

Delaware Valley Norton Riders

NEWSLETTER

March 2001

Howard Nenner's Showroom Condition 850



Howard Nenner's 1974 850 Commando Roadster is as clean as it was the day it was rolled off the Norton factory floor in June 1974. There's nothing fancy about it. Nothing that wasn't there originally is there now (well, except for the Boyer). In what amounts to a steal of a deal, Howard bought this pristine blue beauty two year's ago for approximately half its present market value, from a local acquaintance who had just finished a thorough and competent frame-off restoration, and who was able to produce receipts totaling twice what Howard eventually paid him. Lots and lots of the parts are obviously new, like the new 32mm Amal concentrics, the new chrome wheels, in fact everything from the yoke forward. Too many to mention, as they say in the classifieds.

Buying this Norton brought Howard into DVNR.

Howard claims responsibility for a fair share of the odometer's 16k plus recorded miles. Nevertheless, it looks better than it did the day he got it, because of the care he takes. He says that Philadelphia's notorious Ed LaBelle did the engine and transmission work. Nothing fancy there either. Ed did a little boring to accommodate 20-over pistons, some machining upgrades on the head, but pretty much all the other parts – mostly new – are stock. The parts that you can see are pretty much stock, too -- the seat, exhaust system, fenders, pegs, air filter, etc. What's not are just a few practical upgrades, like the steel braided rocker lines, powder coated frame, Triumph soft rubber fork gaiters, of course the Boyer, and a smooth blue metallic paint

job. (It was reasoned that the original Norton metallic blue was a little too heavy. Now Howard is thinking about painting it black with gold transfers.)

This is the third Commando Howard has owned, but the first in two decades. The '71 he bought in 1975 was his first vehicle of any kind. Not long after he bought it, he returned to the dealer, who must have been listening dumbstruck as Howard complained that the bike's timing would go kablooey at speeds over 95mph. The dealer wanted to know what in the heck a high schooler was doing up at that speed in the first place.

Soon he traded (up?) to a '72 Combat, but it turned out to be unrequited love. He says his pockets then just weren't deep enough to satisfy the Combat's neediness, so they separated.

In addition to his 850, Howard has an immaculate new '72 Triumph Bonneville, whose restoration was painstakingly completed by **Don Kuterbach**. And he owns two Harleys, one of which is for sale.

Howard and his wife Denise, who makes great coffee, are expecting the birth of a little baby boy any day now. They will name him Matthew.

New Member

We have the pleasure of welcoming a new member – **Keith Blitzel**. Keith lives with his wife Patti and their old Doberman in Cranbury, NJ.

While aboard his red **'75 Commando Mark 3** one Sunday morning last August, Keith ran into (not literally) **Mike Andrusiewicz** at the Brass Ring Café on Route 31 in Hopewell, NJ. After comparing a few experiences, Mike invited Keith to join our Norton support group, and Keith says he is very glad he did.

Keith says he has been in love with his Roadster ever since he found it for sale in 1979 at a motorcycle shop in York, PA. It had only 68 miles on the odometer then, so he offered his '75 Trident in trade on the spot. (No brainer.) Today the odometer shows a mere 6,500 miles because Keith says that he reserves riding his prized British stallion for those Garden State days when the conditions are absolutely perfect. For those less-than-perfect days when the conditions call for a bike not quite so well respected, Keith also owns a '93 Harley and a '69 BSA Firebird Scrambler.

Our February Meeting ...

At Tom and Irene Schaefer's house on Sunday the 18th was busy and well attended. Present, along with the hosts, were Pete Bartholomew, John Brownell, Rich Casey, Pat Daloisio, John Dunphy, Kevin Fegan, Dave Glover, Bob Katz, Bob & Tari Norum, Todd & Diane Robertson, Peter Stevenson, Bill Waddington, and Hans Winberg.

❖ We watched the impressive 5-minute infomercial video of Kenny Dreer's remarkable Norton 880 Vintage Rebuilds a number of times.

