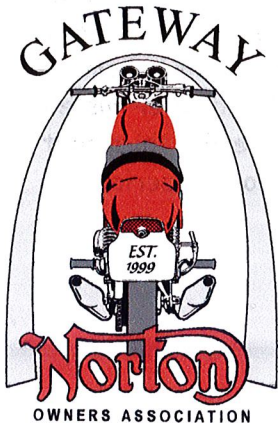


Gateway Norton Owners News #54



"To Promote the Use and Pride of Norton Motorcycle Ownership" Compiled by Marty and Peggy Dupree August 2013



KING'S KOLUMN

I was twisting a handful of blanks this newsletter. Luckily Steve came to my rescue as he always does when I need some smart/help. I try to reciprocate on the mechanical end when he needs dumb/help. This Korner is about my early life as a Biker. I was loving all things mechanical and would give anything a try to fix it.

12 years old I guess, and the guy up the street had a Harley Pan Head, guessing he was 16 already. (He and his brother had cool stuff. Their mom would buy them anything to occupy them out of trouble). I asked him if I could start it and the answer was a resounding Yes. He filled the cylinders with gas, cranked up the spark advance full-tilt, turned on the ignition, and said, "Go for it". I came down on the lever with all 85 pounds of my masculinity and was launched promptly over his moms '66 Belvedere. What a ride!

So the old guy (16) with the Pan Head, wants to lace a Popper (Harley 125cc.) rim with C-H spokes to his Hydro-Glide? hub. He says it will work... I say: "I can do it!" having much bicycle experience. I go in...I lace the mess up and he is the "cats ass" of St. Charles Roadrunners Motorcycle Gang/Club with a very "Tweezer" (skinny) front end. He tells all his friends...His friends come to my house to get the "Lacing" (they are a motorcycle gang). My mother comes home to find these guys smoking cigareettes and drinking beer in my front yard, while I have all these Harley front wheels laying around...I am still 12 years old by the way. This is a difficult scenario to talk your way out of because most of the Roadrunners were at least 20.

My first bike was a mini-bike with a chainsaw engine duct-taped to it. It was extremely loud. There was a big, bird-dog down the street that absolutely hated me and that awful sound. He chased, snarled, growled, but could not catch me. One evening, I was riding my bicycle and stopped to chat with a friend who lived in the dog's domain. He walked over to me quite calmly, chomped down on my thigh with every thing he had, then walked away just as if nothing had happened. I cannot express the pain at that moment.

My second bike was a Honda 50 Sport I bought for \$50.00. It had a bad crankshaft due to a loose flywheel. I custom made a key-way for the worn crankshaft groove and got it running. The

afore-mentioned Harley Roadrunners lil' brother went with me on it to Diermanns lakes fishing one summer day. Here we were, two up, 4 poles, bait, \$2.00 pocket money each, 1/2 tank of gas and 20 miles away. My first Fishin' Mission. My friend caught a 20 lb. carp and he just **had** to bring it home so his Mom could fix it for us. I wish I had a picture of this for we SAT on this behemoth all the way back home! I sat on the head and Georgie sat on the tail and that Honda never missed a beat only using about a cup of gas round-trip. His mom cooked it and we all ate the thing that night. I cannot express the smell of our asses afterwards. My childhood was a glorious period.

GOT JUICE BRAKES?

Bill Rueckert

Time and age will cause brake hoses on old cars and bikes to become unintended one-way check valves. The brake will apply itself as heat builds and fluid expands. The hose itself will retain that pressure which prevents venting back to the master cylinder.

When the hose is replaced, this is the time to change the fluid.

Here is my procedure for bleeding the old fluid and any air out of the system:

1. Turn forks to left, which elevates the master cylinder which then is more easily accessible and level. Remove cap.
2. Ensure reservoir is full.
3. Now open the bleed screw, which should be on the highest point on the caliper.
4. The M/C piston must be at the rest position with piston cups relaxed as when not in use. This exposes the very important compensating port.
5. The fluid will run out of the M/C down the brake line into the caliper and out the bleed screw.
6. **IMPORTANT:** Leave the brake lever alone while bleeding. Do not "pump" it. You don't even have to touch it.
7. All you need to do is keep adding fluid to the reservoir. Never allow it to empty during this process. Leave the lever alone. No pumping.
8. When you have added fluid to the reservoir a time or two, all the fluid and any air is discharged from the bleed screw on the caliper, thus creating a solid column of fluid top to bottom. Then close the bleed screw. The physics of gravity has bled the system for you; no lever pumping required. Not rocket science, just logic.
9. Top off fluid to reservoir to proper level, replace cap! Always test brake before riding!
10. In summary, open bleed screw. Continuously add fluid until all has been replaced.

