



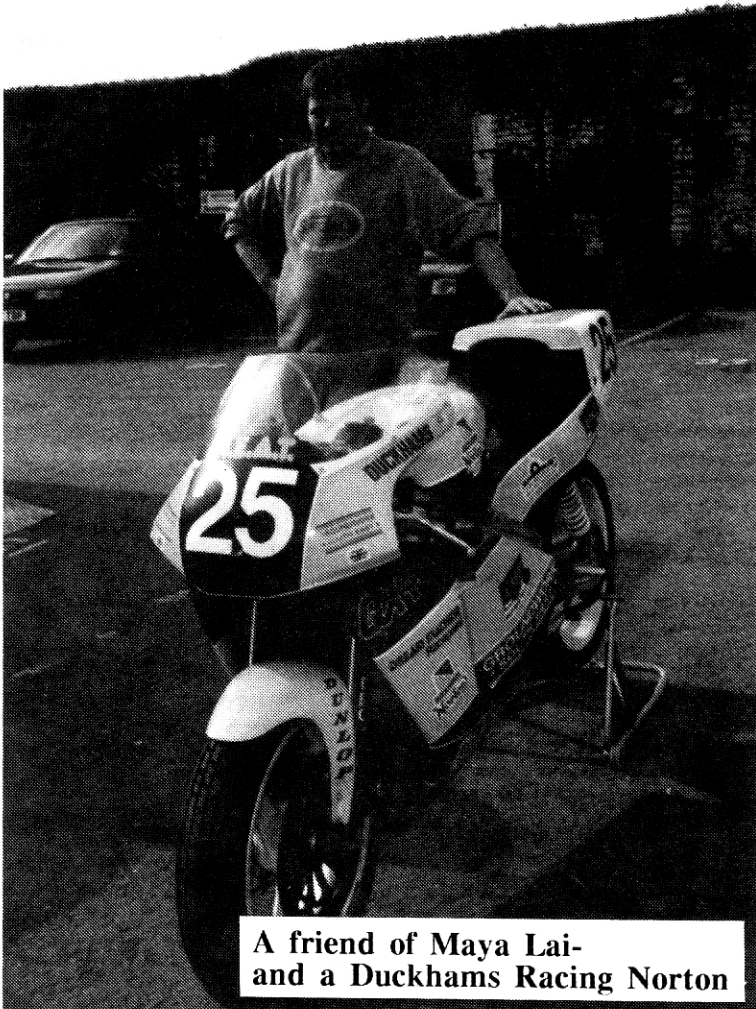
Norton Notice



The Newsletter of the
Northern California Norton Owners Club

No. 187

November, 1993



A friend of Maya Lai-
and a Duckhams Racing Norton



Norton Notice

is published by the Northern California 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.

The **NORTON NOTICE** is a reflection of the 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. (Good taste is somewhat optional, but hey- this is a group of bikers we're talking about here... that's why we have an editor.)

The deadline for items to be submitted for publication is the 20th of each month. The **NORTON NOTICE** welcomes contributions submitted electronically. Material in MS Word or Aldus Page-maker on a Macintosh 3.5" disc is ideal. You may also send it directly to the editor via modem at the telephone number listed for the Editor; set your telecom software for 8/n/1, use the XMODEM file transfer protocol, and just ring up the Editor who is home most evenings.

Membership in the Northern California Norton Owners Club is available for \$20.00 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 listed on the mailing label of the **NORTON NOTICE** and the membership card.

All changes of address should go to the Branch Secretary/Treasurer- not the NOTICE editor.

The Northern California Norton Owners Club is affiliated with both the Norton Owners Club of England and the International Norton Owners Association. Interested persons can join these two organizations per the terms described on the Branch membership application form.

CLUB OFFICERS

PRESIDENT: Joe Edwards
241 Blossom Hill Road#1- San Jose, CA
95123 (408)365-1058

VICE PRESIDENT & RIDES MARSHALL:
Brad Green 37028 Lassen St., Fremont,
CA 94536 (510) 247-9710

TREASURER: Grover Buhr
307 E. 40th Avenue, San Mateo, CA 94403
(415) 358-0196

SECRETARY: Duncan Ferguson
2831 Petunia Ct., Union City, CA 94587,
(510)489-0135

NOTICE EDITOR: Andy McKerral
P.O. Box 2025- Menlo Park, CA, 94026-
2025 (415)365-9337

PARAPHERNALIA: John Bria
1801 Howard Ave., San Carlos, CA 94070
(415) 592-8793

PUBLIC RELATIONS: John Covell
1183 Alemany, San Francisco, CA 94112
(415) 334-1183

