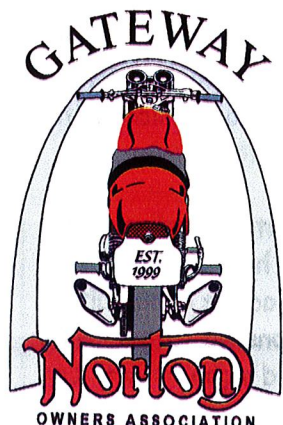


Gateway Norton Owners News #32



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

Compiled by Marty and Peggy Dupree

June 2007



We have a new "Decider." Here's his first column.

PRESIDENT'S COLUMN

Ernie Trakas

THE GUARDS

As some of you know, I'm from the east coast originally, Washington, D.C. in fact. Born, raised and came of age in the city itself. If memory serves me right, my first mechanized two-wheeled adventure was on a bicycle my friend Bobby Bazanka had modified by powering it with a lawn mower engine. Soon after that another friend, Gilbert, was more than generous with his Honda 90. I've been hooked on two-wheeled motorized travel ever since.

Then, as now, time flew by, and before long a driver's license was in hand and big British twins occupied what seemed like all of my conscious thoughts. I vividly remember my Saturday ritual of riding the bus (a driver's license isn't much good without a vehicle) to the local Triumph dealership just off North Capital Street, literally not more than three blocks from the U.S. Capital building, to ogle the new and used models. Remember lusting after a Bonneville or a Daytona despite knowing they were financially out of reach? How about rationalizing how the 250 Cub was almost as good because it was within reach? Don't you wish you'd bought that Cub now? I know I do.

Time kept ticking and it wasn't too long before I had that Daytona 500, and was spending time at an English themed pub in the Georgetown section of D.C. called *The Guards*. The place was the stereotypical English pub - wood paneled, Union Jack, all kinds of ales, Beef Wellington and Yorkshire pudding. The walls were covered with prints and memorabilia of British military units that have served as the guardians of Buckingham Palace and the royal family. *The Guards* was the local gathering place for Brit bike riders in the late 60's and 70's. I believe the place is still there and worth the stop if you're ever in D.C., although it's upscale now and motorcyclists no longer frequent the establishment.

I got to thinking about *The Guards* upon my "election" as your new President. It occurs to me that our club and its members are guardians of a sort. We guard a heritage, the vestiges of a bygone era. A time when motorcycles were less complex, yet more evocative. A time unlike today,

GNOA at the The Motofest

Joe Jump

If you don't know by now, there is a new motorcycle museum in St Louis called the Moto Museum. It includes the personal collection of Steve Smith, a successful architect who just happens to have a passion for vintage bikes. To celebrate the opening of his museum, he held an event April 27-29 called the MotoFest, in which we had a booth and a great time!

It started in January when I sent an email to the Moto Museum requesting they give us a booth, waiving the standard \$150 fee. They agreed as long as we would provide a machine to put on display inside the museum. Roger Yount was quick to volunteer his recently completed Alloy Clipper, a highly customized Commando creation built with the help of Matt Rambo of Colorado Norton Works. In addition, John Eiler had volunteered his father's 30's vintage Super X hill climber for display in the museum too. At the planning meeting I discussed the event and asked for volunteers to display bikes and man the booth for the 3-day event. It was discussed that quality was better than quantity, so Frenchy's Patriot and my Fatback were penned in as the bikes to be on display in the booth to represent our club. Many members volunteered to man the booth, plans were made with regard to what we would display besides the bikes, and by the week of the show we had most of the details in place.

On Friday afternoon, April 27, Frenchy rolled up to my place with the Patriot on a trailer with an open spot for the Fatback. When we arrived at the MotoFest grounds we found everything in order. In no time at all we had our bikes unloaded, wheeled in, and our booth set up. The event started at 5 pm, so we decided to just hang out & see what developed. We were both impressed at how well the event was organized & how friendly everyone was. The whole thing had a low-key atmosphere; no problem with getting

in and out, no problem with parking, no problem with bringing in coolers, etc. The same carried through when the public showed up - everybody was in a good mood.

