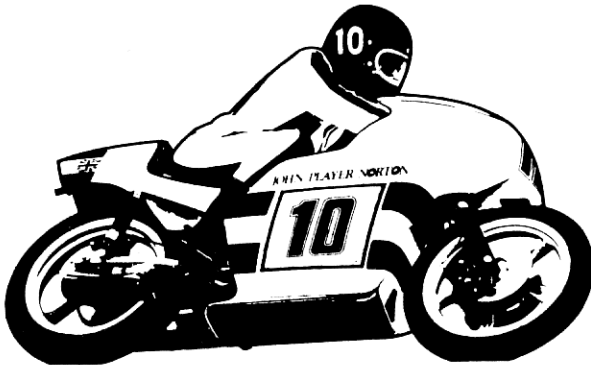


Norton Notice

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



JOHN PLAYER NORTON

Nº10

*The World's
Best Road-Holder*



NO. 70 MARCH 1984

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
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Mail in Advertisements,
DO NOT CALL THEM IN

PARAPHERNALIA

Tom Borman
2600 Belmont Canyon Rd.
Belmont, Ca. 94002

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 MEMBERSHIP 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.



March 8th	7:30 P.M.	Rick's Swiss Chalet 4065 El Camino Way Palo Alto	March meeting
March 18th	10:00 A.M.	Sausalito ferry landing	Lucas Valley Road to the coast ride
April 12th	7:30 P.M.	Edinburgh Castle 950 Geary St. San Francisco	April meeting
April 22nd	10:00 A.M.	Summit Inn Highway 17 (6 miles south of Los Gatos)	Backroads of Santa Cruz County ride

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:

DATE CHANGE FOR RIDES AND MORRO BAY RIDE

If you haven't already noticed the change, future club rides will be held on the second Sunday after the club meeting unless it interferes with some other motorcycle event. The reason for the change is because of comments by some members concerning having two club functions within three or four days of each other. I don't think we'll see an increase in attendance at meetings or club rides, but it will force those husbands who are on a short leash to find another excuse for not showing up.

Now that I've established that rule for club rides, I'm going to break it. The joint Morro Bay ride with the Southern California Norton Owners Club, which is not affiliated with the N.O.C., will be held the weekend of May 12th and 13th. The destination is the same (Morro Bay State Park) and the route will be similar to last year's if the road work is still in progress near Big Sur. If Highway 1 is open by then we'll definitely take it to Morro Bay. If Highway 1 is still closed we'll take Carmel Valley Road from the Monterey area to Greenfield, take ten miles of freeway to King City and then back onto the country roads to Jolon. From Jolon we can take Nacimiento-Ferguson Road to the coast where we'll pick up Highway 1 southbound. I've already talked to the Army folks at Hunter Liggett Military Reservation and they say that Nacimiento-Ferguson Road is open through their territory. We should get to Morro Bay a little sooner than last year due to less detours along the way and perhaps we'll have time on Saturday to go for a short ride with the S.C.N.O.C. after setting up camp.

At last year's ride to Morro Bay we had eight Commandos, two Atlases, and one featherbed/Indian V-twin representing our group. It was the best overnight club ride I went on last year and I believe all of the others who went were (and I hope still are) enthusiastic about going again this year. Due to the demise of the CAMA rally this year, the Morro Bay overnighter will be the first weekend trip of the year.

The reason for moving the Morro Bay ride to an earlier date is because our first swap meet and bike show will be held on May 20th.

Gene Austin

Membership Sec's Report - January 1984

January was a good month for renewals and was helped by members sending their dues before their membership expired and not after. In all 29 members renewed, 6 people dropped out and there were 7 new members. Welcome to the club:

- James LaRussa NC 275/2 of Hayward, California
- Stefan Morosky NC 276/2 of San Francisco.
- John Bouton NC 277/2 of Oakland, California
- Keith Garrow NC 278/2 of Vancouver, Canada
- Guy Fealey NC 279/2 of Tacoma, Washington
- Karl Nusbaum NC 280/2 of San Jose,

The January raffle brought in \$23.00 to the treasury and the Norton Notice was a few cents short of \$100.00. Anyone wishing a Norton writing pad, send me \$1.50 (post paid).

