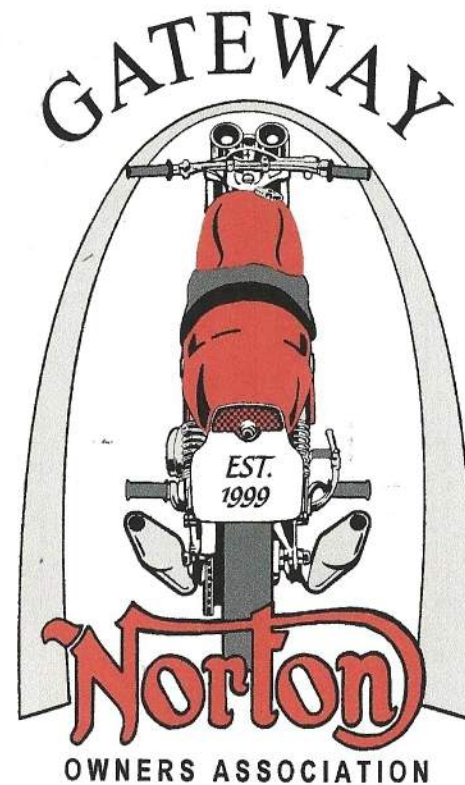
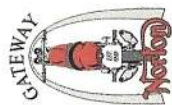


GNOA
518 Winter Park Drive
O'Fallon, MO. 63366



**Newsletter of the Gateway Norton
Owner Association # 57**

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



Mike French, King/President: 636-940-9365 mfrench9365@charter.net

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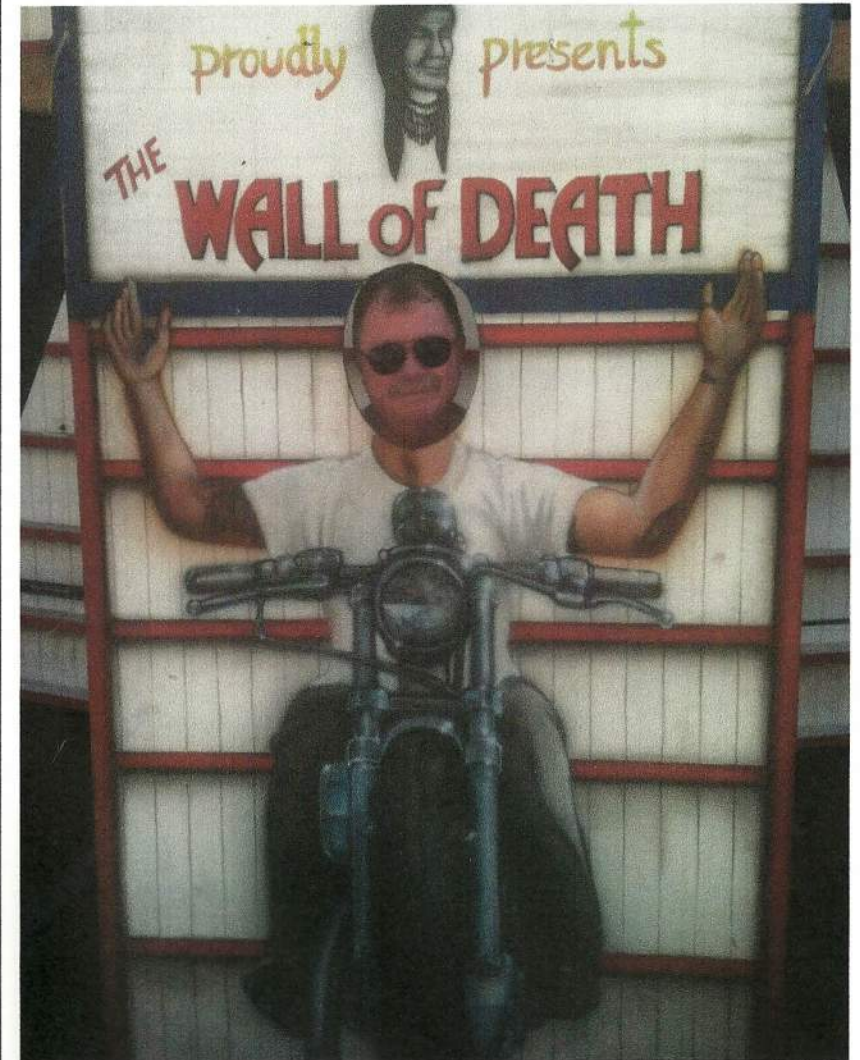
Dues are \$5 per year running July through June. They are prorated to keep bookkeeping simple.

