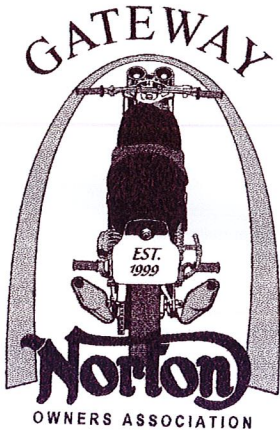


Gateway Norton Owners News #13



**"To Promote the
Use and Pride of
Norton Motorcycle Ownership"**
Compiled by Marty Dupree
September 2002



FROM THE PRES

Here we are in the Dog Days of '02. It's been a bit hot but it's not bad if you keep moving-good words to live by! Since the last newsletter we did have a successful ride around the St Charles County countryside. I can't rightly remember, but I think we had 12 Commandos show up. The ride lasted for approximately 2 hrs, and ended up at Marty & Peg's, where they had laid out a fantastic spread. A few of us also made the yearly pilgrimage to Mid Ohio for Vintage Motorcycle Days, which was a great success.

The next thing on the agenda is the Royal Enfield Rally to be held in Steeleville MO the weekend after Labor Day, Sept 6-7. This is certainly close enough for a day ride or could be a nice overnight. Camping is available, and also a couple of small cabins. Great roads down that way & as Mel Hefron says, these guys are loony enough to be riding these old dinosaurs, so we ought to fit right in! Give Mel a call [(618) 466-5487] - he has the details.

It is now time to start planning for the Rocky Top camping trip. Put in your request for leave time with the family, 'cause your presence is requested! The date will be a weekend sometime early to mid October. The event will be held at Silver Mines State Park, just West of Fredericktown, MO. We'll depart on a Friday morning, camp out Friday & Saturday night, & return Sunday morning. Saturday will be a riding day, burning up the roads of Iron County. Come on out--it will be a good time!

A bit of sad news-our buddy, Charlie Hillyer has run into a bit of bad luck with his health, which has required him to give up his Nortons for a while. He had an operation in the beginning of July & has recovered enough to return to work. I spoke with him the other day and he's hoping to be well enough to join us at Rocky Top.

Rumor control has it that John Wuebbling & Tom Mitchell are planning a ride for the fall around Wentzville & Lincoln County. Details will be forthcoming.

So let's all try to come together for one or more of these three events. Hope to see you soon. Any questions please call 314-909-0712!

CLUB RIDE TO JOHN WUEBBLING'S HOUSE

John has graciously and fearlessly offered to lead a ride to his new place outside Wentzville on Sunday, October 6. Everyone is to meet at the Hardee's parking lot in Lake St. Louis, MO at 10:00 with departure at 10:30. The ride will consist of backroads and end at his house for food, drinks, fishing and general tire kicking. For details and directions call John at 636-332-9990 or Tom Mitchell at 636-946-0717.

EDITOR'S EDITORIAL

We had a nice turnout for the ride to my house in June. The impromptu meeting in the basement yielded several interesting comments. When Joe asked what day would be better for a club ride - Saturday or Sunday - Mel Heffron said, "Wednesday - I'm retired!" In an attempt to determine whether a Tech session was needed, Tom Mitchell asked if anyone needed to do any work on their Norton. Big laughs ensued. I asked if anyone had heard from Kurt Baue. Mike French said, "He called wanting me to help him build a harpoon. He says he wants to get a whale with the big life boat in his yard." We are indeed a strange lot.

If you look at the Treasury Report, you'll see the cost of printing and mailing the newsletter runs about \$30, or a little over \$1 per copy. (That doesn't include any color pages because I do that on my home printer with no charge to the Club.) Since we mail out 4 newsletters a year, you can see there is very little left of our \$5 per year dues. That's why it's very important to stay current with your dues.

