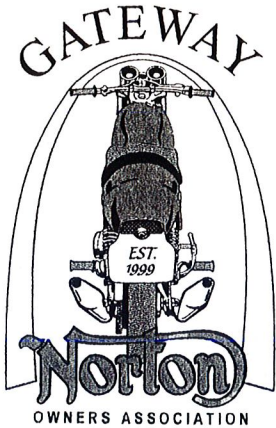


Gateway Norton Owners News #25



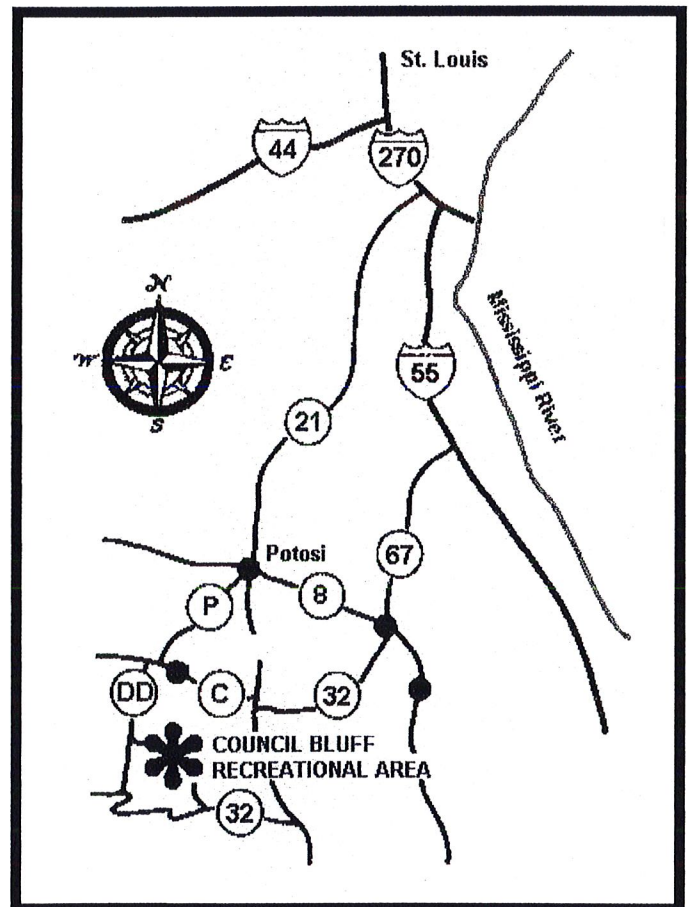
"To Promote the
Use and Pride of
Norton Motorcycle Ownership"
Compiled by Marty and Peggy Dupree
September 2005



CLUB CAMPOUT SEPTEMBER 16-18

"Rocky Top", the Club campout returns September 16-18th and will be held at the Council Bluff Recreation Area, roughly 20 miles south of Potosi. JJ has been in contact with the Wild Boar Campground administrators and as of right now, the campground is wide open. The campground has 34 sites and 4 group areas. Most sites will accommodate 3 8X10 tents. **Be advised, this is a primitive camping area.** There is no electricity or water at each site. There are several primitive (non-flushing) toilets and communal water faucets. The showers will be closed. I'm sure this will turn off many but it does make for a secluded and quiet camping experience.

I'm going to be there around 2 pm on Friday. We know not everyone can (or wants to) campout for the weekend but I hope everyone will try to come down on Saturday. Since Peg and I haven't hosted a club ride for a couple of years, I will be grilling chicken for everyone who shows up on Saturday. Come early (around 9 am), go on the group ride and supper will be served around 5pm. **Look for the Club banner and hopefully lots of Nortons!!**



4th ANNUAL FALL COLORS RIDE

The fourth annual Fall Colors Ride hosted by John and Ruth Wuebbeling will take place either the 1st or 2nd Sunday in October. Things are kind of up in the air at press time but John says it will start in a different place than before but will end at his house. More information will be forthcoming.

