



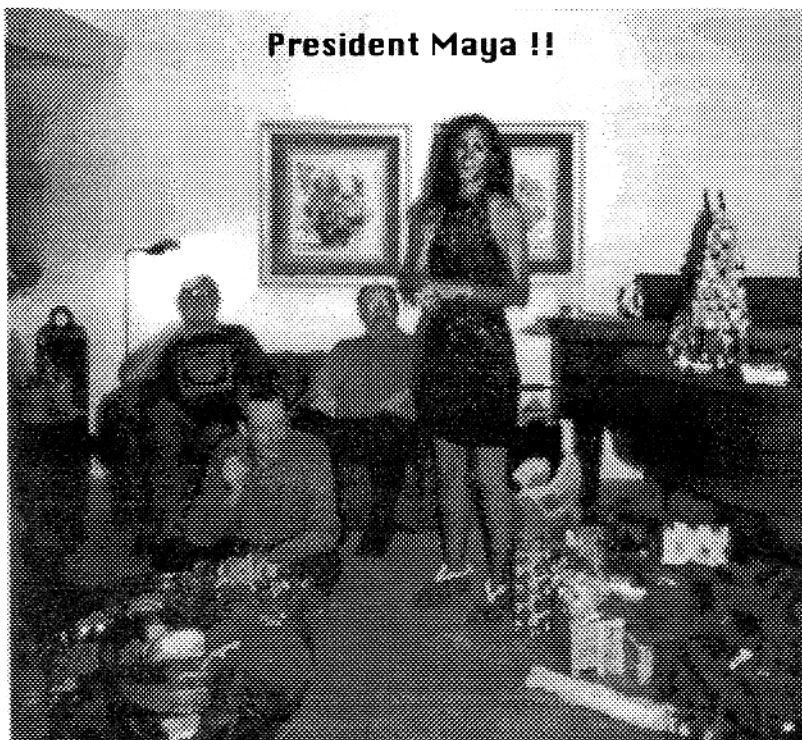
Norton Notice



The Newsletter of the
Northern California Norton Owners Club

No. 200

January, 1995



Happy Birthday!!

Norton Notice

200 issues old !!



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 an 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 any format placed on a 3.5" floppy disc can be read by the editors' clever Macintosh. You may also send articles directly to the editor via modem or fax at 415-595-3368. Set your telecom software to 8/n/1, use X or Z modem file transfer protocol, and just call up the editor most evenings (don't wait until the 20th...there is a long line then). The editor also has a fax at his office (415-593-4850). E-mail can be sent using INTERNET to norton2@aol.com.

Membership in the Northern California Norton Owners Club is available for \$20.00 per year. Membership dues are payable to the Branch Treasurer.

Advertising rates are \$68.00/year for a 1/4 page ad!!

Renewal dues are payable at the end of the individual's membership year, which is designated by the last number listed on the mailing label of the Norton Notice and the membership card.

All changes of address or questions about membership or the Notice, call the 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 organisations per the terms described on the Branch membership application form.

CLUB OFFICERS

PRESIDENT: Maya Lai
1370 McKendrie, San Jose, CA 95126
(408)241-1812:
maya%fasrfood%daver@sigilab.sgi.com

VICE-PRESIDENT/SECRETARY: Duncan Ferguson
2831 Petunia Ct., Union City, CA 94587,
(510)489-0196

TREASURER: Stan & Lonnie Beneveds
36646 Darvon Ct., Newark, CA. (510)793-0704

RIDES MARSHALL: Jim Carton
1749 137th Ave. San Leandro, CA.
(510)483-2045

NOTICE EDITOR: Alan Mueller
128 Windsor Ct. San Carlos, CA 94070-2198, (415)591-5444 or modem/fax
(415)595-3368 or (415)593-4850: E-mail:
norton2@aol.com

PARAPHERNALIA: Joe Edwards
241 Blossom Hill Rd. #1, San Jose, CA.
(408)365-1058

PUBLIC RELATIONS: John Covell
1183 Alemany Blvd., San Francisco, CA
94112 (415)334-1183; E-mail:
senator@well.sf.ca.us

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

SGT-AT-ARMS: Lynne Miller
639 Mangels, San Francisco, CA.
(415)334-2042



IMPORTANT (Please note the following fine print): The object of the Northern California Norton Owners Club is to promote, encourage and develop motorcycle 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 the use of these 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 author's view only and do not necessarily reflect 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