Make check payable to "Steve Hurst" or send cash to Steve at: 966 Weybridge Ct. W. St. Charles, Mo. 63304

Kings Korner

Well, I went to the barber, you say; "everybody goes every now and then. " I did not go to Steve Hurst this time. It was my birthday week end (63) and My lovely wife and I went south to the Barber Museum. I figured it would be a crowded mess and that we should just visit the museum, 1 day and 1 day at the track festivities. I cannot express the collection of Pristine Motorcycles that were on display. I took photos but they did not bring to life what was the most incredible collection that the world has ever seen. Millions of cubic \$ worth of classic Bikes from all over the world. George Barber made motorcycle trees! that is; a 5 story pole, (in doors) with approx. 30 bikes sprouting from it, and he had 2 of them in the museum. plus 5 stories of Classic bikes and race cars just polished/shined to perfection. The weather was superb, 85 degrees mid-day and we did not have any trouble getting a hotel room. I saw Brian Slark in the museum and chatted with him for a moment till his boss (George) told him to get on with it. If you Ever get the chance to go there, DO IT! Gary Hollowich told me I would suffer "Overload" Ha, yea, I can handle motorcycles in the multitudes, but he was right, after a few hours I was full of it. The road races were starting and the crowds were coming in steadily. I figured I could see just about everything in 2 days. Not even close.... We had to leave Fri afternoon, to get back for my class reunion picnic on Sat. I wish I could have stayed for more "Overload". I met Mike Shane there and he said one of the nicest things to me I have ever heard (from a member)... "Thanks to you, I

am going round the track on my Norton for a parade lap." I was truly floored. I did some work on his Commando and recognized it while we were walking around the vast property. Its funny, my wife wonders how I forgot what she told me last night, but "How do you remember what kind of motorcycle that is from 1937?" and how did you spot Mike Shanes bike out of all the millions we passed? I dont have any excuses; just that I love this sport, and since I have retired, it has become once again a hobby and passion,.... not a JOB. Go see your Barber. 2nd week in Oct. for some sensory overload.



Mike Shane at Barber Vintage Motorcycle Rally

OK Here goes,

Ride them don't hide them!

This old cafe racer got to run his old Norton on a road race track this month. I attended the Vintage Motorcycle Show at the Barber Motor Speedway in Birmingham AL. Every afternoon they opened the track to all the hot shots and their motorcycles. I wanted a piece of that! When I signed up I thought it was a giant oval NASCAR type track with huge banking turns. What I found was a grand prix type speedway with about a dozen turns (mostly hairpin) and half a dozen straight a-ways. I was even more excited. I saw myself in my younger days as a real road racer. I bought my current Norton in 1974 and would regularly make the California Highway One Big Sur run from Monterey to Santa Barbara scraping pegs and pipes the whole way.

I thought that this was a vintage motorcycle event. There were only two Nortons, and 18 modern bikes. Oh well. When we assembled in the pits that afternoon they explained that this was going to be a "parade" and not a race. Do not pass each other or the pace car. There's a pace car? I was disappointed. When we took off from the pits I found out in the first turn that I am not the cafe racer I once was. The pace car and other bikes quickly left me behind. That first turn wasn't only a double hairpin, but a steep descending one. When I got to the bottom I was squeezing the brake and still screaming downhill into the second hairpin. It seems I was the only one with a single disc brake and a rear drum. As you know, braking is just as important as acceleration in road racing. Now I had a bunch of headlights in my rear view mirror riding up my ass! You couldn't see the changes in elevations of the track until you are on it. It was very hilly. When I hit the straight away I "kicked the pig" to catch up only to put me in the same braking situation on the next turn. This continued throughout the "parade." I think I gave the Snort a heart attack! Norton was screaming! I don't remember how many laps we did, but my knuckles were white and both my ass and jaw were clenched the whole time. I was exhausted. If you ask me if had had fun I would say yes, but it is the kind of fun you have when you go skydiving. You are screaming the whole time and sure glad when you're finally on the ground. But what a story you will tell!

