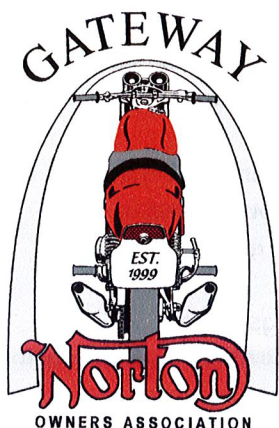


# Gateway Norton Owners News #37



**"To Promote the  
Use and Pride of  
Norton Motorcycle Ownership"**  
Compiled by Marty and Peggy Dupree  
August 2008



## KING'S COLUMN

It's good to be King, right? Well, maybe not. I couldn't wake up last week after a rough day at work because there wasn't any daylight yet! The days are getting shorter and as I reflect on this half-over summer I can sum it up with correspondence from Club members as follows:

April:

Marty: "Come on out any time and fish Mondays when you are off." "OK! I'll have to do that." I went on an antique m/c ride where I saw an older guy almost get killed by a throttle happy sport-biker without a brain.

May:

John Wuebbeling: "Come on out and fish. The water is cloudy but they are biting." "OK, I will if I can."

Robbie Pesek: "I dropped my bike at your house. It blew the cylinder base gasket out." "OK, I'll get to it as soon as possible."

Worked on my Suzuki.

Tom the Bomb Mitchell: "I never got around to putting on those carburetors you sold me. It runs poor and gets bad mileage." I went over and "Got er Did!"

June

Dave Hamm needed a valve job done on his '74 Commando that blew a head gasket leaving my house. Glad to help.

July

"Sorry, I can't make it to Mid-Ohio again this year, too busy."

Called Bill Rueckert. At last I had time to put on a chain that he paid me for a year earlier. I also straightened a foot rest and shortened the front brake cable for him (see Tech article about chain replacement at the end of this newsletter).

Fixed Robbie's cylinder base gasket in trade for a lot of help selling on e-Bay.

Down the home stretch on the Suzuki that will not start except on a shot of ether. Broke my ass to enter it in McNair Park Motorcycle Show. Found out it didn't have enough compression to run properly. Two new pistons and rings later . . . Yessss! At the Park I found out they put me in the wrong class! Stock! (Won a trophy anyway with a fully customized 1972 T250 Suzi.)

What does this rambling tell you? I never went fishing, I worked on a lot of motorcycles, I guess I like to help people. I spent half my summer down here in the cellar being aggravated. Mom Titchell asked me "Wanna go to Davenport Labor Day?" "Hell yeah!" weather permitting - If not too busy, if the fish aren't biting, and the wife doesn't need anything, and everyone's bike is running good.

Friends . . . take some time out for yourself. Spend it with your kids (even if they are misbehaving), go fish, restore a Suzuki, plant flowers, help around the house, kick your dog, or you will end up like me. As Eric Clapton said it in the 60's "Do What You Like." Don't blink, life comes at you fast.

P.S. I am not getting Alzheimers, I just don't have enough time to remember things. That's why I forgot what this article is about.

King Frenchy

### **CLUB CAMPOUT!!!** **September 26-28**

"Rocky Top," the Club campout, returns September 26-28 and will be held again at Council Bluff Recreation Area, roughly 20 miles south of Potosi. This is primitive camping (no electricity or water at each site), primitive toilets (non-flushing) and the showers will be closed. We hope this doesn't discourage anyone because it really is a beautiful place and we have had a blast the other times. Like before, I will be towing my camper and will bring a truckload of firewood. I will also be cooking up dinner for everyone on Saturday, so even if you can't come for the whole weekend, *take time* to ride down for dinner! Please e-mail to let me know if you will be attending, and if you don't have e-mail and plan to attend, call me.  
Marty 636-398-4049.

Basic directions: from St. Louis take I-270 to Hwy. 21 (Tesson Ferry) to Potosi. Turn right on Hwy. 8, go  $\frac{1}{4}$  miles, turn left on Hwy. P which dead ends at Hwy. C. Turn right. Go about 200 yards and turn left on Hwy. DD. At about 7-8 miles the highway widens. The campground is on the left. I will be set up at one of the group campsites so look for the banner. Note: it takes about 2-2 $\frac{1}{2}$  hours from St. Louis.

