



Delaware Valley Norton Riders

NEWSLETTER

WWW.DVNORTONRIDERS.COM

August 2001

August Meeting at Pat & Deb Daloisio's Summer Ride, Pool Party & Cookout

The gang at the National Rally agreed that Saturday, August 18th, would be a better date for our August meeting than the traditional 3rd Sunday (the 19th). Therefore, our August meeting will be held at the home of Pat & Deb Daloisio, 1360 Revere Road, Yardley, PA, on Saturday, August 18th. Please note that this is not our regular Sunday schedule.

Writes Pat: "We plan to meet between 10:30 and 11:00AM for a short meeting, followed by a spirited group ride. When we get back from the ride (about 1 PM), we expect to meet DVNR spouses, family and friends who couldn't make the ride, and

enjoy an afternoon pool party and cookout. DVNR will supply our favorite chilled low-fat beverage, but we need everyone else to bring something to grill, dip, shuck, drink, spread, chill, scoop or slice. We'll be using the new patio fireplace or charcoal grill to cook on. We don't need no stinking gas!"

Please call Pat or Deb at (215) 321-4073 so they can get a count of how many plan to show-up, and so they can coordinate what everyone is bringing. Please be sure to bring the kids, a bathing suit and towel. Their plan is to break their record for the number of DVNR members in the Jacuzzi!

President's Message

On September 8, 9, and 10, the *Nations Capitol Norton Owners* is hosting Rolling Thunder at Everitt, PA, just below Penn State University, right off the PA Turnpike (about 3 hours from Philadelphia). For those interested in attending, we can discuss this at the next club meeting at Pat & Deb's. Also on the agenda will be the Isle of Man

TT Races next June. Is anyone planning on going? We should talk about this. Other topics are the next few meetings or rides, and the site for our 2001 Christmas Party. At the meeting, I will show my exclusive pictures from the National Rally of Pat actually working to tighten his chain. See you there.
Bob

Titles Unlimited Can Get You a Title

A business acquaintance recently gave my 16-year-old son his 1981 Honda 750 Four for free. Although somewhat neglected and dirty, this Honda is a good bike. The man's back problems ended his riding career 5 years ago. Unfortunately, though the Honda was his, it was titled in the name of his long-gone ex-wife.

We found a service on the Internet called Titles Unlimited, in Birmingham, Alabama. For \$155 and a notarized statement that we are neither thieves nor frauds, Titles Unlimited has established us as the bike's legitimate owners. Basically, you sell the vehicle to TU and they sell it back to you with Alabama papers. If you are more curious, the web address is <http://www.titlesunlimitedinc.com/>. *Hans*



“The National Was Great. Weather Was Even Better.”

Tari Norum

I went to the Norton National rally last month (Pat Daloisio actually rode his Norton there) and hung with the DVNR attendees, including:

- Lauretta (soon to be Greenbacker) Atkinson
- Jack Ballard
- John Brownell
- Richard Casey
- Pat Daloisio
- Mike and Desiree Forte
- Pete Gallo and Nickie Radway
- Rick Hill
- Bob Katz
- Frand Mohr and kids
- Howard Nenner
- The Norum Family
- Todd and Diane Robertson
- Bill Waddington and his friend Susan

I did not see any of the concourse and not much of the games.



Clockwise: Susan, Bill Waddington, Diane & Todd Robertson, Pat Daloisio, Bob Katz, Tari Norum (hidden) Karl and Frank Mohr, Howard Nenner, John Brownell, and Dick Cummings. Photo by Bob Norum.

I know that our Bruce Allen took two first places -

- one for Best Cafe Racer, and one for Best

Custom (or maybe best period piece) for his Paul Dunstall.

The New York Chapter had the rowdiest party on Wednesday night with their Wine Tasting. They carried on for hours and seemed to be having a grand old time.

The DVNR group included one “honorary DVNR” from North Carolina (Dick Cummings). He camped next to us and turned out to be a really nice guy.

