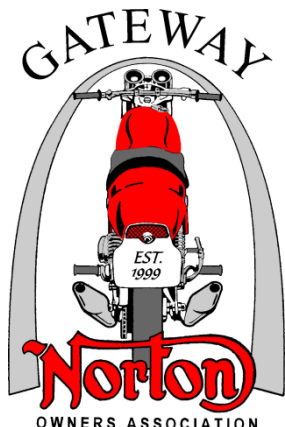


Gateway Norton Owners News #61



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

Bill Henkel

July 2016



KING's COLUMN

Well.... how Ya'll doin? Fine an cool, I hope.

I just want to rant about a bike I have been sleeping with for a couple months. It's a Husqvarna WR 250 enduro, and it is a piece of crap! Early in the spring, he called me about a simple waterpump that leaked the last couple years . "Sure I can fix that!" You can imagine how this small project escalated into a major headache for me. Let me relate:

"Oh while you're doing the water pump could you put in these clutch plates?"

"While you're putting in the clutch could you check that carburetor and put this new cable on it?"

Your bike is done, but it wont start! You want it to run?.... No spark.... ignition rotor and stator fell out in pieces when I pulled off the cover, Hmmm... someone forgot to loc-tite the stator? The rotor was worn down about .060" due to its nasty habit of being a real strong magnet pulling the stator arms against it while spinning . behind it was a main seal for the crank that was just demolished. "Could ya put that in too?" About \$300.00 and lots of internet searching I have it running with a new stator and rotor from a place in Ohio.

I start it...Gear lube weeps from the weep hole from the shitty designed water pump. It vibrates soooooo bad I feared for some of my tooth fillings and wondered how someone could drive this with their eyeballs quivering up and down at the same rpm as the engine.

Repaired the water pump fiasco with my own ingenuity, and it's a done deal.

Nice guy, paid me cash along with a tip. (Perhaps I made \$10.00 hr.) Rear Shock is non-existent... like riding a knife

He is happy, rides it some, muffler falls off, his neighbors now hate him,

Days later wont start..."This bag of dicks wont run.. fuel is pouring out of the stator cover" That's Impossible I say..

Back in surgery. .R/S main bearing is bad, seems he has been running it at a 40:1 fuel mixture. His manual stated 24:1 ... Big difference. This bearing is lubricated from the fuel mix. So... can you fix it Frenchy? Sure.. but you must understand this is a bag of dicks and other things may be bad, and parts for this *&#%#!*& are expensive and hard to find. Ill look at it. So

back in surgery I notice the cylinder is worn and the piston cracked. If this piece of skirt breaks off, the crank shaft spits that chunk out through the crankcase. Close call huh?

The big end is bad also.(Rod bearing) nothing \$350.00 won't fix, along with pressing the crank apart and back together. The cylinder is sent out to be Nikasiled back to std bore.(\$350.00) new piston. (\$250.00) shock sent out for rebuild. (\$350.00)

So.... Im putting in some frame heli-coils while it's just a carcass and notice something fell on the gurney when I hammered on the broken-off bolt holding the subframe. It my friends, is a piece of the swing arm! Both sides are broken and the bearings are toasted along with the races that ride in them. So the swingarm is un-obtainium the engine is almost ready to re-install , the bike is immobile, the swing arm is at a welder, the swingarm races are no longer available, and I am distressed.

Years ago I bought a Husqvarna weed eater and it lasted about a year..... I SMASHED it to bits on my patio out back, and a piece of it hit me in the knee... I still have a scar along with a scar on my concrete patio from it. Sure felt good to smash that piece of crap though. Guess it true what they say about pay-backs, Karma and bad luck. So lesson learned. Makes you want to buy a two-stroke dirt bike huh? Make sure it's not Swedish.

Hope we can have a nice camp-out at Rocky-top this year, I will try my best to make it so. If anyone can help please try to get hold of me. We just cant take all the needed stuff down on our bikes, so someone is needed also to pack mule down to camp.

Thanks everyone and hope to see you soon. Your King.



