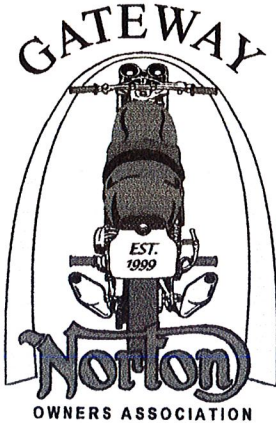


# Gateway Norton Owners News #23



**"To Promote the  
Use and Pride of  
Norton Motorcycle Ownership"**  
Compiled by Marty and Peggy Dupree  
May 2005



## CLUB RIDE SPONSORED BY JACK GEERS

The third annual Geers ride will be on June 12th...Coffee, Juice and Doughnuts will be had for all. Please meet at my house at 10:00AM and ride the River Road from Alton north and back to the River Dock restaurant for lunch...Great place to eat - ask the guys who were on last year's ride. This is not a "see your neck in the rear view mirror kind of lay it on it's side type ride"...just a leisurely ride and a time to have a little face to face.

There will be no rain date as I will be traveling for a few weeks shortly thereafter. My address is 1670 Saddlespur Lane, Florissant, Mo 63033. For directions, "MapQuest" me or call (314) 831-2880

## SHOP DAY AND BBQ

Ernie Trakas has graciously offered to host a shop day and barbeque at his garage in South County. It will be held Sunday, June 26 from around 12 noon until 6pm. Ernie stresses that you wouldn't want him working on your bike, so he is only supplying the space and tools for you to do minor repairs and attention to your bike. You will need to bring your own parts, fluids, etc. Call Ernie at 314- if you have any questions.

### DIRECTIONS:

- If coming on I-270 south towards Illinois, stay on I-270 until it changes to I-255 (just after the I-270/I-55 South interchange).
- Stay on I-255 to the Telegraph Road exit.
- Take Telegraph Road south (right).
- Almost as soon as you get on Telegraph Road you will come to a stoplight at Kinsman Road (there will be a Republic Bank and a Shell station on your right).
- From the light at Kinsman Road stay on Telegraph exactly 5.3 miles to Old Telegraph Road which will be on your right.
- Take Old Telegraph Road (look for a GNOA sign at the entrance to Old Telegraph Road), being careful because Old Telegraph Road will quickly turn into a gravel road.
- Follow the signs from there.

## WORDS FROM STEVE THE PREZ

There are two things that are hard about being a motorcyclist. One is not being able to ride. Two is arriving at your destination and still wanting to ride more. The first is worse than the second. Well, we had our spring ride finally it was a bit chilly but a good ride none the less. Not to many of you showed up and I expect a better turn out as the weather warms up. We were given some early teaser weather that was down right hot but then it went back to cold again, go figure. The ride had, I think, about 10 of us which is about right for cruzin'. If we get more than that we may give some thought to splitting up in to two or more groups. We could have a fast group and a slower one with two leaders and followers in the back that would stop for broken or troubled bikes. I also think that an exchange of cell numbers before the ride would be a good idea. We always have a destination that is good but the looking back and doubling back is dangerous. Perhaps with more stopping points along the way we could safely wait for the lost or broken ones.

I have taken on a new project, a friend of mine had to clear out some space in his basement so he had to reduce inventory. He gave me three Yamaha 650s. They are in rough shape but there is enough there that I can make one runner for sure. I am leaning towards an old style bobber tracker from the 40s or 50s with a fat front tire and a spring seat. If it doesn't make the bike go faster or stop it is coming off. This is turning out to be more fun than I thought! I am ready to paint a frame tomorrow and will be going through one of the engines soon. It is a shame that the old Britt bikes are worth so much now that you can't do something like this with them. I have a parts source for the xs650s in Fla. and can get things for about a third of what I can for Norton Parts. I will be keeping everybody posted on my progress and will ride the bobber to a meet when it is done.

