

Norton Notice

THE NEWSLETTER OF THE NORTHERN CALIFORNIA BRANCH



Norton
OWNERS
CLUB

NO. 89 SEPT. 1985



Norton Notice

The Newsletter of The Northern California Branch



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

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

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

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

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

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

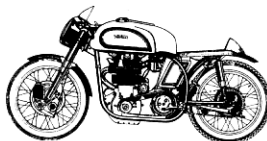
ALL CHANGES OF ADDRESS SHOULD GO TO THE BRANCH SECRETARY/TREASURER, NOT THE NORTON NOTICE EDITOR.

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.

COVER BIKE

The cover bike is the prototype PI0, 800 c.c. D.O.H.C. using a four foot chain to drive the cams, magneto from a engine shaft sprocket. Sorry, it will not be available, its a one-off.





TAKING ENGLAND BY STORM

Last month's installment ended with Scot, Gene and Phil on their way to Nottingham after more than a week's indulgence at the IOM TT races. The ferry boat ride back to the mainland was mercifully smooth (NEVER attempt to drink an Englishman under the table!) but the weather was "unsettled", as they say. That's English for showery. Having left navigation duties to our native guide Phil, I settled back for an easy cruise on the Motorway. All went fine until first Phil, then Gene disappeared in road construction inspired congestion. Since it had begun to rain by then, I pulled into the service island (reminiscent of the Pennsylvania Turnpike) and bought a map to find out where Nottingham was. I wasn't too far off course, and the way onward looked as if it might allow me to dodge those big grey clouds up ahead. The plan almost worked, but not as well as the route chosen by our guide who, once reunited with Gene, found a dry path through the moors and into Nottingham. As it turned out, we all arrived at Phil's mother's house at about the same time.

After Chinese chips for dinner, we settled back to plan the next day's activities. FBS Motorcycles was first on the list, with The National Motorcycle Museum a close second. Fair Spares, the famous (or infamous, depending on your political polarity) bike shop would round out the day.

We were up early the next morning to feast on Phil's famous oatmeal, eggs, and bacon. Then it was off into the sun, which quickly vanished only to be replaced with drizzle. FBS had Phil's cylinder head ready (he had it ported) so we were soon off to NMM. When we pulled up into the parking lot, we found a Ducati with a TT Motors license plate holder surrounding a California plate. The owner turned out to be another Bay Area rider who was over for the TT. Small world, eh?

The National Motorcycle Museum. What a place! Imagine a beautiful new building, clean red brick and shiny glass all over, with carpet so thick you could hookup knobies in it, a restaurant complete with bitters serving bar, and stuffed full of examples of some of Britain's finest motorcycles. The first bikes you see in the lobby are the old Commando based police Interpol and the new rotary Interpol. What a contrast. The Commando sat there on a white gravel covered pedestal, complete with oil drip stain, its rounded castings and fairing polished within an inch of their life. Not to be outdone, the Interpol II with its fluorescent orange striped white fairing, matt engine castings, and cast wheels, sat on a drip free white gravel covered pedestal right next door. Two bikes from the same manufacturer for the same purpose, yet the technology behind each one was light years apart. On into the inner lobby where the gift shop beckoned with every imaginable kind of motorcycle paraphernalia and a Manx 350 gave a slight hint of what was in store. All this and we hadn't even entered the Museum proper yet!

The first hall was full of old, old bikes. Most were made before 1930, and all were restored to exceptional standards. There were also several free standing and cut away motors, complete with descriptive cards. Old Nortons were not well represented, but the old bikes seem to be especially rare.

The remaining halls featured progressively modern machines, with the last one filled with classic racers. Factory prototype bikes were also on display: Two of the most notable were a 1000cc Triumph fashioned from two Trident motors, and the P600 DOHC Norton pictured in last month's newsletter (bet you looked all over for the description). Good examples of most of the bikes Norton made were on display, the 77, 88, 99, Atlas, Commando line was clearly represented, and the collection of singles was sufficient to deduce the evolution of the Manx racers. The racing room was almost stuffed with Manx bikes, and they held a prominent place in the display area. When you go, allow at least a day for this museum, and take lots of film and flash for your camera. If you are especially interested in one bike or another, one of the staff will be more than happy to wheel it out of its display space so that you can get a really good look.