SUMMER WORDS FROM THE PREZ

I can't believe it is August already. We had a great spring that was drier than usual but the weather now is hot and raining all the time, it seems. The trip to Mid Ohio was very wet but always something new. I found some parts for my bobber project at the swap meet and met some new people at the Norton Corral. I missed seeing some of you there. I had the only Norton in our campsite and parked it with pride at the banner. To be fair, Jack Geers was also there but in his big camper and not in a tent by the banner with his AAAAtlas. Mr. and Mrs. G did cook us all a very good breakfast Saturday. I was impressed with the organizing of all the food for such a big crowd on short notice. He invited most of his neighbors, too.

I hope that all of you are doing good and that you are watching your blind spots as you go through the turns and straights. There is some talk of a campout coming up. I hope that it works out for us with the weather. I have a bum foot now. I have what the doc calls Plantar Fascitis. It is a torn tendon in my foot. The doctor said that this a common problem among people who are active in sports, particularly runners. I told my wife that and she said, "You don't even like to walk fast". I got a cortisone shot for it but it is still hard to kick my Norton. If I get to go on the campout I may have to ride my E start Yamahamer 650. I don't think it would be fair to ask Mike to start my bike and his.

The British Car show is coming up Sept. 16-18. I don't know if anybody is going to enter but I always like to ride over for a look at the cars and things. If you want to go, let me know and we can hook up and all go together.

I would like to thank Ernie Trakas for hosting the spring tune up. Thanks, Ernie! He has a great little spot to work on bikes. He provided huge hamburgers and brats with refreshments that were very welcomed. I had hoped that more of you would have showed and then he wouldn't have had so much leftover. Maybe we can talk him in to doing it again next year.

I wish all of you a great ride and if you can't make any of the events left in the summer then try of make the ones in the fall. See you soon...keep your knees in the breeze. Steve

Club T Shirts

For those of you who are still interested, I still have some T shirts left. It has been hard to see everyone to let you buy the shirts, but I will try to bring them to Rocky Top. We have the following still available:

9 XL short sleeve pocket Tees \$11.00 each

9 L short sleeve pocket Tees \$11.00 each

% XL long sleeve 3 button \$21.00

All are stenciled exactly like the previous shirts. Nice and clean. Hope to see everyone at Rocky Top. And lets pray for no rain!!

Bill Langer

FOR SALE

1975 850 Norton. Restored, asking \$3,500. Adam 573-442-2437.

MEET THE NEWEST MEMBER: MONTY PARSON

I became interested in two-wheeling at a very young age. An older man in my North St. Louis neighborhood had a business of fixing up and selling bicycles, he gave me my first job, "Bicycle Mechanic." I got 50 cents for every bike I could make work, some of them even lasted a while.

As a teen of 13 I knew I had the bug because I wanted a motorcycle more than I wanted a car. My first bike was a belt driven Simplex and I later graduated to an Allstate "Oilstate" twingle which I purchased from Bob Schultz (the "real" one) downtown on Locust. Bob always had a good supply of sexy and interesting bikes down there . . . Dukes, Shadows, and lots of one-off things that other dealers wouldn't touch. Not only that, he loved Motorcycling. I eventually became disinterested in the Oilstate when I learned

about the benefits of having a car and a girlfriend.

I purchased my first BSA Road Rocket at age 16. I had several BSA A10 type bikes for many years and in those days one of the big events was riding out to the Alton dragstrip to race on the quarter mile strip which I did almost every Sunday. We just rode our street bikes out, put some masking tape on the headlight (don't ask me why) and ripped down the strip. I didn't have to worry about "racing slicks" because my tires were always slick anyway. I actually got the old BSA to do pretty good but I blew a couple of engines doing it.

I have enjoyed getting back into motorcycling the last few years and especially enjoy the fellowship of all you guys.

