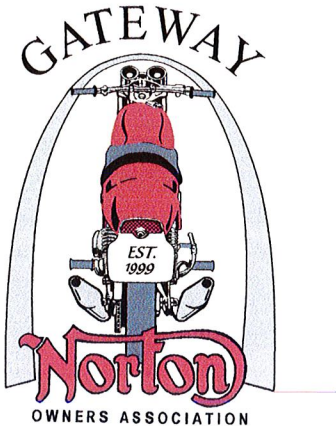


# Gateway Norton Owners News #11



## "To Promote the Use and Pride of Norton Motorcycle Ownership"

Compiled by Marty Dupree  
Feb 2002



### EDITORIAL from the Prez

Happy New Year to all! What's to be happy about? Well, if yer readin' this, yer still alive ain't ya? I'm happy to say that things don't look so gloomy on my horizon as they did the last time I wrote this column, especially since Marty has volunteered to step forward and help out with our club by becoming the new GNOA News Editor. We all are grateful for your commitment, and we all promise to support you with many articles to make your job as editor easier, WON'T WE GUYS!!!!

On that note, I have decided to take a more active roll in the club this year to make up for my lack-luster performance in '01. At this moment I have a team searching out a place where we can hold regular meetings, maybe even once a month! At the same time we are busy forming planning committees to manage upcoming events for the '02 season. And as usual, Mike French is planning on hosting his annual Planning Meeting at his home in St Charles in the next few weeks (look for details within) where we will discuss our activities for the coming year. The sun is rising on a new day in the GNOA!

So plan on attending the planning meeting and don't be afraid to get involved.

### EDITOR'S EDITORIAL:

As Joe mentioned, my wife Peggy and I have taken over the newsletter responsibilities. We plan on doing 4 newsletters a year but I can't guarantee they will be spaced three months apart. The quality of this newsletter depends on the participation of all the GNOA members, so please e-mail or send any submissions (typed or handwritten) to:

Marty Dupree  
2637 Sneakwood Lane  
Foristell, MO 63348  
[madx2@worldnet.att.net](mailto:madx2@worldnet.att.net)

If e-mailing, please make your article an attachment using Word or Publisher. Some ideas for possible articles are: how you acquired your bike, trips, races, jokes, pictures, work you've done to your trusty steed, want ads, etc.

Don't feel that your submissions have to be of epic length. The main thing is that you share them with the club. Thanks to everyone who took the time to submit something for this issue. There is a nice mix of "went there, done that", tech articles and a little humor to boot!

## TREASURY REPORT

Balance ( 11/15 /01)	+\$ 207.78
Money taken in	+\$ 20.00
Money Spent	-\$ 24.64
<hr/>	
Total as of 1-22-02	\$ 203.14

Debits from printing & postage of GNOA News # 10  
Credit from dues collection

## UPCOMING EVENTS

- GNOA meeting/Norton Day at Mike French's on Saturday, March 9. 10am to ? Please come with ideas for the direction you feel the Club should take and what you are willing to do to get the ball rolling. The Norton Day portion will consist of a tech session which Mike "the Bike" will lead. Are your carbs not in sync? Wheels not balanced? Can't trace that pesky Lucas malady? If you have any projects that can be done in an afternoon, bring them with you. So Mike can have a head count, or if you need directions, please call him at 636-940-9365. Chili and other munchies will be available. Please be generous with your dollar donations.

## CLUB DUES

Take a moment right now to look at the envelope this newsletter came in. The numbers in parentheses following your name are when your dues expire(d). Dues are at the bargain basement price of \$5 per year, so please get current. Pay up at the Norton Day or make your check payable to Joe Jump, and mail it to him at 435 W. Argonne, Kirkwood, MO 63122.

*The following is submitted by the Prez Joe - he pulled it off the Ducati list and changed it to be applicable to a Norton group. It's a variation of an oldie but goodie.*

### **A RIDE IN THE COUNTRY**

An aging Norton rider decides to join the local Squid club on one of their rides. At their second fuel stop of the day (about 200 miles into the ride), the Norton rider goes to dismount. He finds that a morning of chasing young guys on crotch rockets down twisty roads, age, clip-on bars and a 25 year old seat have conspired to cause stiffness in nearly every one of his joints. He walks, almost stumbles, in discomfort to catch up to the young guys who have gone into the ice cream joint adjacent to the gas station. His gait is uncomfortable to watch, even from a distance.

