

Norton Notice

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



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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 15th 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.

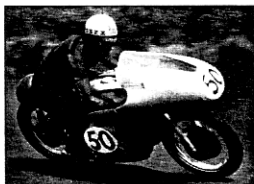
RENEWAL DUES ARE PAYABLE AT THE END OF THE INDIVIDUAL'S MEMBERSHIP YEAR, THAT MONTH BEING DESIGNATED BY THE LAST NUMBER OF THE INDIVIDUAL'S MEMBERSHIP NUMBER AS LOCATED ON THE MAILING LABEL OF THE NORTON NOTICE OR THE MEMBERSHIP CARD. FOR EXAMPLE, 745/2 DENOTES MEMBER NUMBER 745 WITH DUES EXPIRING ON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

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

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.

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.

The cover bike belongs to Mike Howard. It is a 1963 ATLAS. Basically it is stock, yes, the headlamp bracket and shrouds are the early cast alloy pieces. Very nice pieces indeed.





TAKING ENGLAND BY STORM (LITERALLY)

As part of the planning I did for the trip to England I put together a list of motorcycle shops that I would like to visit. Naturally since I had been buying parts from Fair Spares for several years, they were right at the top of the list. However, since the disassociation of the NOC from Fair Spares, several other parts suppliers had come to my attention and I was curious to see how they all compared. It would also be interesting to see the differences between an American Brit bike dealer and a British one.

Fair Spares seemed the natural place to start since we were already so close. Also, the folks at the Norton factory had indicated that Fair Spares were the largest seller of new Norton parts in the world. With that as a build-up, Gene, Phil, and I visited Les Emery the day after our Norton Motors trip. The ride down from Nottingham was damp, and rain gear was the order of the day. On arriving at Fair Spares, we were greeted with a hot "cuppa", but the cardboard box I carried gave Les some cause for concern. It contained parts that I had received by mistake or that had proved to be somewhat less than satisfactory in service. I think Les was expecting some sort of largish Ugly American with a rather irate outlook. Fortunately I was able to disappoint him and the box was taken care of in a mostly mutually agreeable fashion.

As most of you already know, Fair Spares grew out of the NOC Spares Scheme, of which, until recently, Les was Chairman. Club stocks were somewhat limited so Les started stocking some of the more popular parts (mostly Commando spares) and selling them along with the NOC spares. The business quickly grew to the point where Les was able (forced?) to quit his job with Lucas (of Prince of Darkness fame) and sell Norton spares full time. His wife Sue became the business head of the outfit, with Les handling the technical side of things. It wasn't long before there were many more Fair Spares parts than NOC parts, and customers sometimes had difficulty knowing the difference. Recently, the NOC decided to separate their spares from Les' shop, and it was the unfortunate manner in which this operation was conducted that has inspired the current ill will between the two organizations. Nuff said on that.

The shop itself is located northeast of Birmingham about 25 miles from Norton Motors. It is housed in a small storefront in a row of red brick buildings. The front of the shop opens onto a pedestrian mall which makes finding the place a bit tricky, but the map on the spares list is more than adequate if you pay attention to detail. What Fair Spares lacks in size is more than made up for in the variety and number of parts that are carried. Parts bins start just behind the counter and run almost to the back of the building in four neat rows. Each bin has a number for easy identification when an order is filled. Even with this high level of organization, Les is kept very busy answering phone inquiries and sorting out order questions posed by Little Les (no relation), Steve, and Sue. One may ask if that is any way to run a railroad, but it must work since Les does have time to direct reconstruction efforts on his own steam railway line.

While most parts available from Norton Motors are stocked at all times, Norton Motors themselves often run out of some of the more popular parts and long delays can occur before replacements are made. The same can be said of the stainless steel and Norvil parts Les is having made: Most are made in small batches and are only remade when all in a given batch are sold. Les explains that it is often difficult to find competent vendors at which to have the parts made and much time and money have been used developing his current list of suppliers.

In order to avoid long delays or confusion, Les suggests placing orders over the phone and quoting Norton part numbers whenever possible. Fair Spares have recently started taking Visa and MasterCard as payment, and American cards are as good in the UK as at home (as I was to find out!). Where possible, air mail offers the fastest method of transport, but Accelerated Surface Post (ASP) offers a reasonable alternative at a much more affordable price. Which ever method is used, Les sites Customs in the US as the major cause for long delays and lost parts. He was able to relate several experiences where US Customs had opened parcels and lost or even mixed merchandise with other parcels in for duty assessment! One customer even returned a book on pianos that he insisted that he had not ordered from Fair Spares!

