



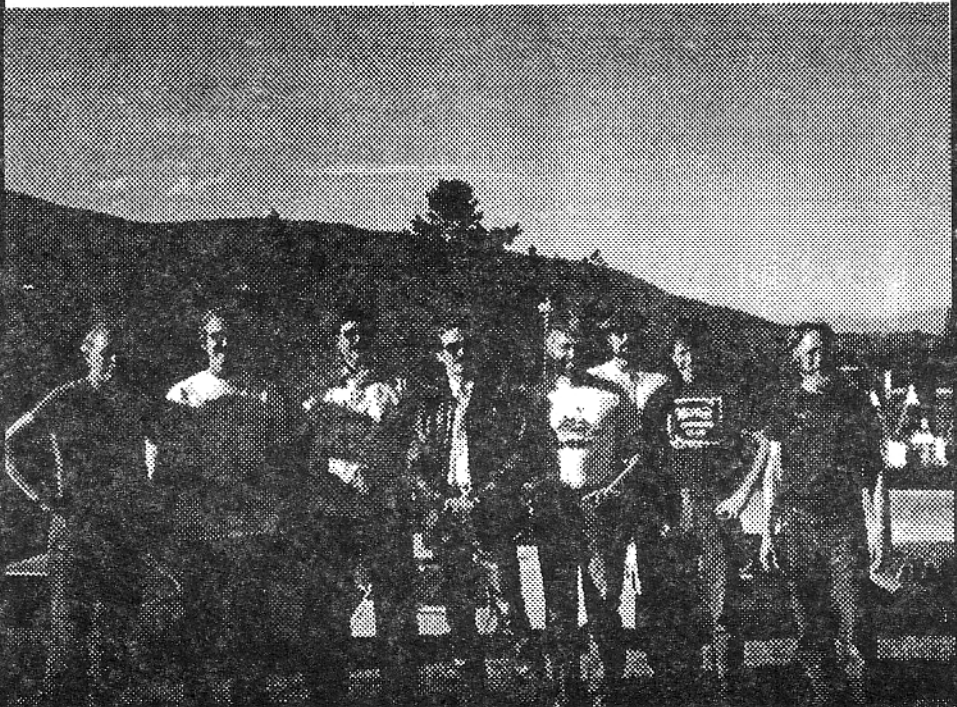
Norton Notice



The Newsletter of the Norton Owners Club

No. 136

August, 1989



The locals at the INOA Rally in Kimberly, BC, from left to right: Marick Payton, Harry Bunting, Lou Caputo, Peter Johnson (standing in for brother Howard), Phil Radford, Pat Highsmith, Art Sirota and Alan Goldwater. Also missing from the photo is Peter Intrator.



The Newsletter of the Norton Owners Club



Norton Notice

is published 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.

The deadline for items to be submitted for publication is the 15th of each month.

Membership in the Northern California Branch of the Norton Owners Club is available for

£10.50 (pounds sterling) + \$18.00

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 located on the mailing label of the NORTON NOTICE or the membership card. For example, 745/2 denotes member 745 with dues expiring on the 1st of February.

All changes of address should go to the Branch Secretary/Treasurer, not the NOTICE Editor.

Subscription to the NORTON NOTICE only is available for \$18.00 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.

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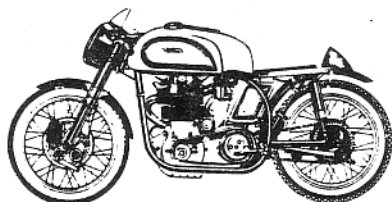
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NORTON OWNERS CLUB

Important!

(Please take note of the following fine print.)

The object of the Northern California Branch of the Norton Owners Club is to promote, encourage and develop all motor-cycling 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 authors 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 material 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.



1963 catalog drawing of Manx 30M and 40M

UPCOMING EVENTS

CLUB RIDES:

Coordinated by Margie Slegal

August 13 Pro Twins raceday at Sears Point. Our club racer Eric Swortsfigure is making a bold attempt at the national lead in twins racing, currently held by Rob Tuluie (a former club member). He is being given a super-hot Norton to ride against Italy's best twins. The ride up to the race leaves from Mean Marshall's in Berkeley at 10 AM. Racing begins at 12 noon.

