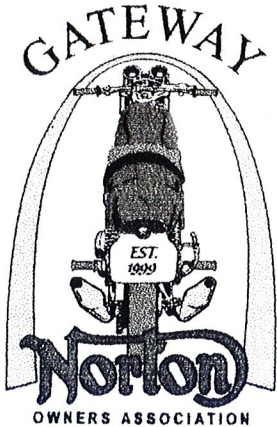


# Gateway Norton Owners News #9



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

Compiled by J. Jump

Aug 2001



## EDITORIAL

After a wet spring, the meat of the riding season is here, and things in the GNOA are good! This past quarter has been active with club activities; tech days, rides, meetings, cook-outs, and a pilgrimage to Vintage Motorcycle Days at Mid-Ohio! A big "Thank You" goes out from me to those who have gone the extra mile to host these events!

In case you didn't know, Marty DuPree had to undergo surgery to have a couple cysts removed from his lung. Thank goodness the operation was a success and the growths were benign. Marty is well on the way to full recovery and is expected to return to work by late August/early September.

The trip to Mid-Ohio went quite smooth due to good planning. Our club was well represented with 7 members in attendance. This being my first time attending the event, I was unprepared for the shock of being surrounded by 30 acres of swap meet, which resulted in sensory overload and, I'm sure, many missed opportunities. Nonetheless, I had a great time and hope to attend again next year.

Looking forward to the fall, we are beginning to plan for our second annual Rocky Top campout. Last year it was held at the Silver Mines State Park, a few miles east of Fredricktown, MO. Just east of the park lies Iron County, which has Taum Sauk, Elephant Rocks, Johnson Shut-Ins, and Rt. 32-ya gotta do Rt. 32! There is no reason to believe we will change locations this year. No dates have been secured for this year's event, but it will be held sometime in late September/early October. Plan on attending this year for it will be a good time.

Another activity suggested by the Frenchman is a group ride to Mount Vernon IL, to the Vintage Motorcycle Museum at Dale's Harley Davidson. Marty, Mike, and Steve Hurst recently visited there and from all accounts, were simply blown away by what they saw. Good news is it's only 60 or so miles away and the collection could possibly put Jay Leno's to shame. Bad news is it will be moving to North Carolina within the next year. So we should make it a point to visit there before the end of this riding season. I'm looking for a volunteer to organize this event-let's shoot for October or whatever works.

So let's keep the momentum rolling and continue to have an active fall. Participate in events when they come up and make suggestions for other fun stuff to do. Who's up for a Sunday ride?

## LETTERS FROM THE MEMBERSHIP

A Ride to Custom Creations submitted by Billy "Blueballs" Blumel, aka *Skank Bait*



On Saturday, May 26, the GNOA conducted a ride/meeting to Custom Creations in New Baden, IL. We met downtown in the Old Cathedral parking lot. It was a good thing we had a Harley-type start(12:30) because it took me all morning to get my yellow 750 up & running out of it's winter hibernation. Our leader brought his '73 V-7 Sport (Moto Guzzi) painted with green Dodge paint. It sounded ok, but not like a Norton (*ed. note- Bill sure got an earful of that exhaust note, since he was behind me all day!*). Gary Creech brought his '75 Interstate, John W brought his '75 High Rider, Tom Mitchell rode his '75 Roadster (with no front fender), and Kurt Baue drove the sag wagon c/w '37 Indian Scout parts. It was 72 deg. & the sun was shining as we left-couldn't have asked for a prettier day! We rode east approx. 30 miles with strong crosswinds the last 10-15 miles-it blew me to both sides of the lane! Which brings up the subject of riding formation, which we should discuss at our next meeting. All the machines performed admirably, with our Lucas lights on in accordance with IL law.

Lyles shop is right on the main drag of New Baden. His shop features the Enfield singles, Ural twins & sidecars, a completely S & S Harley, and Panzier Panhead clones. Lyle was busy demonstrating motorcycles for local customers, and us several members took test rides on the Enfield and Ural Sportsman with driven sidecar wheel. Both new motorcycles featured kick-starters, such a concept!