January 15:

Mt. Diablo Snow Ride

(Meet at Denny's Emeryville at 10:00 AM)

February 12: Sweetheart Ride - 3 Bridges

March 12: Flying Lady Ride - a new route

April 16: Easter Morning on Mt. Tam

May 13-14: North Bay Ride/Weekend

June 18: Santa Cruz & South Coast Ride

July 16: Fred Twigg Ride

August 12th weekend: Dardanelle
Unofficial Ride

September 17: Old Timers Ride

October 15: Mt. Hamilton Ride

November 5?: All-British Ride

November 12: Delta Ride

December: No rides scheduled

If rides are cancelled due to poor weather - plan on the ride taking place the following week - same time - same place. Check with Jim!!

Scanning:

Steve Micheli

A.B.F. Dental, Belmont, CA

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.

January 12th

The Connecticut Yankee

February 9th - Fremont Brewery

March 11th or 12th - Ride Meeting (see Ride Schedule)

April 13th - Harry's Hoffbrau (Mt. View)

May ? - Marin County Weekend/Ride

June 8th - Prince of Wales

July 13th - Harry's Hofbrau (San Leandro)

August 10th - Connecticut Yankee

September 14th - Fremont Brewery

October 12th - Harry's Hofbrau (Mt. View)

November 9th - San Jose Venue

December ? - Xmas Party

Harry's Hofbrau: 399 West El Camino Real, Mountain View, CA., (415)964-8455; just north of Highway 85 on El Camino Rl.

Harry's Hofbrau: 14900 E. 14Th St., San Leandro, CA

Prince of Wales Pub: 106 East 25th Ave., San Mateo, CA., (415)574-9723; off Highway 101 between Hwy 92 and Hillsdale Blvd. Next to San Mateo County Fairgrounds

Fremont Brewery: 3350 Stevenson Blvd., Fremont, CA., East of Hwy 880 near Paseo Padre.

Connecticut Yankee: 100 Connecticut St., San Francisco, CA., (415)552-4440; Vermont St. Turnoff of Hwy 101 North

Photography:

John Bria

Alan Mueller, Lou Caputo

Press Production and Halftones:

John and Carrie Follett:

White Oak Press, San Carlos, CA

Maya's Minutes..... by Maya Lai, President

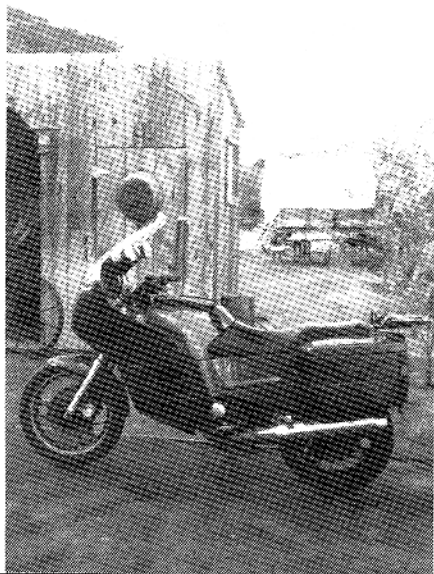
I hope that everyone had a good holiday. The party at Alan's was terrific. His wife did an excellent job. It was a great success. I was happy that so many of you decided to come.

Raber's party was a great one too. Lots of cheer and nice people

I thank all of you for a wonderful year, and for letting me remain pres another year.

Welcome to the New Year.

Maya.



Pipes Up

by Duncan Ferguson, V.P.

Duncan has been under the weather these past couple of weeks...he even missed the Christmas party... *(he must have been sick...*soooo, he asked me to fill in his space this month.

I want to write a few words about membership, paying dues, expiration dates for membership, whether you get your Norton Notice or not.

We have new officers this year so I wanted to give all of you the information needed to solve all of your membership problems.

Membership, dues, addresses changes and general questions about when dues are due are now being handled by Lonnie and Stan Beneveds. Their address

is 36646 Darvon Ct., Newark, CA. 94560 and their telephone number is (510)793-0704. Please write this down.

They will have a new data base system going which will make all of this "red tape" go much quicker, smoother and much more accurately.

Remember, the Notice editor (me) only publishes the issues..I then give them to the Treasurer for distribution... I have no control over the mailings. So, if there are problems with you getting your Notice ...call Stan or Lonnie ...they will have all the answers...