#### **Contact Information:**

Mike French, King/President:	636-940-9365	mfrench9365@charter.net
Steve Hurst, Membership:	636-928-3391	shurst01@att.net
Marty Dupree, Newsletter:	636-398-4049	<a href="mailto:madx2@att.net">madx2@att.net</a>

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.



Pesek and myself. I have gotten 3<sup>rd</sup> and 2<sup>nd</sup> place before, but this was my first 1<sup>st</sup> Place Trophy for my '75 850 Commando.

The show was held on Sunday the 13<sup>th</sup> of July. The weather was a beautiful 83° and sunny. This was the biggest show that the park had ever recorded. The attendance was great as there were over 160 bikes in the show and probably another 100 that showed up to look at us. The park rangers did a great job as sponsors. As if that wasn't enough, the Lion's Club had a car show at the same time and had their largest entry ever with over 425 cars being shown. Wow! That's a lot of bikes and cars to see in one day. Not to mention people to watch. After the show we were invited over to King Mike's house to chill out for a while before heading home. What a great day!

Other members present were Dale Knaus, Doc Coogan, Tom Mitchell, Dave Hamm, Dave Kaufmann, John Wuebbeling, Bill Reuckert, Marty Dupree and Robbie Pesek. Thanks to all who showed up and to you who didn't, you can't say I didn't warn you that you'd miss a good time if you didn't come. Oh, and Marty, Mike wants me to tell you that you can hold his "trophy!" Nortons forever!

Steve

My beautiful daughter Sara with my 1<sup>st</sup> place trophy from the McNair Park Bike Show.  
*(It's obvious Sara gets her looks from her mother! Marty)*



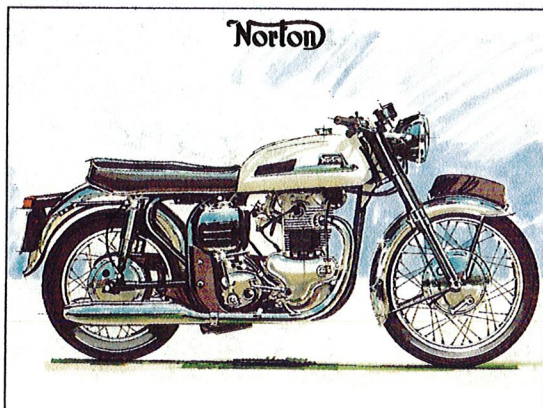


## CALENDAR OF EVENTS

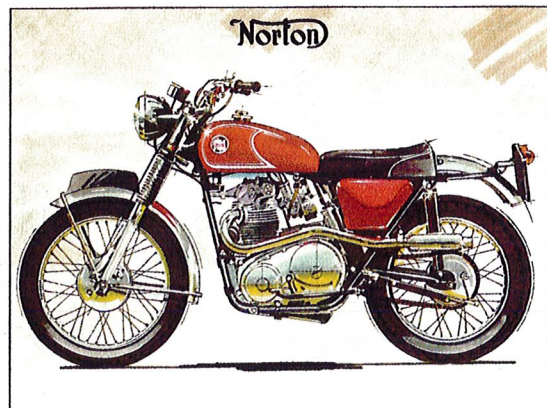
- September 3-6: All Vintage Jap Rally, Arkansas, [www.vjmc.org](http://www.vjmc.org), 260-839-5203
- September 5-7: Nation's Capitol Norton Owners Rolling Thunder Rally XXVI. Stanardsville, VA. For details [www.NCNO.org](http://www.NCNO.org) or call Tom Glinka 410-489-5067.
- September 20: B.A.D. Ride, St. Louis. Bikers Against Diabetes. Check-in time 8-9am. Ride starts 9am. Starting sites: Doc's Harley Davidson, Kirkwood, MO; J & W Cycles, Washington, MO; Argosy Casino, Alton, IL; Frieze Harley Davidson, O'Fallon, IL; Hooters of St. Peters, Cave Springs, MO; Hooters of Florissant, 2465 N. Hwy. 67, Florissant, MO. Ride ends at Route 66 State Park, Eureka, MO. Call 888-342-2383 ext. 6830 for more details.
- September 20: All British Car and Cycle Show, Creve Coeur Lake Park on Marine Avenue opposite the lake. Registration 9am - noon. \$10/bike.
- September 26-28: Club Campout! Council Bluffs Recreation Area, south of Potosi. See page 2 for details.
- October 17-19: Barber Vintage Festival, Birmingham, AL, [www.barbermuseum.org](http://www.barbermuseum.org)