Most of us missed Lyle's big pot of home made soup, and starving, walked across the street to the Old Time Diner. We all were fed well and nobody spent over \$5. We returned to find Kurt (who wasn't hungry) finishing his second bowl of Lyle's delicious soup, so a few guys had to have some soup too. Lyle brought out an iced tub of bottled beers with names no one could pronounce but Lyle. Kurt announced, "I can't say it, but I sure can drink it!". Kurt, Gary, & Bill bought parts and Lyle gave them club discounts. Joe volunteered Kurt & I to organize our annual perimeter ride (June 10<sup>th</sup>) to Marty's house, and we agreed. Meeting adjourned.

On the way home we rode in & out of the rain with more heavy crosswinds. I would only run 50-55 mph, which caused some consternation, but everybody got home safe & felt like they had a good time-we did! Ready to do it again. Thanks Lyle, Joe, & Kurt.

### My First Ride on a Vincent submitted by the editor

Last week I received a call from a fellow named John. He told me that he had heard (from a mutual friend) about a '69 T-Bolt I had for sale and would like to take a look. He liked what he saw, but asked if he could come back a day or two later to take it for a ride. He returned, rode the bike, offered me the obligatory 15% less than asking price, and we struck a deal. After the handshake, he informed me he had another big bike at home that he was uncomfortable riding, and wanted the BSA to re-learn how to ride (sold his last bike in 1962). The big bike turned out to be a Black Shadow, a '51 I believe! He told me I should come over & see it-I had to ask-"Can I take it for a ride?" "Sure!" he responded.

Yesterday afternoon (Fathers Day) I called and asked if I could take him up on his offer and that was fine with him. I couldn't believe it: I've seen them around, but never had the opportunity to swing a leg over one. Now I was going to take one for a ride!

Upon arriving, he took me down to the basement garage where the bike was stored. He had recently returned from an extended stay in New Zealand, where he purchased the bike from a gentleman who had owned the machine for 25 years. The frying pan Smiths speedo indicated just over 1500 miles-that was the mileage on the machine since overhaul, carried out by the dealer in England whose badge was riveted to the alloy front fender, Compton's or Connor's I believe. Everything was right on the bike-well maintained and ready to ride. Please excuse me if I sound like I know little about Vincents, for that is the truth. I always looked at these machines as untouchable, and have become quite comfortable living within my status with the lesser marques.



He pulled on the petcock, tickled the carbs, and asked if I would like to do the honors-naturally, I accepted. He told me to use the compression release; I made an attempt, but was unsure of what I was doing. The crankshaft must weigh 70 lbs., given the amount of force required to get it to turn over. Nevertheless, it started 2nd kick without fanfare. It was a bit cold natured, spitting out the carbs with throttle openings and not wanting to idle without attention to the throttle. I pulled it down off its stand and pushed it out into the 90+-degree sunlight. After swinging my leg over and getting comfortable with the layout of the controls, John warned me that it was geared WAY tall, and the clutch had a very narrow engagement range. He saddled up on his new BSA and we went for a ride.

The first thing I noticed was that the engine was far from being peaky, rather it gained speed slow & deliberate (like it had a 70 lb. crankshaft!). There was no BS about the tall gearing-after a short drag of the clutch away from a stop, I glanced at the speedo while leisurely reaching for 2nd-50mph! I was unfamiliar with the short gear lever travel required to upshift. That's it for the city- the way it's geared, 3rd & 4th are unnecessary around town. I was quite impressed with the suppleness of the ride and how well the brakes seemed to work. After a short ride things seemed to come up to temp and settle down. At a stoplight, John said I should take it out for a while as he couldn't keep up; I was glad to oblige. After a short ride I signaled to John that I wanted to take it onto the interstate. He waved me on and said to meet him back at his house.

