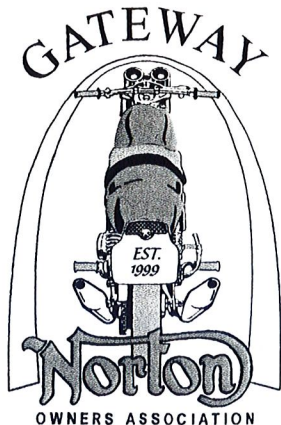


Gateway Norton Owners News #21



**"To Promote the
Use and Pride of
Norton Motorcycle Ownership"**
Compiled by Marty and Peggy Dupree
August 2004



FROM THE PRES

I only have 800 miles on the Commando and 480 miles on the "Sex-Fifty" Yamaha and it's the end of July! Did we have a wet Spring or what? My miles are usually twice that. It's not from weekend rides because I'm one of those guys that can ride into work every day. Riding during the week gives me time to think and organize some things in my life. I think some of you know what I mean.

The bike show at McNair Park this year (July 11) was shot down because of rain on Saturday night. A few of us showed up because we didn't know, and sat around and shot the bull for a while. It's a shame that they didn't have it because the following weekend was the rain date, which was the Mid-Ohio show.

On a good note, though, my brother Jeff rode his Vulcan to the show and trophied first place in "Custom." I had to tell him it was only because the Nortons were all in Ohio and weren't there. Can't let him get a big head! I'm hoping the rainy season is over now and we can all get some riding in.

Mid Ohio was a blast. If you've never been there, get off your duff and go. Some guys stayed on for the Norton Owner's of America rally. I heard it was good, too. Stay tuned for the MG Club show in September. I will have more details forthcoming. *[see calendar of events on page 5]*

Hope to see some of you on the road. How 'bout you new guys in the club? Scott, Jason, Ernie and Frank...do you need any help with your bikes, parts, advice, instruction, tools? I'm real good with the advice part, others can help in the other departments. Don't be afraid to call. Remember, "Ride 'em, Don't hide 'em."
Steve

Congratulations to Club member Brent and Megan Jones!

Everyone who knows Brent is invited to the nuptial reception celebration on Sept. 18 at Hendri's (Chippewa near Kingshighway). Please email Brent if you are attending so they can order enough food. jbrentjones@yahoo.com *OC 314-645-5014*

BRITISH VEHICLE CARAVAN - AND WE'RE INVITED!

As reported in the last newsletter, on Saturday, September 18th the St. Louis MG Club (who sponsors the British Car Show at Creve Coeur Lake on the 19th) has invited us to participate in the caravan this year. For a \$5 fee we can ride along with the British cars from Westport Plaza to Forest Park to watch the balloon race. A police escort will take us right into the Park to a designated area on the grass near the hot air balloons. Vehicle display is from noon til 5. If interested, meet at the Red Roof Inn at Westport Plaza between 9:30 and 10:00 a.m. to register. Contact stlouismgclub.com or call Steve at 636-928-3391 for details or if you have questions.

Sunday September 19th is the British Car Show at Creve Coeur Lake. Steve pleaded our case to the president of the MG Club trying to get a reduced entry fee, but this is how it stands as of now: pre-registration cost until September 16 is \$22, at the gate on Sunday the cost is \$25. Gate opens at 9:30. There will be trophies and drawings throughout the day. If you don't pay to be in the show they ask that you park your bike in the parking lot so as not to confuse the judging. If this interests you or you have any questions, call the MG hotline 314-995-TOMG or check their website stlouismgclub.com.

PLEASE HELP MAKE THIS NEWSLETTER POSSIBLE.

SEND SUBMISSIONS TO:

MARTY DUPREE, 2637 SNEAKWOOD LANE, FORISTELL, MO 63348

E-MAIL: madx2@worldnet.att.net

PHONE: 636-398-4049

MEET ONE OF OUR NEWEST MEMBERS

As the "new kid" on the block, Marty asked me to introduce myself to everyone, so here I am in a nutshell. My name is Ernie Stanley and I've loved and owned motorcycles for the past 41 years. I've been a Norton owner for over 32 years and have a 1968 Atlas and 1970 Commando. My wife Jeanne and I have lived in the 'Old North St. Louis' neighborhood for 25 years. We have two daughters, a son-in-law, and a beautiful granddaughter (I have pictures!). I'm very involved in the neighborhood, especially the historic preservation of architecturally and historically significant buildings. My day job is at 'Places for People' where I work as a psycho-social rehabilitation caseworker. Basically, that translates to helping people with serious mental illness maintain independent living in the community. It is very rewarding to earn a living by helping others. I am looking forward to meeting all of you in the near future (and getting at least one of my two Nortons on the road again!)