Once inside he orders a sundae from a fresh-faced, pretty teenager - the kind that seemingly works at every ice cream stop in cottage country but would never be found in such a place in the city. The Nortoneer attempts to match her pace as she moves along the back side of the counter adding toppings to order, but he starts to feel increasingly self-conscious about her watching him clamber along in full leathers and in obvious discomfort. "Crushed nuts?" she asks. "No", he answers. "I think that it's arthritis."



*The following is an excerpt of a story heard on National Public Radio last week.*

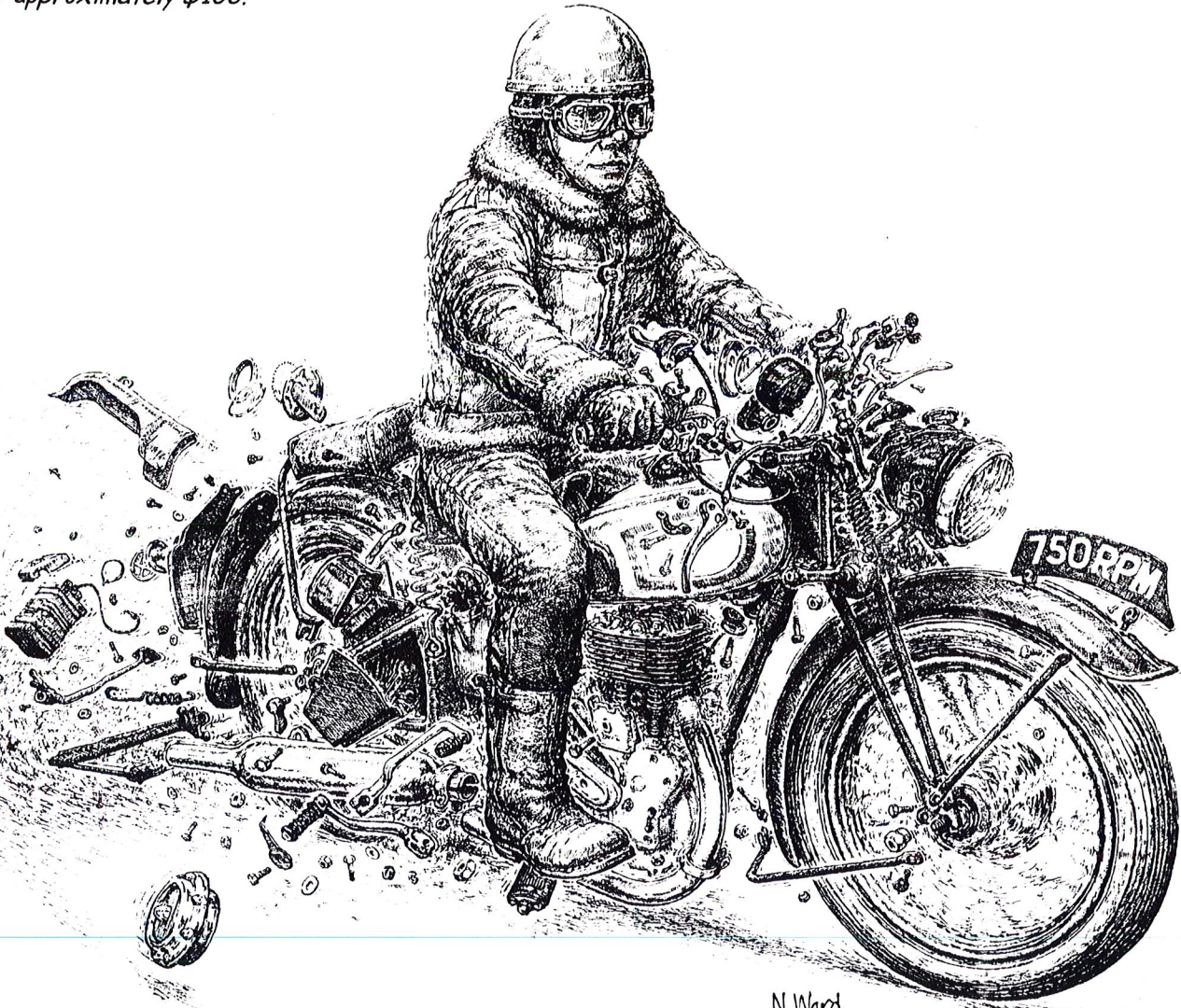
### WORLD'S LARGEST SPEEDING FINE?