Trying to hurry the gearbox is a waste of time. Third gear was a bit of a crunch to select, which is opposite of what I'm used to-normally the higher you go the easier things seem to mesh up. If first gear was tall, 4th is like being in orbit, and didn't allow the engine to spin fast enough below an indicated 75 to get on the lumpier Black Shadow cam. I went about 5 miles out on the highway, then got off for a longer return trip on the same super slab. Proceeding up the entrance ramp, I let 2nd gear wind up to about 5000 rpm before failing to find 3rd in a timely manor, falling into a false neutral in the process. I quickly got up to an indicated 90 in 4th, where the engine seemed to be spinning fast enough to pull the ratio. Either I was riding along with an extremely fast bunch of autos, or that indicated 90-mph is more like 75. The bike seemed comfortable there, quite stable and light handling. The engine was working, but not unduly over loaded. I exited the highway after about 10 miles, not wanting to take advantage of John's generosity & trust.

On my trip back through town to John's house, I started to get accustomed to the heavy throttle and the on-off clutch, to the point that I could operate the machine pretty well. I never developed a sure fire way to engage 3rd without some crunching, but that might have been due to the excess slack adjusted into the clutch cable-John likes to have the clutch hook up close to the bar. He didn't seem to look too anxious when I pulled into his drive, although he was sitting on the front porch.

We talked for a while about the machine and my experience riding it. We both agreed that it was geared too tall, requiring maybe 4-5 more teeth on the rear sprocket. I noticed that the heavy throttle was probably due to friction between the rubber handgrip and the bar end mirror, easily corrected by sliding both the front brake perch and throttle assembly inboard on the handlebar by 1/8-3/16". I thanked him, fired up the Fatback, & rode home.

The ride was something not to pass up and I'm grateful to have had the opportunity. If I had to sum it up, the machine's collector value surpasses the riding experience. A superb machine, but not for me. I'm pretty happy on my Norton.

### Vintage Motorcycle Days @ Mid-Ohio submitted by the editor

The original plan was to take a couple days and ride to the event. As our departure date got closer we started to discuss our route there and the return trip. With the oppressive heat of early July bearing down on us, the reality of our plans came into view: a 10+ hour ride back to St Louis after a weekend of



camping/partying, on the interstate, on 30 year old motorcycles, in 100 degree weather, soon became an unsavory proposition! All right, all right, I wimpped out! There, I've said it!

That out of the way, we departed on Thursday July 12 for the Friday, Saturday, Sunday event. Mike French hauled his & Bill Bumell's (aka Skank Bait) bikes with Skank acting as Navigator, and Gary Creech hauled his & my bikes, with me as his Nav. I brought all the Luxo Camping gear as seen before at the Norton National in '99 and last year's Rocky Top. Departing St Louis at 8:00 am, we arrived at our destination at around 5:00 pm EST.

We camped at a privately owned campsite called Honey Creek, which is located just outside of Belleville, OH, about 10 miles from the track. A sweet little place with lots of shade, showers, and no bugs-not even a fly! Charlie O pulled up almost the same time we got there-he came by way of Wisconsin. As soon as we got our tents up & gear put away, Mike pulled out his cell phone to call Monty Parsons, who was driving John Wuebbeling up to the event. I saw this confused look on Mike's face until he realized Monty had just pulled up to our campsite and John was already outside of the truck walking towards us! Shortly thereafter my buddies from Maryland pulled up with Ducati, BMW and Suzuki in tow. Naturally copious amounts of carbonated malt beverage was consumed that night around the campfire. Got down right chilly that night, into the lower 50's-slept like a babe.

Up early the next morning, grab a shower, drink coffee, grab a bite, and head off to the track. I heard the swap meet was large, but I was unprepared for what I was walking into. Perhaps 20 acres of junk-I was in heaven! But soon I reached saturation and progressed into a sort of delirium caused from the sensory overload-too much too fast! All my best made plans of cashing in on sweet deals of unobtainium I've been searching for went to hell. After 2 days wandering around in this sea of treasures I ended up spending \$5 on parts for my Norton. I'm glad I brought a hat-at least I avoided sun poisoning!

