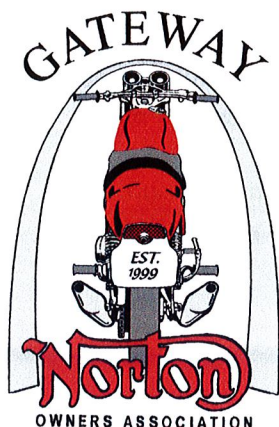


# Gateway Norton Owners News #34



## **"To Promote the Use and Pride of Norton Motorcycle Ownership"** Compiled by Marty and Peggy Dupree December 2007



For those that haven't heard, JJ has left the building, so to speak. He informed us that he needed to take some time away from the club for a while. Please take him out of your email address book. Also, President Ernie has come to the realization that work commitments have left him too stretched to do the Club justice. Steve has regained controll! Rumors of a coup d'etat are just that, rumors.

### PRESIDENT'S COLUMN

**Back again!**

When reading one of my Outdoor Survival magazines, the author was saying, "To be prepared, one must expect the unexpected." Well, I think this is sound advice for everyone, whether in a survival situation or just going through life day to day. We must be especially prepared when riding down the road to avoid accidents due to other drivers and their stupid actions. When on the road, I am always amazed at some of the crazy things I see others do. I am, however, sometimes caught off guard by others in life. It is all good, as they say, and things will work out. I am happy to accept my former position as Prez of GNOA once again. I told my wife Judy that she is First Lady once again, and she was ever so thrilled. I want the Club to go on and continue to grow so I am also ready to accept Joe's job as Membership and Treasurer position, until the Spring meeting at Mike's house. I will be changing my e-mail address soon to [shurst01@att.net](mailto:shurst01@att.net), so those with computers - take note. I have more time than some others and I don't mind a good challenge. I hope all of you have not put your Nortons away yet. There still may be one or two good days to ride before the winter gets here. My best to all of you. Nortons forever!

Steve

#### **Contact Information:**

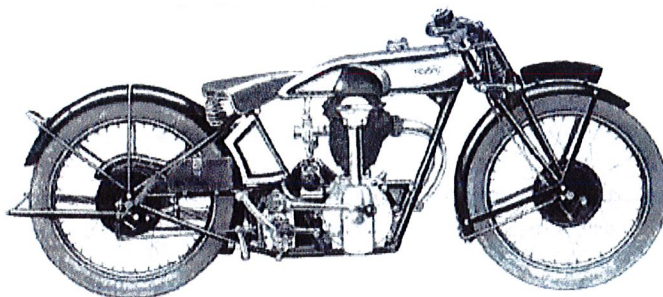
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Dues are \$5 per year running July thru June. They are non-prorated to keep bookkeeping simple. Make check payable to "Steve Hurst" or send cash to Steve at: 966 Weybridge Ct. W. St. Charles, MO 63304.

## NEW YEAR'S DAY AT MONTY PARSON'S

Once again Monty has graciously invited Club members to come ride their older dirt bikes at his property in Moscow Mills. Festivities will start at 10am and go til??? Steve Hurst usually provides deer chili, but bring your own drinks and snacks. There will be a contest for the neatest old bike.

Directions are: Take MO 40/61 west to Moscow Mills, right on Hwy. C, left on Gravens Road, right on Brevadore at Mill Ridge (on left). **Take the gravel road to the right.** If you get lost, call Monty, 636-734-8822.



**For Sale:** New parts for Commando: Boyer Mark III ignition, oil filter, also three CNW oil filter adapters, brake pads, factory upper and lower throttle cables, variety of tank and side cover decals, rubber muffler mounts. Great for someone starting project. Also, 500cc Triumph TR5T - it is a good bike with title. Other bikes for sale: 1994 Suzuki DR350, 1987 Kawasaki KLR650, Kawasaki 200 KDX80. Also, GIVI Voyager magnetic tank bag. Nolan X-lite X.L. helmet. Call Gary Hollowich, 618-344-7680 or cell: 618-593-3410.

## CALENDAR OF EVENTS

Sometime  
in winter:

Get-together at club member John Eiler's. Tell us when, John, and we'll be there.

Dec. 22

Donelson's Appreciation Day. Rock Road location. Call them for information.

Jan. 1

Dirt Bike Day at Monty Parson's. See above for details.

Sometime  
in Feb.

Winter meeting in St. Charles. Date, place and time are unknown at publication. You will be contacted by email if I have your address. If not, I will phone you.