❖ Six members (Rich Casey, Pat Daloisio, Bob Katz, Bob Norum, Todd Robertson, and Hans Winberg) said they are planning to make the 6½-hour ride to the 2001 INOA International Rally at the KOA Campgrounds, Ivy Lea, ON, Canada, on July 18th. A scenic riding route is being sought. And a reminder was offered that good ID is required to cross the border, especially if you are on a motorcycle.

❖ The majority was in favor of the idea of hosting a welcoming dinner bash at the International on Wednesday evening, the 18th.

❖ For \$10, you can get a discount card good for one year at any KOA campground. It gives you a 10% discount and a map, plus other bennies. Available through the Rally website, click here: [The 2001 Rally Page is up and running](#). Or the KOA website, click here: <http://www.1000islandskoa.com/>.

❖ Rich Casey and Hans Winberg will pursue developing a DVNR web site. Please e-mail Rich, MrWitworth@aol.com, or Hans, hanswinberg@home.com, with any ideas or suggestions you might have for (or things you'd like to see on) a DVNR web site.

❖ At a cost of £36, the club has ordered from NOC-UK one copy each of the two tech videos referred to in last month's newsletter: **Engine Strip and Rebuild** (120 minutes) – how to dismantle and rebuild a large capacity Norton twin, and **Gearbox**

Rebuild (90 minutes) – how to strip down and rebuild AMC and laydown gearboxes. The videos, of course,

will be available for member use.

Daytona 200 at Waddington's

Bill Waddington has invited all members to his home at 229 Cowpath Road, Souderton, PA, to watch the telecast of the always-exciting Daytona 200, the factory-sponsored Super Bike Race, on his wide-screen TV on Sunday afternoon, March 11th. Bill has promised a big pot of venison chili, and asks that guests bring additional refreshments. Further, Bill stresses that whether you plan to ride

or drive there, helmets will be required attire inside his house at all times, because he says that when his family learns why he has taken over the best TV in the house, and exactly what type of people will be joining him, he expects debris may fly.

The telecast is scheduled for 5:30pm. For details and directions, call Bill at (215) 723-1443, or e-mail him at ATSBILLW@aol.com.

Our March Meeting

... Will be March 18th at **Todd Robertson's**, 22 Buckley Hill Drive, Phillipsburg, NJ 08865. (908) 454-3765. E-mail: trob@fast.net. **Directions**—[Click](#) for a Mapquest map to Todd's. Take Route 78 to the Phillipsburg exit, #3. Head west on Route 22 toward Pennsylvania until you see a Dunkin Donuts on the right. Make the next right onto Roseberry Street. Go to the end of Roseberry and turn right onto

Belvedere Street; travel approximately 1.5 miles. #22 Buckley Hill Drive will be on the right. Todd has a **'71 Commando Roadster** in solitary confinement out back in the shed; he also keeps a Kawasaki Ninja 500 and an '80 Vette that is being restored. For entertainment, he has offered to sacrifice a Commando engine for an inside look at how they are made and what they're made of. Show up around 10:30am.

Sticking Air Slides

"While stripping my Atlas I thought I would investigate the problem of the carb slides sticking. When I tried to tighten the nuts that hold them to the head, I found the face on both of them was 1mm out of flat. These carbs were new last year. How can they make a precision instrument like a carb so wrong?"

This is a common problem in Amal carburetors, and has little to do with precision of manufacturing. It happens for one or more of the following reasons:

1. The flange nuts were over tightened during installation,
2. The O-ring in the carb flange is too thick, causing the flange to bend when the nuts are tightened,
3. The Tufnol insulating washer (on those machines that use them) is crushed at its ends, from over tightening.

It doesn't take much to distort the carb flange, and to cause the slide to bind, especially on a new carburetor. You shouldn't need to tighten the nuts very much to prevent air leakage at the flange.

Greg Kricorissian

(grkricor@ccs.carleton.ca) NOC, March 13, 1997

From the Tech Archives

"Overtightening", November 1992

The old problem of the sticking slide has been encountered by many of us. Most have taken to sanding the slide or carb body in the area where the added friction seems to originate to reduce the interference fit between the two components. Sounds logical. Well actually it isn't. Just ask yourself, "Did

the slide grow? Did the carb body shrink?" The answer is, "No."

