

Delaware Valley Norton Riders

NEWSLETTER

WWW.DVNORTONRIDERS.COM

April 2001

The DVNR High-Life Man

There is an 1,100 square foot heated garage on a sprawling farm up a few great motorcycle roads in rural Pittstown, NJ. Inside is a refrigerator stocked with cold St. Pauli Girls, two BMWs (an R26 single and a 1965 RR65), and 12 Nortons in various states of restoration. Honest to God, what more could you ask? This family farm right between two small private airports (Alexandria and Sky Manor) is where DVNR member Pete Kluber grew up and where he and his wife live today. It's his garage. Pete says the BMWs are his concession to reliability.



For the past 40 years, Pete has run his own private aircraft mechanics business at Alexandria because he got that bug as a boy watching small planes fly over the farm. He also got a Norton bug because their character intrigued him.

Pete has offered to host a monthly DVNR meeting this fall. Not one to miss.

Pete's first motorcycle ever, which he bought when he was a teenager, was a 1947 Norton Model 30 single, followed two years later by a 1956 Norton Model 99. Neither are members of his current collection.

Part of his garage is a small linoleumed living room kinda room, and inside are five Norton



beauties all done and ready to ride. So ready to ride, in fact, that under each one is a cookie sheet collecting immaculate drops of what looks like

honey. There's a green 1962 ES2, an unfriendly 1948 Model 30, a 1953 Model 30, a 1964 Atlas, and a 1951 ES2.

Number 1 on Pete's project list today is his 1957 Model 99 Dominator. Its pristine motor stands done on a pedestal a few feet from the freshly powder-coated frame. Then, he says, he'll get to doing the dusty but perfectly complete 1956 Model 88 Dominator that he recently awakened from a long sleep in a barn in Maine.



Of all, Pete's favorite is his 1962 650SS. That's the one he rides the most. And that's the one he most loves to tinker with. Among the others are a 1975 Interstate, a yellow 1970 Commando and a 1969 Fastback. Talk about your High Life men.

If I May

Last month, Philip Hill, Secretary of the Norton Owners Club (UK), wrote us a letter inviting DVNR to affiliate with the NOC, for a fee £25. In summary, the invitation says: “If you affiliate with us, your organization will effectively become an individual member of the NOC with all the rights and privileges that confers (other than holding office).”

Mr. Hill lists those “rights and privileges” as:

- ❖ Roadholder – the bimonthly magazine “recognized as one of the best one make club mags around
- ❖ Access to the members-only pages on the NOC web site, www.noc.co.uk
- ❖ Access to the services of the NOC for DVNR members through a nominated individual (within reasonable limits)
- ❖ Affiliated status on DVNR letterhead
- ❖ The right to send 1 delegate with one vote to NOC general meetings.

I don’t see the point.

Then, Suzin Greenway, INOA President, offers some noncommittal official response to the NOC membership marketing campaign, saying, “the INOA has not entered into any arrangement with the NOC at this time.” And reminds us that joining the NOC “does not change, enhance or disenfranchise your status as an INOA Chapter.” Then concludes saying if any Chapters are considering NOC affiliation, she hopes it’s not out of a temporary frustration with how the current INOA brass is doing its job.

Pete & Tom’s Big Adventure



Sounds like a “Whatever” to me. C’mon. We’re INOA. That’s plenty for me.

Mr. Hill’s invitation and joining the NOC in general, seem pointless. And the “rights and privileges” are vague and practically without value.

So I say, “Thanks, but no thanks. We’re having a good time already.”

But actually there’s a bigger issue under the surface. DVNR members are representative of INOA members nationwide, don’t you think. And they think about their lovely Nortons all the time. But they think about the INOA and the NOC very seldom. INOA means two things: most of all the fresh and colorful information in predictably distributed *Norton News*, and secondly the sights and sounds of a warm summer National. If either becomes irregular or unreliable, the organization becomes irrelevant.

Recently INOA suffered a clumsy catastrophe – it lost a great deal of its computerized membership database. The problem has made getting your *Norton News* unpredictable, at best. We can help fix this. First, make it known that this is something you care about. And second, please take a minute and email either of the following two with however much you know about your own INOA membership (your name, address, phone, email, member number and renewal date). Make sure they know who we are. That way you will have a better chance of receiving your copy of *Norton News* when it gets back on track: [Suzi Greenway](#) and [Barry Armitage](#).

That opinion said, the NOC invitation is an open issue, of course, and is the decision of the majority.

