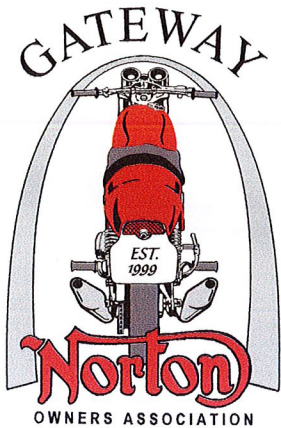


Gateway Norton Owners News #12



**"To Promote the
Use and Pride of
Norton Motorcycle Ownership"**
Compiled by Marty Dupree
June 2002



EDITORIAL from the Prez

I would like to thank & congratulate Marty for his first edition of the GNOA News. He & Peg have lots of experience with newsletters, having written the Euro Epicurean for years. I really appreciate them spelling me from the duty and I have been humbled by their first edition. Please, let's all show our support for them by providing articles on events you have attended, or anything that you feel would interest the membership. That also includes things you would like to sell, swap, or acquire.

It's hard to believe that the first half of this year is almost behind us. And yes, following our recent trend, the club has hardly had any indication that it still exists. Yeah, well we're still here! Mike asked me to send along his apologies for the canceled Planning Meeting, which was beyond his control. And just like everybody else, he's been too busy to reschedule. Well, we'll move ahead.

Actually, we have had two events so far this spring, although the turnout was a bit sparse. For the first event, attending a "Cruise Night" out in St Charles, I spent some time talking to most of the member's answering machines, informing them of the time & location of the event. The second event was a ride up to Jerseyville for some Flat Track racing. We had good weather for both events & if you weren't there, you missed it.

So what's it going to take to get our club together? Food? Drink? Rides? Tech Days? The answer is sponsors who will host events. Presently there are two members who are in the planning stages: a ride through L.A., and a ride out to Uncle Marty's & Aunt Peg's for a Bar-B-Que. There are more Flat Track races scheduled I believe in June at Granite City. Anybody interested in showing his bike? I believe there is an annual event at the Museum of Transport. The steam Locomotives make a great photo back drop for your prized Snorton! And the Sports Car Club has a show coming up later in the year. We could put together a good display at either one of these events. If one of these sounds interesting, or if you have your own ideas, give me a call & we'll make it happen!

We have not identified any reasonable place to hold regular meetings at, so in the mean time, a good bunch of us still show up at the EMU meetings at the Sports Page, first Tuesday evening of the month. At least there is usually some good tire kicking going on. Don't be a stranger-give me a call!

EDITOR'S EDITORIAL:

As always, I am looking for submissions. On the GNOA website I offered a used brown paper towel dispenser (industrial quality) to the first two submittees for this newsletter, but no one sent anything. The offer is now being made to the general membership. These are in good shape, no graffiti (they came from a

Catholic elementary school) and are quite handy in the workshop. I only have these two, so first come first served. Send any submissions to: Marty Dupree
2637 Sneakwood Lane
Foristell, MO 63348
madx2@worldnet.att.net

TREASURY REPORT

Balance (1/22/02)	+\$ 203.14
Money taken in	+\$ 20.00
Money Spent	-\$ 31.25
Total as of 5/29/02	\$ 191.89

Debits from printing & postage of GNOA News # 11	\$ 31.25
Credit from dues collection	\$ 20.00

UPCOMING EVENTS

- June 23: Club ride to Marty and Peggy Dupree's house. Enjoy the picturesque beauty and wonderful "twisties" of St. Charles County. There will be BBQ burgers, potato salad, chips and beverages. Fishing poles will be supplied to the adventurous. Details on the bottom of page 6.