Treasury Report

There is no treasury report because no one has paid their dues. Just to remind everyone, membership runs from July to June and is only \$5 per year. It was voted at the Spring meeting to only mail 2 newsletters to delinquent members. I know most of us only think about the newsletter when it shows up in our mailbox. The highlighted area on your mailing label is your renewal date. Please take a minute right now and renew. For some of you, this is your last newsletter. See the box below for Joe's address.

Contact Information:

Steve Hurst, President:	636-928-3391	shurst01@mail.win.org
Joe Jump, Membership:	314-909-0712	jumpjg@hotmail.com
Marty Dupree, Newsletter:	636-398-4049	madx2@worldnet.att.net

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

"Buddy, Can You Spare A Head"

Hello Everyone,

This past weekend I was at Mike's to continue to explore why my bike fouls the spark plugs so fast. After changing the plug and riding to Mike's (more than 30 miles) the plugs were black and sooty. We made some changes to the carburetor and after starting the bike, we let it run for a few minutes. Low and behold they were fouled again. We have checked the timing, run the needle up and down, changed the idle jet, etc. We are out of ideas.

Mike seems to think that the RH4 head that is on the bike is a high compression head and is causing the fouling. Does anybody have any knowledge of this? We are looking for the standard RH10 head. This was on the bike originally, but was cracked and not repairable. Does anyone know someone who has a head they may want to sell? It must be in repairable condition or already repaired. This winter we hope to try this head.

Any comments or thoughts can be sent to me at WmHLanger@sbcglobal.net or Bill Langer 320 Peshurst Pl, Chesterfield, Mo 63017 or call 314/469-4934.
Looking forward to seeing everyone at Rocky Top.

CALENDAR OF EVENTS

- Sept. 1-4 Antique Motorcycle Club National rally Davenport Ia. 563-323-8643 or Blackhawk@aol.com
- Sept. 16-18: Club campout, affectionately known as "Rocky Top". See the information in this newsletter.
- Sept. 18: British Car and Cycle Show at Creve Coeur Lake Park. Opens 8am. Voting 11-1 Call MG Hotline 314-995-TOMG or www.stlouismgclub.com for details.
- Oct. 2 or 9: Fourth Annual Color Ride. Hosted by John and Ruth Wuebbeling.
- Oct. 20-23: First Annual Barber Vintage Festival. A swap meet/flea market for old bikes. Motorsport Park, Birmingham, AL. Contact Brian Slark 205-699-7275, ext. 116 or E-mail bslark@barbermuseum.org. **Anyone interested in a roadtrip? Call John Wuebbeling 636-332-9990**

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 Phone: 636-398-4049

25th ANNUAL BBC RALLY

Bill Bluemel

Gary Creech and I rode the Great River Road to Wisconsin on Friday, July 22. We left Denny's at Dorsett and 270 about 6am. We rode 70 - 80 miles between stops because my fiberglass tank only draws fuel through one petcock. By noon we had kept on the River Road, very shady as well as scenic, and decided to ride 13 miles east to Monmouth, IL, which was the nearest restaurant according to the gal at the gas station.

We parked in front of the diner on Main Street of the town where Wyatt Earp was born. While we were inside eating lunch, a guy walked in with a camera explaining he worked for the local newspaper and wanted a picture of us with our bikes for the newspaper's weekend edition.

We then took a short blast on the Interstate to make up time into Davenport - grueling with a glaring sun, hot wind, and speeding semi-trucks - especially tough when compared to the relatively peaceful, cooler riding when back on the River Road. The Illinois side gave shade in the afternoon. Eventually we got far enough north that the heat began to relent. We stopped in Galena, IL to just cool off and rest, and ate dinner just south of the Wisconsin border. A gas stop in Wisconsin gave us direction to the rally site. She said hundreds of other British bikers had requested similar directions earlier in the day. After a long ride (5 to 10 miles) through "Road Closed" signs, and down a roughly-graveled county road, we rode back on to rough paved unmarked county roads. We had stopped at an intersection, unsure of which way to turn when a guy on a new Triumph rode up and directed us to follow the

BBC signs and watch for deep gravel in the corners.