Pete and I saddled up er, I mean we climbed into the van. My 1966 BSA Hornet and Pete's BMW RS were loaded in the back, along with all of our gear. It was mid-day February 28th and we were heading for Daytona via Pensacola. (You were about to say "Pensacola"? Well, the US Naval Air Museum is there and I wanted to see it. Taking Route 81 south, our first stop was Winchester, VA, for Pete’s first ever Waffle House. When we walked in, we could tell we weren't in NJ anymore, Toto.

We overnighted near Knoxville, TN. It seems that Pete suffers from that dreaded condition

known as "sleep apnea". He snores. Kind of like a BSA Goldie with open megaphone on the over-run. Thus, we were up early the next day.

We passed Chattanooga, Tuscaloosa, and all sorts of "oo" sounding cities as we slowly but surely descended through Alabama into the Deep South -- the land of cotton, grits and Mr. Pibb. Pete suggested we get off the highway and take a more local and direct route. Great idea! We saw a lot more.

The second night we stayed on the Gulf Coast. Pete loaned me a set of earplugs. We slept a little later the next morning

The area around Pensacola is a real hotbed of military air activity and there is plenty to see. The Naval Air Museum is absolutely top notch. A must see for any enthusiast.

My wife Toots and I have motorcycle friends, Jim and Marge, in Jacksonville and they invited Pete and me to stay with them for a couple of nights. They both ride. Pete and I were both grateful for a home cooked meal. Jim had organized a ride to Daytona for Saturday. There were about 20 of us and he took us on a nice backroad journey to the fabled city of 2-wheeled rapture. The day was sunny and in the 80's. Heaven! Pete and I walked up and down Ocean Ave. One of the wacky things we saw was a stationary drag strip built on a big semi chassis. It had two dyno type rollers side by side. Two bikes get strapped in and get ready to go. It has a regular set of starting lights, and the elapsed time and speed are displayed about 12' in front of each rider. The lights go yellow, yellow, yellow, green, and the "riders" are off. Throttles twistin', shiftin', wailin' their brains out. Going no place. Nice and safe.

Main Street was a pretty hectic scene. 'Nuff said on that.

Our hosts took us up Route A1A to St. Augustine for dinner and then home. Over 200 miles. Good ride. (Pete and I had separate rooms at J&M's house. Cool.)

After leaving J&M's on Sunday morning, we made our way to our accommodations for the week. It was a "spa" called Charlie-T's Truck Stop on Route 1 about 35 miles from the track. Simple, basic food, quiet, and \$50/night.

The big day was Monday. Vintage day at the Speedway. The 80-degree weather had disappeared. We headed out with the thermometer in the low 40's and sunny skies.

There is every description of motorbike in the infield. It can boggle the mind! I parked in the BSA paddock and just coincidentally got a prize for second best BSA. We saw lots of cool vintage racers, including Cosmopolitan Motors, which handles the Dreer Norton. We walked up to "Turn 6" -- There must have been at least 50 Nortons Commandos of every type there.



One of the highlights of my week was meeting Dick Mann, legendary BSA racer and past Daytona champion, and getting him to sign my gas tank.

After the races, we were taking pictures near where Dale Earnhardt crashed, and we looked up to see an American Bald Eagle soaring right over our heads, trying to catch seagulls, unsuccessfully. Who would have thought that The World Capital of Speed is an eagle sanctuary? We considered that it might have been the spirit of the late #3.

On Tuesday we met up with friends from Germany, Karl, Ginder and Mike. Mike is a professional bike restorer over there and one of his personal bikes is a 1970 Commando S like mine. Karl and Ginder were riding Karl's matched pair of Honda 250cc Rebels. One is painted with the likeness of James Dean and the other has Marilyn Monroe on the gas tank. The artist did a fabulous job. It would be hard to keep your eyes on the road while riding MM.

Our big activity on Wednesday was a trip to Deland, FL, the site of the Jerry Wood Motorcycle Auction. Pete got a big kick out of seeing the layout and thought about returning on Saturday. I saw something there that stuck in my mind.

At breakfast on Thursday at Charlie-T's restaurant, we saw the contrail of the space shuttle as it arched skyward and beyond. After breakfast, we parted company and declared how much fun we'd had together at the world's biggest motorbike

event. We had ridden almost 850 miles around Daytona and I didn't have to speak harshly to the Hornet all week.

Following the BSA Club's Vintage Bike Ride in Deland, I headed down to Palm Beach to spend a glorious week with Toots, while Pete toured Florida.