CLUB DUES

Just like in the last newsletter, I am asking everyone to look at the number in parentheses on their envelope that this newsletter came in. That is your expiration date for payment of dues. The Club has 27 members and as of right now, 11 of us are delinquent. Some are 2 years in arrears. You can see by our treasury report that we don't have a lot of money and if it wasn't for the fact that some members have paid up two or more years in advance, we would be in serious fiscal shape. Dues are \$5 per year so please get current by sending a check payable to Joe Jump, 435 W. Argonne, Kirkwood, MO 63122, or bring your payment to the club ride on June 23.

ANOTHER JOKE SUBMITTED BY PREZ JOE

On one sunny Sunday morning Gary Creech was out flogging his Norton for all it was worth. He had just blown past a couple cars in a turn, and bested a lesser marque on a straight when he got pulled over by a state trooper for speeding. The trooper started to lecture Gary about his speed, and in general began to throw his weight around, trying to make our pal uncomfortable.

Finally, the trooper got around to writing out the ticket, and as he was doing that he kept swatting at some flies that were buzzing around his head.

Gary says to the man, "Having some problems with circle flies there, are ya?"

The trooper stopped writing the ticket and said - "Well yeah, if that's what they are, I never heard of circle flies".

So Gary goes on - "Well, circle flies are common around here. See, they're called circle flies because they're almost always found circling around the back end of a horse."

The trooper says, "Oh," and goes back to writing the ticket. Then after a minute he stops and says, "Hey---wait a minute, are you trying to call me a horses ass?"

Our pal says, "Oh no, officer. I have too much respect for law enforcement and police officers to even think about calling you a horses ass."

The Trooper says, "Well, that's a good thing," and goes back to writing the ticket.

After a long pause, our pal says, "Hard to fool them flies though."

NEW AMERICAN MOTORCYCLE UNVEILED

At a press conference late Monday, the CEO of Johnson Marine, makers of Johnson outboard marine engines and other recreational equipment, unveiled a new line of heavyweight cruiser style motorcycles designed to compete head to head with industry leader Harley-Davidson. Peter Long, Johnson, brands marketing manager said "We have studied the market and determined that Harley, while highly successful, has narrowly missed the mark when targeting motorcycle buyers". Long added, "We, at Johnson, are convinced our product hits the target dead center and promises to draw sales away from Harley-Davidson in a way no other motorcycle has been able to accomplish".

The new line of bikes, marketed under the name 'Big Johnson Motorcycles, will, according to Long, deliver what Harley has only promised. "Our research show that this, a Big Johnson, is what Harley buyers are really after". At the unveiling of the new line Monday, several current Harley owners agreed. "When I bought my Harley, what I really needed was a Big Johnson", said one Harley owner." But I see now that riding a Harley is no replacement for having a Big Johnson."

Manager Long also said that his company would follow the lead of Harley-Davidson and cash in on a huge market for non-motorcycle related products. "We realize that not every guy can have a Big Johnson", said Long, "But image is very important to people. If they don't have a Big Johnson, they at least want to project the image of having one."

Asked if he anticipated Big Johnsons showing up in the hands of Harley owners, Long said it was unlikely. "I just don't see the need to have a Harley if you have a Big Johnson", he said. "And I can't imagine someone who spends all their resources to acquire a Harley having a Big Johnson. I think it boils down to this - You either have a Harley, or you have a Big Johnson, but you are not likely to have both. "Given the choice" said Long, " I think most guys will opt for the Big Johnson".

Another force driving sales for the company will come from women. A survey of the wives and girlfriends of nearly 1,000 potential motorcycle buyers indicates less than 5% would approve of their partner spending \$15,000 on a Harley Davidson. But, when asked if they would be willing to pay the same amount of money to get their partner a Big Johnson, nearly 4 out 5 thought that would be money well spent. One female present at the product unveiling was quoted as saying, "There is no way I will let Lonnie drop 15 grand on another one of those Harleys, but 15 grand to get him a Big Johnson? Well, that something we could both enjoy and it's something he really needs. "Carla Roundheel, manager of the dealership network now being established, said her motto is simple. "I service what we sell."