Close screw. Test.

John McClure's stunning red and black Commando

More "Kick Start" pictures on pages 8 and 9

THOUGHTS ABOUT A COMMANDO

Tom Mitchell

With so many of our Gateway chapter members riding Commandos, what is it you like so well about them? I contend it is roughly four things:

One: Commandos are nice looking bikes, with kind of a minimalist look (only what is necessary) with great lines.

Two: The long stroked Norton with the superior head design (says Kevin Cameron) makes abundant mid-range torque, ("Lotta torque about Norton"), the kind of torque that thrusts you out of one turn towards the next one.

Three: Coupling this thrusting torque to the Norton's light weight and good handling makes for an exceedingly fun ride, and

Four: Nortons not only look sexy, they have a great sound! They rev quickly and easily and in the typical British way understate what they're all about. Like an in-line six E-type, they do things precisely, elegantly, and finally, satisfyingly! If a BSA is the MG, then a Triumph is a big Healey, and the Norton is the Jaguar E-type.

We all like to dabble with our bikes, maybe making small changes here and there for improvement. Look what the King has done with his mount! Personalizing our bikes is part of the fun.

Unlike the BSA and Triumph, though, one can substantially gear up the Norton for high speed riding at low revs (yes, you can gear up a Triumph but not anywhere as much). With a 23 or 24 tooth counter shaft sprocket, you can cruise all day at 80+ mph. I do believe though that a 22 tooth sprocket is about perfect. A 19 or 20 tooth one is not enough.

Yes, our bikes require a watchful eye and regular maintenance, but the reward is a disproportionate amount of fun. I've always though it unusual in today's world of motorcycles. Yes, there are many high torque cruisers and somewhat torque-y sport bikes (usually revvers), but virtually no "naked" bikes like the Commando that handle, have a lot of torque, and only weigh about 400 pounds. Maybe something has been lost in the translation but today's crop of bikes don't look like a Norton, smell like a Norton, or ride like a Norton. Maybe it all has to do with Norton's very extensive race history ... probably so.

ITEMS FOR SALE

ONE LAST TIME BEFORE IT GOES ON CRAIG'S LIST!

For Sale: One Craftsman motorcycle/ATV jack. Never used. 1500 pound capacity. Sears sell them now for \$107.99. Will take \$50 cash.

Marty 636-398-4049

SPRING KICK START MEETING

What you missed if you weren't there!

The May 11 meeting started at 2:30 with 21 present and one departed before the meeting started. Mike welcomed everyone and thanked Kurt for hosting this event. There were no minutes read, but it was reported that the Club has 50 paying members plus two freebies (INOA President and INOA Newsletter Editor). Steve gave a Treasurer's Report, and after paying Marty for the newsletter expenses, left \$678 in the kitty.

Old Business: T-shirts are gone, new ones being ordered. New logo for pocket? The old style Norton Speedo was suggested. Marty asked if they were going to make it blurry due to vibrations. There are a few coasters left. If you want one, contact Steve before they're all gone. Trash pick-up report: a letter of thanks from the State was read, and participation pins were distributed.

New Business: Two of the newer members, John McClure (what a beautiful bike he has) and Paul Parson were acknowledged and welcomed. Officer Nominations: Monty nominated Kurt for President but Kurt declined. It was agreed that Mike would stay our King for another year. Newsletter Editor: Bill Henkel graciously stepped forward to take over this job. Discussion ensued and it was agreed that after this issue, the newsletter will be distributed electronically. If you want a hard copy, you will have to print it yourself. People who don't have email will receive theirs through the postal stream. This will not only save the Club money, but will allow for more color pictures, faster distribution, and much less work for the Newsletter editor. Many upcoming events were discussed, but they have all happened by the time you read this. Steve announced that our Facebook page is up and running, and we have "likes" from all over the place.

Somebody won the 50/50 drawing and some others won some fabulous parting gifts. Kurt, Steve and Marty were thanked for what they have done and the meeting was brought to a close.



For Sale: Oxlite heavy gauge aluminum "Dresser" motorcycle ramp, never used. Consists of two ramps, 17" wide, 94" long, can be connected or used separately. 1000 lb. capacity. Cost \$309 new, will take \$150 cash.

Marty 636-398-4049

YAMAHA DAYS

Steve Hurst

On Saturday July 13, I called my King and leader of all things Norton in St Charles to see if he wanted to meet me at Big St. Charles Motorsport Center in St. Peters to check out Yamaha Days. He said he would meet me there and that he was going to be riding the 1947 Norton ES2. I told him I would be on my 1979 Yamaha 650 Special because it was Yamaha Days. The dealer had the factory semi with offerings from Yamaha for free demo rides.