Saturday, Toots and I rode back to Deland. The bike I had spotted on Wednesday had been bugging me all week. It was a 1948 Sunbeam -- all

there and straight. It needed a home, my home. Toots provided some fiscal responsibility. When the time came to bid, I got all sweaty and excited. The bidding went fast. I waited and then bid \$3,700. It went to someone else for \$3,800. Thanks Toots. I didn't get the Sunbeam, but I had the excitement of the hunt.

We bumped into Pete Bartholomew and talked to him for a bit.

Tom Schaefer

John Stephens Joins DVNR

John Stephens, proprietor of the *Cycle Craft Motorcycles* repair and restoration shop in the northwest New Jersey town of Oak Ridge, has joined DVNR as a member and advertiser. In fact, John – an INOA member and Norton News advertiser for many years -- has agreed to advertise in our newsletter and to be the first advertiser on the new DVNR web site, www.dvnortonriders.com. Although John has quite a variety of motorcycle brands around his shop, Nortons are his first love. John raced this year in Daytona. "I did quite well," writes John. "Although my 250 Ducati is among the fast ones, I'm not that fast on the infield. I

geared too tall to pull redline on the banking because I wanted to survive to play another day. Last year this worked for me, I didn't blow up (something I've done a few times in past years) and I managed a fourth place finish after starting on about the seventh row. This year, because I had points from last year, I got to start on the second row. I got off in about fourth place and due to attrition and my fast bike I finished in second place, the best I've ever done. All told, it was the best Daytona week I ever had."

You can reach John at nortonatlas@nac.net, or (973) 697-1569.

Birth Announcement



On Wednesday, February 28th, DVNR members Howard and Denise Nenner welcomed the birth of their 8 lb., 11 oz., son Matthew Robert.

Tech Tip

The Norton Commando gearbox cradle, besides housing the transmission and the rear Isolastic power train to frame mount, is the part that connects the engine to the rear swing arm. Commandos are notorious for wiggly swing arms; the bushings and Iso setting are often the blame.

But often overlooked is the looseness that results from a bad swing arm-to-spindle clearance.

The spindle is supposed to be a snug sliding fit into the gearbox cradle, and indeed most Commandos were sold with a tight-fitting one. But they loosen up over time, which results

in the gearbox cradle developing an oval spindle housing, and the entire swing arm and rear wheel ends up with far too much side-to-side play. This makes the bike handle poorly (even by 1973 standards).

This problem has been well known for years, giving rise to any number of remedies, like welding nuts to the housing through which bolts are threaded to stabilize the spindle.



Norton Villiers recognized the problem and cured it once and for all with an updated gearbox cradle on the Electric Start model in 1975. They added a pair of tapered cotter pins

just like the ones that hold a kickstart lever onto an old Triumph or BSA. (Actually, the cure just moved the wear point to the phosphor bronze swing arm bushings, but at least you can replace those easily.)

Unlike many other Norton parts that swap easily between one year and another, this new and improved Mark 3 gearbox cradle will not retrofit to earlier Commandos. But years later the *Andover Norton* people finally came up with a solution. The item I'm holding in the photo is not your ordinary Norton gearbox cradle: it is a hybrid design that was created to allow owners of 1974 and earlier bikes enjoy the updated swing arm spindle anchoring system found on the 1975 model. This cures the wiggly swing arm forever. Bear in mind though, that there are some tricky part swapping aspects to this installation because to use the hybrid cradle with the earlier 'long spindle', their bushings and

end caps (the ones with the long spoke screw), a special modified spindle needs to be purchased.

A part is available that make this nagging problem history. I don't recall the part number. I bought two of these, and sold one. I recall paying about \$200 for each of them about 4 years ago. *Fair Spares* in California was the vendor.

Before anybody asks, the 1975 E-start swing arm will not fit your 1974 and earlier bike. The reasons are: the width between the arms is wider, and there is no brake steady plate notch to keep the rear brake plate from spinning.

Modifications can be made but not without the use of a welder and a lathe. I plan to put a Mark 3 swing arm on my 1973 bike and plan to use a 1974 Triumph Trident 19 inch rear wheel. The logic is to rid myself of the one-piece sprocket-brake drum and the two-piece axle, while retaining the speedo drive. I will lose the cush drive, but that thing doesn't do much anyway.

