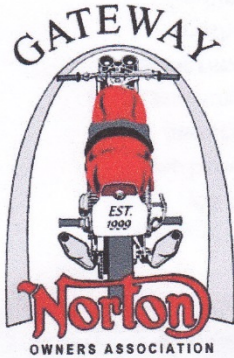


## Gateway Norton Owners News #62



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

1st quarter 2016



KING'S COLUMN

### Aw Nuts!

That's what I say, time and time again. Perhaps some of you know what a mess the older commando's and ALL the Triumphs and B.S.A.'s bolt/nut pitches were. Going back long ago there was a "Cycle Thread" pitch. It was 26 T.P.I. (threads per inch) and it didn't seem to matter what size the bolt was... It was 26 tpi !

Enter Whitworth...More of the Dark Ages... It was a Nightmare all in itself, everything British imported to this country had some of this .To tap and die these horrible bolts and nuts, You had to buy special tools to repair these. Years ago the Heli-Coil wasn't invented and when it was... "What is Whitworth?"

Enter B.S.F.... these were very close to the whitworthless it seems the wrenches and sockets were a match, but the nomenclature were very different. Hence a 1/2 W wrench is the same as a 9/16 B.S. The thread pitch is very close so you have to be very careful. But... a friend once said : (A cross thread is a thread, and it's just like Loctite) Hello!?!?

At the same time period, they made "Most" of the frame and ancillaries with A.F. (A S.A.E. pitch and size). It's about time

I figure it was too costly to change the engine, transmission tooling to make a universal pitch and size.

I have been talked into a basket case restoration of a 69 Commando, I presume A "S" model, that came in boxes along with some 72 parts/Nuts/Bolts/Studs. Many parts missing. Many parts belong to some Triumph. The original enthusiast purchased years ago. So.... I send all of the nuts/bolts/studs to "Micro Finish" to be zinc plated, along with a bunch of hardware I have laying around. (By the way, they did a super job of it) Highly recommended. They plated about 20 lb. of asst. stuff for \$20.00.

Back at the shack....finding studs that hold the crankcase together and studs/nuts that hold it to the cradle becomes a near impossible task. The plating adds a tiny amount to the i.d. of the nuts and also the o.d. of the studs. Being a 69 makes the Cycle thread, B.S.F. and Whitworth come in to play. You just don't know if the nuts are a snug fit from the plating, or you are trying to put a Cycle on a B.S. stud or a S.A.E. bolt in a Whitworth hole. What a total mess.....This makes Metric look so good. It is taking twice as long to assemble this basket case as any restoration I have ever done. If you take it apart, you know then what needs are and order parts in one lump sum. This Nightmare has me ordering parts weekly. All polished, all painted, new chrome parts and new carburetors with new "S" type complete exhaust system. It is going to be nice. Stop by and have a look at a real Bag of Dicks.

I thought I knew Nortons enough to do this little (project) but being a 69 with all the screwed up screws and missing parts has me saying... Aw Nuts! (And worse)

Minutes from Fall Meeting

Corner Bar Feb.22 2017

G.N.O.A.

Meeting was called to order by King Mike at 7:20 pm.

Membership was announced at 48 members.

Old Business; Steve Hurst said we have club shirts for sale in hi- vis yellow for \$16.00 any size.

Bandanas also for sale as well as a few side stand coasters.

New Business; Spring Meeting set for Saturday May 6, at Kurt Baue's house at around noon.

Bring money or a dish and a chair if you don't ride over.

Marty Dupree has down loaded all of the past newsletters and will be giving them to John McClure to download to our web page.

**Newsletter:** Mike and Steve volunteered to take over the job from Bill Henkel with 4 newsletters per year. Mike and Steve called for any articles from anyone to be submitted and Ernie Trakas promised to write a regular column.

**Treasurer Report** Steve announced that the club has \$376.00 cash on hand from 6-27-16

\$116.00 collected from dues and shirt sale

\$000.00 debits paid at this time

for a balance of \$492.00 at this time.

Steve also suggested that the dues be returned to \$5.00 per year this was voted on and passed. Steve made a motion to accept the Treasure report it was second and passed.

**Trash Pickup** The next date for the adopted mile clean up is April 23rd Sunday at 10:00am on hwy 79.

**New Events** Schlafley, 1st Monday of each month starting in April

Moto Europa also in April at Ducati dealer (Grand and Lindell)

Bring ride ideas to Kurt's at spring meeting.

Meeting adjournment called for and seconded and passed @7:57pm.

