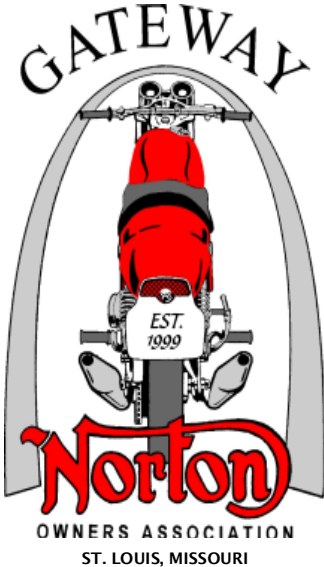


Gateway Norton Owners News #64



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

Compiled by King Mike and Steve Hurst
1st quarter 2018



S KORNER

KING

Dirty Jobs By: Mike

Rowe uh..Mike French

I've done everything imaginable to a Norton Commando, with the exception of dynamic balancing and valve seat replacement. One of the nastiest jobs on the list is cleaning out the oil tank. It rates up there with cleaning up vomit. The tank is difficult to remove, the rear mount tab is almost always broken, you don't get new alu-mini-um seal washers with your new gasket kit, and the metal-like putty in the bottom is a real challenge to get it all out.

The last tank job (with a blown engine) that I did, I poked a screwdriver to the bottom of it, gathered a sample and had the owner feel it between his fingers. "Does this feel like slick oil?" Oh it did not. When you really get a Commando going for a bit, the heat of the oil and the so-called "vibration" stir some of this vile substance up. It goes to the heart and expensive bits inside your engine.

A Dear Friend of mine Kurt Baue, told me many years ago about brazing. It holds up well to vibration, and it is easy to work with as long as you have a decent torch and flux. I purchased a tube of fluxed brazing rod a few months ago and it does go a long way for oil tank repairs. It also works well for little brackets and fabrication, but it doesn't hold paint well. I suppose you could blast the repaired brazed joint and etch-prime the surface then paint, but I have not gone to such lengths. I just clean it and spray-bomb. (It usually peels off in a few months)

Back to the oil tank... I picked up an idea from Colorado Norton Works for the bottom fixture on the tank. They don't use the crappy little grommet and spacer. If your bottom mount looks/tests intact, I just slip a large rubber ring around the bottom abutment for a cushion. It really can't go anywhere, and it won't break the mount area. The Original two tank mounts on top are kinda soft and crack quickly. I have been using Volkswagen fuel pump rubber mounts, but there are many different useable mounts instead. (Look at the Norton Tech Digest)

So... getting the tank off is a sometimes-messy affair... It's then a good time to check your horn. The soft boss that holds it on, is easily repaired with an 8mm heli-coil. I have a 7/16 1/4" swivel socket with a long extension to get at the bottom tank bolt. Then I devised a plug for the screened outlet opening, fill it with some petrol for a few hrs., stir it up with a long screwdriver, then it's off to the neighborhood car wash for a good blasting with one of those pressurized wands and soap spray.

All clean inside now, and it's time for brazing. After that a shot of paint and a stick-on pad both sides (against the battery box and side cover) ask around if anyone has purchased a Shorai Lithium battery, cause you get a real nice assortment of adhesive pads in different thicknesses for the job.

Don't sample from your tank bottom unless you plan to clean it out. Sorta like the old saying, "Let a sleeping dog lie"

On Wednesday, November 15, 2017 7:18 AM, Gary Sager <gary_sager@yahoo.com> wrote:

Wednesday, November 15, 2017

Good Morning Steve -

On the 9th I mailed the \$5 membership fee to you and if you haven't received it, let me know.

Here is a brief history of me.

I'm Gary Sager, and I was raised in North St. Louis. I graduated from Baden elementary school and Northwest High School (1973). I received my bachelor's in business from UMSL in 1981. In St. Louis I've worked for Combustion Engineering, Unidynamics, and Jefferson Smurfit. In 1989 my family & I moved to California where we lived in the Los Angeles and Bakersfield areas. In 2015 we returned to the St. Charles, Missouri area.

My first motorcycle was a 1965 Triumph Bonneville, and in my senior year I bought a 1972 Norton Commando. I took that to Washington D.C. while in the USMC, and sold it just before returning to St. Louis. I bought a 1975 Norton MK3 when I returned, and I sold that a couple of years later after I married and started our family.

When my son was almost out of high school, I bought a 1994 BMW K75. Sometime later I found out parts for Nortons were available, and I bought a rust bucket MK3. Now I'm restoring it, hopefully it will be ready by spring.

I look forward to meeting my fellow Norton enthusiasts soon.

Billy Badass Bluemel AKA Skankbait is back on the road.

Runs Good leaks just a little oil, has it in his living room vs. a dark damp basement.

Featured in R.G.M. postcards.

