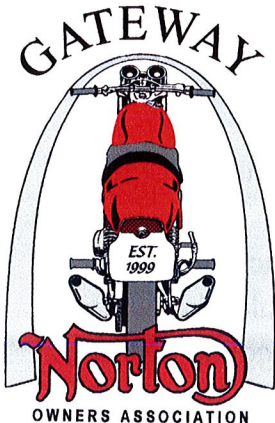


## Gateway Norton Owners News #27



**"To Promote the  
Use and Pride of  
Norton Motorcycle Ownership"**  
Compiled by Marty and Peggy Dupree  
March 2006



**SPRING KICK-OFF AT MIKE'S!**  
**MARCH 18 - SEE PAGE 2 FOR DETAILS!!**

### PRESIDENT'S COLUMN

Hi, and welcome to the first quarter GNOA newsletter for 2006. We had a great meeting at The Corner Bar in January. I think that the turnout was fair and I know I had a good time. You will probably read an article about this somewhere in the newsletter, so I won't go into any details, except to say that there will be one again next year around the same time.

I was thinking about asking how you guys feel about doing a Bike of the Month for, well . . . until we have everybody's bike done. There will be no awards for this or anything like that, but I will send a picture of your bike and you to the Biker Life magazine with a short story. This has a "fun factor" in it plus it is a way to get some free publicity for the Club. The voting will be online or by phone. I will even be first, since I am the Prez, and I know you are going to vote for me anyway. You were, right?

Well, I sure miss not riding my bike. Spring cannot come soon enough for me. Got the Norton out once in January for a short ride into Defiance for a beer with my brother, but that's been it. One thing I don't miss is having to dodge all those bad drivers in four-wheelers with cell phones in their ear while riding. I hope as more bikes get on the road people in their cars will notice us more.

I hope that I get to see you all at Mike's for the next meeting. It will be a big one. I know that a lot of you will be getting your bikes out of storage from the winter and washing them for the ride over. I would like to give you one last piece of free advice (free advice is always worth what you pay for it). Before you wash your bike, get some duct tape and put a piece over the end of your mufflers to keep the water out. You will thank me for this in a few years. So til I see you again, be safe and watch those blind spots!

## Mike's Spring Kick-Off

- When:** Saturday, March 18, 12 noon - whenever
- Where:** Mike French's house, 861 Chestnut Oak Dr., St. Charles, MO.  
For directions call 636-940-9365 or use Mapquest
- What to bring:** Snacks or beverages if you're driving, money for the collection if you're riding.
- What we do:** At this get-together we usually try to set an agenda of upcoming events for the riding season. If you would like to host a ride, please speak up. We also tackle those "sniggling" little problems on your bike that can be completed in less than two hours. You must supply the parts and fluids. Mike has the tools and there will be plenty of "free" advice.
- New this year:** Spring Kick-Off Bingo! Everyone will have a chance to win a free year's membership. You'll find out what this is when you get there!!

If you've been to any of the past Norton Days, you know you don't want to miss this. If you've never been to one, come and see what you've been missing.

### Contact Information:

|                           |              |  |
|---------------------------|--------------|--|
| Steve Hurst, President:   | 636-928-3391 | <a href="mailto:shurst01@mail.win.org">shurst01@mail.win.org</a>   |
| Joe Jump, Membership:     | 314-909-0712 | <a href="mailto:jumpjg@hotmail.com">jumpjg@hotmail.com</a>         |
| Marty Dupree, Newsletter: | 636-398-4049 | <a href="mailto:madx2@worldnet.att.net">madx2@worldnet.att.net</a> |

Dues are \$5 per year running July thru June. They are non-prorated to keep bookkeeping simple. Make check payable to "Joe Jump" or send cash to Joe at: 435 West Argonne Dr., Kirkwood, MO 63122.

### Let's Welcome Our Two Newest Members!

At the Corner Bar meeting, we were introduced to Bob Yancey and Larry Leiper. They both live in Illinois and hopefully will be at Mike's Spring Kick-Off and will write something about themselves for our next newsletter.



Robin submitted this last year but I didn't have room to include it in the last newsletter.