We took our own group ride on Friday morning -- skipping both the President’s meeting and the scheduled group ride. We were warned of all kinds of likely dangers happening on the sched-



Left to right, Bill Waddington, John Brownell, Todd & Diane Richardson, and Frank Mohr and his son, Karl.

uled group ride due to the large number of participants expected. So we did our own thing.

We rode all kinds of roads, which eventually took us to

the quaint little waterfront town of Westport, Ontario, where we stopped for lunch at a wonderful restaurant. Some of us rode directly back to camp afterward. Others stayed to explore the town. And others rode to some Harley shop (ask Bob Katz or Howard Nenner for details on that).

Lots of things to do for the kids - swimming, game room, three-wheeled scooter type bikes for rent. Most of the kids had bicycles so they were all over the place. I know I never saw mine. Sarah found another teenage girl her age and they went trolling for boys.

All in all, everyone had a great time.

Rich Casey

I rode my new Valkyrie to the National via all 2-lane roads, covering over 1,300 miles in 5 days. It was my best stateside ride in years. This was a very well attended and well-organized rally. Probably the best I have been to in my 20 years of Norton Nationals. The agenda featured all the usual events, only I don't recall any Tech Sessions, though there probably were some.

The most interesting bike at the rally, in my opinion, was the race bike built by Jim Comstock. The only original Norton parts on the entire machine were the cam, the oil pump, cylinder head casting, and the main part of the engine case castings. Everything else was of Jim's own construc-

tion, including the frame, the crankshaft (a VW Diesel segment) gearbox gears (running on KTM dirtbike shafts), the gearbox shell, oil tank and the swingarm. Even the fasteners were custom made.

One of the unique features of this bike was that the crank ran on plain main bearings and there is a center main bearing too. The interesting engineering features are too numerous to list here. The bike makes 94 HP at the rear wheel. This is the highest horsepower of any normally aspirated Commando style Norton that I've known of in my 20 years of Nortondom. And its builder was as graceous as one could be in answering the hours worth of questions tossed at him.

A Letter from Tim Bauer

Dear DVNR Crew,

I have moved to Naperville, Illinois. I would like to thank all DVNR members that I have met in the past. Even though I did not participate much, when I did, everyone made me feel welcome. I would like to thank Frank Mohr, whose '74 rolling basket got me back into Nortons, and introduced me to the DVNR.

Thanks also to Kevin Fagan, who recently chased a nasty gremlin out of my gearbox. And of course, last but not least, thanks to the venerable Norton Doctor (Rich Casey) who, in one afternoon, stripped my bike down to a garage full of nuts & bolts and then told me he had no idea how to put it back together again! (Real funny!) In truth, I stood back scrubbing parts as he deftly whipped the bike back together on the new frame in less than a 1/2 day. The man knows so much about Nortons that it's scary!

Thanks to all. It has been great. And if you're ever stuck around the Chicago area, just look me up. I'm not the best mechanic, but I do drink beer and scrub parts.

All the Best, *Tim Bauer*

Pete Bartholomew's Clean Dozen

Pete Bartholomew has not been able to stay off motorcycles since he first twisted back the accelerator on his little Honda CL100 back in 1971. He didn't even particularly want to own that little Honda. He felt he was already doing just fine in the



vehicular thrill department behind the wheel of his 375 horsepower Corvette. But a friend needed to sell the Honda to

get enough money to buy a washing machine, so Pete obliged.

Today, Pete dotes on a dozen beautiful motorcycles, some obvious choices – some not, in the

garage behind his home in Berkeley Heights, NJ. In the world of motorcycles, there are two types: those who think they want to be a motorcyclist until they actually ride, and those who can't live without riding. Pete is the latter. He rides his '92 Ducati 900SS so fast that he's had to add a special steering damper.

He rides his 2001 BMW R1150 to work everyday. He also rides a 1973 Kawasaki H1; a '74 Kawasaki Z1; two 1979 6-cylinder Honda CBXs – one red, one silver; an '84 Yamaha RZ350; an '86 Kawasaki Concourse; a '96 Buell SZ; a '96 Kawasaki KLR650; and a '97 KTM Duke. However, he does not ride his 1974 Electric Start Norton 850 Commando Roadster. It's just about halfway restored.

