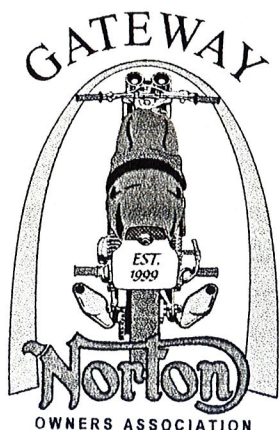


# Gateway Norton Owners News #10



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

Compiled by J. Jump

NOV 2001



### EDITORIAL

Where did the time go! A common saying for me lately. I'm writing this in late September, still trying to warm up after a 14-mile ride, and the forecast for tomorrow morning is 42 degrees. I knew it was coming, I just didn't expect for the summer to go away so fast.

I just spent some time looking at back issues. First thing that hit me between the eyes is that I haven't organized or held one club meeting since the planning meeting back in March. By the minutes, we were to have a meeting BI-monthly on the second Sunday of those months. So I missed May, July, September, and I guess November too. Other than that, we pretty much hit on all the plans we made at the planning meeting. Even so, this was a rather "non-aggressive" schedule for the year.

I have to admit; I've lost some of the wind out of my sails. I have been busy with work, travel, honey-do's, and now the challenge of home-schooling my son, Ryan, who is in his second year of high school. It is getting increasingly harder for me to break away for a ride on the weekends, and have almost limited my riding to commuting back & forth to work. I try to get away, but the responsibilities that I ignore to afford a ride play on my conscience.

The club membership has always been supportive and never complained about our kicked-back agenda. But the club needs leadership to keep it together. My schedule does not allow that I be available to do the whole thing-schedule meetings, schedule & plan rides, organize camping trips, write/mail a newsletter, manage the treasury. I need help if the club is to be anything more than a name, a banner, and a few t-shirts. I guess that's what is supposed to happen at a meeting-to make plans to do things, ask for help to get them done, and to keep the membership posted on the where & when. This still requires that members bring ideas to the meeting, ideas that they are willing to promote and follow through with.

When we first got together and formed our group, we drew up some simple bi-laws, one of those being a term of office for the president. That term was for 2 years, and my term is beyond that time limit. I don't mind doing this for a while longer, but I'm not going to be President for Life, as Marty likes to call me. Someone else will have to succeed me. If no other member feels compelled to do so, then this isn't a club; it's just something I did and you all were kind enough to let me go do my thing.

So that will be the theme for the next club meeting-where should we go from here? Now I guess I have to schedule a meeting!!! Any help would be appreciated here: HELP!!!



wells in the head were given oil drains back to the crankcase via drillings in the cylinder. This new head is the reason the gas tanks are not interchangeable.

When I removed the engine I built a stand for it so it doesn't have to lie down. I was pleased to see the oil feed line was still present and undamaged. Some other little things that the Model 18 has that my ES2 didn't have when I bought it are the front motor mount cover, and steering damper anchor that is at the bottom of the triple tree.

## TECHNICAL

### The Fatback Report

I experienced a problem, which pertains only to those machines equipped with fiberglass tanks- the dreaded BROWN GOO! Allow me to explain.

One day at the end of July, I rode the Fatback to work. While preparing for the ride home I was going through the normal drill - key installed & switched on, fuel tap turned on, tickle until fuel spews forth, swing out kick starter, open throttle slightly. I noticed the throttle felt like it stuck slightly. Hmm...oh well, kicked it through and it started right up. After a few moments of warm up, I saddled up, pushed it off the center stand down onto its wheels, pulled it up into first and started my ride home. Before leaving the parking lot, I noticed something wasn't right. It was a bit balky, especially right of idle, and there was that sticky throttle again! After a half mile, I decided that something was definitely wrong, so I pulled over to the shoulder to try some carb adjustments. After about 30 seconds of fiddling around, which were marginally effective, I proceeded on towards home. But something was not right. By the time I got home, about 14 miles, the bike was idling rough and wanted to stall when I opened up the throttle. More investigation would reveal the problem.

That evening I pushed the Fatback up onto my work stand, removed the tank and removed a slide from one of the carbs-and that's when I found it-the BROWN GOO! It was all over the slide, brown, sticky goo that stuck so tenaciously to my finger it took a solvent to remove it! It was down inside the venturi, and it looked as though it was down stream too! I removed the other carb's slide to find the same thing. I decided to pull both carbs & manifolds to do a proper cleaning. The GOO was coating the whole inside surface of my intake manifolds, down into the head's intake ports, and there was a build up on the valve stem and around the floor of the port next to the seat, where it had started to cook & get crusty. Interesting to note that the bowls were spic & span- no sign of the GOO in there. The whole mess cleaned up easily with spray carb cleaner & a rag. But where did it come from?