Orlin Pettit, who is president of the USNOA ZIA chapter in Albuquerque has written me inviting all NOC members to their Four Corners III rally to be held in Bernalillo, New Mexico on the 15, 16, 17 June 1984. Anyone wishing to know further details should contact me.

I have ordered 15 copies of the 1984 NOC calendar from Al Tritten in England. Don't worry if you've missed January and February already as the calendar part isn't important, but the delicious colour photos of Nortons are. At \$5.50 it's a steal and not to be missed. First come first served and anyone wishing a copy should rush me \$5.50 plus \$1.00 if you want it mailed.

PHL

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

Harry Bunting (408) 720-3300
1401 Gilmore Street
Mountain View, California

TWISITES

For so early in the year, there sure is a lot going on. The swap meet date has been set for May 20, we've got a location and flyers will be going out soon (if not with this NOTICE) to all members.

We'll also try to get them to all interested bike clubs and shops. If you know of a shop or group that should get one, drop a line or call Dave Kerst and let him know.

I recently got the poop on the Isle of Man TT races for this year. The races are held the first week in June, with qualifying and practice the previous week. Banner Travel is offering a charter service to fly you and your bike to London from Vancouver and return. The price includes air fair for you and your bike, ferry transport from the mainland to the Isle of Man, boarding for 11 nights, 4 breakfasts and a tour guide. You arrange your own return date anytime up to a year after you arrive. The cost for all this is an amazing \$1850. The only hitch is that if you don't make it to Vancouver and the departing flight, you lose the cost of the trip, which must be paid in advance by March 15. Obviously the best way to get to Vancouver would be to truck the bike up to be sure in getting there on time. I'm making plans now and would like some company, preferably someone with a good idea on how to get the bikes to Vancouver. Let me know soon if you're interested.

With the recent warm spells magically coinciding with weekends its been great to get out on the ol' Norton for some brisk riding. Have a care, though, for if you're anything like me your riding skills are a little rusty from all those winter rains. Its easy to get carried away by the nice day and a willing motor, and you're apt to find yourself riding a little over your head, or worse yet, picking yourself up off the pavement. Now's a great time to slow down a bit and enjoy the scenery while you reacquaint yourself with the pleasures of spirited Norton riding.

Happy Trails,

Scott

N.O.C. SHOW AND SWAP, UPDATE:

The date is set May 20 Sunday! You should see a FLYEP in this Notice I will beat the March meeting with Extra Flyers and I will need some volunteers to distribute to shops in the Bay Area. I will also need to know if you would like to show your bike, so far I have two Nortons, one Guzzi, one Ariel, two BSA's, and one Triumph this is a start but by no means a show. There is not a lot of time left, two months, and I know that the people who make it to the meetings are the ones who can make this happen - remember this show is not a contest, but more like a display of our clubs and others bikes.

Dave Kerst

FEBRUARY RIDE REPORT

Today was a perfect day for a Norton club ride to Mt. Hamilton. The weather was clear, crisp and sunny, and the roads were not crowded. Thirteen motorcycles assembled at Howard Johnson's in San Jose. About nine of the bikes were Nortons. After a relaxed breakfast, we headed off down a short stretch of freeway and exited on Mt. Hamilton road. For those of you who are not familiar with this road, I'd like to describe it. There are lots of trees, rolling hills, occasional lakes or streams, and many tight and twisty curves and turns. Road conditions were nearly perfect; dry, but with a few spots of loose gravel. Everybody rides at different paces, and it wasn't long before the "racing set" had pulled away from the "I can't afford to have an accident and I don't have insurance anyway set". The sun was shining, the sky was blue, and everybody was dazzled by the beautiful mountains.

As we approached the observatory, snow began to appear at the side of the road. We all made it to the summit without incident except for Maya Peterson's fiancée who spilled his bike. But he wasn't going fast, escaped without injury and was only riding a Honda anyway. The view from the observatory was spectacular, and the Sierras were clearly visible with snow capped peaks. Some of the more rowdy members engaged in a short exchange of snowballs, while the more refined, dignified, and civilized of us kicked tires and bench raced. Harvey Loucks was answering questions concerning the Commando roadster he was riding which he had bored out to 940 c.c. but still had only two cylinders. After a while we pulled out the maps which Scot marburger had passed out at the beginning of the ride and reviewed the rout down San Antonio Valley road to Livermore.