We found registration at Eagle Cave Campground, Blue River, WI, about 7pm. What a relief, the light of day was starting to fade. We spent almost 20 minutes trying to find a spot to camp. It seemed like standing room only. After more directions we found a semi-level, mostly mowed spot, and started unrolling tents around 8pm. We were given rally cups at registration for all the free beer we could drink. I never did drink any and I don't think Gary did either. This is the only rally I know that still passes out free alcohol. The band, not bad, cranked up about 9pm, but we were exhausted from our nearly 500 mile ride and went to bed. Earlier we stopped at a roadside Wal-Mart to buy oil and Gary an air mattress. He was so tired he went to bed without finding the required pump to inflate his mattress.

We woke up early on Saturday morning and having hit the showers the night before went straight to the house on the hill for breakfast. We were a little early so we sat on the porch and watched the rain clouds gather. About 7:15 coffee was ready and by 7:30 breakfast was ready - truck stop style - but we were hungry enough that it was still good. It rained for a couple of hours before letting up.

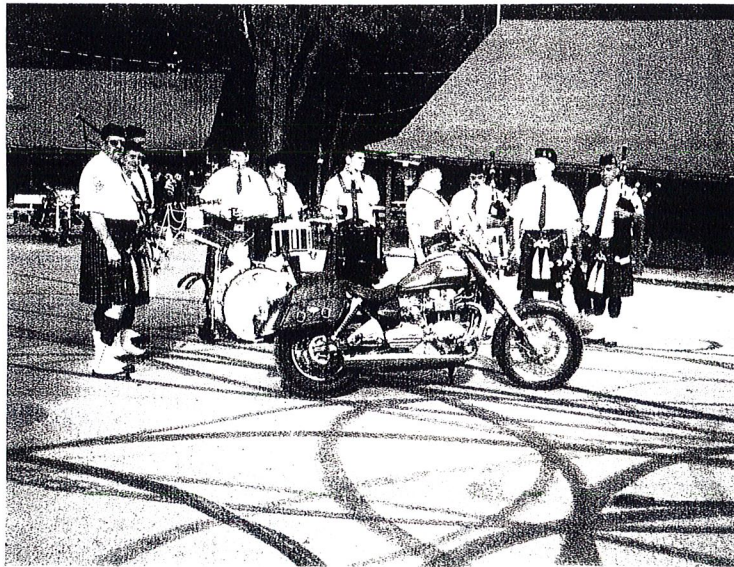
Triumph was the bike of the year for the Silver Jubilee rally. We saw not even one Silver Jubilee Triumph. Team Triumph was there with stunt rider and VideoTelevision. The local regional sales manager brought five different models of 2005 Triumphs to demonstration ride for about an hour through the county roads of southern Wisconsin. This

was one of the most popular attractions at the rally. They never had a shortage of people to test ride. A Poker Run left while I was still looking at the Triumphs, so I walked further through the huge tent where the band played the night before and purchased a rally T-shirt. They also had shirts for most of the previous 24 rallies. The British Bike Cooperative is well-funded and organized with their own covered double axle trailer and cool black and white Triumph.

After lunch a bike show began to assemble. Several other pretty Nortons, trailered in mostly, were present and entered in the show so Gary and I didn't enter, just observed. Nearly 300 people attended this year. Having attended many Norton rallies it was interesting to see many other Triumph and BSA motorcycles. I found several early single cylinder models of both marques interesting and also a single cylinder BMW. The obligatory plethora of Harley and assorted Jap stuff was also present. Modern Triumph had to be the best represented and very popular in this part of the country. They sound pretty good for modern bikes. We also

saw a Ducati with "dry clutch rattle" around. It made more noise than a custom Atlas with belt drive and dry clutch. In Mike (French Fry) French's words, it sounds like "two skeletons gettin' it on on a tin roof." These guys are not sneaking up on anyone!

