

Delaware Valley Norton Riders

# NEWSLETTER

WWW.DVNORTONRIDERS.COM

May 2001

## 8<sup>th</sup> Annual Gathering Of The Nortons



**Rob Whinns**



**Rich Casey, left, and Pete Bartholemew**



**Mike Forte, Bob Katz and Gary Koehler, left to right**

What a spectacular and beautiful sunglasses Sunday it turned out to be last month, for DVNR's 8<sup>th</sup> Annual Gathering Of the Nortons at Washington's Crossing State Park, adjacent to the Nelson House, on the east bank of the Delaware River near Washington's Crossing, NJ. It was the best weather in



**Ron Ettinger and Tari Norum**

anyone's recent memory.

And what a turnout. There were at least 28 DVNR members and more than 20 Nortons in the parking area. Pete Gallo reported that at one point

he counted over 150 people conversing around all sorts of motorcycles. "Just a ton of people and a fabulous day," said Rich Casey. "Old friends and new riders came together in big numbers, and that's what it's all about. And there was such a wide variety of interesting machinery, across the board, from a 1947 Norton to a couple modern custom café racers."



**Pete Gallo demonstrates one-kick starting.**

Ron Ettinger, who says he has loved the event for years, and the site, said he never expected to see no many new bikes and so many new people.



**Pete Stevenson.**

In fact, Ron sort of offered to coordinate new-member sign up table for such events as these in the future.

Coffee and donuts were graciously provided

by Pat & Deb Daloisio.

Bob Katz, who said he thought that this



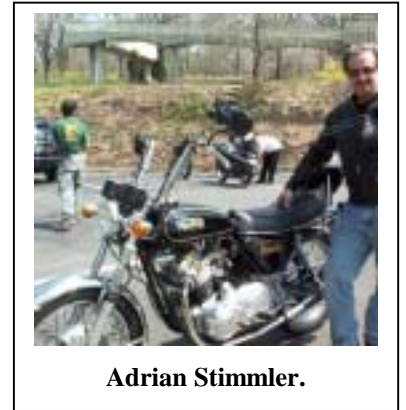
**Dave Schmidt.**

year's Gathering was the best one ever, said he met a reporter there from *Iron Biker Magazine*, and that we can expect to see photo coverage of our Gathering in their next issue.

The Gathering was followed by the traditional "group ride" and luncheon at the Ship Inn, in Milford, NJ, although this year's ride was more like a loosely organized "meet you there" ride than a "group"

ride. The Ship Inn was mobbed with Norton people. No chance to conduct any business. So members had to settle for eating and drinking and talking to friends.

Some of the DVNR members there were Frank Baker, Pete Bartholemew, Shokie Bragg, John Brownell, Rich Casey, Pat & Deb Daloisio, John Dunphy, Ron Ettinger & Lisa Nordell, Kevin Fegan, Mike & Desiree Forte, Pete Gallo, Bob Katz, Gary Koehler, Glenn Logan, Frank Mohr, Howard Nenner, Bob & Tari Norum, Nick Perry, Dave Schmidt, Pete Stevenson, Adrian Stimmler, Bill Waddington, Bob Whipps, Hans Winberg, and former member Dave Paller.



**Adrian Stimmler.**



**Bob & Tari Norum.**

### ***2001 Isle of Man TT Cancelled***

The Island's Chief Minister announced in Tynwald, on April 24<sup>th</sup>, that "Following consideration of all issues, the risks were too high to run the TT. Therefore, the festival has been cancelled." The cancellation is due to the epidemic affecting the

cattle and sheep herds throughout the UK and Europe. All off-road events (foot, bike, motorbike, auto) throughout UK and Europe had already been cancelled.

### ***"It's a Norman or Something?"***

by Glenn Logan, DVNR Founding Member

"Yea I have a *Norton*, a '74 Commando Roadster," said the owner to me. I had asked a co-worker at Ma-Bell to let me know if he saw any British bikes on his travels through the South Jersey countryside. That was June 1980.