You may have gathered that I spent several days with Les at Fair Spares "making adjustments" and picking up many valuable tuning tips for my Commando. Hopefully, after I've completed this account, I'll be able to pass some of them along. Most of this knowledge was won from Les' efforts on the race track, which, as the trophy case in the front of the shop will attest, have been quite successful. Racing against such notables as Heron prepared Suzukis and Honda factory supported teams, Les and his riders have won many championship series on racetracks throughout England. During this time I was also able to bring Les up to speed on the Norton scene here in Northern California and in America in general. It was amusing to see that he and Sue had as many misconceptions about the US as I did about England.

It was at about this time that Gene headed off to southern England to visit friends and Phil left for the States. That left me on my own to start the farthest ranging part of my trip. I had a notion that I could see most of England, Scotland, and even part of Ireland if I just kept moving fast enough. That's pretty easy as long as you are travelling toward or away from London because of the Motorways that run in those directions. Traffic typically cruses at about 80 mph, a speed at which the Norton seemed perfectly content. Unfortunately, the M roads are excruciatingly boring. That's OK though, because the best Norton roads are well off the beaten track of the Motorway anyway. These Norton roads are made to be enjoyed at a brisk pace, but the English villages that these roads connect are often very congested and time consuming to traverse. Sign posting was often sparse at best, making navigational duties especially challenging. There is also a vast difference in scale between the UK and the US. At home, a map displaying very good detail of the surrounding country and road system might have its pages turned twice or three times during the course of a day's ride. In Britain, however, the density of roads and villages is so much higher that map scales must be much more generous to show even marginal levels of detail. That means that you might be on a given map fold for as little as 20 minutes and have to stop before you miss a turn. Since a given road seldom runs in one direction for long, you find yourself making turns often.

(Continued)



Then there is the English weather. Not that all English weather is bad, because we couldn't have asked for a set of nicer days on the IOM. But there are times in England when you wonder if it will ever stop raining! And there is nothing like a steady drizzle to take the fun out of the great Norton roads that the UK is so famous for. I wasn't the only one who was less than satisfied with the weather, for almost every Englishman to whom I spoke was just as upset at the less than "Flaming" June that we were enduring.

With these two factors operating in full swing, I set off north with the hopes of eventually reaching John O'Groats at the northern most end of Scotland. I had read of the Land's End to John O'Groats endurance trials of old and reasoned if it could be done on a vintage machine, I should have no trouble on my sleek, relatively modern, Commando. And, you know, I probably wouldn't have, either, except for the fact that the further north I went, the colder it got and the harder it rained. After all, this was supposed to be a vacation, and in my book, vacations are generally regarded as a time of fun and enjoyment. What's fun or enjoyable about freezing your tail in the rain on your motorcycle?

I did manage to get as far north as Newcastle and RGM Motors. I stopped in late on a Saturday and shot the bull with Roger, the owner, for the better part of a couple of hours. He had a very complete stock of Norton factory spares including several Commando frames. Roger also stocks an extensive array of fiberglass tanks and fairings for Commandos and Featherbeds. I was somewhat less than impressed by the silver color in some of the glass (it looked sort of like galvanized steel), but the quality of finish was high and most of the parts appeared quite sound. Bracketry was provided with everything, but like anywhere else I looked, no instructions were provided for fitting the parts. Roger, and I suspect most Britishers, felt that anyone interested in buying the parts would have the sense to figure out the fitting for himself. Besides, instructions would leave less room for improvisation, right?

Roger was working on a Featherbed ES2 that he planned to race in local classic races. He feels that, while an ES2 is no Manx when it comes to absolute power, it's a heck of a lot cheaper and he'll worry a lot less about scattering the motor than his more expensively mounted competitors. He's not the only one with that idea: I met some very fast ES2s on the Island.

Roger had pretty much the same advice for mail order customers as did Les Emery: Be as specific as possible on your order and quote factory part numbers whenever possible. RGM accepts MasterCard but not Visa, so that may pose a problem for those of us what only want one credit problem, er, card.

