



WE'RE ALL HERE BECAUSE WE'RE NOT ALL THERE



Norton Colorado

www.nortoncolorado.org

Newsletter

April 2019



Upcoming Events

See page 11 for the entire official 2019 events schedule.

April
4/7 (Sunday): Tech Day @ Bob Martin's
4/20 (Saturday): Group Ride

May
5/5 (Sunday): Group Ride

Look for club emails for more details about these gatherings.

What's going on in your garage?

Now that winter is setting in many of us are spending more time in the garage. Here's two examples . If you are spending your time turning wrenches instead of turning a throttle please send me a picture and maybe even write a paragraph so while we aren't riding we can have something cool to read and look at.



Downsizing by Tony Hagger

Now we are old, we have decided to downsize , which *means* a smaller house. No problem. But with a smaller house comes a smaller garage, which is a serious problem. No longer do I have room for a bike lift. Or even more than 2 bikes. So my Nortons had to go, and I just have a modern Triumph and a Velocette MSS.

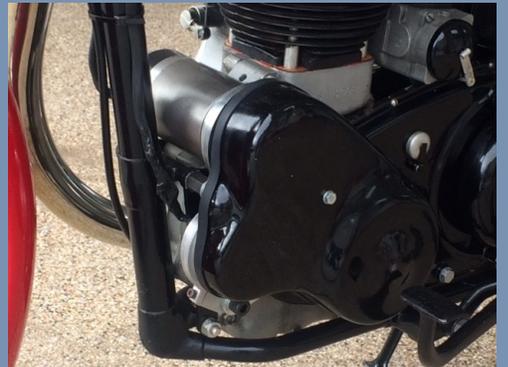
The MSS is different from the Venom/Thruxton that many of you saw on the Phantom Canyon runs of yesteryear. The MSS is supposed to be more of a touring bike, with more torque than the sportier Thruxton. This is a lie. It doesn't have more torque at low revs. Instead it just has so much less power at high revs. that it just makes the lower end SEEM better!

This power reduction is achieved by using an even lower compression ratio, smaller valves and a smaller carburetor. Pretty clever, eh?

The upside is that it is easier to turn over which makes the Alton electric start kit a real usable starter. Essential for us seniors.

The maiden voyage for the MSS was a trip from Colorado Springs to our new house in Castle Rock. An easy journey except that it involved a gradual hill, resulting in a seized piston. So my winter project has been to get it rebored by Area Machine, and fit a new piston. I also found that it had the wrong carb, so instead of farting around to try to get the jetting right, it now has a new Amal with the right jets (I hope!)

So with a new pair of tires it is ready to try once again.



Vintage Twins News from Eric

I was over at Vintage Twins <<http://vintagetwins.com/>> this morning, picking up a base gasket, and chatting with Aaron, one of the new owners. He told me that Dave Eisley is coming back this year and will be working pretty much exclusively on Nortons again. He will be arriving in town in late April. The Norton business at Vintage Twins has been picking up, so if you have an interest in having your Norton worked on by Dave, it would be a good idea to get your name on the list sooner rather than later.

Aaron and his partner are trying to provide better service for Norton owners than JC did, so if you find yourself needing a part and wishing there was someone locally who had it on the shelf (like the base gasket I needed), it will help to call Vintage Twins and ask them about it. Even if they don't have it, such calls will encourage them to stock more parts and give them a better idea of what is most needed.

Tech Tip: Removing and installing exhaust nuts. From Jim Bay

If simply getting a bigger wrench doesn't do the trick, Jim Bay suggests the following:

I use a CO2 bicycle inflator and spray a whole cartridge onto the head flanges. The nuts then come off without effort. To reinstall, I get it tight, go for a long ride, and then tighten the nuts again. They never come loose and the normal type wrench works perfectly.

Need a Bike Lift? Here's a recommendation from Phil Paolilli

I am in the middle of refurbishing 2 Commandos and decided to finally purchase a cycle lift. Everyone is aware of the Harbor Freight lift but unfortunately all of the better lifts are not only much higher in price but usually have pretty high freight costs which can increase the cost by a big margin. All that I looked at were going to end up at a grand or more.