Pete found his Norton in fine original shape out in Pennsylvania 8 years ago. It was complete and running. The original paint, that familiar white with blue and red stripes, was good enough to keep.

But the bike was by no means stunning. Pete began his concours restoration with a complete disassembly. Now it's halfway finished and reassembled. The frame sparkles, the motor, the new chrome, and the new Buchanan wheels. A brand new exhaust system from England waits in a box. There is little

left to do but bolt it together. Then Pete will have another real nice rider for those serpentine roads near his house.

Of course both the gear shifter and the rear brake will be on the wrong side.



Hans' Handsome Angel, Before (May 1999), and After Sparing No Expense (August 2001)



Calendar of Events

- The Fall** Member Jim Guerra of Springstown, PA, says he'd love to help host a monthly meeting late summer or early fall. He says, "It's a nice ride out to our place, thru a covered bridge. Let me know how we can proceed with this." Jim. If you'd like to give Jim a hand, please email him at JimRay03@aol.com.
- 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

- ❖ **For Sale: 1974 Norvil Commando.** Fewer than 500 miles on Complete Rebuild. Over \$14,000.00 Invested. Fast and Very Reliable. All Bearings Replaced (Superblends, Roller Bearing in Tranny etc.). All Genuine British Parts Used, (Pistons, Rings, Valves, Polished/Lightened Rockers, etc.). Genuine Norvil Parts: Bodywork, Rear Sets, Z-Plates, Head-Steady, Stabilizer, Ameter Gauge, and Clipons. QPD Primary Belt Drive Primary (no leaks).



Lucas Rita Electronic Ignition. High Output Alternator. High Output Coils. Brand new Amal Carbs. All new Cables. Akronts w/Stainless Spokes. Brand New Metzlers. Hagons. Drilled/Lightened Brake Rotor. K&N Filter. Stainless Airbox. Stainless Bolts Everywhere. MK3 Isolastics. MK3 Kickstart. Rebuilt Gauges. New Fork Tubes. Progressive Springs. New Wheel Bearings. New Brakes. New Renolds Drive Chain. Fresh tune, Fast

and Reliable, absolutely ready to ride. Motivated to sell. \$7,500. (Firm). Email: BZIMMER761@aol.com. Phone (612) 770-2995 Minneapolis, MN.

- ❖ **For Sale: Honda V-4/750.** No carbs. #RC07E-4007297. \$200. Call (678) 355-0521
- ❖ **For Sale. 1967 Norton Atlas** for sale. Restored by Walt Merk and located in Florida. (850) 773-3107 or emerk@streamail.com.
- ❖ [Bill Milish](#) in New Britain, Connecticut, has a **1971 Commando** for sale and "a ton of good used and new service parts and spares." Double click his name above and you can email him. A lot of stuff on this Commando. And he has pictures. Of the '71 Commando, he lists: Belt drive dry primary with aluminum clutch basket and Barnett clutch plates (friction and floater); dual Mikuni VM32 carbs with K&N air filters; 2-into-1 exhaust system, jet-hot coated; factory optional stiffener kit installed on front brake; factory optional oil filter kit; VW Beetle valve ad-

justers (eliminates valve stem tip wear); fiberglass front fender; Dunstall headlight brackets with 5" Lucas headlamp; ¼-turn quick throttle; Hi-Rider fiberglass gas tank; Mark II rear brake drum, sprocket and hub assembly; 850 vernier isolastic front mount; 850 headsteady system; and a 19-tooth countershaft sprocket.

- ❖ **For Sale. 1967 BSA Lightning.** Boyer, Halogen headlight, etc. Call 609-397-4698.
- ❖ **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). apramer@aol.com.

- ❖ **For Sale. 1967 Norton Atlas.** Restored by Walt Merk and located in Florida. Call 850-773-3107 or 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). apramer@aol.com



For Sale. 500cc 1943 Norton (restored). Military model with rare blackout light. \$6,000. Ask for Jesse, (410) 461-5193.

- ❖ **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. 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.

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Interesting & Useful Links***

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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.