This summer my Norton has been running like a raped ape and I couldn't wait to go! This was all possible due to the great Norton whisperer Mike French. His dedication to my old pooper made this ride all possible. Thank you Mike for giving new stories I can lie about!



Mike Café Racing at Barber



SHORT SHIFTS

YOUR STORIES

by Stefan Lombard



Welcome Race Fan



VALUE RANGE:
\$2,800-\$14,000

Though its racing days are behind it (above, far lane), you won't find a more original T-110 than Bill's, nor a man more proud of the history he has with it.



BILL RUECKERT, ST. CHARLES, MO

1959 Triumph Tiger 110

THE UNRESTORED SURVIVOR

It was late summer in 1959, and while on my usual visit to the Triumph dealer for parts to keep the old '51 Thunderbird running, the T-110 caught my eye.

Now, 55 years and 29,544 miles later, the 1959 Triumph T-110 remains original and unrestored. It's a 650-cc vertical twin with 40 horsepower, and it requires premium 100-octane leaded fuel. I drag raced it in the 1960s and did nostalgia drags in the '80s and '90s, and it has won many awards at motorcycle shows and field meets. When racing, I always removed the battery, the "quickly detachable generator," the air cleaner and the mufflers. The bike is very loud without mufflers (I love it), and I have been ticketed for that...

It still has the original ivory-over-black paint. The "110" in the model designation refers to optimum miles per hour determined by the Triumph factory, and the slang term for 100 mph is "the ton," hence the bike's pet name: "TON-10," which also happens to be my personalized historic plate.

Bill Ruekert's 1959
Triumph

Mike French's letter to
Motorcycle Classics ----->



The times may have changed, but for the Troutmans, the car has not.

VALUE RANGE:
\$6,800-\$20,700

JOHN TROUTMAN, NORTH PLAINS, OR

1972 Plymouth Duster 340

MAGIC CARPET RIDE

My wife and I purchased this car new on August 5, 1972. We were both 22 years old and my wife was eight months pregnant with our first child. All these years later, the Duster still puts a smile on our faces when we start it and hear that 340 rumble. We feel like kids again and the memories... lots of those. Gas was 19 cents a gallon and you could cruise the gut (as we kids called it) all night long for under \$3.

It seems like we were always out in the driveway washing and waxing it.

There are scars on the underside of the trunk from taking it camping and loading up the trunk with fire wood. In the mid 1970s, we towed a 24-foot Terry travel trailer with it, and we went everywhere. Today we cruise in it during the summer months and sometimes go to car shows, and our grandson is amazed by it. "You mean these muscle cars were everywhere when you were young?" he asks.

Memories, oh yes, lots of them.

READERS AND RIDERS

"Are you folks tuned to a cosmic info-thing? I think so."

Best bike

The recent discussion about the best all-around bike made me go back to my first bike, a 1956 Norton Dominator 99. One hundred and eight bikes followed, basket cases, barn finds and many that now show up in your magazine. I had 25 BMWs from a 1953 R67 to a 2000 1150GS, and just about all the great unwanted and unsold imports. But which machines would make me smile to see in my garage now? My vote for the one that was the complete package, all day comfortable and reliable as a butter knife with great handling and plenty of power? That would be the 1979-1981 Suzuki GS850. I put more than 100,000 miles on three of them. Wonderful all around machines.

Brent Larson/Greer, South Carolina

Pretty paint

I loved the story on the Psychedelic Honda (September/October 2014). As to the comment about how it is unknown how Honda created the paint swirls, I'd suggest you ask a librarian (yes, we ride, too). This is a vehicle variant of "paper marbling" used for some fine book end-

papers, and involves carefully lifting the components out of a water bath through oil-based paints which are floated on top. It's an old craft. Check it out.

