't even go snick...just think about up shifting and it's done, amazing. I pressed as hard as I could on the pegs and gripped the bars in a deathgrip and there was NO VIBRATION, at



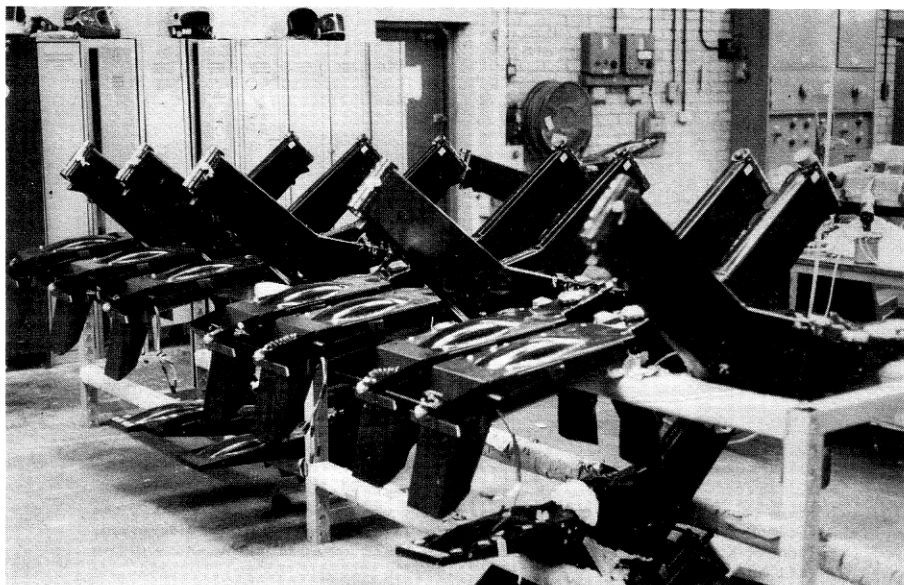
This photo illustrates the tidiness of the whole machine. Here we have the rear sprocket, transmission, chain (totally enclosed drive), side-stand, center stand, swingarm, and part of the inner cover to the primary drive all as one unit.

Since I forgot to say it in my main piece, don't get too excited about buying a new Norton right away. It may be two years before they are available over here. They are only sold to the police at this point and won't be available to the public in England for a while yet, but as I said "start saving".

all. Well, I've done many stupid things in my life and right about then I figured one more couldn't hurt, so I hunkered down on the tank and turned my right hand...80 was there instantly...90 was a little slower...95... maybe I ought to slow down...what the hey...a few seconds later it was an indicated 100 m.p.h. and it had been easy. No long drawn out affair just turn your hand until visions of death and dismemberment get the better of you and then a light pull on the right lever and presto whammo you're back down to 50...a little turn again and it's 70. My mind reeled with the thought of the adrenaline rushes available, the down cast looks of the unbelievers who purchased bikes of an ornamental nature, of the tickets I could collect like Bingo tokens at the Safeway. I pulled off the dual carrageway and down a little lane with pot holes and varying surfaces. The forks soaked it all up, down to an even narrower lane to a farm with a highly arched brick bridge in front of it, over the bridge, a quick tight turn and back over the bridge(very light and easy handling here) and back down the lanes to the dual carrageway. Back towards the factory, I took it to 70 again and jiggled the bars, it straightened back out instantly. On back to the factory and to a chat with Steve. The first thing he said was "Did you like it?" "Yes", I said. "Did it

feel like a British bike?" he asked. I had to think a long time about this one. It doesn't do anything wrong, has none of the standard British Bike problems, does look as if a Japanese company could have designed it except that it isn't flashy or overdone, handles very well, stops incredibly fast, accelerates very fast. My answer was "yes". As long as they resist the temptation to punch it out with the Japanese with overdoneness (just look at one you'll see what I mean) I think they can attract the sophisticated buyer and the British enthusiast. Which brings up the last two questions " Is it a Norton?" and "What does it's much broader appeal have in store for us (the normal Norton guys)?".

Pa Norton didn't invent fourstrokes nor did he design his first bikes, he just put them together from off the shelf parts available. Norton didn't invent the featherbed frame, they bought the rights to it from the independent Norton racers who did design it. The Commando clutch came off a Morris car and the idea for the Commando frame was not suggested by a motorcycle designer. In each rebirth of the company the people kept up the reputation and brought more glory and prestige to the name "Norton" even though many only knew of it through it's reputation, they weren't hired by Pa Norton.



As you can see from this photo, they are serious about making some motorcycles. There are fourteen frames in this photo and there were more bikes than that in various states of manufacture around the rest of the factory.

