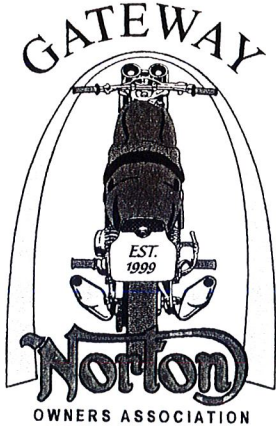


Gateway Norton Owners News #23



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

Compiled by Marty and Peggy Dupree

March 2005



MIKE'S NORTON DAY

This is it...the main planning event/fixit day of the year for our club. Bring your ideas, questions and appetites to Mike's on March 19th. Festivities begin at 12 noon.

Contact Mike NOW if you have a small Norton related project needing attention that can be accomplished in an hour or so. Get your parts so the job can be completed that day. Call Mike (636 940-9365) to give him an idea how many will be attending. For directions call or Mapquest him at 861 Chestnut Oak Dr. St. Charles, Mo 63301 Come meet the new members and be frightened by how much we've all aged in one year!!

WORDS FROM THE PREZ

Spring is in the air. If not, at least it is on my mind, and with that comes the start of a new season of riding. As I am writing this, it is about 25 degrees outside but I am thinking about putting the batteries back in my bikes and dusting off the tanks and seats. I know soon we will have some warmer weather and I will be wanting to ride.

In the last newsletter I wished everybody happy holidays and I hope they were for you. I know they were for me as I got a new leather jacket with lots of padding. It came from Blackjack Leathers. They now have a store on Highway K in St. Charles County, MO. I thought I would like a new belt to go with it, so I took a truck ride over to see what I could find. While I was in the store I found a magazine called *The Biking Life*. It was "free" so I took one home. Upon reading it I noticed they had a section on clubs and such. I thought, "Why not?" so I e-mailed the editor and asked if we could get a spot, too. He was very enthused and said that his mag was primarily about Harley's and v-twins, but that was only because those were the guys who submitted articles to him, but (we) I was welcomed to do the same.

So now if you pick up a copy of *TBL* and turn to club listings you will see the Norton Owner's Club is in there. I have given my personal e-mail address as well as the YahooGroup address that the club has. Don't have that yet, you ask? News to you, you say? Well, see how things can change. Come to the meeting at Mike French's and you can find out more. *[more about this on page . marty]* We need to send the magazine some pictures and a story or two. We may find some new people out there, or some guys with old Norton stuff they might want to sell.

Speaking of meetings, we had our first ever "winter" get together at The Corner Bar in St. Charles in early February. I think it went well, got to meet some new faces, and it was good to see some of the old ones, too. It was a short meeting but it was fun. I think it should be repeated in the future. We seem to stay in touch during the riding season but not in the winter so that's going to change, I hope.

I don't know if any of you went to the bike show in Wentzville on February 26/27. I didn't see any club members there. If not, you missed some fine paint jobs and interesting bikes. Mostly HD and S&S stuff but the people there were as fun to look at as the bikes. Live music, scantily clad girls, and even a tattoo artist! The bike builders were from all over Missouri and surrounding states, V-8 bikes and trikes, too.

I hope all of you are marking your calendars to be at the next meeting. Our host is Mike "The Bike" French. It will be a full meeting with new and old business discussed. We will be talking about last year's rides and will be planning some for this year. If you have any ideas or would care to host a ride that will be the time to say so. Normally, after the meeting we work on somebody's bike. If you are the somebody, or want to be the somebody, you need to let Mike know so he can have the right tools, but you need to supply the parts. We will also have discussion on T-shirts and motorcycle coasters (got some? You need more!). I look forward to seeing everyone there and enjoying a wonderful 2005 riding year.

CALENDAR OF EVENTS

- March 19: Norton Day, 12 noon at Mike French's, 861 Chestnut Oak Dr., St. Charles. 636-940-9365. Call or Mapquest him for directions.
- April: Club ride sponsored by John Wuebbeling and Tom Mitchell. More details will be supplied at Mike's Norton Day.
- May 20-22: Heart of America Motorcycle Enthusiasts British and European Motorcycle Rally and Swap Meet, Clinton Lake, Kansas. Contact Bill Doll, 816-373-1819 (evenings), e-mail dollwe@bv.com or Mike Hermes, 816-391-1224 (days), e-mail michael_a_hermesch@aoncons.com
- June: Club ride sponsored by Jack Geers. More details to follow.
- 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

MINUTES FROM FEBRUARY MEETING

Meeting started 8:00 p.m. with 17 members present. President Steve thanked everyone for showing up and requested everyone make an introduction and tell what Norton's they owned. Brand new members John Eiler and Bob Mareing were present and welcomed by all.