**FOR SALE:** 1967 Atlas with Joe Hunt magneto. Complete bike but in need of refurbishing or restoration. Could easily become a reliable daily rider for no more than \$1000-\$2000. A full restoration would be quite a bit more. \$2200. Ernie Trakas (314) 894-6959 Cell (314) 608-8350

**FOR SALE:** BSA M21 basket. about 1957, no title but clean numbers. straight frame in primer, motor complete and assembled with new piston set and ground valves. Magneto is hot and transmission was inspected and in good condition. Have triple tree and forks and front wheel assembly. \$750. Located about 1 hour south of Kansas City. For more info or pics, contact [motojo346@yahoo.com](mailto:motojo346@yahoo.com).



DOMINATOR 650SS



P11



## SIAMESE TWINS

Siamese twins walk into a pub in Toronto and park themselves on a barstool. One of them says to the landlord, "Don't mind us, we're joined at the hip. I'm John, he's Jim. Two Molson Canadian beers, please."

The landlord, feeling slightly awkward, tries to make polite conversation while pouring the beers. "Been on holiday yet, lads?"

"Off to England next month," says John. "We go to England every year and hire a car and drive for miles, don't we Jim?" Jim agrees.

"Ahhh, England!" says the landlord. "Wonderful country. . . the history, the beer, the culture, the motorcycles . . ."

"Nah, we don't like that British crap," says John. "Hamburgers and Molson beer, that's us, eh Jim?"

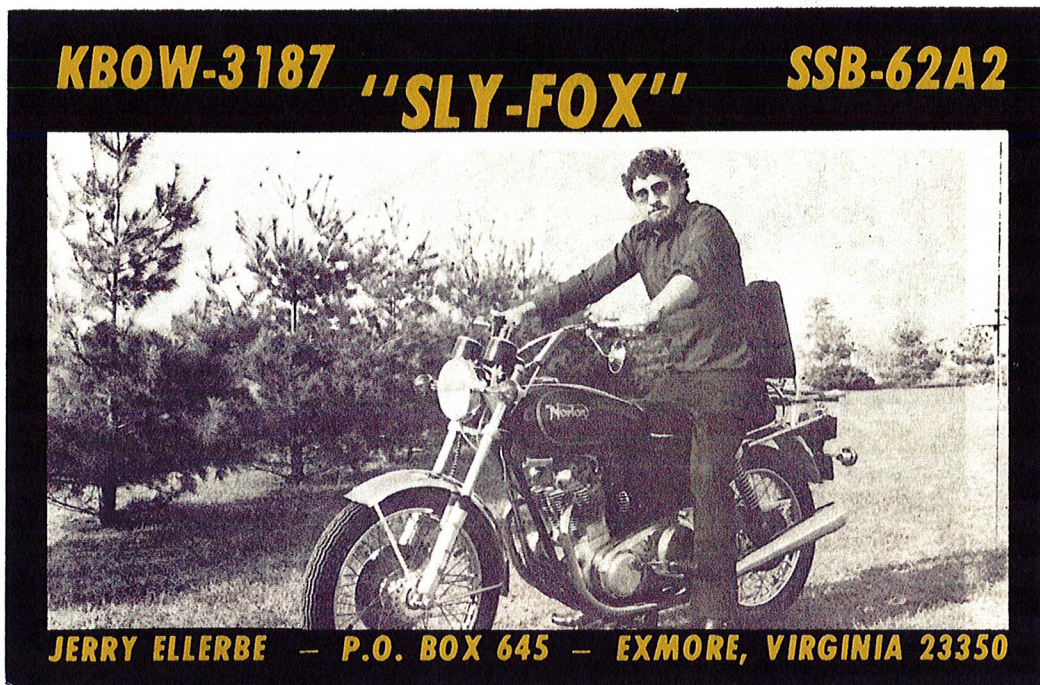
And we can't stand the English - they're so arrogant and rude."

"So why keep going to England?" asks the landlord.

"It's the only chance Jim gets to drive."

## It's Dues Time!

Look at your envelope - if the date in ( ) after your name reads 7-08, it means this is your last newsletter. Please send \$5 to Steve Hurst - see instructions on page 2 "Contact Information"



This is a personalized QSL card. Ham radio operators mail them out to people they talk with showing their frequency. This was mailed 8/19/80.



