

# Norton Notice

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH

## THE HISTORY OF F750

### From previous page

in the seat, and no less than 5-inches lower at the windscreen. Williams' thoughtful work at the Motor Industry Research Association's wind tunnel had resulted in an excellent drag coefficient of only 0.39.

Meanwhile, attention to the gearbox problems had resulted in a third bearing being added to support the mainshaft, while torque loadings on the gear teeth were reduced by speeding up the gearbox.

With team manager Frank Ferris heading an excellent team of mechanics, the JPNs once again crossed the Atlantic to Daytona. This time the result was dismal, however, as the anticipated high speeds failed to materialise. Williams languished in 23rd place, while John Cooper retired with engine problems.

### Thoughts

Back on the short circuits, bon-our was returned as Williams won three of the six Anglo-American match races and led the British team to a win. At Cadwell he won the MCN Superbike race — and then turned his thoughts to the TT.

In the mid '70s Peter Williams was one of the few remaining

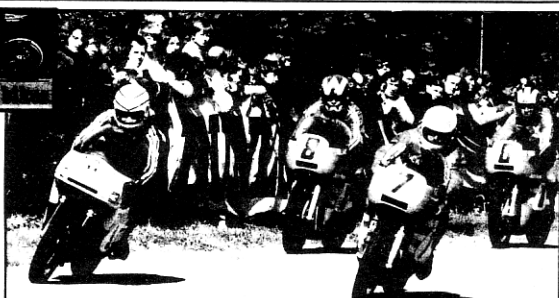


The classic

craftsmen of the TT circuit. Plenty of riders could blast round the 37 1/2 miles at top-grip lap speeds, but they were aided by improved roads and the refined suspension, tyres and engines of modern machines. Williams was not just a TT rider; he was an artist whose ability on the difficult sections could take a spectator's breath away. Yet during the year he had been learning the manifold subtleties of the Mourian circuit, a race win had not come his way.

Armed with the monocoque Norton, he hoped that 1973 would be his year. After all, the TT was one place where power took second place to sophisticated handling and supreme riding skills.

Jack Findlay on the big Suzuki triple formed the toughest opposition, but by Ramsey on the first lap Williams was 13 seconds ahead. And despite the Suzuki's



Posse of Nortons: Peter Williams (8), Mick Grant (7) and Phil Read (6) chase Triumph-mounted Ray Pickrell on the demanding Oliver's Mount circuit. Grant went on to win this Superbike scrap.

massive superiority in all-out speed — it was timed at 164 mph past the Highlander — the Norton led by 26 seconds after the first lap.

Findlay retired with gearbox trouble after his second pit stop — but by then Williams had stamped the race as his. Easing off and making fewer gear changes, just in case that transmission just returned, he still broke the race record at 107.47 mph, and raised the lap record to 107.27 mph. This cut no less than 19 seconds from Ray Pickrell's Triumph record of 105.68 mph, while the race speed that only been exceeded by Mike Hailwood's epic Senior Honda

ride in 1967. It was an extremely popular TT victory.

The team went west to Laguna Seca, but were humbled by more powerful bikes, and were also unimpressive at ultra-fast Silverstone. Down the Hangar Straight Paul Smart's Suzuki was pulling 152 mph, while the best Norton was reaching just 142 mph — there really was no substitute for muscle on a track like this one.

### Victories

But back on the twisty stuff, Mick Grant won the Superbike round at Scarborough, and in the Race of the Year Williams



finished in second place, only bike title, when he and Barry right seconds behind Phil Read's Sheene tied on points. But 'Oliver M.V.S. He also got within a whisker of taking the MCN Super. ● Continued page 37



Dave Croxford guns the 1974 Norton outside Stan Woods at the British GP at Silverstone. This was the last year of John Player backing.



Kent Andersson splits Phil Read (5) and Peter Williams (6) at the 1972 Swedish GP.



# Norton Notice

The Newsletter of The Northern California Branch



is published monthly by the NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB. Its purpose is to inform and entertain members regarding all aspects of the Norton motorcycle, including history, technical advice, and preservation of the marque.