Blindspots, we have all heard of them. We all know what they are and where they are. Well, I want to tell you that they are not just where you think they are. Life has many that are not just over your shoulder in the next lane. For instance, the other day I wanted to go fishing. I watched the weather, and yes, tomorrow was going to be perfect. I had the day off. Wonderful! But then out of nowhere (the blindspot) my wife tells me she bought 20 plants and they all need to go in the ground tomorrow. Then take my recent windfall of xs650s. I figure my plan is to start and finish one in a few weeks but.....then I learn my sister-in-law is coming with her kid and they are staying in my basement for two weeks. In June and my daughter's boy friend is moving in for the summer so he can save some money for college and I have to build a bathroom in the basement! WOW, I didn't see that one coming. Oh well, I will weather it all. Thank Goodness for Jim Beam and Budweiser. You all take care out there and remember to watch your blindspots.

### **Contact Information:**

Steve Hurst, President:	636-928-3391	<a href="mailto:shurst01@mail.win.org">shurst01@mail.win.org</a>
Joe Jump, Membership:	314-909-0712	<a href="mailto:jumpjg@hotmail.com">jumpjg@hotmail.com</a>
Marty Dupree, Newsletter:	636-398-4049	<a href="mailto:madx2@worldnet.att.net">madx2@worldnet.att.net</a>

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



## CALENDAR OF EVENTS

- June 12: Club ride sponsored by Jack Geers. See page 1 for more information.
- June 19: 50s/60s Cruise for cars and motorcycles, 6:30 to 9:30 p.m., Collinsville, IL. Live band. Contact Mike Prosser 618-345-6242
- June 26: Ernie Trakas' shop day. See page 1 for more information.
- July 10: McNair Park Car and Bike Show, St. Charles, MO. Starts at 8am.
- July 13-17: INOA Rogue Rally. Information at [HTTP://NortonClub.com/Rally05.htm](http://NortonClub.com/Rally05.htm)
- July 16-18: Mid-Ohio - see Joe's submission on page 4.
- Sept 10-12: 3<sup>rd</sup> Annual Royal Enfield Family Reunion at Greens Canoe Rental and Campgrounds, Steelville Mo. sponsored by Interstate Motorcycles. Information @1-800-815-6721 or <http://www.greenscanoeental.com>
- Sept.16-18: Club campout, affectionately known as "Rocky Top". Information will be in the next newsletter.

## **MINUTES FROM SPRING KICK-OFF & PLANNING MEETING**

Meeting was called to order on March 19 at 2:10 by President Steve Hurst. Thank you's were said to Mike and DeDe French for hosting this yearly event. Eighteen members were present and one guest.

Old Business included T-shirt report (see page ); updating the membership list, phone numbers and e-mail; noting that the coasters are nearly  $\frac{1}{2}$  gone; and some talk about the website (GNOA.org).

New Business: welcomed new members that were present - Frank Junge, John Eiler, and Monty Parsons who became a member at this meeting. It was noted that a free ad for our club listing is in the Biking Life magazine. Somebody needs to step forward and write a little article and submit pictures that the magazine editors will gladly put in their publication.

Club status was reported at 33 paid members with 5 overdue. Another plea was made for newsletter submissions with a special request for some technical articles. It was also decided that from now on only two newsletters will be sent to past due members. Your expiration date appears on your envelope in parenthesis, i.e. (7-05). Our dues are ridiculously cheap at \$5 per year, so please renew NOW. The treasurers report showed \$[REDACTED] in the treasury.

Events and activities mentioned are posted in the Calendar of Events. Other events mentioned but no specific plans made include: "Ride to the Races," Peoria, Springfield, Granite City; the Forest Park Balloon Race and All-Brit Car Show.

I passed these forms out at Mike French's. This is the first I got back.  
Please feel free to use this as a template to tell us about your bike.

## **SPOTLIGHT BIKE OF THE MONTH**

**(These are just ideas to get you started. Please feel free to elaborate.)**

**Your name** Tom Mitchell

**Phone number/e-mail** [REDACTED]

**What was the first bike you've owned?** '67 Honda Superhawk

**How many bikes have you owned and own now?** many

**Tell us about your current Norton, i.e. how long have you owned it, what have you done to it, how did you acquire it, history of the bike, etc.** '75 Norton Roadster:

owned 6 years; new tires, brake pads, cables, fluids, otherwise very stock. I was talked into buying it by a friend. The bike runs fairly well with the engine, isolastics, swing arm, forks, paint, etc. having never been altered. People say how poor the quality was for '75 Nortons but I have had great luck with two.