What did happen? First of all, the slide is usually innocent. Generally, the carb body has distorted into a non-circular shape (as viewed from above) causing too little clearance across one axis and

too much clearance across the other, 90 degrees away from the first. With a .002 feeler gauge you can generally find these two divergent axes. The gauge will fit into one place but not the other.

The reason the body distorts is overtightening -- excessive pressure applied by the two bolts in the mounting flange. The fix is to locate the major axis of distortion and apply enough pressure to re-warp the body into its original perfectly round shape. I use a hole gauge to measure
Rich Casey

this.

The good news is that when you have done it correctly, the carb immediately feels like new. The bad news is you need to use a tool that won't dimple the carb body and create a localized high spot. I use a pair of Channel Lock pliers over a short piece of leather belt for protection. If you go too far, merely reposition the Channel Locks 90 degrees away from where you started, and go at it again. Be sure to re-measure constantly to assure accurate results.

2001 Meetings & Events

March

- 3-11 **Daytona Bike Week, Daytona Beach, FL.**
5 **Turn 6 Party at Speedway, and Club Meeting at Lighthouse, Ponce Inlet, Florida.**
7 **GANOA Nortona, Noon to 5PM, 1650 South Flagler Avenue, Flagler Beach, FL. \$12 admission.**
18 **DVNR March meeting, Todd Robertson's, 22 Buckley Hill Drive, Phillipsburg, NJ 08865. 10:30am. Call 908 454-3765. E-mail: trob@fast.net. For directions—[Click](#).**

April

- 22 **8th Annual DVNR GATHERING OF THE NORTONS, Washington's Crossing State Park, Washington's Crossing, NJ. No rain date.**

May

- 20 **Monthly Meeting & Group Ride. The Wayside Inn, Weigh Scales, (Schuylkill County) PA. Route 125 (the crookedest road in the state) offers approximately 20 miles of some great and challenging curves. More details and a map in the April issue.**

June

- 1-3 **The [Ontario Norton Owners](#) Black Fly Rally, 25 Kms north of Kingston, Ontario. This is a wonderfully relaxed event. Great riding and fine food are mainstays. Contact [Guy Fortier](#) (613) 376-3228.**

July

- 11-15 **Mid-Ohio Vintage Motorcycle Day's. 2001 is the year of the Indian.**
18-22



The INOA International Rally (Ivy Lea, ON, Canada – minutes from the US/Canadian border) will be hosted by the [Ontario Norton Owners](#). The [Ivy Lea KOA](#) will be the host campground for the first INOA International Rally of the century. For more details, contact [Guy Fortier](#), 613 376-3228. [The 2001 Rally Page is up and running.](#)

- 2002 **International Norton Owners Association National Rally will be hosted by the [Northern New England Norton Owners](#). [Mike Frick](#) 603 883-3038**

2003

International Norton Owners Association International Rally will be hosted in British Columbia, Canada. Ken Jacobson 775 Richter Street, Kelowna, BC, Canada V1Y-2J8 kjacobso@city.kelowna.bc.ca.

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Norton

For Sale or Wanted



Tom Schaefer is still trying to sell his handsome '70 **Norton Commando S**. You've seen this bike before. Tom is asking \$6,500. Call him at (908) 232-4190. If you miss him, please leave a message and he'll get back to you. Tom also hopes to sell his **1999 Kawasaki ZXR-1100**. For this nearly new, great all-around bike, Tom is asking \$6,000. And he is offering his **1995 M-Z Scorpion** for \$4,100 obo.

- ❖ For Sale. **1972 Norton Commando 750 cc Roadster**, 4000 original miles, \$6,500. Needs no work. Call Andy Pramer, (609) 924-0947 (home), or (732) 247-9190 (work).



- ❖ For Sale. **1974 Norton 850 Commando Mark 2A Roadster**. Very clean. Starts first kick; great ride. Lucas Phase III hi-out put alternator, Halogen headlight, original speedo & tach need repair, progressive rate fork springs, new Hagon shocks, new battery, new tires, Sun aluminum rims with stainless steel spokes, Clubman steering damper, oil pressure & volt meter gauges. Will include new Boyer. \$5,000. Also have a matching Interstate tank & seat, but they are not included. Call Glenn Logan, (856) 453-0007.