**Installment #4 - May 2001**  
Marty Dupree  
**ES2 Restoration STILL continues**

My cycle was apparently involved in a minor wreck way back when. The headlight rim (chrome plate over solid brass) was crunched, one headlight ear and footrest hanger were slightly bent. Once these problems were taken care of, it was on to assembly. '47 was the first year for street Nortons to have the Roadholder forks. Though they went through several permutations with different models, all Roadholders use the same bushes and seals. A rebuild kit was sourced from Accessory Mart. Unlike a Commando, my fork springs are on the outside of the tubes. They are covered with shrouds but mine weren't included in this "everything's there" purchase. I bought a complete set of stainless steel suspension covers in 1994. Once they were fitted on the legs the headlight ears and shell were installed. It was really taking shape.

The plunger rear suspension became standard for the ES2 in '47. It was an option in '39 and survived to 1953 when it was replaced by a swing arm. I can't say how much of an improvement it is over a rigid rear end. Modern day mountain bicycles have more suspension travel than this provides. For those who have never seen this setup, it consists of two sets of undamped springs. One set is above and one below the axle. The upper springs are more substantial than the bottom springs because they carry the load. When it came time for assembly, the lower spring covers slid on perfectly, but the uppers were of insufficient diameter to encase the springs. Desperate for a solution, Mike took to the grinder and removed a smidge from the diameter of the springs. They now fit so the rear end was assembled and the wheel installed.

Since my cycle came with incorrect aluminum fenders and flat bar stock stays, I knew they would have to be replaced too. I placed an ad in the International Norton Owners Association newsletter for some original or NOS fenders, but got no response. I ended up buying reproduction ones from "Renovation Spares" (in England). They are "C" sectioned, made of mild steel and need to be drilled to fit. The front fender is indented to clear the forks and the rear consists of two pieces. It has a detachable tailpiece to facilitate rear wheel removal. They provided a good starting point.

Mike bungee corded them on and waited for me to come over before drilling them. After consulting old Norton Owners Club calendars, period press articles, photos taken at various rallies, we settled on a visually pleasing location. After a lot of measuring and marking the front stays, removing the fender, drilling, installing the fender, measuring and marking the bottom stay, removing the fender, drilling and reinstalling, we were up to four hours for just the one fender. That didn't even include the fork bridge stay that still has to be fabricated and installed!! To save some paper, I won't go into all of the details concerning the rear fender. Needless to say, it took quite a bit longer. The reproduction rear lifting handle didn't fit correctly and some of the bolt tabs had to be removed and rewelded. The fender had to be tweaked and it was quite an ordeal to line up and keep the proper tire exposure throughout the entire radius. Anyway, it's on and "looks the part," as they say in England.

Not only were major parts of this bike missing but all the little details had to be sourced also. For a few short years Norton used a

Lucas "T" shaped battery that, of course, is now unavailable. I purchased a dummy fiberglass battery case that will hold a gel cell battery that I bought at Batteries Plus. This battery can be installed in any orientation with no possibility of leakage. Mike said get the highest amp/hour capacity 6 volt battery that would fit in the case. This neat unit measures 6" wide, 3-1/2" high, 2" deep, has 10.0 AH capacity and costs less than \$20.

I recently received a restored 80 mph chronometric speedometer from England and it is a work of art. I specified one calibrated to work with a 2-1 speedo drive box ratio and

19" wheels. That sure beat looking for the right one at a swap meet that would then have to be restored.

My headlight reflector had lost most of its reflective surface, so I sent it to a company in Portland, Oregon. Their web page stated that they brass plate steel reflectors, buff it smooth, then resilver it. When I got the invoice, the total was less than I expected because it turns out my reflector is brass, thus eliminating a step. When it was returned to me it was absolutely beautiful. My puny 6 volt headlight needs every bit of reflection to cut through the dark of night. That's enough for now....more to follow.

## CAPTION CONTEST

I was kind of surprised at how few submissions I received for this contest. Maybe the problem was that I said "keep it clean and be nice," which some of you may not have been able to do. Maybe the idea of winning a free membership fell under the category of "If it sounds too good to be true, it probably is". There must be a catch.

Dave didn't even submit a caption. He must have been in shock and couldn't remember what he thought, or it wasn't clean or nice.

