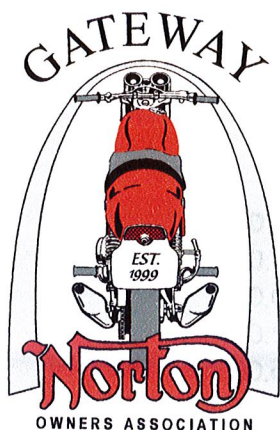


# Gateway Norton Owners News #46



**"To Promote the  
Use and Pride of  
Norton Motorcycle Ownership"**  
Compiled by Marty and Peggy Dupree  
December 2010



## KING'S COLUMN

Ah....Winter is here, can you smell it? Feel it? Do you like it? The only good thing about it is you don't have to rush home to put your groceries in the fridge. I would like to help at this time preparing your bike for storage. I spend a lot of time and customers money, rebuilding/cleaning carburetors that gum-up due to crappy fuel that is over-priced garbage. It works OK in your fuel-injected automobile because the system is closed to almost any oxygen entering the tank and its associated components. No so the Commando! The carburetor(s) are open to air and air is what sends ethanol into its destructive mode. Ethanol is horrible stuff along with a plethora of chemicals that help make it burn. Fuel goes sour in less than 40 days and who knows how long it sat in the tank underground at your local "Trip-Quik". Our only solution is to stabilize this crap to keep it at bay.

Good news! There is a product on the market called Star Tron. Supposedly it stops fuel from going bad and I have witnessed it first hand. It deals with ethanol problems with seemingly magical properties in a small economical bottle. One of the best ways to lay up your beloved is to do what is referred to as a "De-Prep". This is the simple act of running your bike out of fuel (shutting off the petcock whilst running) until it dies. You can drain the carb bowl(s) to quicken the job. After this, choke it and try to start it just for a second more. This will draw the last drop of fuel from the carburetor(s). Disconnect the fuel line(s) from the carb(s) and check to make sure the petcocks shut off completely. If they don't, cap them off with a piece of hose and a plug. Don't let that crap back in the carburetor! Put some Star Tron in the tank and pray for warmer weather. A little oil in the tank (tbsp) will not hurt either. This will help stop rust due to condensation in the tank to exposed to air. It also seems to help slow fuel going bad. Shake it around. Oil will not hurt a thing...helps lube that cold-start next spring.

One little note concerning batteries: A fellow once asked me the best way to make one last and I replied, "Sleep with it. Keep it warm, discharge it, charge it, exercise it and talk to it." This means take it indoors, attach a small bulb to it and drain it every 3 weeks, and slowly charge it back up. Look around at the phone/electronics chargers/power supplies that you throw away. See if it is 12 volts. A lot of them are. This is perfect for what is needed through the winter months. Better

yet, buy a battery tender from a local bike shop. Find the polarity (pos-neg) of the unit and hook it to your poor cold, lonely battery. I have gotten 5 years out of a battery this way. Lately, with the junk out there for sale, you would be lucky to get 2-3, but if you let it discharge and freeze, it's toast after a few months.

### **TREASURY REPORT**

<b>Money in Treasury from 2009</b>	<b>633.00</b>
50/50 Drawing at Feb.2010 mtg.	14.00
50/50 Drawing at Apr.2010 mtg.	20.00
Coaster sales for 2010 -	12.00
Dues collected 2010 to date	255.00
Money donated to club at Spring Mtg. and Fall campout	10.00
<b>Money in Treasury before expenses</b>	<b>944.00</b>
 <b>Expenses paid in 2010 to date</b>	
Money paid for Newsletter	265.00
Money paid for copies of Treasury report to be handed out at Spring Mtg.	2.00
Total expenses in 2010	267.00
<b>Total money currently in Treasury</b>	<b>677.00</b>

This report was prepared by G.N.O.A. Treasurer Steve Hurst on 12-05-10

### **FOR SALE:**

First come First served. I have a Boyer Electronic Ignition complete unit for sale. \$200 installed. Fits Norton Commando and Triumph/BSA, too. Call me 636 288 5088. Mike "King" French  
ALSO, due to work shortage, I am willing to work on club member's bikes at a discounted labor rate, possibly until spring. Bring on yer sick Commando.

