



Norton Notice

The Newsletter of The Northern California Branch

NO. 61

JUNE 1983



Notice!
June Meeting
Friday the 10th
at Rick's

Norton Notice

The Newsletter of The Northern California Branch



is published monthly by the NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB. Its sole 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), so long as it is in good taste, so that other Norton enthusiasts can enjoy it. For Branch members who cannot attend meetings and rides, The Notice affords an excellent opportunity to share experiences and information with the membership at large, and to bring the Branch members closer together. Deadline for items to be submitted to this publication is the 21st of each month.

PRESIDENT

Tom Dabel
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MEMBERSHIP IN THE NORTHER CALIFORNIA BRANCH OF THE NORTON OWNERS CLUB IS AVAILABLE IN THREE CATEGORIES.

FULL MEMBERSHIP \$25.00 per year.

ASSOCIATE MEMBERSHIP \$10.00 per year.

SOCIAL MEMBERSHIP \$10.00 per year.
(OVERSEAS ASSOCIATE OR SOCIAL MEMBERSHIP DUES ARE U.S. \$20.00 per year.)

ALL MEMBERSHIPS DUES ARE PAYABLE TO THE BRANCH TREASURER. RENEWAL DUES ARE PAYABLE AT THE END OF THE INDIVIDUALS MEMBERSHIP YEAR, THAT MONTH BEING DESIGNATED BY THE LAST NUMBER OF THE MEMBERSHIP NUMBER LOCATED ON THE MAILING LABEL OF THE NOTICE. FOR EXAMPLE:

828/2

DENOTES MEMBER NUMBER 828 WITH HIS DUES EXPIRING ON THE 1ST OF FEBRUARY. PLEASE SEND ALL CHANGES OF ADDRESS TO THE MEMBERSHIP SECRETARY/TREASURER ONLY.

FULL MEMBERSHIP give membership in the NORTON OWNERS CLUB with its benefits and privileges, such as bi-monthly issues of ROADHOLDER magazine sent directly from England, keeping members informed of Norton owners activities all around the world. Use of a low-cost Spares Program which allows one to buy Norton Spares directly from England at significant savings, and full voting privileges at all NOC and Branch meetings.

ASSOCIATE MEMBERSHIP is established for any Norton owner wishing to be associated with the Northern California Branch and are welcome at all meetings, rides and other functions. Members are urged to become Full Members once they become familiar with the NOC benefits.

SOCIAL MEMBERSHIP is established for Norton enthusiasts who have not as yet bought a Norton motorcycle but would like to be included in club functions. They do not have Branch voting rights.



Presidents Report

ATLAS SHRUGGED

May, the Magical Motorcycle Month--Morro Bay Ride, finally. Northern Branch...8 Commandos, 3 Featherbeds, twelve riders. Southern Branch...10 Nortons, 13 riders...a great time at the campground!

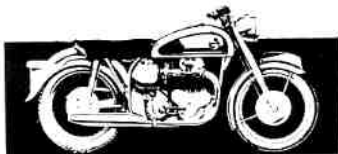
We begin. Left Ed Brooks and headed for the Norton roads by Calero and Ulvas reservoir, then on to pass buses on Hecker Pass. We collected Allen and his Norton-Indian in Watsonville then shot down to Carmel where we found the road closed, but the church BBQ was open. A fortunate detour put us on a fabulous road. We warmed our tires as Carmel Valley Road took the corners off my pegs, my center stand and my shoes!

I should have stopped to put air in the forks, but an Atlas feels so secure even when flying over the bumps that I just don't want to raise it up even a little bit. I got to watch Peter go off in a cloud of dust. He decided not to throw it into such a dirty corner, and instead he locked it up, came to rest, put a foot down and looked for people watching!

It was hot and dry as we motored along a road that meanders by San Antonio and Nacimiento Lakes. Cruising down to Paso Robles I fed the horse a quart of 60 weight, ever before my own beers! Atascadero to Morro Bay is another rail the old Featherbed can get hooked up on.

We partied until the Ranger tucked us in. On the flip-flop, we got back to San Lucas with less heat problems, although Allen went off in front of me to a broad-sliding, upright stop. At the 19th Hole, a bar in three Dicks (Tres Pinos), he drained his full chaincase. The Indian has no seal, the rear wheel has no traction, but from there its a toll road all the way home, so just put in your time.