We both arrived at the same time and dismounted and parked on the lower level of the parking lot. We walked up to where the new Yamahas were, it looked like most of them were out on a ride but they did have 4 or 5 of the new bikes called The Bolt by Star brand. I asked if I could sit on one and was given permission and did so. They are good looking machines and kind of reminded me of a HD sporty. We did not go for a ride as Mike did not have big boy pants on and I left my helmet on my bike and was too lazy to walk back and retrieve it.

Looking at bikes as well as a lot of things, such as breathing, makes me thirsty and we spied an oasis across the parking lot and headed over for a couple of sodas. Mike bought me a Sprite, and to show him my appreciation I spiked his for him with some

bourbon I found I had in a pocket in my vest. We sat and listened to the band play some oldies when one of my haircut clients came over to talk. Ron rides a BMW and has two of them in case one has to go in the shop for work as was the case that day. Mike told him that he works on Beemers and he said maybe he will give him a try someday. He saw that I had spiked our drinks and that it was illegal, those BMW riders can be uppity sometimes, to make things better I offered him some and to stay uppity he refused. O well his loss, more for us.

The band quit and Ron's wife showed up. They knew members in the band and went to say hi. Mike and I went into the showroom to cool off and look at the new Hondas and Yamahas and such, plus I had to pee. After checking out all the new stuff we felt it was time to head to the barn. Neither of us has a barn but you know what I mean. They host several of these events each year - if you ever see one listed you should give me a call and I will meet you. Last year I rode a new Harley Switchback, my first HD ride ever. It's fun to check out the new even when you're into the old.

That's all from here. Pass me something, anything! I don't care.

THIS IS WHY MEN SHOULD NOT DO LAUNDRY

One day a housework-challenged husband decided to wash his sweatshirt. Seconds after he stepped into the laundry room, he shouted to his wife, "What setting do I use on the washing machine?"

5

"It depends", she replied. "What does it say on your shirt?"

He yelled back, "Gateway Norton Owners Association."

...and they say blondes are dumb...

PREVENT SPEEDO DRIVE LOCK UP

Bill Rueckert

A speedo drive on a rear axle needs to be lubricated. The old grease in there around the ring gear and worm will dry out and cause failure. Original replacements of the correct ratio are hard to find.

Have you noticed the grease fitting on the top of the unit? Doesn't work, does it?

Remove the fitting and just use it as a plug. The unit can now be lubed through the fitting hole. Use a tube of Lubricate AERO Lithium grease. The tip of the nozzle with cap removed should fit in the hole. Just squeeze. Put plug back in.

You have just saved many \$\$ and a lot of aggravation trying to replace one of these that has seized up.

THE SCOTT DOWLER RIDE

Tom Mitchell

Have you ever wondered why British twins don't like hot days in Missouri in the summer? It is obvious they were developed in a cooler climate with much less head and barrel finning. And with barrels being cast iron and the earliest heads likewise, no wonder they overheat if pushed hard (despite low compression ratios).

Well, Scott's ride was on a cool, moist, overcast day with temps in the high 60's! It was almost chilly. Our Nortons loved it! Leaving Scott's house (near the Daniel Boone home) at about 10:30am Scott aimed us towards Hermann, but it didn't work. Right around Marthasville, certain roads were under water and thus Scott double backed and we went around Marthasville again. Scott knows some spectacular roads in the area and we took them. His pace, I thought,

was perfect with enough speed to enjoy the turns with no one losing contact (not even me!). Some of the turns were even horseshoe in shape with elevation change throughout. We covered maybe 70 to 75 miles on the ride and had a ball.

After gassing up, we headed over to Defiance where those two adjacent biker bars are for some lunch. King and Kurt were quite happy, so I knew it was going well (thanks, Scott!). We ate lunch and, as it turned out, this was the ride's end. Attending on Commandos were club members King French, Kurt Baue, Bob Yancey, obviously Scott Dowler, John Wuebbeling and Tom Mitchell. All agreed we should have another ride like this again, and Scott agreed. Please make it a cool day and ride your long stroked Norton! They "pull" so well when it is cool and moist. Thanks, Scott!

6

WANTED!!

I am looking for engine parts, mainly cylinders and pistons for my 1970 Kawasaki A7 SS Avenger 350 project. I was hoping one of our members might know of a source. I checked Archway and Outpost, they had a couple of parts but not the cylinders.

John Wuebbeling 636-332-9990 or jwrw72@aol.com

RUMORS

by Steve Hurst

Rumor has it that there were no Nortons at the vintage bike night at the Schlafly Brewing House in Maplewood. This bike event is held on the first Monday of every month during the summer. I had to see for myself if this was true.