PHOTO-JOURNALISM: Gerald Mauricio
PO Box 655, El Granada, CA 94018 (415)
726-9337



IMPORTANT (Please take note of the following fine print):

The object of the Northern California Norton Owners Club is to promote, encourage and develop motorcycling activities. The Club's members are owners of Norton motorcycles and they often submit for publication in the **NORTON NOTICE** technical tips pertaining to motorcycles of the Norton marque. Technical tips so published have been reviewed for technical content and are believed to be both acceptable and workable, but no guarantee is made or implied that they will work correctly, nor is any liability assumed by either the Norton Owners Club or the members for any problems resulting from use of these technical tips. The club also assumes no responsibility for the acts or omissions of its members in connection with Club activities. **NORTON NOTICE** articles or other materials express the authors' views only and not necessarily the official policy of the Norton owners Club or its Northern California Branch. The editor reserves the right to accept, reject or alter all editorial and advertising material submitted for publication. Advertising published does not imply endorsement of products, goods or services. Now you know.

Upcoming Events

Club Rides Schedule

November 14th: Santa Cruz Ride

December- no Club ride- Christmas Party

Activities at a glance.....

November 7, 1993 - The Northern California All-British ride and party (AKA Don Danmeier's 4th annual 50th Birthday Party)

Just one rule applies: show up on a British motorcycle, or else be prepared for a long and boring ride back to your hacienda.

CONTACT

DON DANMEIER AT (415)898-0330
FOR DETAILS

December 4, 1993 - Christmas Party at Maya's

1370 McKendrie St. San Jose Bring an ornament made from a bike part.

December 11th, The Northern California Norton Owner's Club Christmas Party at the Farm House. The menu will give choices of chicken, fish or pot roast. The cost will be \$18.00/person with a no host bar. Call Joe Edwards so he can get a head count of those wishing to attend. (408)365-1058

Meeting Schedule

The Club meets on the second Thursday of each month. The meetings are SUPPOSED to start at 8:00 PM. If you get tired of bench racing, bring a newspaper to read.

November 11-

Harry's Hoffbrau

Near Castro Street, Mountain View

December - no official meeting due to Christmas Party

Graphics Contributions

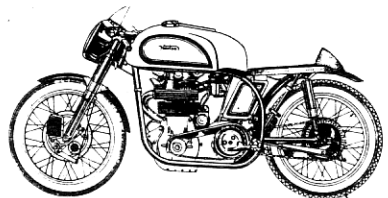
Photography:

Steve Coburn, Alan Goldwater,
Lou Caputo, Alan Mueller, Ansel
Adams, Leni Riefenstahl, Cole Porter

Press Production and Halftones:

John & Carrie Follett:
White Oak Press, San Carlos, CA

**Debt Collection & Attitude
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Guido Sarducci- Sicily



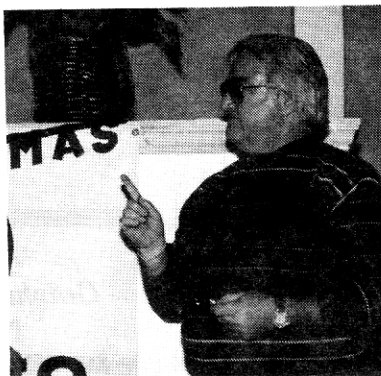
My Point of View

by Joe Edwards, President

Well here we are in the fall of the year and riding has been great. After the rains came, we had some great days. The Tin Man, Jim Carton, David and his wife who live in Brisbane, all met at Just Breakfast and made the trip down to Hollister. The weather was just great for the Norton, with the cool weather old Norton having fun rockin' down the road. We ran into Grover and Harry Bunting on the way down to the Moto Cross races in Hollister Hills. When we got to the track, we ran into a few other Norton Club members. We stayed around for a few of the races. Watching all those folks having fun, we took off ourselves and took the back roads and did a little ride of our own. That was the first time I had been on those roads. They sure were great. We found ourselves in Tres Pinos and had a little lunch. The afternoon was wearing on so I headed back to dear old Jose, while the rest of the group made a run for the Pinnacles. I hope that the weather stays as nice because I would like to make a weekend to Sequoia National Park. If anyone out there would like to make this trip please give me a call.

Well the month of November will find the club meeting at the Hofbrau. Also this month there will be a great ride up to the North Bay for the Don Danmeier Birthday Party. Last year found Norton

running with a bad throttle, which forced me to turn back. If all goes right I should make it all the way. Also keep in mind the Christmas party that Maya will be having at her house during the month of December. Speaking of Christmas parties, the Farm House in Redwood City has been sold. I have met with the new owners. They have made a few changes in the menu. They now offer an ala carte menu. They will give us the same room that we



had before. The menu will consist of chicken, fish, or pot roast. This will include soup or salad, coffee, tea or milk and desert. The total cost will be \$18.00 including tip. So with the cost of goods and services going up all over, we did pretty well.