**What type of riding do you enjoy with your Norton?**

Mild road bending and the occasional errand run. Or a nice group ride to the races at Springfield, Peoria or Duquoin.

**How many miles per year do you put on your Norton?**

2-3 thousand miles per year

**What is your favorite area to ride?** Busch Wildlife and Joe Jump's new club campground area replacing the old "Rocky Top" area.

**Anything else?** I really enjoy riding an 850 Norton, with its big gobs of torque, pretty good handling and not much weight. Nothing today sounds like a British twin and Norton has the longest stroke. Nortons get to you a certain visceral way which first and foremost is the result of motorcycles being made by people that truly like motorcycling. Not too many years ago, like the British empire, British motorcycles truly ruled the world and were very much sought after.



This was forwarded to me by Bill Langer

## **Breather Valve Fixes Oil Leaks!**

By Alan Goldwater

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(revised from an article in INOA Norton News #124)

Many of us have discovered that our Nortons tend to leak more oil as they age. At 30k miles, my 850 started weeping oil out the head joint. Several head gaskets and oily weekends later I realised the leak wasn't from the mating surface, but from the casting around the push rod tunnel. By 40k miles, several other places were leaking, including the case joint and the tach drive (despite the seal mod!). Finally I concluded these symptoms could all be caused by pressure inside the motor. I installed a hose fitting on the intake valve cover and connected a gauge that measured from 10 psi vacuum to 10 psi pressure. Some of you may have seen me riding around with this kludge stuffed in the map pocket of my tank bag this summer. My testing confirmed the theory, showing positive pressure of up to 2 psi inside the motor at 4500 rpm.

I tried several types of PCV valves, but none reduced the internal pressure, and some actually increased it. Finally Doug McCadam, of the Colorado Norton Works reminded me of a part mentioned in 1998 on the NOC-UK email list, the Motormite/HELP #80190 brake booster valve. With this valve installed about midway up the large breather hose, pressure at the head dropped to -2 psi (vacuum) at idle. This gradually increased with engine speed, to just slightly negative pressure at 4500 rpm. An extended test ride of 500 miles showed that all of the oil leaks were gone, and oil consumption decreased from 300 mi/qt to around 700 mi/qt. At under \$5, this is the most cost-effective Norton accessory I've seen, and every Norton with the large breather should have one. Several other Norton Club members have tested this part, and all share my enthusiastic opinion of it. You can find it on the rack at Kragen and many other auto parts stores.

The question remains where is the pressure coming from. There was an extensive discussion of this phenomenon on the NOC-UK email list starting in 1997. While several theories had been offered, no one thought to do the simple test with a gauge, so I'm not convinced any of them were correct. There was a favorable review of the HELP part by INOA member Ben English.

Most mechanics I've asked think the increase in pressure is due to combined blow-by from worn rings and valve guides. This seems reasonable to me, but the pressure I measured seemed to increase with engine rpm but not with throttle opening, so there seem to be some other mitigating factor(s). What do you think? Send me your theories on this by email (magicsound@aol.com).