On Monday June 3, I met up with 3 other G.N.O.A. members at The Kings house here in St. Charles. John W., Kurt B., Mike F. and I. We had a short discussion about the route we were going to take to the event. It was decided that I would lead the way again, because I'm good at it. Hey, I never make a wrong turn or pass up a street. That's just rumors though. I know where Schlafly is in Maplewood, it is across from The Flying Tiger M/C shop on Manchester Rd. Even though I have never been there I still led the way.

When we got there the parking lot was crowded with all sorts of vintage bikes. There was a person with a sign saying "vintage bikes only allowed on lot." This is cool but it rarely ever works. This was later confirmed by a group of Harley riders from a local club who road in and parked their newer bikes and looked around. Rumor had it they thought they were cool. One of the females even had a Property of Bobbie patch on her vest. We rode our Nortons through the lot and parked in the open so everyone could see them. The rumor that there are no Nortons at Vintage bike night was false.

You can't take The King anywhere around old bikes that he doesn't find people that he knows or people that know him that he forgot that he knows. This was not a rumor. I was standing by my Commando and who should walk over to look at it but the man I bought it from 35 years ago, Carl Donelson. I told him that, and he told me to come over and look at the bikes he brought to the show. One was the first bike he ever sold as a dealer, another was the last model made, and one that he raced, all BSA's. Rumor has it he paid way more to buy back the first bike he sold than what the price was that he sold it for. I saw club member Brent at the show also - he must have been one of the bands playing that night as he was carrying around a six pack of pale ale prepping himself for his performance.

As the sun started going down the crowd was getting smaller and we thought it best to head out for home. Heading back I'm am rarely asked to lead again. I don't know why this is but it's not a rumor, it is a fact. That's ok with me as I like to keep track as to who loses what off their persons and their bikes. It's just a rumor but if you want to buy King Mike something for Christmas a six pack of bandanas would be nice. He likes the color orange.

That's all from here, pass me a Schlafly beer.

Steve

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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.

2013 SPRING KICK START PICTURES



Kurt - the musical, meat-cooking leader of Kurt-istan



Scott Dowler's Bonneville Salt Flat ride



Gary Creech's high mileage Commando



Kurt's 850 that he rode to The Wall



I like this . . . I need to get one of these someday!

EDITOR'S EDITORIAL

Marty Dupree

As I have been warning since early this year, my editorship will end with this newsletter. In looking back through the newsletter archives (I have all but issue #8), it brought back a lot of memories.

The first newsletter was a 3-sheet edition in August 1999 and was done by founder/president Joe Jump. Actually, he was doing everything at that point. The first club meeting was held July 11, 1999 in Mike French's basement. There were 8 people present, and of them the only ones who are still members are Mike French, Tom Mitchell, Bill Rueckert, John Wuebbeling and myself. Joe did 10 newsletters, with his last being November 2001. With each one he was getting more desperate as the responsibilities of doing everything was getting to him. He asked for help from the membership, so I approached my wife and asked her if she would be willing to do the newsletter with me. We had done the EMU newsletter for nearly 10 years some years before so we knew what we were getting into.

In 2006, our Club's newsletter was selected as Newsletter of the Year by the INOA. That was quite an honor for us being such a small Club, but it is a testament to what everyone has contributed to make it so good. I've seen other club's newsletters, and when you take out the minutes of their meetings and all their advertisements, it's pretty slim pickin's. The percentage of our Club members that have submitted articles is very high, and that is the mark of a true "Club" newsletter, in my humble opinion.

At the Spring Kick Start meeting, Bill Henkel agreed to take over the editorship. It was also decided that the newsletter would be distributed electronically, except for you who don't have email. I can envision the newsletter becoming better with the advantages of the electronic format, but only if members contribute as they have done before. More pictures (especially being

seen in color) and no page limit can be some of the big advantages. Please keep submitting things like you have been and support Bill. His contact information is in the box at the bottom of page 7.

As you can see on page one, this is issue #54 (at least one of those was a double issue!) and we have been doing this for over eleven years. When we started the editorship, we had 4 grandchildren, and now we have 10. Kinda like with Joe, our other responsibilities as grandparents - not to mention the time we want to spend as family - has been making it harder for us to get the newsletter out on time.

I want to thank Joe Jump for his vision and early efforts in forming this Club because it has allowed me to meet a great bunch of guys. I would like to say what an honor and privilege it has been to be your Editor because I was able to keep my finger on the pulse of the membership in a way no other member gets to. Thanks to everyone for all the compliments. That was very nice of you. I especially want to thank my wife, because without her I would never have taken this on. I'm not going anywhere, though. I'll still be around because I have a Norton part in my garage, which grandfathers me in!