LOM LABEL



TREASURERS REPORT

The Branch Treasury took in \$422.70 in dues, paraphenalia, and money from April's raffle. \$166.28 went to England for full members dues and the May's Norton Notice cost \$142.23 including mailing costs, thus leaving \$532.84 in the black for us. We now have 208 members in the branch.

Since I was unable to attend the club ride to Morro Bay because my ankle was still healing, I decided to travel by car(ugg) to the Swap Meet held by the newly formed European Motorcycle Association, May 14th in Sacramento. Once there I found about 20 to 30 flea market stalls selling their wares in a section of the American River College. It reminded me of what Frank Conolley's CAMA Rally must have looked like in its early days. TI Motors of Berkeley seemed to have the largest selection of parts. The highpoint of my day came when the President of the Triumph Owners Club bought a very mean and clean looking NORTON! I gave him a copy of our paper, who knows maybe we'll have a new member. Cheers for now. Phil Radford.



*Annal
Rally
August 13-14th
Pinecrest, California*

MINUTES

MINUTES OF MAY MEETING

President Tom Dabel called the meeting to order at the Edinburg Castle with the usual 25 to 30 members present. Noting that the roads in the Carmel and Big Sur area were still questionable due to slides, he wisely suggested that Morro Bay riders meet at Ed Brooks shop between 9 and 9:30 a.m. Saturday. They did and apparently had a superb ride. Tom also got an affirmative response to his suggestion that a return to Pinecrest for this year's summer rally was in order. Anyone who attended last year can confirm that the site had good facilities, a mountain lake, magnificent riding country and not to be forgotten, a damn good local bar! Reservations are in order for the 12, 13th and 14th of August, so start sending them in.

Art Sirota pointed out that Steve Coburn had persuaded local and non-local businesses to donate an impressive array of prizes for our Rally. Any member with some free time to do a similar job this year should get in touch with Tom. No hard sell just a little legwork. Claude Wright is in charge of this year's Beer Bust and he'd like you to know the date is June 26th. The Norton weatherman guarantees good weather (anything would be an improvement over last year, although there's sure to be a little early morning fog).

Bob Vezzolini offered to look into a special deal for beer hotdogs, etc. Something about a client in arrears or was it a brother-in-law in the business? He could use some help with transporting the supplies and San Jose members wishing to help should see him at the next meeting. The meeting ended with a film of the 1971 Imola 200 race in Italy, courtesy of Pete Gheorghiu. Besides showing some exciting racing footage, the film was run on a vintage pre-WWII Bell and Howell projector, which allowed for frequent trips to the bar. These kinds of visual

aids are certainly popular and hard to find elsewhere, so any members who have access to the media are urged to get us some more.

After hearing about new members for years it has finally occurred to me that as a club we don't do much to welcome them into "our group". There are a variety of excuses for this; consideration for their privacy, the fact that many of us are pretty busy, and most significant, plain laziness. Yup, I'm as lazy as the rest of you. So I'd like to extend a welcome to new members Bob Vezzolini of San Jose and Byron Brown of Richmond. Like me they are probably not the fastest riders, best mechanics or biggest bullshitters in the club, but if they enjoy riding a bike that goes rumble-rumble, rather than whirr-whirr, then that's good enough for me. If new members ever wonder where all the Norton riders are, I might suggest Alice's Restaurant around 10 a.m. on any Sunday. Most of the oil on the pavement in front of the deck is mine, so be careful out there!

TIM COBURN

A couple months ago I received a letter from a member of this club who had been ripped off in one of the group Boyer ignition purchases of a couple years ago. This person sent money for two ignition units to the person mentioned in the Norton Notice as a possible "spares officer". To this date he has neither the ignition units nor the money. I mentioned this to several of the past club officers and one said he had heard rumors of this nature and another said he had never received the change (which was about \$10) from his order through this same individual, although he did get his ignition unit.

So it seems there are jerks everywhere. If you see an offer in the Norton Notice involving a group purchase and don't personally know the individual or individuals, you might want to proceed with caution. We've had numerous group purchases-- ignition units, high power alternators, fork braces, tires, etc.-- organized by different individuals and this seems to have been the only bad experience. A good idea might be to ask present club officers or those whose names appear in the NN regularly (usually an active nucleus within the club) if they have heard anything good or bad about an individual before you send him your hard earned cash.