Lincoln Cushing/Berkeley, California

Canadian coverage

I have been subscribing to *Motorcycle Classics* for several years, and have always hoped to see some coverage of Canada's classic motorcycle scene. How about covering the Vintage Road Racing Association's festival and races (vrra.ca)? Or the National Vintage Motorcycle Rally? Every June the Canadian Vintage Motorcycle Group (cvmg.ca) puts on the rally in Paris, Ontario, located about 95 miles west of Buffalo, N.Y. This is the largest rally in Canada dedicated to classic bikes, and attracts thousands of riders every year. As a longtime member of the CVMG, I always carry your magazine in my saddlebags, and always leave my old copies at the rally site for others to read. You won't find a more concentrated group of classic motorcycle fans in Canada than in Paris in June. Keep up the great work. I've canceled all my other mags due to lack

of time to read, but yours is definitely a keeper and I look forward to its arrival. I came late to riding, having obtained my rider's license and bought my one and only machine, my 490cc 1970 Triumph T100S, in 2006. This is the only bike I have ever owned, and I take it everywhere. I put about 12,000 miles on it 2006.

Matthew Basley/Toronto, Ontario, Canada

Project Avenger

Can you imagine my disbelief as I was working on a 1970 Kawasaki A7SS Avenger, when a friend of mine said, "Did you see the article about the Avenger SS in *Motorcycle Classics*?" I was floored. This was the first time I have ever worked on an Avenger, and to my surprise you posted such a rich and informative article on this particular bike. I had just read about another reader Mike Peterson and how you accomplished the same magic regarding his restorations. Wow! Are you folks tuned to a cosmic info-thing? I think so. I love everything about the magazine and will continue to do so.

Mike French, President, Gateway Norton Owners Club/St. Charles, Missouri

Rider: Steve Anthes

Age: 65

Occupation: Retired video producer

Rides: 1978 Honda Gold Wing GL1000, 1981 Yamaha XT250, 2003 Honda Nighthawk 750

Steve's story: "I've always loved the first generation Gold Wing. It's naked and powerful with classic Japanese styling. To celebrate my 65th birthday I decided to ride solo across the country. So last year I bought a 1978 Honda GL1000 Gold Wing that included a Vetter Windjammer fairing, then spent the winter refurbishing and repairing it. I stripped it down to the motor and frame to check, adjust and replace what I could. New head gaskets, fluids, tires, brakes and a Corbin seat got me ready to roll. In June I rode from my home in north-east Washington back to the old neighborhood in New Jersey. It's been 42 years since I've been to the Garden State and now I was attempting the trip on a 36-year-old classic. I couldn't wait! "Traveling interstates and secondary roads I headed east through the Midwest then back home on US 2, the most northern federal highway in the continental U.S. Those who appreciate classic bikes knew my ride was a challenge. I lost count of how



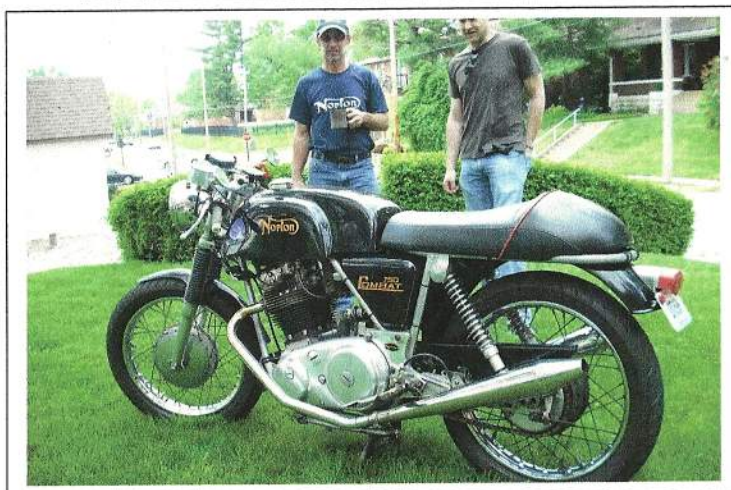
Steve Anthes and his Gold Wing in Rugby, N.D. (left) and Montana.

averaging 35mpg. The Gold Wing proved its worth and had no mechanical problems in what turned into the trip of a lifetime. I was on the road for a month and saw the destruction from a tornado in Iowa that I missed by one day. I rode through the storm of the century after departing the Lake Michigan Ferry, and passed through Glacier National Park on the Road to the Sun.