Rich Casey

2001 Meetings & Events

Delaware Valley Norton Riders

WWW.DVNORTONRIDERS.COM

Presents

“8th Annual Gathering Of The Nortons”

Sunday, April 22nd, 2001

10:00 AM

Washington Crossing State Park, NJ

Adjacent to the Nelson House

By the bridge to Pennsylvania

Bring that Norton of yours out and show it off to some of the best Norton Riders and Norton Lovers anywhere.

Non-Nortons Welcome.

Coffee and Doughnuts for All.

**GROUP RIDE AND LUNCH AT THE SHIP INN, MILFORD, NJ
FOLLOWING THE GATHERING**

For more information, contact Bob Katz

Bobkat07@home.com

(215) 884-1174

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.



For Sale or Wanted



1970 Norton Commando S. You've seen this bike before. Tom Schaefer 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. **1970 Triumph Tiger**. Ground-up restoration, except that I didn't keep strictly to the model year details on a few items. Gas tank and fenders are black with a red center stripe, same exact layout as the 1970 Tiger, but much nicer colors than the avocado green. The engine is 1974 750cc 5-speed for better all around drivability, but exhaust, rocker boxes, etc., are the entire original 650 type. Unless you can recognize cylinder base bolt patterns, one would not be able to tell that it isn't a true 650. The ignition system is all electronic, but original zener diode, etc., are preserved for esthetic appearance. If you like Triumphs, this bike is absolutely beautiful. \$6000. Firm. Call Andy Pramer, (609) 924-0947 (home), or (732) 247-9190 (work).
- ❖ Wanted. **Commando fork sliders**, front wheel, and rotor. Also wanted, Atlas oil tank. 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.
- ❖ 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.

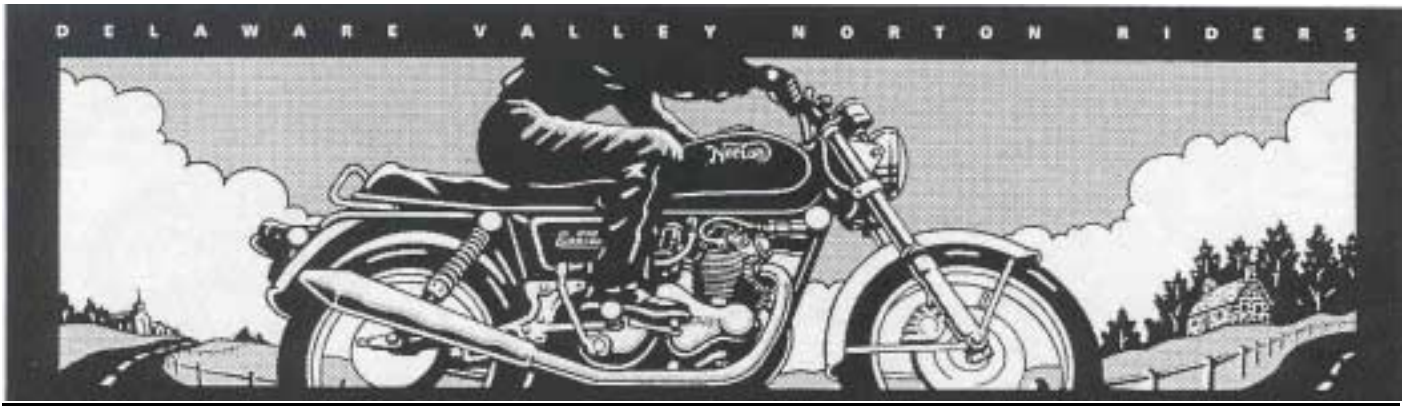
Got a bike you want to sell? Good new or used parts that someone in the club might need? If you are interested in buying or selling anything, please contact Hans with the information and it will be in the next newsletter. E-mail Hans at hanswinberg@home.com, or call 908 518-9603, or fax to 908 317-0584.

***For a Large Number of
Interesting & Useful Links***

Visit our Web Site

WWW.DVNORTONRIDERS.COM/LINKS.HTM/

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.

President

Bob Katz
426 Maple Avenue
North Hills, PA 19038-2225
(215) 884-1174
E-mail: Bobkat07@home.com

Secretary/Publisher

Hans Winberg
640 Rahway Avenue
Westfield, NJ 07090
(908) 518-9603
E-mail: hanswinberg@home.com

Treasurer

Tari Norum
276 Butterworth Lane
Langhorne, PA 19047
(215) 741-0110
E-mail: TeeJayN@aol.com

(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](#)