Although I was able to find a nice room on the beach near Newcastle, it wasn't enough to keep me headed north. The next morning I turned west and headed for the Lake District and rumors of warmth and sunshine. It was probably the best decision I had made since leaving for England, for within 40 miles the clouds parted and the sun shone forth upon the steadily rising and twisting road. It was time to abandon the smooth sweepers of the A road I had taken from Newcastle for the twistie convolutions of an inviting B road that wound its way over the mountains of central England. Wonderful vistas unfolded beneath me as I reached the top, and the switchbacks on the way down were reminiscent of the Alps. I found a pub at just about noon and sampled ham and cheese baps (ham and cheese is unheard of in England) with

Witbreads ale hand pumped from the cellar. Fully replenished with spirits and lifted by sunshine and 4 star petrol, I completed my descent into the Lake District.

It was here that I paused for a moment at a castle allegedly occupied by Arthur, and by the Romans before him. Motorcyclists laden with touring gear became more popular, but, like me, few resembled the rolling livingrooms that American riders have adopted for their mounts. I saw Ducatis, Moto Guzzis, Triumphs, and sport versions of most of the larger Japanese machines, usually loaded with soft luggage, and often two up. Bed and breakfast houses became very plentiful and I found myself plodding along in rows of tourist mini-motor-homes. The scenery was very nice, and served as an excuse to be patient and enjoy the slow pace. Evening found me in the northern part of the District, and I chose a small town on the edge of the northern approaches to the mountainous part of the Lakes. A small BB up a side street looked "about right" and I settled in for a shower and a quick check of the bike. It's a good thing that I stopped when I did because my check revealed a long screw imbedded in the rear tire. Fearing the worst, I used a screwdriver to back out the screw and smeared spit over the resulting crater. Much to my surprise and relief, no bubbles resulted: The meaty Dunlop Elite had enough tread to swallow the screw without puncturing. To celebrate, I ordered the biggest steak on the menu that night, but as Murphy would have it, got shoe leather instead. Even the potatoes were terrible. That's what happens when you try to eat like an American in England.

Just

TWISTIES

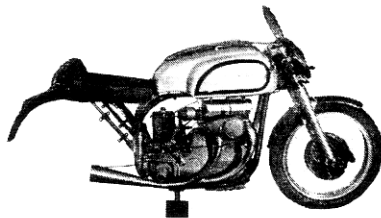
Just a real short one this month to congratulate the Rally organizers Nick Wilts and David Crader for the fine work they did. Thanks also go to Ken Armann who arranged for the great steaks and salad and who cooked for most of the evening as well. I'm especially grateful to the shops who contributed door prizes for the raffle: West Bay, TT Motors, Monroe Motors, Rabers, and Ed Brooks. The ride on Saturday was one of the best yet, with roads atwistin' and hot springs abublin'.

You may have noticed in last month's Notice that we'll soon need a new Editor. Tom complains that the old blue pencil just takes too much time to wield lately, and would appreciate someone else to take up the task. I'd like to encourage anyone interested in the job to get in touch with either myself or Tom to get some idea of the work involved. It is not a trivial pursuit as the Notice is one of the most vital parts of the Club and it requires a fair amount of time each month to finish. You also saw that our Ride Leader position is open. This is an excellent opportunity for someone to lead some rides to places where THEY want to go; hopefully places that most of us haven't seen before. Think about it and let me know if you are interested; I'll be filling in until we find someone to do it on a regular basis.

continued:



That brings us to elections, which will be held at the AGM (that's Annual General Meeting) to be held at the Christmas Party in December. Phil's getting itchy to step down from his Treasurer/Secretary spot and would like to see a replacement on the ballot. For my own part, I'm finally getting the hang of the job so I guess I'll stick with it for another year if you'll have me. Its not too early to put your name up for nomination. Demonstrating your interest in Club activities is probably the best way to campaign for any given office, and the best way to do that is to show up at the rides and meetings. Even better, volunteer for any of the specials that we run, such as the swap meet, or try leading a ride before the end of the year. Who knows, you might even find that you enjoy wrenching on the finely tuned machine that is the Northern California Branch (yeah, I know, that's laying it on a little thick).