At mid-day I headed over to the Norton Coral, a hospitality tent sponsored by the Ohio Norton Owners. Free drinks and hot dogs were offered, and by signing a list they gave me this button that says "I Ride My Norton". Skank found himself surrounded by many old acquaintances there from previous Norton Nationals he had attended, and had a great time giving tours to the curious, or anyone else he could accost.

I spent some time watching road-racing practice, and then hooked up with others to take a stroll over to the pits, where we met up with our racing member, Ernie Trakas, who was pitting with ex-St Louis vintage racer, Don Fromm. It was great to relax in the shade on pit row and catch up on what's going on with Don. After watching some more practice sessions, I meandered back to the Norton Coral and hooked up with my Maryland buddies, who were anxious to get to the dirt track races, held in a nearby town about 20 miles away.

We got to the fairgrounds early enough to secure a seat in the grand stands, which offered relief from the late afternoon sun. We saw some practice sessions prior to the heats (23 in all!) . Again, lots of neat old bikes competing-Aermaccis, Gold Stars, T-100s, Bultacos, Yamaha twins, even a few Harleys-I did see 1 Norton get a second. The track was well prepared and the racing was real good! I was real happy to have a set of ear plugs because these bikes were LOUD!!! But after the heats and about 15 semi finals I had to throw in the towel-I was exhausted! My buddies agreed, and we saddled up for the return trip to camp. I was pleased to see the rest of the Norton Gang still awake at camp, and happier to pop a top with them around the campfire. I turned in somewhat early - around 1am.

Ever try to sleep in amongst a bunch of Norton Riders? I swear they must think their machines are roosters, announcing the new day at dawn's early light by performing budget tune-ups at 5 grand! Or so it seemed. I had a slow start, but after a couple pots of coffee, I was heading back to the track. On the ride there I reflected on the previous day's aimless wandering through the swap meet, and vowed to myself I wouldn't repeat the same mistake again. Well it didn't work! I spent hours lost in the sea of treasures, and spent very little time elsewhere. I did see some racing, but only from the roof top grand stands above the garages at start/finish-very limited view of the track. Before I knew what had happened, it was 5pm and the day's track activities were over. So, like everyone else, I headed back to the Norton Coral, fired up the Fatback and joined the masses exiting the track & headed back to camp.



We had a guy from Indianapolis stumble into our compound the night before- his name was Bret & he had just completed a rebuild of a Commando Roadster. His ride to Mid-Ohio was his first venture with the bike outside of his neighborhood. He had done a super nice job on his bike & you could tell he was a jeweler by the luster on his machine's bright work. He pitched a tent alongside us and was shown the usual GNOA renowned hospitality. As I was leaving the track on Saturday afternoon, I opted for a side road off the main drag to avoid the stop & go traffic, and was delighted to see Bret covering my 6 in my mirror. It soon became obvious that I didn't know where I was going so I pulled over to inform Bret that I was clueless. We decided to wander around the countryside for a while and try to figure out a way back to camp. Naturally, it was a spirited ride, and when we finally made it back to camp, he was sporting a big grin. "That's the hardest I've ever ridden this machine, and it felt great!" Surely we all remember our own similar experience. We kicked back, popped a top, and waited for the others in our group to show up back in camp. The rest of the evening was the usual blur-more drinks, a quick ride into town for a bite, back to the campfire for more tall tales & camaraderie, and fall into the rack for some much-overdue unconsciousness.

On Sunday morning we decided that to have any more fun would be illegal, so we started to break down camp. By 10:00 am we were saying our good byes to those not coming with us and vowing to return next year. We were back in town by 8:00 pm.

All in all it was a great trip-what a fantastic event. What would I do different? Make a list of parts I want; perhaps bypass the dirt track for more road race viewing; seek out the meeting places of the e-mail lists I participate in, like Brit-Iron, BSA Pitstop & the Loopframe List; perhaps ride to the event, spending Sunday night in a motel; encourage more of you schmoes to go-you won't regret it!