After a bit of internet searching I found "Direct Lift" (yes, China) that has a distributor/warehouse in Denver.

Not quite the level of a Handy lift (USA), but much pretty close. I was down at Colorado Norton Works and this is the lift that Matt uses- He probably has 8-10 of them on the floor.

I picked up the basic model-"ProCycle"

List was \$699 but they had 6 or 7 instock that they had purchased before a price increase so they were selling for \$669 plus they gave me a 3% discount for cash so \$648 to me. I also picked up a very nice scissor jack while I was there.

Link to the Direct Lift site:

<http://www.directlift.com/MotorcycleATV-Lifts-C15.aspx>

McGee Co

1140 SO JASON (Sante Fe & Mississippi)

303-777-2615

(editor note: I've had one of these for about 10 years or more, never had a lick of trouble with it. Scott)



Streets of London Pub Meeting

We had another fine day for our yearly March gathering at Streets of London Pub. In fact, we usually have nice weather for this venue. I can only remember once in the last 15 or so years we've been meeting here that it rained on our parade. As usual there was a large group, 25, of us. This continues to be a club favorite. We shared the usual banter, ate, drank, watched people on Colfax, looked at the nice collection of motorcycles we, and a few other patrons, rode to the meeting. Once again, a good time was had by all.



Rode a Norton
 Jack and Peggy Abeyta
 Arnie Beckman
 Mike Fields
 Scott Robinson
 Ron Weaver
 Martin White

Rode something lesser
 Eric Bergman -- Laverda
 Kris Geller -- BMW
 John Hartman -- Triumph
 Dennis Oberwetter -- Triumph

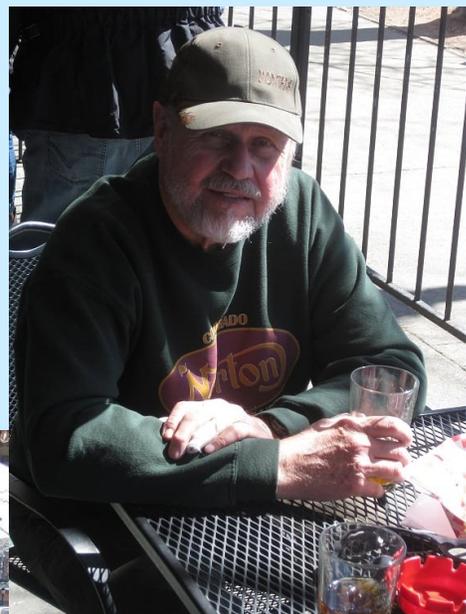


Got there
 Karen Bailey and Laura
 Pete Chronis
 Jim Colt
 Jamie and Michelle Jones
 James Lafler
 Mark Liu

Gerry Molettiere
 Bob Martin
 Bob Ohman
 Mike Powell
 Julie Robinson
 Dave Sheesley



Martin White's beautiful Norton



Bob took a day off from his remodel project to enjoy an adult beverage in the sunshine



John Hartman rode this very nice Triumph



President Arnie rode over on his Norton P11





Michelle Jones reverting to her hippy days and showing off her patches. Soon these jeans will be more patches than denim.



Jim and Bob solving the problems of the world



This couple joined us on a pair of Royal Enfield Bullets done up in a WWII motif.



New member Ron Weaver rode his Norton and Eric showed up on his trusty Laverda

Jack, wanting to retain his hold on the President's Trophy showed up on his well ridden Norton with Peggy on the back as usual. He says he has to bring Peggy or he'd never find his way home. We all agreed that Jack would definitely be lost without Peggy.