Minutes of GNOA Spring Kickoff Meeting March 14, 2016

Meeting called to order at promptly at 12:00 noon. Numerous members were in attendance along with their generally trusty rides. Meeting was proceeded by various small and larger group discussions, eating and drinking. Our host Kurt Baue, fired up his Indian Scout project, with its fire extinguisher attachment, pointed directly at the carburetor. I could have used that on my 64 Impala years ago. One very smooth running Indian.

The King provided information on upcoming Club events, particularly the fall club campout. Old Business minutes were waived. Steve announced we have 3 remaining T-shirts available at \$15 each. And yes, we still have coasters at the bargain price of \$2.00 each.

We are looking into new T- Shirts. They will consist of the same club logo on the back, but with a different pocket logo – the Norton Script. They will be available in a variety of colors.....Yellow or Yellow.

Steve also commented about the most recent trash pickup and objects recovered. Which consisted of a quarter and some washers. No rusty guns were found.

Topic turned to the Newsletter. We are trying to place all previous Newsletters on the Gateway Norton Web site – WWW.GatewayNorton.com. We have been successful finding all but issue #8. If you have access to this document please forward a copy to John McClure, to add to the site.

The future newsletter will be provided to membership via email, certain chargeable, allowances will be made to members without internet access.

Treasurer Steve Hurst provided details of the financial condition of the club. We are doing much better than the Federal Government, with a balance of as of February, 24th 2016 of \$781.00. Additional revenue streams of \$74 Dollars –dues, \$15.00 - T shirts and \$30.00 - 50/50. Totaling \$860.00. Debits of \$35.00 – Newsletter, \$22.00 – Business cards, and \$122.00 – Go Daddy, (website). Leaving the club a remaining balance of \$681.00.

Kurt Baue was the winner of the 50/50 drawing, and I believe one T shirt was purchased. However, no coasters were purchased.

The meeting was adjourned.

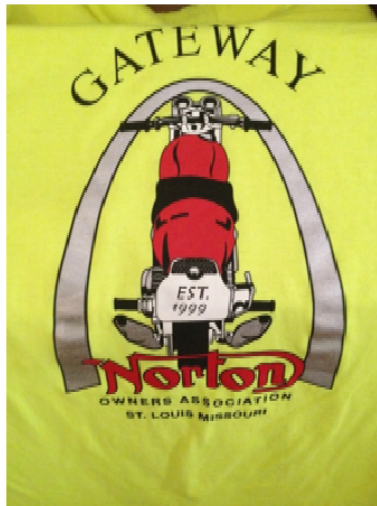
Mike French, King/President: 636-940-9365 mfrench9365@charter.net

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

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

Dues are \$10 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

Hello, it's summer and the new shirts are in! These are sure to turn the fashion world upside down. Ya baby shag me baby and let me at em, you know you want one so let me know before I have to tell you NO, all gone. Steve



TRASH PICKUP NEWS

Hello All , I'm here to say we have had 2 trash pick ups. So far not a drop of rain was felt by any of our wonderful volunteers in saying that, a little relief from the heat would have been a welcome feeling. I want to thank everyone who has showed up and so does the Missouri Highway Dept. of Transportation(see attached letter).We are making a difference not like some of those slacker clubs out there. While we have not found a lot of unusual stuff who is to say someone is not throwing it out the window of their vehicle as you read this! The King found the porno cd (I told him it might skip a little) and Jeff found the cigs, guess somebody quit two bad habit at the same time. The next pick up is Sunday August 21 at 10:00am. Come on out and what you can find, and make a difference with us. I will even buy you a beer when you get done.Thats all from here pass me a beer ,Steve



Hope this doesn't offend anyone, but it was found in a ditch, the rural equivalent of a "gutter".

GNOA CLUB TRASH PICKUP DAYS

Mark your calendars

Highway 79, Approximately 2 miles north of I-70,
Sunday – 10:00 A.M.

April 24
June 12
August 21
October 22



No MOre Trash! Bash

P.O. Box 270
Jefferson City, MO 65102

May 2016

Dear No MOre Trash! Supporter:

Thank you for your participation in Missouri's annual No MOre Trash! Bash. The Bash supports the year-round litter-prevention campaign No MOre Trash!, which is a cooperative effort with the Missouri departments of Conservation and Transportation.