- ❖ For Sale. Disk brake conversion, **Grimica** caliper, master cylinder and alloy conversion plate. \$200. Call Frank Mohr, (215) 661-9148.
- ❖ For Sale Cheap. **1986 Kawasaki 650**. Runs good. Needs TLC. Call Charles Strunk, (215) 679-9147.
- ❖ For Sale. '87 **Harley FLHS**. 1340cc motor. Just like the new Road King. 20k miles and is all stock except for the exhaust pipes -- still have the originals. Mint condition and maintained it to the extreme. Recently had a 10,000-mile service, a new battery, new tires, and many other new parts. Metallic Burgundy. I have all service records

and manuals. \$9,000 (firm), which is at least \$2,000 to \$3,000 below its worth. You won't see one cleaner or better maintained. Call Howard Nenner, (215) 493-2720.

- ❖ Trade. Pre-alternator **Dommie Primary Cover**, good condition, black gloss paint, for book by Phil Irving, "Rich Mixture." Call David Schmidt, (215) 269-2755.
- ❖ For Sale. **1972 Bennelli Tornado 650**. Plus another '72 Tornado 650 not running. Plus a third motor, frame and lots of parts. All for \$3,500. Call Gary Koehler, (856) 769-1452.
- ❖ For Sale. **Dunstall** 810 kit, with pistons (needs a helicoil) \$200; Mk3 gearbox cradle and swingarm, \$75; 750 gearbox cradle and swing arm, \$50; front disk brake assembly, including lower fork leg, caliper, master cylinder and brake rotor, \$125. (All the brake parts need to be re-done, naturally which is easy and cheap.) **Axtel cam**, \$75; **Atlas** gearbox parts and engine cases, \$?; new set of intake manifolds, \$30; a salvageable 750 Commando cylinder head, \$75; most of a BSA 650 gearbox, \$40; and tons of other stuff I'd love to get out of my garage and cellar. Call Rich Casey, (732) 494-0519.
- ❖ For Sale. **DVNR tee shirts**. Black or green with the very popular six color front/back graphics you've seen many of our members wearing. Pete got these great shirts reprinted and they are now available for only \$15 each. All sizes are available. Pete also has **Norton ratcheting tie downs**. They are 5'2" long and include the Norton logo. They are \$15 per pair. Call Pete Gallo, (610) 461-6582.

Got a bike you want to sell? Good new or used parts that someone in the club might need? If you are interested in buying or selling anything, please contact Hans with the information and it will be in the next newsletter. E-mail Hans at hanswinberg@home.com, or call 908 518-9603, or fax to 908 317-0584.

Interesting & Perhaps Useful Links

INOA

[Chicago Norton Owners Club](#)
[Eastern Seattle Norton Owners](#)
[Gateway Norton Owners Association](#)
[Greater Atlanta Norton Owners Association](#)
[International Norton Owners Association](#)
[Michigan Norton Owners](#)
[Nations Capitol Norton Owners](#)
[North Texas Norton Owners Association](#)
[Northern California Norton Owners](#)

[Northern New England Norton Owners](#)
[Northwest Norton Owners \(NWNNO\)](#)
[Ontario Norton Owners](#)
[Seattle Norton](#)
[Southern California Norton Owners Club](#)
[Twin Cities Norton Owners](#)
[Utah British Bike Club](#)
[Wisconsin Chapter \(INOA\)](#)