Mid-Ohio Report 2004

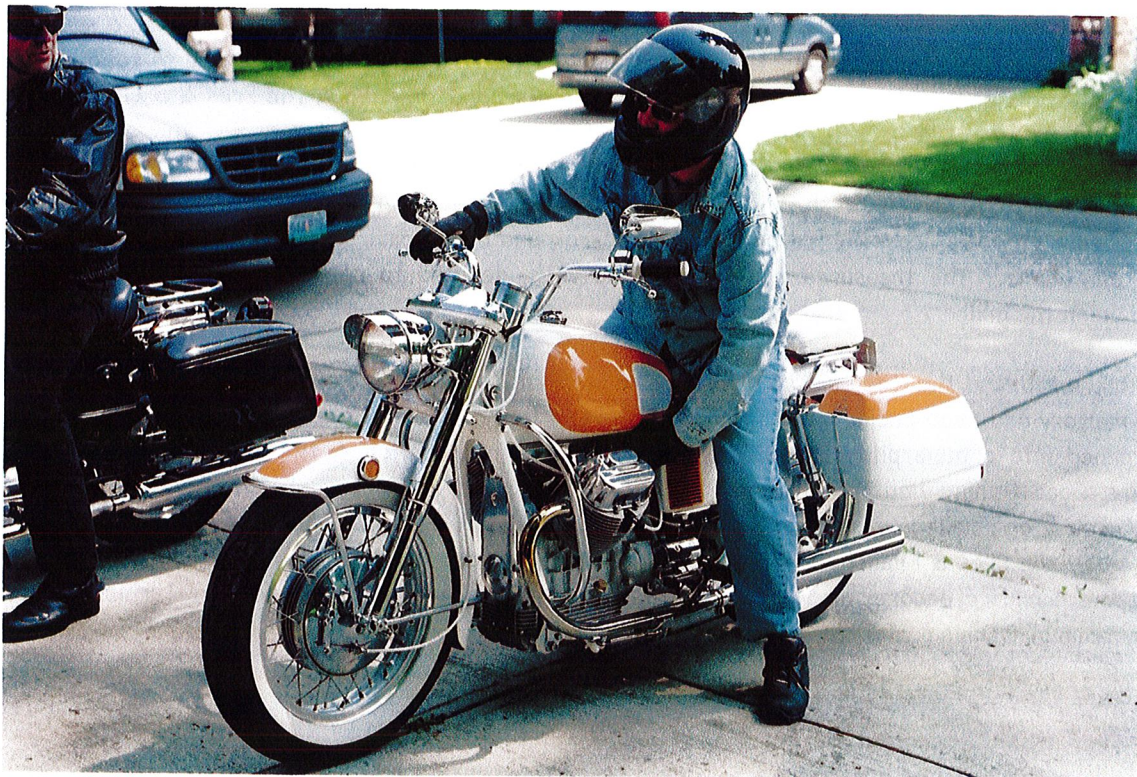
Getting There!

Submitted by Joe Jump

Vintage Motorcycle Days at Mid-Ohio just gets better & better. Nowhere else have I been where so much vintage racing, vintage bikes, and vintage parts are gathered in one spot for a three day event - it's unbelievable! And what makes it even better is being there with your Motor Buds to share it with-it is a pilgrimage everyone in the club should make at least once!

Our club was well represented again this year with Marty Dupree, Mike French, John Wuebbeling, Steve (the Pres) Hurst, Mel Heffron, Bill Bluemel, Tom Mitchell, Ron Sutton & myself attending, along with the Maryland Crew (Tom & Steve), our buddy Dennis Spencer, and Bret Krauthopper from Indianapolis, aka IndyDiamond, aka Corntown. As in the past, we camped at Honey Creek Valley Campground, a peaceful location approximately 10 miles from the track. This was my 4th consecutive year attending the event, and I've gotten quite familiar with the region, recognizing landmarks and remembering convoluted "shortcuts" back to camp-some may disagree on that last point, but that's another story.

We all know that getting there is half the fun. This year's trip was to be as last year; I would trailer my bike to Corntown's place, then ride up to Ohio with him. But this year had a new twist. I had challenged Corn last year to a competition to see who could build the best basket case bike for this year's Mid-Ohio. We both started with similar machines - early '70's Moto Guzzi Ambassadors. Customizing was encouraged and the judging was to be a "Peoples Choice", to take place at the Loopframe Internet List Get-Together Saturday night at the track infield pizza stand. His theme was "Dreamsicle", with an orange/vanilla paint scheme and lots of chrome; my theme was "Junkyard Dog", a bitsa assembled out of cast-off parts. We had an on-going banter back & forth all year long on the Loopframe list, leading the on-lookers into wondering what we each had up our sleeves.