NORTON NOTICE is a reflection of its readership, who are encouraged to submit any article, technical tip, photograph (original or otherwise), as long as it is in good taste, so that other Norton enthusiasts may enjoy it. For Branch members who cannot attend club meetings or club rides, the NORTON NOTICE affords an opportunity to share experiences and information with the membership of the Branch, and to bring the Branch members closer together.

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

## PRESIDENT

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(Mail in advertisements;  
do not call them in)

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Tom Dabel (408)272-0369  
Mike Hansen (415)969-2489

## PARAPHERNALIA

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

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

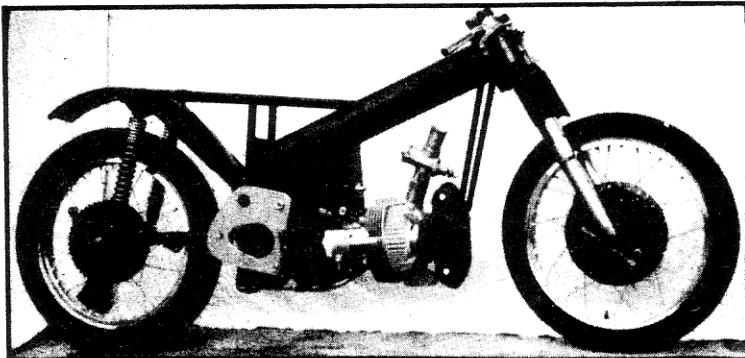
MEMBERSHIP DUES ARE PAYABLE TO THE BRANCH SECRETARY/TREASURER, WHOSE NAME IS SHOWN ABOVE.

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.



Sammy Miller's latest prize — the 1955 Manx Norton racer.

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## UPCOMING EVENTS

Feb. 14 8:00 P.M. Ricks Swiss Chalet 4085 El Camino Way Palo Alto, Feb. meeting

Feb. 24 10:00 A.M. Alices Restaurant Skylonda, ride to Santa Cruz

schedule for club meetings for 1985

March 14 Ricks in Palo Alto

April 11 Edinburgh Castle S.F.

May 9 Ricks in Palo Alto

June 13 Ricks in Palo Alto

July 11 Edinburgh Castle S.F.

August 8 Ricks in Palo Alto

Sept. 12 Ricks in Palo Alto

Oct. 10 Edinburgh Castle S.F.

Nov. 14 Ricks in Palo Alto

Dec. 15 Christmas party / dinner at Ricks in Palo Alto

This schedule is subject to change if we find a suitable east bay location.

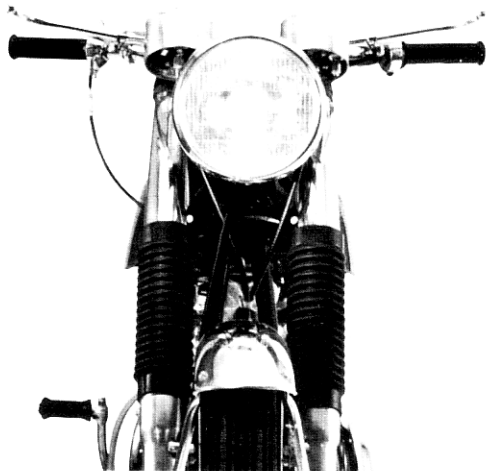
The ride schedule is still being discussed.

I will publish the dates and times as I receive them.

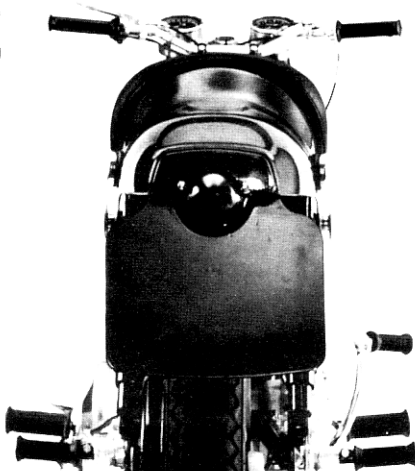
NOTICE! In the event of rain on the day of a club ride, the ride is automatically postponed one week. Also, riders should have plenty of oil and gasoline by the scheduled departure time and all personal problems should be taken care of. In other words....  
FULL TANKS AND EMPTY BLADDERS!

