

Minutes of Last Meeting by Chaz

Greetings,

We held our monthly NNENO meeting at the "Loaf" on Saturday September 13th 2003.

I can't find my notes, but it was an *uncluttered* meeting-so I'll do this from memory. The main issue was our trip to Vermont. Seeing that the trip was last weekend it makes more sense to tell you how it went than to bore you with the planning. So that's what I'll do.

First though-just a few notes on the meeting. We met on Saturday the 13th. Don't have the *attendee* list, but there were approximately 10 members. The highlight was seeing Ken Dube's 1957 Norton ES2. He rode it from Lowell and parked near the Loaf. After I finished my lunch I went outside to see it. This bike is simply a jaw-dropper! I happened to be with Ken when he bought the bike a year and a half ago at Gunstock. Can't overstate the amount of dedication (and \$\$\$) it takes to complete a project like this. But seeing the bike on the street--parked next to NNENO Commandos--makes it all worthwhile. You can check it out at Ken's website (His Link can be found at the NNENO site), but If you can do it-see it in the flesh. People were stopping on the street to look at it.

- The September meeting was well attended (but I can't find the attendance list). *Here we go again! Brother Chaz, our Secretary can't find his list or his notes... again! At least he's consistent!! Just joking Chaz! ed.*
- Like I said, the meeting was mostly about organizing the Vermont trip to the *British Invasion* in Stowe on the weekend of September 20-21. Our main concerns were meeting up with each other and finding Vermont members. The hurricane complicated planning, but everything worked out beyond ALL expectations.
- One (non-Vermont) item did come up at the meeting. Vanson Leathers has agreed to digitize our logo(s) for us. This means that our Timing Cover Logo and our (former) Rally Logo can be embroidered. (Mike Frick has already changed the rally Logo to a more general NNENO logo so that we

can continue to use it-it is just too nice to relegate to history.) This will take awhile, but in the end we will most likely have Vanson make patches for us. Vanson is also interested in stitching NNENO logos onto their products for NNENO members. We discussed this issue and members thought this sounded like something that NNENO would like to work out with Vanson. Just to be clear-I brought this idea to Vanson, and am in touch with them. I will keep you updated as this progresses. Obviously, this would be a good promotional move for Vanson, as well as a good deal for us-in other words this is a *good faith* agreement at this point. I will do my best to see that everyone benefits.

That's about it for meeting notes. NNENO continues to run like a freshly tuned Norton.

Ride Safe

Editorial by Mike F.

The motor located by Mike Pappas has arrived! Again, the credit goes to Mike Pappas for not only finding and securing the motor, but Mike drove out to Rochester, NY picked up the motor and delivered it to my house!

As stated before, the motor was purchased from British Bike Connection in Rochester, NY. Jim Knoll, a past INOA president, was kind enough to hold the motor for us until we could sort things out. I believe Jim said it was a 1969 750cc engine.

Now that the motor is here, it's just a matter of knowing what to do and how to go about it. Guess what? I'm gonna ask Dave Comeau how he would approach this project.

The motor definitely needs to be

cleaned. However, there appears to be no damages due to a crash or tip-over. All the cooling fins are intact, which is a rarity these days.

Most Norton motors pulled from the frame have a fin broken between the barrel and the head. Why? Cause most folks who don't know Norton's have no clue that there's a bolt in the center of the head... and when they go and try to remove the head, they think it's stuck! So, they try to pry the head and barrel apart... and they try and they try. Then they break a fin! It's at this juncture that they realize that there MUST be another bolt holding this sucker together! Then they find the center head bolt, remove it and the head just lifts off... like it's supposed to!!

So, we can formulate a re-build plan for our Commando club project. As stated before, the club doesn't pony up any money for this project. However, the members will benefit from the experience of rebuilding a motor that has sat for some time... and get to see what it really takes to rebuild a motor that has an unknown history. Will we need to get in the bottom-end and install Superblend bearings? Unknown. If not, then we can concentrate on the top-end. It's going to be a great learning experience.