Marty & I loaded Junkyard into the back of his truck at 5 am Thursday morning & arrived at Corn's place on the West Side of Indy shortly after 9:30. He was frantically buffing off the last bit of wax from Dreamsicle's new finish as Marty & I were unloading Junkyard. Dreamsicle was spotless & well finished, and has a certain presence about it. I overheard one admirer's comment at the track, which sort of sums it up; "You'd have to be pretty secure in your manhood to ride that!" Ol' Corn look a bit worried when he looked over Junkyard, not realizing how "project creep" (i.e., the new beautiful paint job provided by GNOA member Mike Prosser) had worked it's way into my machine. The two were like night & day; his having the pastel, South Beach look & mine all black & chrome with semi-truck accents. Soon we found ourselves parting ways with Marty, opting to motor over on secondary roads while Marty stuck to the interstate. The weather was picture perfect and the machines ran well, except for their tendency to want to stop at most every small town tavern we passed-naturally we were in no hurry for that ride to end! We eventually made it to Honey Creek around dusk, and hooked up with Marty, Bill, & John who had arrived earlier. Soon the Maryland boys rolled in, but by that time the annual reunion was well underway. Mike & the Pres arrived after I had turned in for the night.

Friday started off with camp mystery; during the early morning hours someone had placed a bouquet of fresh cut flowers on Dreamsicle! Everyone in camp denied having anything to do with it, but the circumstantial evidence points toward one in our group who never gave in to the accusations. As the morning wore on & pots of coffee were consumed, we finally assembled into a group for a ride into town for breakfast. After a quick bite we soon found ourselves at the track, opting once again to park at the Norton Corral, a hospitality tent sponsored by the Ohio Norton Owners. From there we proceeded over to the swap meet area in search of treasures and familiar faces.

This year's swap meet lived up to all expectations; numerous venders with a large inventory of new British bike doo-dads, hundreds of bikes for sale of all origins & eras in all states of assembly, many examples of creations ranging from 100 point restorations to multi-engined monstrosities, and of course the privateers who appear to have emptied 10 dumpsters worth of worthless junk hoping not to have to bring any of it home. I read in the Walneck's Mid-Ohio edition that the swap-meet area is 35 acres - somehow this year it seemed to be even bigger than in past years, spilling over into a large area on top of the hill previously reserved for automobile parking. Buzz Walneck recommends that when attending a swap meet & you see something you need, to buy it then and there. That's probably not bad advice to follow at Mid-Ohio, because it's doubtful you will ever find the booth a second time. Both the Pres & I were in search of an 18" rear rim to lace onto our Commandos. We found a few examples during the day, but none seemed to meet up to our expectations. Just as we were about to hang it up for the day, Frenchy spies two unused rims with excellent chrome offered for a song, which were promptly scooped up-that's the way it goes there! We reassembled back at the Corral, and after having some refreshments & showing off to one another the treasures we had emerged with, decided to return to camp for some dinner cooked up on the grill.

I volunteered to lead the ride back to camp via the back roads, which was a marginal success. Relying on a fading memory and dead reckoning, I managed to get us home with only one or two situations that could have turned into a huge pile-up, avoided only by Divine Intervention & the riding skills of our club members. Good thing I had my St. Christopher medal mounted on Junkyard! That evening we ate like kings, feasting on smoked sausage, gourmet cheeseburgers, and the usual backyard BBQ fare, graciously prepared by the Pres & Frenchy. Soon twilight faded into night, and the day ended with refreshments around the campfire accompanied by the customary story telling of high adventure furnished by the comedy team of Dennis & Mel.

Saturday was similar to the previous day, starting off in the swap meet & gradually working over to the Corral. Drizzling rain showed up around 2pm, which got me to spend some time looking at displays & retail booths on the infield. There was some sort of a show set up outside the auction tent which had some real beauts on display; how about a '37 Lincoln V-12 flathead mounted on a motorcycle frame! All you can say is WOW! Since BMW was the honored marque of this year's event, there were some fine examples of these machines on display. In fact, there was a whole museum tent set up full of BMWs that I believe was sponsored by BMW USA; pre-war solos, military side hacks complete with machine guns, a GP sidecar machine, a litter of Isettas (Bubble Cars), all the way up to modern day bikes. It was a real expensive class-act done up right! And of course, the auction tent was full of folks not only getting out of the rain, but ogling all the machines that were soon to be auctioned off, at historically reasonable prices. No auction for me though - I was off to finish what was started a year earlier. I grabbed Corntown & we rode our machines over to the Loop-Off.