## TECHNCAL

### The Fatback Report

Last issue I reported on the installation of the Norvil Super Soft Isolastics and clutch parts installation. So how do they work? OK, & Great!!

Actually I was disappointed with the Isolastic conversion-not that it got worse-by no means! I guess I was expecting more though. I wanted to be able to rename my bike "The Banana Smoothie"-well, it ain't there yet! Prior to the conversion, the bars wouldn't stop vibrating until 3700-3750 rpm and there was a slight peak in vibration just before that. At engine speeds above 4200, an intermittent vibe would come through the foot pegs. With the new Isos, the bars start to smooth out at about 3400, the peak is gone, and it's smooth up to 5400 (with a 21 tooth countershaft sprocket, that rpm equates to 88+ mph, and I hardly ever drive that fast, do I Tom). I was expecting perfection from 1500 up, just like Big Smoothie. Still in search for nirvana, I decided to try going back to the OEM set-up on the forward mount using NOS rubbers, and to try the last possible link-the head steady rubbers. Well, they didn't help, in fact I lost some ground there. I think I'll try the Norvil set-up in the front again and play some more with the side clearance adjustment. But it may boil down to being a crank imbalance. I like to think I'm just to picky, but it still is no Banana Smoothie.

The clutch is another thing altogether. I installed a new Norton hardened hub, along with a 4-plate set of Sureflex friction plates. I was running the sintered bronze 5-plate clutch pack from a later model Norton and it worked well as long as the hub wasn't notched up. But the bronze plates have a reputation for tearing up hubs, which they did to mine. My bike came originally with 4 thick solid fiber plates and that pack requires a thicker pressure plate than the bronze pack. I put it back together with the Sureflex pack, the thick pressure plate, and on Mike French's recommendation, an extra plain steel plate. The extra



plate is used to get the clutch pack thickness into a sweet spot on the diaphragm spring, transforming the required effort at the lever from the Monkey Grip to Foo Foo. I have to describe the transformation as amazing! On a hot motor, idling in neutral at the stop light, just pull in the clutch and snick into 1<sup>st</sup>-no clunk of chain snatch, just like the engine isn't running. And no slipping-no matter how hard I slam second gear. And a Foo Foo clutch lever that feels sweet as can be. I sure wish I'd listened to Mike years ago!

Another thing I recently noticed was all of a sudden, I had this weird noise coming from my primary, at idle, and most noticeable when cold. It was sort of a groan, rattle, sand in a bearing, pencil sharpener kind of noise that sort of came & went. I decided to take off the cover & have a look see. Turned out to be the crankshaft nut that holds the rotor on had become somewhat loose; not finger tight but it turned easily with a wrench. This nut is supposed to be torqued to 70-80 ft. lbs. What a relief to find such a simple problem that went away with re-tightening.

### Loose Alternator Rotor Hub Fix submitted by the editor

I wanted to pass along to the membership a modification I have made to cure a loose alternator rotor hub. I know that the company line is to replace the rotor with a new one because the damage it can cause is rather catastrophic. A new rotor may also yield the benefit of higher output. But I'm the type that has more time than money and I won't let a dead dog lay.

As far as I'm concerned, the jury is still out on the "Loss of Magnetism in the Rotor" theory. I feel that theory ranks right up there with the one that states Lucas electrics operate on smoke-let the smoke out and the electrics quit working! Just in case, I thought I would check mine out. I built a wooden frame to support the stator on my bench while I spun the rotor inside it with my bench grinder. At approximately 3000 rpm, the alternator was able to produce over 30 volts (no load) and would develop over 10 amps with a momentary dead short. From these tests I assume that the rotor has plenty of magnetism left in it. I can do a lot of head scratching and shade tree engineering to avoid \$150 fee for a new rotor just because of a loose hub.

I came up with the following. The engine sprocket (behind the installed rotor) is provided with two threaded holes to accept a puller to aid in removal from the crankshaft. I fashioned two "pins" from 5/16 bolts that thread into the sprocket and fit into two holes I drilled into the backside of the rotor. This mod eliminates the need for the hub to be tight in the rotor because the rotational force from the crankshaft doesn't have to be transferred through the hub to the body of the rotor. Having the rotational force applied farther outboard from the centerline of the crankshaft yields better mechanical advantage over the rotor's inherent resistance to spin than the original design.

