

# Delaware Valley Norton Riders

**Published by DVNR**

**February 1993 Issue**

**President - Frank Mohr**  
1999 Skippack Pike  
Blue Bell, PA 19422

**Editor - Richard Casey**  
5 Homestead Road  
Edison, NJ 08820

**Publisher - Steve Atkinson**  
1367 Garry Avenue  
Vineland, NJ 08360

## Publisher's Notes

Good to see all that made it to the swap meet in York. Special congratulations to Jeff Jennings whose most excellent Commando won Best in Class and Best Norton. One of the better swap meets I've attended recently but of course the focus was British and European.

Well, I got the crankcases back together, maybe I'll have my Commando running by Bike Week. Speaking of which there have been some changes in Daytona festivities as a result of the elimination of the BOTT. The Turn 6 Party will be held on Monday during the Classic Races and Nortona will be on Tuesday. Oh yea, the AHRMA races on Saturday have been moved back to Roebling Road near Savannah, GA.

All for now. Dues are due and get to the next meeting, ya'll.

*Steve*

## Upcoming Events

Feb. 5-7 - New York Intn'l Motorcycle Show @ Jacob Javits Convention Center

Feb. 6 - Jersey Abate Swap Meet, Holy Assumption McGrath Hall, Roebling, NJ. Call a dude named Rick @ 609-387-7040

Feb. 12 - 14 - Baltimore Bike Show @ Festival Hall in downtown Baltimore. This show includes a fine vintage bike display.

Feb. 21 - Delaware Valley Norton Rider's Monthly Meeting, 10AM @ John Brownel's place @ 1650 Old Arch Rd., Blue Bell, PA. Call John @ 215-279-7217 or call Frank Mohr for directions. Be there, or be a Geek!

March 28 - Bike Show, Farm Show Complex, Harrisburg, PA. Call 319-462-6011 for info.

## President's Words

**OK, The Number One Priority is "Who Did or Did Not Pay Their Dues."**

The cut off date will be the March newsletter. You want to know something, I became the President because I thought I could bring in new members. The first year we had a great membership, now renewal comes up and we are at half the number. **WHAT HAPPENED!!!!???** Membership is supposed to increase not decrease. There are quite a few people out there who own NORTONS but do not know about the club. Personally, I have had a number of calls from people who need information about NORTONS but do not belong to the club. Hey, lets pay up and keep this club going.

Other news, Swap meet in York. It was a very well run event. Plenty of parts and whole bikes. Next year, I would like to see DVNR put together a display, so people know we exist. Booth space is only \$25.00 so why not go for it?

I got word from the people who run the Motorcycle Show at Valley Forge. There is no space for the DVNR. I tried to get us comp space but a company that is totally into profit is not going to care about the DVNR or organizations like it. Remember, the people who put on the Valley Forge Motorcycle Show also run beauty pageants. Enough said.

Don't forget the February 21, 10:00 AM meeting at John Brownel's. 1650 Old Arch Road, Blue Bell, PA. 215-279-7217.

## DIRECTIONS

**From PA Turnpike:**

Take Plymouth Meeting exit. Head West on Route 422 (Germantown Pike). Go about two miles and turn right onto Old Arch Road.

**From Route 202 & 73:**

Turn left. First traffic light Wentz Road turn right. At next stop sign make a left, for about 200 yards, then make another right, this is Old Arch Road. Second house on right is John's.

See you at the meeting,

*Frank Mohr*

## Field Notes from the Secretary

Norum's Norton lives. After recovering from major surgery last year to remove a diseased camshaft (thank you Chris Greenbacker of Nation's Capitol Norton Owner's fame), the MkIII had minor a minor relapse very soon thereafter in the form of a stripped gearbox drain plug hole.

The repair was completed on a Saturday afternoon this January inside Matt Crocco's new repair shop on his property. The offending bugged threads were drilled out, oversized threads tapped and a "by God made in the USA" Helicoil insert installed. A new drain bolt utilizing the original Norton fibre washer and a flat washer was inserted completing the job. Mr. Crocco, thank you. Matt fired up his newly completed BMW R50 sidecar outfit and with Sarah and Hunter in the sidecar and Tari on the back, and I on the MkIII, we completed a short loop through the adjacent countryside. Dusk was turning to twilight as we made our way back to the barn. It don't get much better than this!

February will kick off the year for motorcycling activities beginning with the three day Baltimore Show, on the 12th - 14th. This is a great show and gets better every year. Bruce Allen, both of NCNO and WERA fame (he recently earned the right to run the #1 plate on his 500 single in 1993) continues to organize the Classic and antique bike displays at the Baltimore show. Last year, there must have been

60 - 70 British, Italian, German and early US machines on display in addition to the 1993 models. This is the best show of its kind in the mid-Atlantic area. This year's theme for the NCNO display will be the Fastback (of course!, says Rich Casey). Be there or be square.