Alan Mueller, editor

Minutes of the December Meeting

There was no monthly meeting of the Northern California Norton Owners Club this month so we decided to have a party....and oh! What a party we had.

On Saturday evening, 45 members and guests descended upon the home of Alan and Vicci Mueller to celebrate the annual NCNOC Christmas Party. It was a cold and drizzly evening which didn't seem to dampen the spirits of these party goers.

Everyone brought either appetizers or desserts to help ease the efforts of their hosts, The Brias and The Muellers. There was smoked salmon and oysters, taco dip, veggies, meatballs with a garlic sauce to die for, salsa, rolled sandwiches and many, many more goodies. To keep out spirits warm and alive, there was beer, several wines, soft drinks and Carol's hot mulled wine. The weather held just enough so that we were able to go outside spread the crowd out a bit.

At around 8:00 PM, Maya held a brief meeting thanking all of those members who helped her so much over the part year. Showing extreme generosity, as she always does, Maya gave a few awards out to some of the people who helped her in her first year of office (she will be at the helm this next year also). Maya also gave special gifts to those members. John Covell, Jim Carton, John Bria, Ken Armann, Alan Mueller, and Duncan Ferguson (I think that is all, if not I apologize).

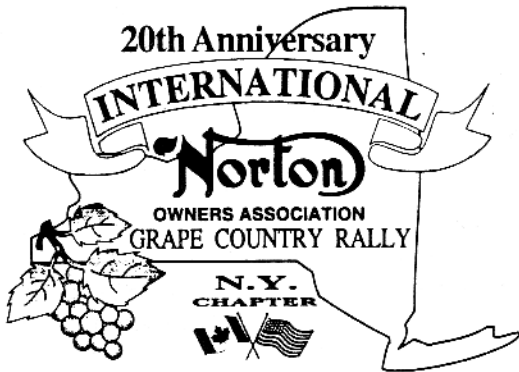
Ken was starving so we decided

that it was time to eat. Everyone enjoyed the ham, Joe's spicy meatballs, Cindy Armann's great lasagna, tossed green salad, antipasto, Maya's new potatoes and more. Everyone seemed to find a place to sit and eat and enjoy. Then, guess what? It was time for dessert and coffee. Again there were great offerings brought by the members, a wonderful cake with the Norton Santa graphic on the top, brownies, home baked cookies, lemon cake, pies and again more than I can remember.

Now that everyone was sufficiently stuffed, it was time for the "gift exchange". Those that brought gifts were given numbers to determine the order that they would open their gifts. The next person could then swap with a gift already opened or open a new one. Several gifts got passed around quite often...the gorgeous woman mounted upon... a Norton(?), a Harley, yes a Harley, clock, used parts, chain lube, Norton calendars, and the gift exchanged the most...a set of shock which Lou Caputo walked away with. As people were leaving gifts were still being exchanged.

After the gifts, the party started breaking up. There was a great crew that remained to help clean up after the gathering so that when everyone was gone, the house looked as though nothing had happened there...but, yes it did!!

All in all, everyone had a great time and this type of format for the Christmas Party was a roaring success. Maybe next year it can be even bigger and better!!!



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View from the Bridge.....

by Alan Mueller

An article of interest from the S.F. Chronicle, Wednesday, November 16, 1994. Written by David Perlman....editor

When California passed its 1991 law requiring all motorcycle riders to wear protective helmets, thousands of bikers and their passengers called it an assault on personal freedom.

Now comes the first full-scale proof that the law saves lives:

In an analysis of motorcycle accidents involving death or injury to riders before and after the helmet law went into effect, public health experts have found that the measure cut fatalities among motorcycle drivers by more than one-third in a single year and reduced deaths among their passengers by more than two-thirds.

Wearing helmets, the analysts say, saved as many as 122 lives in 1992 alone, and the helmets since have been preventing many more deaths and injuries, according to Corrine Peek of the Injury Prevention Research Center at the UCLA School of Public Health.

The helmet laws are saving money, too, a separate study at the University of California at San Francisco shows.

The UCLA study appears in the Journal of the American Medical Association, and Peek said the California Highway Patrol will continue monitoring rates of deaths and injuries among motorcycle riders throughout the state every year.