I was able to do the mod with only a hacksaw, a 3/8 power drill, a 9/32" drill bit, a couple files, and a ruler. Materials used were limited to 2 ea. 5/16 x 1 1/4" grip length fine thread bolts and a large (1 1/4" od) fender washer.

The process is as follows: I cut the heads off the bolts about 1/2" beyond the point where the thread ended. I then chucked the bolts in the drill and filed a point on them by spinning at full speed while stroking the file across at the desired angle. I wanted to achieve the same angle as the point on a standard drill bit (approx. 118 deg.). I'll guarantee it isn't exact, but this ain't rocket science either! I was very careful to get the two bolts close to the same length though, which required going back and forth between the two for a while. I then screwed the pins into the sprocket and slid the rotor onto the crankshaft, **locating it with the woodruff key (otherwise the rotor could be placed on the crankshaft wrong and you will loose your timing mark)**. I then snubbed up the rotor nut. Now the rotor is centered on the crank with the nut, indexed to the crank with the woodruff key, and supported on the points of the two pins, which now double as center punches. I used a large socket (placed over the rotor nut) as a drift and tapped the rotor onto the points of the pins. I removed the rotor from the engine and drilled shallow holes (approx. 3/16" deep) in the back side of the rotor where the pins had left their marks. The idea was



to have the pins bottom in the rotor as the back face of the rotor bottoms on the factory spacers installed between the rotor and the engine sprocket. I drilled these holes undersize (9/32 vice 5/16) because I wanted the pins to deform the soft aluminum of the rotor body as it was being installed to yield a tight fit on the pins. I reinstalled the rotor on the crankshaft with the woodruff key and snubbed up the nut. Using the large socket again as a drift, I gave the rotor a blow. Checking the results I noticed that the rotor nut was loose. I snubbed it up again and gave the rotor another blow, tightened the nut, and hit it again. I continued until the rotor was seated against the spacers holding it away from the sprocket. I then fitted a large fender washer behind the nut and lock washer to hold the body of the rotor onto the pins. I think it was a 1/2" fender washer having an outside dimension of approx. 1 1/4" and a thickness of around 1/8". I had to file the hole out to fit on the rotor nut and I filed two notches to fit around the keystone-shaped pads on the face of the rotor where the timing marks are located. As long as the thickness of the washer does not protrude above the timing pads it should not interfere with degree sector plate on the outer primary cover. My degree plate showed signs of interfering with the rotor so I removed one of the .036" OEM spacers located between the sprocket and the rotor.

Another thing I noticed in this area during assembly was that the rotor was not centered in the in the stator. The dimension I'm referring to is not the radial dimension, i.e. concentricity, but the longitudinal dimension which is governed by the thickness of the spacers on the stator mounting studs. I figured that centering the rotor in the stator might have a positive impact on alternator output. I had to remove about 1/4" from these spacers to accomplish the job. Make sure that equal amounts of material are removed from the spacers to keep the two "cylinders" (inside dia. of stator, outside dia. of rotor) concentric and centered on the same axis of rotation. Although it was close in my case, there was no problem of interference with the primary chain and the stator. If this mod is attempted, I recommend careful attention to this clearance to prevent the primary chain from eating up the stator

One more thing I needed to do before the job was done: Check the accuracy of the timing mark on the rotor to the degree sector plate on the outer primary cover. After indexing a degree wheel, I set the crankshaft at 30 deg. bt/dc, then slipped on the cover. It checked about 2 deg. off, so I filed the timing mark off of the pad on the rotor and chiseled in a new one. One should be careful to make sure they are modifying the pad that appears in the timing window at TDC vice the one 180 deg. opposite that would appear in the window at BDC.

