

Norton Notice

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

NO. 92

DEC., 1986

H
H A L I D E S
A P P A R T S
P P P S

!!! CHRISTMAS PARTY!!!
DEC. 13



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



Norton Notice

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.

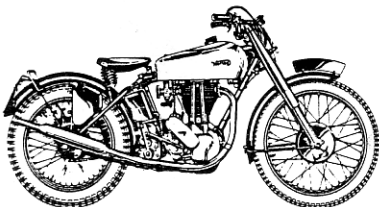
The deadline for items to be submitted for publication is the 15th of each month.

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.

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 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.



The Model 500T Norton was first made in 1945 and the type carried many notable trials riders to success. This picture shows a new one looked in the last year of its production life, 1954.

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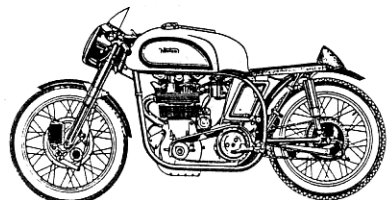
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PARAPHERNALIA

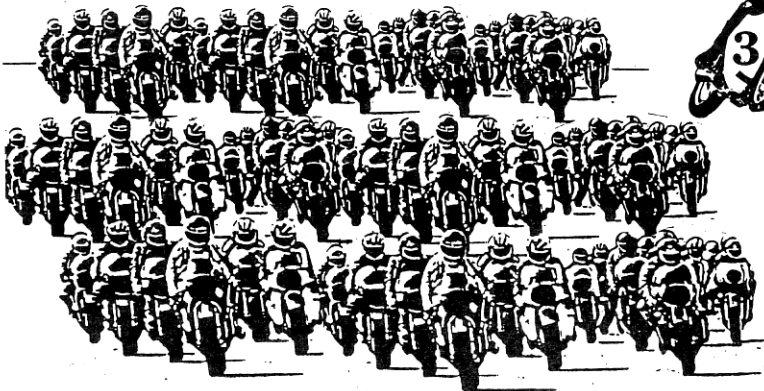
Tom Borman
4278 25th St.
San Francisco, CA 94114

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 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.



In a single season—1961—three 304 (300 cc) and 424 (410 cc) production racing machines were created with no fewer than 100 free pieces. Although quality construction ceased in 1961, special order models were built for a further two seasons, reaching the stage shown in this drawing which appeared in Norton catalogues for 1961.



UPCOMING EVENTS

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 taken care of. In other words . . . FULL TANKS AND EMPTY BLADDERS.

CHRISTMAS PARTY: Friday, Dec. 13, 7:00 PM at the Class Reunion, 2700 El Camino Real, Palo Alto.

CLUB RIDE: Dec. 15 at 10:00 AM. Destination: the Delta and Sacramento. Meet at Holiday Inn parking lot (First St. exit off 580 in Livermore.

JANUARY BRANCH MEETING: Thursday, Jan. 9, 7:00 PM at the Hotel Utah, S.F.

CLUB RIDE: Jan. 19 at 10:00 AM. Destination: Pinnacles Nat'l Mon. and King City. Meet at Rabers.

* * * * *

Don't miss our upcoming Christmas party which will also be our December meeting. Please note that this is a Friday evening and not Thursday which is our usual night. This will also be our AGM. So, if you have a mind to help out in the running of the club, be there and let us know.

Phil Radford

The Norton experience

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



TWISTIES

Once again the Swap Meet at TT Motors was a great time for everyone that showed up. And show up they did, to the tune of about 75 folks. Some buyers, some sellers, and a lot did both. Parts changed hands, for either cash, or even better, for other parts. My rafters don't sag quite so low anymore, and I managed to line up a few spares that I'm sure to use in the coming year. The bench racing was pretty good, too, and there were more than a few nice Nortons to gawk at. Gene Austin even had his Featherbed Commando on the road for the first time.