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From the front. An unusual view.



From the rear. Regular view.



Greetings! I didn't have any news to convey to you last month, so I left the space normally occupied by this blurb to more technically worthy subjects. As you all saw last month, our new editor, Tom Mullen, has a good handle on the how tos of NN fabrication, and with the holidays behind, promises that the Notice will be out before the meeting. Tom and Mike seem to have some really good ideas for rides. This is especially welcome since the shine of the usual routes is wearing a bit thin. The latest word from England is that Fair Spares has severed its ties with NOC and there appears to be little chance of reconnection. That means that NOC members will no longer be granted the 20% discount they have become used to. It also means that the NOC Spares Scheme will be handled by the current heavy twins spares committeeman, and that the wide variety of parts handled by Fair Spares will not be available through them. This really gets back to the intended purpose of the Scheme, they contend, that being to provide, through remanufacture or discovery, those parts that are no longer available and that are not profitable for the usual parts dealers to make. Meanwhile, back at Fair Spares, Sue Emery assures me that they would still welcome the business of our branch and, if we join the newly formed World Norton Riders Association (WNRA) we will still receive the 20% discount. Dues are one pound for five years. I can neither discourage nor recommend that you join the WNRA, I mention it here only to complete the story. It is very unfortunate that the manner in which the club spares were removed from Fair Spares resulted in such animosity between the concerned parties, and that the split was the result. Even worse, it leaves overseas members (that's you and I) with no familiar source for Commando spares unless we join WNRA. I have mentioned this to the NOC officers, and have requested that they do the leg work to locate alternate sources of spares at prices comparable with Fair Spares rates for WNRA members. In the mean time, I personally will continue to trade with Les and Sue. Worst of all, in its current configuration, the Spares Scheme is little inducement for the average Commando thrashing rider to join the NOC. Indeed, entire chapters of USNOA members are joining WNRA to receive the same service we used to get from Fair Spares. This will probably result in reduced membership for this and other overseas branches, and even worse than worse, increasing unavailability of some of the harder to find Commando spares. I can see only one positive note: that is that the prices charged for used parts in the USNOA newsletter are sure to fall as their members discover that new parts can be had for less than the price being asked for used stuff. I will keep an eye out for more details, but the Roadholder will probably be your best bet for the latest info.

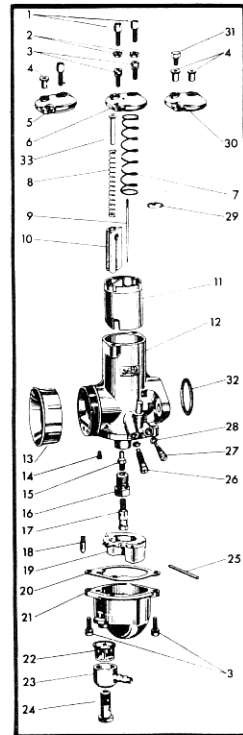
Happy Trails,

*Scot*

## SPARK PLUGS

The installation torque for spark plugs, recommended by the Society of Automotive Engineers and listed in the SAE Handbook, is as follows

PLUG SIZE	FOOT POUNDS	
	CAST IRON	ALUMINUM
10MM	13-15	9-11
12MM	20-35	15-20
14MM	26-30	18-22
14MM-Tapered	10-15	10-15
18 MM	32-38	28-34
18MM-Tapered	15-25	15-20
7/8" 18	35-43	31-39



### QUOTE OF THE MONTH

When asked about the Triumph philosophy on racing, Edward Turner suggested buying the high performance kit, And if he then finds he's any good at all, he can start saving up to buy himself a Manx Norton.

# VIBRATIONS

Welcome to the club the following new members,

- Bruce Maffei Stockton, Calif.
- Edward Swenton Santa Rosa, Calif.
- Michael Berkenblit Davis, Calif.
- John Hapham Sacramento, Calif.