I had my suspicions. I regularly read a mailing list called Brit Iron, and I've heard guys crying the blues about how the newly formulated fuels were attacking their fiberglass tanks. The rumor is that it's the ethanol in fuel that is the culprit, but I had dismissed this, as I had never experienced any problems like they were talking about. I had even been running Amoco fuel exclusively in my bike for a couple years when one day, an employee at my local Amoco station pointed to the sticker on his pump which said "Contains up to 10% Ethanol". That was a year ago and I never had any problem before or after that time, so I just chalked it up to poorer quality materials used in the fabrication of the fiberglass parts on those lesser marques. Then it dawned on me-my last fill-up was in Ohio while at VMD! And I remembered talk on a news show about all the different blends of fuels these days, something like 50 or so, to satisfy all the different requirements imposed by different regional governments around the country. I have concluded that the stuff they sell in Mid-Ohio is the stuff that eats fiberglass, and the BROWN GOO was dissolved polyester resin from inside my tank!

I decided the thing to do was to put some sort of barrier coating between my tank and this volatile crap they sell as gas these days. I have heard both positive and negative storied about the product called Kreem- I wasn't going to use that-the last thing I needed was a vinyl bladder floating around freely inside



## LETTERS FROM THE MEMBERSHIP

### Barn Fresh Beauty

by Marty Dupree

That's how it was described on eBay, along with "rusty, crusty, used and abused". What am I talking about? A 1951 Model 18 Norton. And judging by the pictures, all that they said was true. I could see that a partial list of missing items included: the headlight (one headlight ear was broken, the other was bent), seat, fenders and stays, mag/dyno, most of the handlebar levers, and everything drive related from the engine sprocket to the rear brake drum. On the plus side . . . it rolled. It had the forks, front brake drum, oil tank, toolbox, instrument panel, banged up gas tank, but most importantly the engine. My plan was to buy it for the motor and sell the rest. If my '47 ES2 motor blew up, I would have a spare I could drop in. After all, a Model 18 is just a rigid ES2. I also figured I could use the gas tank to put some "shake down" miles on the ES2 while its tank was being painted. The bike was located in Clarksville, Tennessee (just across the Kentucky border) so I would be able to pick it up if I won. If I could just convince Peg that this would be a fun overnight trip, not a whirlwind 5 hours down, 20 minutes there, 5 hours back, she would be more receptive to the whole thing. I placed a maximum bid of \$510 and when the bidding closed, I was the proud owner of just what I needed, another non-runner. I pulled the seats out of the minivan, loaded a ramp, tie down straps, clothes, and we hit the road for Clarksville.

Appleton Vintage Cycle, who had the bike, was located in the back corner of the large new building for Appleton Harley-Davidson. The vintage shop was a little oasis of nostalgia with many pictures, posters and six or seven beautifully restored bikes on the showroom floor. There were two Gold Stars, two or three late '60s Triumphs, a mid-'50s Triumph along with two Jawa Speedway bikes that were on top of a wall separating the showroom from the shop area. I was hoping to pick up a couple missing items for other projects but their parts department was mainly for their in house restorations and repairs. They had aquired Apparently they sell quite a bit of stuff on eBay. After loading up the bike Peg and I went into the Harley shop. On display was a mid-'50s Triumph twin bob-job that made me do a double take. Someone had turned the barrels around so that the carburetors faced forward and the exhausts came out the back. The bike looked very well done and was a fine example of '50s "cool". Stop in if you are ever in the area; it is worth a visit.

When we got the bike home and I was able to get a good look at it, I was very pleasantly surprised to see that it still had the factory side stand (new for 1951) that attached to the front motor mounts. Since my ES2 doesn't have a center stand yet, I was going to attach an after-market side stand, so this was quite a stroke of luck.

I took the bike to Mike's to show him my new purchase. I told him that since we were so close to being done with the ES2 we needed a new project. I am glad I can't read minds! When I tried to put the Model 18-fuel tank on the ES2 it wouldn't fit. It turns out the cutouts in the bottom of the tank are different because of the engine redesign in 1948.