The ride the previous week was also well attended. There were several new faces from the East Bay, and John Galavan even showed up. Its just not true what they say about John, he really does have a bike (even though it was a Triumph) and he can squirt through the twisties with the best of 'em. Norton was up to its usual tricks, though, for after finding out that Palomares Canyon had just been tarred and rocked, he spit off his shift lever, necessitating a quick trip to Dublin for a replacement. I caught up with the group in Livermore, on the OTHER side of the gravel (Tee-Hee-Hee).

As is usual for a San Francisco meeting, the turn out was pretty sparse at the Edinburgh Castle in October. I had received my Notice that day, but since several others present had not and I got the date wrong anyway, I guess it shouldn't have been too big a surprise. Oh well, the beer was excellent, the fish'n'chips hot, and the company was the best.

That brings us to the Christmas Party and election of club officers. Nominations will have been taken at the November meeting, and will not be accepted the night of the elections. If you're interested in running but have yet to let anyone know, call either myself or Phil Radford and we'll see that your name appears on the ballot. You'll be voting for four offices:

President, Vice President/Ride Leader, Secretary Treasurer, and Editor.

So far I've heard from no less than THREE people who want to be the new Editor. Besides Art Sirota, there is Lou Caputo and Alan Goldwater. Nick Wiltz and Dave Crader will be running jointly for the VP slot, but Phil Radford would like to step down from Secretary Treasurer and as of now there is no alternate nominee. I'm going to run again for President, but, as in any of the offices, anyone is welcome to have a try at election. Those who have expressed an interest so far have been asked to prepare a small blurb for the Notice to let you all know what they think and what they expect from being an officer. Look for them elsewhere in the Notice.

The Christmas Party itself will be at the Class Reunion on December 13 (Friday) starting around 7:00 pm. Besides the usual conraderie, there will be a raffle and perhaps a slide show. We will have an indoor meeting room, so leave your snowshoes at home.

Happy Trails,

Scott

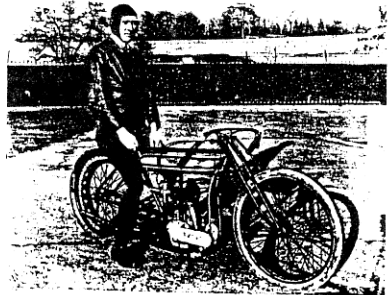
Dear Phil,

Diane and I are still in the wild of Virginia, still working on olde house, still not working on olde Norton yet (still pissed about the latter) but still enjoying life here. We are about 40 miles from Washington, D.C., so if any of yous inna club are touring to the Smithsonian, Air and Space Museum (***** must see), Washington's erection (Monument) and need a place to stay/camp, etc. let us know for this coming summer - - some good NORTON roads to the west of here.

Carry on,
Mark Wilcoxon

GOOD NEWS FOR THOSE OF YOU WHO BUY PARTS FROM ENGLAND. U.P.S. HAS ANNOUNCED AIR SERVICE TO AND FROM EUROPE. I DON'T KNOW THE COSTS YET BUT THEY SAY IT WILL BE ABOUT HALF OF WHAT OTHER AIR EXPRESS COMPANIES CHARGE AND IT'S GOT 'TOBE BETTER THAT PARCEL POST.

TOM KEEBLE



Mr. Keeble's 1930 Brooklands background here clearly shows the steep Home Banking, the original Wizard of Speed, Daniel O'Donovan, poses with one of the BE side-cars on which he set the former team record, including the flying kilometer at 81.83 mph (see picture 8).

PLEASE WELCOME THE FOLLOWING NEW MEMBERS TO THE CLUB:

Michael Leard	Rancho Cordova, CA
Kevin Burrell	San Rafael, CA
Leo Christiansen	Oakland, CA
Michael Johnson	San Francisco, CA

* * * * *

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

WANTED FOR 69 COMMANDO "S":
CHROME REAR FENDER, (SAME AS ALL
COMMANDOS I THINK) AND THE FRONT
PAIR OF HEAT SHEILDS FOR THE
"S" SIDE PIPES. FENDER NEED NOT BE
PERFECT, (MINE WAS HACK SAWED OFF)
ALSO: SMITHS TACHOMETER, NUMBER ATRC 26/52.
THIS IS A MAGNETIC RACING TYPE AS
FITTED TO THE LATE MODEL MANX.
I HAVE AN ATRC 25/54 (10,000 RPM)
FOR TRADE OR WILL PAY CASH.