The N.O.C. calenders that I ordered from England have all but sold out. If you have procrastinated so far about buying one through me and still wish to do so, please call me before sending any money to make sure they're still available.

Small tech-tip #1

Apparently those Flame-Ring cylinder head gaskets on a Norton need quite a bit of torquing down. Firing up my 850 for the first time after re-fitting the cylinder head and running for approx. 5 mins., the head bolts needed retorquing. It seems the torque settings need to be checked fairly often to achieve final tightness and a good seal. I now do mine after start up, 100 miles, 250 miles, 500 miles, and 1000 miles. Has anyone else come across this phenomenon, or am I torquing to myself?

tech-tip #2

Support your local Norton Notice editor with your own tech-tips, tall tales, points of interest, black and white photos of your favorite Norton, anything. This is your newsletter, not his.

On a similar note: In issue #I18 of Roadholder our erstwhile N.Cal.branch members Art Sirota & Jeff Hemphill both received some airtime between its covers. We are the largest branch of the N.O.C. with approx. 265 members. If you have any information that you would like to share with 3600 other Norton owners, worldwide, drop Al Trilten a line.

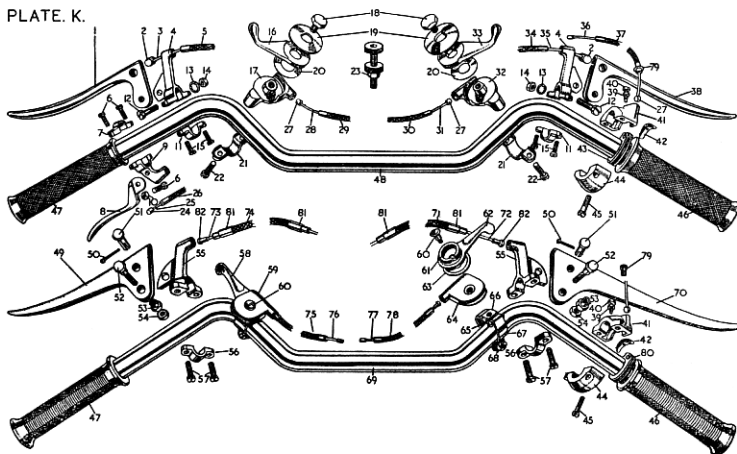
If anyone is in need of a pre 1930 Norton oil tank with long filler neck and a late 1920 to mid 30 Norton gas tank ( hand change ), then contact me. I know of someone who has these items for sale.

One of the joys of owning a Norton is riding it ( believe it or not ). That's why every month we have a club ride. At this very moment our intrepid ride marshals, Tom and Mike, are plotting out our courses for 1985, (arent you guys? ). Make 85 the year you join us. It is a lot of fun and mostly why were doing all this.

P.S. Anyone familiar with the latest from japan will have noticed the new kawasaki model called the ninja. Roughly translated from japanese to English, that reads the kawasaki Commando. Who says the japs still arent stealing from the Brits.

Phil Radford

PLATE K.



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

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

## NOC BIG N LOGO

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

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

All t-shirts are Hanes Beefy T's

Prices : T-shirts (all) \$8.00

: Baseball Jerseys \$9.50

Pay by check made payable to the "Norton Owners Club"

## BRANCH LOGO

NORTHERN CALIFORNIA BRANCH  
TOOL LOAN-OUT PROGRAM

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

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
exhaust nut "C" spanner.....	\$10.00
timing pinion extractor.....	\$20.00

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

## PARAPHERNALIA

4 1/2" sticker	N.O.C.	\$1.00
2" sticker	N.O.C.	\$.50
2 1/2" x 3 1/2" N.O.C. sticker		\$.75
( red, white, and blue )		
N.O.C. keyfob		\$1.50
4 1/2" embroidered patch		\$2.50
Lapel pin, branch logo		\$1.25
T-shirts - N.O.C. and branch		
various sizes and colours call or		
write for details. Tom Borman		
4278 25th. St.		
San Francisco, Ca		
94114		
415-282-9304		

## ALMOST NEW

By way of explanation; I choose not to edit, correct spelling or in any other way alter the material submitted to me for publication. I feel that this will correctly and honestly represent the member submitting the material so that all may come to their own conclusions about whatever they wish.