Bill has promised to put on 50# so he can start the "Dunstall Bitch"

The fairing was really hard to install I don't want to ever do another, however, Money talks and fairings walk er .(Fly)

Bills Dunstall pictured.Below.



Guess what this is?

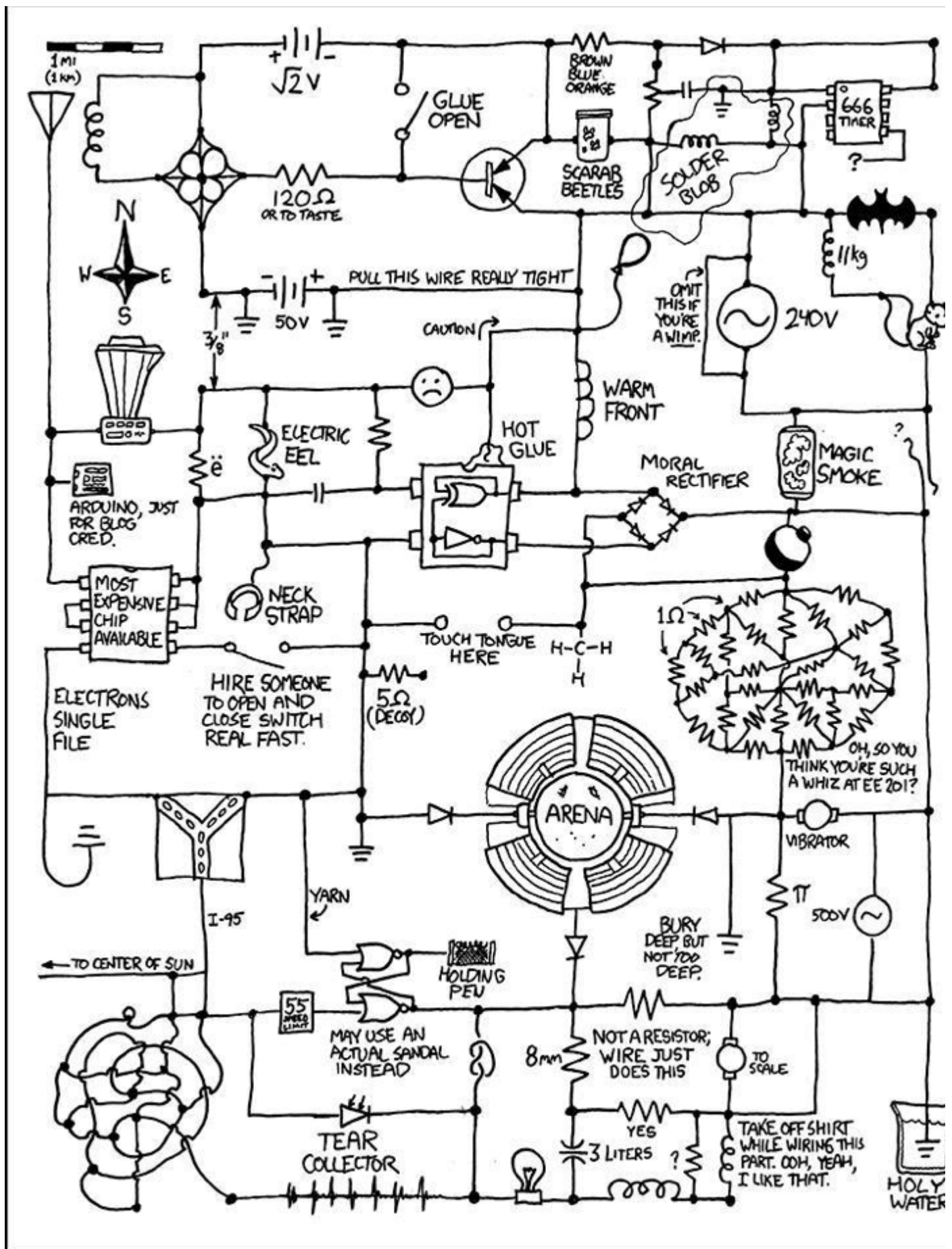


You're all wrong! Steve and I have discovered a tribe of metal-munching termites in our area and have destroyed them. They seem to like the taste of Norton connecting rods so be sure to protect yours. Take them out at night and keep them secure in the house locked up.



[r/pics](#) • [i.imgur](#) • 4h • [u/unknown_human](#)
Meeting Keanu Reeves at a traffic light





Here's for all you guys that don't know what wire goes where and what wire maybe stopped up with smoke. If you follow this closely you're motorcycle will perform flawlessly.
Stay tuned to this station for Winter Meeting date. Sometime late February. Same Place Same Shit.





Just see what these critter can do to your beloved Norton. Bullets don't seem to faze them.
Thanks for tuning inThank You and here's my address.