## REPLACING A CHAIN

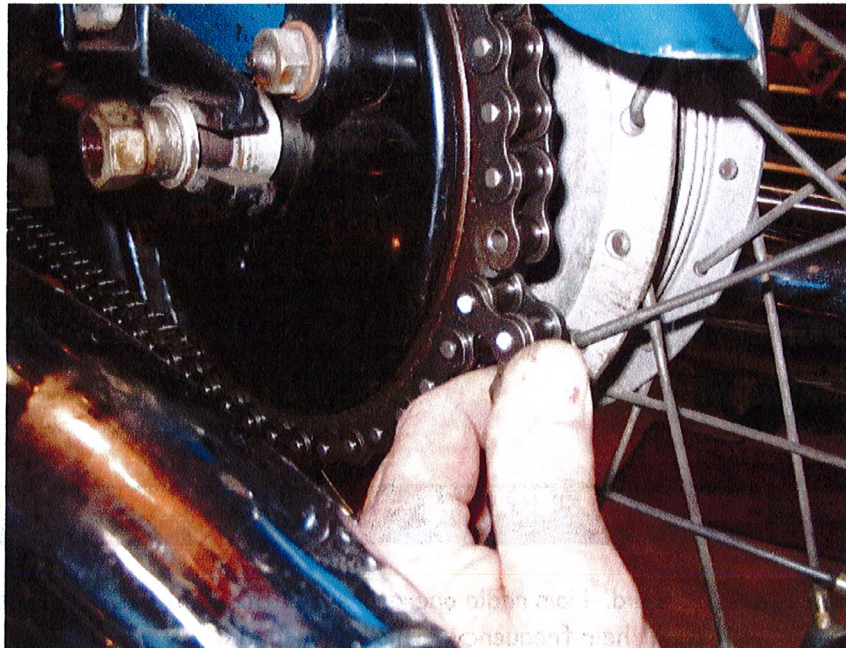
King Mike

So, how many of us have pondered the rocket science of replacing your chain? Here's how:

In this first picture, I have removed the master link and attached the new chain to the old. Some chains may have a thinner pin on the master link, or a thicker one. Use the one that works to attach the new to the old. It doesn't matter. Pull it around the countershaft sprocket, back to the rear sprocket (pull the old chain, that pulls the new), around the front sprocket, loosen the two axle nuts and adjusters and slide the rear wheel as far forward as possible.

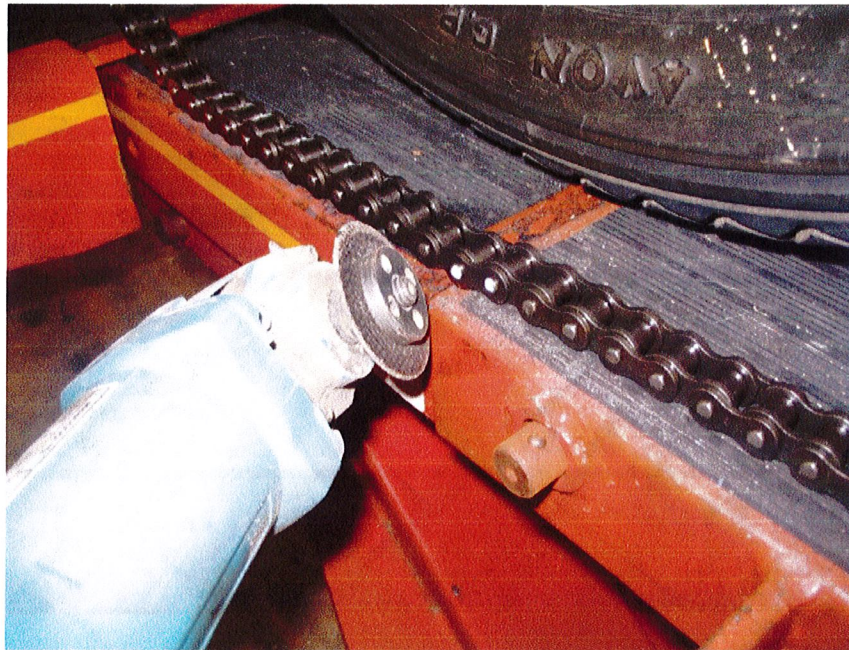


Next, bring the chain to rest on the wheel sprocket and mark it with paint on the pins to cut it to length. Make sure you do not cut it too short. It's like wood: measure twice, cut once.