Can we get a kind of count from you folks out there? Would you please give me a call at home and let me know if you are going to be at the dinner. We would like to give the chef a count on people and what they would like to eat so that we can serve everyone on time and with fresh cooked food. As in the past, the booze will be on your own tab. By the way, I have heard a word that even Santa will be able to make a visit. Please do take the time to call me so we can get a head count for dinner. As you know the party this year is on a Saturday nights. We will also be installing the new officers for 1994. Well I hope to see you down the road, keep those Nortons rolling.

That's my point of view.

Minutes of October Meeting

The October meeting of the Northern California Norton Owners Club was called to order by President Joe Edwards at 8:20m P.M. The venue was the Prince of Wales Pub in San Mateo, California.

Under Old Business, Joe stated that the September issue of the Norton Notice is delayed (will be out shortly). The reason for the delay was that the bio's were not in on time.

John Covell mentioned that he is still looking for a new venue for San Francisco.

Duncan Ferguson took a moment to thank the Edward's family and the Armann family for all the work they put into the picnic.

Under New Business, British Bob and Hazel announced that they are about to move to Washington. Many of the spare parts have been shipped already. Bob, I hope you like riding in the rain. There is lots of it up north. The club will miss you and Hazel, as well as the good deals you were able to offer on British bikes and hard to find parts.

Grover stated that there is approximately \$900.00 in the club account. Now that he is feeling better after his accident, he will be able to catch

up on paper work.

Renewal notices are due etc. He will stamp the front page of the Norton Notice to advise members of past due membership.

Joe stated that he hopes to lead another ride next year for a third annual Dardenelle Run in August.



Events coming up on the don't miss list:

Don Danmyers
Annual B-day Bash

R a b e r ' s
Xmas party

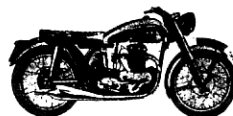
NCNOC
Christmas Party

Ken Armann announced that Kelly Moss is back in town. Call Ken at the shop for more information.

The meeting was adjourned at approximately 9:15 P.M..

Respectfully Submitted,

Duncan Ferguson



Whazz Happ'nin

...regional news of the NCNOC

Peninsula Report

by Jerry Joliff

This months column I will call "Norton Notes". Did you know that an Audi 5000 Turbo oil filter is perfect for our Norton spin on filters O.E. #035115591/ Motorcroft #F2 776/ Bosch #72107, it contains an anti drain valve and by-pass setting of 27 - 35 PSI.

Make sure your nuts are tight - the rear spindle nut and dummy axle nuts (750's) should be done up to 80 ft/lbs.

Tyres must be set to correct pressures - balanced and in-line and should be of the same breed, do not mix brands. A 3.60 front tyre is recommened for better steering. A worn rear tyre affects handling at all speeds and should be kept with plenty of tread on it at all times (read this again Duncan). By the way, when my cylinder head was pulled off ('72- 750) I had to remove the original headsteering with the improved boxed style as it was cracked just like our "Commando Service Notes" said it would. It's not "The Headless Norton" anymore.

South Bay Report

by Maya Lai

This month I had in my possession a 1989 Norton Wankle. The peopple were extra. Neil and Michelle Wilkinson came to the US to tour on thier Norton Commander. I must say that riding this bike was truly different than anything I have ever ridden. (except for Alan

Goldwater's Wankle.) She was smooth and I thought the handling was great considering all the luggage gear.

Neil tried some of my toys and his wife Michelle frumped at the thought of having to ride on the back of an (old Norton). Even as smooth as the MK III is, there was no comparison between the two. One shook and one didn't.

We managed to go to the city to a Harley Davison poker run. Mike Pawlak and Neil, Michelle and I went to last check point where my brother Ken was metering the traffic and parking. Of course we stuck our Nortons right in front of the eating establishment where everyone would end up. Ken was hoping that this wouldn't be his last Harley ride with us posing our Nortons in the middle. Oddly enough, we got great respect and even some "aws and ooohs".

It's sad that Norton couldn't have gotten thier crap together for us to have these lovelies in our country. I took her over to one of the BMW dealers and let the owner ride her. He admitted that the Norton was truly a different breed. BMW's would have their match if they made it to this country. I was pleased. Alas, they had to leave. Short of burying Neil in the back yard I tried my best to offer him everything in the garage for that Norton. He wouldn't even look at the Ducati. He said that he would look for one at home for me.



