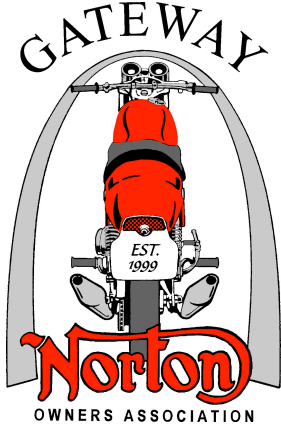


Gateway Norton Owners News #65



**"To Promote the
Use and Pride of
Norton Motorcycle Ownership"
January 2019**



Greetings:

This is the first newsletter of 2019.

Our first 2019 meeting will be:

Wednesday, February 20, at 6:00 at:

The Corner Bar

571 First Capital Drive

St Charles MO

Here are the minutes of the May, 2018 meeting that have not been previously published:

Minutes from Spring Kick Off Meeting

5/6/2018

(A.K.A. The Kings Retirement Party)

The meeting was called to order at 2:23 pm by King Mike French

1. Welcome All

A. Thank-you for coming today.

B. Thanks to our Host, Kurt Baue for hosting our 19th Annual Spring Kick Off meeting.

C. Thank You if you brought something to eat or drink. If not then lets help out our host Kurt with a donation for the food and drink. He is retired now and needs to supplement his income somehow.

2. Reading of the last minutes

A. It was said by Steve Hurst that the minutes from the last meeting were E-mailed to everyone and they should have read them. So a motion was made and seconded to dispense with the reading.

3. Club Status

A. Membership stands at 38 members with 18 needing to pay their dues (\$5.00).

4. Treasury

A. Call for a report from Treasurer Steve Hurst. Steve reported that not much has happened over the winter since no one has sent any dues in and he will provide an updated report after the meeting for the next newsletter. Hopefully some will pay their dues and buy a coaster or a shirt and bandana. No debits were reported at this time. Call for a motion was made and seconded to accept the report.

5. Old Business

A. Yes, it is true we still have some coasters for sale along with Club shirts and bandanas. The need for more shirts has not been met because the demand has not reduced the supply.

6. New Business

A. Welcome to new members: none were present so none were introduced.

B. Call for nomination of new Officers: It was said that this was to be The Kings last day and by God it was. The Club for some time now has been in need of new leadership with the current ones being tired and wanting to turn over their official duties.

Member Tom Mitchell nominated Scott Dowler for President - this was seconded and approved with a majority vote.

Member Dale Knaus then volunteered to accept the open position of Newsletter Editor. He was welcomed by all those present, as the Club has been in need of one for several years now.

Member Steve Hurst said that he would stay on for another year to help with the transition of the new officers. He also is looking a little tired though.

7. Newsletter

A. Mike and Steve apologized for not being able to publish the quarterly newsletters. They just aren't computer savvy enough.

B. The future looks as bright as a LED bulb with our new newsletter editor Dale.

C. Submit! Submit!! Submit!!! This is your Club too! We are always looking for new articles. We don't care about your punctuation or spelling. Just type it out like you were talking to me at the bar and send it in. Bike repairs, trips, pictures, jokes, things Norton related from the past, it is all good stuff and we want to read about it.

D. Thank you for your past submissions. Please continue to do so.

8. Events and Activities

A. Past Year:

1. Trash pick-ups: 4 were completed last year and the State of Missouri sent a letter to the Club thanking them. Steve said thanks to all who helped.
2. I know members rode to events but how does anyone know if you don't tell us about it?
3. The All British Car and Bike show at Creve Coeur Park was attended and 2 out of 3 places were won by us. (Steve won second place).

B. This Year:

1. Steve reports the dates for this year trash pickups will be: Sunday May 6, Sunday June 10, Sunday August 19, and Sunday October 21. Please help him if you can.
2. The vintage bike night at Schlafly Brewing is on the first Monday of each month and is a lot of fun. Good attendance by Club members with plenty of cool bikes to see. Try to make a few if you can!
3. Springfield Mile races coming May 27 meet in Godfrey IL at the Ranch House on Godfrey Road at 8:00am. Many of us are going!
4. The Club has decided not to do its own campout this year and instead will be attending The Falling Leaf BMW rally in Potosi Mo. This will be in October the 12, 13 and 14. It is a camping and riding event I am looking towards a great time. Please come see Mike and I get stupid! There will be an anvil shoot!!!!
5. All British Car and Bike show in September sponsored by the MG Car club. Not certain of the date (look on line) Steve would love to see you show up and give him some competition. He said he is running out of room for more trophies at his house.