Thanks to everyone who has submitted stories or articles for the newsletter. A wide variety of topics is what makes a newsletter interesting. Keep them coming! Send any submissions to:

Marty Dupree
2637 Sneakwood Lane
Foristell, MO 63348
madx2@worldnet.att.net

TREASURY REPORT

		<u>Debits</u>	<u>Deposits</u>	<u>Balance</u>
Brought Forward from 2000				\$ 183.14
January	1-17	-----	\$ 20.00	\$ 203.14
February	2-24	-----	\$ 5.00	\$ 208.14
March	3-14	-----	\$ 5.00	\$ 213.14
June	6-1	-----	\$ 10.00	\$ 223.14
	6-23	\$ 69.00	\$ 95.00	\$ 249.14
	6-25	-----	\$ 15.00	\$ 264.14

Record of Activities 2002

- Jan** 1-17 Ck from R. Swaysland to apply towards dues. Good thru 7-05.
- Feb** 2-24 \$5 cash received from D. Knaus to apply towards dues. Good thru 7-02.
- Mar** 3-14 Received \$5 from Ed Perry (new member) to apply towards dues. Good through 7-02.
- Apr/May** No Activity
- June** 6-1 Received \$10 check from Bill Reukert to apply towards membership dues.
- 6-23
- 1) Spent \$9.00 for disposable camera to use on club ride to Marty's
 - 2) Paid \$60 to Marty as reimbursement for 2 club newsletters (printing & postage) & photo development.
 - 3) Received dues payment from:
 - a) Jack Geers (\$10)
 - b) Mel Heffron (\$10)
 - c) Ted Hoyer (\$10)
 - d) Mike French (\$10)
 - e) Tom Mitchell (\$10)
 - f) Bill Bluemel (\$10)
 - g) Steve Hurst (\$20)
 - h) Marty Dupree (\$15)
- 6-25 Received dues payment from Joe Jump (\$15)

CLUB DUES

As you can see by the Treasurer's Report, we appear to have a start on a surplus of money. What is deceiving is that many members are paid up 2 or more years in advance and that is reflected in this total. Dues are \$5 per year so if you are not current (check your mailing label), please send your check payable to Joe Jump, 435 W. Argonne, Kirkwood, MO 63122.

UPCOMING EVENTS

- Sept. 6/7 Royal Enfield rally, Steeleville, MO. Call Mel Heffron (618 466-5487)
- Sept. 22 All British Car Show, Creve Coeur Lake Park, starts 9am. Popular voting 11am til 1pm.
Trophies awarded at 3.
- Oct 6 The "Go West, Young Man" Club ride led by John Wuebbling. Meet at Hardees parking lot, Lake St. Louis Mo. 10 am, leave at 10:30 am for a ride through western St. Charles and adjoining counties. Contact John at (636) 332 9990 or Tom Mitchell (636) 946 0717 for more details.
- mid Oct. Club campout. Call Joe 314-909-0712 with your feelings on this subject.

TITLING A MOTORCYCLE

Steve Hurst

It would easier to adopt a child than to get a title for a motorcycle." That's what my neighbor Jerry said as I handed him \$200 for his (lost titled-non running) 1979 Yamaha 650 Special. Still unphased (naïve or stupid) I said, "I want this bike and I got to try." "Good luck, I hope yours is better than mine!" Terry said as my son and I pushed and pulled (flat tires) the 650 to its new home.

This bike had sat for 4 years and had not run for all of that time. Terry had bought the bike from a co-worker who moved out of state, against the wishes of his wife. Before he could title the bike in his name, the title mysteriously disappeared. I was to find out it would be easier to get the bike running than to obtain a clean title and plates.

The first thing I tried was to fill out form #4579 "Abandoned Property Bill of Sale". I went to the MVD and handed it to the clerk. She looked at me like I was from Mars and said, "I gotta ask my supervisor what to do". She left and came back and said, "Do you own a junkyard?" I said, "No, just junk." She was not amused and said, "Sorry, this won't work."

Being somewhat mechanical I next tried form #1062 "Affidavit for Mechanic Lien Title". Same line at MVD, different person, same look from Mars, same response, "I gotta ask my supervisor." She came back and said, "Do you own a repair shop?" I said, "No shop, I just repair." Again, "Sorry". This time I asked her, "What am I to do?" She left and came back and said, "There are only two ways to get a title that she knew of. 1. Ask a towing company to lie for me! 2. Go to court with a lawyer and get a judge's court order."