TOM KEEBLE
415-969-0668 WORK
408-354-2090 HOME
889 MAUDE AVE.
MTN. VIEW, CAL. 94043

(1)

P.S. FOR SALE: 1960 BRIDGEPORT
MILLING MACHINE, J HEAD, POWERFEED,
9 X 36 TABLE, V.G. CONDITION, W/WISE.
\$3000.00

INSURANCE TIP

So you're a good rider - - all Norton riders are good!!! We pride ourselves on handling a bike that hasn't changed in the last ten years. Most of us kick start them and if you're as "confident" as I you may never have carried an insurance policy. Think of all the money we saved - - enough to buy a new rice-burner. When we crash we do it alone and, after all, the bike isn't that hard to fix - - is it Phil, and a new frame can be had without a pink slip. can't it Dave?

Now I'm told we need insurance. Being a canny Scot I was loath to part with a penny, but then I was introduced to Irene Lee, c/o Mel Fong Insurance, San Francisco. I could tell by the name she wasn't Japanese and this was confirmed when she charged more to insure my Suzuki.

There is no guarantee Irene will do business with you, but she gave me minimum legal coverage, PL & PD, 15-30-5, on the



'75 850 for \$42.00 per annum. It may just be worth giving her a call at (415) 957-1658 before someone asks you if you're financially reliable! What - me? I'm just a Norton rider.

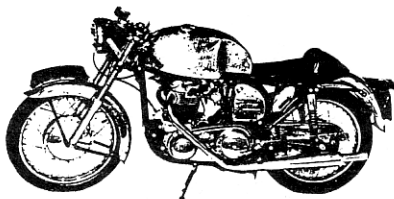
P.S. Irene's a busy lady so if you want your call returned say you're in the NOC or Alex sent you or something.

Alex Stewart

Dear Art Sirota, Tom Keeble, Scot Marburger, and Charles Bulkley,

Thanks for writing in. We ran out of space in this issue and so I'll be putting the rest of your stuff in next time around.

Lou



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BSA

Norton

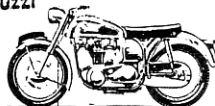
TRIUMPH



TUESDAY - FRIDAY 9:00 - 6:00
SATURDAY 8:00 - 5:00

998-4495

1615C ALMADEN RD., SAN JOSE



THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



TAKING ENGLAND BY STORM (HAPPY TRAILS...)

Sunday is a great day for touristo type activities in England, but most of the bike shops are closed. For that reason, I used the Sunday after visiting the Sammy Miller Museum to head north, passing Stonehenge on the way to Cambridge. I was a little anxious about seeing this famous landmark as the English police had had the place closed up for the last week or so. It seems that people make a habit of celebrating the summer solstice at Stonehenge in a sort of cross between Woodstock and a Hell's Angels run. In years past, the celebrating got boisterous enough that police were summoned to prevent damage to the stones. The National Trust (the UK equivalent of the Park Service) had since declared that no one would be allowed at Stonehenge during the Solstice. Well, that was OK for me since I didn't feel like bucking the crowds present then anyway, but three days after the solstice, it seemed that the place was still buttoned up tight. I decided to have a look see, anyway, since I was passing that way. What I found was pretty outrageous: Police roadblocks starting about five miles out from Stonehenge, not stopping anyone, but clearly they could if the need arose. Stonehenge itself was surrounded by high fences and concertina wire barricades. There were a few tourist busses and the usual German, American and French gadabouts, but there were none of the Hippie stone molesters that the authorities so feared. There was also no way to get near the stones, and my hopes of observing some of the more prominent astral alignments were dashed. Next to Land's End, Stonehenge was the trip's biggest disappointment.