9. Closing

A. It's your Club and your participation is what makes it so.

B. Mike thanked everyone for allowing him to serve as our Prez for the last 10 years. Everyone thanked him for his excellent leadership and voice in the Club. I am sure he will be bored soon without the duties he performed. Hopefully he will write a few articles for the newsletter.

C. Motion was called for adjournment and seconded at 3:07pm. Ride Safe this year and may God Bless You and your Norton.

Special thanks to Marty Dupree for assisting in the taking of the minutes.

These minutes were compiled and written by Steve Hurst.

Here are a couple of introductions from new members.

Dan Rees,

Who rides a '79 Red Meriden Triumph Bonneville has joined, and wrote:

Thanks Steve. Yes, I would like to join the club although I don't have a Norton. I do love all British motorcycles though. Actually, I love any motorbike. I currently have a 1979 Triumph Bonneville, a 2018 Harley Softail Deluxe, and a 1970 or so Honda QA50.

I first started riding about 1969 on Honda dirt bikes, and moved to street bikes in 1978. I was stationed in England with the Air Force from 81-83, and that's when I got my first British bike. I had a 77 Bonneville and a 1960 Royal Enfield Crusader Sport over there. I also had a Yamaha RD350, and a Kawasaki KZ650 while in England. Then, I went to Nebraska and got into Harley's for my last couple of years in the Air Force.

I'm guessing I've had about 30 or so bikes over the years since then. About 7 or 8 Harley's, one more Triumph, and the rest were Japanese.

I was getting nostalgic for my misspent youth while in England, and I've always wanted another Triumph. I found this one a couple years ago. I bought it from the original owner, and the bike is a completely unrestored original condition except for rubber and the stuff that broke.

I've been living in St Charles County and working at Boeing since 1984. I've held a few positions at Boeing, but I was an air plane mechanic for most of my time. I also have a Master of Science degree from Lindenwood University. I'm married, and have four kids and four grandkids.

I've always had a soft spot in my head for British bikes. I'm mainly a Triumph fan, but Norton's are really cool too. I'm looking forward to meeting everyone.

Thanks

Dan Rees

The other new member to write an intro is Brett Ransom.

As an intro to the club, he wrote:

9-24-2018

Hello fellow Norton Owners!! This has been a greeting that I have been keen to issue for quite some time now. I am pleased to be joining the ranks of the Gateway Norton Owners Group if you'll have me. Steve has asked that I pen a short introduction for inclusion into the newsletter so here goes. Firstly, and perhaps most important, why Nortons? I grew up in Phoenix riding at a young age. Dad raced cars and gave me a bike to mess around on when we were at the race track. It was the 1960's and nobody thought too much about how safe it was to turn an 8 year old loose in the pits and the nearby desert while the dads raced. In our home

there were always car and motorcycle magazines lying around. I admit that I really took no notice of the early Nortons until the Commando and its subsequent Norton girl advertisements began to beguile my prepubescent brain. Not that at my early age I attain either the bike or the young ladies but the combination was powerful and much like a virus it insinuated itself into my brain. To further reinforce this burgeoning obsession, Nortons were fast, as evidenced by sustained success at the race track. Beyond the race victories and cheesecake advertising I found the Nortons to be pure, elemental, right sized, and exquisitely designed. I mean just look at the Z-plates, the timing and primary covers or even the front brake caliper. The forward tilt of the engine made the thing look like it was streaking along even though it was still on the centre stand. How could you not love these machines? In any event my desire for one of these machines lay dormant for many years, waiting for a trigger.

That trigger was twofold; first was the 50 year anniversary of the Commando the second was powerful writing of Mr. Peter Egan whose CycleWorld columns were my favourite part of every issue. The tipping point was the article entitled “The Five Stroke Norton” which convinced me to go buy a kick start Norton before I got any older!!

I found a pretty nice two owner bike up in Minneapolis in June. The owner was moving/downsizing and didn't have room for it anymore. He had it for over 30 years but it was easy to see that he had lost interest in it. The last receipt for any parts or maintenance was from 2003. I brought it home and have been going through it with a view towards making it safe and reliable while being respectful of its mostly original condition and wanting to preserve that as much as possible.

That should address the “why a Norton” portion of this missive now on to the bio.... I am approaching my 60th birthday this winter. Married, two daughters, four grandchildren, retired from the Boeing Company. Riding for 52 years and my retirement gig is teaching the MSF suite of rider courses at Big St Charles Harley Davidson, Forest Park Community College and St Charles Parks and Recreation. I believe that a man should have at least five motorcycles in his garage and that bending a bike into a turn 20 mph too fast will get you closer to God than any day in church. I like bitter, hoppy IPAs, I love my wife, and I love not having to go to work every day!!! ‘nuff said.