Old Business: The club coasters were unveiled to great acclaim and many were purchased. Almost half of the 250 are gone already. Price is \$2.00 each or 6 for \$10.00. Contact the Prez or Marty Dupree to purchase them. The website was discussed and Steve stated that one would cost \$140 per year or \$14.95 per month. Some discussion followed and Ron Sutton (who set up our original site on Yahoo groups) said he would try to remember the passwords to update our old site. See page 4 for more information. Marty Dupree mentioned that he purchased a paving brick for the club that will be installed at the proposed Daytona Memorial. It says, "Gateway Norton Owners, St. Louis, MO". Bill Bluemel said it would be a good idea for everyone to buy a brick. See GNOA newsletter #21, August 2004 for details.

New Business: Steve brought copies of the locally-published *The Biking Life* magazine. He talked to the editor and they will be including information about our club for free. The information will be Steve's phone number and a little write-up about us. Membership was alerted that a Chopper Bike Show would be at the old Belz Outlet Mall on February 26/27. Some upcoming events were tentatively scheduled. Mike's Norton Day - March 19; Tom Mitchell, John Wuebbeling would do a ride in April; Jack Geers will do a ride in June. Mike Prosser mentioned the Car and Bike Cruise on Father's Day in Collinsville, IL, 6:30 to 9:30 p.m. Live band and other entertainment. Everything to be under the giant ketchup bottle. Joe Jump mentioned that he talked to Bill Dunkus. Bill stated that he will be adding Guzzis to his Royal Enfield rally. It will be in Steelville, MO the weekend after Mid-Ohio. Meeting adjourned 8:45.

DO YOU NEED CHROME?

Bill Langer

Many of us need some chrome work or plating done from time to time. I called a few of the members and they all referred me to Gateway Plating. Most said they were "pricey", but did good work. I think that many of us have used Gateway and I have no experience with these people and cannot comment on any of their work ... but I hear they do a very good job.

I was beginning to notice that some of the powder paint that I had applied to the front rotor was blistering and that two of the footrest's chrome was beginning to peel.

I figured while the weather was cold why not get this work done. I called Gary Hollowich and asked him who he used for his disc plating. He

referred me to Quality Plating in Belleville. I removed all the footrests, the kick starter, shifter, all the muffler plates and the front rotor. I blasted the muffler plates then brought all the "stuff" to Quality. After two weeks I received a call that all the parts were done. VERY REASONABLE. But all \$\$\$ in cash, and you cannot be in a rush. He uses the small parts as filler between his regular work.

Everything seems fine. Time will tell. If you need to reach them: Quality Plating, 1651 N. Charles St., Belleville, IL 62221. Phone 618-233-4808.

See everyone on the next ride and you can check out the chrome work.

As everyone knows, we have been threatening to have a new website for quite a while. Ron Sutton volunteered to look into rejuvenating the old website and here is his report. If you have any comments, send them to Ron at <http://RokonRon.com>, or bring them to Norton Day at Mike's.

GNOA E-MAIL LIST

The GNOA e-mail list is a free service of YahooGroups. To subscribe go to <http://groups.yahoo.com/groups/GNOA>. Click on the "Join This Group" button. If you have a Yahoo ID or Yahoo mail address just log in and follow the instructions to subscribe. If you don't have a Yahoo ID or e-mail address, click on the "Sign Up" link and fill out the online form to create your Yahoo ID, don't worry - it's free, too. After you create your Yahoo ID, subscribe to the list. You can subscribe to the GNOA list without getting a Yahoo ID but you will not be able to access any of the additional features of the group, you'll only get e-mails from the group.

Here's basically how an e-mail list works. A GNOA member wants to know where he can find a part for his Commando, he sends an e-mail to gnoa@yahoogroups.com asking his question. YahooGroups will send all the members on the list a copy of the e-mail. Another member or several other members may have that particular part or knows where to get that part, so he/they will reply to the e-mail and everyone on the list will get a copy of the reply/replies. The list can also be used to discuss club matters, tech advice, schedule a ride or just about anything.