*"From Finland comes word of a new kind of moving violation - speeding while rich. Finnish drivers who mix high velocity with high income pay a high price. Like other Scandinavian countries, Finland imposes fines based on income. But unlike other countries, Finland has no cap on what the fine can be. What must be the most costly speeding ticket in history, a motorcyclist in Helsinki was stopped for doing 75km (45mph) in a 50km (31mph) zone.*

*"The offender turned out to be an executive at Nokia, the cell phone company. He was so well compensated by Nokia that his motoring malefaction cost him a fine of \$103,000. Speeding up to 15km over the speed limit has a set fine of approximately \$100.*

*Calculating the fine for speeds more than 15km over the limit is done in the following manner: Take the offender's net monthly income and subtract 1500 Finnish markkas (\$230). Divide that total by 60 then subtract 15 Finnish markkas for each dependent the driver supports. Add back up to 20 markkas according to how much real estate and other non-liquid assets the offender owns. Multiply that by a number between 1 and 120 - the actual number depends on how fast the driver was going and how slick the road was."*

*The last speeding ticket you got doesn't seem so bad now, does it?*



*".. at speed, vibration is just perceptible ..."*



*I ordered the muffler and exhaust pipe for the ES2 from Armour Motor Products in England. The following information is reprinted from their 1995 catalog. I found it very interesting and informative.*

## HINTS AND TIPS REGARDING PIPES AND SILENCERS

No matter how heavily constructed the life of mild steel plated silencers can be shortened by rotting from the inside due to the water vapour produced by combustion. If the machine is used on short journeys only, it may never become sufficiently hot to "dry out" the system. Where this is likely to be the case, we advise the drilling of a small drain-hole at the lowest point in the silencer, and the occasional application internally of WD40 or similar.

Please note that the shape of original pipes on some models varied considerably, especially those of the smaller concerns such as Scott and Panther, and on the competition versions of the larger manufacturers. This is usually of no consequence whatsoever as far as fitting is concerned. All pipes produced by us are an accurate reproduction of an original which is available for inspection on request. We can

reproduce virtually any desired shape to customers' old patterns or works drawings, but regret we are unable to amend designs to resemble artwork in manufacturers catalogs.

May we respectfully also mention two popular misconceptions. Firstly pipes on twin cylinder machines are rarely mirror images of each other, left hand pipes on most Triumph and BSA models are usually deeper in order to clear the chain case, secondly, imperial size tube is made in 1/8" graduations of outside diameter. The only popular machines which have "odd" sizes are the BSA Blue Star (1 11/16") and Triumph Cub (1 5/16"). If for example a 1 1/2" push in pipe is loose, the likely cause is wear in the port. Manufacturers did not, as we are sometimes told, make ports of "1.520 inches", nor do we use metric tubing. Helpful advice can always be obtained from our staff in the unlikely event of difficulty.

## ICE RACING AT THE FAMILY ARENA

A while back there was Ice Racing at the Family Arena and since I had never seen this type of event I thought it would be interesting. Several of us from the club went and had a very enjoyable time. After the races I talked with Kurt and it turns out he had a unique behind-the-scenes experience with ice racing last year so I prodded him to contribute the article that follows.