August 25-27 Annual Rally at the Grover Hot Springs State Park, Markleeville CA. This is a favorite site of many members, with excellent facilities and a large hot-spring pool for soaking. Events will include an all-British swap meet in Carson on Saturday morning and a joint chili cook-off with the BSA club in the evening. The BSA guys may ride back with us Sunday, if they can keep up.

The rally fee will be \$20 on site, \$15 advance for the weekend (includes campsite, chili and raffle.) Send advance registration to Harry Bunting, our Secretary.

A group will be riding up to the rally, leaving Friday 10 am from Rabers Parts Mart in San Jose. Call Alan for more info (408) 475-7505.

September 9 Marin County ride led by Lynn Miller, Meet at the Golden Gate Bridge overlook (Marin Side, 8:30 AM or at breakfast in Pt. Reyes (9:30?), then ride on to points unknown. Call for more info 334-2042 or 574-7222.

Attention all owners of John Player Nortons. If your JPN is in

original condition and you would like to participate in a photo session for the 1991 NOC calendar, please bring or ride your machine up to Alices Restaurant on Skyline Boulevard on Sunday, September 24th, Lets try to get as many JPN's together as possible. For more information contact Art Sirota at (415) 327-3167

Club Meeting Schedule

The club meets on the 2nd Thursday of each month, at 7:30 PM. The location rotates between Peninsula, South Bay, East Bay and S.F. locations. (counterclockwise, right?)

August 10 South Bay
Harry's Hoffbrau
El Camino near Castro Street
Mountain View

September 14 East Bay
Emery Pub
5800 Shellmound Street
Emeryville (415) 653-0444

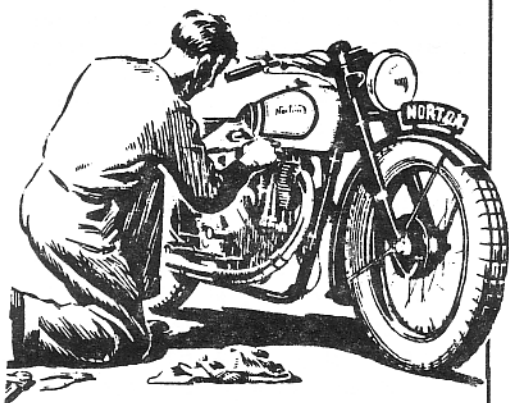
This is a new location, vetted by Margie and Robert. "They brew their own beer on premises and the food is good too. Take the Emeryville exit from 880, east on Powell then left on Christie. Go 5-6 blocks (past the big cow), it's near the movie theater."

October 12 San Francisco

Lynn Miller is tracking down a place for us, near 19th Avenue I think he said. More details next month.

Alan's Wrench

Tech Tips and Gossip from the Editor



The annual rally is coming up, on the 25th through 27th of this month. If you only get to one club event a year, this should be the one. It's a fabulous area to camp and a super ride over Highway 4 to get there. And this coming Sunday the 13th, is the rescheduled trip to Sears Point racetrack to watch Eric Swortsfigure win big on a Norton. See the Events calendar for details.

The Editor Abroad, Part 3

Last months episode left me and my trusty companion Susan astride a Norton Interpol II rotary,

on the way to the Isle of Man from Scotland. The ride down was uneventful and very fast (75-80 except for the urban stretches. Passing through Carlisle, about 30 miles from Heysham, it started to rain again. I was later to hear that it almost always rains in that part of the country. It got progressively heavier the closer we got and finally we stopped under a bridge to wait it out.

By now I had solved the ignition problem caused by water entering the fairing compartment holding the right coil, so when the rain showed no sign of stopping, we just motored on down the road. This was a turning point in the sense that I finally came to accept riding a motorcycle in the rain as an everyday occurrence, to be endured if not enjoyed. The big Interpol fairing really helped here, as it covered any inadequacy of our lightweight nylon raingear. I never even got my feet wet, although my leather gloves soaked through until I bought a pair of Belstaff rain mitts for L6 (about \$9). The biggest problem aside from the slippery pavement was the perpetual fogging of helmet visor. I usually rode with it open, but then of course my glasses steamed up...