## THE OTHER BRITISH MOTORCYCLE

Robin Swaysland

I realize that our club is for Norton owners, and that the club newsletter should contain all things Norton, but on the Oct 16<sup>th</sup> club ride (for which we had great weather, an interesting and picturesque route, delicious food, all which made for a perfect day's ride - thanks John), a few of the riders were on Triumphs (me included) and a couple of them were interested in the modifications I have made to my Thruxton.

At the discretion of our esteemed editor, who may or may not decide to include this article in the next newsletter, I will briefly describe what I did to improve the best retro-Triumph to come from Hinckley.

Of course the bike is not perfect. In order to meet the strict noise and emission standards imposed by the European Union, the Thruxton has an exhaust system which is both too quiet and restricted, and an emission system which draws air into the combustion chambers during closed throttle operation. The silencers do of course reduce power, but the air injection system does not, it just raises the temperature of the exhaust pipes and turns them dark blue at the first bend. The injection tubes also make it near impossible to remove the sparking plugs.

Fortunately these shortcomings can be rectified, as well as one which reared its' ugly head during my first few outings - the clip-on bars which reminded me of the Norton Café Racer I had in the '70's with Tomacelli bars, or my Velocette Thruxton, are not so cool any more. They are bloody uncomfortable! Of course when you're pushing 70, everything is uncomfortable!

One company in England ([www.info@jenksbolts.com](http://www.info@jenksbolts.com)) has addressed these problems, and the US distributor is Mike Selman at BellaCorse (#248-569-2850, [www.bellacorse.com](http://www.bellacorse.com)). He markets an air injection system elimination kit for \$25, and an air-box elimination kit with K&N-type filters \$300. This sounds expensive but it includes a new battery box/inner rear mudguard, carburetor brace and re-jetting kit. He also sells a Heli-Bar clip-on kit which raises your arms about 3 inches, and rotates the grips to a more natural position. Donelson sells Triumph "off-road" Thruxton silencers for about \$450, which are a perfect fit and look just like the originals, except for the larger hole at the exit.

Removal of the air-box requires removal of the rear wheel, chain-guard, and possibly the lower shock attachment bolts, in order to lower the swing-arm. I say possibly because I was replacing the shocks at the same time due to a Triumph re-call. If all this work and cost doesn't seem worth the effort for the gain in performance, then BellaCorse has a replacement filter for the standard air-box which is less restrictive.

BellaCorse has Dyno-tested jetting kits to suit most combinations of modifications - silencers only, filters only, or both. Kits are available for the Bonneville variants. This all sounds like a commercial for BellaCorse, but Mike Selman is very pleasant and helpful.

All of the changes are supposed to gain about 7HP over the standard Thruxtons' 69HP, they do provide a more pleasant exhaust note, reduce exhaust pipe discolouring, all without loss of tractability. I read in Road & Track

that the average driver can only detect a power increase in the seat of his pants if it is greater than 10%. I think I can detect it!

Tom Mitchell commented on the ride that my exhaust was "popping" on the overrun - this is,

I believe, due to the pilot jets in the carburetor being oversized. The kit supplied had smaller pilot jets than mine, but I didn't change them thinking that richer was better.

## **CLUB REGALIA TEE SHIRTS AND COASTERS**

I know that a few of you have asked about club shirts at the last get together. Well I have good news... we still have GNOA Tee shirts available. This is the same excellent design in 3 color, originally mastered by our own Joe Jump. I will bring the shirts to Mike's on March 18, for the riding season kick off.

The following are available;

- 8 - XL Beefy 'T' pocket
- 5 - L Beefy 'T' pocket
- 2 - XL Long Sleeve 3 button shirt

The short-sleeve Tee's are \$11.00 each and the long sleeve is \$21.00.

This is the end of the shirts. See everyone at Mike's...

Bill Langer

Don't forget, we still have coasters sporting the GNOA logo. They are \$2 each or six for \$10 . . . just what every 6-pack needs!

