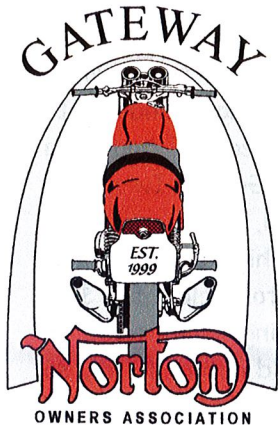


# Gateway Norton Owners News #43



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

Compiled by Marty and Peggy Dupree

April 2010



### **KING'S COLUMN**

#### **Oily Rag Restoration**

This short article will not be full of lies like all the previous ones. I am sure everyone has heard of this, but just what are the pros and cons of an "Oily Rag Restoration"? (The wiping down of a motorbike with an Oily rag) Through the years I have noticed several things about classic motorcycle owners and their beloved steeds. Everyone wants their bike to look good (well almost everyone). Can you blame them? Problem is, most of us will replace a part that is worn out, smashed, rusty, or wrong and it starts a chain of "I must replace everything cosmetically " events, due to the fact that this new part makes ones next to it look worse. I am Guilty. I wish sometimes we could buy more decent used parts that were structurally sound, that looked fairly good, without putting the part next to it to shame. Lately I believe in the " Patina Theory" (along with the structurally sound and roadworthy essence of the Oily Rag look). The Oily Rag Bike is sometimes more pleasing to the eye than an over-restored, hi-maintenance, trailered, pristine, beauty queen. I really think in some cases they are worth more too. This Oily Rag thing is going to catch on, in fact it has been the real deal for a long time. A good running, safe Norton is much more fun than a pristine " Trailer Queen".

There is a fellow in rural Iowa that has older bikes put together carefully with used parts and built to run and sell, and they do it in a way that makes the bikes look original, and un-restored. I won't mention Randy Baxter's name. Of course he has at his disposal lots of good used parts and his technicians make everything look and run well like a used, dependable old bike. I have always admired his work and recently realized the significance of the "Oily Rag Restoration." I recently finished one such "Oily Rag" on a 1957 Triumph Thunderbird and it turned out nice.....except the new pipes and mufflers made the tank, fenders, rims, spokes, seat, frame, and paint look bad.

### **First GNOA Ride of the Year**

Club member Scott Dowler has stepped forward, raised his hand, and has volunteered to host a Club ride on June 13. The ride will be about 100 miles on some beautiful Missouri back roads. Meet at 9am at his house - 2386 Highway F, Defiance, MO 63341 - and leaving at 10am. Mapquest Scott or call him (636-987-2820) for directions. Thanks a lot, Scott!

## **This is all I did this winter.**

**Bob Yancey**

I put on a new seat cover and added a bit more foam. The splines were shot on my original kick start lever. I tried to make it work by inserting little pieces of sheet metal from a tin can between the shaft and the kicker. It would last a while and then the kicker would get loose again. I tried a different bolt that went all the way thru fastened with a nut. That didn't work either. I called Donelson and they said they had kickers for \$49. When I got there what they had was what Norvil calls a pre commando kicker. It was completely different. I found two other vendors that wanted almost \$300 dollars for a kicker. I found on vendor who wanted \$75 for one. I was worried that theirs might be like the kind that Donelson's

had. A least RGM and Norvil had pictures in their catalog. So I bought one from Norvil for \$125 U.S. dollars shipping included. It was just right and works great. I bought a new drive chain. I bought a German Iwis chain from Sprockets unlimited, a company in England that specializes in high quality chains for vintage and classic motorcycles, for \$75 dollars shipped. I was getting some handlebar shake when the engine would return to idle so I looked into the front isolastic and it needed another .005. That worked, it feels great now. Also I cleaned the sludge out of the oil tank. And today March 30, I already lost a part that vibrated off. It was one of the bolts and spacers that secure the center stand.

## **CLASSIFIEDS**

Wanted: Air box for '75 Triumph Trident T160, or possible donor bike. Call Marty 636-398-4049.