### **CALENDAR OF EVENTS**

- December 18: Customer Appreciation Day - Donelson's Motorcycles' Rock Road location.
- January 22: Extreme Ice Racing, Family Arena, St. Charles, MO [www.familyarena.com](http://www.familyarena.com) for details
- April 29: Royal wedding! Book your airline tickets or plan your party now! (You KNOW you're interested!) This would be a great date for a Club ride . . . . .

## Fall Colors Ride 2010

Mark Bosworth

What a great day! My ride this year started out on Saturday doing a tune up on my trusty 1970 BSA Thunderbolt. Check all the fluids new plugs, points, condensers and time the bike. My neighbor came by and saw me using the timing light and remarked, "I don't even own one of those anymore."

Sunday morning came and we were greeted with a clear blue sky and about 10 degrees warmer than the few previous mornings. Perfect riding weather. The ride up to Lake St. Louis was a 40 mile interstate drone for me but I had a big smile on my face the whole time. An interesting array of bikes started to arrive. British, Italian, German and Japanese were all represented some older than others but all ready for the ride.

By my count a maybe not so lucky group of 13 thundered north following the ride leader John Wuebbeling. A heady aroma of gas, oil, castor and hot aluminum made riding in the pack a true treat for the senses that many in the EPA would like to see eliminated from the face of the Earth. A rest stop at the boat ramp at Cuivre River Park led to some tire kicking and good conversation and the removal of some riding gear to make the next section of the ride more comfortable with the warming day. A few miles down the road leader John pulled off. He announced his bike was running rough and believed it to be a loose main jet. Out came the tools and the security of the jets was confirmed and the group headed back down the road. Unfortunately a few more miles down the road an oil down line started on the road which was originating from the leader's ride. After some inspection it was determined that a helicoil

had worked its way loose and the oil filter was not properly secured resulting in the bikes Exxon Valdez impression. John decided to call his daughter to bring out his truck to bring the bike home and that the rest of the group should finish the ride and we would all meet back up at his house for the planned picnic. Unfortunately where we had stopped did not have any cell phone service so a rider had to ride back down the road until cell service could be achieved and relay the message to John's daughter where to bring the truck. I consulted with him on the planned route and took over Road Captain duties until Merlin took over to bring the group in for the final push to the house. The arriving group was greeted by John's wife Ruth, Marty, and his wife Peggy, and Gary on his Interstate. He had an interesting day too having the throttle cable break on his way to the meeting point that morning. Making the necessary repair made him miss the group so he did his own ride. Also Bill and Annette Rueckert were there with a very nice Impala.

Great food and cold drinks were on tap for the picnic along with good conversation and more tire kicking in the garage. A big thank you to John and his family for putting together the ride and hosting the group at their home.

On a closing note many of us were suitably impressed with the BMW M6 parked in the driveway. I was standing out by my bike and John comes up with the keys to the car and says, "Were you the one that wanted to drive the car?" So Scott if you are reading this. If you had stayed about a minute longer you could have taken it out for a drive.

To the best of my recollection this is who was there:

The King	Norton Commando
George Croissant	Norton Commando
Bill Henkel	Norton Commando
Scott Dowler	Norton Commando
John Wuebbeling	Norton Commando
Mark Bosworth	BSA Thunderbolt
Merlin Libby	Moto Guzzi
Tom Mitchell	Ducati
Some Friend of Mike's (Dave?)	BMW RT
Harlin Hock	Triumph
Mel Heffron	Triumph
?	Kawasaki W650
?	Suzuki

At the Picnic  
Gary Creech

Norton Interstate



First stop to take off jackets and bond.



2-wheeled Exxon Valdez being inspected



They must be with MoDot - six watch while one works!