Our booth was adjacent to Michael Kiernan's booth. If you don't know Michael, you should 'cause he's winning (he who dies with the most toys wins). Michael has a small shop at Chouteau and Grand and he buys & sells vintage bikes - the best! He brought an eclectic mix of inventory; a '59 Triumph 120, an Ariel Square Four, a beautiful '69 BSA Rocket III, an '80s vintage Ducati Mike Hailwood replica, a '72 MV Augusta 750S, an Egli Vincent, etc. Naturally his booth brought in lots of traffic, which spilled over into our booth.

In attendance was the editor of Motorcycle Classics magazine (I think that's what it is called) out of Kansas. He stopped by and chatted it up a while with us, and took pictures of our bikes. Please let me know if you ever see our bikes in the mag. Late Saturday afternoon a young model (the new Norton Girl?) struck some poses on the Fatback, which brought out all the photographers in the crowd! I also got a chance to meet Steve Smith and invited him to join us on one of our rides; a real regular kind of fellow, easily approachable, and comfortable around the black leather jacket types.

I think we signed up 2 new members to the club, and have prospects on a few more. But generally we had a great time people watching, talking with new friends, and seeing old friends. I saw guys there I hadn't seen since before I went to Maryland in 1983! And from what I've heard this will become a regular annual event. If you didn't make it this year, be sure to go the next time.

Oh, and by the way, the museum is great!

Club Letter to Steve Smith

Dear Steve,

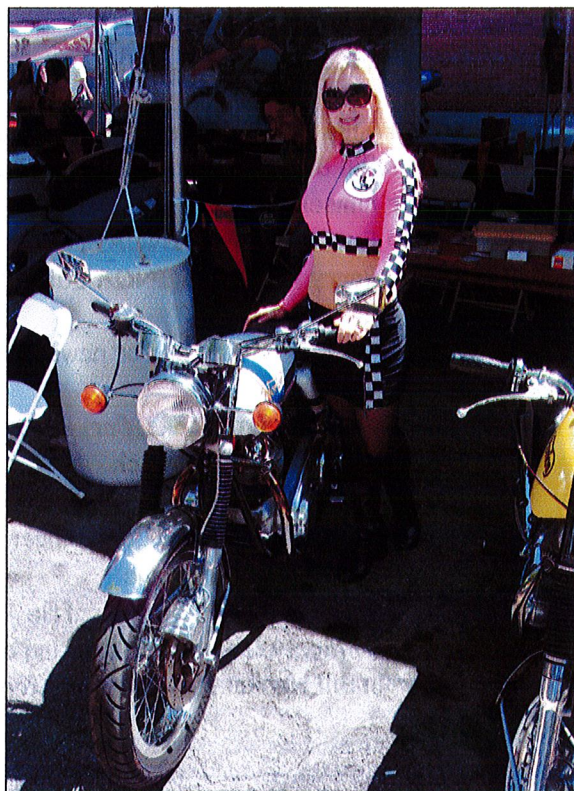
I just wanted to take a moment to let you know how much the Gateway Norton Owners Association appreciated and enjoyed the opportunity to be a part of the First Annual St. Louis International Motorcycle Festival - MotoFest. Every one of our members who was there had nothing but great things to say about the event, as well as the museum. You have truly put together a spectacular event and, what I am sure, will become a major attraction for St. Louis.

Joe Jump wanted me to make sure that I reiterated his offer that you come along on one of our club rides. We usually have several over the summer months, and Joe will try to make sure to let you know when we have one planned. Also, whenever you have the urge to spend an afternoon with a bunch of old Nortons please don't hesitate to give Joe a call at (314) 232-3617.

Again, thank you very much for letting GNOA be a part of MotoFest, and best of luck in the future.

Very truly yours,

Ernie Trakas



At the MotoFest, Natalie from umbrellagirlsusa.com gets the thrill of a lifetime by standing next to a Norton.