After voting for the bike show a Pipe and Drum Corps (bagpipes) marched up the hill and played several traditional tunes. There was a tribute to fallen soldiers with a wish for all to come home soon. They then stayed around for picture opportunities. A local fellow from Wisconsin offered to take my picture with yellow Norton in front of the band but didn't hold the camera still. Too bad! The computer card shows I didn't always hold it still either, so I'm no better. I'm still getting used to electronic cameras. I'm still not sure they're a good idea and I prefer my old heavy Nikon F.M. But it's more expensive to have the pictures developed, but not so many picture possibilities are lost. Anyway, the Pipe and Drum Corps cranked up again and marched back down the hill but will be forever in our memories.



Modern Triumph with Pipe + Drum Corps. Marks on parking lot were left by Team Triumph stunt rider "Duker."

The stunt rider stood a Speed Triple on both wheels, burned through two rear tires and wheelied the big new 2300+ CC, 900 pound Triumph the entire length of the parking lot! When asked if he altered the limiter in first gear, he answered he knew nothing about electronics, he only rides wheelies. He made quite a mess of the parking lot and left a lot of tire smoke.

The Saturday night banquet followed shortly thereafter with more food than anyone could eat. I don't remember cheese on any of the meals. The award ceremony show had mostly Triumph winning most categories, the Nortons none, with the best non-British award going to a 2004 Indian that was trailered in from a local town. The most distant license plate I saw was Nebraska, two tow vehicles one with bike and one with camping trailer and the entire family. The long distance award, 1070+ miles, went to a guy on a summer long vacation. We didn't stand a chance. Gary won a gift certificate to a store in Madison. Good thing he's a truck driver. The rock 'n roll band cranked up again and must have played until 2 or 3am. They were pretty good and the beer flowed freely.

Gary and I woke up early again after a cold shower - others must have been up earlier. We had coffee and breakfast as others broke camp, packed up and left. We had intended to stay all day Sunday and ride home on Monday. After hanging around the campsite for a while we decided to try to find our way out for lunch. We backtracked a lot and got some directions from a farmer who called his dog off of us. Even though we turned the wrong way, we found ourselves a gas station in town and got directions to a local restaurant. After a late lunch we decided to ride back to the campsite, pack up and try to find a motel in Prairie du Chien,

WI. No trouble finding our way out a second time. We rode approximately 80 miles and found a room at the second motel we tried. The whole town was full of tourists, some on large Hondas and Harleys. A truck stop within walking distance provided dinner and sandals for me. This was a fortunate find because I didn't get the bag with my shoes tied on well enough and lost them somewhere between Prairie du Chien and St. Louis. This seemed contagious as Gary's shoe found its way into his rear wheel the next morning. We had already had the rain suits off from the morning rain so maybe the water had something to do with it. He sure made a lot of smoke before stopping. I lost Gary just shy of Quincy, got some directions at a local gas stop and had dinner in Troy, MO about 6:30. I was home about 8pm so it's a good thing we left the rally by 6:30am. A long time for a 428 mile ride but I can't sit there as long as I used to. Good to go, but always better to come home.

The campsite was beautiful, the temps were cooler, the rain was polite and I wasn't bothered by insects. We found all the local people in Illinois, Iowa and Wisconsin very friendly and helpful. We had a lot of fun. I'd seriously consider going again next year. Hopefully I'll have a hitch by then and be able to trailer. Thanks, Gary - couldn't find a better riding partner. We didn't crash and we didn't break - a very successful trip. Upon returning, the bike is running better: first kick starts and easy idling, and I'm riding it better. We both are better off for the journey, although we need a new tire soon. Hint: put the new tire on the front and the old front on back - twice the labor or mounting charges, but better handling (when running stock 19" front and rear).