NOC Member Profile

by John Covell

NAME: Bob Paradis

AGE: 35

CITY RESIDENT: Oroville (but Washington-bound)

MARITAL: Married to Hazel

OCCUPATION: Buyer and seller of British motorcycle parts

NOC MEMBER SINCE: 1990

HOW FIRST BECAME INVOLVED WITH NOC: Stan & Lani Beneveds persuaded me.

CLUB OFFICES HELD (YEARS): None

NORTON(S) OWNED, DESCRIBED: '71 Commando Roadster, '71 Commando Hi-Rider

OTHER MAKES OF MOTORCYCLE: 2 Greeves, 1

Dot, 6 BSAs, 1 Triumph

WHAT FIRST INTERESTED YOU IN THE NORTON? When I was at school, my brother-in-law scared me to death with a ride on

the back of his chocolate-brown '73 Commando—I had to have one.

OTHER HOBBIES/INTERESTS OF NOTE? Fanatical collector of '50s and '60s music, mainly 45s.

FAVORITE MOTORCYCLING ROAD/RIDE: The B-1101 in East Anglia, England.

IF YOU COULD REDESIGN THE NORTON, WHAT ONE THING WOULD YOU MOST WANT TO CHANGE? HOW AND WHY? Forget the rotary, resurrect the Comando!

F A V O R I T E / M O S T EMBARRASSING EPISODE ON A NORTON? My favorite moment was when I reunited a Norton Commando with its original owner, Leland Powell of Los Angeles. My most embarrassing episode was at Stan's house, when I jumped on my Commando right after it was repaired, pulled away and rode around the block, came back and remarked, "This is tall-gear!"

Prospective Officer Profiles

Jim Carton - Ride Marshsall

Greetings fellow Nortonists

As Ride Marshall elect, I would like to see more people on the club rides. If you are missing The Ride, you are missing the best part of being in the club. Riding your

Norton with fellow enthusiast and talking with your friends about Nortons all day. I think that if we have a pair of hand held CB's and an occasional chase truck the ride attendance could improve. If there are any volunteers or suggestions please call. Jim Carton, 534-8030.

Side Trips

by *Andy McKerral, Editor*

As you all must know by now, my tenure as editor of the Norton Notice is coming to a close. Three years is a long time for anyone to do anything these days... marriages, vehicle ownership, or business ventures are the first things that come to mind. There are some truly memorable highlights in my tenure as Editor. Lots have been very good- and some of them have been as lousy as a three day-old diaper. However, in the interest of looking back through the Club Archives on the things that you as a Club have shared with the rest of us over the years, there are some really fine gems that give me a lot of real joy. Some of them were hilariously funny and creative; others still were wise and sagastic- and the rest brilliantly highlighted the wonderful eclectic diversity of our Club that helped me to forge ahead and finish my job because I owed it to these wonderfully insane people.

As the first club president I worked for, Lynne Miller was never one for overstatement. An excellent organizer and an iron rod for stability in an otherwise spurious-minded organization, he had his moments of sly hedonism that were charming and belied his real personality. For example, it was three years ago when we had just ended a meeting at the Spaghetti Factory near Jack London Square. At the time, a Club debate was fermenting over East Bay membership attendance, and everyone was deeply concerned about a new East Bay club meeting venue. At the time, Lynne was absolutely convinced that the Spaghetti Factory was the best possible meeting place for the Club in the East Bay- in spite of the attendance history, demographics and time involved in crossing all the various bridges, Lynne was 100% committed to continuing our meetings at Jack London Square.

The results of the meeting must have been disheartening for Lynne, because a proposal was brought forward and seconded that we change the meeting venue to another place further south. Brad Green was put in charge of the research (which ultimately landed us a spot at Brew Pub On The Green in Fremont). However, after that particular meeting at Jack London Square Lynne invited Mike Burnham and me to take a walk with him around the docks there. We eventually ended up boarding a beautiful boat moored to a slip and went down into her belly where there was

hot coffee and great talk for about 45 minutes... until I remembered that I'd gotten there by hitching a ride with Alan Goldwater and Harry Bunting, and they'd probably be looking for me to start heading west. I learned a lot that night. Lynne was a man who had similar interests to mine, a way with plying to the finer points of my inner weaknesses (sailing ships being among them) and extremely skilled in the art of lobbying for mutually beneficial and convenient arrangements. Three years later- knowing what I know now- after trying to survive in this economy, learn how to become a salesman for my services and start a new business, I'm thoroughly convinced that I should have tried to coerce Lynne into home-porting his boat in the Redwood City Marina and hold our "East Bay" meetings at Harry's Hoffbrau in Redwood City... four blocks from where I live. He might have actually gone for it...