Mike Friel has volunteered his new residence as the site of our Christmas (or Holiday) Party. I believe Mike said his new house is in Haverhill, MA.... and reports tell me that parking will be *fun*... We'll let Mike tell how he plans on handling traffic at his residence. Make your plans now to attend this event. Blues-man Chaz is re-organizing his band, The Chaz Proulx Norton Review and, according to Chaz, they will be there and ready to lay down the tunes. If you play a musical instrument and are good enough to play with these guys (i.e. you don't stink!) give Chaz a call.

Welcome New Members!

Thank you new members and welcome to NNENO! We hope your membership is enjoyable. If you have any questions, feel free to contact any of the club officers.

Tech Session

Minor tech topics are frequently discussed before and after regular meetings. A new format will be tried for a while, with apres' meeting, open tech

sessions, in *Dave Comeau's* garage in Ipswich. After last month's meeting, this was tried, and seemed to be well attended and quite beneficial for those attending. The advantages of having tech literature and parts and tools readily on hand makes show and tell much more meaningful.

Upcoming Events

All events listed, except for the club meetings, are subject to change until I can verify their exact dates.

- **October 11—NNENO Club Meeting** at the Loaf and Ladle, Exeter, NH. 1:30pm.
- **October 12—Larz Anderson M/C Classic. Club Booth will be present! A NNENO sponsored event!**
- **November 8—NNENO Club Meeting** at the Loaf and Ladle, Exeter, NH. 1:30pm.
- **December 13—NNENO Club Meeting** at the Loaf and Ladle, Exeter, NH.
- **Holiday Party**—To be announced when we will have it. Party to take place at Mike Friel's house in Haverhill, MA.

For Sale

If you've got something to sell, let me know. All ads are free to NNENO members! If you want to place an ad, contact Mike Frick.

- **For Sale**—1973 750 Commando. Has been in storage since 1988 when it was moved from Minnesota. Chrome is in excellent shape. New battery, air cleaner assy, oil tank rubber mounts, master cylinder rebuild, all fluids changed. I do have the original blue tank and side covers (will swap with what is on bike) but outside of tank has some rusting due to chipping in paint. Asking \$4000.00. Contact Dave Swartz 978-948-2145, dswartz@attbi.com
- **For Sale**—AVON Roadrunner tire, used on my '75 Commando as a front tire. Good shape, plenty of miles/tread left on it. \$50.00 e-mail: norvillnh@hotmail.com 978 204-8887
- **For Sale**—Steel Norton Commando High Rider gas tank. Black w/gold pinstripe. Very good condition but could use repainting, no dents or rust. Come w/nos mounting bracket. \$185.00 Call Mark @ 781-659-7596 after 6:00pm

- **WANTED!** 1975 Norton Interstate MKIII in good to excellent condition. Call Mark @ 978-388-5025
- **For Sale**—Norton 650 SS, complete and almost on the road. Has SRM mag conversion and podtronics. Due to family emergency I am trying to sell asap. Contact Rich @ Work #: 860-694-5151, Home on weekends #: 603-838-5164. email, STS1-RICHARD.DEMERS@cnet.navy.mil
- **For Sale**—1973 Norton 850 Commando, Excellent condition, second owner, low original miles, new paint, and many original parts. One kick-start, and a nice example of a Norton. 8280 original miles. \$5600, call Mike at 508-384-9005 or email - Michael.Raisman@Monster.com

Articles

I know some of you have stories that we would love to hear.... well, I'd be happy to print them for all of us to enjoy so, send 'em in!

Club Paraphernalia

Club paraphernalia and rally t-shirts are available by contacting Mike Frick.