Since it was held on a hockey arena minus the plexiglass above the boards, I thought we would be showered with ice chips, but we weren't. The tires didn't collect ice chips like motocross tires do with dirt. For traction they used 5/16" hex-head sheet metal screws. The slots in the heads are positioned by the riders to fine-tune for ice conditions and riding styles. Spikes are

used outdoors where the ice is much rougher. According to Kurt and the speedway program, the racers used motors with 2- or 4-valve heads and manufactured by Jawa (Czechoslovakia), Westlake, Godden, J.A.P. (all from England), E.R.M. (Sweden), and GM (Italy). Since they burn nitro-methane or straight methanol fuel through flat-slide carburetors they run much cooler and hold only  $\frac{1}{2}$  quart of oil.

Tires are usually 18" rear and 23" in the front. Interestingly, a second, larger rear tire is fitted over the existing tire to keep the screws from puncturing the inner tube. That is to be avoided at all costs because it's a real chore to change a flat on one of these.

Marty



## SPEEDWAY BIKES ON ICE

Kurt Baue

A couple of years ago speedway motorcycles came to St. Charles to race at the Family Arena. Some friends and I decided to go down Friday night. After the races we snuck down into the pits to check out the motorcycles. Somehow we got talking to Bill Hermant from Sparks, Nevada. Bill had seized his motorcycle and I offered to get it going. We went to the hospital to visit the injured riders and Bill stayed in my guest room.

The next morning we went down to the Arena, put the motorcycle up on a table and took the motor apart. The piston had galled to the cylinder. We headed out with the piston and cylinder in hand and went to the racers' hotel to try for another piston. No luck. Bill's motor was a Jawa and there are no dealers in the United States. So we went to Bob Schultz's and he honed out the cylinder. We then went to Donelson's and Carl found some rings out of a Yamaha 2-cycle that were too fat. We called on Neil Keen who put the piston in a lathe and knocked off some of the roughness and cut the ring grooves to fit the rings. Neal then took his pocket knife and started digging around on the piston removing flakes of galled aluminum.

Neil and Bill got to talking about racers they knew. While Neil was leaning back, poking around on the piston, he recalled a time in Ohio that he had galled a piston. His cylinder was 40 thou over but all he had was a standard piston. He put that in and set the track record in time trials.

I'm thinking, "Geez, we got to get this motor back together and we're just sitting here bullshittin'." Just then a rather large chunk of piston came out and I thought wow, that would have been catastrophic if that happened in a running motor. With new found respect for Neil Keen, we headed back to the Arena with the finished piston in hand. We got the motor finished in time for that night's races.

Did I ever mention the Honda 4-wheeler with a 1200cc Harley-Davidson motor stuffed in

it? Bill had also raced that thing Friday in the unlimited quad division. Some other guys had been working on it and gave up so we went over there. The front master cylinder and throttle were torn off. They had a Honda twist throttle but couldn't get it to work and they hadn't fixed the brakes. Bill said, "Brakes - I don't need no stinking brakes!" Somehow I managed to rig the throttle up, it wasn't pretty but it worked. I finished that about 2 minutes before the races started Saturday night.

In Bill's first heat race, he and another rider got together and crashed. They were on the far side and I could see his muffler was torn loose. I ran back in the pits and got a ratchet and wrench to pull the muffler off before the 2 minute rule expired. No big deal, right? Well, I stepped out on the ice and my feet started flip-flopping around. In my excitement I had forgotten that ice is slick. I got the muffler off but I must have looked like a fish out of water doing it.

Without the muffler it didn't run as well and after hitting the wall I'm sure he was a little apprehensive. In the next heat it was smoking and he finished third, I think, so he didn't move to the feature and that is where the real money is.

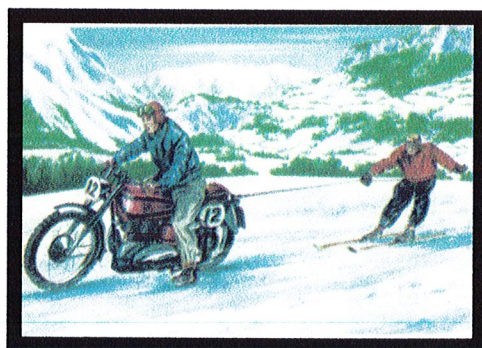
In the unlimited quad race the "Quad-Davidson" quit running and I thought maybe it was out of gas. So out I went with a can of gas and sure enough that's what was wrong. Well, neither Bill's Jawa or the Quad-Davidson made the main event, but that's not bad considering all we went through. After the show I took the motor out of the speedway bike and Bill carried it with him on the airplane back to Reno so he could do a complete rebuild on it. The motorcycles travel in a trailer from event to event, but the riders take the plane.