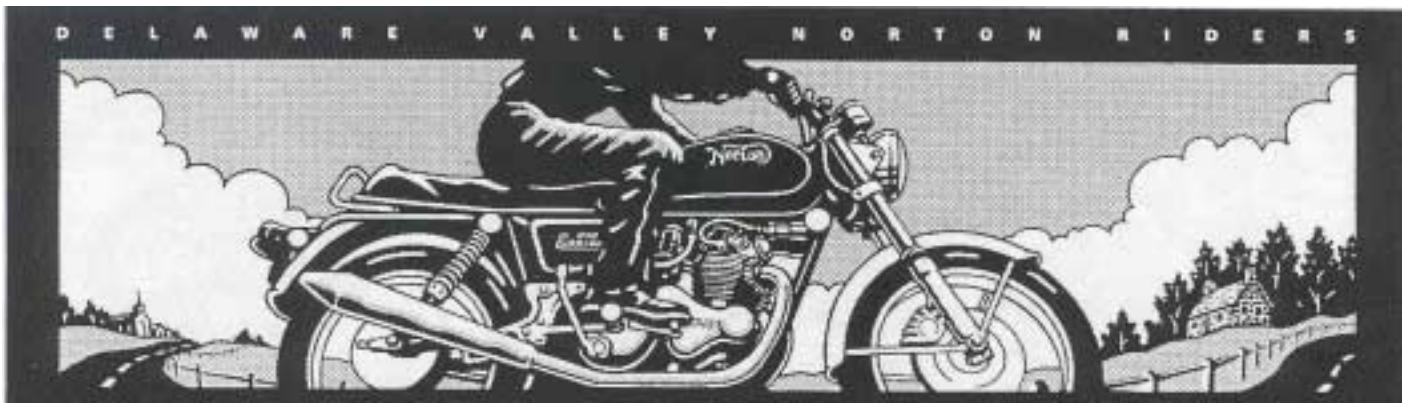
NOC

[Norton Owners Club \(UK\)](#)
[Norton Owners Club \(Australia\)](#)

OTHERS

[Caferacer.com](#)
[Dunstall](#)
[Model 7 Owners](#)

Important Notice: Participation in any DVNR activities, meetings or rides is done exclusively at the personal risk of the participant. The DVNR or any of its members cannot assume any responsibility for the safety of any participant or the behavior of any other individual particularly in association with the operation of motorcycles. Motorcycles are inherently dangerous and attendance at DVNR activities, particularly those that include operation of motorcycles, is viewed by the DVNR as a personal acceptance of associated risks. Anyone riding on public highways is responsible for maintaining liability insurance.



DVNR MEMBERSHIP FORM

All DVNR Memberships expire at year-end, 12/31.

Please use this form when renewing membership and/or joining the DVNR.

Please "mark" one of the following: _____ Renewal _____ New Member

Name:

Address:

City:

State:

Zip:

Phone:

(____) ____ - _____

E-mail address:

Can you receive your newsletter via E-mail? YES _____ NO _____

Dues for 2001 are \$12.00. Monthly meetings are usually held on the THIRD Sunday of each month. Check your monthly newsletter for the exact time and place.

Please return this form with your payment made payable to:

Tari Norum - Treasurer, DVNR
276 Butterworth Lane
Langhorne, PA 19047

It is important that you completely fill out the above including phone number. Thanks.

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(Check the mailing label on your last issue of Norton news for your renewal date.)

INOA Membership Form

Print the form and mail it in.

You may do multiple memberships on this application and write one check to cover them all. Put the number of memberships next to the correct category.

- ❖ [] New Membership
- ❖ [] Renewal
- ❖ [] Associate Membership same household as:

Name _____ Member No. _____

(Associate membership means same household with voting privileges but no Norton News.)

Or I am a member and need the following

- [] Change of address
- [] Corrections

Click [here](#) for more member info sheets if doing multiple memberships with one payment.

Canadian membership questions. E-mail [Steve Jowett](#) your CNOA rep.

U.S. membership questions. E-mail [Mike Frick](#) your USNOA rep

Renewals please put your member # _____

Name _____

Street Address _____

City _____

State/Province _____

Zip/Postal Code _____

Telephone _____

Email _____

Pay the amount below for each member for the number of years specified.

Quantity _____	\$20 US	_____ years	= \$ _____ sub total
Quantity _____	\$25 US. For Canadian memberships	_____ years	= \$ _____ sub total
Quantity _____	\$10 Associate	_____ years	= \$ _____ sub total
TOTAL REMITTED =			

Make checks payable to INOA You may write one check for multiple memberships. Please note that our US bank will only accept postal money orders from Canada. Send your remittance to this address with this form. Please do not send cash through the mail! Dian Slark, 12603 BelAir Circle, McCalla, AL 35111 [Home](#)