We spent that night (Monday) in Heysham at a B & B which offered the biggest bath tub I've ever seen - at least a fathom long. Ah, those English really know how to make up for lack of central heating! The corner pub had good beer but rotten sandwiches. The large leisurely breakfast made up for it though, then we packed and got in line for the ferry. The line wasn't as long as I expected, but then this was already 3 days into race week (missed Mad Sunday).

The bikes on the IOM Steam Packet (as the ferries are known) are carried on a metal balcony over the car deck. The are packed in pretty tight and tied to the wall with rope, but its still a bit hairy getting on and off the balcony. The crossing takes about 3 hours, and as the boat comes in everyone goes down to the hold and revs up the bikes. The noise echos around in the hold of the ship - it must have really sounded great when everyone rode British twins, but today's Jap bikes don't make nice noises as we all know.

Anyway, the ferry landing is at one end of the town of Douglas. The promenade runs about a mile and every foot of it had a bike parked along it, literally a mile of bikes, parked two deep in front of the hotels and pubs, going up and down the streets by the hundreds. Packs of Ducati F1's out prowling for Yamaha FZ750's, then a row of 8

or 10 Triumphs or 4 Velos parked together. Every street corner held a rally's worth of bikes. In the course of three blocks you could see every type of biker and bike, from skinhead rockers on ratty beezers to corpulent German tourers on matched Goldwings or K100's. I later asked a shopkeeper about the crowds and was told that this was an average year, with about 15000 bikes on the island (record is over 20000). This is truly the worlds most intense cycle event, bar none.

After getting our bearings we set off to find a campsite recommended by the tourist office. It turned out to be a reasonable campground - for 50 people or so. With almost 300 people there the facilities were sorely taxed and it was three days before I found enough hot water for a shower. Every hotel room on the island was booked though, and all the other campsites were said to be just as crowded so we stayed despite the rough conditions.

The site was just off the race course, and even had access to a farm lane inside the course which turned out to be a real bonus. The entire course is closed a half hour before the start of racing and stays closed until after the last race of the day, so if you get stuck somewhere without side access, you're really stuck. The campsite and farm lane being inside the course, we could get in and out

during the race and by means of other farm roads could get to many interesting viewpoints during the day.

Tuesday was an off day (no racing) so we explored the island a bit. In the afternoon we went over to Ramsey for the vintage show and sprint (drag) racing, which was only 1/8 mile and pretty boring, mostly street bikes with matching leathers.

The vintage show had a "street rod" flavor, with lots of cafe Tritons and the like. There was a neat Norvin and an AJS trike with a Morris Mini motor in the back. On the other side was the BSA section, with about 10-12 Goldstar DBD34's, all with polished alloy tanks, lined up in a row, plus bunches of Bantams and A10's.

So far I hadn't seen many Nortons around, other than Commandos parked in the street along with everything else. Finally in the main vintage area, there were three prewar Inters, eight or ten Dommies, and a gorgeous featherbed ES2 in two-tone green, along with Douglases and Ridges and Scotts, at least one of every British make including several NUT's. Over in the corner was a group of Russian and Polish vintage machines which a group of enthusiasts were able to bring thanks to Glastnost. This was a great vintage show, despite the boiled hamburgers and \$2 sodas. Stopping at a pub on

the prom in Ramsey, we were treated to a fabulous airshow by the RAF Red Arrow flying team, 9 jet fighters flying in perfect formation. Screaming past the beach at 100 feet, then turning straight up in a burst of multicolored smoke flares, this team deserves its reputation as the best in the world.

The schedule for Wed. was the 750 and 1300 cc production race which Norton was not contesting. We watched the first half from Quarterbridge, a tight right hander leading into a long straight section. It was interesting to see the vast difference in line through the corner and down the straight. Riders that left the corner too wide weren't able to use full power in the first part of the straight because the off camber of the surface makes the bikes drift further to the outside as they accelerate. The fastest riders stayed low in the corner, then accelerated smoothly on the way out.