I believe that the Norton Notice should be a reflection of the members and their Nortons and as such, I expect to initiate the practice of featuring photo's of members bikes on the cover page. If anyone wishes to participate, submit a black & white photo, with good contrast and preferably a plain, light background to me. I will select the cover Norton on the basis of the criteria noted above. Your Norton does not have to be perfect, completely stock, cherry, etc.. If you have to, clean and polish one side, take a picture of it, the clean side that is, and mail it in. Please, no slides or negatives.

I have received a few letters and have been told a number of times that being the editor of the Norton Notice is a thankless job, actually, I am enjoying myself, really! ( at least for the first month ).

There was an impromptu club meeting at Alices Sunday, 16. There were more members there than I have seen in a while. It was bloody cold, but I enjoyed the ride. Tom Borman commented on the fact that the cover photo on the Jan. issue didn't look much like but if you look real close, while holding it to the light of a 6 v Lucas taillamp.....

See you on the mountain,

*Bear*

( please note Tom Bormans new address )

# Norton

Number: 3/74  
 Subject: Head Gasket  
 Model: 750/850 Twins  
 Date: 2/19/74

## SERVICE BULLETIN

TRIUMPH NORTON INCORPORATED • P.O. BOX 275 • DUARTE, CALIFORNIA 91010

# 102

### IMPROVED HEAD GASKET

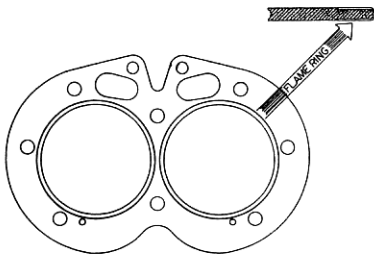


A new "flame ring" design head gasket is now available to replace copper or composition fiber/metal head gaskets.

"FLAME RING" HEAD GASKET		
Model	New Part No.	Replaces Part No.
750	063844	064071
850	065051	063844

### INSTALLING "FLAME RING" HEAD GASKET

When installing the "flame ring" head gasket both barrel and head mating surfaces must be thoroughly cleaned with lacquer thinner or similar cleaner to remove any oil or grease. The new "flame ring" gasket must be installed without gasket cement. Torque head per Workshop Manual.



I used to own a '73 850 Commando which I bought from my brother-in-law about 1975 and sold in '77 to buy a Guzzi T-3. I always wished I'd kept both, but it was necessary to sell the Norton in order to finance the Guzzi.

The Guzzi is quite a wonderful bike; it's smooth, comfortable, and handles at least as well as the Norton, but it's more of a Lincoln where the Norton was a Jaguar. Matter of fact, my wife recently bought a V1000 Convert.

The Norton will always be a legend in our family. I somehow hope that someone will resurrect the design. The riders of the 4-cylinder, two-wheeled automobiles today (Aspenade, Venture, etc.) don't know what it's like to ride a REAL motorcycle.

The Norton article in the November Cycle has put me over the top though. After reading it I decided I just had to own another Norton. To me, the only bikes in the world today are European--British in particular.

I would therefore like to subscribe to your publication. Please send me an issue and a bill and I'll be glad to send off a check.

Nostalgically, Tom Wheeler

## The West Virginia Report

I will assume by the lack of response to my offer of hosting this years Christmas party, that certain club members feel that the rewards of a visit to the Hillbilly State would not be worthy of the somewhat lengthy ride. Well let me tell you just how wrong you are. People here love Nortons. There are two other Norton owners in Nothern West Virginia alone.