According to the UCLA report, there were 523 motorcycle fatalities during 1991 before the helmet law was passed, and 327 the following year - a drop of more than 37 percent. Passenger fatalities on motorcycles dropped by nearly 70 percent. Nonfatal motorcycle injuries totaled 1,969 before the law went into effect on Jan. 1, 1992, and during the following 12 months, the number of those injuries dropped nearly 35 percent to 1,283.

The UCLA researchers examined death and injury records from 28 hospitals in

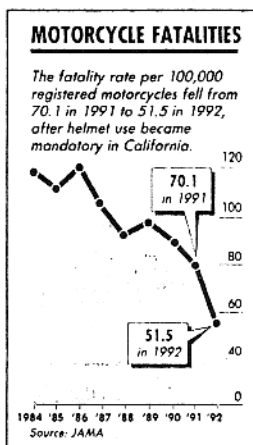
the 11 California counties that account for more than 65 percent of the state's motorcycle deaths and examined autopsy records reported by coroners there.

The county records showed that head injuries among drivers and their passengers - by far the most common type of damage - dropped sharply after the helmet law was enforced.

A separate and continuing study led by Wendy Max at UCSF indicates just how costly these injuries can be:

The bill for treating a motorcycle head injury at a large hospital trauma center in Southern California ran to \$22,000 when a rider was not wearing a helmet before the law was passed and only \$15,000 when a rider was wearing a helmet, Max said.

"We expect that difference to continue showing up as we finish analyzing all the heavy costs of motorcycle deaths and injuries in terms of long-term medical care and lifetime lost productivity," Max said.



The Annual Christmas Party



Tom shows off his beautiful cake!!



What's inside that red package?

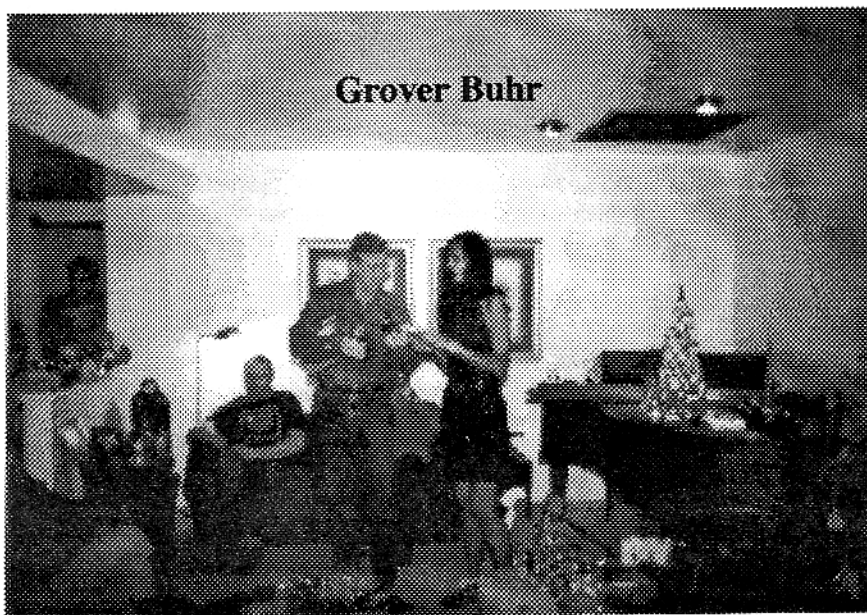
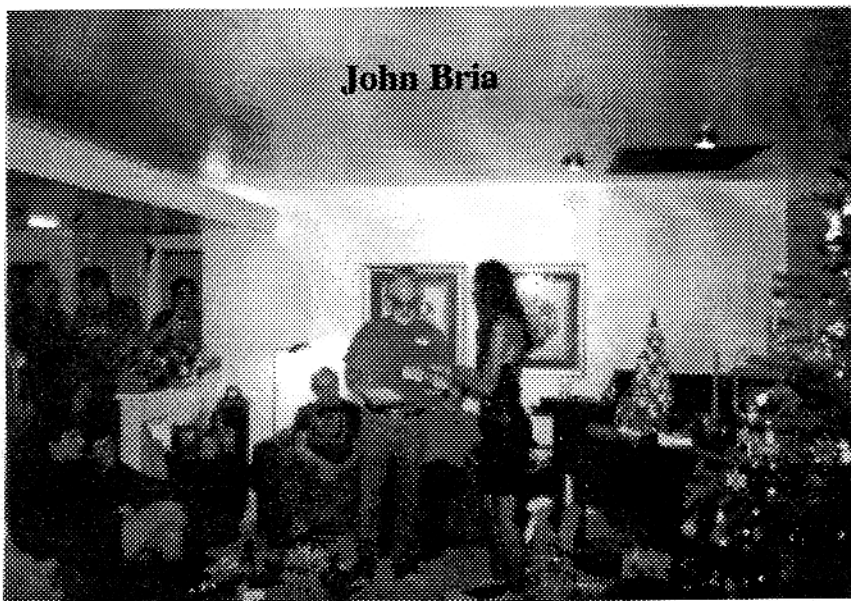