Halfway through the race we moved up to Balacrairie which is another right-hander but not so sharp. Both places had pretty good position on the outside of the track, but the spots with a clear view were already packed with people. This proved to be true of most accessible spots around the course, as the experienced race-watchers pick their spot and arrive early. So on Thursday I did some exploring,

looking for a spot where I could use the video camera without obstruction. I finally chose the Bungalow, at the very top of the course on Snaefell ("snow-mountain"), where the hillside commands an unobstructed view of almost a mile of the course, including some s-bends, a fast left-hander, and a ridge-top straight going away. This turned out to be a great place to watch from, but very cold even with the sun out. I wore my down parka but the camera had trouble at first, refusing to record with a "dew warning". Finally by holding the camera inside my jacket I was able to get it working in time for the race.

It was really a thrill to see those jet-black Nortons coming through the esses, then exploding down the straight with a noise like nothing else I've ever heard. They were louder by twice than the Jap multis, with a raspy edge you could hear miles away. Unfortunately, by the third lap only one Norton came by as Trevor Nation had stopped with a blown water pump. Steve Cull carried on, even moving up to 8th place by lap six. Finally, about a mile from the finish line his drive chain broke and he was able to finish in 28th place only by pushing it home. Still, when taken with the two firsts and several close finishes in the British F1 series, JPS Norton had a pretty good first racing season. Now if they just make the drive

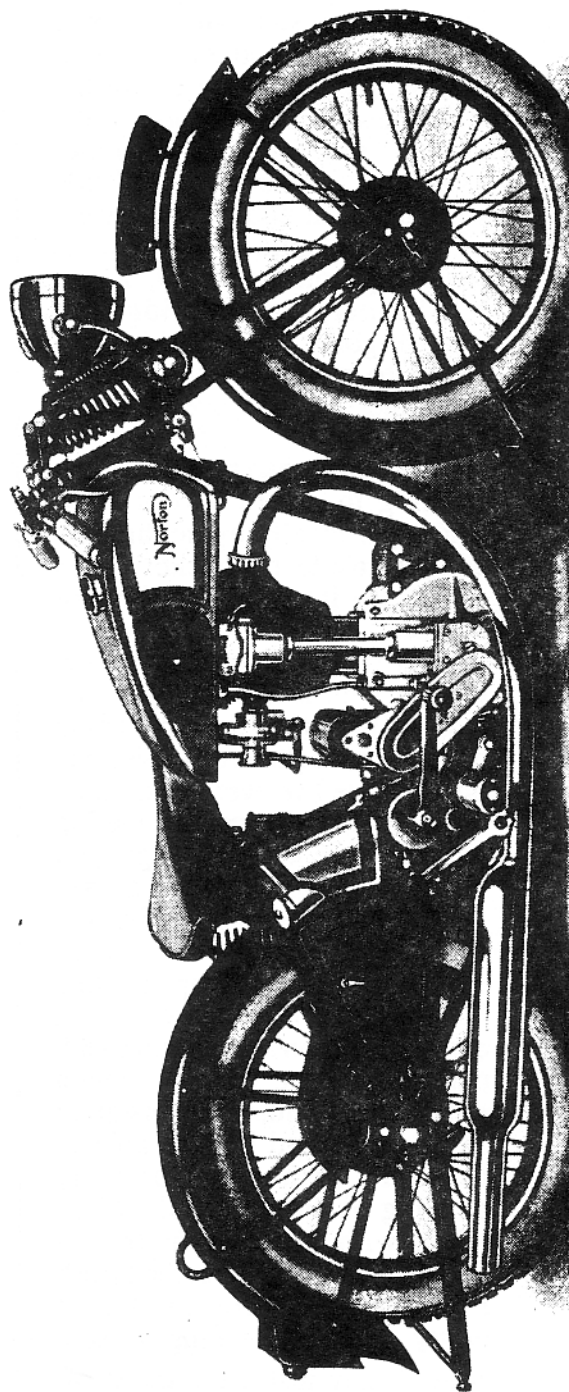
chain and fuel tanks bigger, next year should be great.