This road was also beautiful and thrilling with a few straight aways permitting some high speed riding. We paused at a little roadside restaurant called "The Crossroads" for some liquid refreshment, and then proceeded to Livermore. Another slight mishap occurred when a fellow named Al laid his machine down. But he wasn't injured badly and was only riding a Honda anyway. It might be noted here that only two riders spilled their bikes, and both of them were riding Hondas. The conclusion is obvious.

We stopped for gas in Livermore, and then rode to a little deli where everyone partook of excellent sandwiches and more liquid refreshment. At this point some of the riders joined Scot for a visit to his home in Livermore and others decided to head home. So the ride came to an end after a day filled with sunshine, tight turns, and lots of good camaraderie. Those of you who, because of one excuse or another, did not attend this ride missed out on a beautiful experience. Remember, these machines were built to be ridden, not only polished. Many thanks to those who planned this ride and made it such a good one.

cut

MEMB. No.

COUNTY

BRANCH

OFFICIAL USE ONLY

NORTON OWNERS CLUB

V.A.T. Reg. No. 368 8236 11

APPLICATION FOR MEMBERSHIP (Also for Membership Renewal)

PLEASE PRINT IN BLOCK CAPITALS, USE A BALL PEN, PRESS FIRMLY.

Forenames

Surname

Address

..... Telephone No.

MACHINE DETAILS (IT IS ESSENTIAL THAT THIS IS FULLY COMPLETED)

Model..... C.C. Year

Engine Number (if a Norton Engine)

I am a Renewal/New Application (delete as applicable). Membership No.

If Renewal – When did you first join?

NON BRANCH MEMBERSHIP FEE

U.K. £4.50 INC. V.A.T., PLUS NON OPTIONAL CLUB MAGAZINE £2.50

TOTAL FEE £7.00

EUROPE £6.50, REST OF THE WORLD £8.50 (MAGAZINE INCLUDED)

(Branches of the Club usually ask for a Donation from people wishing to join them)

CLUB BADGES (Prices include any extra Postage and V.A.T.)

Qty.		Qty.	
.... Machine Badge Overseas	2.80	.... 3 Colour Sticker (New design)	25p
.... Machine Badge U.K.	2.30	.... Union Jack Stickers (pairs)	65p
.... N.O.C. Lapel Badge	60p	.... Self Adhesive Sticker (Large)	35p
.... J.P.N. Lapel Badge	70p	.... S/A Sticker (Small)	15p
.... Embroidered Cloth Badge (Large)	70p	.... N.O.C. Key Fob	75p
.... Embroidered Cloth Badge (Small)	40p	.... J.P.N. Key Fob	75p
(Red lettering on white or visa versa)			

VALUE OF BADGES ORDERED £

MEMBERSHIP FEE ENCLOSED £

I ENCLOSE CHEQUE/POSTAL ORDER/

MONEY ORDER for £

OVERSEAS RESIDENTS PLEASE REMIT

BY STERLING INTERNATIONAL

BANK DRAFT. YOUR OWN BANK WILL

ADVISE YOU HOW TO DO THIS.

Made payable to. **THE NORTON OWNERS CLUB**

I hereby apply for membership of the Norton Owners Club. At the time of application I own a motorcycle registered as a Norton. I agree to accept and abide by the rules of the Club.

Date Signature

Send all three copies of this form with an S.A.E., (or International Reply Coupon if outside the U.K.) to:—

MEMBERSHIP APPLICATION
NORTON OWNERS CLUB
NORTHERN CALIFORNIA BRANCH



_ NEW \$25 _ FULL MEMBERSHIP
_ RENEWAL \$10 _ ASSOCIATE
\$10 _ SOCIAL

NAME:

ADDRESS:

PHONE: ()

NORTONS OWNED: YEAR MODEL SERIAL NUMBER

COMMENTS OR SUGGESTIONS CONCERNING PAST OR FUTURE
BRANCH FUNCTIONS OR POLICIES (USE BACK IF NEEDED):

MAKE CHECKS PAYABLE TO
NORTON OWNERS CLUB

MAIL TO: PHIL RADFORD
1020 ELLIS AVE.
SAN JOSE, CA
95125
(408) 293-4548

I HEREBY APPLY FOR MEMBERSHIP TO THE NORTON OWNERS
CLUB, NORTHERN CALIFORNIA BRANCH AND AGREE TO ABIDE
BY THE CLUB'S RULES AND REGULATIONS.