## **IMPORTANT DUES INFORMATION**

*There are several people who are still getting this newsletter that are in arrears by more than a year. I don't want to drop anyone from the list because we need every member we can get. I only ask for newsletter printing reimbursements from the Club for the members in good standing. That means I've been paying to keep you on the list. Look at your envelope right now. Your membership expires on the month/year in parentheses ie (7-06). Please get current on dues. This will be the last newsletter sent to members not current. Make sure you make checks payable to, "Joe Jump" (not GNOA) because the club has no checking account. See the Contact Information box on page 2 for mailing details. Thanks. Marty*



Various angles of the January 06 meeting at The Corner Bar





## NEW YEAR'S DAY AT MONTY'S

Unseasonably warm weather brought a nice turn out to Monty's acreage in Moscow Mills, MO. A nice assortment of motorcycles were on hand for everyone's enjoyment. President Steve made his famous deer chili to supplement the other food stuffs that were brought. You can see by the smiles on their faces that everyone had a good time. Thanks a lot, Monty!





## GNOA Treasury Report 2006

Updated 01-26-06

|                           | <u>Debits</u> | <u>Deposits</u> | <u>Balance</u> |
|---------------------------|---------------|-----------------|----------------|
| Brought Forward from 2005 |               |                 | \$ 444.14      |
| January 25th              | -----         | \$ 45.00        | \$ 489.14      |

### Record of Activities 2006

January 25th      Received as club membership dues:  
\$10 from Dale Knaus, \$5 from Larry Leiper, \$10 from Tom Mitchell,  
\$10 from Bill Rueckert, \$10 from Bob Yancey

Missing:      Someone borrowed these books from Mike French:

Tech Digest II      Norton by Don Morley      Norton (large coffee table sized book)

We will all put our heads down on our desks and not peek. If the people who have them will please return them, no one will have detention.

For Sale:      1996 Moto Guzzi 1100 California EFI, with '98 Ural sidecar. 33xxx miles, \$7,000.  
Call C.W. at 314-752-1144.

## FOULING PLUGS

Bill Langer

The Saga continues.....As many of you know my Norton ( 1974 850 Interstate - and yes green is good luck ) would continually foul spark plugs. And in many instances the plugs were fouled in only a few minutes of driving. To date, I have used at least 6 sets of plugs over the last year or so. I have sandblasted the plugs so many times I have frequent sandblaster card. Know let me bring everyone up to date.

If everyone remembers I brought the bike to Rocky Top. Too bad it wasn't running correctly, the countryside and the roads were beautiful. And those of you that didn't make it, well you missed a great experience. Bill Bluemel remarked how good the bike looked

and too bad it didn't run as well as it looked. How right you are Bill. As usual the bike was hard to start. Many of you will remember a few of us kicking it to finally get it going. Although I rode with everyone...it still wasn't right. When we returned that evening many helped me get the bike back in my truck for the ride home.

I figured when we got together at John's for his country ride, I would drag it over and hope maybe somebody could give me some insight. Maybe a new idea we were missing. I trailered the bike to John's but everyone was having such a good time I didn't want to bother. I stopped at Mike's on the way home from John's.

When I arrived at Mike's he started to do some diagnostics on the electrical and after a few checks, found the coil was weak at the primary side. I was surprised as this was a new coil I had bought less than 2 years ago. It was a dual high output coil from Rocky Point. I purchased the coil in the hopes that the hotter spark may keep the plugs from fouling. Then I thought to myself; didn't Gary Creech say 90% of fuel problems are electrical? Mike kept checking only to find that the point wires were "tinning". As the wires get old and from oxidizing, they develop greater resistance. So he told me to change the wires. These are the leads out of the points up to the coil.

After I changed the wires, I started checking the electrical connections and noticed that I had a weak and erratic spark to the coils. Further investigation revealed that the magnetic pickup on the Boyer plate was bad. I immediately bought a new Boyer.....I was not taking anymore chances. I also got some old coils from Mike and had them checked. I have a friend in my antique car club who has a machine to check the coils both static and under load at rpm. I went back to using original coils thinking these worked in the past and knowing that they are

good takes them out of the equation for problems.

My son who was in town helped me put in the new Boyer, the new (old ) coils, the new wires and soldering all the connections. I gave my son, who drives a Buell the opportunity to kickstart a Norton. He didn't do very well so I took over. It ran like a champ...no fouling when driven around the block. The next weekend I put 40-50 miles on it and still no fouling. But after the 40-50 miles it still was almost touchable so it seemed to run slightly rich. It just wasn't getting hot enough.

