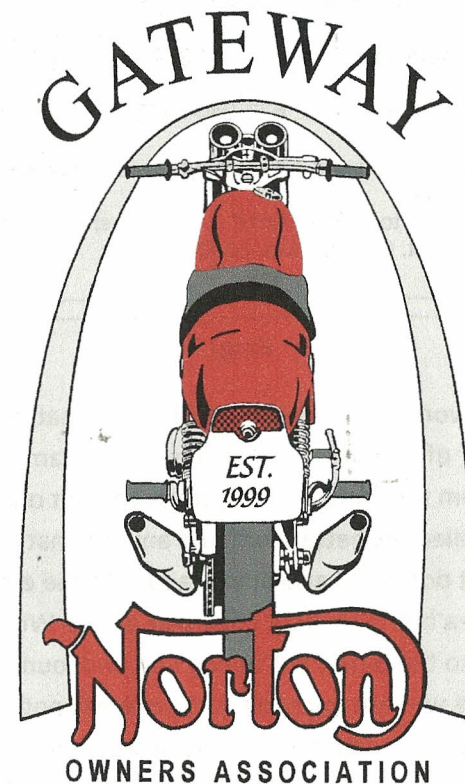
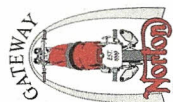


GNOA
518 Winter Park Drive
O'Fallon, MO. 63366



**Newsletter of the Gateway Norton
Owner Association # 58**

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



Mike French, King/President: 636-940-9365 mfrench9365@charter.net

Steve Hurst, Membership: 636-928-3391 shurst01@att.net

Bill Henkel, Newsletter: 636-240-5675 henkelw@centurylink.net

Dues are \$5 per year running July through June. They are 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

Kings Korner

Last month I worked on an old bike for a guy that got a little upset with the color of fuel hose I put on his bike. It came from 1966 with clear hose from the factory.. "why must you put on a blue tint hose?" to which I replied; Its better stuff and anyone that notices should just shut the front door up. I also added a fuse to the electrical circuit. (not a bad idea huh?) He didn't like that either. When I started on it, I Pushed it into the basement to work on and found out it was full of mice! My wife was not impressed. No-one will notice the color of the hose and it won't catch fire as easily. It seems like there is a lot of pressure to maintain the original look/condition of bikes if you are going to sell it, but how many of us are going to sell their pride and joy? As I look around these past years everyone seems to add their own touches to their bikes. I Like It! I have many personal touches adorning my 3 Nortons .If you buy a barn queen that's totally original, then yes, by all means keep it that way, down to its deepest nuts, then, Sell it! It's worth more. Don't ride it. However, If you enjoy the bliss of cracking down the back roads on your tastefully done old motorbike (that only you, have decided how it should look) then by all means: Go! Enjoy it! make it how you want it and piss off to the rest. Do what you like, and make the beast yours, and yours alone. So, maybe someday while we ride down the forever glorious twisty Dirt Nap highway, our wives and children will wonder what to tell prospective buyers, when they say:" this is not original or that isn't stock for that year"... it just won't matter . This Bike is for

you now, and not for anyone else . Have it your way. (just made that up) I just Love the diversity of our clubs bikes and the characters that ride them. What a fine bunch of m8's. and I am proud to be a small part of any such group. Any one tells you "that's not how the factory did it" then tell em to piss off! This is my motorbike, It has my signature and personal touches that make it a truly wonderful.. bitch to start, ride, curse at, work on, personalize, clean, admire, wipe up oil spills, charge the battery, clean the carburetor(s) track down Lucas stopped up wires, air up the tires, and Kick it like you stole it. it has the same effect on me as sex did in the 80's. Tell em that!

Upcoming events:

Donelson's vintage racer day – Saturday Feb. 28, 2015

Club trash pickup on Hwy 79 – 10:00A.M. April 19, 2015

Spring Meeting at Kurt Baue's – 12:00 Noon, Saturday ,May 16, 2015

Springfield Mile Race – Sunday Memorial Day weekend

Monthly bike Night at Schafly's Bottleworks – First Monday of the month – March 4, 2015 next event.