Just up the road from there, however, Trevor Smith runs Sprint Manufacturing. Sprint makes fiberglass bike parts, everything from fenders and sidecovers for Norvil and JP Nortons to sleek fairings for the new K100 BMW. Everything, however, except gas tanks. Liability insurance costs are too high to permit tank manufacture. It being Sunday, the shop was closed but after locating it I headed for a pub and lodging. The next morning Trevor and I toured his shop and I was able to persuade him to make up a few bits in yellow fiberglass that an ongoing restoration would soon require. Besides the afore mentioned Norton and BMW parts, Sprint make fairings for Moto Guzzi as well. All of the work I saw was first rate, and custom colors may be ordered. Trevor will accept Mastercard and Visa as payment, and orders take between 3 and 24 weeks, depending on whether the item is in stock, a special order, or awaiting restocking.

From Sprint, my path took me north to Northampton and Mick Hemmings. Along the way I encountered the heaviest rain of the entire trip. In several locations it rained hard enough to cause slight flooding of the motorway. This was enough to drown out some electrical component or connection in Norton's wiring, as we stopped to "rest" a time or two during the heaviest rain. It was also about this time that the throttles started to stick open, probably caused by grit getting into the cables or slides. That little front fender just wasn't up to English rain.

Hemmings is in downtown Northampton, which makes finding the shop a bit of a trick since the week before they had started using a new one way street system. After searching in vain for about a half hour, I stopped at a H_a shop and enquired. The squid behind the counter didn't know where Hemmings was, but a customer offered to lead me there on his way home. I really wasn't that far away, but I would never have found the place on my own. Hemmings was probably the biggest Norton shop I saw during the trip, but part of their size comes from handling S_i as

THE NORTON NEVER BREAKS VALVES.

well. Their line of Norton bits was fairly complete, and a fairly complete line of Norvil parts could be had as well. I was able to find muffler hangers there that I could not find in several other shops. Hemming's prices are often much higher than other shops, but then they often are the only ones that will have the part you need. They do a mailorder business as well, and accept Visa and Mastercard.

I got lost (again) on my way out of rush hour encumbered Northampton, and ended up going 40 miles the wrong way, in the rain. The road construction didn't help matters any, and by the time I got turned around and back through Northampton, the light was beginning to fail. Cambridge wasn't that far off, but by the time I got to Abbington, a small town south of Cambridge where the Welding Institute was located, there were no rooms left at the pub. The barman was very kind and was able to find a room a few miles down the road at a bed and breakfast. That would do, and in fact do nicely, since the accommodations were warm and dry for both me and my Norton. The next two days were spent at the Welding Institute, one of the world's premier welding research establishments. There I saw more welding machines and techniques in one place than I ever had before!

I left Abbington on Wednesday afternoon, and brisk motorway riding got me close to West Drayton and Alan Osborn, Chairman of the NOC. Alan had offered to tour me around London for a day, and Thursday was the one. Alan's Reliant had grown a fourth wheel since Gene had last seen it, but that didn't seem to keep Alan from darting the little fiberglass rocket through London traffic like a Keystone Cop. Thoroughly entertained, we arrived at the Tower of London for the Crown Jewel Tour. The line was long but it moved quickly and we were soon face to face with some of the biggest diamonds in the world. There were smaller diamonds, too, and all variety of precious stones decorating everything from gold tableware and musical instruments to septers and battle axes.

Besides the Tower itself, there were several museums containing artifacts of Britains past, and of course there were beefeater guards that changed their posts to the beat of drums and stamping feet. All this was thirsty work, so at Alan's suggestion we retired to a Thames River barge for a cool pint. Budwiser is just getting started over there, and this barge must have been one of the company fleet with all the banners it displayed. I didn't see to many Englishmen flocking to give up their bitters, however.