Gene Austin

UPCOMING BRANCH EVENTS

DATE	TIME	PLACE	EVENT
June 10th (take note!)	7:30 p.m.	RICK's Chalet 4085 El Camino Palo Alto	June Meeting
June 12th	10 a.m.	Sausalito Ferry	Club Ride
June 26th	12 Noon	7th Annual BEER BUST held in Huckleberry Flat San Mateo County Park	
August 12th 13th 14th	Friday, Sat, and Sunday.	Club Rally in the Sierras PineCrest Chalet, Pinecrest California	

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 gasoline by the scheduled departure time and all "personal problems" should be taken care of.

Paraphernalia



FOR SALE

N.O.C. paraphernalia as follows:
 3" square machine badge.....\$6.00
 lapel pin..... 1.25
 4 1/2" sticker..... 1.00
 2" sticker..... .50
 key fob with club badge..... 1.50

3-color Northern California Branch
 lapel pin..... 1.50

Northern California Branch T-shirts (white shirts with blue and red logo as below) in large and medium sizes only. \$7.50 each, plus a dollar if you want it mailed.



Contact Tom Borman phone(408) 255-5197 at 6170 W. Walbrook, San Jose 95129, to order by mail. Please send extra money to cover postage, and be reasonable. If you want your items thrown in a thin envelope so that the U.S.Postal Service can do a number on them, then send only 20 cents extra. If you want a cushioned envelope like the Post Office uses, you'll have to send about a dollar to cover the cost and postage. Thanks.

NORTHERN CALIFORNIA BRANCH
 TOOL LOAN-OUT PROGRAM

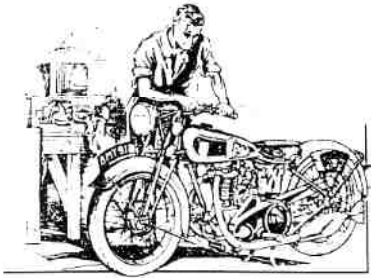
If you need one or more of the following tools for working on your bike, get in touch with Harry Bunting and arrange to pick them up.

A refundable deposit equal to the replacement value of the tool is required at the time you pick them up.

<u>TOOL</u>	<u>DEPOSIT</u>
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

Harry Bunting (415) 968-2020 (home)
 1401 Gilmore St. (418) 735-1550 x2394
 Mountain View, Ca.





TECH TIPS



Because our new editors haven't exactly been inundated with tech tips or other information from you folks and because I know how difficult it is to try to make the Norton Notice interesting without input from the membership, I've sent along this little tech tip.

As a lot of you are well aware, the Commando is timed to 31° BTDC at 5000 rpm when using a Boyer ignition unit. That's a lot of rpm even for a well broken in engine, but what do you do after a major rebuild when you have several hundred dollars worth of parts and machining that you don't want to thrash? Before disassembling my engine for a recent rebuild, I checked the timing at 5000 rpm, then at 4000 rpm, and again at 3000 rpm. The results were:

5000 rpm.....	31°	BTDC
4000 "	28°	"
3000 "	24°	"

I wrote these figures down and kept the information so that I could set the timing at 3000 rpm after the rebuild. After a few hundred miles of break in I checked the timing at 4000 rpm and after about 500 miles I checked it at 5000 rpm. It's difficult to hold the throttle at exactly 3000 or 4000 rpm, but it turned out to be worth the effort because the timing was correct at 5000 rpm which is when the electronic advance is fully advanced.

These figures were what I found using that particular ignition unit. If I was to check another ignition unit on another bike, I wouldn't be too surprised to get figures that were slightly different. So if you want to try this method, don't use my figures; check your bike's ignition unit.

I found this method to be helpful and it gave me piece of mind concerning the beating the engine parts would have had to endure if I had initially checked the timing at 5000 rpm. After all, how would you like to be asked to run a four minute mile after a week's hospital stay? Of course you couldn't use this method if your engine wasn't running prior to disassembly (such as having a rod through the cases) so why don't you write your figures down the next time you check your timing so that you'll have 'em if you need 'em later?

Gene Austin



Marburger's Tech tip

Let's talk about air compressors first. There are a couple of ways air compressors are rated. First is by the size of the electric or gas motor that drives them. You see, an air compressor works just like your Norton motor...only in reverse. The down going piston draws fresh air into the cylinder and compresses it on the way up. Since there is no gas to burn and drive the piston (it's going in reverse remember?) the energy to move the piston and compress the air has to come from another motor. Of course this doesn't apply to the diaphragm pumps (like your fish pump) or the large industrial compressors, but in the capacity range we're interested in, they will be all piston type compressors.