All in all it was a great experience but my advice is to stay away from ice bikes. When working on them your hands have a tendency to be nicked up and turned in to hamburger.



To finish off this ice racing spectacular, I thought I would include some related images from my stamp collection. This image is off a piece of postal stationery from the Soviet Union. The image commemorates the ice racing championship held in Moscow, 1977. Notice the front tire guard and face mask the rider is wearing for added safety.

This stamp is from Mongolia, issued in 1981. It is part of a 9-stamp set depicting various motorcycle racing disciplines including motocross, road racing, speedway and sidecar racing. Though the stamps are square in shape, they are considered diamonds because they stand on their point.



Though not ice racing in nature, I thought this winter activity could be included. This card from Sweden, I believe, was inserted in packs of chocolate. On the back, in two languages, it says,

*"Le tailing est une course a skiis tractes par moto"*  
and

*"Tailing: ski's getrokken door een motorfiets"*

Any of you brainiacs out there know what it says? If we have a good snowfall, maybe someone can pull Tom Mitchell around because he has a set of skis.



## VINTAGE VEGAS

John Wuebbeling

I had a chance to go to what is billed as the "largest vintage motorcycle auction in the world", the Mid America Las Vegas 2002. Monty Parsons and I flew out arriving early Thursday evening the 24<sup>th</sup> of January, plenty of time to check out the hotel casinos. The auction was held at the Tropicana, which was right across the street from the Excalibur, where we stayed. The MGM Grand and the New York New York were on the same intersection.

Tip # 1 - If you go to the auction any one of these hotels would provide easy access to the event. Plenty of rooms at reasonable rates. I had not been to Las Vegas before, so I planned to experience as much as I could cram into three days.

Tip # 2 - Wear comfortable shoes. It seems every building is designed to have a person walk by as many gaming tables as possible just to get to where you want to go.

The auction opened for registration and viewing at 9 a.m. The bikes and auction were held in the same enormous building. That made it easy to browse around even when the bikes were on the block.

The variety of machines displayed was amazing. Over 450 bikes offered and 80% sold for a total of 2.6 million dollars. This must be considered the "Mid Ohio Swap Meet" of auctions.

There were mostly cool early Euro machines. 50 Triumphs which were the hot sellers getting top dollar, 28 BSA's, 17 BMW's, Matchless, Guzzi, and Ducati (10 each), 6 Ariels, AJS and Velocette (4 each), Vincents (3), a 1950 Black Shadow rated #2, 1 equals excellent, 6 equals poor. Sold for \$42,000, WOW !!

Also represented were the Brough Superior, Douglas, Gilera, Maserati, Munch along with many other common and lesser-known

marquis. There were also 75 mostly early Harley's and a tribe of 16 Indians.

And now the Norton report: A good mix of 9 machines. A 1928 16H racer (rated #2) for \$7,800.00, 1960 Manx, that was a no-sale at \$22,000 the seller wanted \$30,000, 1962 Atlas Scrambler, '68 Fastback #2, '75 Interstate (#3), '75 John Player #2 went to \$8,000 no sale, '66 Kenny Dreer (#2) sold for \$14,000.00.

THE HUNT: I had psyched myself up not to come back home without a new toy. I was on a mission to spend my Christmas bonus on a '50's or pre war single, preferably British, but a Guzzi Falcone would do.