In fact, I was riding through the mountainous central region of the state this fall when I happened on an entire town dedicated to the enjoyment of Norton motorcycles. As I rode into town I could feel the enthusiam. These are subtle people not given to displays of emotion but I could feel the excitement building. Down main street right to the center of town, the residents were nearly bursting with glee. As I shut off the bike and lifted it onto the centerstand in front of the postoffice door, they just could not stand it any longer and a local representative stepped out of the door and said "whata ya need?" It was a touching moment. They were welcoming me into their community like a long lost son. I replied with the first words that came to my mind, " nothing ". He turned and went back inside to tell the others and I took this one photo to mark the event. I rode out of town sitting tall in my seat, proud to be a Norton guy.

So if that is not worth a ride to West Virginia I dont know what is.

Jeff Michael

Ed. By way of explanation; the town is Norton, W.V. 26285.

## FOR SALE

1972 Norton Hi-Rider headlight v.g.c. \$ 55.  
 speedometer drive. \$ 35.  
 I pr. 1972 B.S.A. Lucas handlebar switch assemblies with levers and wiring g.c. will also fit 1971 Norton and 1971-74 Triumph. \$ 30.  
 1972 B.S.A. B-50ss frame, swingarm & papers. g.c. \$ 50.  
 1972 B.S.A. B-50ss gas tank. g.c. \$45.  
 front & rear fenders. g.c. \$13 ea., sidecovers \$7 ea.  
 1972 B.S.A. B-50ss engine, transmission & clutch, rebuilt carb., still in bike and running, good compression. g.c. \$170.  
 Norton MK-3 master cylinders, front, just rebuilt chrome plated by Browns Plating. e.c. \$50. rear g.c. \$35.  
 1973 Triumph T-140 gas tank, 2 small dents otherwise g.c. no paint. \$40.  
 1973 750 Norton front fork upper yoke, straight & g.c. \$10.

pius lots of other small parts  
 Charlie Kuss  
 167I Electric Ave.  
 Lackawanna, N.Y. I42I8  
 716-824-7887





FOR SALE: 1973 750cc Fastback style Commando. Rebuilt from scratch 20,000 miles ago including the following improvements: Boyer Bransden electronic ignition, Lockheed front disk brake, spin-on oil filter, WM-3 x 18 cush block drive rear wheel, Dunlop Elite tires (excellent tread), 850 style head steady, Mk III style sleeve gear w/bush retaining clip, layshaft roller bearing replacement, Fiam electric horns (very loud), "Twist Assist" throttle holder, early headlamp shell with working ammeter, Imron polyurethane enamel paint on frame, subframe, and swingarm. Improvements made within the last 200 miles include new Imron maroon metallic paint with gold painted lines and letters, new Amal 930 Concentric carb bodies, slides, needles and needle jets, new valves, valve guides, and valve seats, new battery, and new full length fork boots. Everything works, strong motor, really don't want to but too many Commandos forces sale. Offered at \$1250, counters considered. Will trade for late model Honda 250 to 350cc four stroke dirt bike or interesting Norton single plus \$\$\$ either way. Call Scot at 415-455-8776 eves. and leave a message, preferably including a day time phone number.

**WANTED**

Interstate Tank and Seat  
Interpol fairing  
Erik Jaderquist

**FOR SALE**

1957 BSA A-10 many extra parts, frames, motors, tanks, includes A-65 motor \$500

Erik Jaderquist  
6683 View Acres Drive  
Paradise, Ca. 95969  
(916) 877-2118

**WANTED**

850 MKIII any condition, complete or a basket case. Will take engine, frame, or what have you for project bike Steve Thompson (408) 946-7225

Also, does anyone have a copy of the magazine article on the Ron Woods Nortons from the early seventies?

**FOR SALE**

1972 Norton Commando Interstate, 750 c.c. Combat engine, 21,000 miles

**NEW**

seat, grabrail, Koni shocks, drive chain and guard, halogen headlight, Boyer ignition, exhaust pipes, Roadster mufflers, diehard battery, rear brake shoes, center stand.

**NEEDS**

Fork tubes, minor transmission work, disc rotor turned, paint on left side cover, 20,000 mile maintenance.

**INCLUDES**

Shop manual, parts list, clutch spring tool, eclipse tank bag.