Next month the final part of this story will cover riding a Norton in Paris traffic and other fine adventures. I should have some pictures by then too.

Here's a brief report International rally in Canada. Harry got a flat on the way to Marick's house. He hadn't even left town yet, so that doesn't count as a breakdown. Ten of us made it there and back, about half riding all the way. No broken Nortons, but much oil was consumed along with other spirits. There were about 220 Nortons there and some of the best riding ever. And at the banquet Saturday night, I suggested that the 1991 International rally be held in Northern California and it was so agreed. Possible sites include Tahoe South Shore, Kennedy meadows and Pinecrest. We will need a site capable of handling 300+ people comfortably with motels, restaurants and pubs nearby and easy access to good riding. If you know of such a place, please speak up at a meeting or send me a letter.

A final bit of very good news: I finally received the EPA exemption for getting the rotary through Customs. I still have to get it tested and certified within six months, but at least I have the bike in the country legally. Look for it at the Markleeville rally on the 27th of this month.

MODEL NO. C.S.I. 4-90 H.P. O.H.C.



Code Word: CLENT

ENGINE.—Bore 79 mm. Stroke 100 mm. 490 c.c. Overhead camshaft.

LUBRICATION.—Full dry sump—gear pump pressure feed to bearings and piston. Valve guide lubrication.

SILENCER.—Of scientific design, efficiently silencing the exhaust gases without interfering with engine performance.

CARBURETTOR.—AMAL needle jet, twist grip control.

FRAME.—Triangulated cradle type, of immense strength, built throughout in jigs, all joints are brazed. High tensile steel tube. Graduated section lugs are used.

GEARBOX.—Four-speed. Ratios: Solo 4.44; 5.37; 7.85; 13.2; Sidecar 4.93; 5.96; 8.7; 14.7. Positive stop change-speed lever (Patent No. 424,151). Gate control available if specified when ordering. Shock absorber incorporated in clutch.

OIL BATH CHAINCASE.—NORTON. Patent No. 406-599.

TRANSMISSION.—Hans Renold chains.

BRAKES.—7" Internal expanding, 1½" wide, smooth and powerful in operation, providing a feeling of security. Quickly adjustable.

WHEELS.—Quickly detachable and interchangeable, fitted with journal bearings.

TYRES.—26 x 3.25 Dunlop Heavy Cord.

FORKS.—Patent No. 387,550, fitted with rebound springs and hand adjustable friction disc shock absorber. Fork link adjustment provided.

HANDLEBARS.—Patent No. 419,336, rubber mounted, fitted with steering damper.

SADDLE.—Flexible top, mounted so as to give an exceptionally comfortable riding position.

FOOTRESTS.—Adjustable. Lugs are provided for fitment of pillion footrests.

STANDS.—Front and rear with additional prop stand, foot operated.

PETROL TANK.—2½ gallons capacity. Chromium plated.

OIL TANK.—Chromium plated and lined.

STANDARD FINISH.—All bright parts chromium plated, all enamelled parts finished in three coats best quality black enamel.

MUDGUARDS.—Large section, affording adequate protection.

TOOL BOX.—With complete tool equipment.

GROUND CLEARANCE.—Approximately 4½".

Minutes of the meeting at the Prince of Wales July 13, 1989

The meeting was called to order at 7:30 by Alan Goldwater. About 18 enthusiastic members were present. After some discussion, it was agreed that we need a new meeting place in San Francisco, and Lynn Miller volunteered to check out a place near 19th avenue which has good off the street parking. Following this was a brief discussion regarding leaded gasoline. (*Consensus was that Nortons don't need it*), and this led to Alan's List of Things to Check Before Riding Your Norton to Canada.

The topic of discussion then smoothly transferred to our own rally to be held on August 25th-27th. The rally fee will be \$20 at the gate and \$15 if paid in advance. A volunteer is needed for our entry in the Chili Cook-Off at Jerry Meadow's house Sat.

Margie Siegal led off a discussion regarding the upcoming ride. Mean Marshall's was chosen as a convenient starting point for the ride up to Sears Point. Those present will see Eric Swortzfigure risk his life to keep the Norton name close to the finish line.

