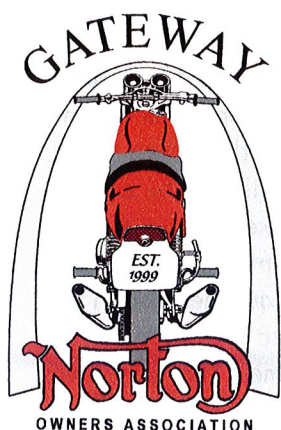


Gateway Norton Owners News #41



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

Compiled by Marty and Peggy Dupree

August 2009



KING'S KOLUMN

Hi everyone! I promise not to tell any lies in this newsletter. As some of you know, I got pitched off my Norton Sun the 9th of Aug. It happened very quick and was really painful...Still is! I installed a completely new brake system with a 4-piston caliper, 12" floating rotor, and a radial master cylinder. It all worked too good. The real problem I had was not understanding exactly how this new master cylinder worked. There was a small adjusting knob attached to a pushrod that applied pressure to the master cylinder. I thought that it should be accessible to adjust just like a dirt bikes that I have worked on for 5 years or more. Problem was, it came un-screwed (possibly due to vibration) Huh? Norton vibration? and locked up faster than you can say F#^%*K. I now see a small setscrew underneath the pushrod to stop this horrible thing from happening. I was going about 25 mph and broke my left thumb, garfed up my knee, elbow, shoulder, and scattered my senses all over Friedens Rd.

I am really lucky to be telling you this tragic story. Two days earlier I was Norton-in down the Interstate about 70. a little sooner failure, and there would have been a little white cross where I met my Maker. I am so glad it was not someone else's bike that I worked on and caused someone to get hurt. The essence of this article is simple. Be Careful, Look Your Bike Over Thoroughly, Use Good Judgment. Sharpen Your Senses, and Pay Attention. Pretty good advice from a guy that didn't practice what he preaches huh?

Hope to see everyone at the camp-out this Sept 25, 26, 27. Hope I can heal up, and ride with some of the best folks in the world. Let me know if I can haul some of your camping gear that weekend, Hopefully I will be Trailering down... Much Safer.

CALENDAR OF EVENTS

Sept. 19: All Brit Bike and Car Show, Creve Coeur Park by the lake. www.AllBritishCarShow.com.

Sept: 25-27 GNOA club campout "Rocky Top." More details in this newsletter.

CLUB CAMPOUT (September 25-27)

"Rocky Top," the Club campout, returns September 25-27 and will be held again at Council Bluff Recreation Area, roughly 20 miles south of Potosi. This is primitive camping (no electricity or water at each site), primitive toilets (non-flushing) and the showers will be closed. We hope this doesn't discourage anyone because it really is a beautiful place and we have had a blast the other times. Like before, I will be towing my camper and will bring a truckload of firewood. I will also be cooking up dinner for everyone on Saturday, so even if you can't come for the whole weekend, *take time* to ride down for dinner! Since this is the 10th anniversary of the Club's establishment, I hope we have a good turnout. Mike French and Mark Bosworth have offered to haul camping equipment down for anyone wishing to ride their bikes. Contact them to make arrangements. Please e-mail to let me know if you will be attending, and if you don't have e-mail and plan to attend, call me. That way I will know how much to buy for the Saturday dinner.

Marty 636-398-4049, madx2@att.net

Basic directions: from St. Louis take I-270 to Hwy. 21 (Tesson Ferry) to Potosi. Turn right on Hwy. 8, go $\frac{1}{4}$ mile, turn left on Hwy. P which dead ends at Hwy. C. Turn right. Go about 200 yards and turn left on Hwy. DD. At about 7-8 miles the highway widens. The campground entrance is on the left. I will be set up at one of the group campsites so look for the banner. Note: it takes about 2-2 $\frac{1}{2}$ hours from St. Louis

ST. CHARLES CITY PARK RANGERS - MOTORCYCLE SHOW

This show is also known as The McNair Park Motorcycle Show by me and most of the club members but that's not what it says on my 1st place trophy that I am looking at on my desk. Anyway, on Sunday July 12 2009, the Park Rangers with the Lions Club (they do the car show part) had their annual show. The number of overall entries were down because of the threat of thunderstorms, but that didn't deter our club members. We had a good showing of members and 8 or 9 entries from the club. Unfortunately for all of us, the weatherman was right this time. The clouds began to roll in with the promise of rain right behind them.