The following from Ernie Trakas (*I don't know if this is still available, but it's worth a try! Marty*)

- 1967 Ducati 250 GP race bike. Fully developed, very fast and ready to race - needs nothing. Over \$13,000.00 invested in development. \$5,500.00
- 1973 Norton 850 Commando. Mk 2-A completely gone through by King Mike in 2007. Belt primary drive, Super Blend bearings, new Isolastics, new exhaust, etc. & on & on. \$6,500.00
- 1977 BMW R100S. Excellent cond., Factory oil cooler, deep oil pan, Krauser bags & mounts, Cibi driving lights, Koni shocks, etc. & on & on. A solid 8.5 out of 10. \$5,500.00
- Contents of race shop - too many spares (Ducati, Norton, BMW) to list here; heavy duty work/engine bench, etc. Tools, manuals and shelving NOT included. \$1000.00

**ALL PRICES ROCK SOLID FIRM!**

Only seriously interested parties should contact me at [etrakas@mickesgoldman.com](mailto:etrakas@mickesgoldman.com)

### **Contact Information:**

Mike French, King/President:	636-940-9365	<a href="mailto:mfrench9365@charter.net">mfrench9365@charter.net</a>
Steve Hurst, Membership:	636-928-3391	<a href="mailto:shurst01@att.net">shurst01@att.net</a>
Marty Dupree, Newsletter:	636-398-4049	<a href="mailto:madx2@att.net">madx2@att.net</a>

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.



### Spring Kick Off Meeting

The Club's meeting this year will be held at Kurt Baue's house on April 24. Show up at 12noon. Kurt will have refreshments for those without tank bags or luggage, along with hot dogs and slaw. If you are driving, please bring some snacks to help Kurt out. Kurt's address is 528 N. Benton, St. Charles, phone 636-947-3895. This is a rain or shine event! Mapquest him for directions.

### Fall Get Together Minutes

It was nice to see so many Club members show up at The Corner Bar after such a long winter. Meeting was "sort of" called to order by King Michael at 7:40. Twenty-two members were present. Things discussed included: a request for people to pay their dues; Mike reported that two T-shirts were left (but were sold by the end of the evening); Club coasters are still for sale @ \$2 each; new member Ben Brooks was introduced, who has a 1975 850; Marty pleaded for newsletter submissions; a Spring meeting will be held at Kurt Baue's; Steve Hurst gave a report on the Highway the Club has adopted (see page 5 for details); Dale Knaus announced he is now the President of Euro Motor Union (EMU) for the second time; Scott Dowler volunteered to host a ride (see page 1 for details); Bonneville Speed Week and Mid Ohio were discussed with some members planning to attend.

### *I received this e-mail from Club member Ed Perry.*

Hi Marty,

I don't seem to get out much but I do read a book or two on occasion. The last book I read is entitled *Vincent in the Barn*. It is a very interesting and moving read, but nothing about the Norton motorcycle or anyone finding one in a barn. There is one chapter on a gentleman who found a couple of early, rare Triumphs.

Although I found a '74 Norton in a barn in running condition, I bought it off a distant relative so there wasn't much work in finding my bike.

One museum I did find out about by reading the book is the *Wheels Through Time* running motorcycle museum located at Maggie Valley, North Carolina.

Probably some GNOA members have heard of or been to the WTT but I didn't know about it until the book found me. Google The Wheels Through Time Museum and the web page will fill you in. I would like to travel to the WTT.

As for my '74 Norton, I sent both slides and barrels to Lund machine located close to Salt Lake City. The slide will wrapped in stainless steel and the barrels will bored out by .0025<sup>th</sup> in hopes of eliminating any sticking. The lead time for shipping out until received back is about a month, that is what Andy (shop owner) told me. The price for concentric carburetors is \$195.00 shipping included.

Have a good spring and summer,  
Ed

P.S. The WTT museum is holding a raffle for a restored '49 HD Knucklehead \$50.00 per 7 tickets. WTT has a very nice bike collection--all American made motorcycles.

## I Feel Your Pain

At the Sunday morning church service, the minister asked if anyone in the congregation would like to express praise for answered prayers.

A woman stood up and walked to the podium. She said, "I have a praise."