## MEET THE NEWEST MEMBER . . . Joe Heitkamp

### My Fascination of British Bikes

My love of motorcycles started when I was a kid growing up in Weldon Springs Heights in the late '60's when my older brother Fritz and I paid \$175 for a used 1968 Bridgestone Trail 90. This bike was indestructable . . . soon we were hill climbing and hill jumping in a big hole where the commuter parking lot today is located at Hwy. 94 and 40. It was great fun! My love of bikes grew, and soon I sold and traded a number of bikes, including a Sears 124, Bridgestone 175 Hurricane Scrambler, Honda 305 Super Hawk, and Yamaha RT 360 Scrambler that I raced twice at the old St. Peters motocross track. Does anyone remember that place? My first serious street bike was a '72 Yamaha SS650. When I was about 20 years old, a friend of mine told me that his roommate at Mizzou had a '67 Triumph TR4 IRS car and that he wanted to trade me for my Yamaha 650. I asked, "What is a Triumph TR4?" He told me that it is a "classic British sports car!" Being that I was driving a '68 VW bug convertible, the idea of driving a classic British sports car really appealed to me, and I traded my bike for the faded red TR4. From that day on, I was hooked.

I restored the TR4 and proceeded to buy, fix up, drive, and sell British cars for the next 20 years. I owned TR4's, TR6's, Spitfires, and many MGB's. My favorites were a '72 emerald green Spitfire and a red '70 MGB. I drove a number of MGB's for at least 10 years straight. I spent many weekends at Pop Wilson's junkyard in St. Clair, MO, and also a British junker down on Page and later outside Eureka.

In the late 80's, I bought a nice and original '62 Austin Healey 3000 BT-7, an awesome car that had the rare three carbs. I spent about 3 years doing a complete on-frame

restoration. I pulled the motor and completely rebuilt the engine and I had a guy completely sand the body. He painted it the classic black with red inserts. After getting the car together, my now ex-wife started insisting driving the car and that was making me nervous. The thought of her driving the car on the narrow roads in Wildwood, MO was too much to bear, and on one Sunday morning I made the fatal mistake of answering an ad from Mark Hyman who was wanting to buy British cars. The year was 1991 and e-Bay and the internet was still a pipe dream. I had about \$6000 in the car and did not have any idea of the true value! I told Mark Hyman that I would not take less than \$10,000 for the car, and I was shocked when he said he would take it. I really was not even serious about selling the car. I was mainly appeasing my wife who wanted me to buy a newer car like the Miata which had just come out the previous year. I have always regretted selling the Healey to Mark Hyman and yes, I did buy the Miata which is really a great little car, but no Healey.

After the Healey was gone, I thought it might be cool to have a British bike. I remembered an old friend of mine had a maroon Triumph 650. So I started looking, and right away found a 1970 Triumph 650 Tiger. I was immediately blown away by the sound of that British twin and with the chrome mufflers it was a very pretty bike! I became infatuated with British bikes, and for the last 20 years I have bought, sold, and rode many Triumph and BSA bikes. For some reason I never owned a Norton until about a year ago when I bought by '75 Norton Commando. Wow! What a bike! I love the sheer torque and rideability of this bike. Of course, being black and gold, this summer it decided to break not only the kick starter but also the electric starter all on the

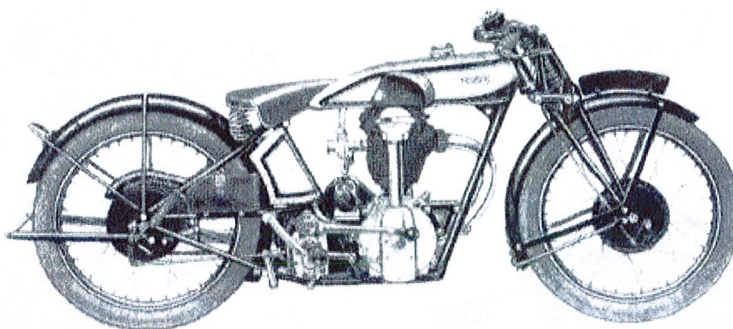
same day! The bike spent about a month with Carl Donelson, and thankfully Carl has the bike up and running again. I have tended to be more of a bike collector than a rider, but I now hope to change that with the addition of this Norton.