I met with the owner, Jeff, one night after work. And there in his garage was indeed a roadster in good original condition sitting off to one side. It

was fairly clean and had been spared any of the low-budget customizing touches often seen on British bikes.

It kicked over but didn't start. Even so, I figured "What the heck. These bikes are pretty simple. What could be so wrong?"

"What do you want for it?" I asked.

"Eight-hundred fifty," he replied.

"OK, I'll take it." The whole sequence took 15 minutes.

I had bought my first real bike three years earlier, a 1973 Bonneville. At the time, a friend who knew I had no mechanical experience told me that if I was going to ride British, I had better become a mechanic.

Being in no particular hurry, I rode the Bonneville a couple more years while tinkering on and generally getting to know the *Norton*, before finally putting it on the road in 1982.

In the ensuing years, I learned the value of two oil clamps on all oil lines, keeping the isolastics shimmed, using a pipe for extra leverage when tightening the exhaust nuts, and how worn-out suspension components can make a Commando do really weird things out on the road.

In *Smithsonian Magazine*, I read this: “The closest relationship possible between man and machine is the restoration of a vintage motorcycle.” Whoever the author was, he hit the nail on the head.

Late nights with *Normie* definitely created that “closest relationship possible”. I knew his every nut and bolt, every noise, every twitch the suspension made, and usually took care of it before *Normie* or me became injured.

The only time he broke down was when the clutch hub nut backed off. My late friend Steve Atkinson was riding *Normie* down some lonely valley road in Virginia on the way to the Norton Owners National rally in 1986. It was somehow fitting to me that Steve would be on board, because Steve was infamous for breaking down. Steve broke down on just about anything he rode. I had come to dub his Atlases “Ratlases.”

During the 750-mile ride home from that rally, *Normie* was getting tired and needed a re-bore. Every time we stopped, it was “add oil, check gas.” Nevertheless, my riding partner and friend, Dave Schmidt, who followed me on his K75 Beemer, told me he had to flog the Beemer just to keep up.

The night I first brought *Normie* home, my then 9-year-old daughter Jennifer called her best friend and said “Come on over. My dad got a new motorcycle.” Her friend must have asked what it was, because Jen answered, “It’s a *Norman* or something”.

My wife Beckie and I have many memories of *Normie*. Riding in the beautiful autumn foliage of Vermont, or the Skyline Drive and Blue Ridge Parkway. Wherever we went, *Normie* always drew comments, and always got us home.

All would be well if the story ended here, but in 1996 I bought a Triumph Trophy. It is all the things *Normie* wasn’t. It is heavy, has a fairing, real

Glenn Logan and “Normie.”



brakes, almost twice the horsepower, a big gas tank for touring, hard luggage you can unlock and carry to your room, and it can be neglected for long periods without serious consequences. You get the feeling it would run between 80 and 100 mph forever. Seven hundred fifty-mile days are not (except for Beckie’s derriere) a stretch. Checking tire pressure and maybe chain adjustment is all the prep work needed. As much class as *Normie* had, as attached to it as I was, the Triumph became the bike I wanted to ride.

So *Normie* sat. Still beautiful and capable, with a gorgeous airbrush of the late dirt-tracker Rex Beauchamp on the tank. But *Normie* was meant to ride. If I sold him, would the new owner appreciate him? Would he ride *Normie* like I had for 14 years? Or would *Normie* get restored and sit in a field at some concourse event after being trailered there by his new owner? *Normie* deserves better.

Usually when I considered selling *Normie*, I’d grab a lawn chair, beer, and cigar, roll him out of the shed, and sit in my back yard and stare at him for a while. After all we’d been through, could I actually be thinking of parting with him? Each session would end with me putting the lawn chair away, and pushing the *Normie* back in the shed, totally cured.

But it became harder and harder to rationalize keeping a motorcycle that I had lost interest in riding. I decided to let go. I worked up the nerve to push *Normie* up onto the lift for one last go-over, and put him up for sale.

What is it about motorcycles that make us so connected to them? Is it that you know every nut and bolt, you know when something needs attention before you actually have trouble? Is that what makes the bond so strong? Of course, it could just be me. I mean, I still drive my 1985 van. I still have

my '73 Bonnie. Ditto for the '75 MG Midget and my wife of 34+ years.