YahooGroups also has other features that are very handy. Here's a list of these features:

- A searchable archive of all the "messages" sent to the list;
- A section for "files". Files can be all kinds of documents like wiring diagrams, text file, archives, etc.;
- A "photo" section is for digital photos of bikes, parts, modifications, "what the heck is this thing?" etc.
- "Links" is a section for website addresses that are of interest to GNOA members, like parts suppliers, interesting articles, etc.
- "Database" is a place where files can be set up where a member can enter data about just about anything.
- The "Poll" section is a place where you can take the pulse of the membership. Post a question with several choices and see how the rest of the members feel about the subject.
- "Members" lists the members and you can contact them individually. Contact is made through YahooGroups so no e-mail addresses are displayed.
- The last feature of the group is the "Calendar". Events can be listed and viewed on the calendar. Notifications and reminders of the events can be sent out to the members of the list.

So, feel free to sign up and join in - we'll be seeing you online.

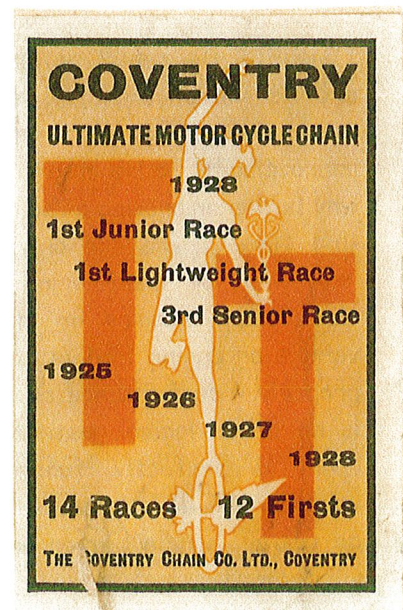
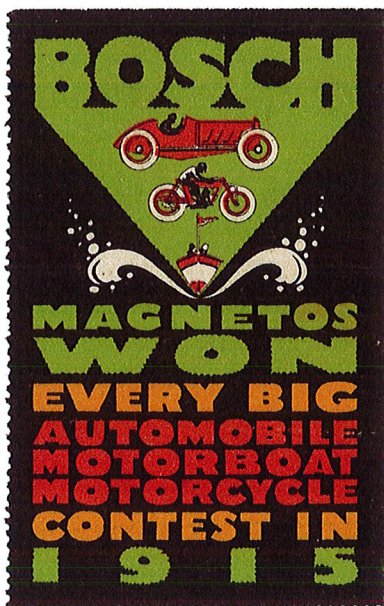
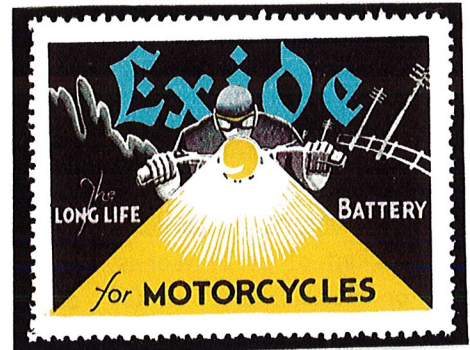
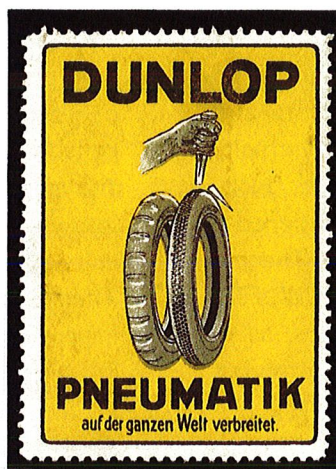
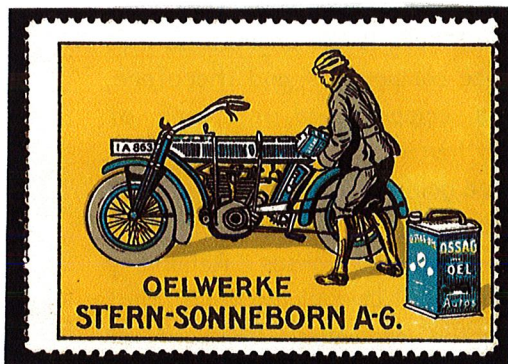
POSTER STAMPS