Big Johnson motorcycles will be traded on the stock exchange under the abbreviation P-ENVY

The following is a reprinted article from *Roadholder January/February 1998*. It is the magazine of the Norton Owner's Club in England.

IT'S MIX & MATCH TIME AGAIN!!!

Phil Hannam
Technical Team

Generally, with the onset of winter, lots of Norton owners settle down to finally sorting out a much promised rebuild or completing that many times delayed "basket case" project. Lists of damaged, worn or missing parts are made followed by letters and phone calls to suppliers or lots of leg work around various auto-jumbles so that with minimum delay, the beast can be quickly made ready for the road once the fine weather returns.

It is also, without fail, that time of year when inquiries for my assistance rise to a peak with the all too familiar cries of, "The bit I bought looked the same but it doesn't fit, help!" or, "This is the piece they sent me but it's not the same as the one I took off, what do I do?"

Most of us have been through this type of situation at one time or another and can sympathize with the financial and emotional pain brought about through the ownership of yet more recently purchased parts that won't fit or work, can't be exchanged (except for a credit note or a part the supplier hasn't got in stock), can't be resold except at great loss or nobody else wants because they've all made a similar mistake and got one already.

Some while ago, I spoke to a well-known Midlands Norton parts supplier about a growing concern regarding the poor reputation many dealers were getting as a result of a "take it or leave it" attitude or the just as bad, "that's all we've got, you'll have to make it fit".

He took on board my comments and pointed out that it was just as frustrating for his staff, who in most cases, spent much valuable time, trying to sort out exactly which part they were being asked to supply for which model. Letters that they received were often in illegible scrawl with no model type or even year of manufacture being given. Telephone calls were no better for the same reasons with many owners often having no idea at all what model bike they owned. Suggesting that it might be a twin would at least

narrow the choice down to around fifteen possible models, depending on the decade.

The main cause of the problem, which many owners will agree with, is that too often people are buying a Norton but not really knowing exactly what they are giving away hard cash for.

I would like to believe that our conversation resulted in some form of a positive outcome because within a few months I noticed that a "technical helpline service" had been added as one of this particular dealer's services. Good move!!! Having purchased both new and used Norton bike parts myself only to discover that they weren't what I thought they were led me to look a little closer at the big Norton Dominator twins made in the 1960's and just what subtle differences in specifications continually catch out owners who are trying their best to keep bikes on the road.

A good starting point is the rear of the bike where the possibility of a quick financial disaster is as high as most other parts. Need a rear mud guard to complete your pride and joy? Should it be chromed or painted? Deep valanced or sports style? How about stainless steel? £100 for some nice, rusty auto-jumble metal should fill the gap but is it genuine or a copy of a copy? You could be looking at spending £250 for a reproduction but would it be correct? It all depends on your model and not just the year it was made.

Rear wheel looking a bit sad? Then replace it with one from any of four decades of manufacture. They all look similar from the outside but pick an early Commando one (which looks identical) and you're handling might get very interesting around bends due to a 3/16" offset rim. Have you ever tried measuring a wheel rim for offset? Dampers need replacing? Easy to get hold of but over the years I've seen lots of Slimline frames wearing 12.75" dampers instead of the proper 11.85" units. And how many owners have bodged Wideline dampers to fit their

Commandos and wonder why the rear end felt a bit soft. Fit chrome springs to these dampers and you can really have fun as the rating can be anything from 90 to 150 lbs. with no obvious markings on many to indicate their poundage. They should be color coded but often are not.

Hump or no hump or your dual seat? They were listed for 1968 models onwards but my own 1967 Atlas came with a hump. Very confusing!

How about some nice, new shiny silencers to help make your bike a "concourse" winner? "Can't go wrong", you think as all the 60's models used the same type. Well not quite. If you happen to own a 1960 or 1961 88/99 or 1961 650 Manxman you could be in for quite a search as some of these models were fitted with special silencers which are unusual and do not appear on many other Nortons. Siamesed exhaust on your bike originally? Many early Dominators were sold with them. One, two or three piece? 1 1/4" bore or 1 5/8" bore?