In alphabetical order, the submissions are:

1. Mike French: *(Dave) French's bike will not only look good, wait till he sees how good it smells.*
2. Jack Geers: *(Natalie) This isn't anything like the last John Player I rode!*
3. Steve Hurst: *(Dave) If I move my hand just a little bit lower....*  
*(Natalie) I told you, if you move that hand any lower, my knee is coming up into your crotch.*
4. Bill Rueckert: *"Why am I standing here with a loser like this," said HE.*
5. Ernie Trakas: *(Dave) Man, if she doesn't move her knee soon, I'm gonna get slapped.*
6. Bob Yancey: *(Dave) This little gal is so young, she's probably never been out with a REAL man like me before, heh, heh, heh.*  
*(Natalie) Oh! I just remembered, I've got to call DAD tonight before I go partying.*

And the winner for a year's membership is ..... Bob Yancey. Congratulations.



## FALL CAMPOUT 07

Steve Hurst

The fall campout this year was put together by our appointed "Camping Director" Mike French. It was first going to be at a new location, but due to the popular demand for the outdoor experience by other Missourians, we found most all other campsites already booked. So, it was back to Council Bluffs Recreation Area we go. The weekend of September 29 was picked for the event. I had to work half a day on Saturday, so was not able to ride down til about 1:00 in the afternoon. I met my brother Jeff in Dutzow at the deli, and together we rode Hwy. 94 to 47 to 19 and into Potosi. I went on reserve at 19 so was glad to get gas in Potosi.

The weather was warm and dry the whole time. After riding the rest of the way we arrived in camp to find Mike and Tom Mitchell along with Dave and his friend Ron. They had their tents all set up and it looked like they had just gotten back from riding some of the good roads that are down there. I thought that we might have more people show up, but that's the way it goes - we have a good time with few or all. After a while, Mike went into town and bought food for dinner and breakfast. He came back with several boxes, so I knew nobody was going to be hungry. The meal was awesome, and after we made a great bonfire we waited to see what surprises Mike had for us this year. Last year's stunt would be hard to beat, but the flying monkey came pretty close. I am not going to say any more, you had to be there for sure. I don't want to spoil the fun for him in the future.







After a spartan breakfast in the morning, we decided to take a ride to see the Dillard Mill in Davisville, MO. The roads to the Mill were fantastic to ride on. The Mill was built in 1850 and could still be brought back to operational status with a little work. This is one of the most picturesque, historic sites I have ever seen. We were lucky to get the tour from a very nice lady and spent about two hours there asking how this works and how does that work. After the tour, we all split up as some had a trailer back at camp and some did not. My brother Jeff and I took the alphabet roads back home and arrived around 5pm. I will be looking forward to next year's campout. Till then, Nortons forever!

Steve





## Book Review

Marty Dupree

How many of you remember your favorite book that you read in 6<sup>th</sup> grade? Any book you read in 6<sup>th</sup> grade? Do you even remember 6<sup>th</sup> grade??? Well I do. This is the book that got me interested in motorcycles I even went so far as to track a copy down on the internet and purchased it.

Let's go back to the spring of 1963, Elm Grove School (now a mall at the corner of Lynn Haven and Lindberg in Hazelwood), Mrs. De Losio's class. The school year was drawing to a close, the days were getting longer and warmer and the country's innocence hadn't been shattered by the tragedy of the Kennedy assassination yet. That was to happen in the fall. Everyone was starting to think of summer vacation and we were not too interested in classes or reading for fun. Luckily, the routine of the school day was interrupted by the Bookmobile's arrival. Three or four students would be released from class at a time to peruse the shelves with the hope of finding something not too lame. Being a guy I headed for the sports section, cranked my head to a 45degree angle and went down the rows. "No, no, nope, not likely, 'hey, wait a minute what's this?'" Race on the Mountain. I slipped the book off the shelf and was instantly excited by the cover. It showed a guy in a racing crouch on a motorcycle with what I would soon learn was a full fairing. Opening the book I read the teaser paragraph:

*In Italy, where the racing driver is respected and not considered an odd-ball, an American teen-ager overrates his own motorcycle racing experience. His natural talent comes close to justifying his high opinion of this motorcycle - riding ability. His skill intensifies rather than lessens the conflict between the boy's desire to race, a mechanic's fanatical desire to turn him into a champion, and his father's opposition to*

*his racing. Pitted against the boy's natural skill and his "will to race" is his own knowledge that a college education is a "must".*

I was hooked!! When I got home I was immediately sucked into the world described in the book.

Gerry, the brash protagonist, is living in Italy with his engineer father. Said father feels Gerry should be hitting the books but Gerry becomes friends with an unschooled but very gifted and talented mechanic with a small stable of bikes. Said mechanic sees potential in Gerry and teaches him the art of road racing, the bump start and how to get the most from a 250cc Gilera.