We returned to Phil's mother's house that evening and again allowed our native guide to select a restaurant for us. It turned out to be another winner, reasonably priced and tasty food with great bitters to wash it all down with.

We were off to Norton motors the next day, and arrived very early so that the Sales Manager, Steve Sidney, could work us into his busy schedule. Steve was a fountain of information on all items of Norton, past or present. Just a few of the pearls of wisdom that rolled off his shoulders were: Euronart (Ed Brooks) is the largest US importer of Norton spares, Fair Spares (Les Emery) is the largest customer period. Norton recently bought back government owned stocks and is now entirely independent.

And of course the Rotary. Norton has sold 160 of the bikes to the Military and Police in Britain, each hand assembled, each costing 3500 to 4300 pounds. The bikes weigh 570 lbs. with the standard police trim, but civilian models should weigh in at 470 lbs. The bikes now make 85 bhp, with 95 the target for the civilian model. Top speed is 130 mph. The police bike sales are self supporting, but Norton are diversifying into stationary industrial engines and light aircraft applications. Norton has no plans to race the rotary, but wouldn't object if someone else wanted to. The Wankel engine uses a total loss system of lubrication which has a consumption rate of 5-600 miles per pint from the separate oil reservoir.

Unfortunately, it had started to rain again by the time we were ready to ride the rotary, and our test was confined to the rather sizeable parking lot beside the factory. Be that as it may, we were still able to get some impression of the machine. First and foremost, it was smooth. At idle, you can balance a 50p piece on edge on the gas tank. There is no tingle at high RPM either. The bike we rode pulled cleanly and strongly from idle in any gear, even 5th. Handling was light, but a little top heavy compared to the Commando. The Brembo brakes were exceptional. The sound is a little too muffled; I predict a large aftermarket for add on silencers.

(Continued)



At the conclusion of our test rides, Steve turned us over to the parts department manager who showed us the sizable stocks of Commando spares. Stocks now include almost all the parts needed to make a new bike, and range from new cams and barrels to frames and headlight shells. Much of the parts stock is made at Norton, but the majority of it is made by the original vendors that supplied parts for the Commando when it was in production. Regardless of the source, all parts are inspected before they are sold. And so that genuine Norton parts might be readily identified, the packages that the parts come in, and often the parts themselves, are marked with Norton "green ball" tape. Some parts even have the word "Norton" embossed right into them. All of these spares are available over the counter, and I used the opportunity to purchase a few odds and ends. Also available are 850 Commando posters showing exploded views of the various bike components, as well as a set of like posters for the Wankel.

Next Month: Fair Spares, RGM, Hemmings, and the rest.

TWISTIES

Just a quick recap of coming events is necessary this month. TT Motors has once again agreed to host a swap meet in October, the 27th to be exact. As usual, we'll have space available on a first come, first served basis, with some space available inside the shop itself. TT will not be open for business that day.

August's meeting at the Class Reunion was a great success. The welcome extended by the management was exceptional, including parking on the volleyball field next to the patio and a few free pitchers at the end of the evening. Mary, who was the cover girl for August's newsletter, was even more beautiful than her picture suggested. We'll be there again in September, so show up and see for yourself.

For some reason, many of you chose not to renew your memberships in June and July. Perhaps it's because of the recent restructuring of the spares scheme, or maybe it's just general apathy. Either way, the Club is left with a smaller membership base from which to draw newsletter articles and event organizers. We must have set some kind of record for the longest continuously monthly published club newsletter by now, but unless the articles keep coming in, we'll be forced to cut size and/or frequency of publication. I really don't like to consider those consequences, and hopefully the want ads, tech tips, and trip reports will keep on coming. You get the idea.