Trails, *Scott*

MY TRIP TO THE RALLY

What looked like being uncertain weather for this branches annual rally in August turned out to be excellent. I even took my raingear out of the saddlebags before departing, I was so confident. The location this year was to be Kennedy Meadows, which one arrives at just before the climb over Sonora Pass. All this had been arranged at the last minute by our very capable rally organiser Nick Wiltz, assisted by Dave Crader. At the rear of the campground ran the Stanislaus River. A more beautiful spot for a Norton weekend I couldn't imagine.

An early morning start on Sat. saw me breakfasting in Oakdale at 8:00 a.m. and tearing off my thermals less than an hour later in Sonora. The temperature was already creeping towards 80°F. I'd ridden east on Highway 108 before but never that early in the day. It was nearly deserted. Once I'd passed through Pinecrest and Strawberry, I was alone on the road with only my throttle hand and keen sense of self-preservation to keep me in check. I experienced miles of sweeping 60 to 70 m.p.h. curves, breathtaking scenery, clean air in my lungs and a growing sense of anticipation of going to a Norton rally. This is great, I kept thinking to myself. By the time I reached my destination I felt like going back to Sonora and doing it all again.

I wasn't at the campsite more than 30 mins. just time to shake a few hands and kick a few tires, then it was back on the road with the main group of riders who were taking off over Sonora Pass to visit Grover Hot Springs. A customary pit stop at the top of the pass for group photos, and then down to Highway 395, north 20 miles and over Monitor Pass, to Markleeville. After lunch a chance to soak in the hot mineral waters at the springs to relieve my tired body looked great. It was good. The temperature of the water was around 105°F and encouraged only wallowing. Of course I'd forgotten to bring my swim gear with me. So the borrowed Bermuda Shorts, that were two sizes too small anyway started to take on even smaller dimensions in the hot water. Time for a beer, I thought. Fortunately Harveys mobile bar had just opened. The cool ones under the shady trees, where we'd left our Nortons, went down very nicely while we dried off.

Later that afternoon back at Kennedy Meadows it was encouraging to see so many had turned up for the rally. Wives and girlfriends, whole families had come. Beautiful Nortons were in abundance too. Dan Bazzoli had chosen the rally for the inaugural ride of his freshly restored NI5, It looked marvellous! Gerry Reynolds also brought along his Featherbed International to grace the proceedings. This was a good rally, and I haven't even mentioned the food yet. Our thanks in this department go to Ken Armann. He managed to bring along over 45 enormous steaks that went down very well in more than one. Ken also did a great job in managing the barbecuing of them.

continued:



Later that evening door prizes were handed out and some very tasty items went to what seemed like the same people that always win them. Many thanks to the Norton shops who donated them. There should be a list of them in this Notice. Check them out and support them. Also thanks to Nicks boss at Alloy Hard Surfacing in San Jose for donating 3 cases of beer to help matters along, and consequently promote lots of bad jokes around the campfire that evening. I had a great time, if you didn't, then you weren't there.

Please welcome to the club the following new members:

David Wilson of San Jose, Calif.

Clea Powell of San Francisco, Calif.

UPCOMING EVENTS

CLUB MEETING October 9 th. 7:00 p.m. Edinburgh Castle, San Francisco.
950 Geary St.

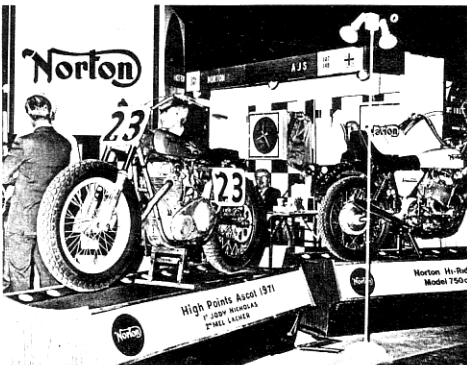
CLUB RIDE October 20 th. 10:00 a.m. leaving from TT Motors, Oakland.
2800 Adeline Ave. The ride will include the east bay hills.

SWAP MEET October 27 th. TT MOTORS.

NOTICE: October 13 th. the Dick Mann Dirt Bike Rally. Sand Hill Ranch.
Brentwood, Calif. for info. (415) 234-6556.

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 .