The organizers decided to move the awards up 1 hour and this was a good move on their part. Several of our members received trophies in the 6 or so classes we participated in. Some were for their Nortons and some for other bikes that they own. Myself, I entered my winter project for last year, a 1978 Yamaha 650XS. It hadn't run for ten years and had been in storage in a rental place when I acquired it. I still haven't got it all sorted out but we made it to the show and back to my garage. Speaking of which, in getting back to my garage it has been a long time since I have ridden in a lightning, thunder and rain storm like the one I endured on the way home that day. The traffic was horrible leaving the park and I had to split lanes and do things I don't normally do just to get out of there. Everybody had the same idea and those people who drive those old and new show cars (with windows and wipers and roofs) weren't showing any mercy for the bikers who were out in the elements. So, what's new? I couldn't have been any more wet if I had jumped in a lake. It was still all good, getting to see all of you who showed up. For you who didn't, hope you can come out and be with your club brothers next year. I know I will be back and who knows what I'll be riding, but I'll be there. Later Dudes

Steve Hurst

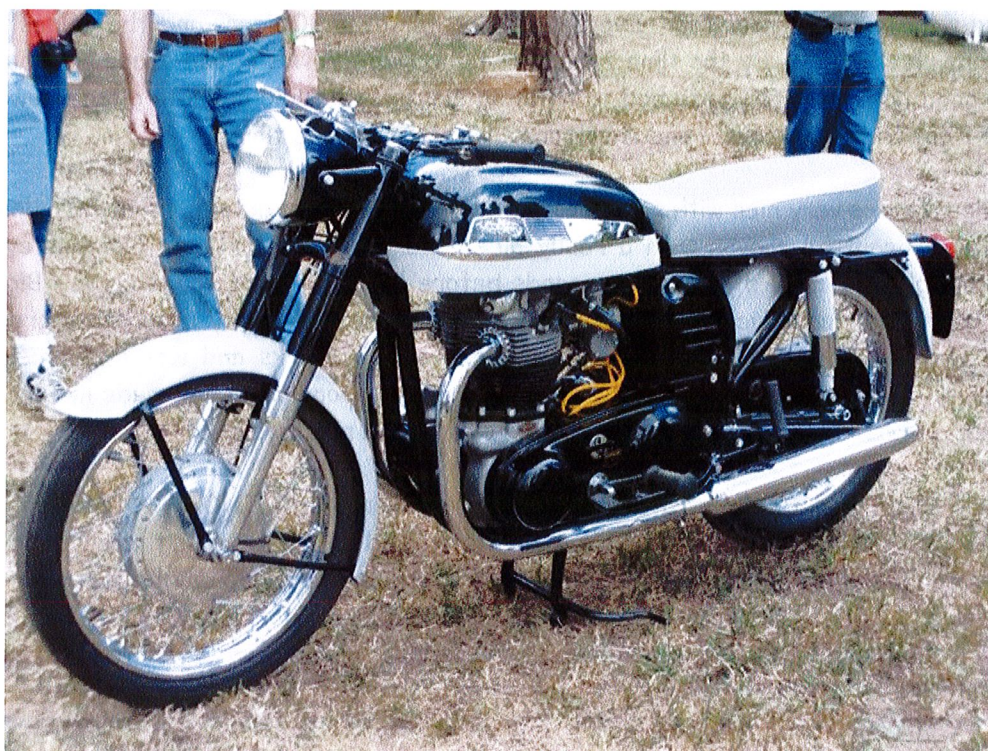
INOA RALLY AT MANCOS, COLORADO

Bob Yancey

In a word it was great. There were over 300 attendees and many beautifully-maintained Nortons. I saw Nortons from the 40's that looked like new and sounded great. It was a treat just to watch them run around the campground. There was so much knowledge floating around there I bet even Frenchy could have learned a thing or two. I couldn't pass this rally up.