Through the hard work and dedication of volunteers like you, we have joined forces to collect thousands of bags of litter and many truckloads of debris over the past month. Not only are we cleaning up, but we are educating people on the damages of litter and the benefits of living in a clean state.

Please thank all the members of your group who participated in your Bash activities by sharing the 2016 No MOre Trash! Bash lapel pin as a token of our appreciation.

Although the Bash is over for this year, please continue your efforts to keep Missouri clean and tell others about Missouri's No MOre Trash! program. We can make a difference when we work together to keep Missouri beautiful!

Sincerely,

Stacy Armstrong

No MOre Trash! Coordinator

Joe Jerek

No MOre Trash! Coordinator

www.nomoretrash.org

Contribution from Marty

I saw this on The Jockey Journal website and got a chuckle from it. Probably has bits of truth for most old m/c's

Kickstarting a Harley

Walk to the bike, fingers crossed, say a prayer....

Ensure all the normal leaks are present....

Look for tranny seal oil spot on the ground to ensure it has fluid.

Turn on the choke.

Kick the bike over a few times with the switch off to get it primed.

Spin it through until you get compression.

Turn the switch on.

Kick until you have to wipe the snot from your face.

Take a break to catch your breath, count the number of people who gathered around, try to look like this is standard procedure.

Realize you are now in middle of the street, roll the bike back onto driveway, that explains the horns blowing.

Try to act as if you don't notice the crowd snickering.

Think, must be flooded.

Turn off the choke.

Hold the throttle wide open.

Kick..kick...kick...

Notice new paint spots on the tank and realize your nose is bleeding.

Wipe the tear/snot/sweat/nose bleed combo from your face.

Cuss.

Kick some more.

Cuss.

Ignore the old man who says.....you know, back in the day.....

Kick until you hear horns blowing again.

Cuss.

Don't even wipe, just swallow the combo.

Check the points.

Turn on the choke.

Hold the throttle WFO, kick until the neighbors wife says.....you don't look so good.

Wipe/swallow/cuss

Check the plugs.

Turn off the choke.

Notice you never turned the **fuel** on.

Cuss.

Turn fuel on.

Turn choke on.

Prime engine.

Threaten motorcycle.

KICK !!

Pick yourself up from the ground in front of motorcycle.

Put out the fire in the [air cleaner](#).

Remember to retard the timing this go-around.

Turn on the ignition.

Kick.

Engine starts.....dies.

swallow.

Kick.....success

Check gas in tank, realize there is only about a 1/2 a gallon, meaning you will have to go through this again in about 15 minutes.

straddle bike, look both ways for traffic, realize you are in the middle of the street again.

Ride away thinking..... screw those electric start Harleys.....I'm the real deal!!!





Hi Steve -

I moved back from California to the St. Louis area and have some Norton parts to sell. Since you are the contact for the Gateway NOC, thought I'd give you or any of the gang first opportunity to buy them. All of the parts are metal.

Here are some photos of gas tank & side panels from a 1975 MKIII. The gas tank was pressure tested prior to painting, and has been sealed with Caswell. The gas cap is new.

The decals have 3 coats of clear-coat over them . The parts have not been re-mounted since they were painted.

\$1,700 firm.

Thanks, Steve.

Gary L. Sager

[661 301-9595](tel:6613019595)

Gary_Sager@Yahoo.com



MORE PICTURES FROM SPRING KICKOFF







TECHNICAL TIP FROM THE KING

A lot of us have converted to the Mikuni V.M. carburetor and for good reason, we are a bit older and the difference in top whack is negligible, while they act just like a carburetor unlike the Amal.

Here's a tip... the overflow and the vent hoses attached to the bottom and side(s) should never be so long as to drop into the airstream this can cause all sorts of "electrical problems" due to air pressures in the float bowl(s), especially if the ends are curved around facing forward. If too long, they may wave around causing all sorts of grief like surging, poor mileage, or fuel starvation. God Bless the U.S.A. and those who Norton around.