50/50 drawing was held and won by Ernie T for cash amount of \$21.00. Extra door prizes were also drawn for and presented..

Special Thanks to Tom Mitchell for taking the minutes.



COMMANDO 750 by Norton



[nortech.html](http://nortech.html)





Fendant Wine Labels

(From the reserves of Martin Dupree)

I've been collecting a wide range of motorcycle ephemera for several years now. I have many wine labels of different varieties but this installment will be for Fendant wine. As you can see, all of these labels were commissioned by Swiss racing teams or motorcycle clubs.

Some of you wine connoisseurs already know about Fendant, but I had to look it up. Here is some of what I found.

### **Fendant (Chasselas)**

Chasselas is not a particularly Swiss grape nor is it specific to the Lake Geneva region, but when grown in Switzerland it gives a wine that reflects this grape at its most subtle and complex.

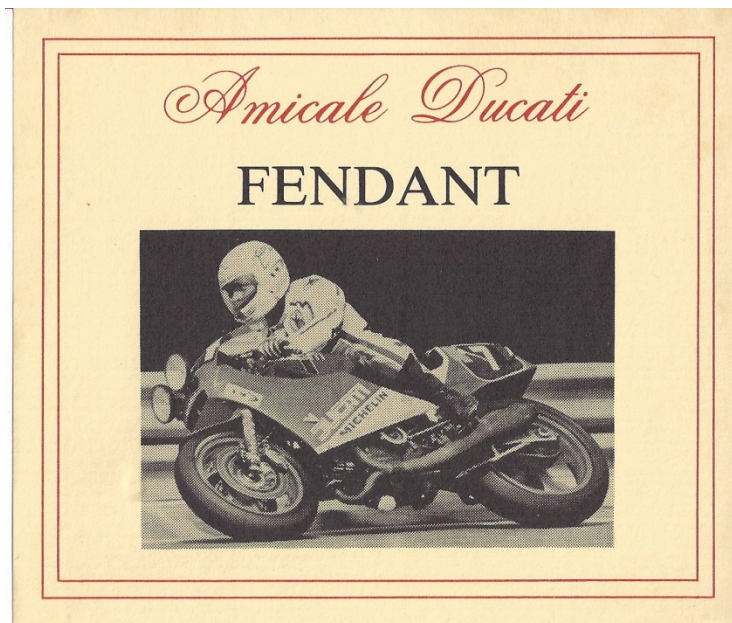
It is called **Fendant in Valais** because of a particular feature of the ripe grape: the skin and pulp melt when pressed gently between fingers. The wine's popularity rose dramatically in the middle of the 19th century thanks to government support. Today it is the second most planted grape variety, after Pinot Noir.

An early and vigorous plant, **Chasselas** is noted for its ability to adapt to many soils and micro-climates, bringing forth the subtlety of each terroir.

The aromatic profile—discreet, sharply clear—leaves room for the many nuances (floral, fruity, mineral) provided by the vines' environment. **Fendant** is often very slightly bubbly, always playful, light and easy to drink, all of which makes **it the perfect aperitif wine** and just right for any occasion when people get together.

**Drink up, Club members!**

(If the labels look crooked it's because you're drunk)





# Fendant

Cuvée 2000  
AOC

1976 - 2001



Moto Club  
**Tous Vents**  
Sion

[www.mctv-sion.ch](http://www.mctv-sion.ch)

LA PETITE  
MAISON

DES GRANDS  
**VINS**

75 cl Les Fils de Charles Favre SA - Sion 11,7 %

## FENDANT 1989



Sélectionné et vinifié par Maurice Favre et Fils à Chamoson pour  
Jean-Pierre Imstepf

Production limitée à 2000 bouteilles

N° 1346



## FENDANT

Cuvée 90 sélectionnée pour  
**FONTANNAZ RACING TEAM**

Les Fils de Charles Favre — Sion / Valais



Association Motocross  
**MARTIGNY**

## Fendant

A.O.C. Valais  
50cl 11,5%vol.