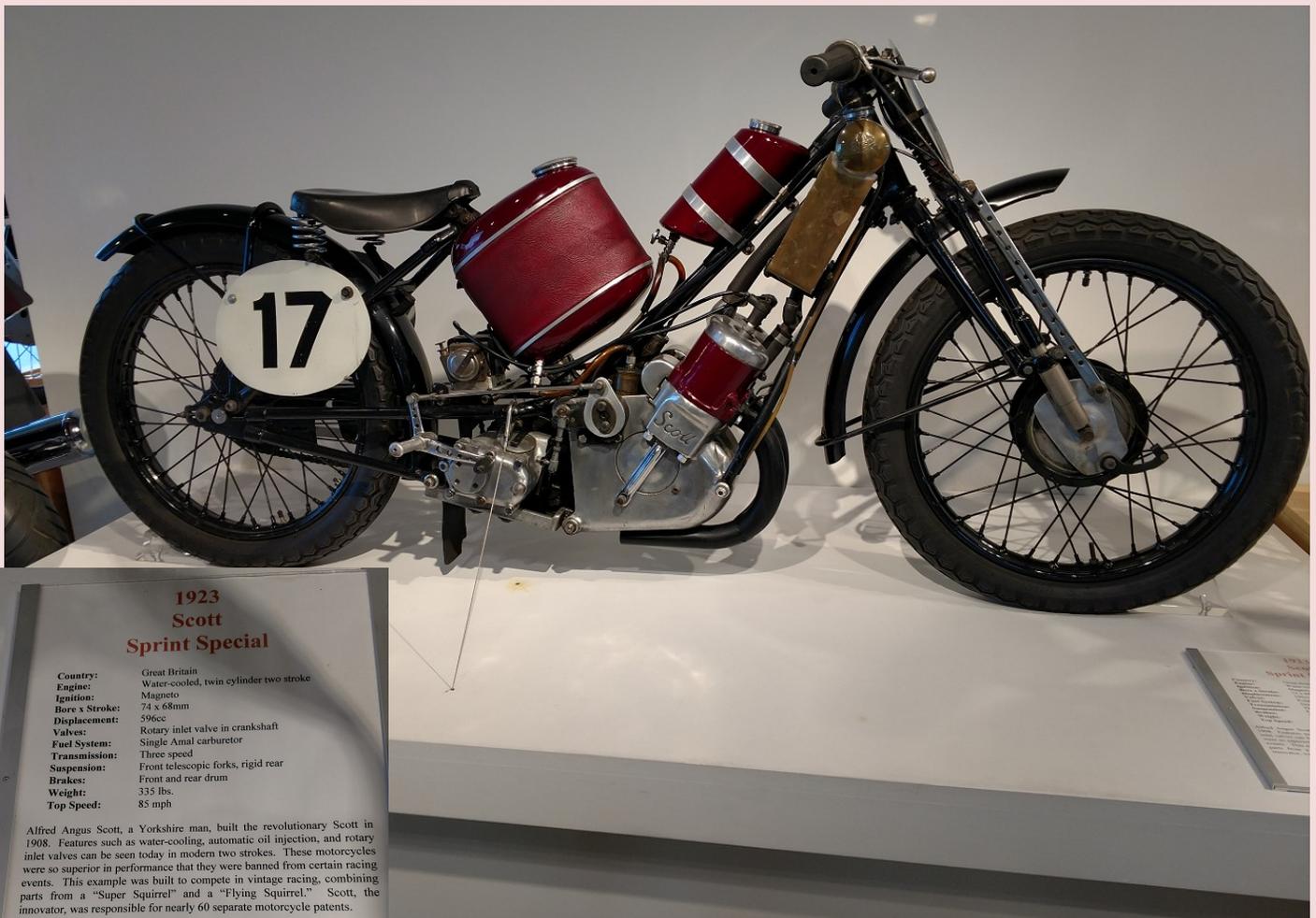


Helping a member get on the road by Dennis Horgan



Here's a quick report on our trip down to Ross Petersen's for an impromptu tech day in the bad weather on March 2nd:

Five intrepid Norton Clubbers ventured down to Ross Petersen's beautiful ranch – south of Franktown – to check out his new 1972 Combat Commando and, of course, offer vast amounts of advice. Ross just bought the bike and is planning on a several thousand mile trip through the southeast in April. Because of the snow, Eric and I drove down in the 4WD truck and met up with Ross, Frank, and Jonathan and surveyed the project. Ross had sent the transmission to Colorado Norton Works because it was popping out of gear, and he was systematically working through his upgrade list, of fork seals, fresh hardware for the cradle, wiring, seat improvements for the long trip, and fitting some paniers for the trip. There was the usual discussion of proper size sprockets, breathers, sump prevention, and the need of electronic ignition (I think the vote was split on that). Ross had four Nortonites and we gave him a total spectrum of opinion. The next big event is to help him finish the transmission install and any other items at the next tech day coming up. And, of course, to wish him the best of luck on his Nor-



1923 Scott Sprint Special

Country:	Great Britain
Engine:	Water-cooled, twin cylinder two stroke
Ignition:	Magneto
Bore x Stroke:	74 x 68mm
Displacement:	596cc
Valves:	Rotary inlet valve in crankshaft
Fuel System:	Single Amal carburetor
Transmission:	Three speed
Suspension:	Front telescopic forks, rigid rear
Brakes:	Front and rear drum
Weight:	335 lbs.
Top Speed:	85 mph

Alfred Angus Scott, a Yorkshire man, built the revolutionary Scott in 1908. Features such as water-cooling, automatic oil injection, and rotary inlet valves can be seen today in modern two strokes. These motorcycles were so superior in performance that they were banned from certain racing events. This example was built to compete in vintage racing, combining parts from a "Super Squirrel" and a "Flying Squirrel." Scott, the innovator, was responsible for nearly 60 separate motorcycle patents.



BMC-232

Bad Experience, but with a Happy Ending by Bob Herman

(Reprinted from March 2006)



You don't want to get a phone call like the one I took Sunday night, March 12. I was enjoying the evening, celebrating the Sabbath with a grain-based beverage, when the phone rang. (We're still using 20th-century technology here, so it "rang" instead of playing several bars of the 1812 Overture.)

It was Jim Comstock on the line, and he sounded grim. Eschewing preliminary niceties, he got right to the point: a conflagration of unknown origin had broken out in the Pueblo building Jim's Automotive shares with a separate auto body shop.



Jim filled me in on the details as he knew them at that time. Some of his diagnostic equipment was lost, there was indeterminate damage to his 920 Interstate and yellow 850. The shop itself was ruined. The hottest of the fire and worst damage was in the back room, which was filled with motorcycles. One of those motorcycles was my own Commando.

If you've ever gotten a call out of the blue telling you a relative or close friend has suddenly and unexpectedly died, you know how surrealistic the experience is. Almost like an out of body experience; the mind uses all its tools and tricks to avoid, spin, deny the unacceptable. You try to help the struggling mind by feeding it an extra dram or two. In the end, though, all the mental tricks and chemistry cannot change the facts. In the morning when I awoke, my first thought was "my Norton's gone."

Since I now live some 170 miles from Jim's shop, it was several days before I was able to make it over to Pueblo and see for myself. In the meantime, Jim had gotten a better look at the carnage and felt that in fact, my bike might be salvageable to some degree or another.

By the time I got to Pueblo on Thursday I was cautiously optimistic, but trepidation gripped me as I closed in on what was once, and for decades, Jim's Automotive and Light Diesel Repair. The building showed all the telltale signs of a recent, nasty fire. Most notably, no roof over the area where my bike had been stored.

I found Jim inside what had been his shop and was now a blackened mess of rubble heaps, charred timbers and other detritus. He was conferring with an insurance adjuster, who droned monotonously into a tape recorder, itemizing destroyed and damaged tools and equipment. When I arrived, he was on – no lie – "push broom."



Leaving them to their tedious itemization, I ventured forth to peer into the abyss, the back room. Over the years I had spent lots of time in that room, and could easily conger up a mental picture of all the motorcycles arranged within. The scene that accosted me when I leaned through the doorway was a visual insult, devoid of familiar details. More like: Beirut street scene circa 1983. Total devastation, rusted hulks piled atop one another, unrecognizable piles of rubble. Here and there a puddle of grey-white ash that had once been a motorcycle engine.