Harry Bunting gave a report on the state of the club treasury which revealed that we presently have about \$1400 in the bank, all our debts have been paid and we currently have 150 members.

Alan then gave a report on the details concerning his Rotary Norton, which is being held by Customs for

EPA clearance. John Covell then told about how Norton is treating its stockholders. It seems they are sending him some very nice and informative literature while at the same time disqualifying him from continuing his status as a stockholder because he lives in the U.S. and does not have the proper license.

Alan and Harry then gave a joint report on the status of the NOC spares scheme which may be in the verge of termination, despite the valiant efforts of the present spares officer (Phillip Mitchell). Eric S. gave a report on the progress of his new race bike, and pointed out that last months race was rained out, thus the rescheduled ride on the 13th of August.

While all this was going on, Robert Briscoe brought out all the NOC paraphernalia and spread out the key fobs, t-shirts and decals on the table for members to purchase. Outside the meeting, the crowd was equally knocked out by the impressive line-up of beautiful Nortons on one side of the street, and John Covell's beautiful 1960 Chrysler Saratoga on the other.

Art Sirota

Le Roux Continues Business Adventuring

When the Norton Group this week announced plans to leap-frog on to the main market through a reverse takeover, it heralded the departure of one of the most famous names in the Third Market.

For much of this century Norton was a world-renowned motorcycle manufacturer and even now the name is revered by a generation of biking aficionados. By reviving the Norton motorcycle, the company has won plaudits from thousands of fans. By contrast, its decision to reverse into Minty, a furniture maker, may seem a shade prosaic. If so, however, it is typical of a company that has made few concessions to sentimentality.

From the start of the century, Norton motorcycles have been famed for quality engineering and racing success. But the company was, by the 1970's, forced to its knees--largely thanks to its indifference to the threat posed by the flood of Japanese motorcycles.

The company also suffered through lack of investment, poor productivity and its involvement in an ill-fated government attempt to save the Triumph motorcycle export potential. In 1972 the then Conservative government asked Norton to launch a bid for BSA Triumph, with the intention of combining the businesses and closing the Triumph Meriden plant near Coventry. This decision prompted employees at Meriden to stage a sit-in

to stop the planned closure. When Tony Benn became Industry Secretary in 1974, he offered five million pounds to the Meriden workers to form a cooperative and Norton Villiers went into voluntary liquidation. But the odds were stacked heavily against the cooperative's success and it collapsed in 1983.

A new era began in 1985 when some property interests were injected into Norton Villiers Triumph, which by then was a mere shell that was about to go into liquidation. The business, renamed NVTG, inherited nearly 7,000 shareholders, although it had no stock market quote. Headed by two ex-army property entrepreneurs, the company had ambitions to move into financial services. A few months later, however, the plans of the original duo fell through and a new board was constituted, with two former directors of Schrodgers, Philippe Le Roux and Ansell Egerton, as managing director and chairman.

In May 1987, with the help of funds raised by bike fans and long-suffering shareholders, they bought the Norton Villiers motorcycle business, the rights to the Norton name, and its high-performance rotary engine. Their strategy was to develop a variety of markets for the rotary engine and revive the Norton motorcycle. This they did in October 1987, when they launched the rotary-engined Norton Classic, priced at about 6,000 pounds.

(continued on page 12)

At the same time, they wanted to exploit the charisma of the Norton name with "Norton Collectables," a mail order catalogue selling everything from leather jackets to personal organizers. This ploy proved too costly, however, and now product merchandising is being done as part of a sponsorship agreement struck with John Player Special.

The convoluted saga underwent another twist at the end of 1987. The company joined the Third Market and announced a move into selling nightclub and disco membership when they bought the London No 1 Club from the entrepreneurial duo Bob Tanner and Peter Whitefield. But this diversion did not last. By October, it had shed the club memberships business and bought Pro-Fit Piping Components, a US engineering business, instead.

Although an apparently bewildering move, it had a certain logic. The company wants to develop their engine for applications such as unmanned surveillance aircraft and helicopters. To fund this Norton needed to build up counter-balancing businesses which would generate cash flow. Thanks to Pro-Fit, the company announced its first annual profit in March.