#1 on my list a 1934 Velocette KSS a truly awesome machine that turned out to be one of twelve bikes that was rated a #1, it sold for \$9,000.00. My boss wasn't quite that generous. #2 on my list was a very nice 1952 Ariel Red Hunter (#2) sold for \$7,200.00 which was still out of my range. #3 was a 1953 Matchless G80 (#3) but looked like a #2, which turned out to be the could have, should have but didn't. I just couldn't pull the trigger. It sold for \$4,100 but who knows how much higher the winning bidder would have gone if I had run it up. I figured there were still plenty left on the block but they were either too high priced or wasn't quite what I was looking for.

There was a shinny 1969 BSA B44 VS that caught my eye. It would be one of the last bikes to go through. Back of the pack, I thought, easy prey. The buying crowd had dwindled. The high roller fat cats had their fill, I thought. Wrong. The bike sold for \$5,200.00!!

Long faced and empty handed, but wiser and more determined to continue my hunt on more familiar turf. For me the hunt is half the fun.

Monty was better prepared for his quest and was successful in bagging a slick 1956 Gold Star Scrambler to add to his trophy room.

During the auction I ran into Michael Kieman, a fellow enthusiast/entrepreneur who would be trailing back to St. Louis and could accommodate Monty's Goldie in his van to keep his 1924 Harley Davidson JE company. His trailer would be loaded with his newly acquired 1955 Land Rover Safari that was shipped across the pond with a bunch of old motorbikes to be sold at the auction. With the spare on the hood and the hard top removed a trip around the parking lot (asphalt jungle) was in order. A Dana Brown commercial came to mind. All those aboard seemed to enjoy the ride especially the rear 'jump' seated passengers.

FINAL CHAPTER - Sunday morning many of the bikes were still in the building while the owners

settled their deals. They were tagged and loaded onto trucks and trailers bound for all across the country. Sunday afternoon, after seeing tons of motorbikes and scooters sold Friday and Saturday, we actually had the desire to see more. Monty and I decided to go back down the strip to the Guggenheim Museum, Art of the Motorcycle exhibit at the Venetian Hotel which was definitely worth the price of admission. It was a perfect way to top off the motorcycle portion of our trip.

After one last \$7.77 prime rib dinner at Terrible's Casino, we watched the last quarter of the Rams/Eagles play off game. We took the last cruise down the strip and headed for the airport. We arrived home at midnight.

It was a great trip that I would recommend for those looking for an off season two wheeler fix.

## ES2 UPDATE

Mike has finished the mechanical restoration and is very happy to not be looking at it every day in his basement. I brought it home two or three months ago and put about 5 miles on it riding up and down our gravel road and around the lake. It sure has a glorious "beat" when it fires. I have taken all the sheet metal off and am in the process of stripping it for the final paint job. The fuel tank is another story. One amateur body man beat the dents out about 95% of the way, and said, "Just braze in the rest and file it down." I've taken it to four body shops and they all recommend not doing that. They said, "I couldn't do this justice. You need a specialist." The search continues.

I got this next submission out of the *Roadholder*, the magazine of the Norton Owner's Club. I would hardly suggest becoming a member of the NOC if you are interested in stories of Norton's other than Commandos. The INOA has plenty of Commando stories which don't interest me.

## ENGINE IDENTIFICATION

Phil Hannam

Tech Advice-Heavy Twins

Eirik in Norway and Ed in Australia, by coincidence, had similar questions: "When I went to inspect a Norton Dominator engine that I was interested in buying, I noticed that the engine numbers were missing. How can I tell what model

it is without taking the engine apart? They all look the same!!!"

Two important points are worth mentioning here before I move into top gear with regard to



engine analysis. Firstly, any engine that has had its stenciled works number erased has most likely fallen off the back of a lorry and will probably turn out to be a dodgy purchase.

Secondly, unless you really know exactly what you are buying (say from a long-standing mate) then always ask for the engine to be dismantled so you can inspect the important parts. I recommend this from bitter, personal experience having shelled out lots of Queen's faces, a few years ago, for what was claimed to be a Dunstall Atlas engine allegedly stored for 20 years but in mint internal condition and ready to use. Much later when a lack of compression and yet resistance to being turned forced an internal inspection I discovered the only Dunstall parts were the two pistons. Every other part was bog standard and most rusted beyond any possible use. You live and learn!!!