The Delaware Valley Norton Club will kick off the new year with our first meeting on the third Sunday of February. See the details elsewhere in this newsletter. Let's get those Nortons cranked up and ride to the meeting!

Check out the February issue of Motorcyclist, page 56. In an article entitled "In the Long Run" Jim Knoll's MkIII Roadster is featured. He claims to have logged 164,000 miles on it! WOW! I wonder how many Smith's speedo drives he has gone through.

#### NOW THE IMPORTANT STUFF - FINANCES

Our treasurer Tari Norum reports that membership renewals continue to come in at a good pace. So far, 27 members have renewed for '93. Don't be a dead beat - RENEW and stay active! Newsletters will continue to be mailed out to all names on the 1992 list through the March issue.

Keep the rubber side down.

Bob & Tari Norum

#### SHOP TALK - by Rich Casey

Each time I sit down to produce the master copy of this newsletter I wonder what I will have to contribute that's worth printing but after sitting at the keyboard and typing what everybody else has on their minds something always seems to jump out. Bob Norum's comment about how many Smith speedo drives Jim Knoll must have consumed in 164,000 miles of riding his Norton made me wonder to myself "how much of the original Norton still exists?" No matter what, I admire a person who makes a commitment to something in the face of much easier alternatives. My own motorcycle ownership and usage habits certainly suggest a far lower commitment to Nortondom than Jim's. However, I bet I know who is probably having more fun and less aggravation.

Bob's mention of the speedo drive brings up a good point. Everyone knows that these Smith units are among the more expensive little pieces on the bike to replace and I believe that one is also

forced to use an after-market component to boot. From what I have seen many of the failures of these units are owner induced. Among the most common cause of failure is the incorrect re-fitment of the drive onto the rear wheel after having removed and replaced the wheel. What typically happens is the user force fits the drive while failing to realize that only one of the two drive ring tabs has engaged into the notches on the wheel. This causes the speedo drive to set crooked on the wheel hub and also distorts the die cast speedo drive casing when the axle is tightened. Once the drive casing is seriously distorted, there is no real way to reshape it because the metal stretches. The ultimate result is that the speedo ring gear is forced out of alignment with the worm gear and soon its gear teeth are worn away. You can tell when this has been the case when the die cast housing is distorted in the center and the little ring gear guide disk that is held in place by four rivets, is broken free. An undamaged drive housing should have a nice flat center area with no bends or upsets in the area where the axle passes through.

The other cause of premature wear is lack of lubrication. These units should be greased in accordance with the recommendations of the OEM. If you want to examine, clean and re-lubricate your speedo drive unit you can sometimes very carefully pry the metal felt seal retainer ring out of the casing. If it does not want to come out, do not force it since it isn't supposed to be removed and you could damage it. It just happens that some of the ones I have handled have come apart fairly easily which makes cleaning and regreasing much easier.

The other thing to watch for on these units is the worm gear retaining plug tab bending back and letting the worm gear back out. The plug I am referring to is the bullet shaped piece opposite where the cable threads onto the unit. I have occasionally found the tab backing off which requires re-staking the retaining tab.

Lastly, always be sure to keep the cable attachment nut snug so it doesn't loosen and wear away the threads on either the cable housing nut or the speedo drive casing. Also be sure to allow sufficient free play in the cable as you install your cable ties so it can move with the motion of the swing arm. Do avoid sharp bends in the cable routing path and keep the cable lubed while not getting grease too close to the speedo head since the grease could work its way into the instrument.

While I am on the subject of Smiths products and have one more column to fill I might as well toss in a few more bits about speedo and tach repair. For those needing the have their instruments reglazed, a company called Nisonger Instrument Sales & Service, 570 Mamaroneck Ave., Mamaroneck, NY 10543 (914-381-1952) does a glass and bezel replacement for around \$35.00. If the instrument works OK that's all you'll need. If there is more wrong, they can rebuild it for less than the cost of a new one. Be sure to request a price quote before the work is done. I would call before sending them anything. These are the same people that the bike repair trade use so there might be an advantage in dealing direct. These guys know what all those little numbers mean and can tell you if you have the right instrument for your year and model. They do work on all Smiths instruments too not just Nortons.