According the Roy Bacon in his book *Norton Singles*, 1948 saw many improvements made to the 490cc single cylinder engine. Some of them were: a wider, smaller diameter fly wheel which allowed a longer skirted piston, and flat footed tappets instead of cam followers. The tops of the tappets were rounded off for shorter, fatter and lighter tubular push rods. The tubes are clamped between crankcase and a new one-piece rocker box with a seal at each end. In the box, the rockers are shorter, stiffer and work on fixed spindles lubricated with a feed taken from the main oil return pipe just before it reaches the tank. This feeds a banjo on the left side of the box from where internal drillways connect to the rockers and in turn to the ball ends that rest in adjustable cups at the top of the push rods. The valve



my tank! . Mike French told be about a some stuff he used on a steel tank-POR 15, sold by Donnelsons. I called the manufacturer of that product and they told me it wasn't intended for fiberglass and they didn't recommend it. Back to Brit Iron! I did a search of their archives and found a post where a guy was going to use a kit sold by Caswell, the folks that market the do-it-yourself plating kits. I sent the guy an e-mail and asked him about his experience using their product. He replied the next day, confirming the presence of the BROWN GOO in his case. He stating he was very satisfied with the Caswell product and that it solved his problem with leaky seams. On his recommendation, I called Caswell and ordered a kit. It showed up 3 days later on my doorstep.

Essentially the kit is plain old epoxy resin. Those familiar with wooden boat construction/repair will be familiar with the West System brand of epoxy resins-this is the same stuff, having the same physical characteristics as polyester resin used in fiberglass construction/fabrication except epoxy; harder, tougher, more chemical resistant. The one-pint kit is advertised as being enough to do a ten-gallon tank- for a five-gallon tank only use half the kit. I used half a kit on my 3.7-gallon tank. The kit was \$24 delivered. You could probably get by cheaper if you searched around town, but you may have to by a gallon of the stuff. It was quick & painless to order from Caswell.

The treatment requires cleaning the inside of the tank first. Remove the petcocks-Mike loaned me a pair of old broken petcocks to screw into my tank. I used some cleaner like simple green and a hand full of cap screws, and about a half-hour of shaking, followed by a water rinse. After removing the screws and drying (old hair dryer handy here), I poured in a quart of acetone and repeated the slosh, then dumped that & let it dry again. Mix the two parts of the epoxy together, stir for 2 minutes, pour into the tank, and then roll the tank around to coat all the interior surfaces. It takes about 45 minutes for the resin to start to set up. I used all this time to slosh the resin, giving it time to migrate down the surface before changing the tank to a new position. When it started to harden up I could feel the tank staring to get a little warm, the effect of the catalyst doing it's job. The instructions tell you to dump out the excess-by the time I was done there was no excess to dump. Let the tank sit for a day and it's ready to go. I pulled the old petcocks out as soon as I realized no resin was still moving around in the tank. But just to be sure I didn't foul the petcock threads with resin, I let the tank sit a couple hours inverted, so any excess resin would end up around the filler neck.

So far the results have been good-no sign of the BROWN GOO. The bike has been running great, responding well to the carb cleaning. One word of caution: In the bright sunlight I can see what appears to be dimples on my tank. I think I did this while sloshing the tank with the screws and simple green. Perhaps I was a bit too aggressive, perhaps the tank was soft from the gas attack. My wife says I'm the only one who could see it. A word to the wise is sufficient!

UPDATE!!!! The fix didn't work. After about a month the brown goo has returned & my carbs are all gummed up again. I gave Mike French the other half of my can of epoxy resin, which he used on the tank of the Bride, because it suffered from the Brown Goo too. The Epoxy didn't work on his tank either. So I'll try another route, a product called Quick Poly & I'll post my findings.

## TREASURY REPORT

Balance (07/31/01)	+\$ 153.37
Money taken in	+\$ 80.00
Money Spent	-\$ 25.59
Total as of 11/15 /01	\$ 207.78

## UPCOMING EVENTS



*Hello Fellow Club Members:*

*When I got my newsletter yesterday, I realized that I had e-mailed Joe an early incomplete draft of this article. The article made no sense to me and I wrote it! So I know it must have made you guys scratch your heads. When I called Joe he said to forget about it and we'd just put it in the next newsletter, but I couldn't let it go.*

*I enjoy doing these color inserts of motorcycle-related ephemera, and I have several more planned, but they are in languages I don't speak. Would any of you be able to translate Czech, German, Swedish, French? This isn't heavy-duty translating. An example in Czech "Velka plocha draha"???? I also need any information about the "Golden Helmet" Races in Czechoslovakia. Please contact me at 636-398-4049 or email [mad@gateway.net](mailto:mad@gateway.net)*

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by Marty Dupree

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turned the barrels around so that the carburetors faced forward and the exhausts came out the back. The bike looked very well done and was a fine example of '50s "cool". If you are ever in the area you should stop in and say "hey". They are a nice bunch of people.

