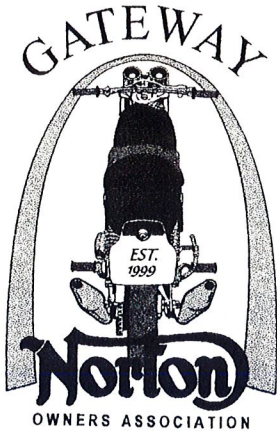


Gateway Norton Owners News #15



**"To Promote the
Use and Pride of
Norton Motorcycle Ownership"**
Compiled by Marty and Peggy Dupree
March 2003



FROM THE PRES

Submitted by Joe Jump

As I write this letter the snow is flying, but I'm confident that Spring is just around the corner. I hope that you all took my advice in the last newsletter and have started putting your bikes in order, 'cause the GNOA season will start on March 15th. That's the day that we will have the first Norton Day for 2003 at Mike French's. Traditionally, Norton Days are for gathering together with our bikes & attending to small maintenance items that might need attention on your machine. At the same time, we talk about club plans & activities, bench race, bar-b-que, and relax with a favorite beverage. Please plan on attending our kick-off for the 2003 season & help make it a success. Details on time, directions, and phone numbers are included elsewhere in this newsletter.

I would like for you to keep a few things in mind to discuss at the meeting. Like I stated in an earlier newsletter, I think we need to stimulate our club with more frequent activities, one of them being a regularly scheduled get together. I have been working on identifying a couple of venues to use as places for meetings or ride origins, but I would appreciate your inputs as far as good meeting places & dates, i.e., the Dew Drop Inn on the first Sunday of the month at 12:00 noon. Please have an idea of what works for you so we can discuss it at Mike's. Also, if you know of an event that is coming up, let us all know & we'll organize a ride.

Seems that every club has them, even us, but not for a while. They are cool and corny both at the same time. Sometimes I think the only person who notices them is the person wearing it. Mine has holes burned in it & lot-o-stains. Certainly you have figured out what I'm talking about? Yes, it's GNOA Club T-Shirts! I think it's been 2 years since we did a run & they were very well received. It's not a club money-maker (unless we tried to sell them through the INOA, and then who knows?), but it does give us some identity.....Lord, we could use some identity! So please keep this in mind too for the meeting/Norton Day. I'm not trying to push this down your throats, but I'll be happy to pursue it if the interest exists. They would run about \$12-\$15 for a 100% cotton pocket tee, graphics front & rear, other types of shirts available (long sleeves, Henly, etc.) if 6 or more are ordered.

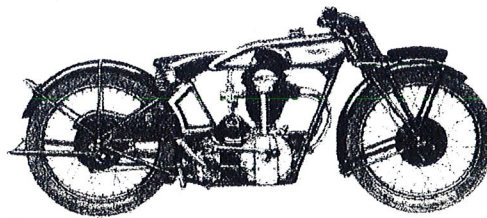
So do what you can to get you bike ready to ride to Mike's. If your machine is close but not quite there, load it up with all the spares & we'll get it going on the 15th. See Ya There!

Norton Day at Mike French's

Most people say the robin is the harbinger of Spring. But for our club, "Nortapalooza" at Mike's means riding season is very near. Mike and DeDe have graciously invited us to invade their St. Charles home on March 15 at 11:00. Mike will be giving a clinic on re-sleeving master cylinders which is something most of us probably need to do. He will be rebuilding not one, not two, but THREE master cylinders. Mike also has a fourth kit for sale. Give him a call if you need one!!!

For the benefit of the newer members, this is also a tech day allowing us to get our "rides" ready to ride. Bring your small projects (meaning no major rebuilds of engines), there will be plenty of hands and experience to help you along.

Mike will have a big pot of chili and some beverages for us to consume. Bring some snacks if you want and be generous with your "free will" monetary contributions. Mike would like to know approximately how many people will be there, so RSVP to him at 636-940-9365 or e-mail mfrench1@mail.win.org If you are new and need directions, give him a call.