"Some thought I was crazy to ride an old bike across the country and back, but the journey is the reward. My advice to anyone



Pickings from Last Hwy 79 Cleanup -
Why do people get rid of such good
stuff?



Scott's 750



Jekyll and Hyde ??????????????



Ahh.....Spring

Story from a Minnesota State Trooper:



She looked me right in the eye and said, "Not a f---ing thing!"

I made a traffic stop on an elderly lady the other day for speeding on MN State Highway 210 at Mile Marker 197 just East of McGregor, MN.

I asked for her driver's license, registration, and proof of insurance.

The lady took out the required information and handed it to me. In with the cards I was somewhat surprised (due to her advanced age)

to see she had a Conceal Carry Permit. I looked at her and ask if she had a weapon in her possession at this time.

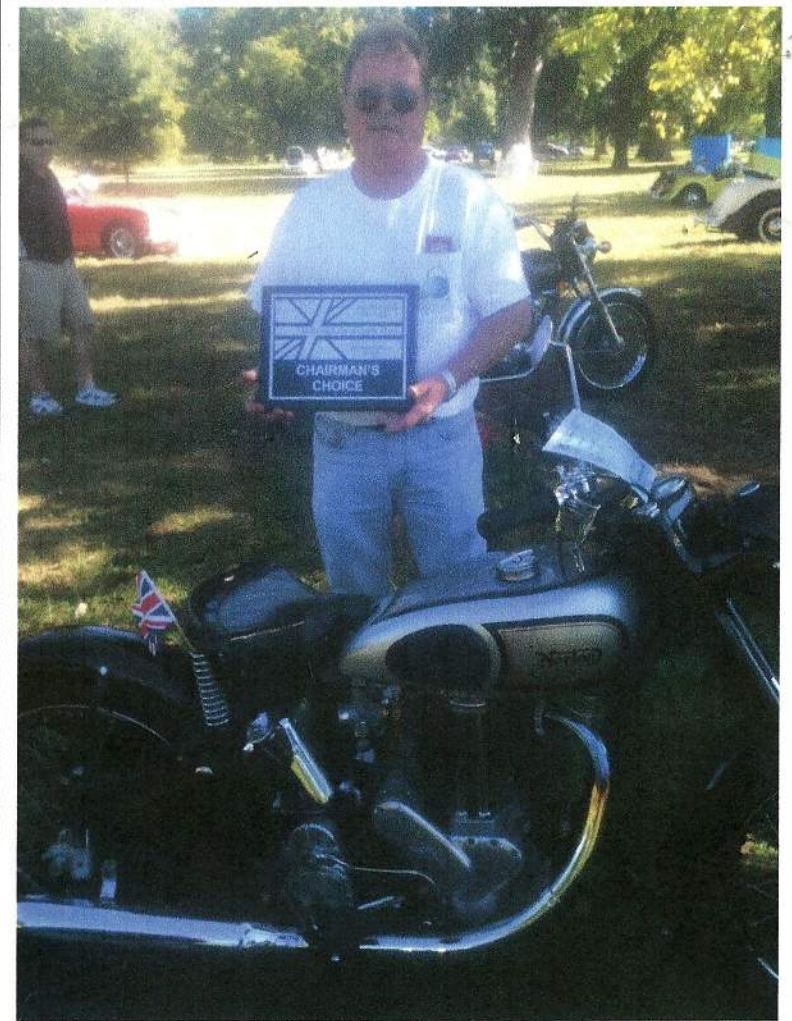
She responded that she indeed had a .45 automatic in her glove box.

Something---body language, or the way she said it---made me want

to ask if she had any other firearms. She did admit to also having a 9mm Glock in her center console. Now I had to ask one more time if that was all. She responded once again that she did have just one more, a .38 special in her purse. I then asked her what was she so afraid of.

Please pay your dues. I have indicated month/year on the mailing label. Any concerns, please contact Steve Hurst at email/phone listed on first page.

I am actively soliciting articles for the next newsletter. Please email to henkelw@centurylink.net



One more time -A picture of "Mike's Triumph"-er- I mean Norton