From there it was on across Tower Bridge to a small wharf area where fishing boats docked along side three masted schooners. After a tour and a quick pint, it was time for dinner, which turned out to be very good Chinese. The next day was a long one, so I wished Alan farewell and headed for the barn.

(TO BE CONTINUED)

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



CALENDARS

The 1986 NOC calendars have been ordered. Twenty five of them have already been taken. This leaves only fifteen left as I write. Don't be disappointed' Order one now before they're gone. Price is a paltry \$6.50 plus \$2.50 if you want it mailed to you. Checks made payable to the NORTON OWNERS CLUB please.

* * * * *
I don't know about you but I have enjoyed reading our president Scot Marburger's account of his trip this year to England. If it has encouraged you to do something similar then do it and let us know about it. The Isle of Man TT Races are worth the trip alone.

* * * * *
If you have a BSA motorcycle and are interested in joining the N. Cal. branch of the Owners Club Don Danmeier would like to hear from you. Check in this issue of the 'NN' for information about the newly formed club or call Don (415) 897-6145 (wk) or (415) 461-1186 (hm).

Phil

BSA OWNERS' CLUB NORTHERN CALIFORNIA BRANCH

This is an invitation to join the Northern California Branch of the BSA Owners' Club. We believe that in the interest of the preservation, maintenance, and enjoyment of the motorcycles produced by the Birmingham Small Arms Co. we should establish a viable association of enthusiasts to share activities, advice, and any other related interests.

In the past, membership applications have been directed to the parent Club in England, with no real Branch structure existing locally. We have volunteered to act as a committee of two to prepare the groundwork in the formation of the Northern California Branch. Affiliation with the main Club in England presently exists, and we are in the process of preparing what will be the initial issue of the Branch newsletter. We propose that upon achieving a substantial membership, an organizational meeting will be held to elect officers, create committees, and generally establish the procedural matters desired by the members.

The newsletter will be the common forum that will permit the exchange of information that is vital to sustaining the Club. It will contain a calendar of events, members' ads, hopefully some dealers' ads, technical information, and reports on rides, races, shows, and other events. There are a lot of opportunities: we're already talking about joint outings with a couple of the other British one-make clubs; our Branch meetings, rides, rallies, etc. will all be part of the scene. We hope that you'll join us to share in the fun.

Branch membership is open to all BSA enthusiasts at \$10.00 per year. This entitles you to regular issues of the Branch newsletter (mailed first class), voting rights at Club meetings, and the opportunity to contribute in any way you can. Additionally, you may join the parent BSA Owners' Club based in England; the current dues and postage come to 12.5 pounds - say \$20.00 annually. This gets you the "STAR" magazine mailed monthly, containing members' ads, Club branch reports, British parts sources etc. for an overview of Club activities worldwide. So, for \$10 (Branch membership), \$20 (unattached), or \$30 (full membership), you can choose the form of membership that suits you best. We're looking forward to hearing from you. If you'd like additional information, you can contact us directly:

Tom Pyfe
415-897-6968 (nights)

Don Danmeier
415-897-6145 (days)
415-461-1186 (nights)

editor's notes

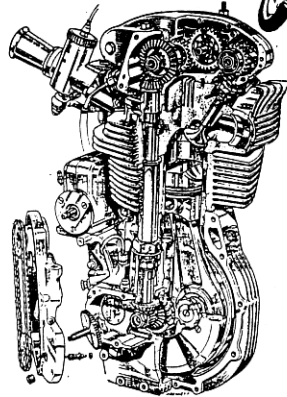
Well, we're off and running. I've made a few changes in the NN format and will keep whatever seems workable and pleasing to the eye. In my investigations for the project I've discovered two surprising facts: 1- Though the Norton has been and will continue to be a legend, little in the way of graphics material exists. Much of the published material feeds on itself - - drawing are freely pirated, ads are remarkably stagnant. Unless I can uncover more material I'll be repeating myself in a few months. You can help provide some variety to the NN if you've got some time while you're, say, waiting for parts. Take any photo or line drawing of a Norton and Xerox it. Using India or deep, black ink fill in the black areas so that you create a silhouette effect. Send me a Xerox copy (best quality you can get); 2- A local photo shop quoted me \$6.50 for a 5X7 black and white enlargement. We need photos like this according to the printers I spoke to but at these prices the club can't afford the expense. Solution - - buy a photographer friend a few beers and talk him into donating a few free minutes of his darkroom time to your cause. I have a good collection of color prints and have begun investigating how to use those. At the moment that front looks bleak. By the way, don't send me any photos yet unless they're 5X7 B&W. I'll return anything you do send me but at the moment it's too early to know what's useable and what isn't.