With the new information I went home and called several towing companies and received nothing but negative responses. Next I called the county courthouse where I was told that indeed it was possible to obtain a title by a judge's court order. If a judge tells the State to issue a title in my name, they have to do it. Cool! But how do I do it without a lawyer? To hire a lawyer would raise the price of my 650 to the point of, well, let's say

I could have bought a running 650 for the same price, thus negating my "good deal" factor. So what, the courts are for the people to use, right? You and I are the people, right? No problem, right??

So, in talking to a clerk on the phone, the Petition for Court Order Allowing Transfer of Vehicle Title was what I needed. That, and two money orders. One for filing fees, one to serve the D.O.R. at the Capital Building. After obtaining a blank Petition from the courthouse and filling in the blanks with my name and information, I was ready to be my own lawyer.

I proudly went to the courthouse and filed my Petition with a clerk who was not used to dealing with non-lawyer types. (Maybe I was too polite?) She said I would be sent a notice of my court date and would have to appear before the judge to state my plea. Okay. Two weeks later I got a letter from the court all right. It said, however, the judge was unable to accept as a filing for the following reasons: Petition is done incorrect, vehicle in question should be posted in the attorney paper before filing (what's that?). The court requested I contact an attorney to seek further action. So much for the courts being for the people to use.

Meanwhile, I have the bike running great. I took the plate off my Norton Commando to use on the Special and took several short rides. I like this bike, it starts with a button, doesn't leak and sounds like the 650 twin it is. I just want to be legal with it.

My next idea was to call the D.O.R. I told them I built a bike and I want to get a title for it. The clerk said, "Like in a kit?" I said, "Well, no kit, just spare parts." She said, "Does it have a V.I.N.?" I said yes. She said, "I'll send you the paperwork." Great - this will be easy, I thought, til I saw the size of the envelope in the mail. They wanted to know everything about the parts and where they came from, documents and receipts and all. Then I had to get it inspected by the

Highway Patrol. Well, there is no way I was going to take this stock bike apart or make it look like I made it from parts, so forget that.

I then learned from a friend about International Title Service in Las Vegas, NV. (1-800-543-8626) One phone call and information was on its way. It turns out that for a bank check of \$125, Bill of Sale (notarized) and proof of insurance I would get a registration and license plate from the state of Maine in my name and address. All I had to do then was take this registration to the License Bureau and get it transferred over to me. When the registration and plate came in the mail, I was on my way.

I took everything to the D.M.V. again. Different clerk this time, same look of confusion. She asked me, "What, don't they have titles in Maine?" I said, "No, just registrations for bikes this old." She asks, "Got Form 2763, V.I.N. ID, Verification of Vehicle Inspection, proof of insurance and paid Personal Property Tax receipt?" I smugly replied, "Yes, I do." Okay then she started to type out my application for a State of Missouri title. After I paid the fees, she brought me a shiny new license plate and said I should receive my title in 7 to 10 days. I walked quickly out of the D.M.V. lest she changed her mind.

I did it! Finally got my plate and went home to go for a ride. In 7 days, an envelope came in the mail from the D.M.V. Title? No! A letter from the D.M.V. saying my application had been rejected for not having a title. For more information, I can call the non-toll free number. I do and they asked me to wait. I do and finally I get a person to talk to. I explained the State of Maine doesn't have titles for old bikes, just registrations. She says she has to look this up in the "big book". I say, "OK - I'll hold on." She comes back and says I'm right and they made a mistake. So send all the paperwork back to the Rejection Department and wait 7 to 10 more days. OK, I do. Ten days later my Title comes in the mail in my name, I did it! Jerry was right but wrong, it was hard but not as hard as adopting a child.



Just a part of the twelve Commando lineup at the June 23 club ride to Marty and Peggy's house. Unidentifiable in the picture are (left to right): John Wuebbling, Mel Heffron, Gary Creech, Sylvia Swaysland (with sun visor), Mike French and Marty.

ROAD RAGE

(a letter from Sept. 02 issue
of *The Classic Motorcycle*)

"Do any other riders of classic motorcycles experience being carved up by modern riders on plastic rockets?

When it happened to me recently, while out on my Matchless, I'm afraid I lost my cool. I raised my right arm, extended two digits and my words were not dib dib dib, they were more Anglo-Saxon than that. "

Ken Betts, Kent

Robin, would you care to translate this for us?