FAST ROAD CAMS FOR SINGLE CYLINDER NORTONS

I first saw on the NOC e-list a person wanting to have some special cams machined for his Norton. He was soliciting others to make this endeavor more feasible. My e-mail to him said, "I have a '47 ES2 and might be interested in a pair of the "fast road" cams. Any idea what the price might be?" Here is his reply.

I have heard from seven people interested in the fast road cams for the ES2, but how many actually want to buy one remains to be seen! Volume affects unit price. See below for the note I have sent to others...."

Thanks for responding to me and expressing your interest in Norton Single cams. I started with the idea of having a pair made just for myself, but increasingly people seem to be coming interested in getting the best out of ES2s and Model 50s.

I have an ES2 in a featherbed frame that I ride on the road and take to the Island every year. It is in a constant state of development, but has proved fast and very reliable. On closed roads last Manx GP, the vintage "parade" was controlled by the Traveling Marshall who told me that he would not exceed 120 mph. Whilst I could not stay with him, I did pass the Seeley Goldie featured on the front of December '02 Classic Bike! At the moment, 5500 rpms gives me 98

mph, admittedly it's a bit slow getting there, but I have had well over the ton down from Creg to Brandish.

Last year the development was mostly head and chassis. This year's major surgery is a new short stroke crank and the cams. I will be sticking to 500cc and using 86 x 86 bore and stroke. The piston is from a 900cc Ducati Bevel—not too domed and with big valve pockets. (At the moment the comp ratio is too high.) The square engine will rev more...which brings me back to cams. The design criteria for the whole bike has been reliability, unburstability, 7000 rpm in use, no point of failure at 8000 rpm.

I have been working with David Newman of David Newman Cams. He has 38 years of experience and is tooling up with hundreds of thousands of pounds worth of CAD/CAM CNC machinery. Jobs lying round the immaculate workshops include Vincent Twins, Commando, Lotus and Cosworth. We have

discussed the design of a fast road cam - increased performance, wide power band, maximum volumetric efficiency, retain the standard followers, although the follower blocks will need to be eased about 1 mm. To allow for the extra lift. For talented amateurs like ourselves, the rule of thumb with cams is "One step softer than you think". If you are Sheene or Hailwood, then you will be able to do better with the most radical cam. But then you also need a mega, a big bore carb that won't be civilized at low revs, a 6 speed gearbox, stop drinking and smoking, lose a stone, win the lottery or get factory sponsorship.

I have already commissioned and will pay for the design work and will have a tech spec to circulate shortly. Soon after this I need to advise David how many pairs to produce, and of course volume reduces unit cost. I don't intend to make any money on the exercise other than to recover the

design fee and get my cams at the same price you do!

The product will be a pair of camshafts that will key onto a standard late type pinion. (So you get your old cams back intact.) Should you wish to go a stage further, multiple keyways could give the ability to vary timing about two degrees at a time.

Estimates suggest that one off pairs of cams would cost over £300 plus VAT. If I can get enough interest (8 to 10 orders) I can bring this down to my target of £195 a pair. No VAT, private sale. Please let me know if this still interests you. signed Peter Ashley

I have since heard from him that there was enough interest to reach the target price of £195. I am not one of the proud customers. Check out his findings and photos at www.NortonES2.co.uk/

As some of you know, Peg and I were editors of the EMU newsletter back in the early 90's. There were some stories submitted that I remember after all these years. I contacted the current editor of the EMU Epicurean asking him to search the archives for these stories. This one was submitted by Dan Hayes. He was the attorney that did the original legal work to set EMU up as a club. Sit back and prepare for an amazing journey.

SPOTLIGHT BIKE OF THE MONTH

My name is Dan Hayes and my present EMU type motorcycle is an R90/6 BMW. This bike began life as an endurance racer in Florida until it broke and subsequently digested a valve. It is now powered by an R90S motor.