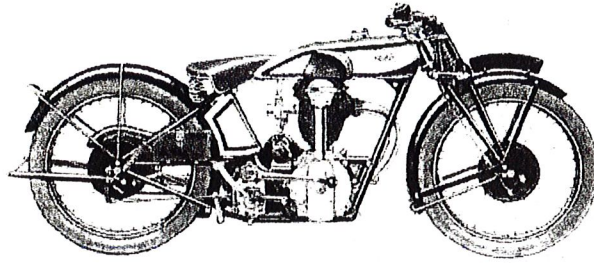
By Marty Dupree

It is now the middle of winter. We are rebuilding engines, searching for the company/person to do that "beyond my ability" job, or replacing all those expendables (tires, chains, etc.). In other words, this is the time to be working on and preparing our cycles for the rapidly approaching riding season.

In the past I have done some articles with postage stamps depicting Nortons. This time I am going to take a different tack. Shown below are what are referred to as Poster Stamps. They differ from postage stamps in several ways, but the main differences are: they are never issued by a government, they never have a denomination, and cannot be used for postage.

Poster stamps are exactly what the name implies. They are "posters" the size of stamps. Poster stamps not only advertise products as shown here but also commemorated auto/cycle shows, rallies, races, made riders more aware of traffic safety, and were even issued by motorcycle manufacturers and clubs. Poster stamps appeared in the late 1800's but had their heyday in the 1920's. They were sometimes placed on envelopes but were often given out and collected in albums like postage stamps.





SEALED UNIT THEORY AND OTHER TRUTHS

By E. G. Trakas

A long time ago, in a garage far, far away, someone told me that Rolls Royce automobiles came with their engine compartments "sealed." Supposedly, the engines were so well made that they didn't require service or maintenance until the odometer reached 50,000 miles. No doubt this is almost commonplace today (whether intended or not). Forty or more years ago it seemed unbelievable. I don't know if it's true, but I've come to dub the concept Sealed Unit Theory or "SUT". The premise behind SUT is that if a vehicle and/or its component parts are built well enough, it is best to maintain it in accordance with the manufacturer's recommendations, including leaving it virtually untouched for as long as recommended. Now, it seems to me that SUT can be considered a variant of If It Works, Don't Fix It Theory, or "IIWDFIT." Of course, IIWDFIT anticipates the avoidance of repairs as a fortuitous event, rather than the intended result of superior design and manufacture.

IIWDFIT, is really nothing more than an exercise in contemplating the purpose behind undertaking repairs, modifications or improvements to begin with. In other words, why bother improving on something that works just fine? There are only two reasons for improving or performing unscheduled or unnecessary repairs or modifications on a vehicle or engine that is otherwise operating properly - performance or reliability. There is no other logical justification for tearing apart a perfectly functioning engine or vehicle. We do it because we either want to go faster, handle better or break down less

frequently. Acceptance of this truth, forces one to confront another undeniable truth - reliability decreases in direct proportion to the degree performance is enhanced. The converse is also true. Namely, that performance must decrease in direct proportion to improved reliability. The more components are stressed (due to high performance) the greater the chance of failure regardless of the high-end materials used in their manufacture. Similarly, parts engineered for reliability and durability cannot take the stress levels engineered into high performance components, and therefore, performance is compromised in favor of reliability. In other words, the faster you go, the more you are going to breakdown, and the less you break down the slower you're going. I call this Performance Versus Reliability Theory or "PERVRT." It follows then, that improving a motor or vehicle in light of PERVRT is an exercise in compromise.

Another oft cited maxim is the concept that it is better (perhaps best) to keep repairs or modifications as uncomplicated as possible. The common term for this is Keep It Simple Stupid or "KISS" Theory. KISS is the offspring of IIWDFIT. The two theories are similar, but not synonymous. The former deters tinkering for tinkering sake. The latter urges simplicity over complexity in the interest of reliability. My 1993 Saab 900S is a great example of both. I purchased the car from the original owner almost five years ago. At the time there was just over 100,000 miles on the clock. The original owner had performed all scheduled maintenance timely,

and changed the oil every 3000 miles, religiously. I've done nothing to the car in the way of improving performance or unnecessary modifications. In other words, I have adhered to IIWDFIT. I have, like the first owner, changed the oil every 3000 miles, and had all scheduled maintenance performed as recommended in the owners manual (KISS). The Saab now has 210,000 miles on it, doesn't burn a drop of oil, gets 27 mpg, and never leaves me stranded. In fact, it still has the original clutch in it!