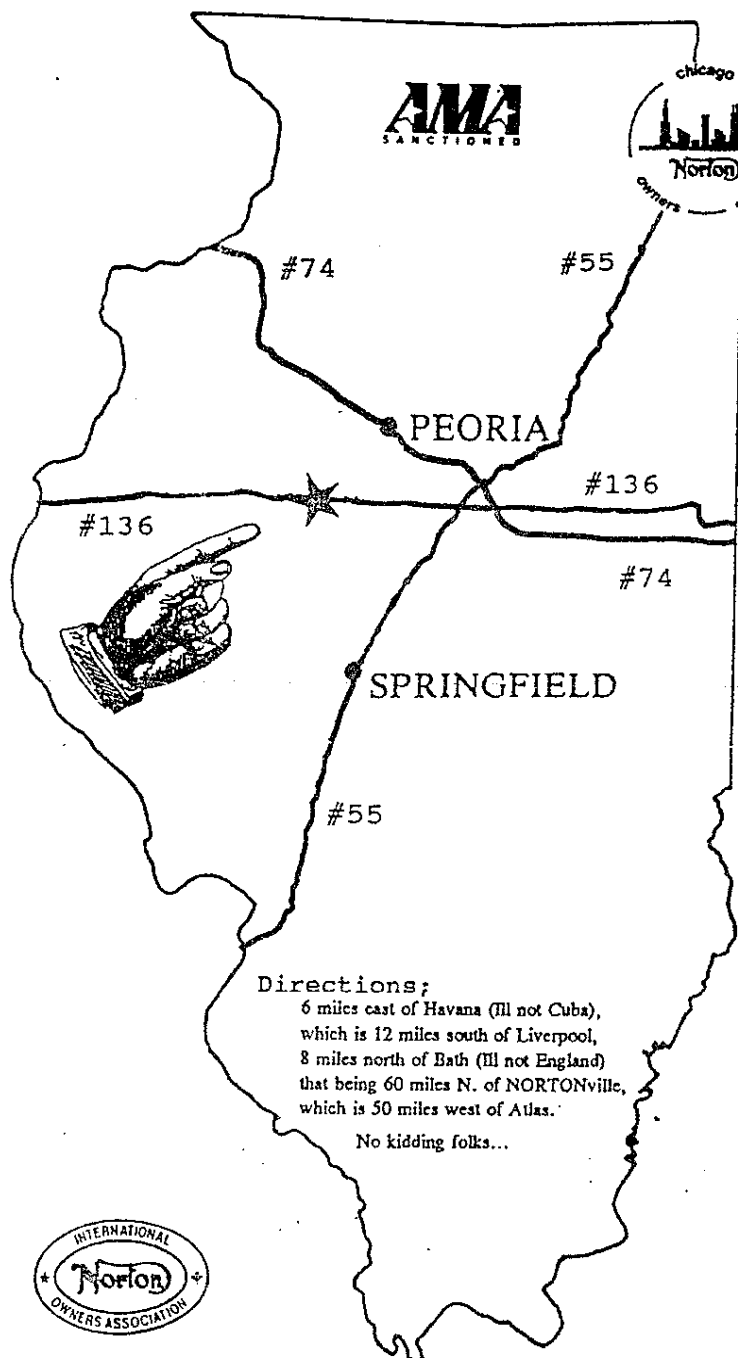
One of the first things you should do when encountering a broken speedo or tach cable and before replacing it with a new one is determine the cause of the failure. It is very often the case when a cable breaks that the instrument head has seized giving the cable no choice but to sever itself. You should save an old piece of cable to use to test the instrument head before installing the new cable. If the instrument drive does not spin freely you have located the problem. I made a tool from an old allen wrench which allow me to apply some force to a jammed instrument head and I discovered that many times the drive has seized due to lack of lubrication or corrosion and not because of any wear or breakage. I have been able to free up seized instruments by spinning them with a short piece of old cable core in a power drill and working them in with light oil. Keep in mind that the instruments on Commandos are of the magnetic variety thus there is no connection between the needle and the drive. There is a connection between the input drive and the odometer but the seizure of a Commando instrument is rarely due to jamming of these little gears. The same is not true of non-Commandos, BSA's and Triumphs due to the vibration damage they inflict on the instruments. For those of you who have Veglia instruments on your bikes, these are totally different inside than a Smith although they work on the same principle. I am not sure if Nisonger will re-glaze them or not. Call them to find out.

I'm out of space. Adios.

*Rich Casey*

# "Little Rally on the Prairie"

1993 USNOA NORTON RALLY - July 28th - 31st



Directions;  
6 miles east of Havana (Ill not Cuba),  
which is 12 miles south of Liverpool,  
8 miles north of Bath (Ill not England)  
that being 60 miles N. of NORTONville,  
which is 50 miles west of Atlas.

No kidding folks...

Our 18th Annual National NORTON Rally will be held on July 28th thru 31st, 1993. Hosting this event will be the CHICAGO NORTON Owners Club.