MID OHIO REPORT '02

Joe Jump

Thursday, July 18th I found myself riding a '74 Guzzi LAPD Eastbound through Illinois, Indiana, and Ohio, on my way towards Mid Ohio Sports Car Course. I was loving life as the Eldo was eating up the miles at an indicated 80mph. That evening I was meeting up with Mike French & John Wuebbling at Honey Creek Campground, along with Steve & Tom, two ex-coworkers from Maryland. Two weeks earlier I was certain that I wouldn't be going to Mid Ohio this year, but fate had it I would be there and all the pieces fell into place-Life Is Good! Later that evening all the guys showed up, including Bill Bluemel & Bret Krouthead from Indy (IndyDiamond). The coolers were full & the reunion was celebrated late into the evening.

Friday morning brought the usual rush to get showered, eat some breakfast, and saddle up for the short ride to the track. When we arrived, the swap meet (which was at least 10 acres) was in full swing. The Ohio Norton Owners had the Norton Corral set up again in the infield so we parked there. Once again, I didn't have a good wish list so my purchases were minimal, but I did seize a treasure. I bought a '60s vintage half helmet, perhaps a Buco, which is highly domed like what you see the Blokes wearing during the 40's & 50's-it's a Puddin' Bowl to me! Came complete with the obligatory "Loud Pipes Save Lives" sticker & rattle-can blue paint job...I love it! When I showed it to Mike he gave me a look, like "You've been sniffin' stove gas", but it must have caught his fancy because later that afternoon he had one in his stash too. Spent most of the day wandering through the swap meet & meeting up with numerous internet contacts I have made over the years-it was a great time!

Later that afternoon I returned to the Norton Corral & met up with everybody just in time to wait out a heavy rainstorm. All was well because we were allowed to tap into the Ohio Group's coolers. I was to meet up with a bunch of guys who contribute to an internet bulletin board known as the Loopframe List (Guzzi Ambassadors & Eldorados) at 5pm for introductions & drinks-got

there late because of the rain, but was welcomed anyway. They were mixing up some sort of saddlebag Jungle Juice & they were feeling no pain. I didn't know just what to expect-what a strange mix! Some geezers (I guess that's me), some non-assuming straight-looking guys, and a bunch from Detroit straight from a Kid Rock concert resplendent with large area tattoos & body piercings, shaved heads, & big Guzzis-I fit right in! We soon tired of the circus & gave in to hunger pangs. After eating we returned to camp for a nightcap, then hit the rack to prepare for a repeat the next day.

Saturday Morning we decided to eat breakfast in town. Bill was having problems with his throttle sticking on his Dunstall Roadster, a victim of Gasahol & the Brown Goo. After breakfast we stopped by the local Napa & a can of spray carb cleaner freed the sticky slide. A few of us went for a short ride through the countryside, while Bill & Mike made their way directly to the track. An hour later we were re-united at the Norton Corral. I took a quick pass through part of the swap meet, then decided to spend some time watching the racing. I had another invite to hook up with a Ducati internet group - the Bevelheads - who had a spot set up on the inside of the carousel, just before start/finish. I took them up on their offer and watched some racing from their spot. Had a great time talking with the "Heads" about old Ducatis & watching the races. After a while I headed back to the Coral & hooked up with Tom & Steve, and we went to another area of the track to watch the remains of the racing. Left the track the end of the road racing & rode over to a BBQ hosted by one of the Bevelheads in Mansfield.

The party was held at a Bevelhead's business shop, where he is involved with all sorts of racing oriented fabrication jobs. The projects in progress at his shop were varied: welding up tubular chassis for an open-wheeled race car, fabricating sheet metal bodies for other machines, repairing an old '30 vintage Indy race

car running a flat head Ford V8 with 4 two barrel Strombergs, etc. The shop was equipped with milling machines, lathes, sheet metal shears & brakes, welders, and various other shop equipment, which caused me to turn green with envy. The proprietor, Rich Lambrechts, was a gracious host & had provided copious amounts of food & drink for all. As the evening pressed on, more & more vintage Ducatis rolled in, which led to more intros & great conversations. It's great to put faces to names you have learned of from these internet lists! As the evening wore on it too soon became time to head back to camp. The day ended with a campfire and many a tall tale remembered from the days activities.