It didn't take me long to locate my Norton. After 24 years, I'd know that bike anywhere. I couldn't get too close to it. Charred roof trusses and other hazards blocked my way. But I could see enough to realize that a picture is worth a thousand words, and that it was not a pretty picture.

The next day, fire investigators gave the okay for me to pull my bike out of the rubble. Jim and I cleared a path through the chaos, pushed and pulled my once-fine Norton through the ashes and out into the sunshine. Our path took us around and over the carcasses of some of the bikes Jim lost in the inferno: a Ducati Diana, BSA 250, the XT500 I crashed into a tree four years back, several Nortons in various stages of assembly, an RD250 racer, SV650 racer, step-through Honda, sundry bikes and scooters. Last but very much not least, Jim's hand-crafted CRM race bike, a mind-boggling one-off creation developed and built in the shop that was no more.

I hauled what was left of my Norton up to my mesa property in Pueblo County and tucked it away in the shed Lisa and I built years ago to protect it from the elements. Then I sat down with my favorite adult beverage to mull over the mystery of life.

Whence my cherished Commando? The charred hulk presents a disheartening lack of curb appeal. Were this any other of the twenty or so motorcycles I've owned, it would be at the scrap metal dealer's gate. But that would be a truly inauspicious and dishonorable end to an old friend. That motorcycle and I have shared adventures and misadventures too numerous to mention. After decades of history together, the relationship between rider and machine is transcendent. And anyway it's not just a motorcycle, it's a Norton and... well, you know.

Left to my own devices, resources and skills, I don't know if I would have the wherewithal to bring my bike back to life and restore it to its erstwhile, somewhat shabby, well-used glory. But a couple of good friends have come forward (you know who you are) and offered to throw open the doors to their parts bins, project bikes, whatever help I need to right this cosmic wrong. I really appreciate it, guys. Your generosity and encouragement make all the difference.

I probably need to build a garage before I embark on my restoration project. On the other hand, springtime is coming to the Sangres, and what the hell – I can convert my 16-foot tipi to a workshop. We never know what's lurking around the next curve. TO LIFE!



Interested in the rest of the story? Here's where the good news is. Click this link to read about Bob's restoration of his old Commando.

<https://www.motorcycleclassics.com/classic-british-motorcycles/1975-norton-commando-grave>

Motorcycle Stuff on the web:

First episode of the restoration of a 1961 Norton 650 Manxman, the very first Manxman produced, in fact. The fellow gives a shoutout to new member Jerry Doe's AccessNorton.com for help with identification and other matters.

<https://www.youtube.com/watch?v=TCTitrEkMrk>

Here is some great footage of board track racing. No brakes, no throttle, non clinching wheels, silk helmets, wool sweaters and splinters the size of bayonets, while going over a 120 mph!

[Los Angeles Motor Speedway, April 24, 1921. Motorcycle Board Track Race](#)

Companies House issues notice to dissolve Norton Motors... | Visordown

<https://www.visordown.com/news/general/companies-house-issues-notice-dissolve-norton-motors-uk-ltd>

1972 Norton Commando Combat Rebuild (6) - root cause of the blown engine

<https://www.youtube.com/watch?v=cK-qYYYVSKg>

1972 Norton 750 Short Stroke Racing Superbike class at CTMP

<https://www.youtube.com/watch?v=l1NzUJliM9U>

The Norton experience

You probably first saw this masterpiece of shape and pace through the glint of plate glass, or in a magazine, maybe being handled by a friend or even worse by someone you don't know. Long before your eyes laid her you knew that somewhere sometime you would meet for that never surpassed experience. Not for you the fussy, the temperamental, the Dresden touch or the big flashy bore. You wanted a high flyer with scintillating looks, superb performance capabilities, that could hold on tight even during the wildest inclinations.