Joe Edwards, on the other hand, was another brand of president. After two years of working with someone, you get to know them pretty good. Joe is a direct sort of individual who relies on crisp, clear and concise communication that's unfettered with the need to socially dance around the issues at hand. To put it bluntly, Joe doesn't take any shit, and he doesn't give any out.

I knew that Joe was going to be an exceptional leader when, during the first month of his tenure, I called him up and had my usual complaints about people not making the submittal deadline of the 20th. Within two days, my P.O. box was jammed with articles, pictures and ads. I still don't know how many knee caps he had to break to get those guys to pony up their material, but it sure was nice to get such an immediate response.

Some of the more memorable material were among the more quirky and "non-traditional" things. I occasionally pull out the December, 1991 issue and reread Art's work on page 13. I can't help but laugh every time. Or, for that matter, his vision into the future on page 12 in the March, 1992 edition. Any ride report written by Mike Burnham is worth a reread- honest reporting of the event, with an occasional ascerbic jab always made his articles fun. Ernie Montague's efforts in racing- Tom Terry's all-too-rare articles- Tarmo's florrid descriptions of events- Maya's trips overseas- all in all, it was a pleasure to bring these things to you.

35 down. One to go.

In Search of the Perfect Norton

By Robert Newman

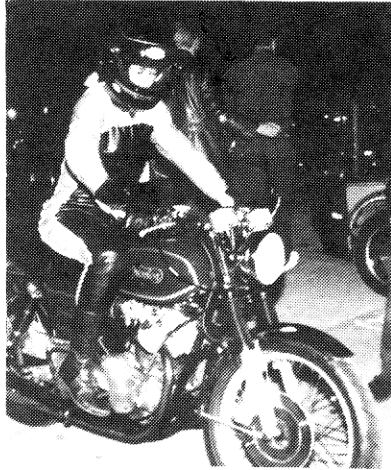
Subject: LUCAS WIRING

Possibly the greatest bugaboo to a stock Norton is the wiring harness. This article will simply criticize standard Norton wiring and in the next article, I'll describe the cures.

The first and worst aspect of the Lucas creation are the pin and socket connectors. Open at both ends, water and moisture gets in, causes corrosion worsened by electrical current, contact reduces to a tiny fraction of original metal to metal contact, heat generates from bottlenecked electrical flow, insulation bakes or melts. You can't see it until a malfunction occurs. If this isn't enough, sometimes the female socket will crack in half inside the rubber tube. This does not release the male ends, it just holds it enough to make light contact which breaks occasionally producing an intermittent power failure somewhere. Ever hit a bump and see the lights black out momentarily? Perhaps the motor misses a beat or two. Any mechanic will tell you what a bitch it is to troubleshoot an intermittent failure.

Next thing wrong with the Lucas wiring harness is too many wires. These extra wires run to useless components such as the 2 mc capacitor.

That's the blue thing on a spring under the seat. Ostensibly needed for starting with a dead battery, it just adds to confusion, expense and clutter. If you've installed a Rita or Boyer, well, they won't work with a dead battery anyway. More useless wires run to the warning light assimilator. You'll find it on a spring under the tank getting in the way of something that needs attention. Its purpose is to turn off the red dash light when the motor starts or as the charging current comes up. You need this if you expect your alternator to crap out.



Still more useless wires run to the condenser block and ballast resistor (this assumes you've installed a Rita or Boyer ignition). Condensers and ballast resistors are bypassed by electronic ignition wiring. Finally, if you are not running turn signals, you don't need a flasher unit or any wires connected to it. Nor do

you need the turn signal indicator wiring or the leads to the turn signals.

Other criticisms of the Lucas system involve the positioning of the horn under the battery box, the failure to use the headlight shell for the main junction box and cheapness of the wire itself.

Ever hear the reason why the Lucas factory was not bombed during WW II? Hitler considered Lucas an ally.