LATEST ES2 UPDATE

Marty Dupree

This has to be the slowest restoration in history. The last update I gave was that I had removed the sheet metal, stripped it of its temporary paint and passed it on to a friend to be primed and painted. A week after I gave it to him, he put his house on the market. Five days later it sold! That meant he had 2 months to clear out 30 years of accumulated Pontiac parts. He sold a great deal of things on e-Bay, but that put my things on the back burner. The last time I called him he had moved and had put my stuff in his rented storage unit. He assured me that none of it was sold on e-Bay. I guess I need to call him again.

I am making headway with the fuel tank, though. When I acquired the bike, the tank was brush painted flat black. Stripping it revealed several dings and two fairly deep dents about the size and appearance of walnut shells. The trail to find someone to fix it has been long and torturous.

My first stop was to a highly recommended O'Fallon, MO auto body shop.

"Yeah, I can do it. It will be perfect when I'm done." he said.

"How much are we talking?" I asked.

"Time and material."

Sunday morning was difficult to endure, having to break camp & dreading the end of another great Mid Ohio Adventure. The Eldo was loaded onto Steve's trailer headed to MD, which left me begging for a ride home. Thankfully, Mike offered me space in the back of his truck, and configured it so that his A/C was blowing into the rear. Although it was one of the hottest days of the year, I was quite comfortable on the 9 hour journey home. For sure I'll be going back next year!

"What do you think? \$200 - 300 - 400 - 500?"

"Time and material. Time and material."

"Thank you."

Next, I stopped in a "V-Twin" custom shop in Wentzville to ask who did their tanks. On the counter was a cardholder with business cards proclaiming "Joe Huels - Hog Painter". Turns out he works for an auto body shop and does some tanks on the side at his house. He said he could tack-weld pins to the dents and gently pull them out, sand it down and paint the whole tank. Since I want to restore the bike correctly (chrome plated tank with painted and lined panels) I told him I would get back with him if I decided to do it his way.

Next, I was given the name of an acquaintance of Mike "the Bike" French. I went to the nice behind-the-house garage for a "consultation". "I'll cut the bottom off the tank, tap them out and weld the bottom back on", he said. Since this man was restoring a 1950's Rolls I left it with him. A few days later, he called saying it was done. What I saw upon retrieval was that instead of cutting off the bottom, he had drilled two holes in the bottom (one on each side of the main frame tube tunnel) and drove the dents up with a rounded steel rod. Fearing they would split if he drove

them farther, he said I should have someone fill them in with braze, which can be chromed. "I do that all the time with bumpers" he explained.

Now, with a half-arsed repaired/damaged tank, my quest became more difficult. I went to four more highly skilled and knowledgeable body men, two of them I knew personally. All had magazine articles on their "brag walls" showcasing hot rods they had done. I thought that since they had worked on 1930's cars with "real" fenders and headlight shells, this would be right up their alley. Wrong! Their excuses were "no time, I'm not equipped..., we don't do cycles, not interested." I think a lot of it had to do with not wanting to be responsible for fixing the first man's attempt. One guy gave me the name of someone who repaired trumpet and tuba bells! All of them agreed that it shouldn't be brazed for fear of distorting the metal.

I was all set to settle on spray painting it when a casual conversation with Fred at the local automotive repair establishment yielded the name of a man only a mile or two from my house. Fred claimed that he is "A wizard with metal...a true craftsman." A call and quick jot to his house lifted my spirits.

Specializing in aircraft fabrication, this man has a pole barn full of big equipment, a blacksmith forge, and many interesting projects. One end of his shop had $\frac{1}{2}$ of the tubular skeleton of a WACO airplane. Next to it spread out on a long table, was the fuselage jig with tubes cut, bent and positioned in preparation for welding. In another area was a large radial Continental engine lying flat on a very sturdy table. He was making some kind of sheet metal shroud, the pieces of which he had had spun on a very large lathe.