On the way home we stopped by Mike's work to show him my new acquisition. As we approached the minivan I said, "Since you are so close to finishing the ES2, I thought I had better get another project lined up". Then I opened the sliding door. Mike stood silently for a couple of seconds. I sure am glad I can't read minds.

When I got the bike home and was able to get a good look at it I was very pleasantly surprised to see that it still had the factory side stand, new for 1951, that attached to the front motor mounts. Since I haven't found a centerstand for the ES2 yet, I was going to attach an after-market side stand. This was quite a stroke of luck and looks much better. To even out my luck, the '51 petrol tank doesn't fit on the '47.

According to Roy Bacon in his book *Norton Singles*, "1948 saw many improvements made to the 490cc single cylinder engine. Some of them are: a wider, smaller diameter fly wheel which allows a longer skirted piston and flat footed tappets instead of cam followers. The top of the tappets were rounded off for shorter, fatter and lighter tubular push rods. Their tubes are clamped between crankcase and a new one- piece rocker box with a seal at each end. In the box, the rockers were shorter, stiffer and work on fixed spindles lubricated with a feed taken from the main oil return pipe just before it reaches the tank. This fed a banjo on the left side of the box from where internal drillways connected to the rockers and in turn to the ball ends that rested in adjustable cups at the top of the pushrods. The valve wells in the head were given oil drains back to the crankcase via drillings in the cylinder." This new head is the reason the gas tanks are not interchangeable.

When I removed the engine I built a stand for it so it doesn't have to lie down. I was pleased to see the oil feed line was still present and undamaged. Some other little things that the Model 18 has that my ES2 didn't have when I bought it are the front motor mount cover, and steering damper anchor that is at the bottom of the triple tree and the instrument panel. These items, along with the toolbox will be passed along to help complete some other lucky guy's project bike.

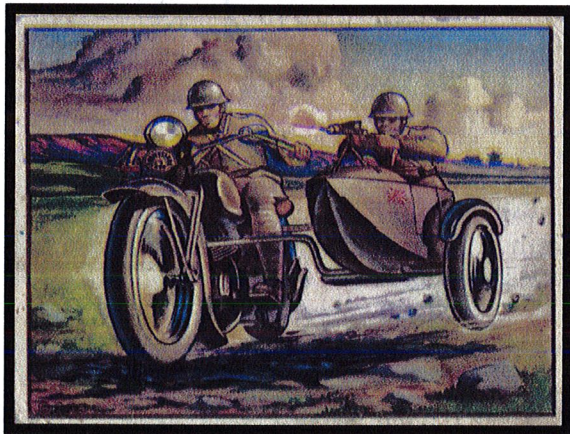
One last note of interest. The speedo (glass is broken and probably not functional) is calibrated in kilometers. This piqued my curiosity as to it's history so I contacted the Norton Owners Club (England). They confirmed that the matching frame and motor numbers, F3 38130 were assigned to a Model 18 that was "despatched" March 4, 1951 to Belcan, Japan. Oh, if only our bikes could talk.



## Motorcycles in War by Marty Dupree

With the events of September 11, President Bush says we are at war with terrorism and has appointed an Office of Homeland Security. I think this is a good time to show some ephemera I have collected depicting wartime motorcycles.

This is a reproduction of a tobacco card originally issued September 21, 1916. It was placed in packages of Will's Cigarettes in their "Military Motors" issue. The back reads: "Motor Cycle, British. These speedy little machines have played a very important part in the military operations. For conveying dispatches their services have been in great demand, and many a brave dispatch rider has been warmly thanked for getting his message safely through to its destination after thrilling and hairbreadth escapes. A number of these machines accompany the Motor Transport Waggon, for reconnoitring purposes and for reporting on the safety and condition of the roads."