It will be held at:

**EVENING STAR**  
Camping - Resort  
(309) 562-7590  
Rural Route #1

Topeka, Illinois 61567  
7 miles EAST of Havana on US#136  
45 miles south of Peoria 45 miles north of Springfield

Aside from our usual fun filled Rally events, the Campground will offer:

Giant Waterslide - Fishing  
Snack bar - Swimming pool  
Horseshoe pits - Min. golf  
Showers - - - Laundry room

**T.C. Christenson's Hogslayer**  
will be here and give us a  
live performance.

Rally fees:

Pre-Registration - - - - \$40.00  
Registration - - - - - \$45.00  
Children, 16 and under,  
Pre-Registration - - - - \$25.00  
Registration - - - - - \$30.00  
Children under 5, - - - - FREE

NOTE: Registration includes 1 cycle.  
Additional cycles will cost \$5.00 each.

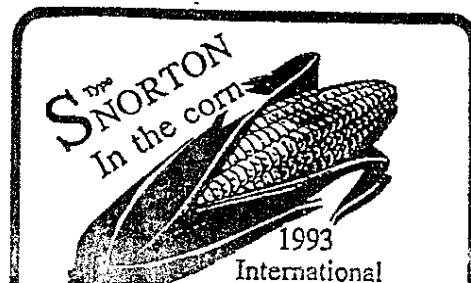
\* Friday night - - "Taste of Chicago"  
\* Saturday night - "Mid-West Banquet"  
\* Raffle off a 1974 NORTON, Roadster

To Pre-Register complete the form below, send it to:  
Carol VanSickle, 9841 Gladys Lane, Palos Hills, Ill. 60465

NAME: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_  
INO# \_\_\_\_\_ Number of adults \_\_\_\_\_ CHILDREN \_\_\_\_\_