I would rather write about my first motorcycle and arguably the best touring cycle I have ever owned, a 1961 Norton Dominator 88 500 twin. This motorcycle broke down everywhere - - the Red Sea, Dead Sea, Istanbul, you name it. Everyone remembers the commercial "You meet the nicest people on a Honda." In my experience

you meet even nicer people while standing next to a broken down Norton.

I purchased this motorcycle in 1964 as I was beginning my sophomore year in college at the University of Vienna, Austria. Although I had lusted after motorcycles ever since my neighbor's boyfriend gave me a ride around the block when I was 6, I had never actually ridden one. The motorcycle dealer was a former motocross champion. His experience, however, was of little use to me as he spoke no English.

I think it is fair to say that the day I rode my new/used motorcycle away from his store was the

most dangerous day in Vienna since the German invasion during World War II. I will never forget the first time I encountered cobblestones and streetcar tracks in the rain. During the next few months I did manage to hit one pedestrian. In all fairness, even though she was in a crosswalk, she was walking against the light. And then there was this icy bridge over the Danube.

Norton parts were hard to get even then. While poking around the repair shop after the bridge incident, I found something that would really come in handy later on. It was a handmade tube frame rack designed to hold two Gerry cans.

Semester break was at hand and the absence of central heating in Vienna was definitely sending the message "head south". With gas cans attached and a rucksack on the back, a fellow student named Melody and I headed for Greece, Egypt and the Near East.

The roads through Yugoslavia could be impassable in February so as a precaution we took the motorcycle as baggage on the train to northern Greece. The customs official was so shocked when we rolled the motorcycle off the baggage car it took six hours to clear customs. It was then on to Athens on the cycle and then to Alexandria by boat. We traveled deck class, which is exactly what we got.

There were no special provisions for loading motorcycles but the crew agreed that if I could make it up the steep and rather narrow gangplank we could bring it - - and then they all stepped back to place their bets. The Norton scrambled up the slightly stepped surface with relative ease. We lashed the bike to the smoke stack and off to Egypt we went.

Getting down the gangplank was actually harder than going up and the Egyptian port officials were just as amazed to see us as we were to be there. Most of the road to Luxor was hard packed dirt and quite negotiable. Melody thought the way to deal with the camels was to honk at them, thought I preferred a more patient approach. Our

attempts to continue down to Aswan were thwarted when the hard packed surface turned into drifting sand. It was back to Luxor and over to the Red Sea.

The terrain was so barren it was like riding on Mars and the bike immediately shot craps as we reached the Red Sea. It is a lot easier to hitchhike with a motorcycle with a girl as part of the package. We were picked up by a water truck and taken to the nearest town, the site of a Shell Oil refinery. There we were introduced to the local mechanical guru who rebuilt the carburetors while we were entertained by the locals. There were two types of gas available in Egypt, bad and worse. The bad gas was sold in sealed 6-gallon tins, the worse was pumped from somewhere underground. Our reserved Gerry cans became invaluable as these gas stations were few and far between. The gas was so nasty it ate a hole in one of the float bowls.

The next day it was on to Alexandria and then by boat to Beirut. Once again it was necessary to do my Evel Knievel impersonation up the gangplank. We made it as far as the Dead Sea (which I think is about as far as you can go on the face of this earth), went for a swim, and headed for Ammen, Jordan when the primary chain broke. Once again, it was Melody to the rescue as she talked an Arab with a '53 DeSoto into towing us the 40 kilometers to town. I literally felt that I was at the end of my rope as we sped through the foothills of Jordan with the driver's one hand on the steering wheel and the other grappling for Melody's breasts. Unfortunately for him he was not able to kill me. We arrived in Ammen where a tractor repair shop was able to repair the chain and get us on our way.