The point is that the one thread that seems to link all of the bikes and people who have been Norton over the years is a feeling of wanting to be the best and taking the time and pain to be the best. This probably did come from James Norton and was a strong enough conviction to carry the marque for the 86 years since he founded the company. The Wankel is a German design that has only been perfected in two machines, the Norton and the Mazda. It was originally a BSA project and now about 13 years or so later it says Norton on it. It was not a motorcycle when BSA had it and it has only been through the efforts of a group of people who are "Norton" that it has become a viable motorcycle. I think it is a Norton. They have been able to do that one thing that Norton has always been able to do. Be a superior design that is in no way comparable to anything else on the market. If it was a 4 cylinder, or a boxer or a V twin I would say it is just a "me too" design and not a "Norton". Because it's a Wankel it is immediately different, unique and a true descendent in the Norton tradition.

What does all this mean to us (po' folk wid out much money)? If it is cheaper than the K100 it will be less than 4000 pounds sterling (about \$5000 right now) in a basic form. Tricked out, ala trick K100, about 4700 pounds (\$5875). That's in England. Over here it'll be even more. Because it doesn't have any of the standard British drawbacks, and it is unique with great performance, it will appeal to a much wider audience. A lot of guys who might now opt for a Beemer will buy the Norton along with guys who would have bought an Italian bike. If Norton stays small and can only produce a limited quantity of bikes you, me and the rest of the po' folk who have been the traditional Norton owners will be way down the line behind the yuppies and posers who normally swamp the latest "hot" bike. Better start saving now.

MM

T-SHIRTS*T-SHIRTS***T-SHIRTS*****

NOC BIG N LOGO

	S	M	LG	XLG
BLACK	*	*	*	*
NAVY	*	*	*	*
YELLOW/BLACK	*	*	*	*
WHITE/BLACK	*	*	*	*

BRANCH LOGO

	S	M	LG	XLG
T-SHIRTS	*	*	*	*
BASEBALL		*	*	*
JERSEY				

All branch logo t-shirts are white, baseball jerseys are white with blue sleeves.

All t-shirts are Hanes Beefy T's
 Prices : T-shirts (all) \$8.00
 : Baseball Jerseys \$9.50
 Pay by check made payable to the
 "Norton Owners Club" ↴

PARAPHERNALIA

4 1/2" STICKER N.O.C.	\$1.00
2" STICKER N.O.C.	\$.50
2 1/2" X 3 1/2" N.O.C. STICKER (RED, WHITE, AND BLUE)	\$.75
N.O.C. KEYFOB	\$1.50
4 1/2" EMBROIDERED PATCH	\$2.50
LAPEL PIN, BRANCH LOGO	\$1.25
T-SHIRTS - N.O.C. AND BRANCH VARIOUS SIZES AND COLORS CALL OR WRITE FOR DETAILS	TOM BORMAN 2600 BELMONT CANYON ROAD BELMONT, CALIFORNIA 94002 (415) 595-1954

**NORTHERN CALIFORNIA BRANCH
TOOL LOAN-OUT PROGRAM**

Get in touch with Harry Bunting if you need one or more of the following tools for working on your bike. A refundable deposit equal to the replacement value of the tool is required at the time you pick it up.

FOR SALE OR TRADE:

1973 Norton Fastback style Commando, 750 motor, Boyer ignition, new 30mm Amal concentric carbs, new valve job (guides, valves, seats), 850 style head steady, oil filter kit, WMJ x 18 rear wheel with Dunlop K291 tires (excellent tread), disk brake front end, many more refinements too numerous to mention. Too many Commandos forces sale. \$1275 or trade for 1981 or later Honda XR or XL 200 or 250 trail bike or interesting Norton single.

Call Scot at (415) 455-8776 and leave a nice message.

TOOL	DEPOSIT
timing cover oil seal guide.....	\$ 5.00
rocker spindle pulier.....	\$25.00
crankshaft sprocket pulier.....	\$12.00
clutch spring tool.....	\$12.00
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valve spring compressor.....	\$22.00
exhaust nut "C" spanner.....	\$10.00
timing pinion extractor.....	\$20.00

Harry Bunting (415) 968-2020
 1401 Gilmore St.
 Mountain View, Ca. 94040

FOR SALE

- 1) Cherry set of original Fastback fiberglass, tank, seat and tailsection. Original and unmodified. \$175 or B.O.
- 2) 750 head, circa 1970, bike had 3500 miles on it when the bottom end blew, head is perfect. Needs light work. \$100 or B.O.
- 3) 750 Gearbox, from same bike. Disassembled (the way you want it anyway), needs some parts, light rust on some parts, but good all around, 80% there, cases are excellent and have been headblasted \$125 or B.O.
- 4) Boyer for Commando, new in the box, \$75 or B.O.
- 5) Roadster tank and sidecovers, factory Candy Apple Red (1975) fits all, very good condition, paint is not perfect but more than acceptable, \$75 or B.O.