Anyway, onto the visual clues if the engine is "frame bound" and there is a suspicion as to its parentage. Start at the barrels and count all the fins up the side including both the full and part fins. A Model 7 or 88 will only have a total of eight fins. A Model 77, 99, 650 or Atlas (or Commando) will have nine fins.

Up at the top end head for the spark plug. Measure the distance between the center of the head bolt either side of the plug. If this distance is 55mm then you are looking at an Atlas or Commando head and probably a 750cc engine. A rocker feed to the side of the head between the rocker spindles will indicate a Commando head whereas a feed that sits on the top of the head usually belongs to an Atlas engine. If the distance between the head bolts only measure 52mm then the head belongs to a smaller capacity engine.

Horizontal carburetor mounting bolts and splayed exhaust ports will indicate an SS type of head but these will fit any of the smaller engines and is not a guarantee of a genuine SS engine.

Take out a plug if possible and then turn the engine over slowly with something like a pencil

inside to measure the rise and fall of the piston from top to bottom. A distance of 89mm will indicate a 650 or Atlas stroke. 82mm is the distance for a Model 77 or 99 and 72.6mm that for a Model 7 or 88 engine.

A few other useful visual clues are there for the taking but are not a definite guarantee against a bodged engine. On the Atlas engine the breather pipe comes off the left-hand side of the engine adjacent to the end of the camshaft. On the smaller engines the breather exits at the top left of the crankcase. The Atlas engine, with its bigger cylinder bore, had less room for nuts to bolt the barrels to the crankcases. These are therefore usually only 5/16" in size plus washers whereas the smaller capacity engines mostly used 3/8" nuts and no washers.

Lastly, if you are able to get under the motor, you will find that the 650 and 750 crankcases have a bulge at the back to accommodate the space swept by the longer stroke of the crankshaft of these engines.

To add to the confusion of engine identification, it is possible, with not much bodging, to hang a Commando engine in a Domi frame. The early 750cc Commando engine was really just a slightly modified Atlas motor. It's only the different boss on the drive-side crankcase for mounting the alloy chain case that gives it away and even then this is very similar to that found on the N15 and P11 models.

In the last year, I've come across three unfortunate NOC members who purchased machines in good faith only to find out some time later that their newly acquired pride and joys were not quite the Norton models they had expected to own. Buyer beware!!!

## Correct Tire Size Selection Made Easy

Have you ever wondered what is the correct tire width for your rim? Too wide a tire for your rim can lead to squireley handling and reduced mileage. Below is a chart I swiped off the internet from down under-hope you find it useful!

18" wheel		19" wheel	
Tire Size	Permitted Rim	Tire Size	Permitted Rim
250*18	1.40/1.60	275*19	1.40/1.60/1.85
275*18	1.40/1.60/1.85	70/90*19	
300*18	1.60/1.85/2.15	300*19	1.60/1.85/2.15
360*18	1.85/2.15	360*19	
80/100*18		325*19	1.85/2.15/2.50
325*18	1.85/2.15/2.50	350*19	
350*18		410*19	
375*18		90/90*19	
410*18		90/100*19	
90/90*18		100/90*19	
100/80*18		110/90*19	2.15/2.50/2.75
100/90*18		120/90*19	
100/100*18			
460*18	2.15/2.50/2.75	21" wheel	
110/100*18		Tire Sizes	Permitted Rim
120/80*18		250*21	1.40/1.60
400*18	2.15/2.50/2.75/3.00	275*21	1.40/1.60/1.85
450*18		300*21	1.60/1.85/2.15
110/80*18		80/80*21	
110/90*18		80/90*21	
120/90*18		80/100*21	
120/100*18		90/80*21	1.85/2.15
510*18	2.50/2.75/3.00	90/90*21	
130/80*18	2.50/2.75/3.00/3.50	100/90*21	2.15/2.50
130/90*18			
140/80*18			
130/60*18	3.00/3.50/4.00		
130/70*18			
140/60*18	3.50/4.00/4.50		
140/70*18			
150/60*18			
150/70*18			
160/60*18	4.00/4.50/5.00		