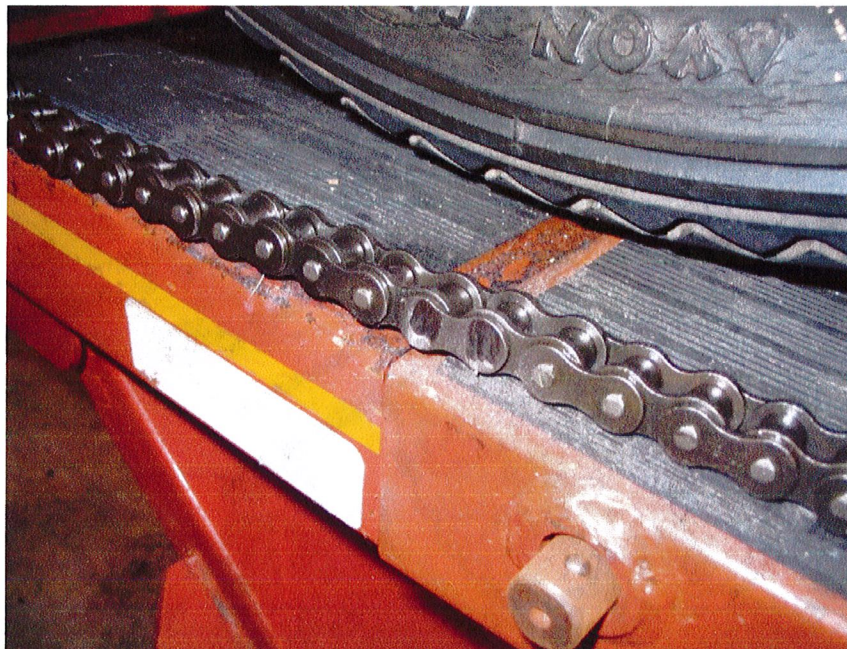




After you have marked the pins to remove, use a small grinder or pull the old chain back through and disconnect it so you can take the new chain to the ol' grinding wheel and remove the peened-over pins. Grind them flat, remove all traces of pins, you will not use them.

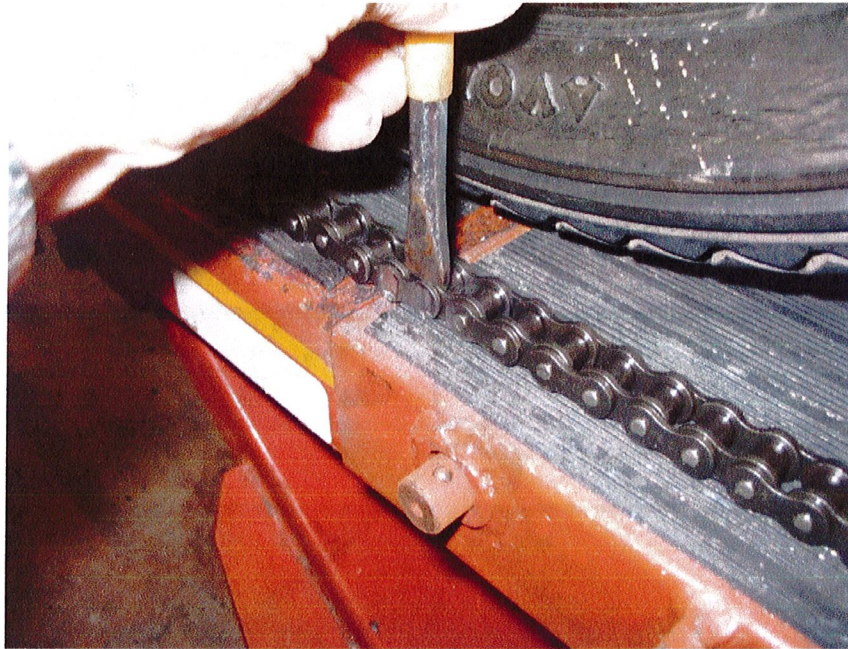


The pins have been ground off by bench grinder, Dremel, or cut off tool.





Now, lay the chain on a substantial surface (preferably metal) and with a sharp chisel, knock off the outer link plate. Now it should be the correct length.



Now all that's left is to install the master link and adjust the new chain. The rounded link clip faces in the forward direction of rotation. The chain will stretch a lot in the first few hundred miles and then settle down. Got er Did!