The latest deal, announced this week, lives up to the company's flair for complexity. Its reversal into Minty is designed to shore up its balance sheet, take it to the main market and help it on the road to becoming a mini-conglomerate. The company has agreed to sell property and the Architectural

Trading Company, worth about 13 million pounds, in an effort to raise cash. It then intends to hit the acquisition trail in a quest for companies with undervalued assets in both the UK and Europe.

CRUISE CONTROL ON A SNORTON?

I have always found on long hauls aboard my Nort that the part which wears out first--on me, not the Nort--is my throttle hand. That stiff carb spring and my small hands make for quick fatigue. The thought of hanging on to that sucker all the way to Kimberley, B.C., for the INOA rally was not pleasing.

Happily I have found a perfect solution, an after market cruise control that fits on the Norton better than most factory parts. This is the NEP model CC3 Cruise Control (a "product of Sound Off-Recreational, Inc."). To fit this tidy little black nylon device to a pre-Mark III requires only drilling a small hole (or cutting a slot) in the fixing tab so that it fits over the friction screw in the bottom of the throttle. For the Mark III the model CC2 fits on without alteration. I paid \$15 for mine from West Bay/Cycle City in Palo Alto.

I have found that even on roller coaster freeways like 280 this is a real hand saver. One can simply dial in a little more throttle for the up-hill sections and a little less for the descents. This device is also very handy for wrenching, e.g., holding rpm's at 3000 for timing and holding the throttle open when checking compression.

--MARTIN PAVTON

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**CLASSIFIEDS**  
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Used Norton Parts: 750-850 frame, good and straight; 750 sub-frame and swingarm, both good; Mk3 wiring harness, complete; Mk2 parts: headlamp shell & rim, chainguard, front fender, footrests, levers, instrument cases, set of clutch plates, auto-advance unit, stock dual seat, primary chaincases, K&N air filter for Amals, STD bore Hepolite pistons, Sebring electronic ignition, turn signal switch, chaincase inspection plugs, some cables, reflectors, coils, points plate.

New Norton parts: Boyer Ignition for 750/850, tail lamp fairing, replacement seat cover, new set points, exhaust nut lockrings.

Norton parts wanted: 23" front brake hose (rubber or stainless), Mk2 mirror stem, usable Dunlop K-70 Gold Seal 3.50x19 tyre.

I really would like these things to go to someone who needs them and who would give me any kind of a reasonable price. Call and let's talk.

Ken Ward (408) 974-0083, days.

1984 Honda XR350 Dirt Bike: Radial four valve head, disk brake, twin carb, four stroke single. 12" plus of suspension travel at each end, good knobbies, too. Just the thing to improve your street riding, take out your frustrations, etc. Unbreakable, comes with bark busters and extra levers. \$750 BO. Scot at (415) 829-3483 6-8pm Pacific Time Only.

'74 Norton Commando 850 Roadster, 12,000 original miles, strong healthy runner, stock except for alloys, Koni's and Dunstall mufflers. Original owner. \$2,200 or bo. 285-6735

WANTED: Metal left side cover for 1973, 850 Roadster, with no dents. Harry Bunting, (408) 736-6492

For Sale - John Player Norton Production Racing fairing, never used. White gel-coat finish. Two lowers, one for standard pipes, one for tucked-in pipes. \$350 firm.

Commando 6 gal tank and matching dual seat, black gel-coat finish, never used. This set was manufactured by Reg Curley. It's very predatory-looking, especially with low bars. \$450 firm. Call Richard Eyler at (408) 438-2442 /7

For Sale - P11 frame with swing arm. Appears straight but needs TLC - \$55. Original parts books, 1950 all singles including OHC, \$35 as new, \$25 soiled. 1957 singles, soiled \$18, 1961/62 singles and twins, some pages are copies \$15.