Improving an engine or vehicle for either performance or reliability also results in the unexpected and the unaccounted for. This means that any intended repair, modification or improvement will, invariably involve more components than originally planned, take more time than you allotted and cost more. In other words, any planned improvement and/or repair will expand beyond what was originally contemplated. Engineers have a term for this - "Project Creep." Project Creep is as unavoidable and universal as PERVRT, and is limited only by the size of one's budget, techno-envy and tolerance for frustration.

Does any of this play out in real world applications? My '73 Norton provides a good example. Last fall I commissioned Mike French to install a belt primary drive on my Commando. I wanted the belt drive installed to end a chronic leaking outer primary cover problem. I also had some other items I wanted Mike to look at - an iffy exhaust valve or guide; brakes; front end; and, generally give the Commando the once-over. I expected some unknown problems and repairs to be necessary. I was, after all, fully aware of Project Creep, and prepared for a reasonable amount of expansion of the original work order, or so I thought.

As Mike got into the project new issues arose. A previous owner had milled the cylinder head

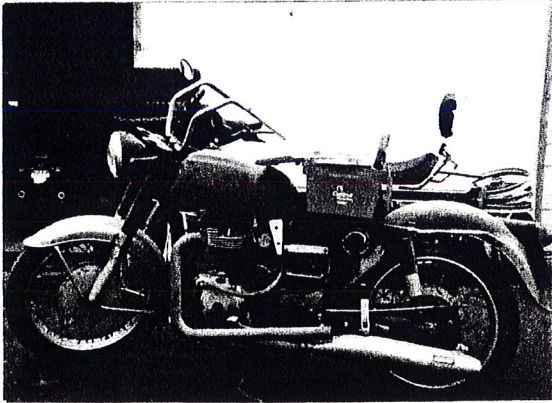
to raise compression. To account for the reduced valve clearance the valves were shortened in order to maintain correct geometry. This approach to improving performance resulted in chronic valve guide wear, ultimately rendering the head useless. Remember PERVRT? Of course this required locating a serviceable used head and new valves. Oh, seems the altered valve geometry also wiped out one of the cam lobes. Add one new camshaft to the project. Since a new cam was in order, requiring splitting the cases, rebuilding the bottom end seemed reasonable. I mean, why not, we were into it that far anyway. So a bottom end rebuild kit including Super Blend bearings, etc., was added to a parts list that already included new isolastics, headers, mufflers, valve guides, brake rotor & pads, ignition coil, etc., and so on and so forth, and on and on. The point is that a simple plan of adding a belt drive and new exhaust morphed into a complete engine rebuild and major improvement to the chassis, demonstrating how ignoring IIWDFI and KISS in pursuit of PERVRT results in Project Creep.

All of this demonstrates the obvious, although often belated realization of the applicability of another truth - Don't Rebuild, Improve, re-New, or Konceive, or "DRINK" Theory. All other theories yield to the universality of DRINK Theory. Unfortunately, mastering DRINK Theory requires comprehensive and lengthy research, as well as consistent practice. After sufficient study and practice, if one is disciplined, possesses some degree of skill, and is lucky enough, full comprehension of DRINK Theory's ultimate extension - DRUNK Theory is possible. Once comfortable conversant in DRUNK Theory, repair, improvement or modification is no longer perceived as logical, desirable or necessary. This means that the pitfalls of IIWDFIT, KISS and PERVRT are avoided, which, of course, is the point.

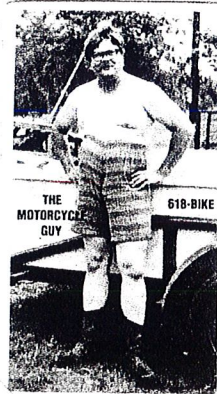
HOT POPPY RETURNS

Jack Geers

Would any person in their right mind other than a Norton freak buy a motorcycle that looked like this.....



.....from a classy gentleman who looks like this?