Evidently the wet weather had curbed the enthusiasm of the Loopers because only a small crowd had assembled for the get-together by the pizza shack. Junkyard had drawn some attention from a few afficianados, but Dreamsicle drew the most attention, I believe simply for the visual shock value. As the small crowd's interest waned in my creation, I slowly came to the conclusion that the only people who were enthused about the challenge between Corn & me were.... Corn & me. It was sort of a melancholy moment. It finally dawned on me that I was hoping to gain respect from my Loopframe peers merited on my creativity with this machine. The visions I had of myself being heralded as the Guzzi version of Jesse James (of West Coast Chopper fame) came crashing down around me. I gathered up the pieces of my shattered ego & promptly threw them in the shit can. I then popped a top & joined in with the others, toasting Corntown on his creation, and drew solace knowing that the real fun was in getting there! As for a winner...well, a vote was never held. I like to think we both were winners.

Saturday evening back at camp was similar to the night before; a wonderful feed of yard bird on the grill ramrodded again by the Pres (what was left of him) with all the trimmings, numerous beverages around the campfire, Bluegrass music on the stereo, and many a tall tale. It all went by way too fast! Before I knew it Sunday had dawned, Marty & I had broken camp, said our good byes and were Westward bound. I arrived home at about 5pm greeted by my lovely wife, Linda & my son, Ryan, who was putting the finishing touches on a pile of pork steaks he was tending on the grill. It was a great conclusion to another great trip to Mid-Ohio!

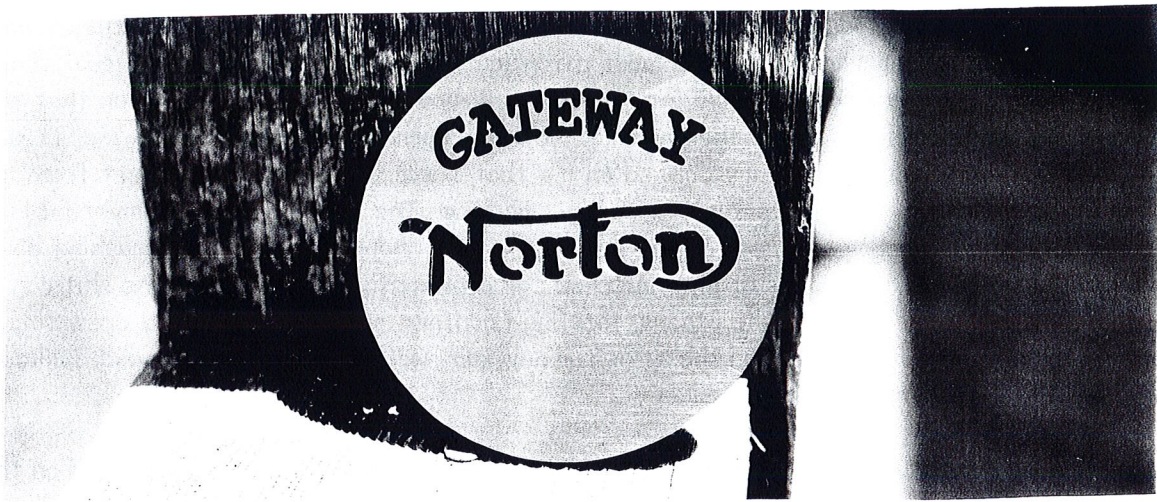
Some of the fellers were heading onto the National, which was held less than 40 miles from where we were camped, but that's another story. Am I going back next year? Damned strait! But for now, I'm looking forward to Rocky Top! Hope to see you there!!!

CALENDAR OF EVENTS

- Sept. 18: British Caravan to Forest Park. Meet Red Roof Inn at Westport Plaza at 9:30 a.m.
- Sept. 18: Hangar dance at St. Charles Airport sponsored by Confederate Air Force in conjunction with the British Car Show.
- Sept. 19: British Car Show at Creve Coeur Lake. Contact St. Louis MG Club for details.
- Sept. 19: Reception for Brent and Megan Jones. See page 1 for details.

CLUB REGALIA

I did some work for a man who has a manufacturing company with all the cool equipment - laser cutters, silk screen capabilities, powder coating, etc. I approached him with the idea of cutting "cycle coasters" (to place under our sidestand in soft dirt situations) from stainless steel with the club logo laser etched on the surface. He explained to me that he is not the "computer man" but he would see what they could do. When he got back with me he explained their laser did **not** etch but was made to cut clean through the metal. When they tried to etch the logo the **melted** metal puddled and distorted the image. He showed me another option by cutting from stainless steel what you see in the picture below. Since this was just a mock up we could add "Owners Association" at the bottom. I don't know how much interest there is in the club for items like this. If we ordered 50 coasters they would cost between \$10 and \$15 each.



This man has a beautiful '34 Ford, and as president of his club he made some club logo signs that bolted above the license plate. It was cut from sign grade aluminum (clear coated to **eliminate** the oxidation that aluminum does) and silk screened in three colors. I took a close-up picture and it will be on our website when Roger gets it up and running. I thought this would be pretty cool for the club but I don't know if a universal design could be made to fit all Norton situations. This led me to think that maybe a club "badge" could be produced that we could bolt to our front fender stays. Their cost would be about \$15.