Which brings me to the printer. Robert Briscoe has been providing us with a good quality newsletter (verified by a number of printers I spoke to). The cost has been reasonable. Circumstances have changed for him, however, so I've been out pounding the pavement in search of a new benefactor. They don't exist. With this issue we begin a trial with a new printer. We'll change if club members feel we should. Let me know.

Oh yes, no envelope. We are also trying to cut costs (or at least keep them the same). Not using envelopes saves money and time and we thought we'd try it for awhile. Again, if you have strong feelings one way or another let me know.

If you need to get in touch with me please do it by mail. Mail in ads. Anytime you can type a squib for inclusion in the NN that helps. But frankly we'll take anything - - it's our newsletter - - I'm just here to sort it all out.

Lou



Back in 1962 I bought my first bike and I was hooked. It was a (gulp) Yamaha 250, brand new, with electric start. I couldn't afford the most powerful of the line - - the one I'd seen a local kid wheelie in all five gears, but at 19 hp it was fast enough for my commuting around Boston. It did partially seize on those trips to Cape Cod but it always managed to get me there and back (I sold it to my roommate who blew it up two months later.). Best of all it started every morning and with temperatures outside hovering around 10° in the winter it was a welcome if not warm alternative to the bus. I used to ride in and out of the bus exhaust to try and stay warm. My thick army coat and mittens were great in the snow but really weren't up to 40 mph runs to the lab.

Then I discovered British twins. I can still remember the unbelievable sound of those megaphones as two kids roared off on my Bonnie while I was trying to listen to a Biology instructor. The bike was recovered but I was financially flattened and left the motorcycling world for awhile. We (my wife and I) returned to it in '67-'71 and managed a memorable 9 month tour across Europe on a new Bonnie. It's still hard to forget the icicles dangling from our boots on our jaunt across the Alps in January and the open-mouthed stares of villagers whenever we parked in small towns. We met Kirk then, in southern Spain. We called him "the kid" and he referred to our mount as "the family wagon" mostly because we had about 80 lbs of gear on the rear piled in and on top of two huge Craven bags. We were to go racing up and down the Costa del Sol, occasionally trying to outmaneuver those bloody quick Bultacos.

We blew a head gasket at about 7,000 miles in Florence and had it replaced for \$14.00. The shop made sure the head was torqued down properly and road tested the bike for 110 miles!

Then came the first Norton. The kid was right - - this had to be the best motorcycle ever. Incredible pull, fantastic handling, superb sound. And in owning this bike I think I've finally discovered what it is about Norton: which makes them unique. (To be continued)

"The Unapproachable"
LONG STROKE



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.

* Official factory appointed Norton genuine parts agents *.

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SACRAMENTO, CALIFORNIA 95815
PHONE (916) 825-1797

RABER'S
EUROPEAN CYCLE WORKS, INC.
"Your source for parts and service"
BSA TRIUMPH

Norton

DUCATI 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 Hanking*****

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SAN JOSE, CALIFORNIA, 95125
(408) 998-4495

Norton
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T.T. MOTORS

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

Stop by and visit, and check us out!

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

Megacycle and webcam camshafts
Single Mikuni kits
Exhaust port repair \$45 each
Valve jobs and port work
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- * 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
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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



\$ WANT ADS

ALL ADS WILL BE RUN FOR TWO MONTHS. IF YOU WANT THEM TO RUN LONGER RESUBMIT THEM IN WRITING. THE NUMBER IN PARENTHESES NEXT TO THE ADDRESS IS THE NUMBER OF ISSUES THE AD HAS BEEN IN THE NEWSLETTER.