Acrobat Reader—Just so everyone is kept up-to-date... I am using a newer version of the software I use to create your newsletter. In order for you to view the newsletter and all it's new "features" please download **Acrobat Reader version 5.0**

Cape Cod Rendezvous by Tony Lockwood

Our activities have been limited this month (September) to some riding and last minute stuff. Nothing organized so we do not have much to report. For October, our get together will be a group ride to the Larz Anderson meet on the 12th. We will be leaving from the Capewind and will have an intermediate stop to meet other riders on the way. Please contact me for more details by email to nortonES3@aol.com or phone 508 548 3400.

Members Rides by Chaz

As stated in past NEWS, we are kicking off a project to get pictures, and short "biographies" of NNENO motorcycles and riders onto our web site.

If you have j-pegs, please e-mail them to: Trip Swartz: openwater@attbi.com

Preferred format: size 480x640. Please be sure to type NNENO Pictures in the subject heading so Trip can find these.

Chaz was nice enough to write an article about the club ride to Stowe, VT. so we're going to cut him a big piece of slack for not having another member's Norton featured here. I'm sure he's got someone's bike in his crosshairs for the next article!

NNENO in Vermont by Chaz

Earlier this year we included a run to Vermont in our annual "Official" NNENO activities. This is the first Vermont trip in a number of years. We used the annual "British Invasion" in Stowe as a rallying destination. (By the way--it turns out that Frank DelloRusso and other member used to meet at the British Invasion years ago - thanks to Vermont Member John Davis for bringing this to my attention.) Anyway, a number of us had ties to Vermont and wanted to enjoy some riding in the Green Mountains. I lived in Vermont for 12 years, and used to ride the hills on my 72 Bonneville. That was in the early 1980's. In 1985 I bought the Commando that I now ride in Burlington, Vermont. By that time I had gotten to know my first Brit-Bike guru, a fellow named Nelson Davis. Nelson has owned (roughly) 100 British machines-I kid you not! We'll get back to Nelson in a moment.

The gist of the trip was to have fun of course, but we also hoped to "network" with Vermont members. Ultimately the goal is to have the same sort of connection there that we do on Cape Cod--put faces with names and help everyone to hook up (and make some noise too.) Our journey couldn't have worked out better in that regard. The run also shows why it is so important to network. We probably would have lost two bikes along the way otherwise. Read on.

The Hurricane prevented us from heading up on Friday, but we lucked out--Saturday the 20th was sunny and downright warm. Mike Pappas, Mark Dufrense and I met in Milford Center NH. (Mike Frick wasn't able to make it due to an illness in his family.) We ate breakfast and headed up scenic route 13 to catch the slab (Interstate 89) to Vermont. Lee and Mary had been in Vermont at a condo in The Smuggler's Notch Resort since Sunday. The plan was to meet up with them and hopefully spot others at the show in Stowe. Mark's 74 850 just got out of Carl Hokanson's shop and Mike had

recently bought his 75 electric start on e-bay. Both bikes passed the highway test. The three of us cruised 89 effortlessly at 75 mph. A few times we fell into formation with a number of Vintage Jaguars--the featured marque--on their way to Stowe. Great fun waving to everyone.

Good fortune held. We stopped for gas (Mike and Mark have those roadster tanks!) in Waterbury. Just as we were heading onto route 100 a Commando went by. The rider saw us and turned around. Turned out to be NNENO member Tom Rood from Lincoln. Tom and I know each other, but hadn't seen each other for 30 years. He saw my name last year on the web and sent an e-mail to me--"Are you the same Chaz that knew so-and-so?" YUP THAT'S ME. We've e-mailed since last winter about **Nortons** and NNENO. Unbridled enthusiasm! Tom just got his commando back (last week) fresh from an extensive rebuild. So we were shaking down yet another bike. The first thing I noticed was quite a bit of smoke coming out of T's exhaust. Oh-oh.