This has solved the problem of my loose rotor hub. It's been that way for 18,000 miles and I've had no problems with the magnet dragging on the stator. If anybody has a loose hub in their rotor and would like to try this fix before blowing their wad on a new rotor, I'll be glad to help-just gimme a call!

## TREASURY REPORT

Balance (04/03/01)	+\$ 71.37
Money taken in	+\$ 110.00
Money Spent	-\$ 28.00
Total as of 07/31/01	\$ 153.37

Income from sales of T-shirts, donations (thanks Kurt & Marty!), & collection of dues. Expenses from newsletter printing & postage.

## UPCOMING EVENTS



2nd Annual Rocky Top Camp-Out Hard dates not scheduled but be prepared for late Sept/early Oct. Give me a call with your suggestions-I'm the HMFIC (314)909-0712

Field Trip to Dale's HD Mount Vernon, IL Looking for a volunteer to host this event-Perhaps in Oct?

Kurt Baue 528 N. Benton St Charles MO 63301 (636) 947-3895	Joe Jump 435 W. Argonne Dr. Kirkwood MO 63122 (314) 909-0712
Bill Bluemel 8278 Albin St Louis MO 63114 (314) 428-4740	Dale Knaus 2205 Kentucky Louisiana MO 63353 (573) 754-3277
Kevin Budd 5231 Lindenwood St Louis MO 63109 (314) 351-5950	Bill Langer 320 Penhurst Pl Chesterfield MO 63017 (314)469-4934
Gary Creech 209 W. Rosehill Kirkwood MO 63122 (314) 822-4590	Tom Mitchell 2309 Headland Dr. St. Charles MO 63301 (314) 946-0717
Marty DuPree 2637 Sneakwood Ln. Foristell MO 63348 (636) 398-4049	Steve Moose 5026 Shady Ln. Jefferson City MO 65109 (573) 893-4413
Mike French 861 Chestnut Oak St Charles MO 63303 (636) 940-9365	Tom Moors 1211 Hepperman Wentzville MO 63385 ( )
Mel Heffron 2015 S. Levis Lane Godfrey IL 62035 (618) 466-5487	Lyle Perry 10 W. Hanover New Baden IL 62265 (618) 588-4296
Charlie Hillyer P.O.Box 359 Cuba MO 65453 (573) 885-6897 [885-4866 w]	Bill Ruekert 11843 Aire Ct. St. Louis MO 63138 (314) 741-1022
Gary Hollowich P. O. Box 450 Caseyville IL 62232 (618) 344-7683	Ron Sutton 812 Brown St. Alton IL 62002 (618) 465-0170 [474-0691 fax] 474-7086 (w)
Zoltan Horvath 4271 Glendale Rd House Springs MO 63051 ( ) 671-1102	Robin Swaysland #6 Jamestown Farm Rd. Florissant MO 63034 (314) 355-0053
Ted Hoyer 709 Greely Ave. Webster Groves MO 63119 (314) 968-4506	Ernie Trakas 10 D Berview St Louis MO 63129 (314) 894-6959/ 961-0679 (w)
Steve Hurst 966 Weybridge Ct. W. St. Charles MO 63304 (636) 928-3391	Dan Woerner 301 Prospect St. Louis MO 63110 (314) 533-0290 (work)
Jim Hughes 136 Mareda Arnold MO 63010 (636) 296-8493	John Wuebbeling 953 Millwood Dr. St Peters MO 63376 (636) 928-3268