I've been going out west every chance I've had, and I've always wondered how much fun it would be to ride steep mountain roads on my Norton. I went on two rides, a 230-mile and a 100-mile ride. The long one was the San Juan scenic loop. It traverses along abandoned mines and waterfalls, while going over three high passes. It was quite a spectacle to see and hear all those Nortons thundering up and down the steep mountain switchbacks. The first 155 miles were completed under blue skies, brilliant sunshine, and was quite warm. That ended dramatically as we neared Telluride. To hell we rode is more like it. Dark clouds rolled down the mountains from all directions, accompanied by some of the most hair-raising lightning I've ever seen. Powerful winds blowing very cold air led me to think that perhaps a weather change was in the near future. I was not disappointed. Soon marble sized hailstones fell with such intensity that I couldn't hear my Commando over the noise of the hail striking my helmet. Luckily that didn't last long and it was nice to see the hail change to sleet.

After the sleet, came rain by the buckets full. When the storm hit we were on a section of road where there was no curb lane to pull over and put on raincoats. We stopped and put them on when we could. Now that we were soaked to bone, we had to ride over Lizard Head Pass, which is over 10,000 feet altitude. It got decidedly cool up there. It was raining so hard and I could see so little





that I didn't even know when we reached the summit. While stopped at a gas station we saw some poor devil with blood running out from his dew rag. I guess he didn't know about mountain weather changes and wear his hail proof rag. I've been skiing for over 30 years and the coldest I've ever been was that ride in July. By the time I made it to my motel I was in bad shape. My hands didn't work for a good half hour. My wife had to untie my boots so I could get into a hot shower. After the shower I got under the covers and shook convulsively for a long time.

The 100 mile ride was very nice with perfect weather. We rode out of town about 20 miles and then we turned up a beautiful canyon with a really nice road. I don't think our Nortons ever stayed completely upright for more than a few seconds before leaning into the next curve. Big beautiful mountains, a crystal clear river and a deep blue sky to go with a twisty road and a great running Commando. Life is good. I went to the Colorado Norton Works and was awestruck by their craftsmanship. The Nortons they were working on were eye-popping. They made me drool and get light headed. It was kind of hard to get on my old beater and ride away.

The Colorado Chapter did a first rate job as host. A fellow in the INOA wrote an article in the Norton News about engines at altitude and in it he said it really wasn't necessary to adjust carburetors for a short stay. I took him at his word and I'm happy to say he was right. After I learned to give it a little choke in the morning it started first kick every time. I've had a lot of carburetor trouble with cars in the mountains, but my Norton ran great. "I owe my success to my unapproachable Norton." It was a long way back, even in a truck.

"ART OF THE MOTORCYCLE" ST. CHARLES VERSION

Bill Rueckert

Held at the Foundry Art Center, this was the second annual Art show and charity fund raiser. My '59 Triumph was on display as a 50 year comparison to a '09 Bonneville from Donelson's. There were classic bikes dating back to 1913, from the Mungenast Museum, the Triumph Grill Museum, Donelson's Museum, and others. They also had some fabulous very radical custom choppers. I was very surprised and pleased to see my previously owned '72 Norton Combat Roadster on display from the Mungenast museum. It was a very nice event that Annette and I enjoyed very much.



Bill next to his old bike



Bill's '59 Triumph T110 on display at The Art of the Motorcycle



A BETTER HANDLING NORTON

Steve Hurst

"What?" you say. How can riding a Norton be any sweeter. Well, I have owned my 850 Commando since 1978, its a '75 so after riding it for 31 years I think I should know if something makes a difference or not. I have tried different tires and such, adjustments to this and to that. So when I tell you that this improvement made the biggest difference in handling and lessened rider fatigue you should believe me. I am sure some of you already know this and I heard about it before too but said to myself, "Oh how much difference can it possibly make." Well, I am here to tell you, you have no idea, the old girl is like a new stripper. You may have guessed by now but I am talking about a hydraulic steering damper. (You may have looked ahead to the pictures too.) I am going to tell you how you too can make this happen to your Norton and never fear those damn rain grooves they cut in the road surface again.