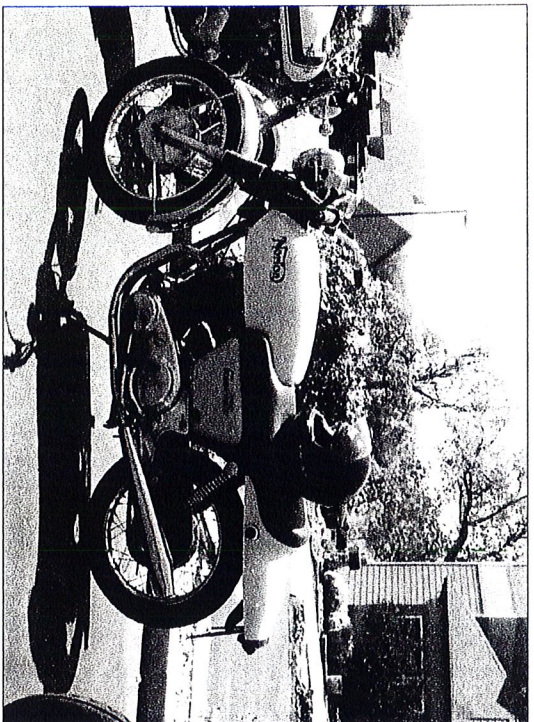
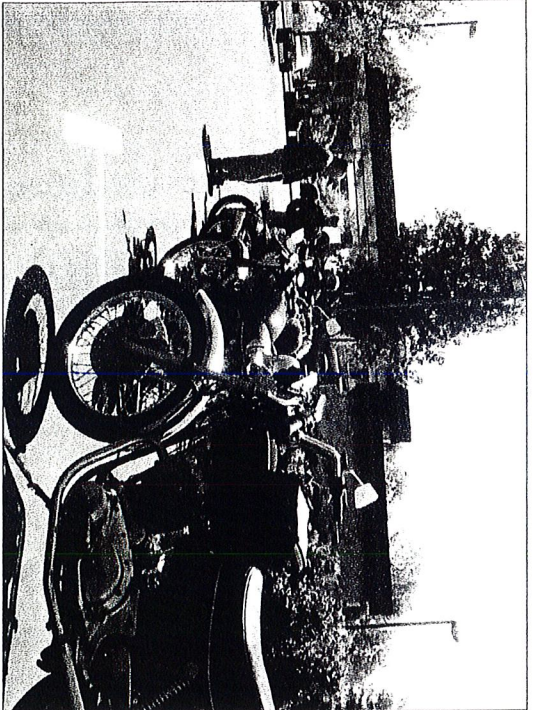
SOMEWHERE IN AFGHANISTAN

I met a man through my daughter who is in the Army National Guard. He was activated and sent to Afghanistan for a year and just came home July 6 of this year. I sent him newsletters and he sent me the following.

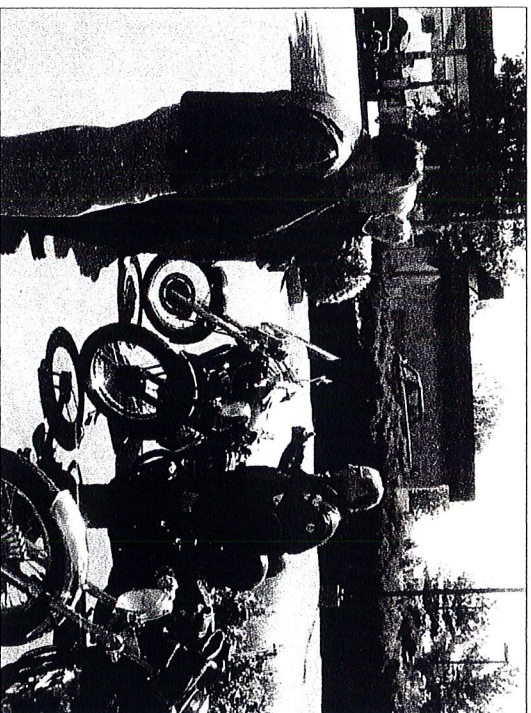
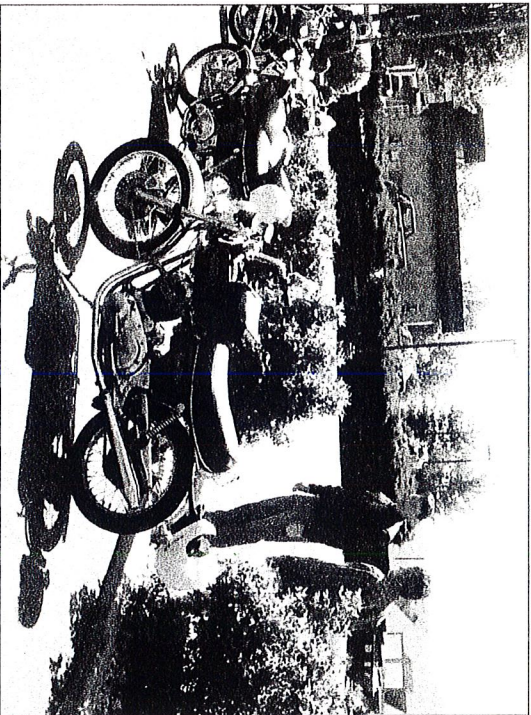
Marty, this photo was taken last fall in September or October near the town of Mazar-e Sharif, Afghanistan. Typically, we'd see two or three people riding on a bike. It was very common to see folks piled on top of vehicles or sitting in the trunk. We counted 30 people in/on a pickup one day and 18 people in/on a sedan.