Tom and Stan enjoy some Holiday Cheer!



Rich and Lou brave the elements

Past Officers
John and Grover
Receive Plaques of Recognition



This article is the second in a series of technical articles. This information is taken from the "Technical Digest, the First Five Years" compiled and edited by Jim Balliro. If these articles are informative and you would like them to continue, please let me know....editor.

SECTION A

(continued)

7. Intake Valve Guide Index - 750 only

P/N	Application
062725.....	std.
062760.....	+0.002"
062767.....	+0.005"
062768.....	+0.010"
062769.....	+0.020"

Exhaust Valve Guide Index - 750 only

P/N	Application
063527.....	std.
063528.....	+0.005"
063529.....	+0.010"
063530.....	+0.015"

8. Stellite Tip Inlet Valves

From S/N 221317, inlet valves P/N 064034 incorporating a satellite material hardened tip were fitted. All earlier models should be replaced with these.

9. Modified Exhaust Valve Guides

Early exhaust NMT 2011 caused excessive oil loss by a pumping action. These were superseded by P/N 063527 which has a shorter neck and longer base. This does not allow the taper on the guide.

10. Electric Start Valve Guides

Numerous instances of sticking exhaust valves on 1975 Electric Starts has been traced to limited clearance in the valve guide. Reaming the guide after installation with an 8mm VW reamer by the amount the valve lifts in the port end of the guide will prevent this problem.

11. Exhaust Valve Seals

Do not install valve guide seals on your exhaust valves. This will not decrease oil consumption, but may cause exhaust valve sticking and resultant engine failure.

12. Combat Valve Spring Clearance

From S/N 200004 to 202340 thick bottomed valve spring cups can prevent valves from complete opening. To test, turn the engine until a valve is fully depressed, then press down on the rocker adjuster with a soft shaft. If you can open the valve a further .050", it's O.K. If not, either thin the cup by 0.065" (1.65 mm) or replace with P/N 063396.

13. Chronic Head Gasket Failure

This can be caused typically by two factors:

- a) Imperfections on the mating surface - have it milled
- b) Cylinder Head Nuts bottoming on the threads before the head is tight. Correct this by adding washers or cutting more threads on the bolts.

14. Flame Ring Head Gaskets

In 1974, the flame ring head gaskets were introduced and should be used to replace all previous composition gaskets. Copper head gaskets hold up but tend to leak oil more easily than the flame ring type.

	New P/N	Old P/N
750	063844	060400
850	065051	063811

15. Removing Cylinder Head in Frame

The proper procedure to avoid removing both the head and block together is as follows:

1. Remove all extraneous items including rocker box covers.
2. Slacken rocker adjusters fully
3. Remove all Cylinder head nuts and bolts and dislodge the head
4. A helper slides the push rods into the head and past the rocker arms
5. The head can now be removed to one side and the pushrods will clear

16. Removal of Head and Barrels as a Unit (750 only)

It is possible to remove the head and barrels as a unit on non-850 engines. Instead of sliding the push rods into the head to allow them to clear, a rubber band is attached from each rocker arm (adjuster end) to either the upper rocker cover fixing stud or one of the allen head bolts that retain the head steady. This keeps downward pressure on the push rods and keeps them in their respective cups in the rocker arms and the cam followers. The entire head/barrel unit may then be tilted slightly forward and to the side (with the pistons at bottom dead center) to clear the upper frame tube. If possible, it is advisable to leave the rubber bands in place while the head/barrel unit is off the bike. This keeps the pushrods in proper alignment. During reassembly a flashlight should be used to make sure that the pushrods have not become dislodged from their respective sockets. If the unit is tightened down with the pushrods out of place, valve gear damage will result in the form of bent or dented pushrods.