Any compressor you buy should have an automatic shutoff, that turns the motor off when pressure gets to about 120 PSI.

Once the air is compressed, it's pressure must be regulated, and it must be cleaned of oil, water and dirt. A regulator/filter combination does this nicely. Regulating the air pressure is particularly important in painting because the amount of paint put out by the spray gun is controlled by the flow of air through the gun. Air loses much of its ability to hold water as it is compressed, the resulting drops of water that accumulate in your tank and air lines can ruin a paint job and your pneumatic tools. Any oil that gets past the rings of your compressor can have similar results. The filter part of your regulator removes oil, water, and dirt by first spinning the air as it comes through the regulator chamber. Any foreign matter heavier than the air is thrown to the outside of the vortex where it collects and falls to the bottom. Often the chamber is made of clear plastic that makes it easy to check when its time to empty the reservoir. You'd be amazed at how quickly it fills.

Now a few words on spray guns. First, a good gun is like a good loudspeaker, it can make the difference in an otherwise marginal system. A cheapo gun will be hard to paint with, easily producing uneven coats and runs. Good names are Binks, DeVilbiss and in air brushes, Badger. Expect a good gun to cost \$125.

If you are just painting bikes and other small items, a "touch-up" gun will work pretty well.

A touch up gun will need less air but won't put out enough paint to keep the big jobs wet. Production guns are what the pros use. Made of precision cast and machined brass and nickel plated, these guns have what it takes to properly meter air and paint. They'll put out enough paint to keep a barn wet, but need correspondingly larger compressors to drive them.

Well if you have made it this far and you're still serious about painting your bike, I think I'd better start telling you how.

You've got a compressor, a good gun and a regulated, filtered air supply. You've got a mask or if you're shooting Imron, a good cartridge type respirator. When you go to the Paint store, ask the counter man what paint "systems" he has in the type of paint you want to use. A system includes the primers, thinners, color coats and clears that will be compatible with each other. Stick to the same brand, mixing companies is not a good idea.

Now it's time to start preparing your mount for painting. Take the tank side covers and what ever else you plan to paint and clean them with soap and rinse them well. Get all the grease off. Sun dry them and wash them with solvent. I like to use a "fast" enamel reducer, it won't leave any harmful residue behind. Acetone or lacquer thinner besides attacking the old finish, may upset subsequent coats of primer.

If the old paint is still structurally sound (no cracks or dents) use some 400 grit wet sandpaper and lots of water and sand the surface smooth. If you are using a DA Dual Action Sander, 180 grit paper is OK. When you're done the surface should have a dull sheen with lots of very fine scratches, so be sure to look for any imperfections in the surface, since they'll only get worse as you apply more paint.

Small dents in your tank can usually be filled with Bondo-type preparations but large dents really should be pulled or bumped out. Use an aluminum bar to work them out through the filler neck, or drill a series of small holes in the center of the dent, insert a hooked coat-hanger wire and pull like hell! Then use fiberglass cloth and resin to plug the hole and then bondo it back into the correct contour. Caution: bondo and gas don't go together, so don't plug with it!

THE UNAPPROACHABLE
Norton



Pappy

Alas, Muriel, the 4th reason is the one you guessed, the rider simply lost control. There are many psychological reasons for this. Sometimes the pressures of being an ideal husband and lover are just too much for the poor twerp and instead of concentrating on the high-speed sweeper he's trying to negotiate, the hapless fellow thinks suddenly of his approaching Baloon Payment and finds himself instantly part of the passing shrubbery. At times his nerves may be a little frayed in the morning after consuming a quart and a half of his favorite beverage, just before tucking in for the night. Often it's something nagging at his sub-conscious that keeps him from riding in top form...something his mother-in-law said, or that gesture he saw you make as he was leaving, when you thought his back was turned.

Whatever the cause I am sure you will agree that the day he and his Norton flipped arse over teakettle into a dry gulch was not one of the high points of his life! Therefore I propose a modest consolation to these brave, but unlucky lads who experience such an unsavory fate. Your Norton Club should initiate a new order and a medal should be given in much the same manner of the O.B.E., Order of the British Empire, except your's would be titled the O.D.T., the Order of the Dented Tank!!



Cheers,
Pappy.

Dear Pappy.