SIGNED _____

DATE _____

THE EXHAUST NOTE (A continuing filler)

Well, Last month was a small one after all. I certainly wish I had an endless supply of stuff about Norton motorcycles to put in this newsletter each month but I don't. I've pretty much reprinted everything I have that seems interesting and unless we're going to start reprinting our own back issues you folks out there are going to have to send some things in to share or we'll probably toodle along at 6-8 pages a month of Norton Notice this year. As you must know by now most anything will do, old reprints from magazines, road tests, old Norton literature or brochures, your top secret technique for tuning the passenger footpeg rubbers, just about anything. Just send it in, don't sit there thinking " Gee, I could send in that stuff I've got out in the garage that I've been saving, maybe I will". Get up, put it in an envelope, put in a note saying you want it back, and send it in.

In order to promote controversy and get everybody riled up I'm listing my answers to the questions I posed in this column 2 month's ago. Only one guy mailed in his answers but he got all the answers right and he's down in the Bahamas enjoying his Grand Prize. Of course that means none of the other prizes were awarded so I'll just keep them, and the Porsche is easy to park and my girlfriend likes the new house.

Question 1 was) After it's fully warmed up when does the Commando run the coolest? The answer is, of course, at idle. What you say! No Way!! Well it's true, the Commando head is very efficient and easily dissipates the heat generated at idle. As the rpm rise it keeps up to a point and then the head will begin to get hotter and hotter until the engine is really hot and then you'll need some assistance such as oil cooling. That explains why a racing bike needs an oil cooler and when you put one on a street Commando your engine never warms up properly. So next time you tune your carburetors don't run it around the block to "cool it off" you just did the opposite.

Question 2 was What is the most likely culprit of poor running (on an intermittent basis) when taking a longer trip. I think you'll find the answer to be bad gas. As I traveled along I always bought Union 76 leaded premium and each time I bought it on the coast, San Francisco and Eureka, Florence, Oregon and Port Angeles, Washington my bike ran like shit until I refueled inland. After running down the tank I got in Florence I guessed it would take about 6-8 miles for the new gas to get into the carburetors and sure enough right on time while pulling up a long steep grade the engine gained power and smoothed out. The tank in Port Angeles was a last test to see if the engine would start to run poorly again, it did, and I made it a point to buy my gas inland and the bike ran fine. Why it ran poorly I can only guess. Condensation in the ground tanks along with it's byproducts, rust etc. is probably the culprit. In any case I only buy my gas from stations inland and I don't have any problems.

Question 3 was) Do the carburetors receive the same amount of gas with half a tank as when the tank was full, or something like that(I can't find my copy of the notice right now). The correct answer is false, I mean no. When the tank is full the fuel system is pressurized and the carburetors will get about the same amount of fuel. When you get down to the point where the tank is about half full the gas kind of sloshes through that little hole on the petcock standpipe and the fuel level will not be equal. I verified this with the glass fuel filters in each line to the carburetors and the heat on the individual heads. Yes Muriel there are two heads on a Norton they are joined together in the middle but are indeed separate and run at different temperatures. The side of the head with the lower level in the filter also ran hotter than the other side. Now how does this happen and why? I don't know, I only answer my own questions.

Question 4 was?) What tool should you bring along that you wouldn't expect to need etc. The answer is the clutch compressor tool. You can borrow most anything you don't have from someone along the road, but nobody is going to have this one. I needed it twice. I used 10 weight oil one time and the clutch oiled up in 5,000 miles- I used 90 weight oil the next time and it oiled up in 5,000 miles. These were both surefire "it won't oil up anymore" cures from people who said they knew and neither worked. I used the proper amount and the clutch just oiled up and dragged. My cure? Take the tool and clean the clutch when it oils up. It's a 3 beer job.