Of course she can also be easy and gentle like a

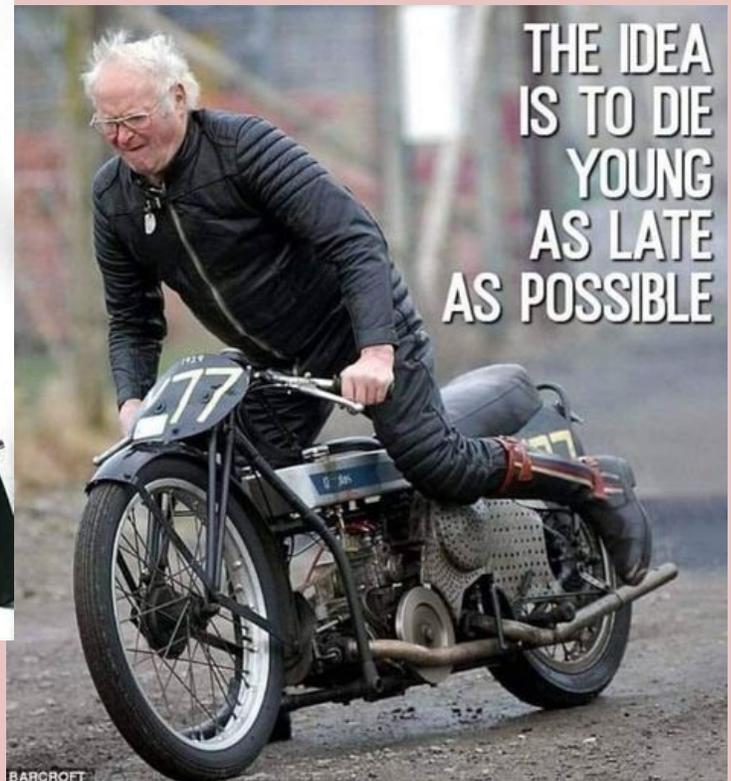
purring cat, as smooth in motion as a ski on virgin snow - but only if you're man enough to move fast with her when you both get turned on. Most experiences are dulled by time and repetition, they become indistinguishable in a world of mediocre happenings. Only a few remain fresh and exciting as on the first encounter - admittedly they are hard to acquire but well worth waiting for.

0-60 m.p.h. in 4.8 seconds.
Standing quarter 12.6 secs.
Top speed 125 m.p.h. plus.

The Norton Commando 750 Roadster
with the isolastic super-ride

Write or call to find one of the 800 dealers in the U.S.A.
Exclusive Importers and Distributors, East, South and Middle West
(42 States): Ballwin Motor Corporation, Railroad Street and Plains
Road, Hedden Brook Heights, New Jersey 07064. (201) ATax 8-9696.

Exclusive Importers and Distributors, West Coast (7 States):
Cal., Ariz., Nev., Wash., Ore., Hawaii and Alaska:
Norton Visions Corporation, 6750 Paramount
Boulevard, North Long Beach, California
90806. (213) 931-7138.



BARCROFT

Norton Colorado 2019 Event Schedule

Please check this out and feel free to contact Eric Bergman to suggest more ideas or to volunteer to host an event

February

2/2 (Saturday): Winter Banquet at the Rock Bottom Brewery, Denver

March

3/2 (Saturday): Group Ride, Parts Depot Work Party or Museum Visit, depending on weather

3/17 (Sunday): Pub Meeting: Streets of London

April

4/7 (Sunday): Tech Day @ Bob Martin's

4/20 (Saturday): Group Ride

May

5/5 (Sunday): Group Ride

5/19 (Sunday): OBR 17

June

6/2 (Sunday): BBQ @ Eric & Susie's

6/13-16 (Thur-Sun): Four Corners Rendezvous

July

7/7 (Sunday): Mt Evans Ride & Brunch @ David Sheesley's

7/20-21 (Saturday - Sunday) : Century Ride

August

8/3-4 (Saturday-Sunday): Wimpy Campout @ Jamie & Michelle Jones'

8/18 (Sunday): Group Ride

September

9/6-8 (Friday-Sunday): Cotopaxi

9/15 (Sunday): English Conclave

9/28 (Saturday): Group Ride

October

10/13 (Sunday): Plains Ride (Scott & Julie Robinson)