"Two months ago, my husband Tom, had a terrible motorcycle crash and his scrotum was completely crushed. The pain was terrible and the doctors didn't know if they could help him."

You could hear a muffled gasp from all the men in the congregation as they imagined the pain that poor Tom must have experienced.

"Tom was unable to hold me or the children," she went on, "and every movement caused him terrible pain. We prayed as the doctors performed a very delicate operation, which lasted for over five hours, and it turned out they were able to piece together the crushed remnants of Tom's scrotum, and wrap wire around it to hold it in place."

Again, the men in the congregation were unnerved and squirmed uncomfortably as they imagined the horrible surgery that was performed on Tom.

"Now," she announced in a quavering voice, "thank the Lord, after six weeks, Tom is out of the hospital and the doctors say that with time, his scrotum should recover completely."

All the men sighed with relief.

The minister rose and tentatively asked if anyone else had something to say.

A man stood up and walked slowly to the podium. He said, "I'm Tom."

The entire congregation held its breath. "I just want to tell my wife that the word is *sternum*, not scrotum."

## CALENDAR OF EVENTS

- April 17: Classic Motorcycle Swap Meet, 6am to 3pm, 3537 Chateau, St. Louis 63103 at the Classic Motorcycle Company (Michael Kiernan) location.  
[www.classicmotorcyclecompany.com](http://www.classicmotorcyclecompany.com) for more details.
- April 24: GNOA Spring Kick-Off. 12 noon. See page 3 for details.
- June 13: GNOA Club ride hosted by Scott Dowler. See page 1 for details.
- June 13: 2010 European Auto and Motorcycle Show. Plaza Frontenac, north parking lot. This is all the information I have right now. Google them for details.

## Hurstshifters Tech Tip

Before commencing work on the engine unit, the external surfaces should be cleaned thoroughly. A motorcycle has very little protection from road grit and other foreign matter, which sooner or later will find its way into the dismantled engine if this simple precaution is not carried out. Even if you are not the one who is going to be working on said bike, your mechanic will be happy to see that you have performed this service. If you don't believe me just ask The King.



## Highway Beautification

It was a cold day in January, I believe a Monday, I was bored and wondering what could I do to help the Club to get more respect and recognition from society. If we were an off-road riding club we could adopt a trail; if we were a canoe club we could adopt a stream--that's it. I thought we could adopt a highway. Well I don't know how it is with you but with me one great thought leads to another and another leads to another and so on until an idea is formed. Now, remember, its cold outside and I am still bored. So sitting at my computer I look up the web for Missouri Department of Transportation and sure enough there is a site for highway adoption. On the phone I go, I call up and soon I am talking to a nice lady explaining what I want to do. She thinks this is great. I'm pretty sure she thinks I'm great, too. I find out that there is a mile of un-adopted road on The Little Dixie Scenic Highway. Boy I like the sound of that. Doesn't it just make you smile saying it out loud? Well, the next thing you know I have all the paper work coming to my house in the mail with the Club's name on it. I fill it out and send it back in the name of the Club, you understand, wanting to do something good for the world and the Club. Next week OUR application gets approved and now I get to break the news to everybody. I call Marty first and tell him what I've done for the Club. You know what he tells me? Someone has mentioned something like this before I was in the Club and it went over like a turd in the punch bowl. Oh no, what have I done now? I hate cold, boring Mondays in January! Well, too late now. I, well I mean we, are committed. The only thing to do was to sell the idea to the Club at the winter meeting. What was I going to say?