FOR SALE: Boyer Bransden electronic ignition to fit Norton Commandos, all years. New in box, just arrived from England, five year guarantee. \$67. Also new genuine Norton reverse cone silencers (mufflers to you), one pair, heavy duty construction, heavy chrome, "Norton" stamped right in as is the current factory practice, \$75/pair. Available soon, new rear set foot controls for Mk II Commando, call for price. Complete disk brake set-up for Commando or Atlas, includes new master cylinder, brake hose, caliper, drilled disk, front wheel with hub, rim and spokes, caliper side fork slider, pads, all very good condition, \$137. New Commando transmission main shaft, \$62. Also used Commando frames, one 750, one 850, both straight, \$75 ea. Krauser Starlet hard pannier bags, with mounting frames and some bracketry, minor work will see them mounted on your Commando. \$125 the set. I have a few used parts kicking around, give me a try. Scot, 415-455-8776 eves. and leave a message.

WANTED: 1982-1984 Honda or Yamaha 250 cc to 350 cc four stroke enduro style trail bike. Must be clean, low miles, and preferably street licensed. All reasonable prices considered. Call Scot, 415-455-8776 eves. and leave message.



FOUR PENCE WORTH

Being an avid Nortoneer since my Combat in 1972 and reading of your threats due to lack of letters to edit, I thought I'd throw in my two pence worth.

For those interested, I've just replaced my I9" rear on my 74 Commando and overpriced K&I with an 18" Akronit WM3 and a Dunlop I20/90 V18 K39I R (just misses the chain). I mean we're talking fractions, but no problems so far. What a BIG difference. Sure the setup weighs a bit more but the extra skin on the pavement really increases ones confidence and smooths out ones lines. I'm currently running a Pirelli Phantom 100/90 V19 on a WM3 Boranni up front and they seem to blend pretty well.

My ignition system is controlled via the Lucas Rita using standard 6V coils and a tiny 3 amp. battery. Its predecessor was a Sebring Electronic unit (made in Oregon) which was actually a neat little unit save for one minor problem - the designer didn't take into consideration the Norton robust crankshaft endplay of 17 to 24 thous. which on top of the 20 thous. clearance of the pickup to rotor pin made for some inopertune misfires. Causing the opposition to leave me a bit rigid. But the worst system of all had to be the original points controlled by a quite often disintegrating auto advance. All I can say is that its hard to believe the Rita is owned by Lucas, because it really is a beautiful system.

Carburetion is handled by a pair of 34mm Mikunis mounted on a self ported and polished RH4 head (oops, too much metal.) Better luck on my next head. Actually performance isn't too bad once I installed a 25 Combat cam. Overall it runs smoother than with the 32mm Amals.

My objective before next summer will be the installation of a 45 cam (if it ever comes from England, why didn't you guys bring a couple back with you?), a new head with a bit less aggressive port job, milled to bring compression to 9.5-1, pocketed pistons and shorter pushrods to keep the aluminum and steel from getting too friendly and hopefully a redesigned lubrication system, which leads to a problem I've been having.

In the last 12,000 miles I have decapitated, or for better wording, grotesquely mauled the lobes off of two previously beautiful camshafts. Let alone mutilate the cam followers. Everything in the engine has been well machined and balanced. I usually run Torco Racing 50W. The valves are meticulously adjusted to 8 and 10 thous. for the 25 cam. And I honest to God haven't beaten the hell out of the engine, I don't think. Do any of you folks have any ideas? Oh, and the oil pump seems to be in good working order, the oil is changed regularly and a new filter is installed each time, but still major destruction haunts me.

For those sending requests to England for parts; I just received my package from RGM Motors using my Mastercard as collateral. I felt like a 10 yr. old opening his first Christmas present. Everything was shipped except , damn it, my 45 cam and new followers. But at least I got some neat stuff to stare at for the next few days. In the mean time I've reordered the cam and followers and pray to the good Lord they arrive before the end of the world. Kidding aside, the chaps at RGM seem to be honest fellows in dire need of a few American dollars. So check them out if you need parts. It takes about a month if you have them shipped airmail. So, if any of you NOCCERS out there have any ideas to cure my cam destruction problems, call, write or have Tom edit it for the Norton Notice. If it works, I'll buy you a beer at the nearest pub.

Happy sNortoneering,
Chris Nichols
Mtn. View, 965-4611

FOR SALE

850/750 Commando Factory Workshop manual, includes the factory parts list, \$ 30, g.c.,
Haynes Commando Workshop manual, \$ 10.
Original Mod. 7 spare parts list, \$ 20.