The September ride will be to the Yosemite area via the narriest roads Mike Hansen can find, details are to be found elsewhere in the newsletter.

Happy Trails

Scat

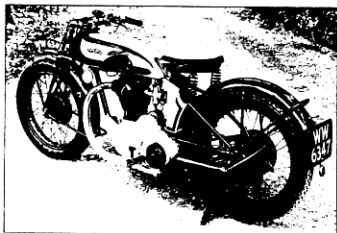
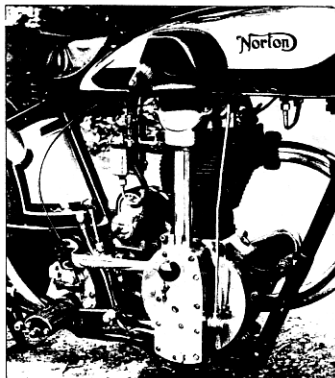
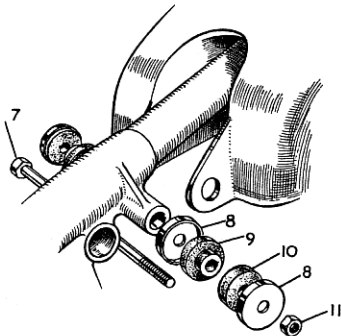
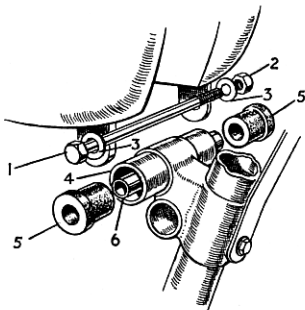


PLATE T.L.





DONT SLIP AWAY

Why does the clutch on a Norton seem to suffer from sticking and slipping problems. The cause could be over filling the primary chaincase with oil. This contaminates the clutch plates, producing that nasty syndrome, slip & drag. Sometimes this overfilling is alleviated by a leaky chaincase especially at the felt seal around the mainshaft. Anyway, what happens to that nice clean oil that you put into the clutch that makes it get so dirty after a few miles? After all its in the engine where the oil is supposed to get dirty, not in the clutch. Also, what causes the oil level to actually increase? Thats happened to me.

Since I've been running a belt drive conversion on my 850, two things have occurred. First, because no oil is used in the system, it was a surprise for me to discover a small amount of oil had collected underneath the alternator. I changed the crankshaft seal for a new one. But after further use, checks inside the cover showed there was still oil seepage from around the crankshaft area. I now suspect the engine breather system to be inadequate. So crankcase pressure produced by two descending pistons is partially channeled out past the crankshaft seal along with some engine oil. This could be true on all Norton twins, thus causing slow fill up of oil in the primary, and hence plate contamination. I'd be interested to hear from other belt drive users if they have similar experiences. I know of at least one other who has.

Secondly, over the miles, clutch plates wear out. In a dry clutch, with no oil present, this shows itself as a fine dust. However, when oil is present as a chain lubricator, it must mix with the oil and contaminate it. Reason enough for regular oil changes in this area, to say nothing of maintaining correct chain tension and clutch adjustment.

MEMBERS LETTERS

I would like to see articles or letters on updates to Nortons, such as I8" rear wheels, oil coolers, exhaust systems, front end damping/spring changes, increased clearance, etc. I want to keep mine basically stock but improve its performance without butchering it.

Stephen Dossey
Oakland.

(anyone out there want to contribute? Phil.)

The existence of the Norton Owners Club is news to me, good news. I'm glad to learn that there are others who appreciate British iron. Please keep me apprised of coming events. I enjoyed the picnic in July.

John Corell
San Francisco.

A special thanks this month to Gary Gere of Menlo Park. To show his appreciation of this club, he voluntarily increased his own membership dues and donated extra to the branch treasury. Could this be a new trend?