When Gerry is entered in a race through the public streets of the little mountain town, Agreppia, he meets up with cocky Mantuzzo, the factory MV mounted 125 and 250 world champion. While doing a practice lap the day before the race, Gerry drops the bike and before he can hit the kill button it has revved dangerously high and breaks the connecting rod. We all know what happens next. The rod exits the cylinder and crankcase.

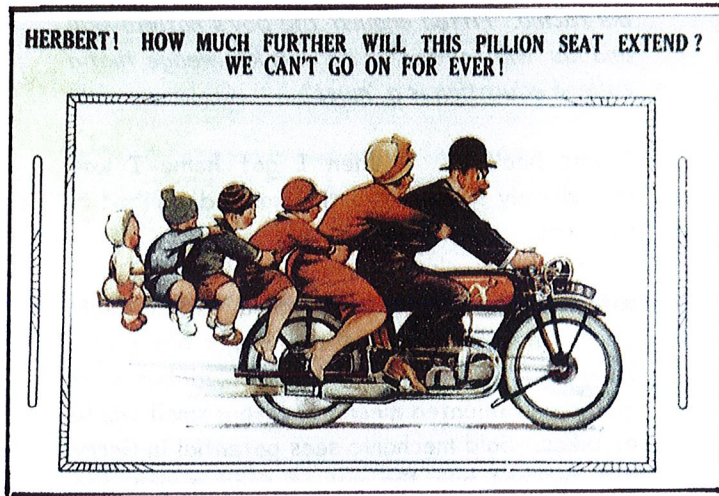
In the early pages of the book, Gerry visits his dad at his engineering firm and notices 2 pieces of steel joined by a new epoxy product. There is an old stage adage that says, "A gun that appears in the first act goes off in the third" and true to form, college educated Dad and unschooled mechanic work together to make a tail-gate repair to the damaged engine.

Will the repair hold through the big race? Will the brash American ride to his potential? Will the cocky Italian get his "come-uppance"? Will Gerry see the advantage of a college education? Ask me the next time you see me.



## Two Ways of Transporting a Family

British family from the 1930's



the Brent Jones family, 2007



## John Wuebling's Annual Fall Colors Ride

Mike French

This year was a real treat and, as usual, John mapped out a super tour through our beautiful countryside. His lovely wife Ruth makes our return a gala event. This year the tree colors weren't vivid but the weather couldn't have been better. Nice and cool in the morning and a very pleasant 75 or so degrees in the afternoon. As I recall, there were about 20 bikes participating on a route across the river by ferry to Kinders, where the group met up with several of the "East Side Gang". We then had a nice ride through Calhoun County's best roads, a rest stop, back across the mighty Mississippi, through Johnny's Backyard. (Called that because he knows the roads so well.)

Of the riders, there were 5 of the Fabled but Flawed Norton's. I must say with some pride that there were no breakdowns, very little oil leaks and boy, they sure looked and sounded great. I was a little puzzled as to why so many rode modern touring bikes to the event but as the miles went by, these were the folks that looked very fresh on our return to John and Ruth's. There, we were served some of this county's finest cuisine. None of the Norton riders (except yours truly) ever admitted that we felt punished severely for the 100 or so miles through some of the best roads in the state. I'll take a little punishment like this any day!!



## Editor's Ramblings

Marty Dupree

This is a hard thing to write, but I want to share a decision I've made. I've reprinted four installments of my ES2 restoration saga in these last two newsletters. Mike got it assembled, and when I picked it up from him, I brought it home, rode it around our property for a couple of miles, and started taking things off to be painted or plated. That was four years ago, and it's still not together. I've come to the realization that I don't have the mechanical ability to fix my bikes, nor the time. I also don't even know how to ride a motorcycle - I've never had a license or rode dirt bikes off-road. What I consider a hobby (old British motorcycles) is really just a conversation starter.

Recently, Peg's aunt passed away leaving a house full of stuff to be disposed. I'm not sick (physically, at least) but I don't want to leave too much stuff for my heirs to fight over or have to pitch. So I have decided to sell everything listed below and GNOA members in good standing will have preference.