CALENDAR OF EVENTS

- June 9/10: Campout at Dave Kaufman's "country estate." See article on page .
 July 1: Time for payment of dues! Your meager dues of \$5 per year pays the costs of producing these newsletters during the year (no, the editor and his wife DO NOT receive a salary) and for incidentals incurred during club events.
 July 8: McNair Park (St. Charles) Car and Motorcycle Show. Starts around 11am.
 July 27-29: Mid-Ohio. You all know about this one. If not, call JJ @ 314-909-0712.
 Sept. 2(?) All Brit Car Show at Creve Coeur Lake.

GNOA Treasury Report 2007

Updated 05-01-07

	<u>Payments</u>	<u>Deposits</u>	<u>Balance</u>
Brought forward from 2006			\$ 489.14
March 13	-----	\$ 15.00	\$ 504.14
19	-----	\$ 30.00	\$ 534.14
April 14	\$150.00	\$ 149.00	\$ 534.14
21	\$ 40.00	-----	\$ 494.14
28	-----	\$ 5.00	\$ 499.14

Record of Activities 2007

- March 13 Received \$15 from Mike French to apply towards dues.
 19 Received \$30 from Bill Blumel to apply towards dues:
 2 years for himself
 2 years for Suzi Greenway (INOA Pres)
 2 years for Barry Armitage (INOA Editor)
- April 14 Spring Kick-Off Meeting
 Payment of \$150.00 to Marty Dupree for newsletter expenses
 Received dues payments...
 \$20.00 each from Brent Jones, Carl Bardy (new member), Ron Sutton, and Gary Hollowich
 \$10.00 each from John Eiler and George Croissant
 \$ 5.00 each from Mel Heffron, Bill Langer and Jeff Hurst
 Received \$5.00 donation from Kurt Baue
 Received \$29.00 in donations from 50/50 raffle
- 20 Payment of \$40.00 to Marty Dupree for printing of business cards.
 28 Received \$5.00 from Bill Henkel (new member) for club dues.

Send submissions to:

Marty Dupree, 2637 Sneakwood Lane, Foristell, MO 63348
e-mail: madx2@worldnet.att.net Phone: 636-398-4049

The Black Rhino Chapter 3

On The Road Again!

JJ

In Chapter 1 of the Black Rhino saga I gave some background into my recent purchase; a 1975 Mk III Roadster-Turned-Interstate (almost). Chapter 2 I went into some detail concerning the rebuild of the front & rear brakes. Since that time I've made great progress with the resurrection. Now that it is roadworthy it seems silly to go on and on about the minute details. So in this chapter I'll quickly discuss everything else required to get it on the road again.

Over the winter I kept on task with the project, attending to what seemed like an endless list of things to clean, inspect, replace, and repair. Below is the short list...