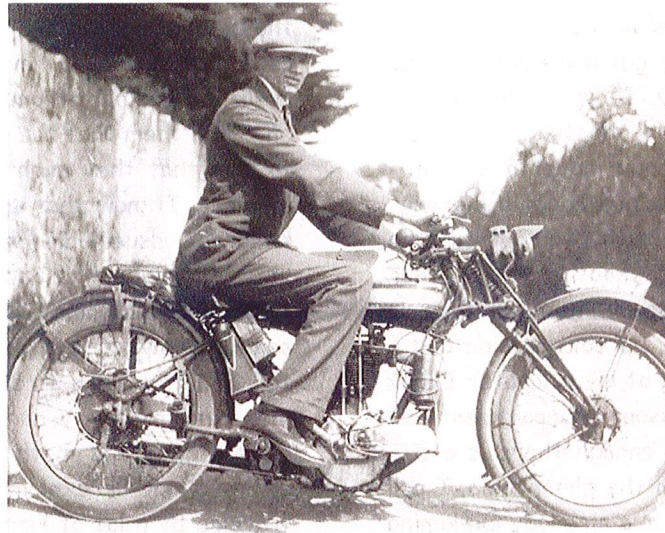
Here I am at the meeting and King Mike calls for new business and I raise my hand. He calls on me and I stand up. Gulp. I tell everybody about the canoes and the trails and they just stare at me. I tell them about the BIG sign that the State is going to put up with Gateway Norton Owners Association name on it. Then I tell them about the good we can do

for our State of Missouri and everybody, and they still stare. Oh my, this is not going as good as I had hoped, I have a tough sell tonight. What did I expect from a biker club? So I press on, I tell them that there are unseen advantages to this that they might not have realized. For instance, I know that some of them have some wardrobe issues--did they know that they can keep all the shoes and clothing articles that they find? No smiles. Did they know that they can keep any working Bic lighters? No smiles. I tell them that this stretch of highway is almost into Lincoln County and they can keep all the bags of pot and meth that they find. Small smile. Then I explain how this highway is traveled by a lot of Harley riders and that over the course of three years with all the Harley parts they find they can either build a bike or start an Ebay company. Smile. Thinking I am on to something, I finish with, "also any of you with old tires and batteries or couches can bring them and set them out on the shoulder and we will make believe that we found them in the ditches and the Highway Department will pick them up." I had to tell them that I was just kidding about that one. But I went on to say, "Some of you guys won't be called on to help with the clean up because one of the rules of the Highway Department says that you must be sober, so that lets a lot of you off the hook." OK, now I see some big smiles. I think I should stop while I'm ahead. Wow, that wasn't so bad after all! Now for those of you who don't know, that highway is also called Highway 79. The State will provide all the trash bags and pick-up tools along with safety vests. We don't have to start till the sign is put up. It's not yet there. It's one mile both sides of the road between Firma Road and Old Highway 79. Four times a year and we pick the dates for three years. I will send out emails. Any questions will be answered at the next meeting. I hope you all feel as proud as I do to be a part of the solution and not part of the problem. You have just adopted part of a highway.

Nortons forever! Steve



I sent this interesting postcard to the [rapidhare.co.uk](http://rapidhare.co.uk) blogsite. It appeared on his February 3 entry. Check out his website to see a larger image of this and all of his other posts.



The picture above comes from a postcard found by Martin in the US; Martin had sent me an old [postcard before](#) but this one is really special.

The Norton is a 1924/1925 Model 18 and there are a few striking features about this machine. Careful viewers will see that the rake of the front forks is not correct; there is too much "air" in between the magneto and the mudguard. The reason for this is that the bottom fork yoke has been modified; the spindle in this bottom yoke should be in line with the headstock but it isn't; it has been moved almost an inch forward! Brooklands racers often used frames with a longer wheel basis; my guess is that while the modified forks do increase the wheelbase, the effect on high-speed stability may be disastrous. The yoke could off course have broken but the machine would have landed on the magneto and no accident damage is visible on man or machine.

The Sturmey Archer box is lacking a kickstart mechanism; it has been blanked off where the axis should have been. Further, the rear mudguard is held by flat strips instead of the usual round bars. Both these modifications are typical for Nortons prepared for racing though any amateur could have done the same in his garden shed. And what are the boxes fixed to the oil and petrol tanks?

So what are we looking at; a pukka *ex*-racing machine or an amateurish attempt destined to fail? Does anyone know the story or recognize man or machine?

update added 13feb10; thanks Roger!