I told him my saga to his door as he examined the tank. He said he has a power hammer small enough to fit in the filler hole and drive the remaining dents and dings without having to remove the bottom of the tank. Judging by what I saw in his shop, I'm sure he can do the work. Anyone who can make the FAA happy can surely work on an old petrol tank. I didn't ask price, I just said, "Do it." If I'm not happy with the tank, maybe I'll just paint it with flames! I must quit watching that Jessie James video.

I have to get this old girl back on the road. As a matter of fact, her "birthday" (the date she was despatched from England) is September 2, 1947. As you read this, wish her a happy birthday.

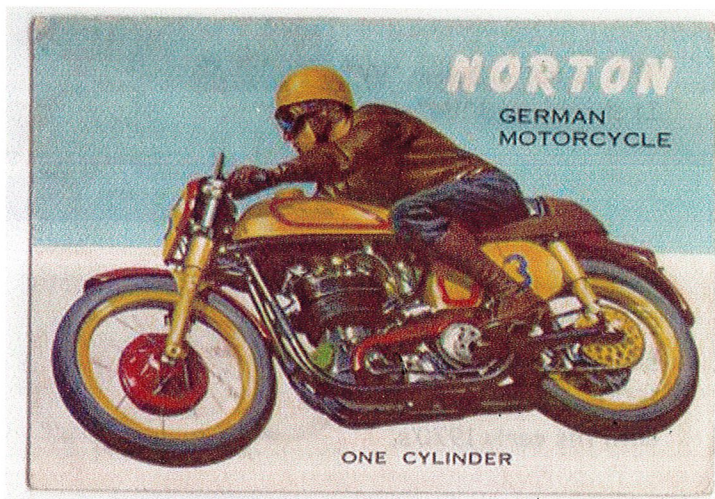
WANTED

Inuit woman wanted for possible long-term serious relationship. Must have whaling rights granted by the U.S. Government. Big plusses include: the ability to carve a whale into manageable chunks and render its blubber, sew seal skins into clothing, and to make housing suitable for human habitation from pack ice. Smokers and "eccentrics" need not apply. Generous finder's fee paid to the person who finds my "soul mate". Call Kurt at (636)947-3895.

WHY, THAT'S JUST PLAIN WRONG!

Marty

In my search for motorcycle-related stamps, ephemera and collectibles, I found some things that are factually incorrect. Some errors are minor that takes some historical knowledge to realize, but others are glaring mistakes. Let's have a little fun with this.



Blasphemy of blasphemies! Norton - a German motorcycle? This card was courtesy of "Cars" magazine, I'm guessing from the early 60's, in their "World on Wheels" collection. It was subsequently reissued correctly as English Motorcycle. On the back it says: *NORTON - Cylinders 1 - One of the most famous motorcycles in the world, the Norton has achieved an excellent record in international racing competition. The easily maneuvered steering mechanism, and the large wheels which provide it with extra traction, make it not only a speedy machine, but a safe one as well, which in motorcycle racing is very important.*



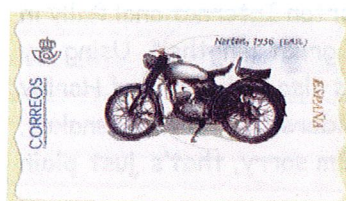
From The Mutawakelite Kingdom of Yemen (there was a Hashemite Kingdom of Yemen at the same time...family feud I think), issued January 15, 1969. This was a 5 stamp set entitled "Champions of Sport" which included other notable motorcycle racers, Kel Carruthers, Phil Read, Bill Ivy, Giacomo Agostini. They got those names right, why did they mess up Mike "the Bike"

Hailwood by listing him as "Hail Wood" in small print vertically on the right side of the stamp? Take note of the small motorcycle to the left of his head.

"Aces of Motorcycles" dating from 1972 was a 16 stamp set issued in two sheets of 8 from the Republic of Equatorial Guinea. Though slightly cartoonish, they did good when they acknowledged many racers, including A. Nieto, J. DeVries, K. Andersson, D. Braun, G. Agostini (pictured), P. Read, M. Hailwood, H. G. Anscheidt, D. Simmonds, K. Carruthers, R. Gould, J. Saarinen and sidecar racers K. Enders/W. Kallaugh, F. Scheidegger/J. Robinson, H. Owesle/P. Rutterford and K. Enders/R. Engelhardt.