It seemed to be running rich with the needle in the center position, so I have dropped the needle down one notch. I need to put a few miles on her before I can say totally fixed, but it is looking very promising.

I still need to check the timing. Time will tell.

Well now the oil tank is out because the top brace weld broke. Oh the joys of driving a Norton. I Love it.

Can't wait to ride with everyone when the weather warms up.

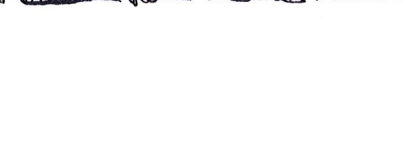
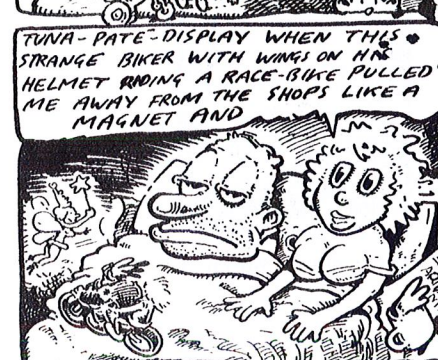
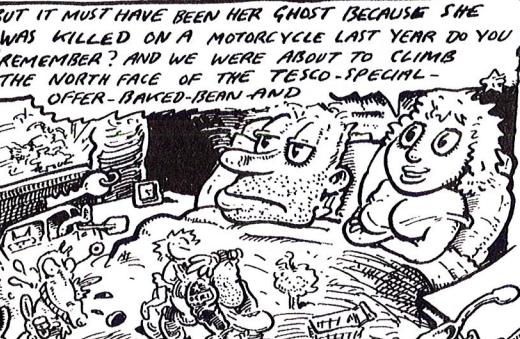
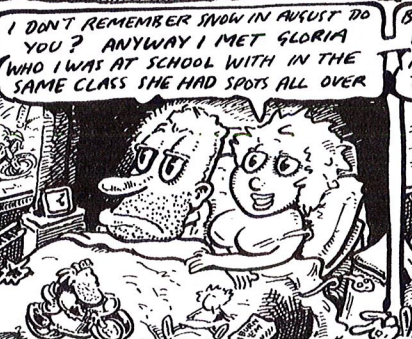
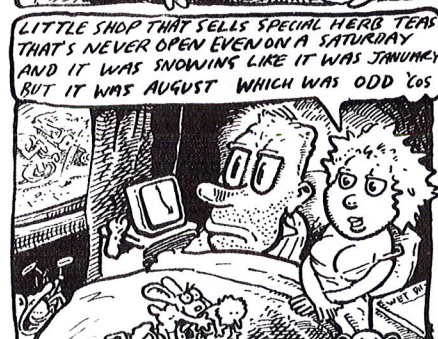
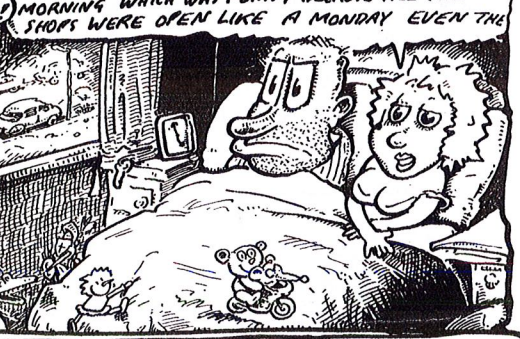
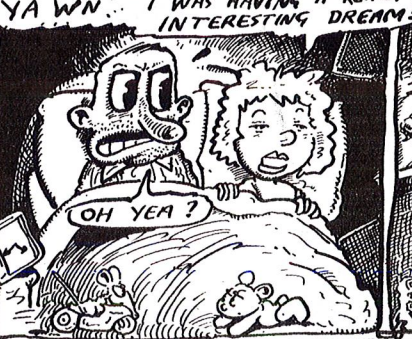
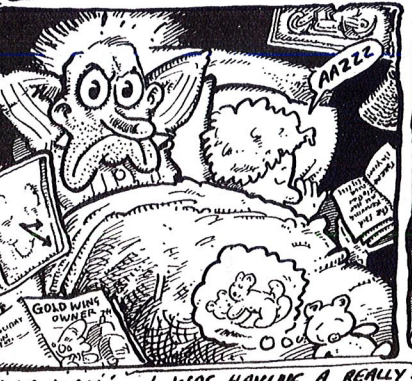
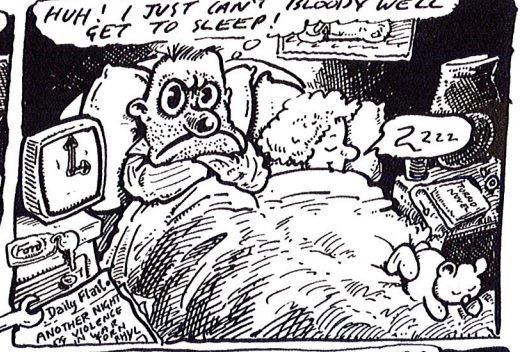
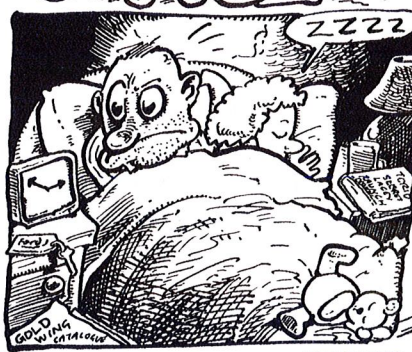
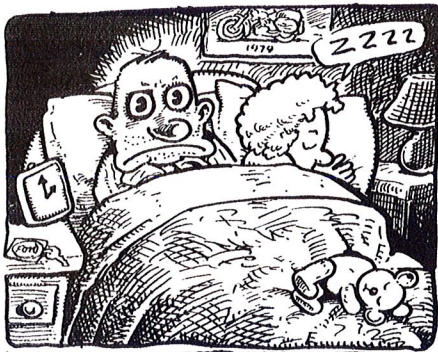
I'm always asked, "I want to submit something. When is the newsletter coming out?" I have decided to print in February, May, August, November