While we are down by the footrests, has your chaincase got a hole in it which to adjust the clutch? If it was made before 1965 then it shouldn't have and you've probably got a later cover or a conversion.

Likewise Norton twins made before 1965 all had 5/8" x 1/4" rear chains but lots of owners converted their bikes to the later size of 5/8" x 3/8".

Gearbox had it? £150 will secure one at an auto jumble ready to fit but is it the right one for your machine? You can choose from AMC1, AMC2, or a later AMC2 (early Commando) gearbox. Externally, they all look similar and any of them will fit in the gap behind the engine. So what's the difference you might ask?

Well, up to 1960 the Dominator twins had the AMC1 box with a huge gap between 3rd and 4th gears. The AMC2 box had this gap closed by losing one tooth from the main shaft 4th gear (the one the rear chains sprocket also sits on) and also one tooth from the layshaft 3rd gear. The AMC1 box was stamped with N and numbers while the AMC2 boxes were marked NA, unless from a Mercury 650 in which case it had an M. (which is very confusing, because AJS boxes were also marked with M and used in the off-road models like P11

and G15 but won't fit very easily into a featherbed frame.

You can run at Atlas or 650 with an AMC1 box but try changing down from top to 3rd when doing more than 65 mph or you might start chewing valves and pushrods.

The early Commando gearbox has a slightly higher 2nd gear but otherwise the ratios are the same as the Dommi AMC2 unit. The most significant differences are that of a longer main shaft and mounting lugs which are narrower. So with a different main shaft and a little shimming this box can also be used in a featherbed frame. The bottom line to all this gearbox nonsense is that it is possible to obtain a unit that has a substantial mix of early and late gears and shafts from any year between 1930 and 1980. They can all be made to fit and work. A bodger's paradise!

Moving on to the front end of the Dominator twin we come across yet more potential mix and match disasters. The year of 1964 rears its head as dividing line for yokes with stanchions 7" apart and those later yokes with stanchions 7 3/8" apart. The bad news here is that early Commando yokes look almost identical to those of a late Atlas. The catch is the thread on the stem which Norton in their wisdom changed from 26 tpi to 28 tpi. Small but significant enough for the unwary to strip threads if they try, in error, to combine the wrong pieces.

Stanchions are another nightmare for suppliers, as there is a choice of at least five different lengths (ranging from 20 to 25") that will all happily fit through the yokes and then into the sliders. Three different types of damper body, three front wheel spindles, five sliders, three stanchion top nuts and various spring lengths all add to the fun if mixed in the wrong proportions. The good news is that a £16 bush and seal kit will fit any of the above parts, regardless of the combination.

The front wheel itself is one of the few components that has not been messed around with over the years but it was possible to have alloy rims and later twin leading shoe brake as an option. There's not too much in the way of choice to confuse or bungle a part from trying to make a single leading shoe brake plate operate with twin leading shoes.

Having reached the front end of the bike would be an appropriate place to stop as details of what can be thrown together and churned around in 99, 650 or Atlas engines would easily fill most of a

Roadholder issue and scare many owners into never starting their bikes up again.

Watch this space!!!

JERSEYVILLE HALF MILE

"JJ"

The Missouri Mules hold their AMA regional(?) half mile races every year on the first Sunday in May. For the last 2 years it has been a wash-out, but this year, May 5th, the weather was perfect!

Bill Reukert made the announcement that he would host the ride to the races again this year. But as fate would have it, another "more important" event requiring his attendance was scheduled for the same day. No problem, 4 local members assembled at the Quick Trip on Hwy-367 at around 11am for the group ride to the race. Our group consisted of Tom Mitchell, John Weubelling, Mike French, & Joe Jump, plus a couple other guests. Heading up through West Alton, we ran into a big slug of slow riders on Harleys & other lesser marques, but we soon made short order of putting them behind us. The ride up seems to be getting shorter & shorter-maybe that's because it wasn't raining! Once at the track we quickly ran into Mel Hefron.