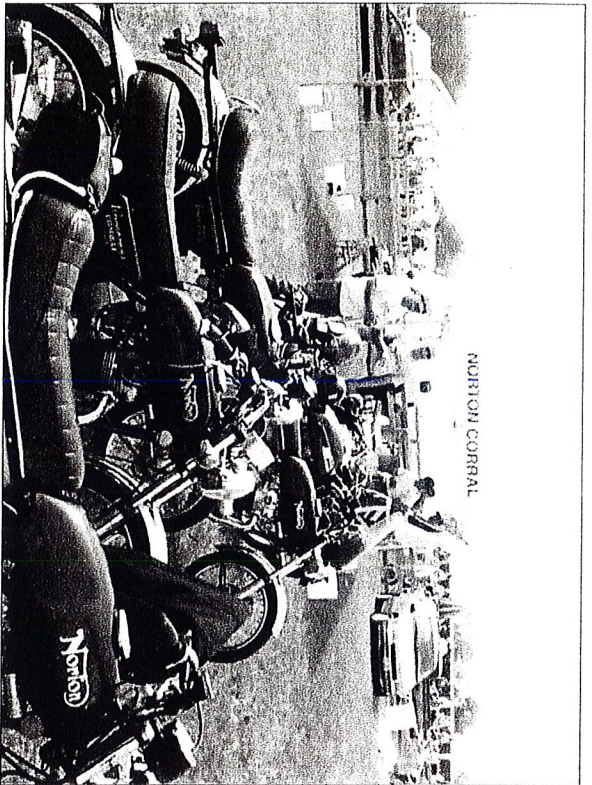


Thanks to everyone who submitted something to make this newsletter possible!!! I know I'm about a month late with this newsletter, but the next one will come out in November, so get me your submissions as soon as possible. Thanks a lot.