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NORTHERN CALIFORNIA ALL-BRITISH RIDE & FOURTH ANNUAL DON DANMEIER 50th BIRTHDAY PARTY

SUNDAY, NOVEMBER 7, 1993

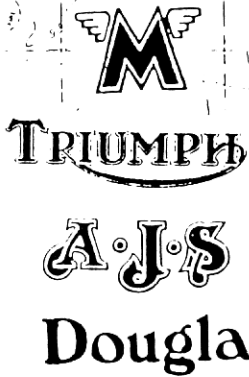
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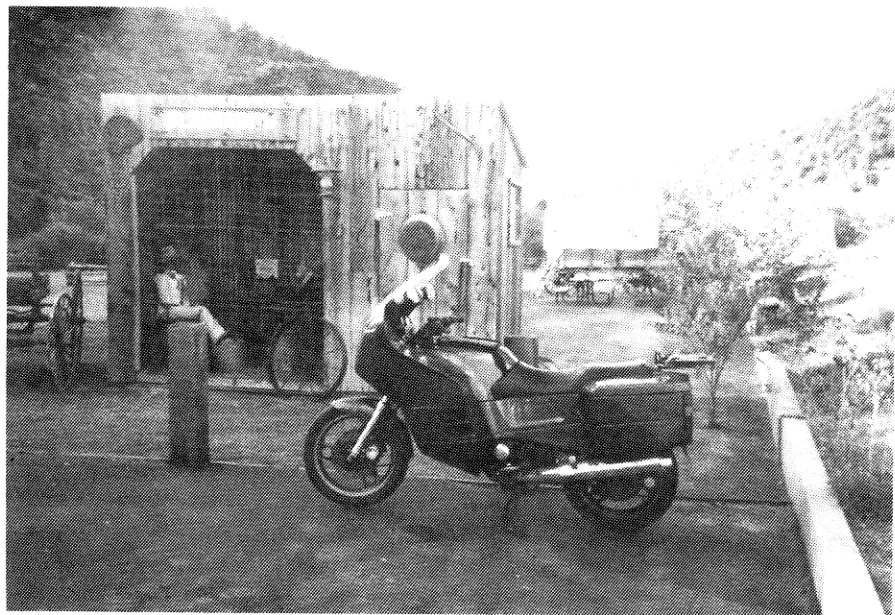
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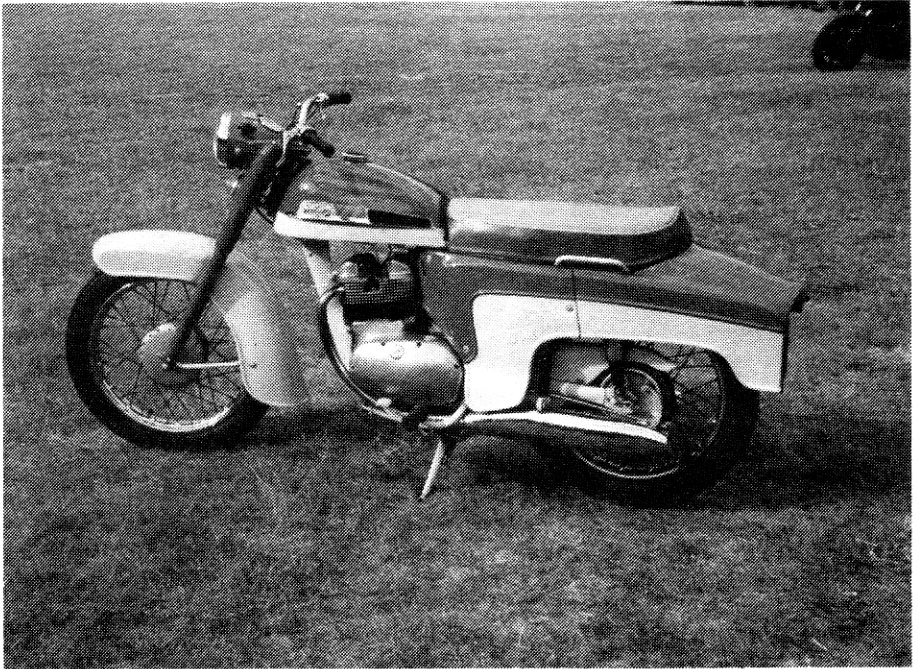
Questions/info. Don Danmeier 415-897-6145 days, 415-898-0330 eves to 9