T. Mullen
408-978-1851



01	ALTERNATOR STATOR	FAIR	1	8.50
02	ALUMINUM FRAME MEMBER, & DIODE SINK, LEFT	V-GOOD	1	23.00
03	ALUMINUM FRAME MEMBER, & DIODE SINK, RIGHT	V-GOOD	1	23.00
04	AUTO-ADVANCE UNIT	GOOD	1	7.00
05	BATTERY/AIR CLEANER MOUNTING BRACKET	GOOD	1	13.00
06				
07	CARBURETOR CABLE ASSY	GOOD, NO FRAYS	1	3.50
08	CARBURETORS, AMAL 930	V-GOOD, COMPLETE	1 SET	40.00
09	CHAIN GUARD	V-GOOD	1	8.50
10	CHROMED AIR CLEANER BOX	V-GOOD	1	15.00
11	CLUTCH CABLE	GOOD	1	6.50
12	CLUTCH DRIVE SPROCKET	V-GOOD	1	12.00
13	CLUTCH SPROCKET W/ INNER HUB AND BEARING	V-GOOD	1	40.00
14	CONNECTING RODS	V-GOOD	1 SET	35.00
15	CRANK CASES	FAIR, TWO SMALL CRACKS IN DRIVE SIDE. REPAIRABLE BY WELDING AND FACE MILLING. TIMING SIDE FLAWLESS.	1 PR	225.00
16	CYLINDER BARRELS	POOR, RIGHT BORE IS GOUGED. MUST BE BORED OVERSIZE. OTHERWISE O.K.	1	50.00
17	CYLINDER HEAD	GOOD, NO BURNED VALVES. S&W VALVE SPRINGS. ROCKERS AND SPINDLES O.K.	1	150.00
18	DUNLOP RIM, WM2-19, FRONT DISC	POOR, DENTED BUT FIXABLE	1	8.00
19	DUNLOP RIM, WM2-19, FRONT DISC	V-GOOD, NO DENTS	1	27.00
20	DUNLOP RIM, WM2-19, REAR DISK	V-GOOD, NO DENTS	1	27.00
21	EXHAUST FLANGE NUTS	FAIR	2	2.50
22	EXHAUST HEADERS WITH CROSS OVER PIPE	FAIR, BRAZED NEAR HEAD, SCRAPPED ON BOTTOM	1 SET	10.00
23	EXHAUST VALVE COVERS	GOOD	4	2.50
24	FOOTPEG MOUNT, RIGHT	GOOD	1	7.00
25	FOOTPEG MOUNTING BEAM AND REAR BRAKE LEVER	FAIR, WELDED FOOTPEG	1	12.00
26	FRONT BRAKE LEVER & SWITCH ASSY	GOOD, WIRES O.K. TOO	1	16.50
27	FRONT FENDER	V-GOOD	1	15.00
28	FRONT ISOLASTIC MOUNT	V-GOOD	1	8.00
29	GEARBOX, COMPLETE RIGHT-HAND SHIFT	GOOD, ALL 4 GEARS WORK FINE, SMALL DINGS ON BOTTOM OF COVER	1	200.00
30	HANDLEBARS, STOCK	V-GOOD	1	9.00
31	HEAD GASKET, COPPER	NEW	1	3.50
32	HORN	FAIR?	1	3.00
33	INTAKE MANIFOLDS	V-GOOD	1 SET	12.00
34	INTAKE VALVE COVER	GOOD	2	3.00
35	KICKSTART LEVER	FAIR	1	7.50
36	MIRROR, SQUARE, LEFT	GOOD	1	3.50
37	MIRROR, SQUARE, RIGHT	GOOD	1	3.50
38	OIL FILTER MOUNT	V-GOOD	1	8.00
39	OIL PUMP	V-GOOD	1	13.00
40	OIL TANK	POOR, NEEDS WELDING	1	8.50
41	PASSENGER FOOTPEG ASSY, W/ SIDE PLATES, LEFT	GOOD	1	8.50
42	PASSENGER FOOTPEG ASSY, W/ SIDE PLATES, RIGHT	GOOD	1	8.50
43	PASSENGER GRAB BAR, STK	FAIR	1	3.50
44	PRIMARY DRIVE, CASE	FAIR, BROKEN CHAIN GUARD ON INSIDE, REPAIRABLE	1	25.00
45	PRIMARY DRIVE CHAIN	V-GOOD	1	15.00
46	PRIMARY DRIVE, COVER	FAIR, WELDED AT THE BOTTOM	1	12.00
47	PUSH RODS	GOOD	1 SET	10.00
48	REAR BRAKE CABLE	GOOD, NO FRAYS	1	4.00
49	REAR DRUM BRAKE AND CHAIN SPROCKET ASSY	GOOD	1	45.00
50	REAR FENDER	GOOD	1	17.00
51	REAR ISOLASTIC MOUNT	V-GOOD	1	12.00
52	SHOCKS W/ SPRINGS, REAR	GOOD	1 SET	20.00
53	SIDE COVER, LEFT	V-GOOD, NO DENTS	1	15.00
54	SIDE COVER, RIGHT	V-GOOD, NO DENTS	1	15.00
55	SIDESTAND W/SPRING	V-GOOD	1	11.00
56	SPEEDOMETER	FAIR, BROKEN GLASS	1	13.00
57	SPEEDOMETER CABLE	GOOD, NO FRAYS	1	6.50
58	SWING ARM ASSY	V-GOOD	1	27.00
59	TACH CABLE	FAIR	1	3.50
60	TIMING GEARS W/ CHAIN	V-GOOD	1 SET	18.00
61	TOP ENGINE ISO MOUNT	V-GOOD	1	5.00