Whatever the case, Beckie told me time and again, "You'll be sorry if you sell *Normie*." I really thought I was emotionally ready to do it. Now, I'm not so sure. Either way, I have the memories of *Normie*, and all of the places we'd been.

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## ***Letters***

### ***New Pennsylvania Passenger Restriction***

My name is Bernie Mohr, I am Frank Mohr's brother. I'm also president of the ABATE chapter here in Montgomery County, PA. I'm forwarding you this info because some of your members with kids might like to know what Harrisburg has in mind for Pennsylvania motorcyclists.

*"The General Assembly Of Pennsylvania, Senate Bill #248, Session of 2001. Introduced by Tilghman, February 6, 2001. Referred to Transportation FEBRUARY 6, 2001. An Act Amending Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes, further providing for motorcycle passengers.*

*The General Assembly of the Commonwealth of Pennsylvania hereby enacts as follows: Section 3522 of Title 75 of the Pennsylvania Consolidated Statutes is amended by adding a subsection to read: '§ 3522. Riding on motorcycles. Children as passengers.--No person under 18 years of age shall be a passenger on any motorcycle.' This act shall take effect in 60 days."*

I know DVNR is interested in what is happening out there legislatively in Pennsylvania. ABATE is always finding out what is going on against the motorcyclist (we are a paranoid group it seems to be). Thanks for your time. Bernie Mohr

### ***About INOA***

Greetings from the Gateway Norton Owners Assn! Thanks for forwarding your April 2001 newsletter. I agree with the editor's views on the NOC offer, and also what he said about the INOA.

If they can't keep their records strait then what are we doing? The interest is at the local level, which is where I write my perspective from. Good luck- perhaps I'll run into y'all at Mid-Ohio J. Jump

### ***On Canceling British Bike Day***

Germantown, aka, Butler's Orchard or British Bike Day has been canceled for 2001! This information is direct from the former promoter. Too bad, it used to be a good meet. I hate to sound critical of the guy who ran it but it was done pretty amateurish. The guy who promoted this event, I feel didn't really promote it. Promoting an event means advertising weeks prior to the event in newspapers such as the *Washington Post*, *Philadelphia Inquirer* and *The New York Times*. Getting newspaper reporters to write articles about the event that can be used in successive years to announce the upcoming event again. Taking the time to develop a relationship with local area motorcycle dealers with flyers in windows and handbills. Maybe even a small advertisement on *Speed Vision* on Sunday evening when motorcycle

racing is often featured, and especially taking the time to inventory local British motorcycle clubs so they would be given advance notice. Even putting up posters in the area for several miles away announcing the event. The last couple of times I attended, I found two small posters almost at the entrance. Obviously this promoter didn't want to take any risk or put any time into the event to cultivate it, therefore a good event died. I think it is a real shame that this whole Delaware Valley area is a desert of motorsports events and especially motorcycle events, i.e., road races, shows and vintage events. Sorry for the speech, but I am a vintage race car fan vintage motorcycle and racing fan, but due to limited resources and time am limited to the local area. Barry Goldsmith

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## ***Triumph Come Home Swap Meet & Rally***

If you're looking for special British parts, here's an idea: try the Triumph Come Home Swap Meet & Rally. It'll be held June 8, 9 & 10, 2001 and it's only about an hour north of the where the old Germantown event was held. And while the name says Triumph, this is a British event! All the details (registration form, map & directions) are at [www.triumphcomehome.com](http://www.triumphcomehome.com). It's a Friday thru Sunday noon Swap Meet & Rally held in the rolling hills about 20 miles southwest of York, PA. Great riding, parts vendors (both new and used), motorcycle games, camping, two bike shows (one all British and one all Triumph), group rides, technical workshops, on-site restaurant, hot

showers, flush toilets and lots of fun. Costs for the entire weekend are very reasonable: \$35 pre-registration gets you and a friend in for the entire weekend, your own 20'x20' spot to vend and/or camp, \$10 worth of food tickets in the restaurant *and* a free official T-shirt! It's \$40 without the T-shirt at the gate and there's no guarantee you'll get a spot. There's no extra cost for the bike shows, swap meet, m/c games and technical workshops. The Saturday night banquet is the only "extra" but at only \$12 for a great meal and plenty of door prizes. More information is available at (804) 730-7724, at [www.triumphcomehome.com](http://www.triumphcomehome.com).