Pre-Registration postmarked no later than July 7th, 1993

NOTE: Make check payable to, I.N.O.A. Rally



Presents

the Greater Atlanta ~~Norton~~ Owners

SAME time!! 12:00 - 6 PM

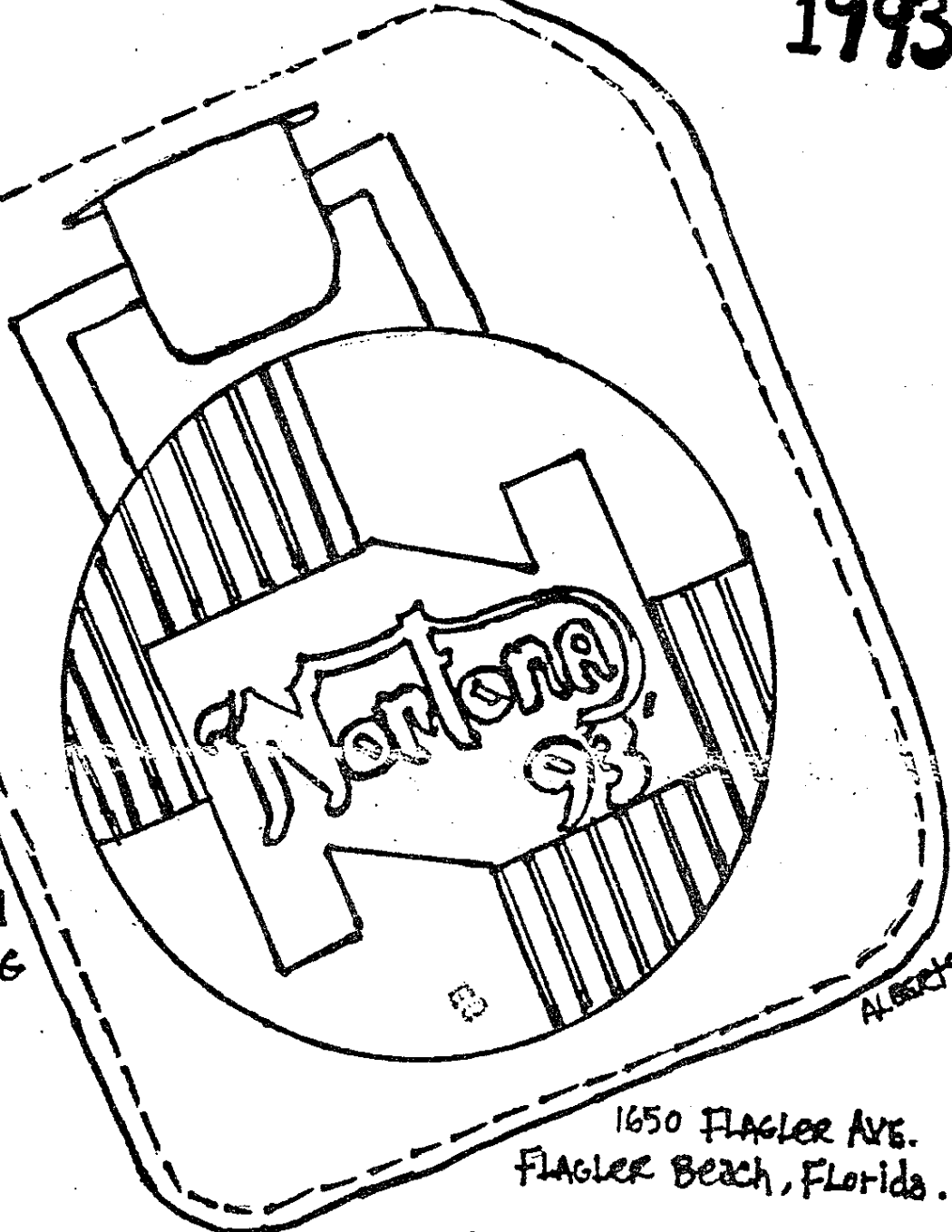
SAME Place!! Flagler Beach

Different DAY!! \* \* \* \*

**Tuesday March 2<sup>nd</sup>**  
**"1993"**

P.S. \*

FRIDAY, TURN 6  
KEG WILL BE ON  
MONDAY DURING  
THE VINTAGE  
RACES \* \*



1650 FLAGLER AVE.  
FLAGLER BEACH, FLORIDA.

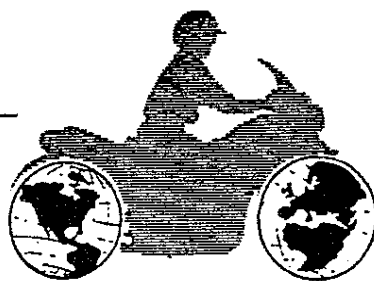
Just North of Daytona, I-95 North to FL. 100 East  
to A1A, South to Flagler Beach, Right on 1/4 th

10th ANNIVERSARY

# Budweiser.

KING OF BEERS.

Presents



## International Motorcycle Show 1993

 **Baltimore**

coming to the **FESTIVAL HALL**

**FEBRUARY 12th, 13th, & 14th**

**Friday, 6 p.m. till 12 p.m.**

**Saturday, 10 a.m. till 11 p.m.**

**Sunday, 10 a.m. till 8 p.m.**

The Country's most complete Motorcycle Show.  
Road and Off Road

# International Motorcycle Show

Featuring--

- New motorcycle dealer & A.T.V. displays
- New stock and custom accessories
- Big Discounts (-Buy at the Show!)
- Custom bike show -- trophies for 13 classes
- Antique and vintage motorcycle show (the Best and Biggest on the East Coast)
- Various other motorcycle displays and information for both Road and Off Road
- \$1.00 Off General Admission to ABATE and AMA members

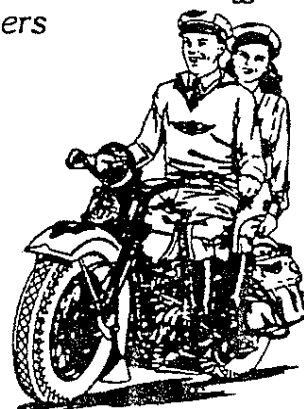
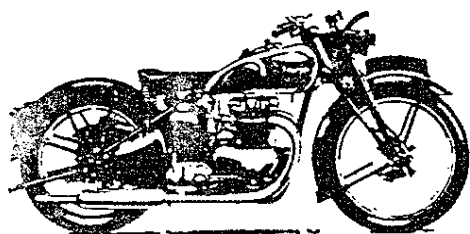
Dealer participation invited.

Show Information Call 301-864-7678

**HOST HOTEL: DAYS INN INNER HARBOR**  
(410) 576-1000

Located across from Festival Hall  
Don't forget to mention our name when  
making your reservations

**INTERNATIONAL MOTORCYCLE SHOW**



DIRECTIONS: 195 to 395 exit, then to Conway Street to Festival Hall

## EDITORIAL

I've enclosed an editorial from Pete Kogut the editor of the NORTON NEWS about USNOA membership. If you're not a member you should be even if only for the NORTON NEWS. Joining the national opens one's eyes to what's going on all over sort of how we hope the DVNR can help spread NORTON togetherness in the area. If you have never seen the NORTON NEWS call or write as I can send you a sample copy. (wise guys who just want back issues can contact Kogut) I think everyone who owns or is interested in Nortons should belong to the USNOA and the DVNR if they live in the extended Delaware Valley.