INOA North Carolina Rally 2015 – Asheville, NC.
July 13 – July 17, 2015. – See included information

GNOA Treasury Report 2/22/15 - Steve Hurst

\$647.00 cash on hand carried over 5/3/2014
\$105.00 Dues collected 5/3/2014 to date
\$752.00 Cash on Hand
-\$109.00 Newsletter expense 2/26/2014
\$643.00 Cash on hand
-\$111.00 Newsletter expense 2/15/14
\$532.00 cash on Hand 2/18/15
\$15.00 t-shirts; \$8.00 Bandanas; \$15.00 50/50 drawing
\$570.00 Cash on Hand 2/22/15

From the Editor:

Please pay your dues. I have indicated month/year on the mailing label.
Any concerns, please contact:
Steve Hurst at email/phone listed on first page

I am actively soliciting articles for the next newsletter.
Please email to henkelw@centurylink.net

URGENT: 2015 INOA Rally-Your Immediate Assistance is Needed

Dear Fellow INOA Chapter Presidents

The 2015 INOA Rally is just around the corner and we need your help in delivering important registration information to your members. This year, the rally registration and KOA camping reservations are two separate activities. The KOA owner has agreed to hold the entire campground (200 spaces) for INOA reservations for a very limited period of time, after which, it will be open to the public.

In order to maintain the entire facility for the Rally, we need your members to register for camp sites NOW. Otherwise, we lose the exclusive use of the facility, risk being scattered amongst the public campers, or worse, having no sites available, as this KOA sells every space, every day in July.

For INOA attendees, the KOA only requires a one-night deposit of roughly \$35 (tent sites), regardless of the length of stay, so we need attendees to make their KOA reservations today. The deposit is refundable if plans change, so anyone considering attending the Rally needs to register ASAP.

If a chapter wants to camp together, they can book a block of sites. If a chapter does this and has to cancel excess sites, then you lose only \$10 per site, if they are cancelled in time.

Here's how to register:

TO REGISTER FOR CAMPING- KOA Reservations

By Phone: Call the KOA Asheville East at 800-562-5907

Online: Go to www.nortonrally.com . Click on "2015".

Online: Go to www.nortonrally.com . Click on "2015", "Accommodations" for KOA reservation.

IMPORTANT: Attendees must tell the KOA staff that they are reserving space for the INOA Rally.

TO REGISTER FOR THE RALLY-Rally Registration:

Online: Go to www.nortonrally.com . Click on "2015", "Rally Registration". Scroll down to form. Form can be printed and mailed or completed online via INOA members' accounts.

Thank you for your prompt attention in distributing this information. Your immediate action will resolve this potential issue, making the Rally most enjoyable for all.

Cheers,

Nathan Kimble

President

Greater Atlanta Norton Owners

At this time Mike French, Steve Hurst and Bob Yancey have signed up to go.

Registration form included in this newsletter

(I expect an article from each of you)

New Years Day at Monty's

There are those who sit inside on the first day of the year and watch football all day, with or without a hangover. Then there are some of us who would rather be outdoors with or without a hangover having some real fun. I mean we are bikers right? You don't ride indoors do ya? So get your ass up and get outside. I personally think fresh air lessens the lingering effects of alcohol consumption. You say your bike is winterized and you can't ride or you don't own a dirt bike well phoe on you. Somebody has always let me borrow a bike and this year was no exception. I didn't ride far or long but I rode! How many of you can say that? This year eight of us got together and enjoyed a campfire some cigars more drinking, motorcycles and some target practice in Old Monroe, Mo. Mike F. made some killer split pea soup with ham, I brought hot dogs and chips and John W. brought some beer. Hey, what's the point in getting sober when you're going to get drunk again? I have rode a motorcycle on January 1 now for over 10 years and I don't plan on stopping anytime soon, like Mike said 'Its a tradition". So I hope all of you that stayed inside on your couches didn't get too bored or stiff. If you want to try something different next year come on out with us, I'll even let you shoot one of my guns that I bring and give you a dog to roast after your bike ride around the farm. That's all from here, pass me another beer,
Steve

Minutes from G.N.O.A. Winter Meeting - by Steve Hurst

On February 18, 2015 at 7:45pm. the meeting was called to order by Prez Mike French. He welcomed 10 members who braved the cold weather and thanked them for coming to The Corner Bar.

Next he called for a reading of the last minutes this was met with a motion to dismiss, seconded and passed.

Club Status was reported next by Steve Hurst, with 39 paid members and 17 overdue. Old Business was discussed with a. T-shirts b. Bandanas c. Coasters d. 50/50 drawings. It was decided that if you haven't picked up your shirt after 1 year it will be offered to other members. We now have about 4 xlg for sale..

New Business; welcome to new members, (none were present) a. Nominations for new officers were asked for. b. Thanks to John McClure for his setting up our new web page and for downloading the entire Norton Tech manual to it.