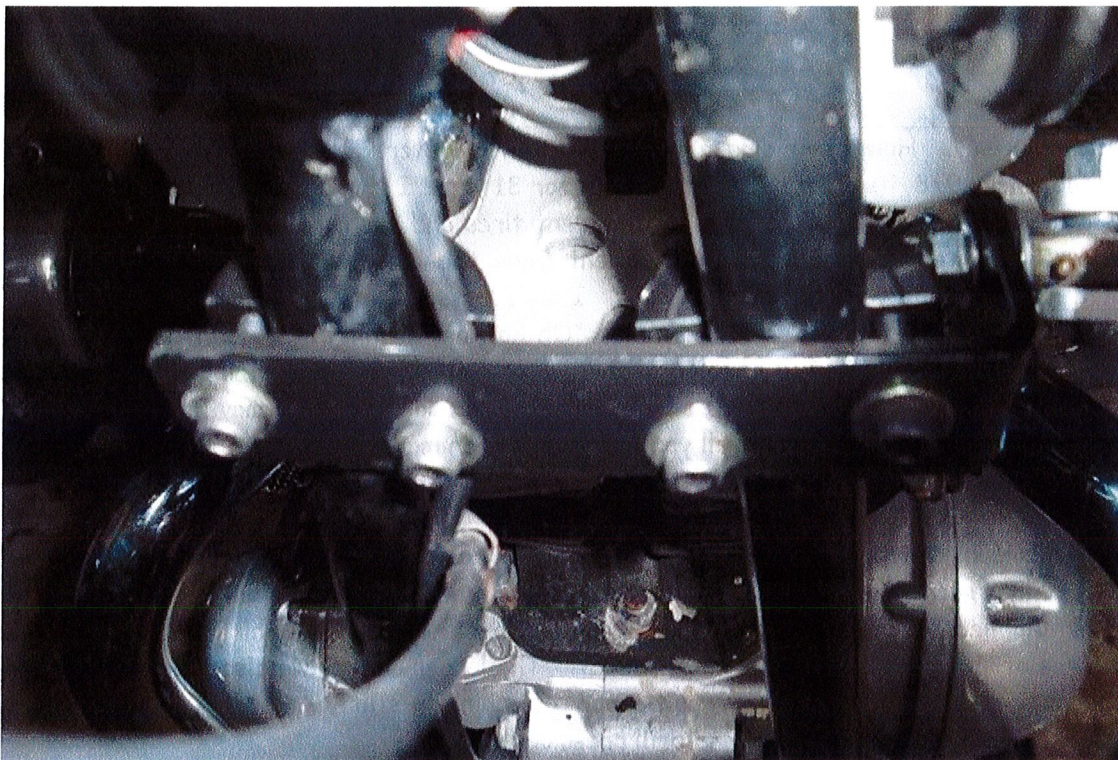
OK, the hydraulic steering damper can be had from Mikesxs.net for \$59.00. It is a 7 position with 20 lb. increments, part no. 28-4008. You will also need 2 steel clamping collars. I bought mine from Applied Industrial Technology in Earth City part no 2sc100. I think they were \$15.00, and a piece of 1" x 1/4" steel from Home Depot. The longer screws we also needed came from Ace Hardware, who also has a very good supply of stainless stuff. A torch to heat the steel before you bend it and a bench vice and drill press are helpful.

King Mike helped with me install this. You can see from the pics what needs to be done. The steel bracket gets attached to the downtubes on the frame, then attach the damper to the bracket. The other end of the damper gets attached to the triple tree of the forks. This would make a great winter project and lead you to look forward to a great spring ride. Or do it now before the winter gets here, just do it. You won't be disappointed. If any of you have any questions you can email me and I will help you.