We made it as far as Tripoli, Lebanon when the bike quit running altogether. We met another bunch of nice people who helped us load it on a train bound for Istanbul. After several failed attempts by Turkish mechanics to breathe new life into the old Dominator 88, we took in the sites, enjoyed the Turkish hospitality, and then headed by train for Vienna. The repair bill read

like a who's who of Norton parts, pistons, rings, chains, you name it. The cultural exchanges prompted by my ownership of the Norton was so complete that by the end of the school year the

motorcycle dealer could even speak some English. Meeting people, isn't that what touring is all about?

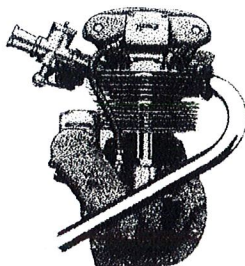
In the best possible taste

This was a posting from a Bill Stewart on the NOC e-list that I want to share:

Hi list!

You might be amused, but not surprised, to learn that "the Norton" is now being used as an example of what constitutes good taste. The following is an extract from a letter from Lucy Carter to today's Daily Telegraph (a slightly right wing but very respectable UK newspaper).

"Surely Nicholas Coleridge, former living bastion of all things tasteful, knows that a rare French mantle clock has about as much style and panache as a Japanese motorcycle when compared with a Norton."



The following article comes from "The Roadholder" #226. It is an expanded version of the caption that accompanies the picture for the month of November in the 2003 Norton Owners Club calendar.

Evolution of the Model 77 and Some Other Models

by Neville Hinton

It may come as a surprise to most Norton enthusiasts to learn that the first Model 77 had a 497cc OHV twin engine and was built from February 1950 until February 1952. In all, 237 machines were produced and there is no record of any of them being dispatched to dealers in the UK. They all went to mainland Australia or Tasmania. It is known that several of these early Model 77 machines still exist, perhaps not all with original parts. One particular engine has been transplanted into a Featherbed frame, another one into a Manx frame, and the latter in that form has since been imported back into the UK from New Zealand.

The early Model 77 had a rigid rear end and telescoping forks and was basically very similar in layout to the Model 18, the 490cc OHV

single. Although having some resemblance to the plunger framed Model 7, the engine and gearbox of the twins were the only major components that were the same. A small difference was that the oil tank had to be mounted in a slightly different position on the rigid frame. The Model 77 had a standard-type fuel tank mounted on a platform. While this basic arrangement was the same as that used for the singles, the tank had to be modified to allow an oil pressure gauge to be fitted into the tank top in line with the filler cap.

Standard mudguards and 19 inch wheels were used for the Model 77. The Model 7 had a 21 inch front wheel and slightly valanced mudguards until the introduction of the swinging arm versions in late 1952.

Although there are no parts lists in existence, a sales catalogue survives and this shows a picture of the Model 77. Specifications were also published and it looks as though it was Norton's intention was to produce a fair number of these machines. It is possible that as a result of poor sales and the introduction of the Featherbed Dominator, production was cut short.

It is unclear why such a machine was produced. It seems unlikely that it was intended solely to be a sidecar tug because the Model 7, with an identical engine and more streamlined looks, had a frame to which a sidecar could be fitted quite easily.

The more familiar Model 77, which was introduced to the Norton range in late 1956, had a 596cc engine, which was identical to that used in the 99. Although this Model 77 had a fully sprung swinging arm frame, it was still based on the single downtube frame, and not the Featherbed design.

It was thought for many years that the Featherbed frame was not suitable for attaching sidecars, (until the late Eric Oliver proved otherwise), so perhaps the former single downtube type was resurrected to fill a gap. It has been suggested that Norton was using up its old stock of Model 7 frames. However, a close inspection of the Model 77 frame shows several obvious differences. Not only does the swinging arm have different fork ends to those of the pre-1956 models, the oil tank and battery box are also the same style as those used on the single cylinder machines in 1957.