Neil, Maya and Caroline



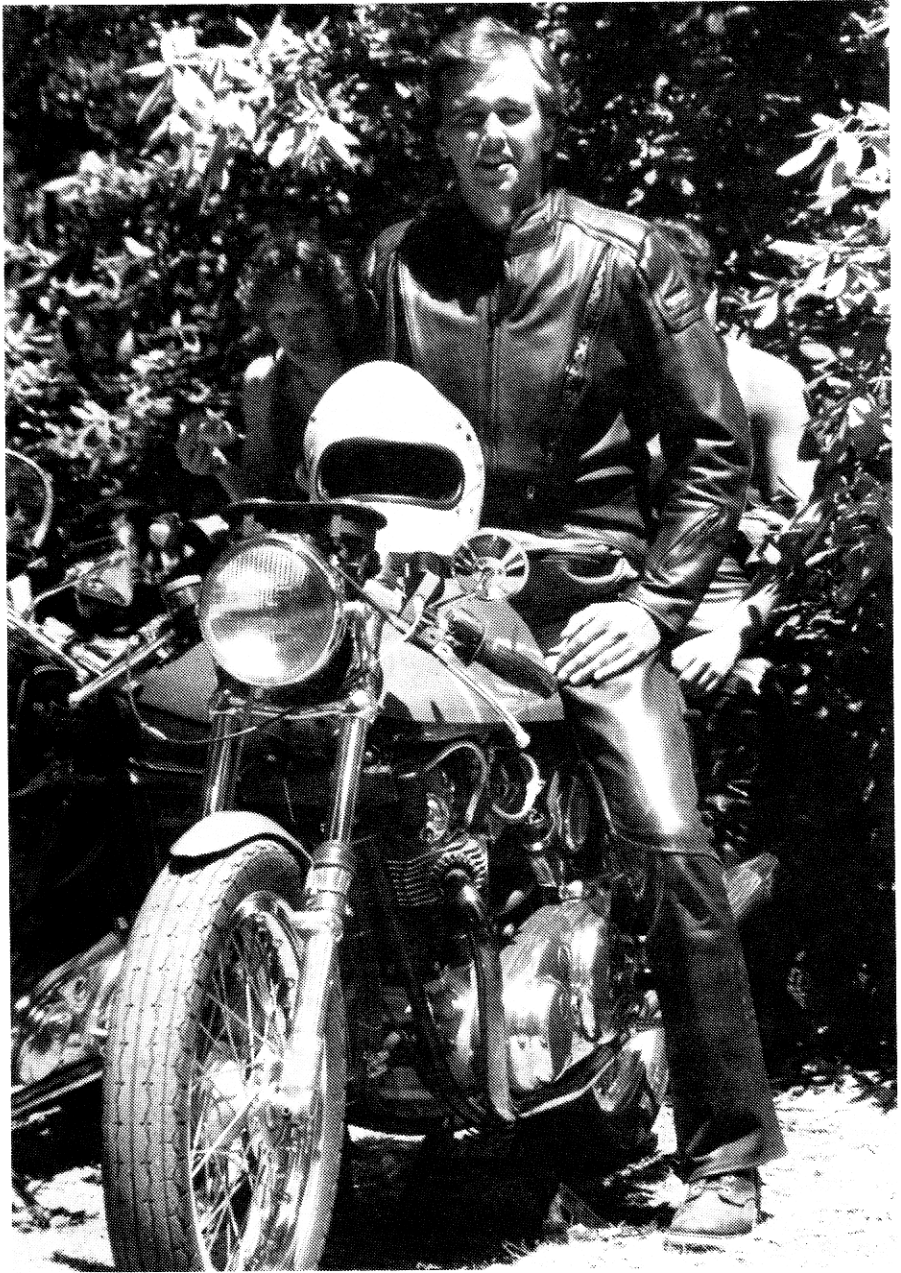
A Commander near the garage



A 1958(?) Jubilee at the last INOC Rally



Alan Goldwater tells it like it is, as Marick and Harry lend their enthusiastic support



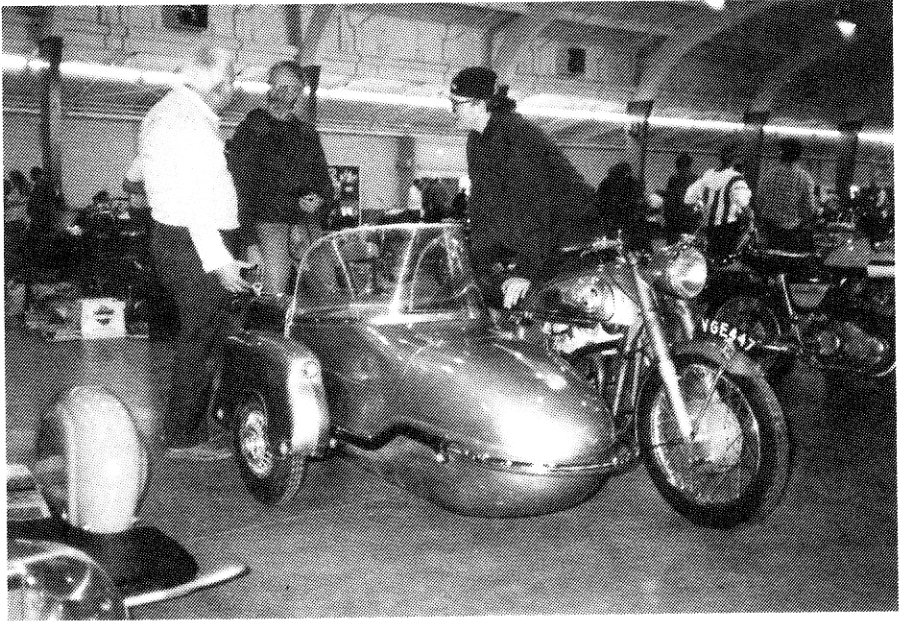
**Chris Nichols: voted most likely to marry
BSAOC's Maggie Neato...**