The races were pretty kicked back and it seemed the attendance was down. Food, drink, and good seating were plentiful. The track looked to be prepped nicely; smooth & not a bunch of ruts in the corners, leaving plenty of different lines available for the competitors. Nobody fell down or got hurt, at least on the track.

In between races there was time to get up, stretch your legs, get a drink, and walk through the parking lot to check out the other bikes there. Besides our Nortons, there wasn't a lot to look at. I noticed that there were a lot of Grey Beards there-ya know, we're not getting any younger!

At about 4:30, I had to pull the plug, so we all saddled up & hit the road. The Charlietown Contingent split off at West Alton down Hwy-94 & my guest and I took 367 back to the Big Loop. I was home by 6:00.

All in all, a good day riding & hanging out with the Notrun boys. I'll do it again next year!

CLUB RIDE TO MARTY AND PEGGY'S

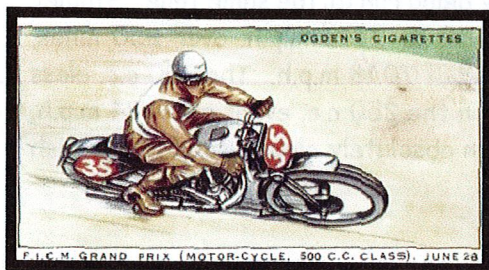
Meet at the Quik Trip in Weldon Spring at 10:30 a.m. Sunday, June 23. Cross the Hwy 64 bridge into St. Charles County. Exit at Hwy 94. Stay in the right lane. Proceed approximately one mile. Quik Trip will be on the left.

If you can't make the beginning of the ride but still want meet at the Dupree's, call (636) 398-4049 and I will give directions to my house. Food and drinks will be supplied. The Club hasn't done much this year so let's have a good turn out and catch up on what's new and chew around on the idea about where we want the Club to go.

Though this series of 50 tobacco cards had 10 depicting motorcycle races, I am only including the ones with Norton images.

Ogden's Cigarettes Tobacco Cards

Motor Races 1931



F.I.C.M. Grand Prix (Motorcycle, 250 c.c. and 500 c.c. classes), June 28.

These two events were run off together over the 7 3/4 mile circuit at Montlhéry Speedway, near Paris, on the afternoon of June 28, 1931. Wal Handley lost his petrol-tank filler-cap and crashed in flames, providing a high spot in two races which lacked real excitement, although closely contested. The Lightweight race was won by Graham Walker (250 c.c. Rudge) at an average of 63.44 m.p.h. Percy ("Tim") Hunt won the Senior class with a 500 c.c. Norton, covering 202 miles at 71.26 m.p.h., Simcock (O.K. Supreme) was second and J. Guthrie (Norton) third.



German Grand Prix (Motorcycle

500 c.c. Class), July 5.

British machines came home first, second and third in this event, run on Sunday, July 5, at the Nurburg Ring. Seventy-odd riders competed in various classes, being sent off in groups according to category. The event was for 15 laps, making a total distance of 264 miles. Stanley Woods won on a Norton in 3 hrs. 58 mins. 41.6 secs. -an average of 66.22 m.p.h. P. Hunt was second on a machine of the same make, finishing only one-fifth of a second later; Graham Walker was third. Woods set up a record lap at 70.06 m.p.h.

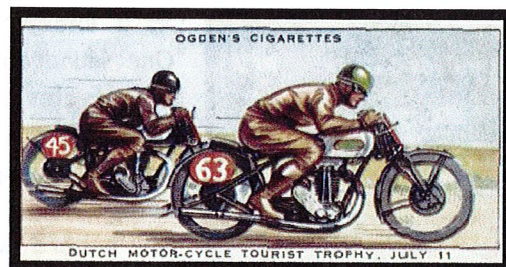
Manx Senior Grand Prix (Motorcycle), Sept. 10.