Another machine that is said to have utilized the old Model 7 frame is the 1958 Nomad. However, it could be that in this case the frame used is that of the post-1956 single with some modifications to give a higher ground clearance. The rear swinging arms forks are wider to accept a fat scrambles tire and the fuel tank is platform mounted as is the Model 77. If a closer inspection is made of the shape of the two lower frame members beneath the engine on pre-1956 single downtube models, it will be observed that these are angle iron shape. On Nomad machines, the lower frame members are tubular at the same point.

The other post-war machines with a rigid rear end were the well-known 16H, Big 4, Model 18, and the Model 19R. The ES-2 was, in effect, the spring frame option of the Model 18. The 16H was also available with the option of a sprung frame and about 200 were built from 1947 to 1954. A plunger frame was also offered as an option for the Big 4 and 450 of these were produced during the same period.

When it seemed that Norton was set on producing machines with good swinging arm suspensions, they appear to have taken a backwards step in 1954 with the introduction of the 19R, a machine with a rigid rear end. The fact that only 140 were built speaks for itself. It must have been very obvious that a big mistake had been made, because it lasted for only a little over a year before being dropped in favor of a swinging arm version which was listed for 1955. The version was known as the 19S. This lasted until 1958 and there were about 1,850 models built.

Many people wonder why the singles prior to 1959 were not available with Featherbed frames because it would certainly have boosted sales. Norton was not a very large Company, and perhaps at the time they could not cope with the huge demand for Featherbed twins. It was September 1958 when the first Wideline Featherbed singles appeared, and this model was continued until July 1960. The change over from Wideline to Slimline frames meant that no Slimline single cylinder machines could be on the market until mid-September 1960. The first of these was the Model 50; the ES-2 did not become available in Slimline form until the first week in October of the same year.

Frames were a major component and any changes in shapes or dimensions meant that unless the necessary alterations to the tooling were completed in time, production of the frames would be delayed. Production of Slimline twins was 12 months ahead of the singles. The first of these was a little late, being produced in late October 1959, as a 1960 model. For Norton, September was the normal month for building the following season's models.

The demand for Featherbed twins continued until late 1969 when the last 650cc

Mercury models were produced. By this time the Commando had become a very popular machine, and

was voted machine of the year several years running. The rest, as they say, is history.

More Websites to Check Out

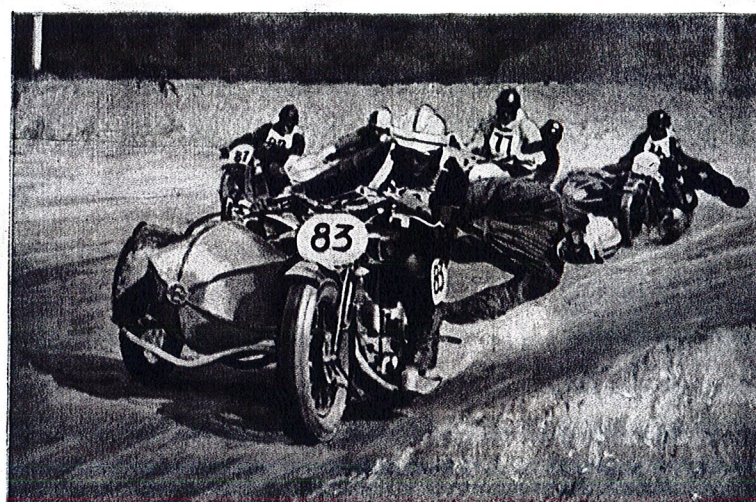
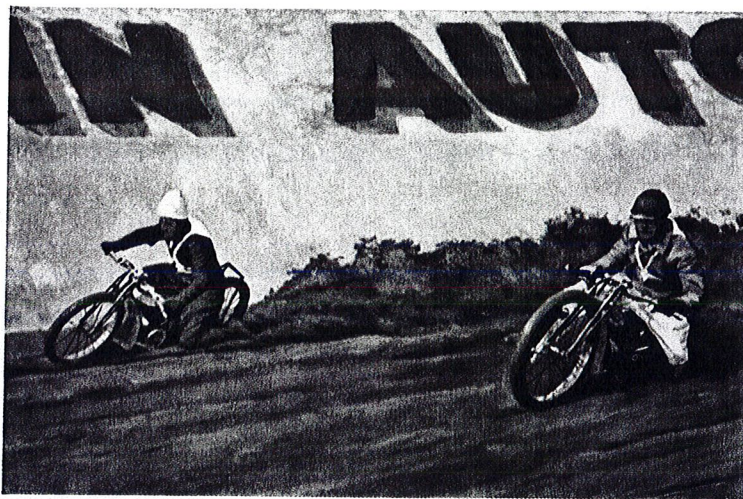
Here are a few more websites that I have found interesting. If in your ramblin' around on the "information superhighway" you stumble upon something you find interesting, why not share it with us?