A Steve Coburn photo of Alice's



Future Norton owner Kelley Mosley



Norton with a sidecar at the Show



Grover Buhr and Susan Wood hear Joe's ideas at Harry's Hoffbrau in Mountain View

Classified Advertisements

Wanted Information of any kind on 1963-65 on Norton Electra- pictures or tech. info. Call Lani or Stan at (510) 793-0704

Wanted: BMW System 1, 2, or 3 helmet. Size, paint, visor, cushions unimportant- sound construction IS, however. Call Tom O'Donnell at (408) 356-9353 any time/leave msg.

Wanted: 2 into1 exhaust pipes. Any condition. Needed for my '58 Nomad so I can use it for the Old Timer's Ride. Any help appreciated. Call Steve at (408) 476-1319.

Wanted: Interstate Side Covers- call Herb Poppe (818) 248-8135

For Sale: 1975 Norton 850 Commando. This Norton was one of the last ones made and is still in the original shipping carton. If interested call Alden Jay Glickman (805) 644-7714/642-4509 or FAX (805)658-1458

For Sale: One matched pair Amal carburetors (32 mm) w/manifolds and a K&N air cleaner. These came off my Commando Mk.3 when I converted to Mikuni. They work, but no warranty as to how soon they'll need resleeving. \$50. John, (415) 334-1183.

For Sale: '73 Triumph "Daytona Super Sports" T-100R 500 cc. Rebuilt engine. Boyer ignition. Excellent original condition. \$2500/firm. Call Mike Considine at (916)456-9901

For Sale: 1 Pair Black Cap Mufflers. Excellent cond. \$200.00 B/O. Call Gerald at (415)726-9337 Eves

For Sale: 1963 Atlas Scrambler (G15/N15) Very clean and strong runner. Recent restoration w/new paint and engine rebuilt by Ken Armann. Rare , one of the first 200 hybrids built (Norton-Matchless). \$4000. Contact Rick at (408)894-5220 (work) or (415)969-8917 (home)

For Sale: '75 Mk III 850 Roadster, Gilmer primary drive, single 36mm Amal carb; H4 headlamp, Dunstall 2 into 1 into 2 exhaust, Grimeca front master cylinder, -3 braided hose. \$2500 or**For Sale:** '68 P-11A Ranger, mostly original appearing. Matching frame, engine and G/box Serial Numbers. Non original stuff: very hot photocell triggered ignition and Marzocchi twin disc front end off Ducati, -3 braided hose, Grimeca master cylinder. Needs one-off T-stem made; installed item is Mickey Mouse. Includes COMPLETE spare P-11 engine with engine plates and matching SN G/box (earlier magneto equipped version) and extra Police alternator. Have owned it over ten years, ridden 10-20 miles total. Engine appears to have never had head or cylinder removed! There aren't many of these around. A must have for the Compleat Norton Fanatic! Could include service tools, Whitworth stuff. Call Tom Davenport, 415-924-6558.

For Sale: 1974 Commando. Interstate tank, black, custom paint. Rita ignition, top end rebuilt. Very recent high output alternator, luggage rack, saddle bags. \$2,800 OBO. Call Clark Samson (415) 927-4559.

For Sale: 71 Commando. Fresh red paint, new seat, new Dunlops, rebuilt trans., Konis, rebuilt front end, new Isolastics- all stock-runs great. No leaks. Factory manual- extras- Fred Twigg tuned and ready to ride anywhere. Has oil filter added. \$2,700, or trade for???- Call Chaz at (707) 578-1712

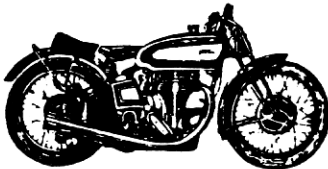


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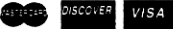
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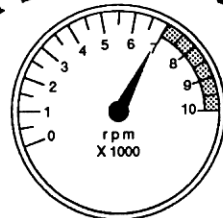
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