I am eagerly awaiting special articles for the Notice. Several people have promised to write them. This includes one from Harvey Loucks entitled " How to buy and sell motorcycles, with a smile ". As a premier member of the " I bought a bike from Harvey club ", I wish to be enlightened.

Greetings to Jim Meadows and Phil Anderson. They rode all the way from Reno, Nev. to attend our July picnic. And also to join the club. It was a pleasure seeing you guys. I did a head count of around 70 people attending the picnic at its peak. If you weren't one of them, you missed a good one.

Please welcome the following new members :

Robert Sheridan Whittier, Calif.
John Corell San Francisco, Calif.
Dan Bazzok Calistoga, Calif. (welcome back)

Phil



UPCOMING EVENTS

Club Meeting

Sept. 12, Club meeting at the " Class Reunion " 2700 El Camino Real Palo Alto, 7:00, the rear gate should be open, so check around back if you don't see any Snorts in the parking lot.

There is a Sierra overnighiter planned for the 21st. of Sept. I have not been able to get in contact with Scot to confirm a date or location. Mike Hansen is no longer available as ride organizer so at present we are without anyone for the duty. Volunteers?

FLASH: The Sierra overnighiter will be to Nevada City in the gold country. The dates are the 21st. & 22nd. The departure point will be the Bay Bridge Toll Plaza at 10:00 a.m. The October ride will be up Mt. Diablo, details will follow next month.

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 .

BEARS STUFF

I am sure that by now, everyone that rides has heard about the number of cops on the Skyline and the method of using civilian unmarked cars equiped with radar and radios for catching those that need to keep their sparking plugs clean. To listen to the tales, excuses & whining, a black & white is positioned down the road about a 100 yds. for those with the clean plugs. By the number of bikes at Alice's last Sunday, it appears as if Alice's will pay the bigger price for law and order. Incidentally, the cops report that now the majority of speeders being ticketed are the local residents, the very ones that complained in the first place about speeding bikers, poetic justice I would say.

Due to an increasing work requirement, I will not be available to do the Norton Notice after January, 1986, (did I hear a yea ?) some one else's turn in the barrel I guess. It is not all that difficult, typing skills are very handy or at least a girl friend or for the female members , a boy friend, that can type would make it easier. Please notice that I said female members, has there ever been a female editor ? why not ? I have seen a number of ladies twisting throttles.

The deadline for submission of material for the N/N must be moved up, from the present 21st. of the month to the 15 th. this is necessary because of the logistics involved in mailing the N/N to the printer, who, must in turn mail it to the secretary who then mails it out to the members. I would also like to add that cheques for membership dues, change of addresses etc. should go directly to the secretary, Phil Radford.

I am still enjoying myself,

Bear



A LETTER AND TIPS FROM GENE

I thought it was about time I got off a letter to the N/N. Phil Radford had a little sermon in issue # 87 concerning apathy within the club. As I read it I found myself nodding my empty head thinking " ya that sure is disgusting ". Then I realized he was talking to me. So here I sits with a little free time on my hands wondering what kind of tech tip I could offer to the folks in California.

The primary reason I belong to the Nothern California Branch is the N/N. Tech tips offered in the Notice have definitely contributed to the well being of my Atlas. Particular thanks go to Gene Austin & Phil Radford for being especially helpful to a distant member. Given the pool of talent you have to draw on I'm not sure how welcome, or needed, my experiences may be but here goes anyway.

My Norton is a 1968 Atlas that I've owned about 10 yrs. About the only real complaint concerns the original Amals. After installing a second set I was determined to find a less costly alternative. Brian Slark offered a Mikuni kit that was a " bolt on " replacement. This was a 34 m.m. Mikuni with cable, air cleaner, manifold and adapter. It was plenty expensive way back then (1980) costing about \$ 130. The manifold and carb. bolted on fairly easy but the air cleaner was another story. The K&N filter Brian sent must have been fitted for a Caterpillar dozer. I ended up cutting it in half and using it on my moms Delta 88 Olds. Christ it was huge. No way would that thing fit on my Atlas. Ended up purchasing a sock type filter specifically a UNI pod universal air filter # up 6229. This filter was 6 in. long and had an I.D. of 2 1/4". It fit " snug " between the battery box and oil tank. Oh ya, don't forget to oil it before you put it on.