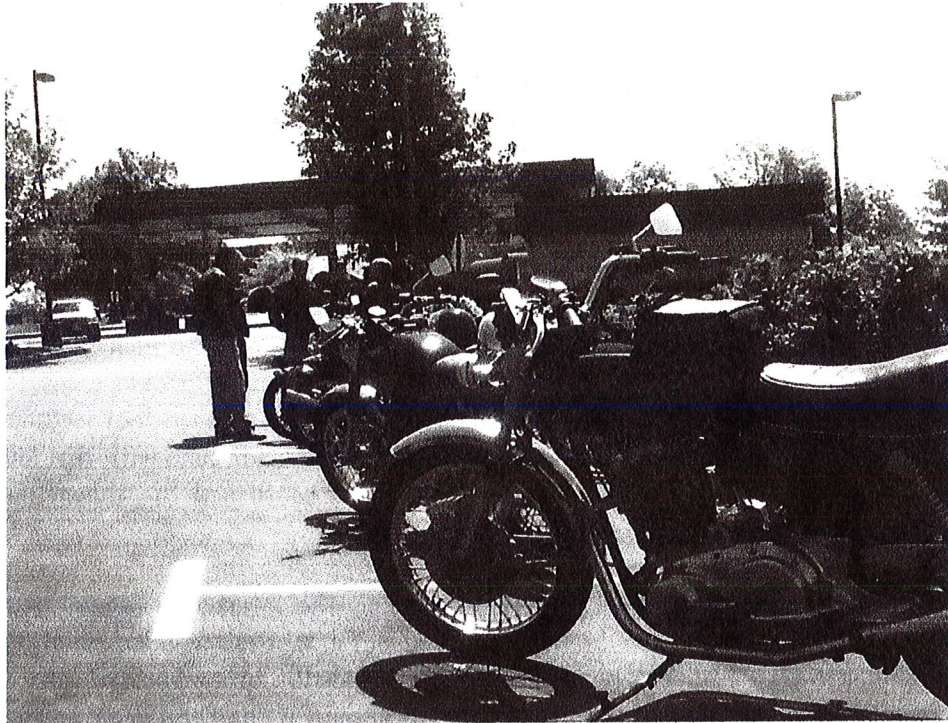
I'm always asked, "I want to submit something. When is the newsletter coming out?" I have decided to print in February, May, August, November

**Send submissions to:**

**marty dupree, 2637 sneakwood lane, foristell, mo 63348**

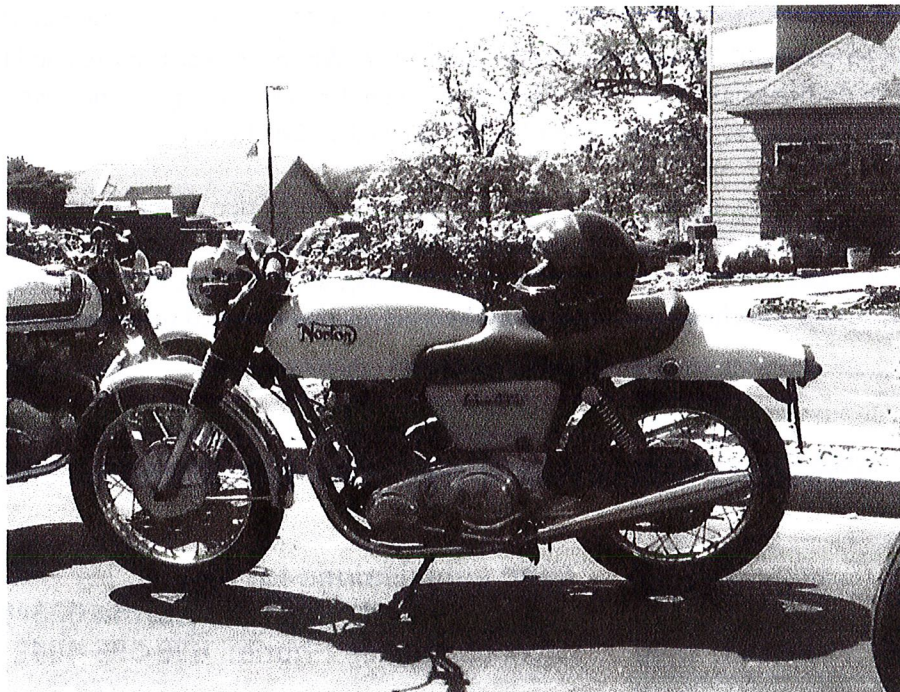
**e-mail: [madx2@worldnet.att.net](mailto:madx2@worldnet.att.net) Phone: 636-398-4049**





The start of the May club ride hosted by Tom Mitchell and John Wuebbeling

JJ's beautiful bright yellow Fastback





# BRIT-BIKER SLANG

by Susan Buck and Dave Searle

**M**OTORCYCLISTS, BEING THE fringe element that we are, might think that the language of our subculture travels the world as easily as the sun sets over the next horizon. Yet for all the universal themes within the biker world, two "English-speaking" cultures as similar as the United States of America and England are still, as wit Oscar Wilde once famously said, "two countries separated by a common language."