Every night I have the strangest dream. It's dawn. I'm on my bike. I am alone on the Bay Bridge, heading for the Sunday Morning ride on my Commando. Suddenly, as I look out at San Francisco Bay, there's a blinding flash of light and a mushroom shaped cloud. I awake in a cold sweat, trembling. Pappy, I don't like this dream, if it comes true, will I be injured?

Barney in Berkeley

Dear Barney:

Not if you're wearing your helmet.

Dear Pappy:

The last three times I rode to our Club Meeting at the Edinburg Castle I had a great time. Sure I enjoy talking to the guys and drinking that rich English Beer, and I like the racing films too. But what really gave my ego a boost was when each time I returned to the street to start my Interstate I was approached by a beautiful woman. The last time, a gorgeous dark-skinned girl wearing shrimp treads and a platinum wig gave me an Norton the eye and asked us for a date. I'm puzzled, Pappy, is it my \$400 Italian leathers, is it my new hair style from Super-Cuts, or is it my unapproachable Norton?

Lance from Lagunitas

Dear Lance:

It's the neighborhood.

Chortle, chortle
Pappy



May 11, 1983

Northern Calif. Norton Owners
 Tom Horton
 250 Currier Avenue #26
 Palo Alto, California 94306

Dear Tom Horton:

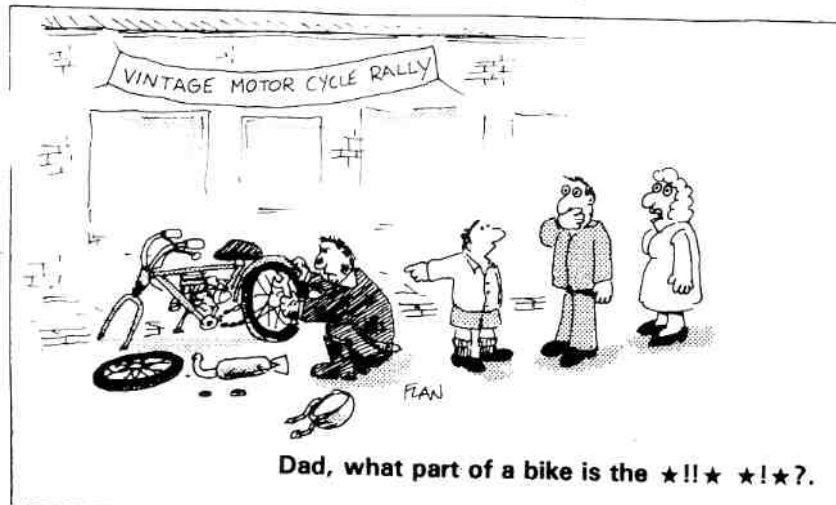
I own a Black 1972 Norton Combat Commando 750, Serial number 206211, in absolutely perfect showroom condition. Everything is still original including the chain and tires with less than 2000 actual miles.

I want to sell the motorcycle to a Norton enthusiast, not just anyone. This motorcycle is 11 years old. I am not interested in selling this motorcycle to "the kid down the block".

If any of your club members are interested; I can be contacted after 7 P.M. (Central Standard Time) at 405-234-0197 or mail inquiries to:

Pat Blanton
 301 Dogwood
 Enid, Oklahoma 73701

Thank you.

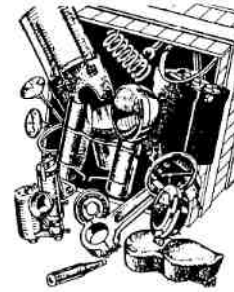


FATHER'S DAY • 19 TH

Norton P-11 Ranger, 1969 good condition, runs, S.U. carbs \$950.

1960 Atlas gas tank \$50

Frank Passantino
1 Paloma, Apt 4
Pacifica, CA 94044
(415) 359-3807



FOR SALE

- 1972 Commando Parts
1. 750 motor, runs good...\$200.
 2. 750 transmission.....\$100.
 3. Set of new Barnett plates\$15.
 4. Rear wheel with K 81.....\$40.
 5. Speedo Drive.....\$25.
 6. Front and rear brake(drum)\$10.
 7. Rear Fender.....\$20.
 8. Clutch and Primary chain..\$20.