If you have any interest in either of these items please call Marty at 636-398-4049 or e-mail madx2@worldnet.att.net.

While we're on the subject of club regalia, as you know, I included two business cards with this newsletter. If you have any input on changes to make or possibly add to the back let me know and I will consider it. I printed these cards on my computer at home. I will send everyone 5 in the next newsletter, but if you want to print your own I will gladly share the file (a Publisher document) so you can print up as many as you want.

NORTON NOTES

Steve Hurst

We owe a lot to the man James Lansdowne Norton. Actually, so does most of the motoring world. While someone may have figured it out sooner or later, "Pa" Norton was the man who invented the oil ring on the pistons. We could all still have 2 cycle engines!

Nortons, older than the Harley Davidson. I like that! Mr. Norton set up the Norton Manufacturing Company in 1898. In November of 1902 the first Norton was advertised. He was not only a businessman and inventor, he was a rider and a racer. The son of a cabinet maker and wood carver, I for one am glad he didn't follow in his father's footsteps. Instead, he was apprenticed to a toolmaker and got involved making bicycle chains.

In 1903 motorcycles as we know them still had a long way to go. No passengers, no sidecars, most motorcycles looked like bicycle frames with motors set in them. The roads were rolled stone and the people, especially horse owners, did not like us. Motorcyclists were encouraged to carry whips to fend off biting dogs. Those were the days! (Now, we could use something like that to fend off overly aggressive drivers and inattentive cell phone users.) The first motors Norton used were French. Clement engines of 160cc gave way to the Peugeot manufactured twin cylinder ones that appeared in November 1906.

I hope you have enjoyed my Norton Notes column. I plan to include these from now on. Nortons are a great bike to ride, read and write about.

Here is a postcard I have, postmarked February 11, 1908 from Sioux City, Iowa. I think it speaks to Steve's article. Marty



GNOA Treasury Report 2004

Updated 7-19-04

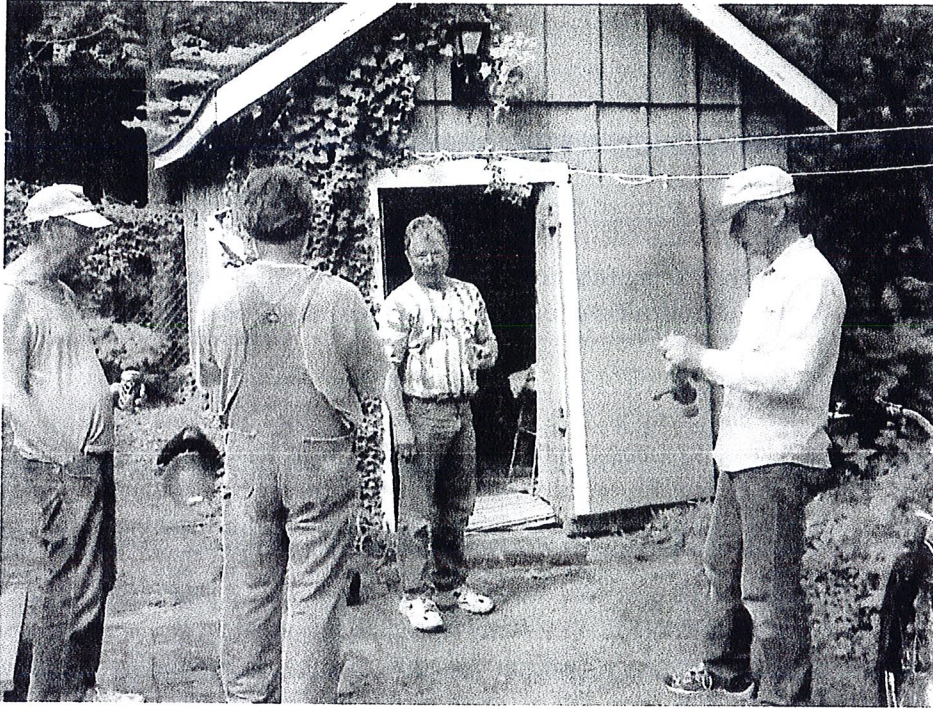
		<u>Debits</u>	<u>Deposits</u>	<u>Balance</u>
Brought Forward from 2003				\$ 479.14
January	12 th	-----	\$ 10.00	\$ 489.14
February	20 th	-----	\$ 5.00	\$ 494.14
March	27 th	-----	\$ 75.00	\$ 569.14
	29 th	\$200.00	-----	\$ 369.14
April	1 st	-----	\$ 5.00	\$ 374.14
May				
July	8 th	-----	\$ 15.00	\$ 399.14
	9 th		\$ 15.00	\$ 414.14
	15 th		\$ 20.00	\$ 454.14
Oct				
Dec				