*"The registration gives the date of mid 1926 but it is a Birmingham registration so it could have been a works bike. The separate oil tank and lack of kick starter could support this. The small front brake would not have been suitable for racing and an 8" one similar to the rear was used on the 1925 sidecar outfits. The Webb forks were an option but the increased trail certainly was not. It might have been modified for sidecar use but would have been an interesting ride as a solo."*



## The National Motorcycle Museum

### "Where Legends Live On"

Mark Bosworth

About 20 years ago a high school friend of mine sent me a book he had bought at the National Motorcycle Museum. He knew I had a few British bikes and thought I would enjoy the book. As I looked through the photos of rare and interesting bikes I thought, "what a collection." It would be great to be able to visit the place and see these bikes in person.

In the fall of 1999 I got my chance. The company I was working for decided to do a trade show in London. If you have ever traveled to Europe you know that most flights leave in the evening and you arrive early in the morning the next day. I was told to acclimate to the new time zone. It was best to try and stay up that first day and go to bed that evening. So with a day to kill, what does a Brit bike owner do? Go to Buckingham Palace? See Big Ben? Hell no! Get on the train, ride up to Birmingham and visit the National Motorcycle Museum.

The Museum was opened in 1984 by Roy Richards, a self-made millionaire who had a collection of 350 British bikes. Richards died March 29, 2008 at the age of 77. The collection of British bikes had grown to around 900 by the time I visited the Museum. The once great motorcycle industry in England is on full display. The layout of the place was five halls, each one filled with bikes. Many were one off or very limited production that you had never heard of or had only seen in pictures. Names like King Dick and Scott who made the Flying Squirrel, a two stroke water cooled bike that was way ahead of its time. One of the interesting things I noted was many of the bikes on display were up on wooden boxes painted white with white gravel on top under the machine. As we all know, British bikes have a bad habit of marking their spot and many had done a good job. As I strolled around taking pictures I struck up a conversation with one of the employees who worked there restoring the bikes. I wanted to talk about all the bikes that

they had out back, and maybe get a peak at the shop, but all he wanted to know after sizing me up as an American was, "can you really own a gun and do you have one?"

I had lunch in the café that was part of the Museum and bought a few souvenirs in the gift shop. I still have the key fob I bought that day and key for my Norton hangs on it. After taking it all in that day I hailed a cab to the train station and went back to London.

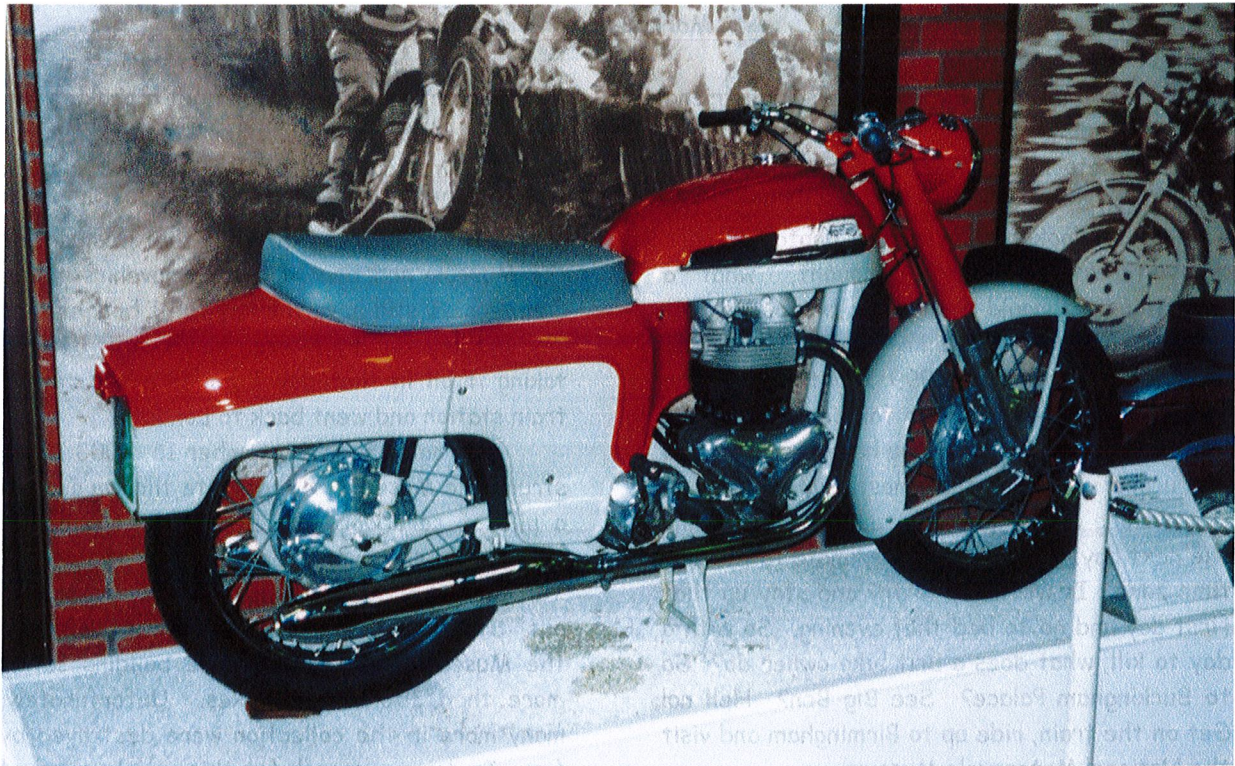
Tragically on September 16, 2003 I fire struck the Museum. A cigarette thrown away in a pile of cardboard air filters started a fire that moved slowly and undetected in the ceiling. Three of the five exhibition halls were burned out. Staff and people attending a conference at the Museum rolled out of the building saving more than 300 of the bikes. Unfortunately, many more in the collection were destroyed by fire. In doing research for this article, many of the photographs I took that day in 1999 were of bikes that were lost. Those are the ones I have included in this article with an obvious leaning to Nortons. On the bright side, 150 of the fire-damaged motorcycles had been restored and are back on display. The Triumph Streamliner known as The Texas Ceegar was one such bike that was sent back to Dallas and restored back to exactly the way it looked the day it set a record in 1956 on the salt in Bonneville. The Museum reopened 15 months later after the installation of a £1.2 million sprinkler system.