Its a short hop from Waterbury to Stowe. We parked our bikes and headed in to the show. The cars were something else of course--with many upscale restorations. First one I spotted was a perfect Aston Martin DB4. Yikes. If your old-enough you-know-that-you-know--who drove one of those when he wasn't drinking shaken martinis. We waltzed down a long row of Mini Coopers expecting to spot Dave Swartz, but never did find him. We did however find (friends) John Davis and Bob Gorton. A lot of us know John from Gunstock events (he also used to host a popular British ride event in Vermont.) None of us "flat-landers" had met Bob Gorton, however. Bob is well known amongst Brit-types up north. We had our eyes out for his 52 Vincent Black Shadow. We eventually stumbled onto the bike (very few bikes enter the show it seems--no doubt because of the \$45. fee). Met Bob and his entourage of friends and family. Had a great visit as you would expect.

After drooling over a line of XK-E's (each with the hinged body work pitched forward exposing those beautiful engines and space frames--wow) we decided to ride over Smugglers Notch to Lee's place. Lee and Mary were on the Beemer. On the way out though we ran into a guy with a **Norton** t-shirt. A former member from

Warren Vermont. (forgot his name--damn) Got yacking about bikes and urged him to join NNENO. Actually, he told us his wife rides the family **Norton**, so we hope to get an e-mail one of these days.

We took off. If you haven't ridden a bike over Smugglers Notch, let put it this way-- In places it is more like a paved goat path than a road. Toward the top it is single lane and likes to curve around rocks and under ledges. It's a little like skiing uphill. Mostly first and second gear turns. We spotted a Commando going the other direction, but I had lost my boy-racer mind and didn't turn around--oops. It turned out to be NNENO member Jack Manning from Jericho. We missed him that time, but caught up with him on Sunday. Jack was having some overheating problems in one cylinder (carb) but eased the Commando back to Jericho, apparently without doing serious harm.

When we got to Lee's Condo we began checking out the bikes. Big problem--Tom had lost one of the very special and very rare (lipstick tube) head bolts--the ones that thread up into the cylinder head. That's bad news--especially on engine stressing mountain roads. No wonder he was smoking.

About that time the phones began to ring. First call was from our own Skip Jones. Skip was a little turned around down on Route 2. He had crossed northern NH and into Vermont straight East to West. Unfortunately he was doing it with a clutch that was rapidly adjusting itself right out of the picture. Somehow Skip managed to get un-lost AND limp the bike to Smugglers doing all sorts of stunts with the brakes and withering clutch lever at stop signs. So now there were 5 members all in one place.

Earlier in the week I had told Lee about Nelson Davis, because they were only a few miles from each other. Explained that I hadn't seen Nelson since the mid-80's, but it was worth a try. Lee looked him up. Good thing as it turns out. I gave Nelson a call from the condo, and told him about our sick bikes. If anybody could straighten things out, it would be Nelson. It was getting late in the day, but we had a few hours of sunlight and it was still warm so we all decided to head to Jericho.

Another call came in from my old buddy Tom Nagle. Tom and I go back a long way. He called from the Stowe show

with his Ducati and gal--pal Rita. What a combination that turned out to be! Tom knows Nelson too, so he agreed to meet us there.

A little about Nelson. Before I met him, he had broken his back in a motorcycle accident. He has been in a wheelchair ever since, but has never slowed down or lost his interest in British bikes. He's one of those guys who seems to know everything there is to know about these machines. That's how I got to know him in the 80's. Nelson gave me my first copies of the INOA News back then too--I still have them.

So here we all were in his yard with all these **Nortons**. Skip's clutch gave up the ghost just as we arrived! I'll make a long story short. Everyone was as patient as could be. We had a lot of laughs AND fixed both bikes. Nelson directed and supplied tools. He also had a selection of headbolts right there! Tightened and torqued Toms engine. Skip removed his primary cover right in front of us--good thing Skip has a thick skin! Thick stuff oozed out onto the dirt driveway. Somehow a lot of water had leaked through the cover and mixed in with the primary oil. AND IT WAS GREEN, BUT WE DIDN'T SAY ANYTHING RUDE (YEAH SURE!) None of us had ever seen anything like it in an air cooled machine. The clutch problem was obvious though. The keeper had spun out of the tab washer and backed off the mainshaft and clutch basket. Nothing had gone boink yet, but the clutch rod was on its own.