I do have a few Triumphs that I have collected over the last few years: a '73 Triumph Hurricane, '70 Triumph Bonneville, '68 Triumph blue/silver 650 Tiger, and matching red and yellow '73 and '74 Triumph Trophy Trails. Now that I have a Norton

Commando, I feel complete and hope to actually start riding and quit polishing the old bikes. I can honestly say that collecting British bikes and cars is an addiction and that I can now, after 54 years, just relax and enjoy the rare beauty of these British bikes. The Norton is an incredible and beautiful machine!

Thanks for giving me the opportunity to introduce myself, and to Marty - a long time friend - for telling me about this Club.

Joe



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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.

## ASK A BIKER MOM

Dear Biker Mom,

This year, my wife and I went to the Black Hills the week before the official start of Sturgis. While walking down the street looking at one "bagger" after another, I saw this desperate cry for help (or something else!!)

In the picture below, on this side alone, I count 21 representations of naked women, one hand-shift knob that would make a baby cry, a "Route 69" logo on the rear fender right behind the seat, "T and A Equipped" written on the top of the tank, and a little blue box on the side of the rear fender proudly labeled "condom holder". Oh yeah, please note the bike's name is "Slutster".

When I saw this, an old saying I heard in high school came to mind: "The guy who is always talking about sex isn't getting any".

Biker Mom, what is your take on this bike or owner?

*Perplexed in New Melle*



Dear Perplexed,

Wow, this is a definite attention getter. No wonder you stopped to take a picture and are puzzled about the owner of this bike. You must have given this a thorough examination as you counted 21 representations of naked women, plus many added features not seen on most bikes.

The red, white and blue is indication of a patriotic American kind of person and the lack of chrome is someone that doesn't want to spend much time polishing knobs or else doesn't have one. They still could have a need for one of "The Kings Oily Rags".

The name Slutster could be a guy calling his bike a slut getter, but I don't think so. The size of the beautifully etched leather seat is not large and is for someone who likes to ride solo.

So, I definitely think this belongs to a real sexy and beautiful drop dead gorgeous Chick, that is out for anything and everything. She wants safe sex as the condom holder implies and I bet she has a holder on the other side for BOB.

Now for all of the Nortonites that don't know - and I know your Mother probably never told you - that BOB is a single girl's best friend- her Battery Operated Boyfriend.

Happy Holidays,  
Biker Mom

*I thought of Brent when I heard this joke.....Marty*

A motorcyclist I was following pulled up to a set of traffic lights.

He stopped and he and the bike promptly fall over.

Picking himself and the bike up, he resumed his journey. At the next set of lights, the same thing happened.

Three more sets of lights and a pedestrian crossing, and every time he stopped, he dropped the bike.

Finally, he pulled into a Wal-Mart parking lot. Again, he dropped the bike.

By now, I was wondering what was going on, so while helping him lift the bike up, I asked him why he kept falling over when he stopped.

"It's been like that ever since I took the bloody sidecar off," he replied.

Since it's hard to identify in the size of the picture,  
here's the interesting things I spotted on "The Slutster"

(Naked Lady hereafter will be referred to as "NL")

1. NL sitting on top of handlebars.
2. NL on knees on gascap.
3. NL left rearview mirror.
4. NL front axle nut cap.
5. Legs just visible on both downtubes under gastank.
6. NL engravings on both rocker covers.
7. Two NLs on chrome coil cover.
8. NL on foot gear lever.
9. NL footpeg.
10. NL linkage from brake pedal barely visible under frame tube.
11. NLs on both primary inspection covers.
12. Breasts and bra hand-shift lever knob.
13. NL at ignition switch above chrome tool box.
14. Testicles hanging from said ignition switch lady.
15. Stocking-clad NL with legs in air on the seat.
16. NL on rear axle cover.
17. NL rear fender stay.
18. NL brake light.
19. "T and A Equipped" painted on gastank.
20. "Route 69" sign behind seat.
21. And the icing on the cake: the condom holder box on the rear fender.

I'm assuming there's a plethora of NLs on the other side. Oh, by the way, I digitally "spraypainted" the license plate to protect the identity of the owner.

*Thanks to all who contributed to this newsletter, and happy holidays!*