Another question was What would keep the bike from vibrating etc. Well, this one will get everybody going, but, on a long trip, with a properly set up Commando. That means isolastics, shocks, tires, timing, carbs, chain adjustment etc. I think the one component that will vibrate the most will be a dirty chain. I proved this to myself time after time. The chain picks up debris constantly and turns it into a fine grinding paste which makes a difference at 60 to 70 miles per hour. You don't have to believe me. Next time you ride 100 to 200 miles pull over to a car wash and spray down your chain only and then lube it up. You'll find the bike is smoother. We can all argue about this at the next meeting.

Well this is about all I can handle this time. Don't you wish you had sent some thing in so you could read it instead of this? Send it in!

AM

PURCHASE ORGANIZER'S NOTE:

We'll let's try all this again. Last month, you may have noticed that we forgot to include all of the details about the T-shirts that are available for purchase by club members. Now we're setting everthing right. Following is the accurate information. - Tom.

PARAPHERNALIA

Contact Tom Borman phone (415) 595-1954 at 2600 Belmont Canyon Rd. Belmont Ca. 94002, 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.

GET 'EM WHILE THEY'RE HOT....

The club is organizing another group T-Shirt purchase. If you are interested in owing something that is sure to become a collector's item, don't miss out, here's your chance. Tom Borman is organizing the purchase and will take orders until 4/7/84. After that date all orders will be returned to the member. To order, be sure to include the following information: Shirt description(s), quantity of each type, color of each, size of each. (NOTE: Any ambiguous orders will be investigated only if Tom has time, so be very clear about what you want.) Include a check made out to "NORTON OWNERS CLUB" sufficient to cover the cost of your order.

For Sale

N.O.C. paraphernalia as follows:

- 3" square machine badge.....\$6.00
- Label 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

All order will be on a "pick-up at a meeting" basis unless you arrange otherwise with Tom. (for example, if you live in outer Mongolia or somewhere) If you intend to arrange having your order mailed, don't forget to include reasonable postage costs.

Here are the details about price, color, size etc.. that will be available for this group order :

- 1) HANES BEEFY T:
 - Price \$7.50 sizes: s,m,l,xl
 - Northern California Br
 - colors (shirt) : white only
 - logo: 'branch' (red, white and blue)
 - Norton Owners Club
 - colors (shirt) : yellow, navy blue, red and black
 - logo: the big 'N' (white)
- 2) WOMENS FRENCH CUT:
 - Price : \$9.00 sizes : s,m,l,xl
 - colors (shirt) white only
 - logo: branch only
- 3) BASEBALL JERSEY:
 - Price : \$9.00 sizes : s,m,l,xl
 - colors (shirt) white only
 - logo: branch only

NOTE : All of the above shirts come with 'Norton' printed across the back.

Also, there is the possibility that we can offer baseball-style caps with the branch logo on the front. Because this would require having a new silkscreen made, we need to test the water before plunging in. If you would be interested in buying a cap like that, let Tom know when you place your order. Send no money for a cap at this time as that purchase will take place AFTER AND SEPARATE FROM the T-Shirt purchase. The caps should cost about \$5.00 - \$7.00 and be available in various common colors. We'll let you know if and when it's time to order caps.



Send your order (or cap "yes" vote) to:

Tom Borman
2600 Belmont Canyon Road
Belmont, CA 94002

Please do not call in your order. Phone calls for the purpose of placing an order will be RUDELY REFUSED. (Tom has roommates who have to listen to the phone ring)

If you are confused by all this and need some additional information, call Tom between 6:00 and 8:00 pm weekdays or after 11:00 am and before 8:00 pm weekends. NOTE: use the following phone number as the one in the membership list is no longer accurate: (415) 595-1954.

One final thing...

Soon the club will be stocking T-shirts with the logo "My success is due to my unapproachable Norton" on them. We will have the most common sizes, let yourself be heard.

Nuff said.