FOR SALE

One brand new matched set: British racing green Fastback gas tank, tail section, and new seat -- genuine Norton, all perfect. \$340.00

Two sets brand new Fastback gas tanks, tail sections and seats. Genuine Norton seats are perfect. Gas tanks and tail sections have cosmetic plemishes in paint and gel coat and will probably need repainting. \$215 per set

Brand new genuine Norton Fastback British racing green and Fireflake Golden Bronze (Gold) gas tanks, perfect. \$150 each

1974 850 frame. \$60.00

1971 T.L.S. drum brake front wheel, axle and brakes with Dunlop F-6 ribbed tire. G.C. \$40.00

Genuine Dunlop WM-3x19 chrome rear rim. G.C. \$40.00

1975 MK-3 front and rear wheels. G.C. Front \$50.00, rear \$60.00

1975 MK-3 engine cradle and swing arm with caliper bracket. G.C. \$80.00

One pair new old stock fiberglass Interstate side covers. V.G.C. \$30.00

1970 style Roadster seat with steel pan. G.C. \$50.00

Steel Roadster gas tank with new petcocks. \$65.00

Fiberglass Roadster gas tank with petcocks. G.C. \$45.00

One pair 1970 Commando lower fork legs with dampers and springs. G.C. \$40.00

1973-77 style tail-lite complete with fiberglass cover. G.C. \$25.00

One pair 30mm Mikuni carbs for Norton complete with throttle and cables. E.C. \$125.00

Two brand new MK-3 Roadster seats, genuine Norton. \$100.00 each

Brand new MK-3 kickstarter arm assembly. \$38.00

1971-77 style oil tank. G.C. \$10.00

1970s style oil tank. G.C. \$10.00

1970 Halo style headlight shell with ammeter, halo and brackets. G.C. \$40.00

1970s style shocks with chrome top covers, one cover has small chip in chrome, otherwise G.C. \$30.00

1975 MK-3 shocks and springs. Low Mileage. E.C. \$45.00

1972 Combat cylinder head with manifolds, carbs, cables, and throttle. G.C. \$135.00

1973 set of transmission gears and shafts. G.C. \$80.00

MK-3 rear master cylinder, caliper lines and hoses. \$75.00

Brand new Boyer-Brandsen electronic ignition. \$80.00

One set 750 crankcases with good main bearings. V.G.C. \$40.00

Four Norton Commando auto advance units. \$10.00 to \$15.00 depending on condition

Four matched sets of Commando cam gears, idler gears and cam chain. All V.G.C. \$10.00 per set

Charlie Kuss
1671 Electric Ave.
Lackawanna, NY 14218
(716) 824-7887

(1)

FOR SALE

1971 Commando, total restoration. Dunstall dual disc conversion, complete engine rebuild, 34 mm Mikunis, Megacycle cam, ported, polished, 10.5:1 pistons, Ford coils, Boriani alloys, English racing accessories tank (Roadster tank and seat also included). Runs much better and faster than stock. Temporary insanity forces sale. \$2450

Bill Sarnoff
(408) 496-8177 (wk)
(415) 261-2677 (hm)

(1)

FOR SALE

1955 Norton ES2 frame. Includes swinging arm, rear shocks, and triple clamps. \$50.00

Phil Radford
(408) 293-4548 (morn)

(1)

FOR SALE

1973 750cc Norton Commando, 6500 mi., always garaged, no accidents. Excell. cond., red Dunstall seat, tank, matching red fairing. \$1,399.

Errol G. Scott
San Rafael
(415) 479-9248 (2)

FOR SALE

1973 Norton Commando. 850cc., red Interstate tank, excell. cond. \$950

Theodore Meuter
1058 King St.
Santa Rosa, CA
(707) 528-2508 (2)