Parts List for 1974 850cc Norton Commando

Rick Avidano
1013 Wright Ct
Sunnyvale, CA 94087

(408) 732-8186



WANTED

1950 Norton ES-2 left headlight ear, cast aluminum, early type with long curved ear shape, will also take a set. Also need rear petrol tank mount plate and fittings that go into bottom of oil tank. I will also give a fine gift to anyone who locates the above stuff or has it themselves (gift is Norton related). One of a kind as far as I know.

Dave Kerst
37I Hickory Ave. Tracy, Ca. 95376
(209) 835-7468 10 a.m. to noon

FOR SALE

1942 Norton I6H, W.D. military, 500c.c., side valve, girder forks, 98% complete, but needs restoration. An excellent project bike, \$500 / b.o.

(408) 353-1824

Joel Hansen

FOR SALE

1973 750 Norton, mod. U/K, orig. 8095 mi. \$I300 and wil deliver in the bay area.

(415) 228-725I home

(415) 825-2622 work

John Hannan

47I5 Blum Rd. Martinez, Calif. 94553

FOR SALE

1958 Norton Nomad, 600c.c. twin, snagl. carb. runs, good K-70 tires, N/N cover bike on the May issue, \$300.

(408) 978-185I

T. Mullen

FOR SALE

Short Roadholder forks with 7" wide triple clamps, new stanchion tubes, bushes, seals and Timken tapered roller bearings, \$80.

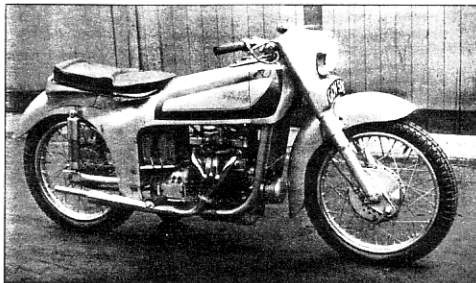
1977 Ducati 860 G.T.S., electric start, dual Brembo front discs, Conti replica mufflers new battery. \$I800.

1957 Norton Mod. 50, 350c.c. O.H.V. single. Project near completion, everything is new in the engine. Frame was chemically stripped and electrostic epoxy coated. Needs only front engine plates, rear fender lift handles, exhaust nut and chainguard, runs very nice, 0 miles, has current registration, \$800.

(408) 736-7205 work

(408) 295-4968 home

Dave Crader



Fiat-engined four cylinder prototype built by Rex McCandless.



Norton

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(Bill must be older than I thought)

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Exhaust port repair \$45 each
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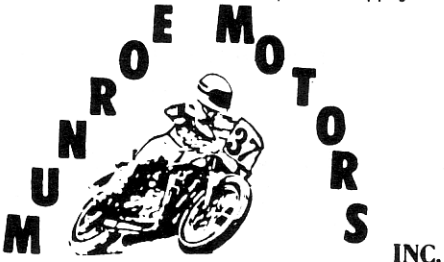
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