As far as jetting: main jet # 240, needle jet # p-o, pilot jet # 35, jet needle # 6DH3 and the throttle slide was a # 2.5. These are the jets sent with the kit and they seem to work O.K. I think a leaner pilot jet may be order but I have found that the search for the perfect Mikuni jetting can be an experience that will try your very soul.

Overall, (outside of the air filter) the kit has turned out to be a real fine investment. I had the Atlas out to the U.S.N.O.A. rally in the Redwoods (wherever that was) and also to the Ozarks rally and performance & fuel mileage were good. For putting around town here it's just fine. Also a lot quicker to tune up versus two Amals. Ya, I guess I'm pretty happy with it.

So that's it for this correspondent. If you think any one would be interested feel free to use it in the Norton Notice but if you feel its a little " basic " for your readers I definitely won't be offended if it doesn't make the Notice.

Eugene Wellenstein

(thanks for the info.) Ed.

FOR SALE

At .65 ¢ ea. or \$ 5.00 for a packet of 10 in a zip-lock bag, what you need is a motor-cyclecard. Two views are presently stocked with envelopes: Engine of a 1971 Norton Production Roadracer. John Coopers 1972 B.S.A. triple Roadracer, the Fed. Gov.wants the tax and of course, the postage is extra, call me, we'll work out the details.

Dick Rutter
415-945-7996

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

FREE to baad home - Hi-Rider handlebars, used.

Art Sirota
415-327-3167



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	GOOD, ALL 4 GEARS WORK FINE, SMALL DINGS ON BOTTOM OF COVER	1	200.00
30	RIGHT-HAND SHIFT	V-GOOD	1	9.00
31	HANDLEBARS, STOCK	V-GOOD	1	9.00
32	HEAD GASKET, COPPER	NEW	1	3.50
33	HORN	FAIR?	1	3.00
34	INTAKE MANIFOLDS	V-GOOD	1 SET	12.00
35	INTAKE VALVE COVER	GOOD	2	3.00
36	KICKSTART LEVER	FAIR	1	7.50
37	MIRROR, SQUARE, LEFT	GOOD	1	3.50
38	MIRROR, SQUARE, RIGHT	GOOD	1	3.50
39	OIL FILTER MOUNT	V-GOOD	1	8.00
40	OIL PUMP	V-GOOD	1	13.00
41	OIL TANK	POOR, NEEDS WELDING	1	8.50
42	PASSENGER FOOTPEG ASSY, W/ SIDE PLATES, LEFT	GOOD	1	8.50
43	PASSENGER FOOTPEG ASSY, W/ SIDE PLATES, RIGHT	GOOD	1	8.50
44	PASSENGER GRAB BAR, STK	FAIR	1	3.50
45	PRIMARY DRIVE, CASE	FAIR, BROKEN CHAIN GUARD ON INSIDE, REPAIRABLE	1	25.00
46	PRIMARY DRIVE CHAIN	V-GOOD	1	15.00
47	PRIMARY DRIVE, COVER	FAIR, WELDED AT THE BOTTOM	1	12.00
48	PUSH RODS	GOOD	1 SET	10.00
49	REAR BRAKE CABLE	GOOD, NO FRAYS	1	4.00
50	REAR DRUM BRAKE AND CHAIN SPROCKET ASSY	GOOD	1	45.00
51	REAR FENDER	GOOD	1	12.00
52	REAR ISOLASTIC MOUNT	V-GOOD	1	17.00
53	SHOCKE W/ SPRINGS, REAR	GOOD	1 SET	20.00
54	SIDE COVER, LEFT	V-GOOD, NO DENTS	1	15.00
55	SIDE COVER, RIGHT	V-GOOD, NO DENTS	1	15.00
56	SIDESTAND W/SPRING	V-GOOD	1	11.00
57	SPEEDOMETER	FAIR, BROKEN GLASS	1	13.00
58	SPEEDOMETER CABLE	GOOD, NO FRAYS	1	6.50
59	SWING ARM ASSY	V-GOOD	1	27.00
60	TACH CABLE	FAIR	1	3.50
61	TIMING GEARS W/ CHAIN	V-GOOD	1 SET	18.00
62	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
371 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. \$1300 and will deliver in the bay area.