Record of Activities 2004

Jan	12 th	Received \$10 from Jason Dickus for club dues (new member)
Feb	20 th	Received \$5 from Jerome Ray for club dues (new member)
Mar	27 th	Received: \$5 from Kurt Baue for dues \$10 from Jack Geers for dues \$10 from Mike French for dues \$5 from Zoli Horvath for dues \$5 from Tom Mitchell for dues \$5 from Mike Prosser for dues \$10 from Ernie Trakas for dues \$5 from John Wuebbelling for dues \$10 from Scott Dowler for dues (new member) \$10 from Ernie Stanley for dues (new member)
	29 th	Dispersed \$200 to Marty Dupree for reimbursement of printing/postage costs associated with publishing the newsletter.
Apr.	1 st	Received \$5 from Frank Fessler for club dues (new member).
July	8 th	Received: \$5 from Dan Woerner for club dues \$10 from Bill Rueckert for club dues
	9 th	Received: \$5 from Mel Heffron for club dues \$10 from Ed Perry for club dues
	15 th	Received: \$10 from Joe Jump for club dues \$10 from Bill Bluemel for club dues

"WHAT'S MIKE SAYING?" CONTEST

With a red face, I must admit that I lost several of the submissions for the contest. So I'm holding the contest open for another issue. For your chance to win a free year's membership, please phone or e-mail (see page 2 for info) your answer to the burning question: "What's Mike saying?"



MOST FUN I'VE HAD IN YEARS! (INOA NORTON RALLY)

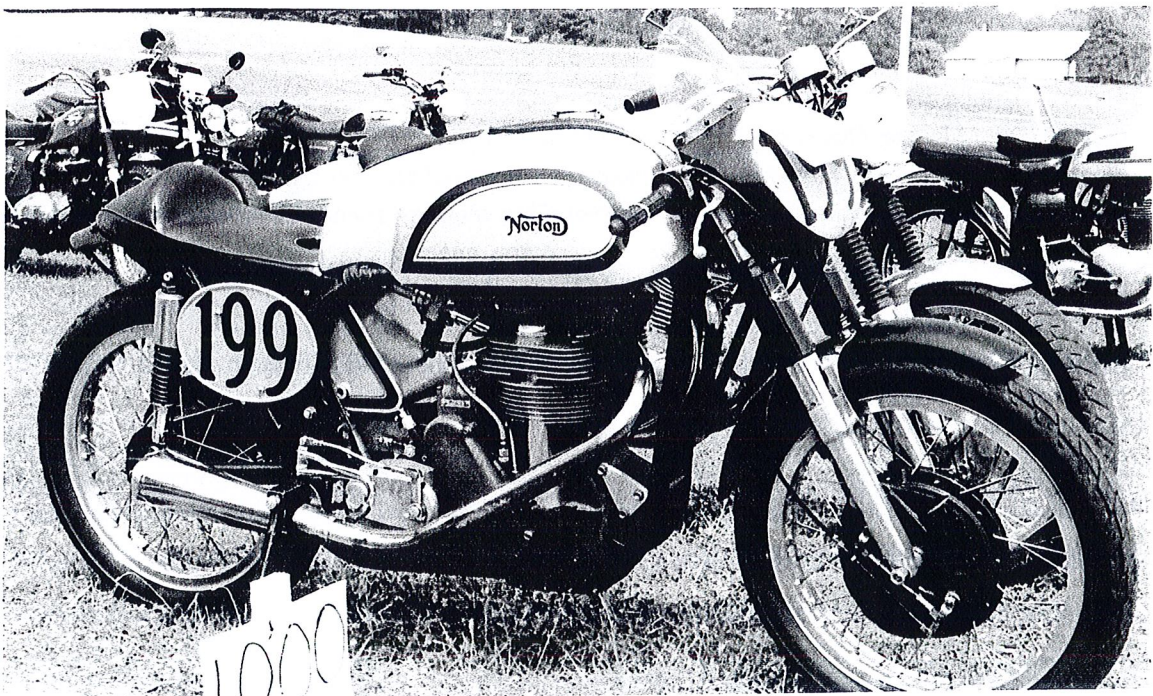
Bill Bluemel

Central Ohio Norton Owners and Northern Ohio Norton Owners' Clubs joined efforts with Michigan Norton Owners Club to host the 25th annual International Norton Owners' "Rally Round the Races" at Whispering Hills Campground in north central Ohio Monday through Friday, July 19-23, 2004. One excellent adventure - a resounding success for the cooperative efforts of the hosts - many doing double duty from the Norton Corral at Vintage Motorcycle Days (Mid Ohio) the previous week. Wow! Every road in the county (five miles north of Nashville on Ohio 514) is classified as a scenic highway which made for beautiful, small winding two lane roads through Amish country 100+ miles from the interstate. The old barns have been well maintained as the main architectural aspect of the landscape. I logged over 600 miles in three days of riding - well worth the journey alone. The Amish people also presented the main obstacles in the road - carriages, horse apples, old men on bicycles, and groups walking together, particularly in the late afternoon. They smiled and waved at us by the end of the week.