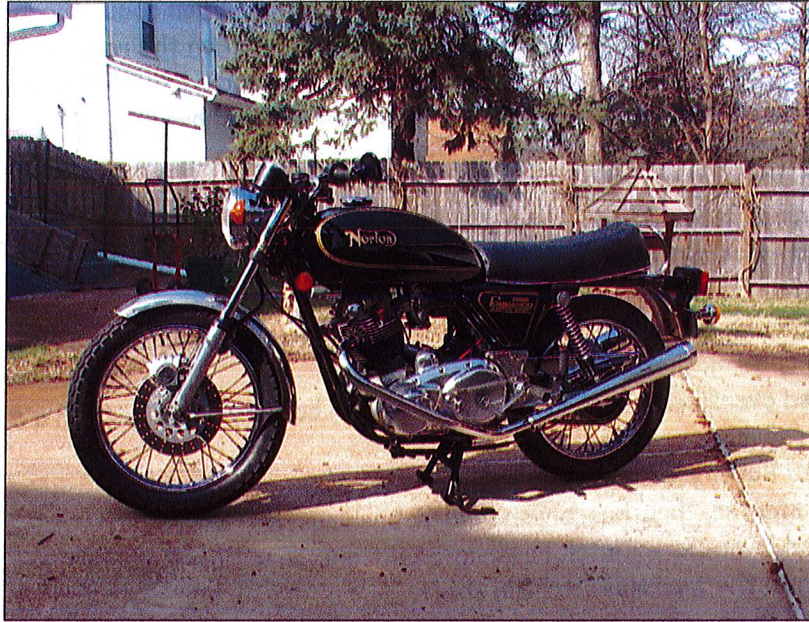
- 1) Replace swing arm pivot pin/bushes. Repainted swing arm.
- 2) Rebuild front/rear brakes, including sleeving the front MC down to 13mm from 5/8", new caliper seals/stainless steel pistons, sundry hoses as required. Had both rotors Blanchard ground & front rotor drilled - Zoomyl
- 3) New K-81s front/rear
- 4) Had stock carbs refurbished by AMR, including reboring slide bore & replacing Amal slides with Mikuni units, gaskets, jets, etc.
- 5) Installed oversize Absorbed Glass Mat (AGM) battery sourced from a Sportster. Battery tray/hold down strap mods required.
- 6) Installed Boyer electronic ignition
- 7) Rebuilt starter - brushes, brush holder, bushings, and oil seal.
- 8) Installed Dyno Dave Clutch Pushrod Seal - prevents clutch plates from getting fouled by 90 wt migrating down the transmission main shaft.
- 9) Repaired main wiring harness where the master ground wire overheated & let all the smoke out. Disassembled handlebar switches for cleaning/lube. Rebuilt L/H rear turn signal/installed new lens.
- 10) Repainted tank & side covers gloss black with gold pin stripes/decals as OEM. Clear coat applied over stripes/ decals - looks SCHWEET!
- 11) Standard routine maintenance...oil/filter change, gearbox lube change, fork oil change, cam chain adjustment, valve adjustment, Isolastics adjustment, etc.
- 12) Replaced missing side stand
- 13) Countless hours of polishing the alloy.

I stuck with the rear sets & the sweptback headers/Dunstall replica mufflers, but removed the oil cooler as it was deemed as not required.

On the evening of March 11th I took the Rhino out for it's first shakedown run. The rebuilt starter/AGM battery really spins it over like a new Honda. That coupled with the carb mods & the Boyer bring it to life instantly and it idles solid & steady once warmed up slightly. I noticed a little smoke in the R/H exhaust when cold, but it seems to go away when warm. It eats the throttle just fine & pulls with authority. The gearbox works fine, even the neutral indicator light. The clutch seems a little sticky - hard to select neutral when stopped, and I should have replaced the clutch & throttle cables, as they require a heavy hand. All of the electrical items work as OEM, even the warning light assimilator. Haven't noticed anything unusual with the handling, but I've only taken it for about a 6-8 mile ride with no speeds in excess of 60 MPH or so. The front M/C mod/rotor

resurfacing bring the brakes up to, let's say '80s standards - still quite an improvement! There may be an oil leak in the primary and I suspect the forks may weep slightly.

As soon as I get it registered it will become my everyday bike. I'm sure other pimples will pop up as the season wears on, and I plan on taking care of them as they surface - still have the Guzzi Ambassador as a back-up. By the end of the season it should be a reliable daily rider with knockdown good looks. If I can get my neighbor's boy to take some digital pics, I'll forward them to you.



Black Rhino

HEAD REPAIR

Bill Langer

It seems that Mike maybe correct and that green Nortons are bad luck. But of course, I disagree.....

As many of you know that have followed my adventures, after the Hannibal trip last year I returned home after the 140 mile ride only to find my oil level low in the oil tank. In fact it was down to the center screen.