Can bring any of the above to next meeting for inspection or purchase.

Michael Heth (415) 441-2655 Leave message

FOR SALE:

'70 Commando Roadster. Very nice shape, single Mikuni, front disc, Boyer, plus originals (Amals, drum, Lucas). \$1250/B.O.

Rick Pearson (916) 722-7677
(Sacramento)

USED PARTS FOR SALE:

1. pair black S&W shock springs (95 125 lb/in progressive) to fit S&W "H" series freon shocks, \$10.
2. numerous used Roadholder fork parts, such as sliders, dampers, springs, etc., cheap.
3. numerous Atlas/Dommie gearbox internal parts (gears & shafts), cheap.
4. two Amal 32mm concentric carbs, in good condition, complete, \$30/pair.
5. complete Atlas/Dommie front wheel with SLS brake, \$30.
6. complete cush drive rear wheel for '71-'74 Commando, \$40.
7. steel six gallon Interstate tank with cap and petcocks, \$125.
8. steel left hand Interstate side cover, \$15.
9. Commando/Atlas fork lock with key, \$4.
10. rebuilt Commando gearbox with new mainshaft, three bushings in sleeve gear, roller layshaft bearing, numerous other new parts, and glass beaded cases (outer cover polished), \$150.
11. used Commando 750 head with 30mm inlet ports, good exhaust port threads, all valves & springs, assembled, \$75.
12. 750 Commando crankshaft with STD rod journals, ready to install, \$100.
13. used Commando 750 swing arm, \$30.
14. complete 750 Roadster or Interstate tail light assembly and license plate holder with black tail light fairing, \$35.
15. Interstate seat with metal pan, \$60.
16. set of Campbray cast aluminum wheels (as seen in Feb. '83 NN) to bolt onto '71-'74 Commandos. Polished rims with fourteen gold painted spokes, WMJ-19" front, WM4-18" rear. All bearings, spacers, and seals included. Uses slightly modified standard speedo drive, \$350.

Gene Austin (415) 573-9559 eves.

FOR SALE

1958 Nomad 600.c.c. and 1950 model 7. Nomad runs and the model 7 is in process of restoration. Also included in damned good deal are new Commando bits and pieces, will give details over phone. Must sell whole lot. Call after 5 p.m. \$900.

Tom Mullen (408) 226-0177

WANTED

Matchless chaincase for P-11 Scrambler, also seat, bashplate, other items. Will buy or trade some parts.

John Voss (901) 682-5973
778 Waring Rd.
Memphis, Tn. 38122

FOR SALE

- 1) Twin 32 m.m. Mikuni carb conversion complete \$25
- 2) Early Commando central oil tank \$15
- 3) Lucas headlight shell with ammeter \$15
- 4) Smiths Tachometer \$50
- 5) Clutch toll for Commando \$5

David Crader

WANTED

- 1) Roadholder front end, pre Featherbed. Either purchase or trade for my short Roadholder Featherbed forks.
- 2) Late 50's Lucas headlight shell with switch, ammeter, and speedo built in
- 3) Dynamo for 1957-58 Norton single
- 4) Front engine plates for pre Featherbed Norton single.
- 5) Chrome bolt on gas tank panels for 1957-58 Norton single.

David Crader (408) 295-4968 Home
(408) 736-7205 Work
1475 Derosé Way #157
San Jose Ca. 95126

FREE TO A GOOD HOME

- 1) 3:00X19 Pirelli motorcycle tire, good tread
- 2) 4:00X19 Pirelli tires, good tread (I have two)
- 3) 3:00X19 Goodyear tire with good tread
- 4) Original Norton reverse cone silencer, no-welds, small dent, used.
- 5) Chrome rear luggage rack with sissy bar with newly re-upholstered pad.
- 6) Wixom type fiberglass fairing with windscreen

Art Sirota (415) 327-3167

FOR SALE

- 1) Crankcases for 1946 Model 18, \$10
- 2) New wiring harness and headlamp harness for 1972-74 Commando, \$40 for both
- 3) Fiberglass totebox with lockable lid, \$5
- 4) New Armours no-weld reverse cone silencers for Commando \$70 pair.