If you ever get the chance to be in England and have some time like I did, a trip to the National Motorcycle Museum is a must. The proud heritage of the industry is a wonderful thing to see in person. If you want to learn more about National Museum in the Birmingham area, the following website is a good place to start:

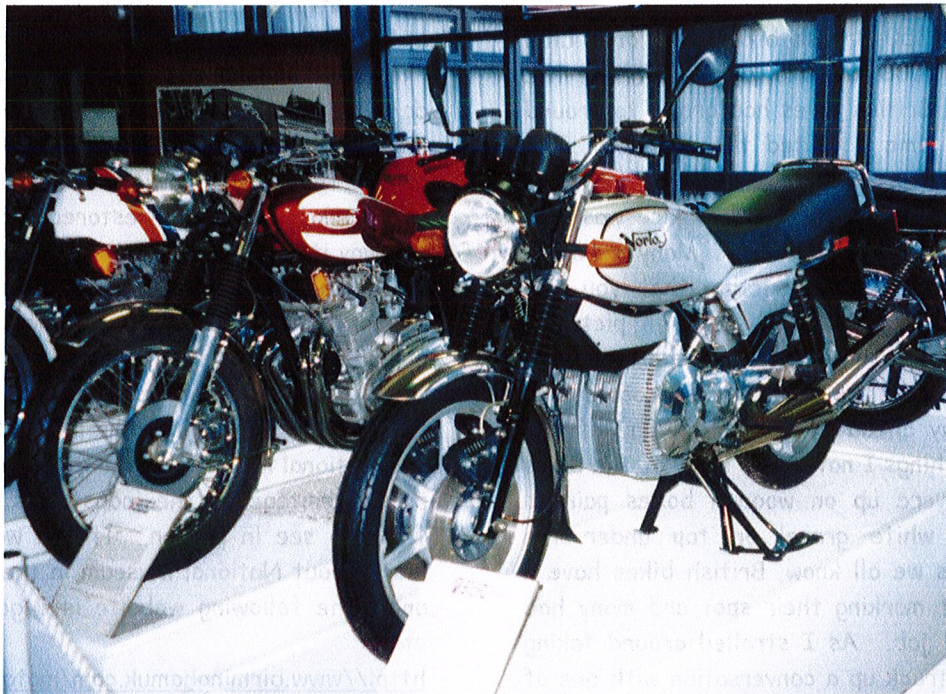
<http://www.birminghamuk.com/motorcyclemuseum.htm>