Nuff said?

Steve Atkinson, 1367 Garry Ave.,  
Vineland, N.J. 08360

609-691-2072

This may be one of weirder 'Reflections' you've ever read. By the time you read this I may be out of the country again. As I write, it is uncertain to what extent our airplanes are going to be used in the Somali situation. Therefore this column is going to be short and strange. I just hope I get NN to bed before/If we head out for parts east. If I have not gotten all 48 pages of this issue filled by the launch date that may be ahead, you may be looking at a somewhat shorter NN. In any case it should be a different sort of holiday season.

I'd like to thank all of you who answered my dues question in NN 88. The tally, so far, is ten "\$20 is not too much" letters to one "Keep the dues as they are" letter. There were also some other suggestions pertaining to what folks would like to see in NN and what other steps might be taken to increase revenue in an admittedly tough economic climate.

One suggestion, from Jody Heintzman, merits a comment: "I'd like to make a suggestion before a dues increase is implemented. I think that it is time that all chapters in the USNOA/CNOA require their members to be National members before they can become local chapter members."

I have touched on this before. Basically we are strongest as an international group as opposed to many local groups - people will continue to make the parts and provide the services that will keep our bikes on the who don't belong to the club, but derive benefits from your dues, to send Sue Ballard fifteen bucks and get their own membership number.

This is not the best way to start into the Holiday season, I really do hate talking about money. So I'll sign off with:

## Reflections

Editorial  
by  
Pete Kogut



road so long as they know there is a large enough market. Being organized in one large group identifies that market and, almost as importantly, allows those folks to directly address their customers through the international organization. This creates a win-win situation for everyone - we benefit by an abundance of affordable bits for our bikes, they get to make a living. That is a primary benefit of the international organization that many don't seem to realize.

In order for that organization to function, it needs sufficient income as well as sufficient numbers. If all the riders who are reading this without the inconvenience of paying international dues were added to the international membership roster, we would very definitely be in an improved financial condition. Unfortunately, I believe that a mandate from the international to the chapters of the type Jody is proposing would be looked upon as draconian by a fair portion of the membership and would probably do more harm than good. The INOA has never operated by decree and I hope it never will. We are members of this club because we have a common bond, a very special line of motorcycles, that makes us part of a family. What you can do, however, if you believe everyone who rides should pull his own weight, is get the Norton riders you know

From Emily and I, from our home to yours,  
may the wind be always at your back, the  
sun on your shoulders and may this Holiday  
Season be your finest.

Merry Christmas

and the Happiest of New Years!

Out Two Wheels  
Pete

## INOA TECH DIGEST NO. 2



Now available again! The second edition of INOA's Tech Digest has been updated and expanded to 48 pages of practical information for your Norton. More tables and illustrations; info on modifications & improvements. Get yours today! Fill out the coupon below legibly and send \$15 check, money order to:

USNOA c/o Jim Evans  
304 May Ave.  
Glen Ellyn, IL 60137

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_  
State \_\_\_\_\_ ZIP \_\_\_\_\_

# INTERNATIONAL **Norton** OWNERS ASSOC.

*"Dedicated to the Preservation of the Norton Motorcycle"*



U.S. & Internationally  
RD4 Box 4435  
Mercer, PA 16137, USA

Canada  
1801 King St. N.W.  
Cranbrook, B.C. V1C 4Y7



**GOT THE ONLY  
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Advice, Dealer Discounts,  
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Racing and *Norton* Factory  
Information.



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membership with  
your name,  
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(Make checks  
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or "CNOA")

**Norton Hotline: 716-482-7070**

Member Number \_\_\_\_\_ (USNOA or CNOA Renewals Only)

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Street \_\_\_\_\_

City \_\_\_\_\_

State/Province \_\_\_\_\_

Zip/Postal Code \_\_\_\_\_

Telephone \_\_\_\_\_

Nortons Owned/Engine # (i.e. 72-750/200500) \_\_\_\_\_

FROM NORTH TEXAS NORTON OWNERS.

## THE ART OF BUFFING

Buffing is a good way to bring back the original appearance to an old piece of metal. However, you must use the proper materials in special combinations to provide the best results with the least amount of work. (LET YOUR TOOLS DO THE WORK FOR YOU!)

It can't be stressed enough that certain concepts are basic to the art of professional buffing. An understanding of these concepts will only take a few minutes but will make the difference between a safe, professional job and an unacceptable job that could permanently damage the part and / or cause personal injury. So please, even if you're the type who knows it all, read further.