This section will be continued in next month's issue....editor

PURPLE HAZE

"FREAK AND DEAD-EYE"

PART II

In the last installment of this story Freak, and the author had taken a new friend out for a night of riding and adventure(?).

As they were returning to Campus things got a little exciting.

— Paul went by us at about 75mph, then I heard the Harley shift into fourth gear. The Harley was still accelerating, as its tail light faded into the orange grove. I remember thinking, "He'll be all right if he gets through the grove; he'll stop out on the golf course." What I didn't realize was that there was a 30 foot wide and 15 foot deep ditch between the orange grove and the golf course. Suddenly, we saw the Harley's tail light disappear, we heard a big crash, then silence.

Freak and I looked at each other and simultaneously yelled "SHIT!"

We drove the Nortons through the orange grove towards the spot where the Harley disappeared. For some reason the people living in the house next to the grove were still sleeping. Maybe they were used to motorcycles blasting through their yard at 2:00 AM. We could see where the Harley traveled because the path was littered with oranges, leaves and tree branches. About 75 yards into the grove we came upon the ditch. We parked and ran over to the edge. There was still no noise. Freak looked down into the ditch and his jaw dropped. He could see only the Harley at the bottom and what appeared to be a head in a helmet, next to it on the ground.

Freak, — — — well he "freaked". He whispered to me, "Damn, the SOB's head flew off!"

I kept looking down in the ditch waiting for my beer soaked eyes to adjust. I told Freak, "No way, I don't believe this. The first time we take this guy out for a ride, we kill his ass?" We stood there for at least another minute trying to figure out what to do. Then we heard a moan. I looked back into the ditch and then yelled to Freak, "There's water down there. Paul's head is on the ground but his body is under the water!"

As we scrambled down the bank, Paul's moans grew louder. Then the lights went on inside and outside the farm house. I told Freak, "We better do something fast. I think someone's calling the cops!"

Luckily, the farm house's outside lights lit up the ditch enough for us to clearly see Paul and the wrecked Harley. He was drunk, beat up, and dirty but we were able to determine that he had no apparent broken bones and was not bleeding from the mouth or ears. We carefully pulled him up out of the ditch and propped him up against the farm house. When we asked him what he wanted us to do, call the cops or call an ambulance, he started singing a Bob Dylan song, "The Times They Are A Changing". I looked at Freak and said, "This guy is out of it. Let's get the bike out of the ditch before the water completely ruins the engine and then decide what to do next." We climbed down into the ditch again, then we heard the sirens.

(to be continued.....)

Next month see **DEAD EYE III**....

Whistles and Whitetails. Randall P. Schwalbach, DEER AND DEER HUNTING, Nov., 1989...*edited by Lou Caputo*

Part Two

(Continued from last month)

" Timothy J. Lawhern, an undergraduate student at the University of Wisconsin, Madison, arrived at similar conclusions through a separate and perhaps more rigorous investigation of deer whistles. In contrast to the Georgia study, Lawhern found the three devices he tested to produce ultrasonic frequencies up to 48 kHz; however, he still concluded that "it is highly unlikely deer would be capable of responding to this signal."

...Interestingly, in the course of his research Lawhern tested the whistles in the presence of seven species of the deer family, including 45 white-tailed deer. Possible responses he looked for included ears or head turning, flinching, or looking in the direction of the sound. Out of all these animals, however, only one response was noted, this from a single bull elk. At the shrill sound of the lower pitched whistle (audible to human ears) he charged the enclosing fence, in the process breaking a 2X4 post. In prolonged rage, he then bugled and urinated.

[After testing for the frequencies which the devices produce] Lawhern concluded that "they do indeed produce ultrasonic frequencies." But as the Georgia study indicated, so did Lawhern discover that not all sounds produced fell within the range of ultrasound."

...Lawhern summed it up: "Based on

the knowledge of ultrasonic frequency coupled with observed field testing of various animal species, it is highly unlikely that an ultrasonic signal produced by the whistle devices would reach a deer at a decibel level such that it would be detected even at ten meters, much less than the 300 to 400 meters claimed."

Scott Craven, University of Wisconsin Extension Wildlife Specialist, agrees with Lawhern's conclusion. He believes that people who install whistles may be more likely to watch for deer. At the same time he explains, "Any cure is going to look attractive. Some people use the whistles and are happy with them because they haven't hit a deer."