This "THE WORLD IN ARMS" bubble gum card was printed in the USA and copyrighted 1939. The back reads: "Japanese Scout Motorcycle. The iron calvary of Japan, now in service throughout China, embraces numerous modern as well as obsolete tanks, and high powered mobile units such as shown in the picture. These mechanized units have been waging a successful fight against the persistent Chinese guerillas. The unit shown consists of a speedy motorcycle of the latest design, equipped with siren and search light, and a sidecar in which rides the machine gunner who operates a light machine gun mounted on the tonneau. De-

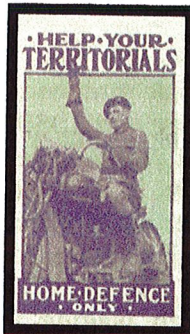
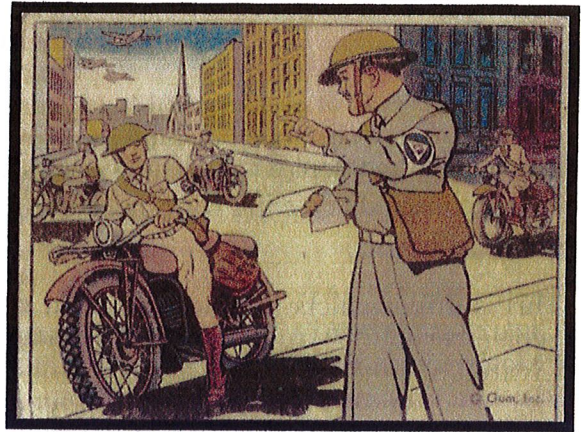
pending on their speed for their effectiveness these motorcycle units can get to a scene of disorder in a hurry. They are used primarily for scouting work, dispatch bearing and general policing. Inferior Chinese roads make motorcycles desirable. They are easier to get around in than are scout cars and besides, their cost is only a few hundred dollars - a very important consideration in modern warfare."

Published by Trucards in England, this is from the World War II series. The back reads: "Motorcycles. When War broke out, the British forces had well over 21,000 motorcycles of all types. By June 1940 the total had risen to just over 50,000, and at VE day, the total motorcycles in service numbered almost 270,000. The vehicle illustrated was typical of the time - a Norton 633. Note the Bren gun on the right hand side of the sidecar protection shield."



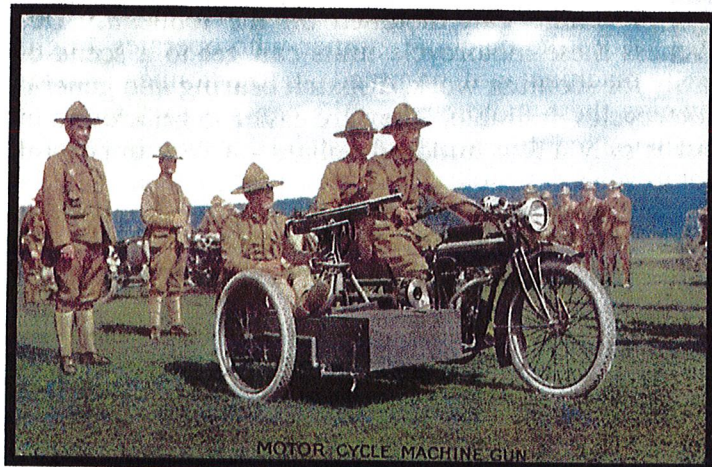


From Canada, copyright 1941: "Home Defense Messengers. Men with motorcycles, and runners, will work closely with Staff Headquarters and Air Raid Wardens in time of an emergency. Known as Messengers, they will be charged with the responsibility of getting word through to the proper authorities, even though telegraph and telephone wires are down, and in the absence of radio operators. This work requires great daring and courage, often causing Messengers to dash through bombings and amid burning and toppling buildings. At such times they will be armed with pistols and wear the customary tin hats. Arm bands will give them official status. The picture shows a Messenger on motorcycle taking orders from a Civilian Home Defense Staff Officer during a sham air raid. Others are seen arriving and departing on missions of importance."



This label was issued by New Zealand to raise awareness for home defense. I don't know much about this item. I don't know if they were for sale or handed out for free, if they were to be placed on letters and packages, or if they were proof that you had donated money to the war effort. If anyone has knowledge about this, please let me know.

Brought to us by those peace-loving Nazi's, these semi-postals were issued in March of 1943 and 1944. The top stamp was titled "Motorized Marksmen", the other is "Chain-driven Vehicle". These stamps were part of multi-stamp issues depicting various war scenes.



Entitled "MotorCycle Machine Gun", the back of this card reads: "The lightest thing in light, mobile artillery! As a matter of fact it is not considered artillery, but merely part of the up-to-date infantry equipment. This outfit can get around most anywhere and get there quick. The motorcycle is as handy and effective as a means of transportation as the machine gun is as a weapon, and the combination of the two constitutes a fighting machine which will make itself felt wherever there's an enemy to be fought. The United

States Government has a large number of these machines all equipped and men trained to drive and operate them." This image was reduced from its original 5-1/2 x 3-1/2" size.