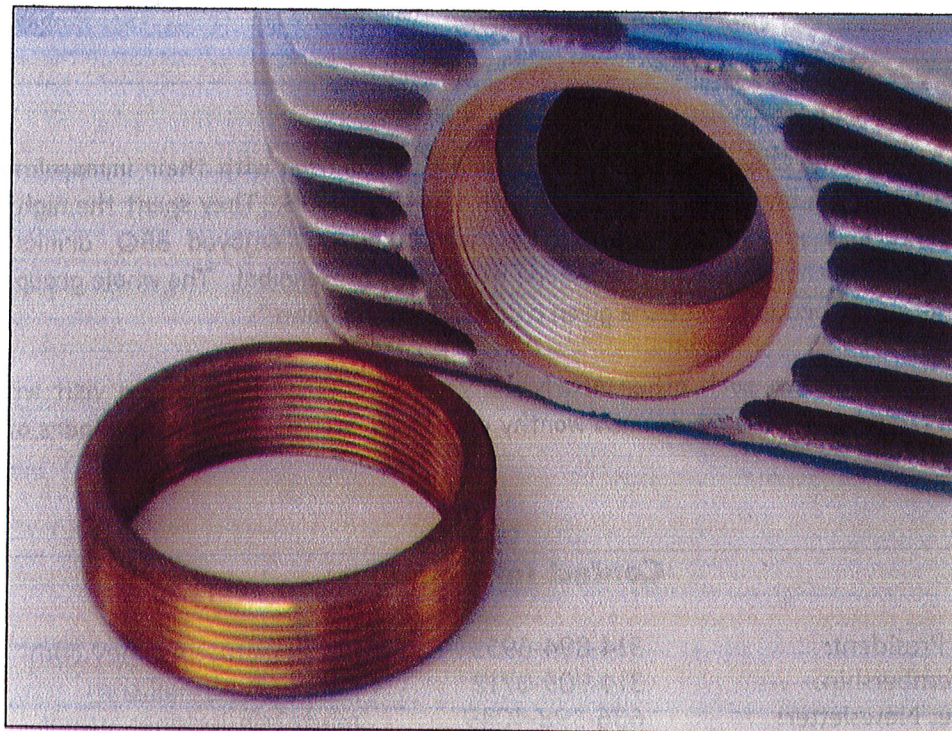
We weren't sure if the engine was wet sumping or the oil was going out the exhaust. Some theories were that the oil pump was weak pumping the oil out of the sump.

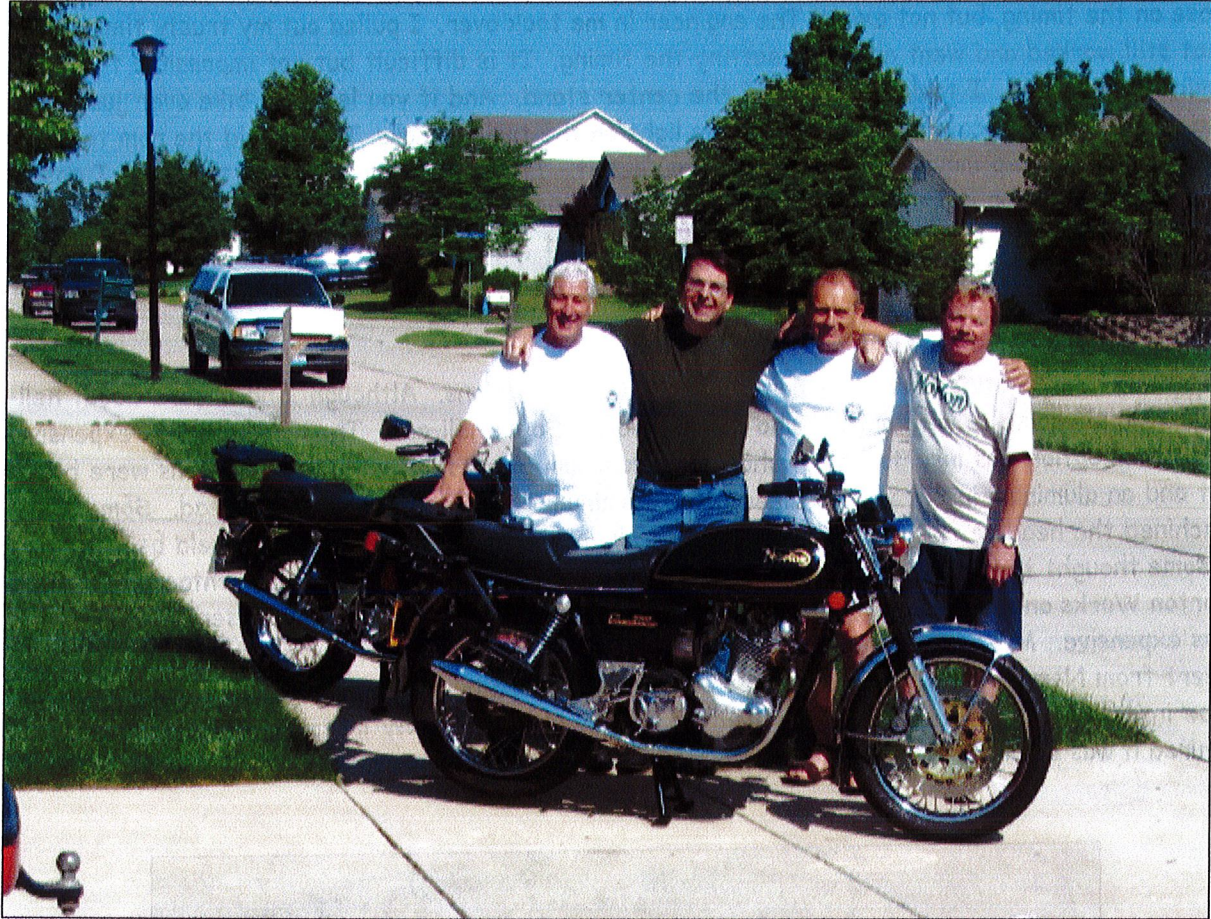
I decided to rebuild the oil pump and reinstall. And keep better track of the oil.