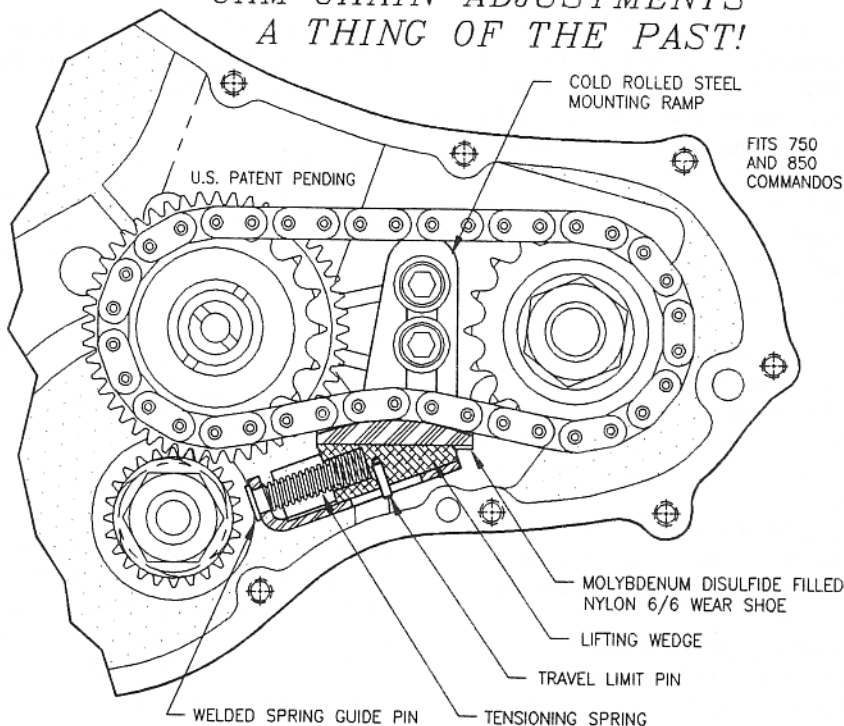
Wanted - center stand, rear lifting handles (fender stays) for 1957 ES2 in pre-featherbed swingarm frame. Call Neil Peacock, 8845 Elgin Drive, Lafayette CO 80026 telephone (303) 499-1175 /7

Scot Marburger sold his bike through an ad in the Norton Notice, and you can too. Just send your classified to Alan. Copy deadline is the first of each month.

**Mk3 Commando orig. factory workshop manual, new \$15
Commando exhaust lockring tool #063968, new \$15
Art Sirota (415) 327-3167**

— paid advertisement —

FINALLY, A DEVICE TO MAKE CAM CHAIN ADJUSTMENTS A THING OF THE PAST!



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THE NORTON SHOP MANUAL RECOMMENDS THE STOCK TENSIONER BE ADJUSTED EVERY 6,000 MILES. WITH RMA Engineering's AUTOMATIC CHAIN TENSIONER, YOU WILL NEVER HAVE TO TEAR INTO YOUR TIMING CHEST AGAIN BECAUSE OF A SLACK CAM CHAIN!

ALL OTHER MOTORCYCLES AND AUTOMOBILES THAT USE ROLLER CHAIN TO DRIVE THE CAM-SHAFT USE AUTOMATIC TENSIONING DEVICES; SO SHOULD YOUR NORTON!

PRICE: \$65.00 (30 DAY RETURN POLICY W/ CUSTOMER I.D. # AND ALL PARTS)

(INCLUDES SHIPPING AND HANDLING IN U.S., CALIFORNIA RESIDENTS ADD 7% SALES TAX)

WANT MORE INFORMATION? SEND \$3.00 TO COVER SHIPPING AND COPYING COSTS FOR COMMONLY ASKED QUESTION AND ANSWER SHEET + COMPLETE SET OF ILLUSTRATED ASSEMBLY INSTRUCTIONS.

REFUNDABLE WITH PURCHASE OF AUTOMATIC CAM CHAIN TENSIONER.

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24-hour answer phone service.
10% discount for orders over \$200.
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VALUE OF YOUR
INVESTMENT.
INSIST ON



ADVERTISING RATES

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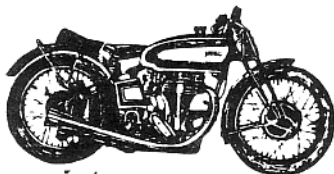
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