Art Sirota (415) 327-3167

Hello to all in Northern California,

Hope we are permitted to write a message in the Norton Notice. Nice to hear from some of you now and again, keep writing, we enjoy your letters.

Well, one or two of your esteemed committee members has advised us to provide a more speedy and efficient service in the future, and quite rightly so too, but we are absolutely convinced that we can probably (?!) provide a better service, and a more comprehensive list of available Norton Parts, than anyone in the world, and at a cheaper price. Lots of Norton owners know this and sometimes we have a back log of orders, especially at peak season. At Christmas we will have a new member of the staff whose job will be primarily to assist with export orders. He has worked in the motorcycle trade for the last 12 1/2 years, and with his help we should fulfil orders more promptly.

Unfortunately, the NOC has decided to split with Fair Spares. Not our doing - honest. Peace talks with NOC (sounds like the British Miners Strike) will begin soon, but we will continue to give the same discounts to current NOC members so cheap parts will be assured.

Sorry that a few of you have wanted excessively long stretches of time for parts ordered which were out of stock. We find our selves embarrassed by this situation. Why does supply suddenly dry up just after the new lists have been printed? Sod's law we suppose. Perhaps we can give a few instances :

Girling gas shocks -an essential item and a good seller. Lucas decided to close Girling suspension unit division and cease production.

Head steadies - (scream, groan, curse) why can't the manufacturer follow simple instructions?

Norvil fork legs - severe delays with the machinist. All new fork legs will be die-cast, not sand cast, and the final machining will be carried out at the Norton factory using computer controlled machinery. Anyone who has already received a fork leg and experienced problems with it will be sent a new one free of charge. The new legs will be ready by Christmas.

We have heard rumors that British bike dealers have a reputation for sending sub-standard components to overseas customers as a means of getting rid of them. Be assured we would never do this. Any sub-standard parts sent at variance to the customers' requests, should be returned to us in the condition they were received (please no hammer marks) and a full recompense will be made, postage costs inclusive, either by credit note or cheque refund.

Visa/Barclaycard and Access/Mastercard are the two we are using by popular demand. We have Quaife 5 speed gearboxes in stock at \$450.00 each plus P.P. and insurance.

Rearsets and pushrods will be available again soon. Well that's about all.

Happy Trails,

Sue and Les Emery.

SPECIAL NOTE

I've just received a letter from Steve Sidney. It seems he will be visiting U.S. Norton dealers during November and will be in the Bay Area around the 17 and 18 (Saturday and Sunday). There is a chance that after he figures out exactly what his schedule is that we might be able to persuade him to give a little talk at an impromptu Branch meeting that weekend. That would give you the opportunity to ask questions from a regulation factory employee, and clear up anything I've screwed up in my roadtest write up. This is tentative at this point, he mentioned that he "might" be coming to the U.S. in November and I asked if he would give a little talk and he indicated he probably could. That was about a month ago. He may not be in the mood when it comes down to it. I suggest we take this tact, if you would want to come to a meeting to meet Steve (Sales Manager of Norton) then come to this month's meeting and put your name on the list I'll have there. That way if it does come about one of the club officers can call you after we hear from Steve and let you know where and when etc.

Regardless of the meeting situation I would like to be able to show him Alice's that Sunday morning as they don't have places like that in England (lots of British Bikes all in one place at one time). Unfortunately, my Fastback is still suffering from a dinged front wheel due to my "Close Encounter of the Curb Kind" the night of the Beer Bust so if you've got an extra good running Norton you'd like to loan it would probably really go over well. Let me know at the meeting.

Hall-Burdette

MOTORCYCLES



MOTO GUZZI

DUCAATI

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

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EUROPEAN CYCLE WORKS, INC.
"Your source for parts and service"
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DUCAATI MOTO GUZZI

the same old guys at the same old place...

Over 60 years combined M/C knowledge...
(Bill must be older than I thought)

*****PARTS: Bob Raber
SERVICE: Bill Mankins*****

1615c ALMADEN ROAD (rear building)
SAN JOSE, CALIFORNIA. 95125
(408) 998-4495



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

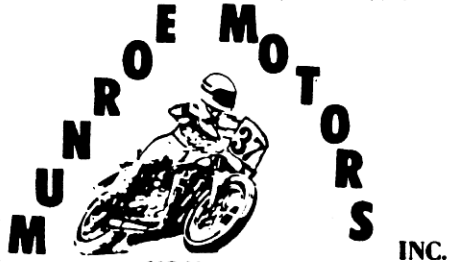
- * 10% discount on all parts (except Lucas) to N.O.C. members

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.



412 VALENCIA ST.
SAN FRANCISCO 94103
PHONE 626-3496