Assorted odds and ends for a 1972 Norton. Call Rob Van Horn
(415) 967-7011

FOR SALE

1. A pair of mid-50's rear shocks for Norton.....\$15.
 2. 500 Twin bottom end.....\$20.
 3. Grand new timing side chains mag and cam.....\$20.
- Call steve at (408)946-7225

FOR SALE

1. A 1963 Norton Electra 400cc. Third gear does not index, but bike does run, asking \$400.

Phone John Smith
(415) 924 7909

WANTED

Recommendations pertaining to the mounting of a "Sprint" John Player Norton special fairing; specifically what rate front springs should be used? Where can they be purchased? The set-up adds about 15 lbs to the front end, and I weigh in at about 6 Stone(84 lbs) more than the 12 stone(168 lbs) rider the designers had in mind. Also the clip ons transfer more weight to the front end than would the English style bars intended for the bike. The springs originally fitted to this '75 Mark III were I think as follows:

Number of coils- 75 and a half
Free length - 18.7 inches
Rate 36.5 lbs/in.

Any help would be appreciated.
Richard Eyer
P.O.Box 578
Saratoga, Cal
96070

FOR SALE:

1. Dommie 500 or 600cc STD rod bearing shells, \$10.
2. Set of four new Dommie/Atlas rocker arms with new balls on pushrod end, \$40.
3. Pairs of 310 and 330 Amal main jets, free.
4. Four lever-operated Mikuni choke assemblies, free.
5. Set of four new plastic coated Commando grab rail clamps (p/n 063641), \$6.
6. Set of new bonded clutch plates suitable for Norton single or twin, '59-'68, \$20.
7. '71-'74 Commando battery and oil tank platform, free.
8. '69-'70 "S" model and Roadster square oil tank, free.
9. Two 750 Commando right hand crankcases in good condition, \$40 each, or I'll buy your left hand crankcase (provided it's not part of a matching set).
10. Two used pre-MKIII Commando engine cradles, \$25 each.
11. Used 750 Commando swing arm, \$30.
12. Used front isolastic assembly, \$10.
13. One good used Commando connecting rod, \$35.
14. Bunches of used AMC gearbox parts and gears, including Atlas/Dommie mainshafts, but no cases, cheap.
15. 750 Commando crankshaft with standard size rod journals that do not need to be ground. Cleaned and torqued, ready to install, \$150.
16. Dunlop WM2-19 steel rim, chrome fair, \$5.
17. Dommie/Atlas oil pump in excellent condition, \$40.
18. All the pieces (including a new spring) needed to convert your box section Commando head steady to the MKIII type,\$10.
19. New Commando 20 tooth countershaft sprocket, \$20.
20. Complete '71-'74 Commando rear wheel which was recently professionally trued, \$50.
21. Two pre-MKIII Commando timing covers in good condition, \$15 and \$20 each.
22. Used '68-'70 Commando headlight dimmer/flasher and horn button assembly with wiring harness, \$10.
23. Used set of late model solid fiber 750 Commando clutch friction plates, \$15.
24. Set of standard size rod bearings suitable for all 650, 750, or 850 Nortons, \$10.
25. Used '71-'75 Commando sidestand with spring and pivot bolt, \$15.
26. Used centerstand for a Featherbed frame, \$25.
27. Black '62 Atlas which is 98% stock. Mechanically excellent with good paint, chrome, tires, instruments, and electrics. \$1000 firm.

Gene Austin (415) 573-9559 evenings.

WANT ADS



NOTICE: The Norton Owners club expects you to bargain in good faith and honesty, but assumes no responsibility for the goods or services offered in these want ads. ED.

FOR SALE:

1. Interstate Tank, needs painting. \$90.
2. Interstate seat, brand new \$110.
3. Interstate side covers \$40.
4. Fastback Tank, brand new \$125.
5. Fastback seat, brand new \$110.
6. Fastback tailsection used \$25.
7. Fastback new rear mudguard \$25.
8. 750 type silencers new \$110.

Phone Jeff Lyon
(408) 735-0942 home
287-1291 work

FOR SALE:

1. 1973 850 Commando Frame \$180.
2. 1974 850 Commando Frame \$95.
3. Hi-Rider Gas Tank \$30.
4. 1952 ES2 Frame, engine plates swing arm, footrests, triple clamps and oil tank... make me an offer
5. 1957 500cc Model 88 engine, complete only \$140.
6. Commando 750 swinging arm with bushings \$30.
7. Motorcycle Jacket(38 chest) \$50.