Make sure that you have the right equipment. For buffing stainless steel, a motor at 1/4 hp and 3450 rpm will provide optimum results. If you select an underpowered motor, you won't be able to maintain the proper rpm for the job. If it has the correct power rating but turns too fast, too much heat will be developed in the piece you're working on and it will be discolored.

Each wheel and compound is designed to be used in special combinations for different finishes. Using the wrong combinations will not provide the desired results. For example, working in combinations for coarseness (from most coarse to least coarse) you want to use the combinations for stainless steel: Sisal Wheel & Emery Compound, Spiral Sewn Wheel & Stainless Compound, and finally a Loose Section Wheel & White Rouge combination for the final buff.

Buffing aluminum, however, requires only two steps. Use the Buffing Wheel Compound chart below for Buffing Wheel & Compound combinations for other

materials as well as for stainless steel.

Wear safety glasses or a face shield at all times. A piece or particle flying from the wheel can destroy an eye instantaneously. (Materials propelled from the surface of the wheel can travel at speeds of 80 mph.)

Hold your work firmly at all times. Use tight fitting leather gloves to protect your hands from heated and sharp surfaces. Don't use bulky, loose fitting gloves that might become caught in the wheel.

Use minimum pressure against the wheel. Let the wheel do the work. Approximately two pounds of pressure is sufficient. That's about the amount of force required to close a properly working file drawer.

Always work below the center of the wheel.

Never take your eyes off the work for a second.

Never allow any loose fitting piece of clothing to come near the wheel.

The wheel should spin smoothly with the top of the wheel coming toward you.

Once you're sure you have the correct wheel for the stage of the job you're doing, pass the tube of compound lightly across the wheel face in front of, and slightly below the spindle axis until the face is slightly coated. Next, hold a clean piece of old metal lightly against the wheel face for a few seconds to spread the compound. Do this a few times until the face of the wheel is uniformly coated. Don't overload the wheel with compound - using more compound doesn't mean the part will buff out faster. It may be necessary to reload the wheel from time to time as you buff. The best way to do this is with a wiping motion across the face of the wheel.

**Continued**



# BUFFING

After a little practice you'll know when more compound is required.

Occasionally, you'll have to clean the wheel of particle build-up and dried compound. A buff rake will do this nicely, but a screwdriver will work as well. A little additional pressure on the wheel with the rake will get rid of high spots and recondition the wheel face.

Before you buff, even if there were no dents to be removed, inspect the piece for large or deep scratches. If a scratch can be detected with your fingernail as you run it across the scratch, buffing alone won't remove it. File or sand the area first to remove the scratch.

Buffing should be done in small areas. This is best done by marking the part with a felt tip pen into two inch squares. Concentrate on one square at a time.

An important (and often neglected) concept between buffing stages is to make sure that all of the previous compound is wiped from the workpiece with a clean rag. If any amount of a coarser compound is left on the piece, it will contaminate the next wheel and produce scratches. Store the wheels, compounds and rags separately in sealed containers to prevent contamination.

If the piece you're working on starts to bounce against the wheel, something's wrong. Either the wheel isn't properly mounted and dressed or you're applying too much pressure. Back away from the wheel, inspect it and try again. Remember, let the wheel do the work.

Inspect your progress by checking the reflection of a single light bulb on the surface of the piece. If the reflection is irregular as you move the part, the surface is uneven and will not buff out. Keep it smooth and regular.

Now you're ready for the final step. If necessary you can mark your squares again. Change to the loose section wheel and apply the White Rouge compound. This step has no cutting ability and will only bring out the true color or luster of the metal. When complete, this final procedure will leave a mirror-finished piece, ready for installation.

MOTOR/WHEEL SPECIFICATION CHART

SIZE OF MOTOR	MAXIMUM WHEEL THICKNESS			
	4" DIA	6" DIA	8" DIA	10" DIA
1/6 HP	1"	½"	—	—
1/4 HP	1½"	1"	½"	—
1/3 HP	2½"	2"	1"	½"
1/2 HP	3"	2½"	2"	2"

BUFFING WHEEL & COMPOUND SELECTION CHART

MATERIAL BEING BUFFED	STEEL, IRON, STAINLESS OR OTHER HARD MATERIALS			BRASS, COPPER ALUMINUM AND OTHER SOFT MATERIALS			CHROME PLATE NICKEL PLATE			SOLID AND PLATED GOLD AND SILVER			PLASTICS		
	STEP 1 ROUGH	STEP 2 INTERMED.	STEP 3 FINAL	STEP 1 ROUGH	STEP 2 INTERMED.	STEP 3 FINAL	STEP 1 ROUGH	STEP 2 INTERMED.	STEP 3 FINAL	STEP 1 ROUGH	STEP 2 INTERMED.	STEP 3 FINAL	STEP 1 ROUGH	STEP 2 INTERMED.	STEP 3 FINAL
COMPOUND	EMERY	X													
	STAINLESS		X					X							
	TRIPOLI			X											
	WHITE ROUGE			X		X		X							
	JEWELERS ROUGE										X			GO TO STEP 3	
	PLASTIC												X		X
WHEEL	SISAL	X													
	SPIRAL		X		X			X					X		
	LOOSE SECT.			X		X			X						