Brett Ransom

Brett also wrote a ride report:

Article 18: Trash Pickup

Last week our Norton club was picking up roadside litter along Highway 79 near St Paul. This was the first chance for me to meet some of the guys in the club and spend an hour or so getting to know them. Disappointingly mine was the only Norton in the parking area as the morning was cold and others had made the wise decision to drive to the rendezvous point with the heater blowing on them instead of showing up with frozen fingers like I did. Thank goodness, when it came time to leave, my bike started up on the first kick and rolled away smoothly heading northbound up highway 79 to my home. The morning cool had given way to a postcard perfect fall day- sunny and just cool enough to keep the Norton running optimally. As I slowed to exit at Highway C, I heard some rattling and banging of the chassis that I had never heard before. I was thinking front fork but then as soon as I made the turn and accelerated it went away. This continued on for the next few miles; intermittent clattering and then nothing. It was really driving me nuts - then I looked way down and happened to notice the sidestand bouncing off the street. Being new to Norton ownership I was not travelling with duct tape, bailing wire or extra spark plugs so I took the next left and rolled into the small village of Chain of Rocks.

Pulling into the empty gravel parking lot of a small, country bar I killed the engine, slipped the bike into neutral and then rocked it up onto its centerstand. Sure enough, the broken spring had relegated the side stand into nothing more than a floppy, under the frame noisemaker. Since I was hungry and thirsty, I figured I would order up a burger and beer and then see about talking them out of a zip tie. Helmet in hand; I walked through the door into the dimness of the bar. The jukebox was playing some Bob Seger and a friendly gal with a Marlboro dangling from her lips took my order. As I waited for the food, I explained my problem and asked for a zip tie or a piece of wire or twine to tie up the stand until I made it home. "We may have something in the back. I'll get Jeff" she stated while walking towards the kitchen. A few moments later she re-emerged with a rangy, stick thin fella. His grey ponytail and long wispy beard seemed to be competing in a contest for his most striking feature while his tats would have to settle for third place. "What are ya riding?" he asked glancing at my gear. "73 Norton Commando" I replied. This dude had biker written all over him. "Cool, let's go take a look." We emerged from the bar into the bright sun of the parking lot. All of us; Marlboro gal, biker Jeff. and even the cook, who left my hamburger searing on the grill to come out and see. The Norton basked resplendent in the sun. The bright light

gleaming back, reflected by the polished black metal of the tank. The aluminium engine cases carefully drawn and crafted forty-five years ago now gracing the dusty parking lot of this small town bar. Of course, I was required to start it up and again the machine did not disappoint firing into a smooth loping idle on the first kick. A couple of gratuitous blips of the throttle and I shut her down. The cook returned inside to rescue my hamburger from incineration and Jeff and I took a look at the dangling sidestand. "I have something in the back that will work" he told me as we made our way inside.

The zip tie, the hamburger and the cold beer all arrived at the same time. As I dug into my lunch the trio joined me at the bar. We talked about motorcycle wrecks; the bartender had had a bad one resulting in rods and screws now being a permanent part of her anatomy. We talked about weddings; the cook had just been married at this very bar only one week ago and spent her honeymoon at her apartment in Alton. We did not talk about Harley's although I am guessing that Jeff could have offered some useful inputs, however we did discuss how years of hard work can leave a man somewhat diminished physically.

After finishing up my meal and paying the check I thanked the three of them and headed for the door, having been the only bar patron for the better part of an hour.

The classic rock playlist had replaced Bob Seger with Van Halen who was insisting that I "Might As Well Jump". And jump I did, right onto the kickstarter after tying up the sidestand. Again, she lit off with one kick which made three times in a row now!! I pulled in the clutch and engaged first gear with a satisfying click and eased away. Oh, and by the way, the hamburger was delicious.

-Brett

Also attached in the email is the Michigan Norton Owners Newsletter.
Here are some links to interesting motorcycle related stuff:

Norton rally 2018:

<https://1drv.ms/f/s!Ah8QEonB6d7XgbETk4eQYW13Mupwvg>

Old British racing bikes:

<https://advrider.com/index.php?threads/do-you-like-old-racing-bikes.360180/>

Anyone you know?

https://www.youtube.com/watch?time_continue=1&v=x7cJeIwdfz8

On the new Norton 650:

<http://www.motorcycledaily.com/2018/11/norton-unveils-atlas-650-models-the-nomad-and-ranger-with-video/>

Items from the last trash day:



These are most of the items I have been sent for the newsletter.
As I get information I file it for future newsletters. My apologies if I omitted any,
-Dale

THE IDEA
IS TO DIE
YOUNG
AS LATE
AS POSSIBLE

BARCROFT