So, before you cross the pond, and "drop a clanger," (make an embarrassing linguistic gaffe), "gen up" (get some information) on the jargon. Then, tune up your best British biker accent and try these handy, but by no means comprehensive, translations:

## Everyday Conversation

(British to American)

"Ace"—Cool.

"Arse"—Its usage dates back to Chaucer, but its use is somehow more rude than the American's "Ass" as in, "He's an arse," or "I can't be arsed" (bothered).

"Barney"—Nuts.

"Bespoke"—Nothing to do with spokes, but means custom-made.

"Biggie"—Alternately refers to poop or an erection.

"Biscuit"—Cookie.

"Bleeding"—An alternative to the ever-popular "Bloody" (see below), as in "not bleeding likely."

"Bloody"—A swear word of great versatility. Used for emphasis, as in "bloody hell" or "not bloody likely."

"Blooming"—A less profane version of bloody, for those who choose not to swear.

"Blow Me"—Not what you might think, but a short version of "blow me down" as in you're so surprised, you could be knocked down with a feather.

"Bob's your uncle"—A wrap-up phrase used at the end of a lengthy explanation as if to say, "and that's it."

"Bodge"—A quick and dirty job, and therefore a "Bodger" is one who performs such subpar work.

"Bollocks"—Technically means testicles, but also refers to "no good" or "rubbish," as in "he's talking bollocks." However, the phrase "the dog's bollocks" is a superlative, like "the cat's meow" in the US.

"Brew"—Coffee.

"Brill"—Short for "brilliant," which is used

in such an offhand fashion that it isn't "brilliant" in the American sense, merely "cool."

"Bum"—A person's rear end, but you can also "bum" (scrounge) around for something.

"Braces"—Suspenders.

"Brassed-off"—See "chuffed" below.

"Chuffed"—Similar to the US "pissed off."

"Cobblers"—Another variation of "bollocks."

"Codswollop"—As in a "load of codswollop" similar to baloney or BS.

"Cor"—As in "Cor blimey" a variation of "Gor blimey," said to be a corruption of the oath "God Blind Me." Also, the phrase "Cor love a duck."

"Cracking"—Means the best (the 'g' is silent, of course).

"Crumpet"—Attractive woman.

"Cuppa"—Tea, also "cha."

"Diddle"—To con or rip-off.

"Doddle"—It's a cinch, as in it's a doddle.

"Dodgy"—Something not to be trusted.

"Dog's bollocks"—Great, fantastic.

"Duff"—Junk, trash, useless.

"Fanny"—Important to get right, as Americans consider it a cute term for the female derriere, but to Brits it means the opposite side of the anatomy.

"Fag"—Cigarette, or "fag end" (cigarette butt).

"Flyover"—Overpass.

"Full Monty"—Made famous by the movie of the same name, but does not refer to nudity, but simple to "going all out" or "all the way."

"Gobsmacked"—Amazed, as when you smack your gob (mouth) in amazement.

"Goolies"—Another variation of bollocks.

"Gormless"—Clueless, as in "he's gormless," or a "total gorm."

"Honking"—Throwing up.

"Jolly"—Classic British, it means "very" as in jolly good.

"Hooter"—The horn on your bike or car, or a person's nose.

"Knackered"—Worn out.

"Knock off"—Not to copy something, but to steal it.

"Knock up"—To wake someone up or to make something from available bits and pieces, as in to knock up a play bike.

"Knockers"—Breasts.

"Lorry"—Truck, so of course, the driver is then a "lorry driver."

"Mate"—A friend, as in "me mate."

**R**

**Rated R:** This Feature contains adult references and should not be left lying around to be seen by the too young or impressionable.

"Mug"—As in, "he's a bit of a mug" meaning gullible.