**For Sale:** 1971 750 Commando, fireflake blue, purchased new from Dunstall organization, London, 3,277 original miles, still wears UK plates and license disc. 1947 ES2, many dollars spent on parts and stainless items. 1951 Model 18 Norton, rolling chassis and motor. 1957 BSA Model M21 Bobber, 600cc side valve, very cool. 1965 Puch 250cc twingle. Over 15 years of "Classic Bike" magazines, nearly 12 years "The Classic Motorcycle" magazines, 7 years of "Norton Owners Club" newsletter/magazine, and other reference books and catalogs pertaining to above motorcycles. One unused set of stainless rims and spokes from Central Wheel Components in England, and various other spare parts for the ES2. All motorcycles need varying degrees of work to get road worthy. \$15,000. Will not split. 636-398-4049 or madx2@att.net.

Peg and I will send out two more issues of the newsletter until July, then I will be backing away from the club also. So, someone needs to be thinking about stepping forward as the newsletter editor.

## SPOTLIGHT BIKE OF THE MONTH

Marty Dupree

This is an EMU reprint from about 15 years ago. It can also be considered a shameless plug for the bike I have for sale, my '71 Dunstall Norton.

This motorcycle was purchased new by my best friend, Bob Balazik, while in the Air Force in June 1972 from the Paul Dunstall

Organization in London. He and I were stationed together at Aviano Air Force Base in northern Italy from February '70 until September '73. Bobby had the motorcycle in Italy for 15 months and put approximately 3000 miles on it. The trip from London to Aviano was just over 1000 miles with a stop in Frankfurt, Germany for his 500 mile dealer

check-up. I remember him taking a trip to Rome (another 1200 or so miles) on a 3 day break, which means he put nearly 75% of the mileage on it in a 6 day period.

When we were to be sent Stateside in September of 1973, he shipped the motorcycle via TWA to his mother's house in Conroe, Texas. Bobby lived in Houston, 60 miles away, in an apartment complex that didn't allow motorcycles. It stayed in his mother's garage for a total of 13 years with periodic runs around the neighborhood when he went home to visit.

In 1986, Bobby and his new wife were moving to Gaithersburg, Maryland and stopped by our house enroute for a short visit. I asked him "whatever happened to the Dunstall?" and he said, "It's at my Mom's. She said I had to get it out of her garage. If you want it you can have it, but you have to promise me that you won't kill yourself on it." Needless to say, Peg and I were heading to Houston within a month.

It was a whirlwind trip: leaving at 2 a.m. on a Friday morning, arriving in Houston at 7 p.m., loading the bike, getting a few hours rest, leaving Houston at 7 a.m. Saturday, driving through a torrential downpour connected to a tornado that hit Texas at the very same time, getting home on Sunday afternoon. The bike made the trip fine. We were exhausted.

Every one of us, I'm sure, has thought of finding an old motorcycle as completely original as this one was. It had never been titled in the States ("Excuse me Miss, how much is the late title fee for a cycle 13 years past due?") so it came with the original bill of sale, the log book, still sported the British license plates, tax disc, tires with rubber "whiskers" as if brand new and every nut and bolt in place. It didn't even have chewed up exhaust nut threads.

The Norton is a Mark I Roadster, metal flake blue with the two-one-two Dunstall exhaust, Dunstall Decible mufflers and center stand. Basic price was \$1300 (that was £500 back then), \$30 for a Craven luggage rack, \$8 for a round Japanese mirror, and \$25 for turn signals. Since this represented over 4 months pay he didn't go with the full engine treatment.

Since the only way I could keep my promise not to kill myself would be not to ride it, I decided to give it a cosmetic restoration and take it to some shows. The restoration entailed spraying the frame and fork yokes, rechroming a few parts and new decals. The only mechanical things I had to replace were the Isolastic shims and cush drive rubbers. The air quality in Houston turned them to mush.

I got the bike reassembled just in time to take it to the Kansas City All British Car and Motorcycle Meet of 1987 and brought home "Best Restoration". At the Coffeyville, Kansas British Bike-In of '88 it won "Best Restored '71 to present" class. It collected "Best Roadster" at the Great Lakes Chicago-Indiana Norton Owners Rally in '89. It was a nice feeling to be given such high cudos by knowledgeable enthusiasts. I also entered it in a J & P Productions bike show at the old Kiel Auditorium and took 1st place in the British and European class. As I was walking back after receiving my trophy and money, a Harley rider in the crowd said, "Congratulations. Somebody's got to ride that shit." I didn't have time to go into the whole story with him, but his appearance led me to believe that he wouldn't have understood anyway.

The Dunstall now has 3,276 miles (when I acquired it, it had 3,256). When Tom Mitchell leads the club ride out this way, hopefully our house will be one of the stops. I'll have it in its customary spot, in the garage covered with a sheet...all polished up with no place to go.