FOR SALE:

1. 7" Carello halogen headlights, \$15 each.
2. Good used pre-MKIII brake flex hoses, \$5 each.
3. New 850 "flame-ring" head gasket, \$4.
4. Set of new chrome clip-on bars to fit Roadholders or other 35mm fork tubes, \$30.
5. New rubber Atlas/Domi primary case seals, \$6 each.
6. New valanced Featherbed front fender in red paint. Would make excellent Atlas fender if it was chromed, \$40.
7. Used Atlas front fender with a wrinkle on the front end, \$10.
8. Used 3 3/4" wide chrome front fender, made in England, chrome good, \$10.
9. Used Commando fork tubes, straight but should be re-chromed to be perfect, \$25 pair.
10. Used complete Commando 750 head (30mm ports) with good exhaust port threads, \$75.

Gene Austin (415) 573-9559

9 A.M. - 2 P.M. weekdays

9 A.M. - 9 P.M. weekends

FOR SALE: I can get some Lucas Mag Parts, but I must have a Lucas Part number.

Please write with yours needs, no phones calls! Please.

Anyone planning to go to the U.S.N.O.A. rally in Mo. and wants to go in a group, contact David Kerst
3781 Hickory Avenue
Tracy, CA 95376

WANTED:

Interstate tank - steel? No leaks or dents will pay up to \$50.00
Call David Kerst
"page me" after 5:00 pm
(415) 443-6300

FOR SALE:

1950 ES2; 95% complete. I am, shamefully, abandoning my first motorcycle, for the first good offer.
1979 Triumph Bonneville special - Excellent; 8,000 miles, best offer
Call Lance Mason
Days (805) 962-2970
Evenings and weekends (805) 682-5387

FOR SALE:

Early Roadster and "S" model fiberglass side-panels in perfect condition \$25.00 for the pair.
Avon 3.00 X 19 Speedmaster Mk II tire new \$35.00
Reverse cone mufflers, no weld type from Armours, look and sound great \$85.00 for the pair.

Call Art Sirot
(415) 327-3167

FOR SALE

- 1) 70 Commando with '74 850 engine. Engine has ported and polished head, balanced bottom end, plus 0.20" pistons, Boyer ignition, and about 5000 miles on it. Bike has 23,000 miles on it with Roadster exhaust (new Norton reverse cone mufflers), Interstate tank and seat, disc front brake, small rack, oil pressure and temperature gauges, etc. \$1500
 - 2) Solo humpback Commando seat (made in Italy) in excellent shape \$50.
 - 3) Early 750 Commando frame with engine cradle, swing arm, shocks, but no pink slip. \$125
 - 4) Early Fastback forks with triple clamps and chrome headlamp ears \$75 or offer
 - 5) Fastback tank, seat, and tail section. Needs paint \$125
- Bob Getts (415) 365-0243 after 5 P.M.

WANTED:

Norton Featherbed Frame, wide-line type, or will purchase parts bike to get a frame. Call Phil Radford
mornings or weekends
(408) 293-4548

FOR SALE:

1971 Triumph Trident, excellent condition, \$1100.00 or will trade for Norton Commando in good running condition.
Call John Pinto
after 5:00 pm
(408) 779-4919

FOR SALE

1956 Norton ES2 500
Full restoration from the frame up.
110 miles on the odometer
Asking \$3400
Mark Wentz
900 Las Lomas Dr.
Milpitas, Calif. 95035

WANTED: Information leading to the person I loaned my copy of "Norton Twins" by Roy Bacon to. Gene's trying to sell me some old beat up Dommie and I want more info. . .

FOR SALE: Fiberglass Roadster tank, sidecovers, handlebar fairing, steel panned seat. New paint (black with red letters and lines), \$140. Clip on bars, MM-2 x 19 alloy rim, \$25. Mixom barn door handlebar fairing, \$25. Disk brake set, less hub, \$125. Stainless rear fender, \$20. Mk II battery box and air filter assy, \$25. Std. foot rest, brake and off side, offer. 850 headlamp shell, \$10. 850 and 750 frames, \$125. 32 mm twin Mikuni set up, \$125. Many other parts, call. Will trade for engine and tranny parts. Scot, 415-455-8776 and leave message.

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
Lambretta
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
Cycliner 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


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.


412 VALENCIA ST.
SAN FRANCISCO 94103
PHONE 626-3496