www.shelbynyc.com/nycnorton/ Terrific photos (professionally done) of one man's Norton in New York City.

<http://mcrider.homesteads.com/ES2project.html> Wonderful site with many easy to navigate pictures of a '59 ES2 restoration. Boy, I wish I had had the foresight (not to mention the expertise) to document my ES2 during it's rebirth the way this guy did. Very cool.

www.classicbikemart.co.uk This is an e-zine hosted by Frank Westworth, the past editor of Classic Bike Guide. Apparently the magazine was bought out and his contract was not renewed. There's a lot of interesting articles and pictures.

In February of 1933 the Sanella Margarine Company in Germany issued over 100 cards to be put in their "Handbook of Sports". Here are two of the four motorcycle ones I have. I love the feeling of speed and excitement that these portray. My color printer is on the fritz so I apologize for having to do these in black & white.



GNOA Treasury Report 2002

		<u>Debits</u>	<u>Deposits</u>	<u>Balance</u>
Brought Forward from 2000				\$ 183.14
January	1-17	-----	\$ 20.00	\$ 203.14
February	2-24	-----	\$ 5.00	\$ 208.14
March	3-14	-----	\$ 5.00	\$ 213.14
June	6-1	-----	\$ 10.00	\$ 223.14
	6-23	\$ 69.00	\$ 95.00	\$ 249.14
	6-25	-----	\$ 15.00	\$ 264.14
Aug	8-?	-----	\$ 10.00	\$ 274.14
Sept	9-7	-----	\$ 30.00	\$ 304.14
	9-20	-----	\$ 10.00	\$ 314.14

Record of Activities 2002

<u>Jan</u>	1-17	Ck from R. Swaysland to apply towards dues. Good thru 7-05.
<u>Feb</u>	2-24	\$5 cash received from D. Knaus to apply towards dues. Good thru 7-02.
<u>Mar</u>	3-14	Received \$5 from Ed Perry (new member) to apply towards dues. Good through 7-02.
<u>Apr/May</u>		No Activity
<u>June</u>	6-1	Received \$10 check from Bill Reukert to apply towards membership dues.
	6-23	1) Spent \$9.00 for disposable camera to use on club ride to Marty's 2) Paid \$60 to Marty as reimbursement for 2 club newsletters (printing & postage) & photo development. 3) Received dues payment from: a) Jack Geers (\$10) b) Mel Heffron (\$10) c) Ted Hoyer (\$10) d) Mike French (\$10) e) Tom Mitchell (\$10) f) Bill Blumel (\$10) g) Steve Hurst (\$20) h) Marty DuPree (\$15)
	6-25	Received dues payment from Joe Jump (\$15)
<u>Aug</u>	8-?	Received dues payment from Dan Woerner (\$10)
<u>Sept</u>	9-7	Received Dues payment from... a) Ed Perry (\$10) b) Jim Hughes (\$20)
	9-20	Received \$10 dues payment from Zoltan Horvath