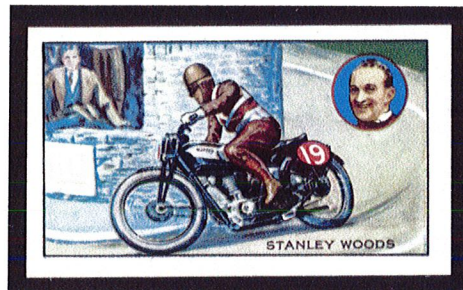


More Norton Motorcycle Stuff  
Installment #2  
Marty and Peggy Dupree

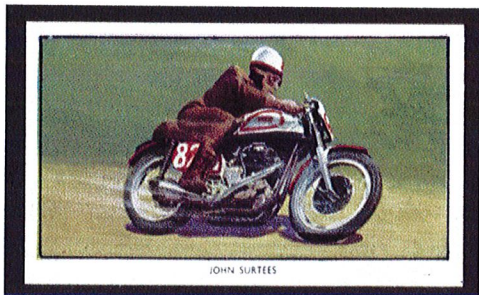
Several years ago I started collecting motorcycle stamps from around the world that were issued for postage. As my collection grew it became harder and harder to locate stamps that I didn't have. So, I branched out into other motorcycle-related memorabilia.

Here in America we all know about the old baseball cards that were included in packs of cigarettes and bubble gum. Great Britain and other European countries issued many such cards with a motorcycle theme, most were to be pasted into albums. These are some of my Norton items.

This card was issued by Park Drive cigarettes in their "Champions" series (circa late 30's). The back reads: *"Stanley Woods". By winning both the Junior and Senior TT at the Isle of Man in 1933, Woods repeated his remarkable double of the previous year. Riding a 490 cc Norton in the Senior he averaged a speed of 81.04 mph and twice broke the lap record, whilst on a 348 cc Norton he won the Junior with a speed of 78.08 mph. Added to his doubles of 1932-33, victories in 1923 and 1926 bring his total to 6 successes, and his many continental triumphs stamps him as the ace of English racers.*

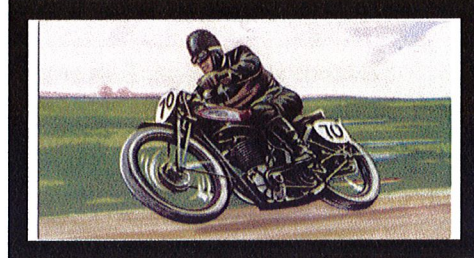


I'm not exactly sure who issued this or when. The back says *"British Sports Stars"* and *"Presented with Radio Fun"*. The text reads: *John Surtees, Britain's most outstanding motorcyclist, born at Catford, London, on Feb. 11, 1934. Has been particularly successful on short circuits such as Crystal Palace and at Brand's Hatch. Entered his first road race in March 1951. Was a member of the Norton Works Team for a long period, but is now riding for the Italian M.V. Agusta. On April 11, 1955 John Surtees won every race in which he entered at the Crystal Palace Meeting, his speed equaling Reg. Parnell's car record of 75.82 miles an hour.*





This was part of a series of 250 cards entitled "Speed - Through The Ages". It not only had cars and motorcycles but also boats, planes, horses and humans. The text is: *The TT Norton. Stanley Woods has had some remarkable successes with Norton motorcycles. He won the Senior Tourist trophy and the Junior Tourist trophy in 1932 and 1933. His best speed on a Norton was in 1933 when he averaged 81.04 mph over 7 laps (264 miles) on the difficult Isle of Man circuit. This circuit involves a climb with rough surfaces in parts and hairpin bends, from sea level to a little over 1,400 feet. The Norton has of late been supreme in the motorcycle racing world.*



Issued by the W.D. & H.O. Wills Cigarette Company, this card is from their "Speed" series. It reads: *499 cc Norton (H.L. Daniell). The name of Norton has been famous in the road racing world for many years. Since the first TT race in 1907, the well known Birmingham firm of Motorcycle Manufacturers has won 19 TT races. In 1938 the Senior event was won by H.L. Daniell (499 cc Norton) who was competing as an official Norton jockey for the first time. After a thrilling three cornered race in which Daniell pushed the lap record up to 90.99 mph he won the race by 15 seconds at an average speed of 89.11 mph. The Norton has a single cylinder, single port, overhead twin camshaft engine which is carried in a special spring frame with telescopic front forks.*



It must be pretty obvious why I included this postcard. I would love to say that it is a '47 ES2, but my guess is that it's a '48 or '49. I say that because the oil tank is black (mine is chrome) and the timing cover is of the post-1948 engine. This postcard has been reduced to fit this page.