I traded my oil pump for one out a 750. I then sanded the plates to get a good snug fit. I reset the timing and got it fired up. Great oil pressure and no leaks. But driving and time would tell. I was

close on the timing, but not exact. The engineer in me took over. I pulled out my trusty timing light that still worked and went about re-setting the timing. It is difficult but not impossible to do the timing by yourself. I took the bike off the center stand. And if you lean the bike over just right and if the garage is covered you can see the light on the timing marks. Try to hold the rpm to about 5000 rpm and keep moving the plate until you get it. It took me about 5 or 6 tries but I got it. While I was running it I noticed that one of the exhaust rings was getting loose, so I gave it that one more "umph". That was it. Stripped the exhaust port on the right side. I was really mad because the bike was running well and sounded great. And I was looking forward to riding her before I left for Florida.

I starting investigating fixing the port and found a few options. Although I had heard about heli-coils I didn't come up with anyone who did the work. So no heli-coil. They are also less expensive. The other option was inserts. Most shops use aluminum inserts. The old head threads were bored out and an aluminum insert was installed. The aluminum was then welded to the head. Some shops machined the head to flush so the weld was not obvious, but others just left the weld bead. There is some thought that heating the head by welding negatively affects the head. I contacted Colorado Norton Works and they install an aluminum bronze insert. No heat, just a cold insert. Also a little less expensive. Most inserts cost about \$150 each side. M.A.P. in St. Petersburg use an aluminum insert from Norvil about \$175 for both sides, but I figured it was like going back with the original type inserts and the aluminum is destined to fail. I liked the CNW insert. It made sense and I figured it was stronger than the original aluminum insert.





JJ and Mike posing with Olde Blokes Roy Horne and Bob Johnson with their immaculate Nortons which were shipped from England for a three-month tour of the US. They spent the night at Mike's where they performed routine maintenance on their bikes and enjoyed BBQ, drinks and good company. The next morning some members rode with them to Hannibal. The whole group got pulled over by the police for speeding and were given a good "dressing down."

Roy and Bob, who've known each other nearly 40 years, were a lot of fun to visit with and we consider them friends. They were deemed worthy enough to become honorary members of the Club. Poor guys!

Contact Information:

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Marty Dupree, Newsletter:	636-398-4049	madx2@worldnet.att.net

Dues are \$5 per year running July thru June. They are non-prorated to keep bookkeeping simple. Make check payable to "Joe Jump" or send cash to Joe at: 435 West Argonne Dr., Kirkwood, MO 63122.