I offer my services to anyone who wants their bike-fixed, repairs, rebuilds, etc. Reasonable rates. Please contact Phil Radford (408) 293-4548

FOR SALE

1972 Norton Combat(first sold in 1974) 7K miles... Dunstall tank, seat, rear sets and exhaust. Quartz Light, oil cooler, air horn, steering damper and other goodies. A real safe machine. yours for only \$1600.

Jim Keenan
(415) 524-9455 H
231-3791 W

FOR SALE

1970 Norton 750, midnight blue stock, 15,000 original miles(honest) Asking around \$700.

Ron Sharpnack
(707) 552-0235

FOR SALE

1971 NORTON 750

Equipped with:

1. '68 fastback tank and seat
2. Dunstall half fairing and fender
3. Dunstall rearsets.
4. Dunstall Clips.
5. '75 Mark III Isolastic units
6. '72 Frame with braced steering head.
7. Alloy rims
8. Disc front brake

ENGINE...head is ported and milled approx .045", rockers and followers lightened. Megacycle cams with followers bored .040" with Hepolite pistons. 32 mm Amals(with 350 main jets) Two into one chrome exhaust system, new valves(old style with chrome stems) and bronze alloy guides. Many extra parts included to convert bike to standard controls. Horsepower unknown but sufficient to embarass many a japanese bike rider! Steal this bike for the modest sum of---\$ 1700.

Call Robin
Luster, (415) 328-1932.

WANTED:

Akront 18" WM-3 alloy rim on a '71-74 Commando cush drive type rear hub.

Later type commando center stand.

Phone(415) 493-2157 eves.
857-8610 days Ask for:

Tom Horton

Norton Notice

UNITED STATES **Norton** OWNERS ASSOCIATION

rally on the rim

JULY 20-24, 1983

THE GRAND CANYON

FLAGSTAFF, ARIZONA • COCONINO FAIRGROUNDS



\$25. PER PERSON

\$10. KIDS UNDER 14

FREE KIDS UNDER 8 (NO RIM PIN)

PRICE INCLUDES:

- 4 NIGHTS CAMPING • RALLY PIN
- DANCE SATURDAY NIGHT • GROUP RIDES
- TECH SESSIONS
- WEEBIE ROAST • FIELD EVENTS
- BIKE JUDGING & MUCH, MUCH MORE!

SPECIAL DRAWING FOR PRE-REGISTRATION BEFORE JUNE 1, 1983 MAIL EARLY

DISCLAIMER

In consideration of USNOA/CNOA permitting me to participate in the Rally, I hereby for myself, my heirs, administrators and assigns, waive, release any and all rights and claims of any nature I may have against USNOA/CNOA and any organizations connected with this event, their successors and assigns for any and all injuries or damages which I may suffer while taking part in any activities connected with the event. I also realize that the organizers assume the right to request my departure without refund should my conduct or that of my guests be considered unacceptable.

NAME _____ AGE _____
 STREET _____ PHONE _____
 CITY _____ STATE _____ ZIP _____
 YEAR & MODEL NORTON _____

T-SHIRTS: S. M. L. XL. BLACK. RED. OR. _____

(READ DISCLAIMER BEFORE SIGNING)
 I, THE UNDERSIGNED DO HEREBY AGREE TO THE RULES AND REGULATIONS OF THE USNOA AND THE COCONINO COUNTY FAIRGROUNDS AND DO HEREBY ABSOLVE THEM OF ANY LIABILITY DUE TO MY ACTIONS.

USNOA # _____ SIGNATURE _____

TO BECOME A MEMBER (USNOA) :

USNOA
 66 PLEASANT ST.
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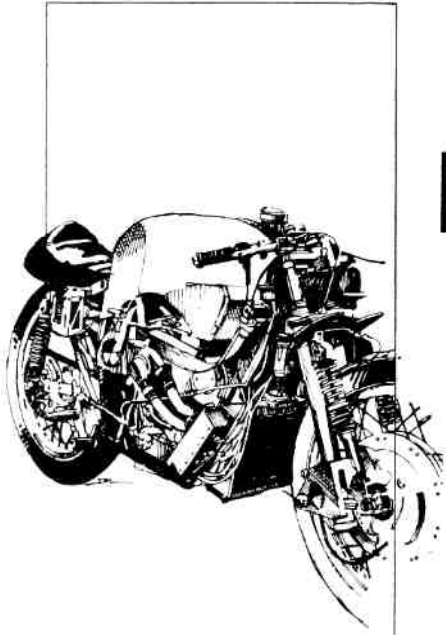


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