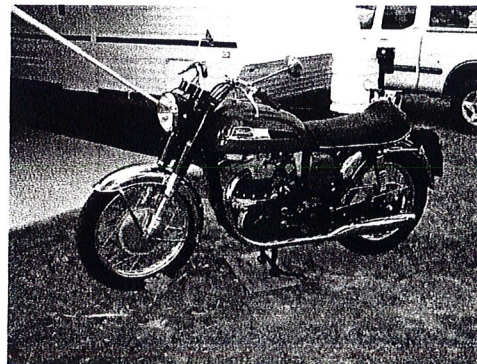


This sad story, according to my wife, begins in January of 2003. We were spending a couple of winter months in the wonderful Rio Grande Valley of south Texas. For this visit I brought my newly restored '74 Commando to ride between golf games. While looking for some British bikers to hang with, I was directed to this classy motorcycle guy named Gene Cameron of McAllen, Texas - a former bike racer and now owner of All Brand Cycles. During my visit, Gene proudly took me on a tour of his shop, wandering thru a maze of over 300 bikes in every conceivable state of repair or disrepair - Triumphs, BMWs, etc., etc., etc. - each of them dearly loved by him. Gene then mentioned an Atlas in which I expressed an immediate interest. At this point Gene told me, "I have never, ever sold a bike from my collection." Hot on the trail for this bike and after several more trips to the bike shop, I finally pestered Gene into selling me the Atlas for the bargain price of \$400. Prior to the purchase (being optimistic), I researched the VIN numbers and found it to be a 1964 Atlas. I also visited the Texas Highway Patrol to see if the bike was on the stolen list, since I was informed that the prior owner was doing 15 hard ones in Joliet. Something about nose candy.

A friend of Gene's later told me the only reason he let me have the Atlas was because of the restoration I had done to the Commando - kindred spirits at work again.

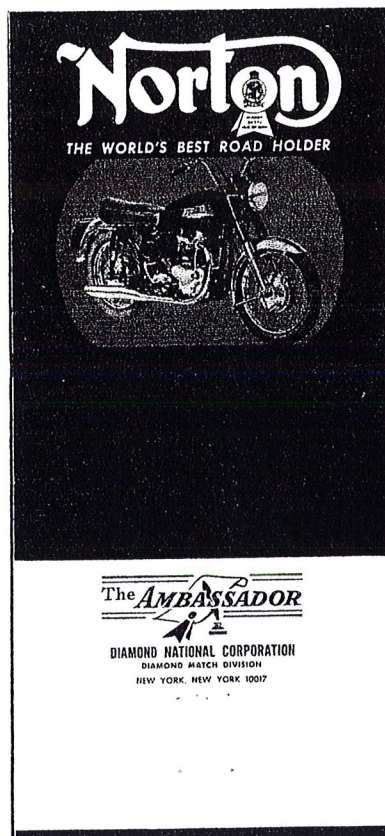
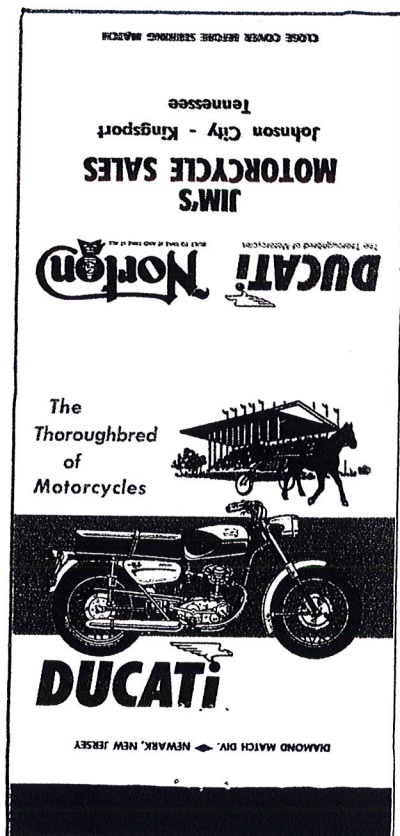
As anyone knows that has undertaken a major ground up restoration, it is a big investment in time and money - a lot like shooting craps "if money lasts, luck's got to come." So here is Hot Poppy returning to the scene of the crime to haunt Gene Cameron who still tells me he is pissed he sold it to me.

From warm Texas, Jack.



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Ernie Trakas 3900 Butler Hill Rd. St Louis MO 63129 (314) 894-6959/ (636) 237-2603 (w)	
Dan Woerner 301 Prospect St. Louis MO 63110 (314) 533-0290 (work)	



Outside and inside of a mid-60's
match cover. The original was done in 4 colors.
The Norton appears to be an Atlas.