"Mutt's nuts" or "the Mutt's"—Another variation of dog's bollocks, meaning great.

"Naff"—Uncool or tattered.

"Nick"—To steal.

"Nosh"—Food, as in going out for a good "nosh up."

"Nut"—To head butt, a too common move at soccer riots.

"On yer bike"—A polite way to tell someone to get moving, or to piss off. But there doesn't need to be a bike present.

"Pants"—Crap (the C-word means the same as it does in the US, but is less rude in Britain), as in something is "totally pants."

"Pear shaped"—When something goes "pear shaped" it has gone awry, a disaster.

"Posh"—Fancy, high-class, deluxe.

"Potty"—Not to be found in a toilet, but means crazy or looney.

"Pukka"—Super or super fine. Also, "smashing."

"Quite"—Alone, it means absolutely, as an adjective it means very.

"Randy"—Horny.

"Rodger"—To copulate.

"Rotary"—See roundabout below.

"Roundabout"—Traffic circle. The vehicle already in the roundabout has the right of way. Once mastered, they're fun and make a lot of sense compared to stopping for lights.

"Sad"—Means the same as "naff."

"Sleeping policeman"—A speedbump, typically these are very high in Britain.

"Sod"—Another all-purpose expletive that is less offensive than others. An "old sod" is a bit of a bastard, and to tell someone to "sod off" means get lost.

"Sod's Law"—The British version of Murphy's Law, as in "whatever can go wrong, will go wrong."

"Sorted"—To fix a problem, as in get it sorted.

"SWMBO"—She who must be obeyed.

"Stonking or Stonker"—Huge, as in "a stonking wheelie."

"Suss"—To "suss out" something is to have it figured out, or have it "sussed."

"Tool"—A word for penis.

"Wanker"—One who wanks, or masturbates.

"Whinge"—Whine about something. Also, whinger; one who whines.

"Wobbler"—To throw a wobbly, is to throw a tantrum.

"Wonky"—Unstable, or shaky.



"Yonks"—Ages, as in, "blimey, I haven't heard from you in yonks."

### **Machines & Hardware**

"Aluminium"—Note the extra "i," but we'd say aluminum.

"Anchors"—Brakes.

"Articulated lorry"—A tractor/trailer truck.

"Banger"—An old car, or a sausage as in "bangers and mash" (mashed potatoes).

"Barrels"—Cylinders in an engine.

"Bomb"—Really fast when referring to performance, as in "it's a bomb" or expensive if you say something "costs a bomb."

"Bonnet"—The hood of a car.

"Blatting"—Riding or driving fast.

"Boot"—The trunk of a car.

"Bone dome"—Helmet.

"Cans"—Mufflers.

"Car park"—Usually an uncovered parking lot.

"Carburettor"—Carburetor.

"Chair"—Sidecar.

"Cheese-head screw"—A slot-head screw.

"Combination"—Motorcycle with sidecar.

"Crash-hat"—Helmet.

"Diversion"—Detour.

"Duralumin"—A high-strength aluminum alloy, usually not specified in the US (the most common grade is 2024).

"Drophead coupe"—A convertible car.

"Estate car"—A station wagon or specially lengthened sedan.

"Ergal"—Term for an aluminum alloy.

"Fender"—A car's bumper. Are you confused yet?

"Fork Yokes"—Triple clamps.

"Gas"—What you cook with or use to heat a house, not gasoline.

"Gudgeon Pin"—Wrist pin on a piston.

"Grub screw"—Allen-head screw.

"Inconel"—Stainless steel.

"Jam sandwich"—A police car (as they are white with bright orange stripes along the sides).

"Juggernaut"—An 18-wheeler, or any large lorry (truck).

"Jumble"—a swap meet, as in an auto jumble or bike jumble.

"Kit"—One's riding gear.

"Monkey"—Sidecar passenger.

"Motorway"—A major road; freeway.

"Mudguard"—A bike's fender.

"Pavement"—Careful, it's not on the road, but the sidewalk.

"Number plate"—A license plate for the road.

"Paraffin"—Kerosene.