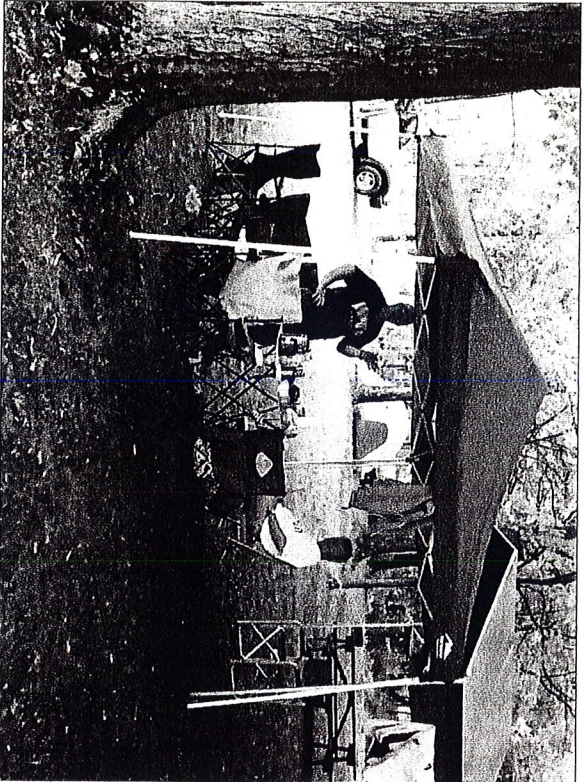


Some of the bikes and participants of the Spring ride. Too bad nobody wrote something for the newsletter about this.

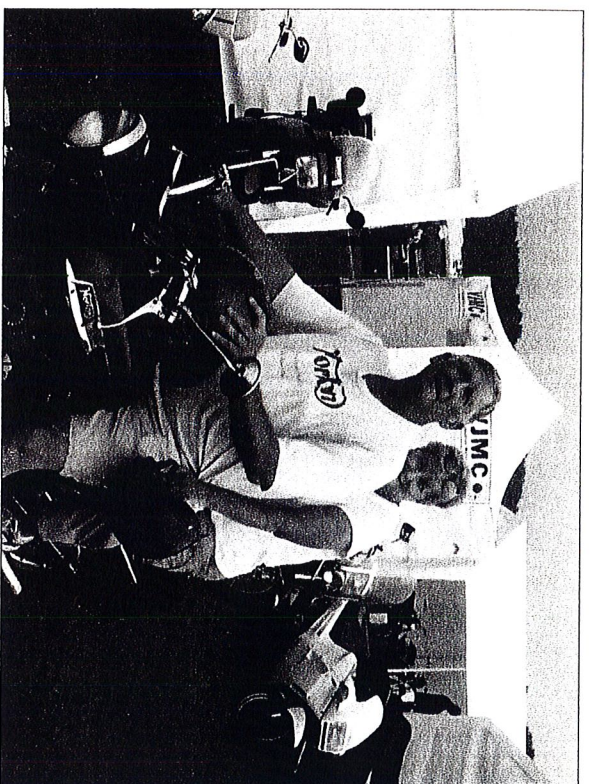




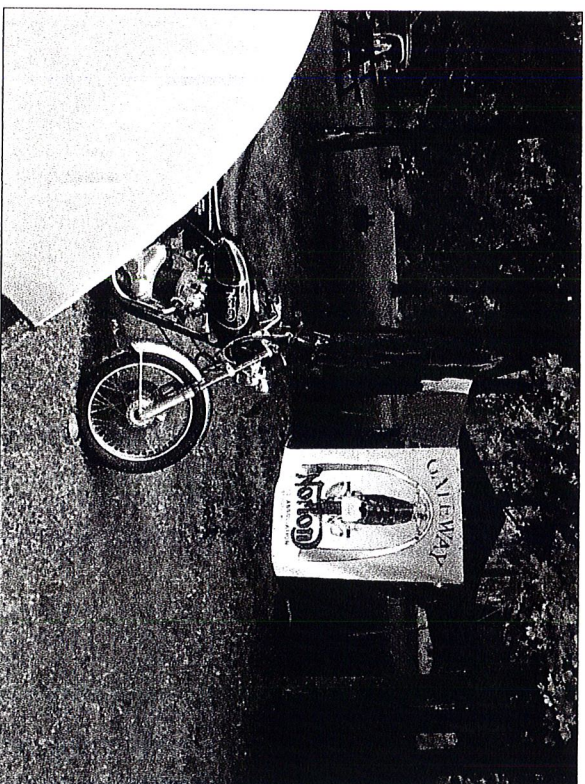
Mid Ohio 2005 Norton Corral.



Taking it easy at Honey Creek Campground.



The Geers' astride "Hot Poppy."



President Steve's lonely Norton upholding the Club's honor.