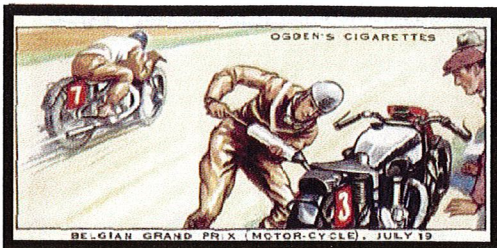
This motorcycle event, and the "Junior" race, replaces the old Amateur T.T. held on the Isle of Man T.T. circuit. Fifty riders lined up for the start at 10 a.m. on September 10, 1931. Only 16 completed the 6 laps of the 37.74 miles which formed the circuit, and J.M. Muir (Norton) won at a speed of 71.79 m.p.h. finishing nearly 10 minutes in front of the next man, L.R. Courtney (Rudge) whose average was 69.19 m.p.h. for the distance of 226 miles. The fastest lap was made by N. Gledhill (Norton) with 73.47 m.p.h.



Dutch Motorcycle Tourist Trophy, July 11

Competing against sixty-two starters in the three classes in this event, British machines won the first three places in every event. The race was run over a 10 1/2 mile circuit at Drente on July 11, 1931. Percy ("Tim") Hunt won the Senior race on his Norton at 82.07 m.p.h.; Nott (Rudge) was second and S. Woods (Norton) third. S. Woods was victor in the 350 c.c. race, run before the Senior event, his Norton averaging 76.73 m.p.h. In the 250 c.c. race H. G. Tyrell-Smith (Rudge) won at 71.4 m.p.h. This was the seventh time the race had been held; the circuit was fast, and 9,000 pound sterling had been spent on resurfacing it, but some corners were still very tricky.



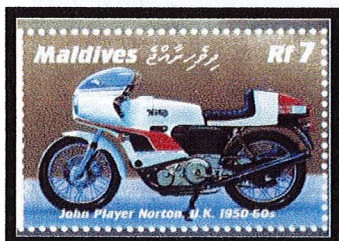


was won by J. Guthrie (Norton) at 68.17 m.p.h. E.A. Mellors (New-Imperial) won the 250 c.c. event at 64.24 m.p.h. and E.C. Fernihough (Excelsior-J.A.P.) won the 175 c.c. class at 51.45 m.p.h.—an absolutely clean sweep for British machines.

Belgian Grand Prix (Motorcycle) July 19

Thirty-six machines of all sizes left the starting line at 11:30 a.m. on Sunday, July 19, 1931, for this race on the Spa Circuit. Although running at the same time, machines were divided into classes according to engine size, so that four races were actually being run at the same time. Stanley Woods (Norton) won the 500 c.c. class at 71.15 m.p.h. over 250 miles, Dodson (Excelsior-J.A.P.) being second at 70.18 m.p.h. The 350 c.c. class

Cropped to save space, this is part of a cover (envelope) from Timaru, New Zealand. It was postmarked 10 Feb 1990. Judging by the "doll's head" gearbox, rigid rear end and girder forks, it is obviously a pre-war model. Can any readers narrow it down any closer than that? I'm sure the petrol tank shape gives clues to someone more knowledgeable than I.



On a sheetlet entitled "One Hundred Years of Motorcycles" this John Player Norton is by far the best stamp of the 6 motorcycles depicted. The others were: '07

Matchless, Munch TTS, Lambretta scooter, Yamaha X1P, and a 1885 Daimler.

On another postage stamp sheetlet entitled "One Hundred Years of Motorcycles", this '73 Dunstall Norton 850 is the only British bike in the set. The others

are: Yamaha V-twin, Honda 600, and Italian scooter, Suzuki Katana 750, and Suzuki Bandit 600.