As we were working on Skips bike Tom Nagle arrived. How do I put this? Tom is a character--and Rita looks pretty danged good in skin tight leathers. You'll have to ask Marc, Skip and Mike about all his. What a scene. Put the finishing touches on Skip's bike and had a great time with old and new friends too. By that time it was dark. We left Nelson's with all our bikes running fine. Tom Rood headed south to his home in Vergennes, the rest of us headed to the Hungary Lion for a dinner. After a laugh filled meal, we parted ways with Tom and Rita and headed for Smugglers and a little sleep.

Sunday our luck continued--one of the best days of riding I can remember. I wanted to show-off some roads that I used to ride when I lived in Vermont--the Huntington road, route 17 and the Appalachian gap, and the Roxbury Gap. The plan was to meet up with Tom Rood

in Huntington Center.

First though, we stopped at Jack Manning's home in Jericho. Had another great visit and photo-op. No exaggeration to say that Jack was thrilled to have a bunch of out of state Norton's drop in on a Sunday morning. As he put it, "You can take picture of the bikes, but you can't take pictures of the sound". Hope the neighbors liked it too. We discussed some tech problems--Jack wrote a check for the tech-digest and cd rom right on the spot. He's already gotten them from Mike Pappas. Jack also sent pictures of us back to Mike.

Met up with Tom and his brother Kudd in Huntington. Yet another Norton showed up. Bill Smith, an old friend of Tom's in Lincoln came along on a 750. You could tell that both bike and rider had a lot of miles together-and that's a high compliment. Bill has travelled a lot on his Commando and told us that it has never left him stranded-this was no trailer queen. Bill is a rider. Our luck just wouldn't end.

We grabbed some sandwiches and decided to take them to the top of the gap for lunch. Tom explained that the Appalachian Gap has become a destination for sport bike riders. Kind of a poor man's Isle of Mann. People even sit by the road watching riders blast up and DOWN the mountain-the police do too. Sadly, a rider was killed last week when he missed a turn while descending. You can have a lot of fun though, without getting into too much trouble. Personally I love to blast uphill, braking hard and cranked over through the turns. On a 33 degree up-grade, gravity will slow you pretty quick if you get out of whack. (Going down is a different story--best to act your age.) At the top we stopped for grinders, the view and adrenaline adjustment. The place was packed with Ducati's and other bikes. Kudd agreed to escort us all the way to route 89 via more curvy back roads. We headed down the Gap, took a right on the German Flats Road, eventually crossing the Roxbury Gap, then north on 12 to route 66. We connected with route 89 in Randolph where we said

goodbye and got gas for the ride home. See you next year.



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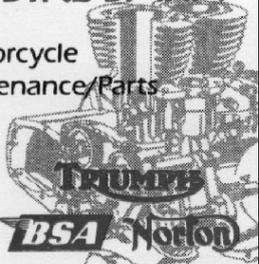
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The Northern New England Norton Owners' principles are to promote the use and pride of Norton motorcycle ownership, and to provide an arena for the exchange of technical information and parts availability in an effort to extend the useful life of Norton Motorcycles.

Membership in the Northern New England Norton Owners' club is available for \$15.00 per year. Annual membership fees are due Dec. 31st. NNENO holds monthly meetings for members on the second Saturday of each month.

NNENO is a chapter of the International Norton Owners Association. Members are encouraged, but not required to join the INOA.

NNENO's mailing address is: 30 Woodland Drive, Nashua, NH. 03063. Home page: www.nneno.org

Group rides are not sponsored by NNENO, and participants ride at their own risk. Motorcycling is a dangerous sport and NNENO will not be responsible for individual rider's conduct or safety. Anyone riding on public thoroughfares is responsible for maintaining liability insurance. NNENO assumes no responsibility for the acts or omissions of its members in connection with club activities.

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