## PICTURES FROM THE NATIONAL MOTORCYCLE MUSEUM

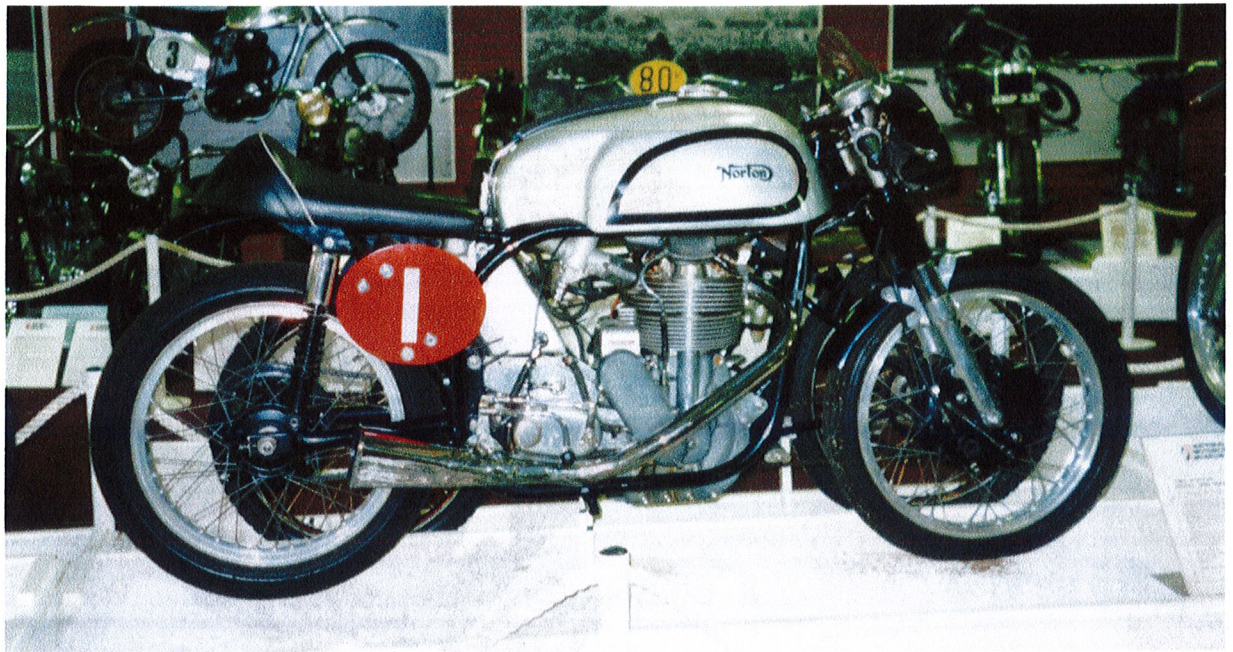


Dominator Deluxe

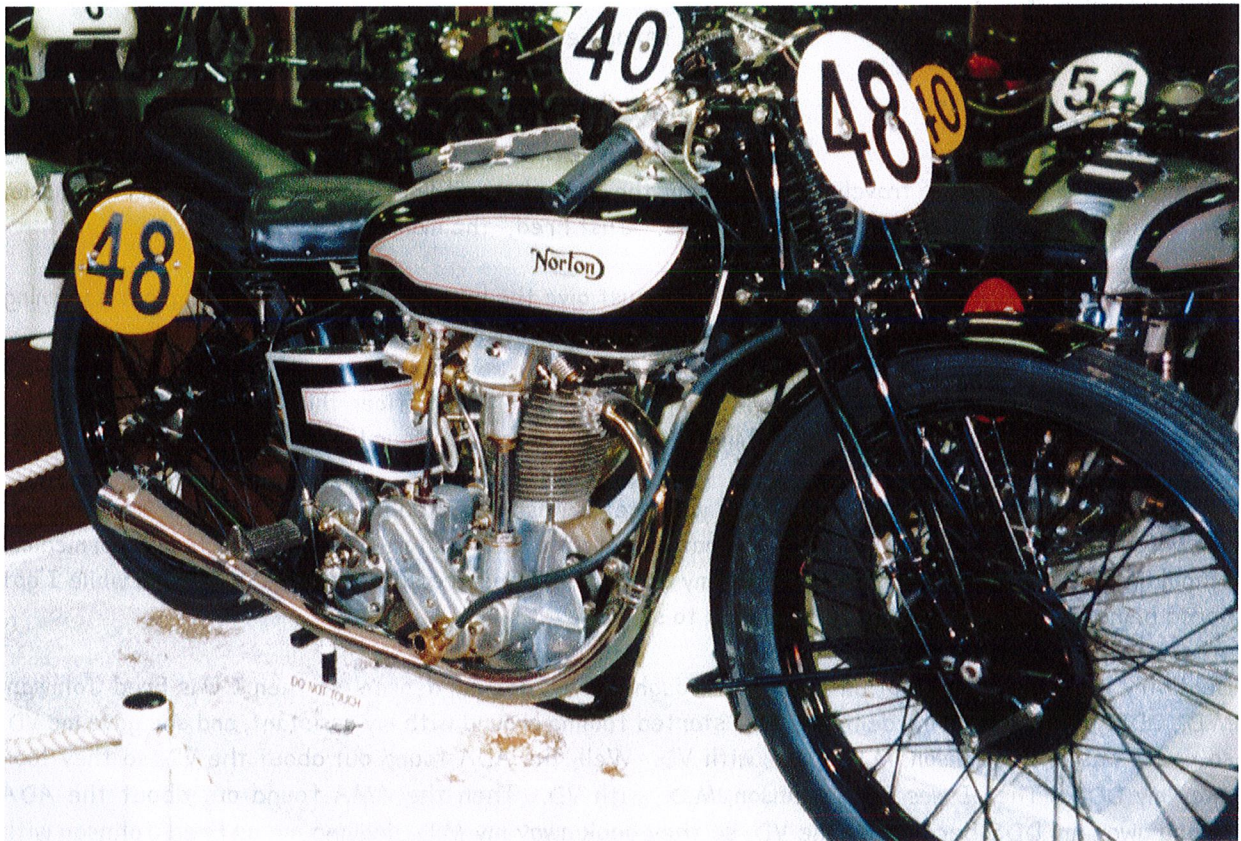


Club member Robin Swaysland had one of these.  
It can be seen now in Donnelson's Motorcycle Museum.





Please, sir, may I have one?



And since you're being generous, I'll have one of these, too.





The Texas Ceegar

### Just Fred

A cop stops a Harley for traveling faster than the posted speed limit, so he asks the biker his name. "Fred," he replies. "Fred what?" the officer asks. "Just Fred," the man responds.

The officer is in a good mood and thinks he might just give the biker a break and write him out a warning instead of a ticket. The officer then presses him for his last name.

The man tells him that he used to have a last name, but lost it. The officer thinks that he has a nut case on his hands, but plays along with it. "Tell me, Fred, how did you lose your last name?"

The biker replies, "It's a long story, so stay with me. I was born Fred Johnson. I studied hard and got good grades. When I got older, I realized that I wanted to be a doctor. I went through college, medical school, internship, residency, and finally got my degree, so I was Fred Johnson, M.D. After a while I got bored being a doctor, so I decided to go back to school.

Dentistry was my dream! Got all the way through school, got my degree, so then I was Fred Johnson, M.D., DDS. Got bored doing dentistry so I started fooling around with my assistant, and she gave me VD, so now I was Fred Johnson, M.D., DDS, with VD. Well, the ADA found out about the VD, so they took away my DDS. Then I was Fred Johnson, M.D., with VD. Then the AMA found out about the ADA taking away my DDS because of the VD, so they took away my M.D., leaving me as Fred Johnson with VD. Then the VD took away my Johnson, so now I am Just Fred."

The officer walked away in tears, laughing.