Newsletter: Thanks to Bill Hinkel for taking over the duties. As always submissions were asked for with new articles about your motorcycle experiences, rides or repairs, true or otherwise.

Treasury Report was called for and given by Steve Hurst. (see separate report in newsletter) It was at this time I had to give the Club a reality check i.e.. bad news. It boils down to this either you go to 2 mailed copies a year or E-mailed or raise the dues. Here is the math, we have 50 members approx.. @ \$5.00 per year equals \$250.00 with each mailing running \$110.00 you can see we are going to run out of \$\$\$\$ soon. It was put to a vote and decided that the dues would be increased to \$10.00. This is the first increase in 16 years! You all know how everything rises in price, postage, paper, printing cartridges etc.

Events and Activities were called with mention of our first get together at Monty's on New Years Day. Donnelson's Vintage Racer Day Sat Feb 28 at his shop. Trash pick up on Sunday April 19 @ 10:00am on our adopted mile on HWY79, be there!! And the spring Meeting at Kurt Baue house on Saturday May 16, @ noon. Mention was made about going to the Springfield Mile Race on Sunday Memorial day weekend. Also several members will be going to the INOA rally in NC. this July 13---17. Yours truly and the King and Bob Y for shure will be there.

Closing--motion to close was called for and seconded and at 8:35pm. the winter meeting was concluded

My Norton - Bill Henkel

It's been sometime since I finished putting my Commando together. It started life as a tangerine Hi-Rider assembled in May 1971. It is now a black, (sorry Mike), Roadster. This was done mainly, because when I purchased the bike it had a Roadster tank on it. The original Hi-rider fiberglass, peanut tank probably having succumbed to the ravishes of ethanol laden fuels. So, a Roadster it would become. I purchased a complete Roadster lamp bucket from Donelsons, back when they had such things displayed in the case, in the service department. Bought a seat from Baxter Cycle in Marne, Iowa on one of my working trips up there. They use to let you root through the old parts back then and I found a seat for a 72 Commando in the new old stock, not a 71, but I was happy. I wouldn't have to use the, what I have heard is the hard to find, but seriously lacking in the beauty category, Hi Rider seat I had. On one of the many parts runs to Donelsons, Charlie, (rest his soul), found me a set of Wassell handle bars, which I used to replace the ape hangars. On this same visit he also produced a nice set of Campbell pea shooters, which I attached to the new set of exhaust pipes sent from Baxters. My brother sandblasted the frame. A guy he knew painted it for a case of beer and a buddy of mine proceeded to paint the tank, sidecovers and tailpiece. During my wait for the tank, I had plenty of time, (my friend is a great painter, but hard to get motivated), to begin reassembling what was left with stainless fasteners, new wheel bearings and other things I thought were "cool". As you may know this year and previous Commandos did not have an oil filter. Having already attained a membership in the INOA, I saw an ad for a really "cool" oil filter bracket from a gentleman in Grand Junction, Colorado, by the name of George Scholtz, (rest his soul). I contacted George about purchasing one these beautifully machined assemblies. He informed me he had a couple left and wouldn't be making anymore, as the demand had wavered over the years. I also replaced the ruined swing arm spindle and bushing assembly. This is the reason the previous owner had it laying in a storage locker for years. I have made a very conscious effort to keep it lubricated to keep this from recurring. I also purchased a mod kit from Heinz Kegler, (rest his soul), designed to keep the spindle from rotating in the swing arm and only in the bushings. Unfortunately, I still have not installed it, along with the new fork bushings, seals, new Ero style gaiters, head lamp brackets, and new isolastic bits I purchased years ago. I did have the Amals bored, and fitted with chrome slides, idles very nicely now, sorry Mike - he likes the Mikuni. Installed Boyer Ignition and got to push the bike for a mile when my battery voltage dropped, because of alternator failure. Boyer ignitions of this vintage require at least 8 volts to work. As a result of this episode a new Sparx high output alternator was installed. Over time a few more enhancements have been added. Front drum brake high performance mod, (that still sounds funny), LED brake/taillight and side stand safety spring. Right now bike is in the garage in pieces. It is prone to wet sumping, even though I did the spring loaded ball bearing mod to the timing cover. Should have done the oil pump mod also. Saw crankcase oil mixed in with the ATF in the primary. I guess too many startups without draining oil out of crankcase, blew the seal. Haven't completed the job yet, but it's a new year and I'll have it out and running for the riding season. It's always nice to ride a NORTON. Someone pass Steve a beer.