"Petrol"—Gasoline, found in petrol station.

and refers to a dent in same or accident.

"Run-in"—Break-in, as to break in an engine.

"Panniers"—Saddlebags.

"Perspex"—Clear plastic, as in a perspex windscreen.

"Pillion"—Passenger, also "pillion pad" or seat.

"Propstand"—Kickstand. May also be called a "Jiffy stand."

"Saloon"—A saloon car is a sedan, but a saloon may also be a section of a pub.

"Shooting brake"—A station wagon for the rich, usually a woodie.

"Skid lid"—Helmet.

"Spanner"—Wrench.

"Spares"—Spare parts.

"Sparking plugs"—Sparkplugs.

"Stays"—Braces, as in mudguard stays (fender braces).

**"I was gobsmacked,  
he pulls a stonkin  
wheelie, gets it all  
wonky and seriously  
prangs his goolies,  
poor sod."**

"Subway"—An underpass or road crossing, not to be confused with the "Underground" trains.

"Swinging arms"—Swingarm.

"Tappets"—Lifters.

"Tarmac"—Road surface.

"Tick-over"—Idle speed.

"Ton"—100 mph, which used to be a big deal on a motorcycle, as in "doing the ton." Nowadays, a "ton-fifty" might be more impressive. A ton is also 100 points in darts.

"Torch"—Flashlight, but the medieval origins survive.

"Visor"—Faceshield.

"Windscreen"—Windshield.

"Wing"—The fender of a car.

### **Bike Brand Names**

These are often the familiar barnyard tags used in America, after "Beemer" (BMW); "Duck," (Ducati); "Goose," (Moto Guzzi); Hog, (Harley), which share the road with the homegrown Trumpet (Triumph) and various old-time home-built hybrids such as "Triton" (Meriden's Triumph twin in a Norton Featherbed frame), TriBSA (Triumph

engine in a Triumph frame), Norvin (Norton Featherbed frame around a Vincent V-twin).

There are too many expired British bike builders to mention, but perhaps the second most mentioned classic, after the Vincent, is the Brough Superior, Lawrence Of Arabia's final ride, which you should know is pronounced "Bruff" or "Bruff Sup" just as our own David Hough's last name is pronounced "Huff." (You're welcome, David.)

### **Riding (American to British)**

Accident—Prang, crash, dropped it bought it, went down, stepped off, high sided, bit the road, went body surfing.

Motorcycle—Ride, scoot, wheels, bike, cycle, tool.

To ride—Go for a burn, burn up, split, shoot off, burn rubber, roll.

To prepare for a ride—Tog-up, rock 'n roll, suit up, mount up, gear up.

Tires—Tyre, rubber, hoop.

Waterproof suit—Oversuit, water-proofs, proofs, coveralls, wetgear, wets, Bellstuffs.

### **Cockney Rhyming Slang**

If you find British slang difficult, you really don't want to know about the famous Cockney rhyming slang, which is indecipherable even to most Brits. A person can rightfully be regarded as Cockney if he or she was born within the sound of Bow bells (the bells of the Bow Church in London's East End). Developed, as the story goes, so that street vendors or petty crooks could

converse but not be effectively overheard, the Cockney slang takes the usual sarcasm and irony to extremes to create a secret language. But because most of the common two-word roots that hide the key rhyming word are unfamiliar to Americans, we'll volunteer an example: Let's say you think your female superior at work is bossy. You might say, "She's a bit Valentino." A biker will immediately think Valentino Rossi, and "bossy" is the obvious rhyming word, but only your mates will understand.

### **Contributors**

Native Brits, Americans who have traveled repeatedly to England, and Brits who have traveled extensively in America have offered kind assistance. They are: Mark Brady (Triumph Motorcycles), Phil Perks (Pro-Street Cycles Ltd.), "Skull" Radley (British expatriot and tattoo artist in NYC), Dr. Marty Sabba (Hypnotherapist), Nick Simon (British expatriot motojournalist in NYC), Mike Sixsmith (Capital Radio Group), David Swift (New Zealander expatriot journalist in UK), and John Warr (Scientist and historian). We thank you all.