Craven receives many requests for advice on the use of deer whistles and he concludes, "Until I see some solid evidence to support the use of deer whistles, I cannot, as a wildlife professional, recommend their use. I contend there is no substitute for driver education and awareness of the areas, seasons and times of day of vulnerability."

Read the exciting conclusion in the February issue of the Norton Notice.!!

Bob DiMascio

Carol DiMascio

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NOC Member Profile

by John Covell

Name: Jon Graves

Age: 32

City Resident: Palo Alto

Marital: Married (1 year), no kids (but practicing)

Occupation: Marketing manager

NOC Member since: Oct. 13, 1994

How first became involved with NOC:

"Wife saw a Ken Armann bumper sticker. I was looking for a Bonneville or Norton and called Ken. Saw the bikes in pieces and chose a '73 Commando 850—being built."

Club offices held (years): None yet.

Norton(s) owned, described: None (see above).

Other makes of motorcycle: Had a Ducati once.

What first interested you in the Norton?

"As a boy, at the dealer in Exeter, I drooled over the Nortons, the last ones in 1976-77."

Other hobbies/interests of note? "Good beer; California wine; travelling the states. I look forward to doing some touring on the Norton."

Favorite motorcycling road/ride: N/A

If you could redesign the Norton, what one thing would you most want to change? How and why? An overhead cam would be nice, or water-cooling, or...

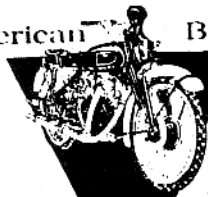
Favorite/most embarrassing episode on a Norton? "My first ride on a Norton—it was amazing!"

Norton

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Classified Advertisements

Editors note: All adds will run for 3 months. Please notify the editor if your item has been sold. Your add will automatically be removed after 3 months if I haven't heard differently. Note the expiration date at the end of each ad.

FOR SALE: 1982 Suzuki GS550L, good, clean, reliable transportation. \$1,100 or B.O./ Call Alan at (415)591-5444 evenings.

FOR SALE: 850 MK2A, head, engine cases, crank, pistons; 750 head, good threads, broken fins; 850 MKIII engine cradle; 2 front isolastics, clutch basket and primary chain, brake caliper; one filter setup; early Dunstall exhaust system; early twin timing cover..also '69 fastback, not running, all there, green, \$2500...call Dennis at (510)525-1164 (Berkeley) (12/94)

WANTED: After a small mishap, I need a new speedo and bracket for a '74 Commando, also a sissy bar (rusty ok), rim (would love alloy), and misc. hot parts (racing brake, fork brace, Boyer, single carb..)Contact Chris Wilcox @ (916)448-2182 (or E-mail..cvwilcox@ucdavis.edu)..(3/95)

FOR SALE: 1972 Combat Roadster, 10K on rebuilt Eng-Trans, Black/gold, Clean-strong and FAST!!! \$2,300.. cal Jerry (415)578-8584. (3/95)

FOR SALE: '73 Norton Dunstall Commando, \$5000; '91 Ducati 851, 5K miles, extras, \$8,800; '65 Norton Atlas, disk brakes, \$3,500; Featherbed frame, Atlas, rolls, \$350; Norton Interstate tank, seat, side covers, \$350; Dunstall tank, seat (Commando) \$350; SS/Hi rider tank, side covers, fresh red, \$500; Drouin Supercharger, \$950; Bultaco 250, El Tigre (dead) \$500; call Tom Terry (408)446-2736 12/94

FOR SALE: '74850 John Player Special, less than 10,000 original miles, \$8,500 or B/O; call Ken Armann at (408)371-6786

FOR SALE: Commando 750 Roadster, '86 AFM Twins State Champ. 38mm Marzocchi front end, 36mm Amal MK II's, belt drive, oversize in and ex valves, ported, DID, 22.50 front and 3.00 rear rims X18, Grimeca brakes, Kosman rotors, QD rear sprockets and gearing, complete spare lower end + spacers, too much to list. \$6000. The price has now been reduced to \$4500!! Call Lee Steinmetz, day (510)845-0992, eves (510)548-6019 (12/94)

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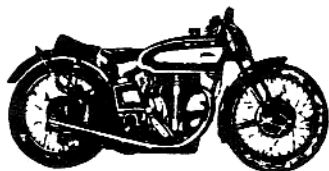
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