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## **May 20<sup>th</sup>**

**Our May Meeting & Group Ride will be Sunday the 20<sup>th</sup>, starting at The Wayside Inn, on Route 61, WeighScales, near Shamokin, (Schuylkill County) PA. The ride will be along Route 125 (the crookedest road in the state). It offers approximately 20 miles of some great and challenging curves. For Mapquest Directions, click here -- [The Wayside Inn](#). Show up there around 10:30am. Phone for the Wayside Inn is (570) 648-9228. For more details, email Bob Katz at [bobkat07@home.com](mailto:bobkat07@home.com), or phone him at (215) 884-1174.**

## **June**

**3 6<sup>th</sup> Annual British Swap Meet , Georgia Cycle Depot, 666 Puckett Drive, Mableton GA. (770) 948-4688.**

**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 AMA/AHRMA Vintage Motorcycle Days, Mid-Ohio Raceway, Lexington, OH. 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](#). Please register early.**

**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](mailto:kjacobso@city.kelowna.bc.ca).**



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***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. **1967 Norton Atlas** for sale. Restored by Walt Merk and located in Florida. (850) 773-3107 or [emerk@streamail.com](mailto:emerk@streamail.com).
- ❖ 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. 500cc 1943 Norton (restored). Military model with rare blackout light. \$6,000. Ask for Jesse, (410) 461-5193.**

- ❖ 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 3<sup>rd</sup> 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](mailto:hanswinberg@home.com), or call 908 518-9603, or fax to 908 317-0584.

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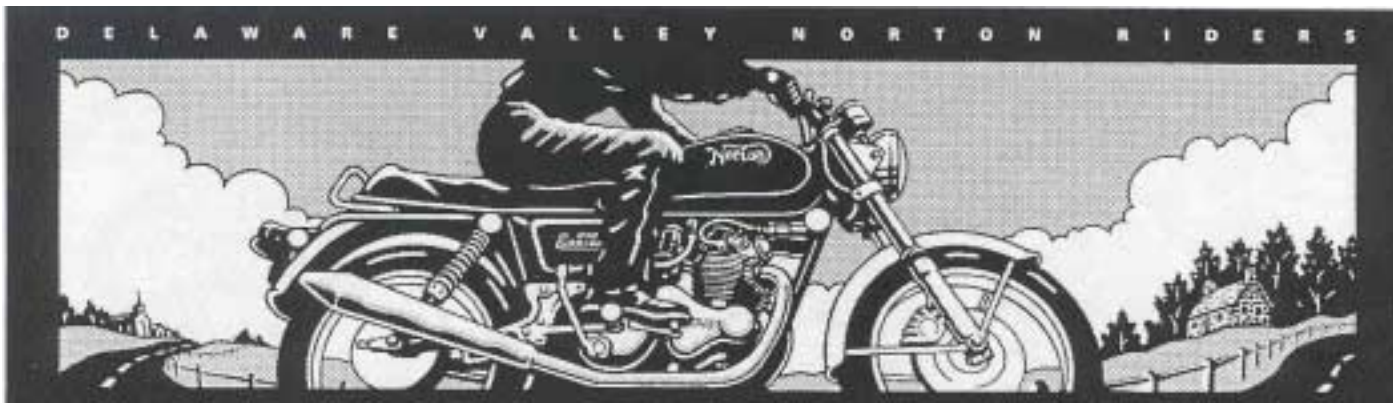
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Important Notice: Participation in any DVNR activities, meetings or rides is done exclusively at the personal risk of the participant. The DVNR or any of its members cannot assume any responsibility for the safety of any participant or the behavior 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**

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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 # \_\_\_\_\_

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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
<b>TOTAL REMITTED =</b>			

**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](#)