Louis Rossier, vigneron-éleveur, Saillon-Valais

## THE QUINTESSENCE OF MOTORCYCLING ©

By E. G. Trakas

In the 2013 film adaptation of James Thurber's 1939 short story *The Secret Life of Walter Mitty*<sup>1</sup>, Ben Stiller, in addition to directing the film, also plays the lead character, Walter Mitty. For those unfamiliar with Thurber's story, Walter Mitty lives his life imagining himself in heroic adventures. In this film version (there have been others), Mitty is employed by Life Magazine as a photographic negative asset manager. The magazine is about to cease print publication and go completely digital. As such, the last print issue is a big deal and the cover photo for the issue a bigger deal. Early in the film, there is a scene where Mitty receives a roll of negatives from one of the magazine's premier photographers, Sean O'Connell (played by Sean Penn). In a note accompanying the negatives, O'Connell tells Mitty "number 25 is my best ever, the quintessence of life, I think. I trust you'll get it where it needs to go, you always do." O'Connell then sends a telegram to the Life's executives advising them that he "expects full consideration of negative 25 for cover; my most grand; the quintessence of life." There's just one problem, negative 25 isn't part of the roll of film sent by O'Connell. From that point on Mitty begins a journey, both actual and metaphysical, from a life of imaginary adventures to real ones. The film has achieved cult status and if you haven't seen it I highly recommend you do.

<sup>1</sup> [https://en.m.wikipedia.org/wiki/The\\_Secret\\_Life\\_of\\_Walter\\_Mitty\\_2013\\_film](https://en.m.wikipedia.org/wiki/The_Secret_Life_of_Walter_Mitty_2013_film)

Hmmm... where was I - oh yeah, at the recent GNOA winter meeting, Tom Mitchell and I were talking motorcycles (what else?), and Norton's specifically (duh). During our conversation, I suggested that the 1968 Commando Fastback (as well as the line of Commando models that it spawned) represents the *quintessence* of motorcycling.

What is this quintessence? Merriam-Webster dictionary defines it as "the essence of a thing in its purest and most concentrated form." So, why is the Commando Fastback the quintessence of motorcycling? In order to understand we must consider the very idea of motorcycling. To do that you must ask yourself why do I ride? What is it about motorcycles that I find so captivating? Think back to that time, 50 or so years ago, when you first gazed upon a motorcycle. Perhaps it was a Honda 90 or a Triumph Cub that a friend had just acquired and was kind enough to let you ride. Remember the feelings of mature boldness, freedom and adventure? What was it about that first bike that inspired those feelings? I believe it was the essentialness of those machines, whatever make and model. For most of us those first bikes were undoubtedly small, likely 200 cc's or less. Not much more than frame, wheels, tires, tank, seat, controls, lights and speedo. They were light, unburdened with saddle bags or trunks, windscreens or fairings. Though they likely couldn't exceed 40 or 50 mph they liberated us.

Now, consider the Commando Fastback. They are small – 87.5 inches end-to-end, and only 26 inches wide; they are low with a seat height of 33 inches; and, they are relatively light at 420 lbs stock. Not bad for a machine that out of the crate fifty years ago produced right at 60 horse power and a top speed of 120 mph! And, oh the styling! The slim, narrow gas tank lightly caressed in the upholstered arms of the seat; which, in turn, is completed by a beautifully sculpted cowl. The engine tilted forward as if straining to break free and move. The perfectly symmetrical chrome exhaust headers capped with equally stunning silencers.

To this day there are a few stock motorcycles that can seriously challenge the Fastback's intrinsic, minimalist beauty and essentialness. Arguably, only Norton's own Manx singles, Ducati's 250 Mach I, and BMW's Hans Muth designed 1974 R90S come close. But, the quintessence of motorcycling? If quintessence is the essence of a thing in its purest and most concentrated form - in other words, everything a thing should be and nothing it shouldn't, considered against the Norton Commando there is no argument at all.



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*I like the Norton because it offers more Pure motorcycling then any other bike that I have ever ridden, sure The owner will have to hassle keeping it in tune, cleaning off oil, watching three different lube levels and funning with the electric . But unlike Jap. Bikes, This is designed by the folks who ride spooky roads every day and dig it! It's a machine for the guy who gets involved deeply with his motorcycle. It is not hermetically sealed , sanitized for his protection. It is not a motorcycle forever , nor does it pretend to be.*

*Dave Swift  
1972*

**Want Ad:**

Wanted: I collect motorcycle items on paper. Postcards, stickers, trade cards, matchbook covers, labels....almost anything. Marty 636-398-4049.

**For sale:**

Used belt-drive for commando. Geared a bit taller, hardly noticeable \$300.00 I don't have time to install it for you.

Used Boyer ignition all there \$75.00 works fine

Dual outlet ignition coil. \$50.00. Goes well with above

Box section Mk 111 head steady \$20.00

1972 Suzuki TS 185 street legal... Title, Nice little bike Runs great \$700.00

Mike (King) 636 288 5088



LHGFX photography