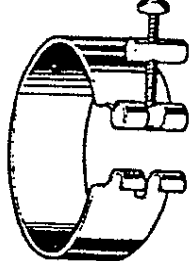
DELAWARE VALLEY NORTON RIDERS  
1999 SKIPPACK PIKE  
BLUE BELL, PA 19422



PART No.	PAGE No.	DESCRIPTION
064297	1	ENGINE SPROCKET/CLUTCH HUB/ CAM SPROCKET PULLER
060949	2	AUTO ADVANCE LOCKWASHER
060599		CLUTCH SPRING COMPRESSION TOOL
064296	3	SLIDE HAMMER-ROCKERSPINDE/ AUTO ADVANCE
081016	4	CLUTCH LOCK TOOL
081369		CONTACT BREAKER OIL SEAL TOOL
NM 12093	5	BOX SPANNER GEARBOX SPROCKET NUT/CRANKCASE FILTER
ET 2003		TIMING PINION EXTRACTOR
063964	6	VALVE GUIDE EXTRACTOR AND INSERTER
063965		PEG SPANNER WHEEL BEARING LOCKRINGS/MASTER CYLINDER END PLUG
064292	7	DRIIFT AND HANDLE SET - CRANK- SHAFT/CONTACT BREAKER OIL SEALS
063966	8	EXHAUST PIPE LOCKRING SPANNER
063969		VALVE SEAT FACE CUTTER
063971	9	ISOLASTIC BUFFER ASSEMBLY TOOL
064622		STRAP WRENCH

10 prices

Part No. 064621 Tool Catalogue



**PISTON RING CLAMPS:**  
Fully adjustable spring steel piston ring clamps.

Bore size: Pt. No#  
70-75mm (750cc) CC-0341  
75-80mm (850cc) CC-0342



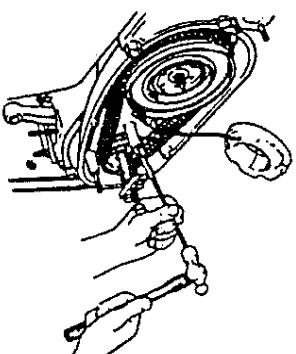
06-0934 Commando Auto Advance extractor bolt.

064297 Engine sprocket/clutch centre/cam-shaft sprocket tool.



a) To withdraw engine sprocket - Assemble puller central bolt and long bolts. With all bolts removed, position puller so that large central bolt is in line with crankshaft end. Screw long bolts into the holes in sprocket as deeply as possible. These bolts should be screwed in an equal amount so that the assembly is not cocked to one side. Tighten the centre bolt until considerable resistance is felt. Tap the sprocket evenly with a hammer and long drift. If this falls to free the sprocket, tap the puller evenly. Tap again. When the sprocket falls free of the taper, the clutch chain/sprocket assembly is free. Remove the primary chain/sprocket assembly. Assemble the puller using the short bolts supplied. Screw these bolts into the threaded holes in the clutch centre and tighten and tighten the central bolt. Since the clutch is secured to a splined parallel bore (no tap), a little effort should be needed to withdraw it.

b) To withdraw clutch sprocket - Assemble puller with the short bolts supplied and two 081033 puller clews. Fit with a clew on either side of the sprocket and tighten central bolt to free sprocket from crankshaft.



TO BE CONTINUED

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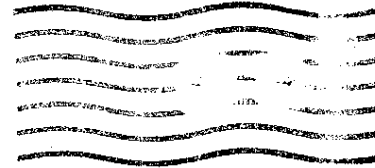
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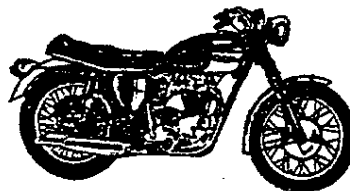
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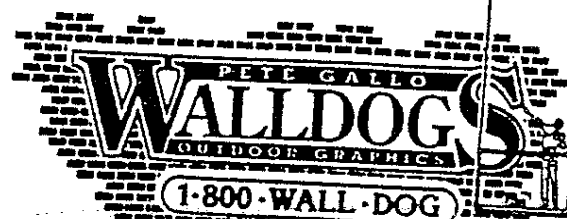


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