Tuesday, I rode with some friends to the AMA Museum, which I guess is named "American Motorcycle", is very heavily skewed towards Harley Davidson. One Norton Manx is present with a purposefully abbreviated history - I can't imagine why. [see the PS at the end of this article. Marty} Anyway, one trip to Davenport, Iowa over Labor Day weekend is much better than the Museum ever dreamed of, but I'm still glad we rode there and visited. On the way home that day, we stopped at an interesting saloon for lunch complete with dark ale the barmaid was pushing. We learned "weak yellow fizzy beer is for wussies." I drank water. Later, we (four Nortons, three BMWs and a Jap something) stopped to say "hi" at Dick Klamfoth's daughter's Yamaha shop. From there, about half made one more saloon stop and the rest of us rode to camp. Scooter scum! I think I'm an honorary member. You'll love the t-shirt.

Monday, I lost my group, North Florida Norton Owners, and did what I love to do: got lost! No map, no watch, no phone, no idea where I am or where home is. In these few moments when I can relax and just ride, I find the freedom that uplifts my soul. Several sets of wrong directions added to the fun. After a couple of correct directions and another tank of gas - I found a UPS driver around dusk - who didn't know the neighboring towns, but knew where the campground was. I was home in time for dinner - it doesn't get much better than this. Good food, cooked outside, with old friends, after a good day's riding. These moments make living a joyful celebration and remind me why I have motorcycles and belong to these clubs.

On the day of the bike show and group picture, my friend of 20 years and camping neighbor and I rode into town and washed the Nortons. Doug fixed his turn signal from parts (flasher and bulb) purchased from the grocery store adjacent to the car wash/laundromat where we also bought degreaser and lunch from the deli. We made it back just in time for the show. Stars of the show included a genuine (with exposed valve springs) Manx Road Racer and a 1924 Model 16H (awarded Best of Show) being ridden about by an older gentleman and his grandson. Also being ridden around was a 1958 Model 19 (596cc) single and the previously mentioned Manx. The Manx was in the middle of two packs heading the other direction. What a sound at speed! A nice Triumph Speed Twin was also present at the show, as were a couple of Vincent's and the infamous Tri-Clops - the three-engined Norton drag racer. It was recently acquired by T.C. Christiansen and hasn't run in years but still looks good. The new owner who quipped, "it's a nice place to store engines," plans to disassemble this monster before attempting to bring it to life again. There were lots and lots of Commando's, a few other Atlas's, singles, a P-11 and a G-15.



A Model 99, in original patina, led the group ride to a famous dairy farm - loads of fun. The campground was superb as was the weather. There was no rain until the last day of the rally. A good local blues band played Wednesday night and entertained everybody well into the night. Lots of yellow fizzy beer was served. We judged it a good time under the influence of lemonade. In the same meadow where the band played, there was a vendor from Waldrige Motors in Canada that had the most impressive collection of books I've ever seen at any rally. He had two elusive Norton coffee cups which I had been looking for all rally long. I also purchased from him two mirrors to replace the self-ejecting bar end mirror I had lost during VMD.

Parts supply was incredible. My neighbor broke his oil tank, and a good used one was nearby for \$35. Tools were borrowed from two other neighbors and someone else who heard the story brought us three quarts of oil. He was back on the road 20 minutes later and was able to make the ride with his friends. Only at a Norton rally!

Club member Jack Geers' Atlas, Hot Poppy, won a well-deserved 2nd place plaque in the "Slimline Featherbed" category. Not bad for his first trip to the show.

The rally was a great success and a good time. I wouldn't have been able to go without the help of my good friend Mike French and the support of all the guys in our club. Here's to you all!

P.S. Dick Klamfoth was also present for the awards ceremony/banquet. He is pushing the following idea: if 50 Norton folks buy a brick in the Daytona 200 monument within the next year (he's the chairperson for monument fundraising), we'll get a special Norton section at the monument. Dick won the Daytona 200 three times aboard a Manx Norton between 1949 and 1952. After that, Harley had overhead cams banned from American racing bringing an end to Norton's reign at Daytona.