(415) 228-7251 home
(415) 825-2622 work
John Hannan
4715 Blum Rd. Martinez, Calif. 94553

FOR SALE

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

(408) 978-1851
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. \$1800.

1957 Norton Mod. 50, 350c.c. O.H.V. single. Project near completion, everything is new in the engine. Frame was chemically stripped and electrostatic 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

FOR SALE

Dunlop KB1 TT100 4.10 X 18 tire slightly used but lots of tread left and in great condition: \$6 .

1974 MkI Roadster 850, very original, very clean, many new parts....\$ 1650.
Used fiberglass "S" and early roadster side panels, \$ 15 each; new I6 H oil tank WW2 model \$ 25; polished S/S roadster handlebars, new \$ 45; original seat for early roadster and "S", no rips, metal pan \$ 35; Fastback tank, seat, tailsection, all new, perfect genuine Norton \$ 385 per set.

Art Sirota
415-327-3167

WANTED

Front fender and stays for a 1961 Norton ES-2, 500 c.c. single. These are also used on models 50, 88, 99, and 650 standard; not on the Atlas, Nort. Pt. # I9362, give me a call

Dick Rutter
415-945-7996



Norton

OWNERS CLUB

SWAP MEET

NORTON PARTS, COMPLETE
BIKES, AND ACCESSORIES

SUNDAY, OCTOBER 27, 1985
10 AM--4PM RAIN OR SHINE!

AT

TT MOTORS
2800 ADELIN, BERKELEY, CA

LIMITED INDOOR DISPLAY SPACE AVAILABLE

SPONSORED BY TT MOTORS AND
NORTHERN CALIFORNIA BRANCH
OF THE
NORTON OWNERS CLUB

CONTACT MIKE RETTIE AT TT MOTORS
FOR MORE INFORMATION

TT MOTORS WILL NOT BE OPEN FOR
BUSINESS DURING THE SWAP MEET



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.

" Official factory appointed Norton genuine parts agents "

2010 DEL PABO BLVD.
SACRAMENTO, CALIFORNIA 95815
PHONE (916) 925-1797

RABER'S
EUROPEAN CYCLE WORKS, INC.

"Your source for parts and service"

BSA

The Original

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

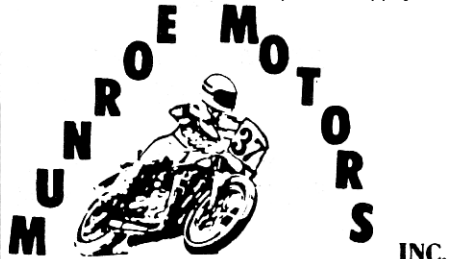
2800 Adeline Street
Berkeley, CA 94703
9 a.m. - 6 p.m. Tues. - Sat.

845-8235

TRIUMPH Norton MOTO GUZZI DUCATI MUNROE MOTORS, INC.

MOTORCYCLES
SALES - SERVICE - PARTS

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



412 VALENCIA ST.
SAN FRANCISCO 94103
PHONE 626-3496

EXTRA! EXTRA!

For Sale: 1973 Norton Commando Interstate 850

Boyer Ignition
Recent re-bore and top end overhaul
Rear-Sets
Recent paint job - Fiero Red
New factory mufflers
New frame
new chain

\$1750.00

Contact: Nick Wiltz @ 978 - 5985 hm or
275 - 0330 wk

also for sale: 850 frame
Backrest to fit Commando
Girling shock springs
Interstate exhaust system