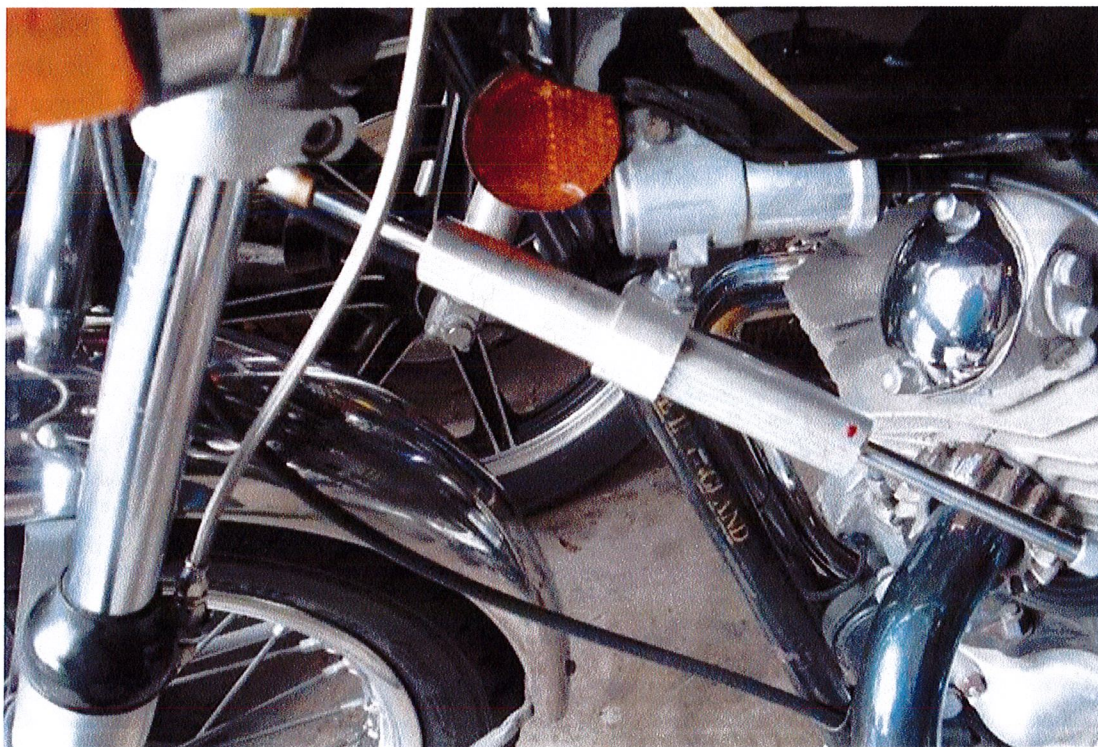
Nortons Forever, Steve



Some of the hardware needed for the damper



View of the bar from below



Damper nicely installed

JOKE

A girl riding her Harley pulled over on the roadside with a flat tyre, she removed from her saddlebags two cardboard figures of men in raincoats, open at the front, and otherwise naked; she unfolded them and stood them up behind the bike. This caused the traffic to slow down, with lots of tooting and waving; highway patrol pulled in and asked what was the idea of the cardboard men. She replied, 'Well, I've got a flat tyre, and those are my emergency flashers.'

CLUB MEMBER BIO: HARLAN HOCK

I am a retired college teacher. My first ride, in 1955, was on a neighbor's Whizzer. From there I bought a Sears Allstate Cushman. Crashed in the first five minutes of my first ride. Next was a 1951 Triumph Speed Twin with a 650 Thunderbird engine. Wish I still had it. Favorite bikes through the years included a 1962 BSA Rocket Gold Star, a 1977 BMW R100 RS, and a 1995 Triumph Trophy 1200. My current ride is a 2002 Triumph Bonneville.

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Dues are \$5 per year running July thru June. They are non-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.



1948 International seen at the INOA Rally in Colorado



CAPTION CONTEST

The "also ran" submissions are:

- Gary Doherty: Has anyone seen my glasses?
 Gary Doherty: If Burger King only served beer!
 Gary Doherty: Okay, I'm in the middle of the forest with my solar beanie cap "like the voices told me" so now beam me up.
 Marty Dupree: (A voice from the crowd) "The peasants are revolting!"
 King Mike answers: "They sure are!"
 Bill Henkel: "Where's the dancing girls? I've had enough of these jokers."
 Steve Hurst: "You know you can't keep a good King down."
 Dale Knaus: "As soon as this jerk with the camera leaves, I'm gonna jump over that campfire!"
 Tony Miller: "It's good to be king - they all worship me."
 "This is a very comfy throne."
 " My crown needs more gold and jewels."
 Bill Rueckert: "What! Me worry?"
 Bob Yancey: "I hope those guys get here soon with the dancing girls I paid for".

And the winning caption submitted by Tom Moors is:

"If I put a hole in the bottom of this throne I could stay here all day."