**Send submissions to:**

**Marty Dupree, 2637 Sneakwood Lane, Foristell, MO 63348**

**e-mail: [madx2@worldnet.att.net](mailto:madx2@worldnet.att.net) Phone: 636-398-4049**







## SWISS SOLDIER STAMPS

In the November 2001 (#10) newsletter, with war looming, I submitted an article entitled "Motorcycles at War." It consisted of stamps, labels, cigarette and bubble gum cards showing motorcycles in wartime settings. I thought I would revisit the subject this time with items from a country that has taken the course of avoiding wars by remaining neutral . . . Switzerland.

Although these items look like postage stamps, they are more correctly classified as labels or in "philatelic talk," cinderellas. They were not issued by the Swiss government for postage, hence no monetary denominations are on them. All members of the military were entitled to free franking privileges when the letter or postcard was mailed from their camp or airbase.

One company (a baker's unit, I believe) in World War I started "dressing up" letters with labels to show their pride of unit. As this caught on, other companies, battalions and regiments followed suit. By selling them to their comrades-in-arms this evolved, with government encouragement, as a way to fund disabled soldiers and survivor benefits. Ultimately, there ended up being thousands of different labels created.

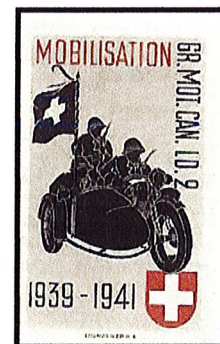
Different regions of Switzerland speak predominately French, Italian, German or Belgian. That is why these labels are in French and German. Mob. de Guerre was the general order by the Swiss government to arm all the people who have to serve in the army. In other words, they equipped the whole Swiss army and put them on alert. The last time that happened was 1939. I have translated the abbreviations under each label.



Motorcycle Company 10



Motorized Light Machine Gun  
Companies 4 and 5



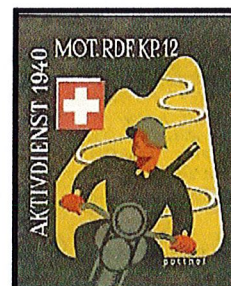
Motorized Heavy Cannon  
Group 9



Motorcycle Company 8



Motorcycle Company 10



Motorcycle Company 12