Use the following (3) grid lines max to put your name on the
"Daytona 200 Monument" paving brick

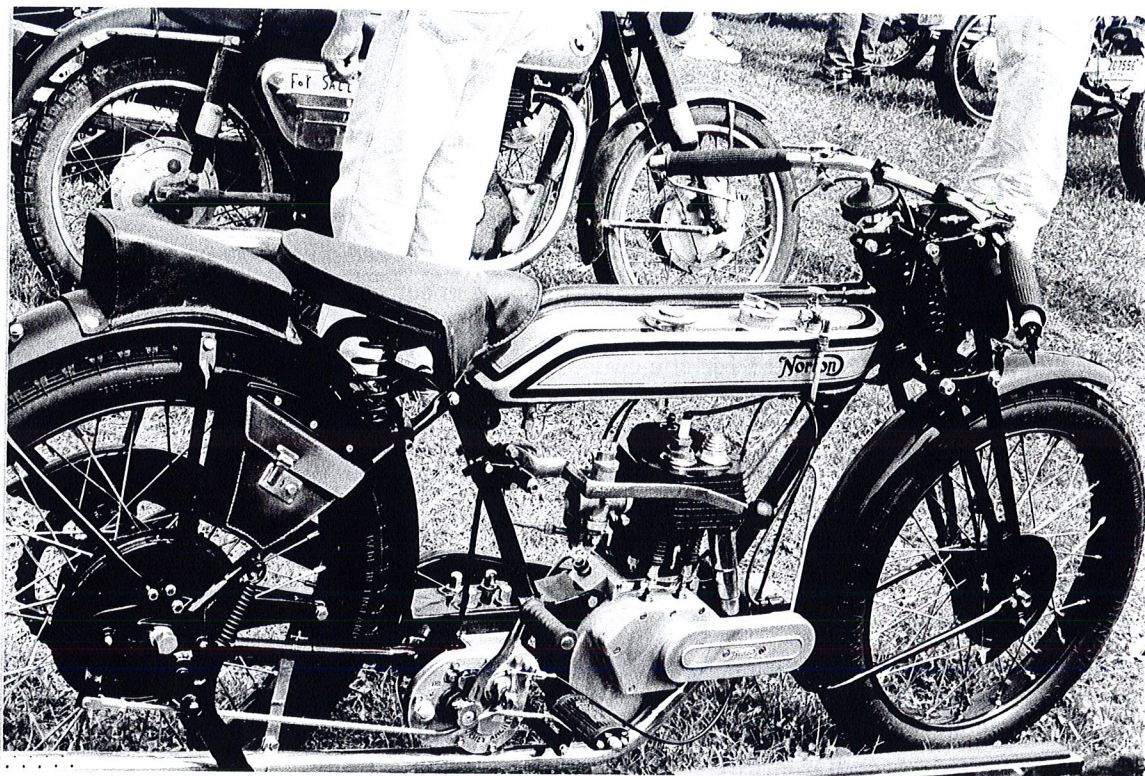
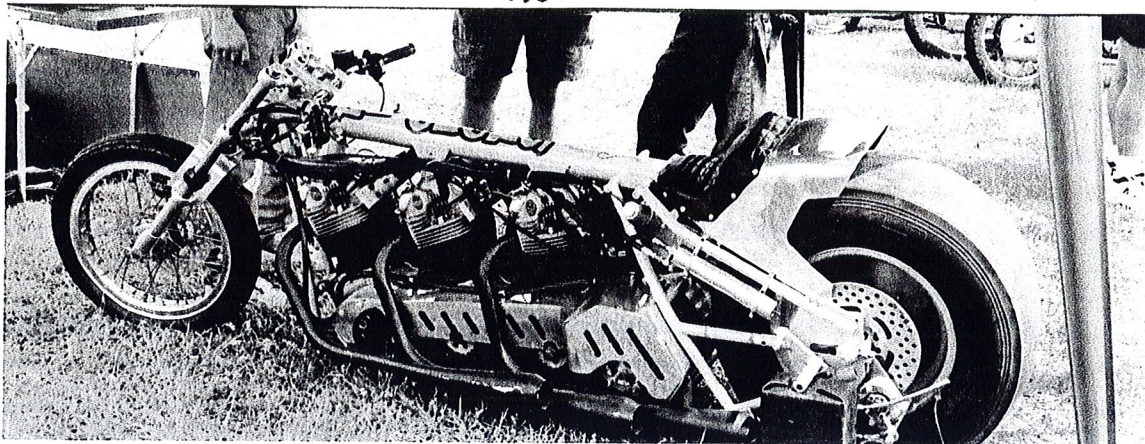
Name: _____ Address: _____

City: _____ State: _____ Zip: _____ Phone (____) _____

Mail this form and check for \$50 to Daytona 200 Monument Fund, Dick Klamfoth,
Chairman, 10213 Honda Hills Road, Thornville, OH 43076 (740-323-3921)

A non-profit 601(c) organization EIN #31-161885. Under current IRS guidelines, contributions made to this organization are tax deductible.

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Steve, Mike and Dennis "strip" a motorcycle while Mel keeps lookout