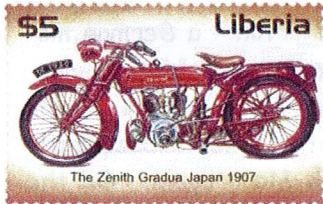


The error was in misspelling the famous marque M. V. Agusta as "Augusta", not once but twice. They also listed Kel Carruthers as being from Austria, not Australia.

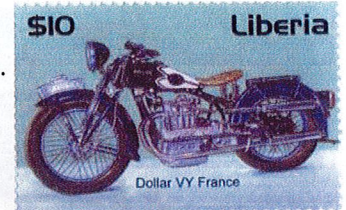


A two stroke Norton? In *The Classic Motorcycle* September '02 issue they said, "My guess is the motorcycle is a Montesa Brio, which, like the BSA Bantam, Harley Davidson Hummer, et al, is based on the pre-World War II DKW RT100/125 models. Manufactured for over a decade, starting in the late 40's as a 93cc machine, the model grew to 110cc, then 125cc." This self-stick stamp from Spain has no denomination because after you affixed it to your envelope/parcel, they are then printed with the appropriate value. Other bikes in this set are: Nimbus Motobecane, Monet Goyon and New Hudson.

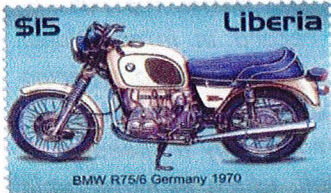
Some stamp-issuing entities take their subject seriously. Isle of Man, Germany, Czechoslovakia and Hungary are at the top of the list. Liberia, in my humble opinion, needs the money badly enough that they issue nearly 700 stamps per year. Obviously they are not used for postage. They know topical collectors will buy their subject, no matter how screwed up they are...I'm a perfect example of this. To commemorate "100 Years of Motorcycles", they issued five individual stamps (four had mistakes) and two souvenir sheets (approximately 5" x 5"). For the most part, the souvenir sheets were accurate, but the individual stamps needed a lot more research.



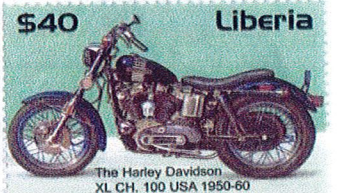
The Zenith Gradua was not made in Japan, we all know that's an English bike.



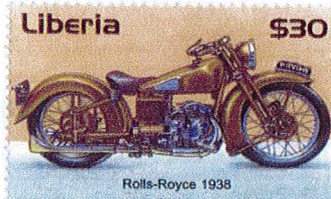
This is not a Dollar "VY". It should read "V4".



They have the correct make, model, and country, but the R75/6 was not made until 1973, though they claim this is a 1970.

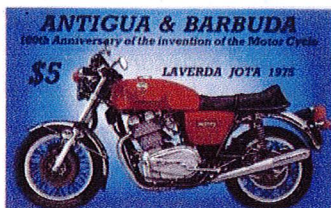


This "Harley Davidson XL CH 100 USA 1950-60" should read "XL CH 1000" and was not made until the early 1970's.



A "Rolls-Royce"? What is pictured is actually a Brough Superior "Dream" made in England. Since the Brough was known in some circles as the "Rolls-

Royce" of motorcycles, that may be the explanation to this monumental faux-paux. Does that make sense to you guys?



From the postal powerhouse of Antigua and Barbuda, this stamp from 1985 reads "Laverta Jota 1975". The Jota wasn't manufactured until 1976

and never had drum brakes or wire wheels. This machine may be a 1975 3CL.



From last year's July/August *Roadholder* magazine, comes this Parisian spotted at the Norton International Rally in France. The caption read, "Fred Birckel from Paris takes his love of Norton Inters to great lengths!" Using my magnifying glass I can also see in the green splotch at his armpit is "Norton", but there's also a shovelhead Harley engine on him, a "Dan Dare" type on a rocket powered motorcycle along with various spiders, butterflies, snakes, stars, flames, and other things that would probably give me nightmares if I saw them. I'm sorry, **that's just plain wrong!** Bill Bluemel, if you get looking like this, we'll drum you out of the club!