Will part with obsession for \$1400/B.O.

David Ogorzalek Days (415)896-0305  
Eves (415)824-8055

January Sale:

ATLAS PARTS FOR SALE

1. Norton Atlas Slimline frame, straight, comes complete with swing-arm and rear shocks. \$130
2. 750 Atlas engine, number matches frame above. \$100
3. 650 SS Dominator engine, no pistons. \$80
4. Atlas tach and speedo gauges, both work, mounting plate, and light switch, complete unit only \$50
5. Atlas transmission, complete with sprocket and both levers. \$75
6. Norton bolt-on type rear wheel, WM2 rim, excellent chrome, and good tire. \$35
7. Dominator bolt-on 5/8 x 1/4" brake drum. \$15
8. Short Roadholder forks, complete with triple clamps. \$25
9. Atlas center stand. \$25
10. One set Atlas engine plates. \$15
11. One pair Atlas rider footpegs. \$15
12. Atlas gas tank, few dents. \$15
13. Pair Atlas primary chain cases. \$30
14. Atlas oil tank, complete with fittings. \$25
15. Atlas battery box and lid. \$25
16. Complete Atlas clutch, incl. plates. \$30
17. Norton SLS front wheels, cheap.
18. One pair high level left sided exhaust pipes. I'm not sure whether these fit an Atlas or Commando, but they're real long babies. \$25
19. I have some cylinders, heads, cranks, cases for 600 cc. Dominator engines.

COMMANDO PARTS FOR SALE

1. One pair rider footrests, complete with brake pedal. Good chrome. \$35
2. Front engine mount and rear transmission cradle. \$25
3. 850 seat, small tear. \$20
4. Commando seat, foam rubber inside, good shape. \$10
5. Lots of other odds and sods for the Commando, too numerous to list. Try me.

OTHERS

1. Mid 60's Triumph seat, newly recovered. \$45
2. Chrome sissy bar and luggage rack. \$15
3. 1962 BSA Rocket Gold Star, genuine example, new engine, needs some parts & work. Offers Call mornings and weekends  
Phil Radford (408)293-4548

**FOR SALE**

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

Art Sirota (415) 327-3167

The great "The Japs bought our company sale" A friend of mine just lost his job because his company was bought and the policy is now "no loud eyes". Consequently his 1973 Norton Commando which was a good buy at \$1100 is now priced at \$850. Call for details, it's a good one.  
Michael Heth 441-2655

# Hall-Burdette

MOTORCYCLES



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 PABO BLVD.  
SACRAMENTO, CALIFORNIA 95815  
PHONE (916) 925-1787

RABER'S

EUROPEAN CYCLE WORKS, INC.

"Your source for parts and service"

BSA

The Unimotors

TRIUMPH



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 Mankins\*\*\*\*\*

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



# T.T. MOTORS

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

Stop by and visit and check us out!

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

Megacycle and webcam camshafts  
Single Mikuni kits  
Exhaust port repair \$45 each  
Valve jobs and port work  
Cylinder boring and surfacing

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

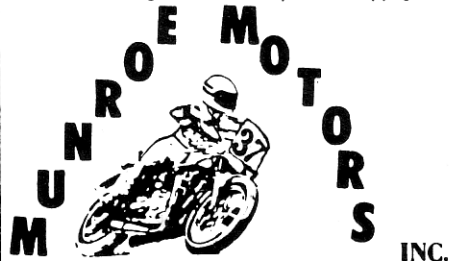
2800 Adeline Street  
Berkeley, CA 94703  
9 a.m. - 8 p.m. Tues. - Sat.

845-8235

# TRIUMPH

Norton MOTO GUZZI DUCATI  
MUNROE MOTORS, INC.  
MOTORCYCLES  
SALES - SERVICE - PARTS

Munroe has three mechanics that are familiar with Nortons and have been for a number of years. We can replace exhaust ports with the head on the bike and don't know of anyone else who can. The job looks like original factory! Call for a quote on shop prices. We also have a good Norton parts supply.



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