10/27 (Sunday): Tech Day at MotoWorks Denver

November

TBA (Saturday): DU Hockey Night (host Scott Robinson)

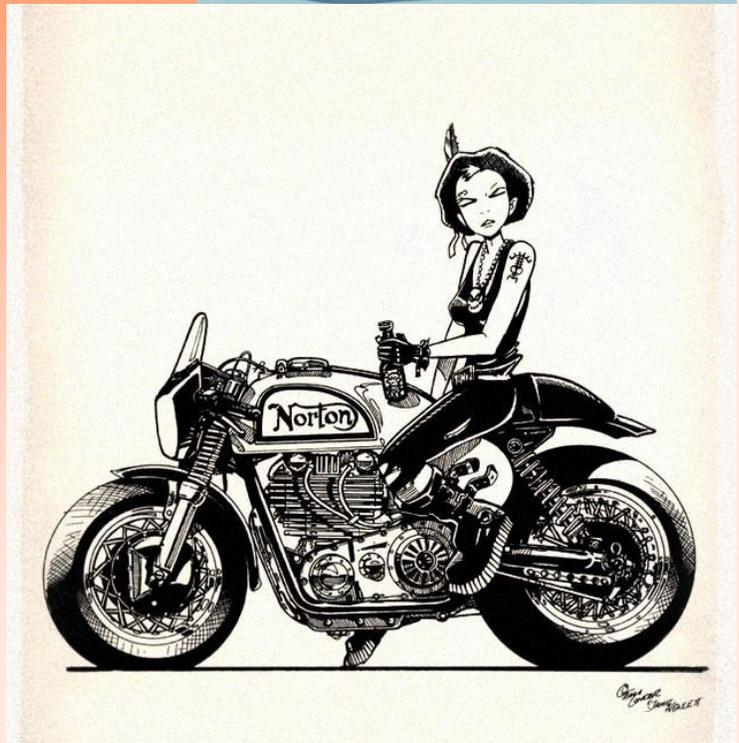
December

12/1 (Sunday): Pub Meeting

January 2020

1/1 (Wednesday): New Year's Day Ride

1/12 (Sunday): Pub Meeting



Membership

Membership in Norton Colorado is open to anyone, regardless of whether they own a Norton, or any motorcycle whatsoever.

Dues are \$20/ year individual, \$22 for a couple or family unit, payable to "Norton Colorado" and sent to the Treasurer, whose contact information is listed on the last page of this newsletter.

The official club membership list is posted on the club website. Please let Eric know if there is an error.

The membership year begins with the Winter Banquet in February. New members who join after August 1 are credited with membership for the following year.

Club Events

Many events have been scheduled for the 2019 season, usually about 2 per month. Participation in these events will be counted for the President's Award. Events may be added, dropped, or re-scheduled through the year. The schedule can be found in this newsletter or check the schedule on the club website:

<http://www.nortoncolorado.org/meetings.html>

Prez Points Standings Top 10 (2018):

points, events, solo rides

Jack Abeyta	81	15	22
Scott Robinson	62	14	6
Peggy Abeyta	59	11	16
Arnie Beckman	52	11	10
David Sheesley	41	8	7
Mike Fields	40	10	2
Eric Bergman	35	19	0
Debby Johnson	34	5	22
Dennis Horgan	30	12	0
Rick Black	26	6	0

1925 Norton



Current Occupants

Officers

President

Arnie Beckman (303) 733-4239
arniebeckmanp11@gmail.com

Secretary

Eric Bergman (303) 278-7445
onenorton@gmail.com

Treasurer

Charley Gremmels
1832 Forest Ave., Durango, CO 81301
970-946-1302
NoNortons@gmail.com

Staff

Road Captain

Jack Abeyta (303) 426-0594
abeytaa@aol.com

Newsletter Editor

Scott Robinson (303) 287-6580
mister.r@comcast.net

Secretary of Commerce

(My new job title reflects my role in the Parts
Depot as well as Swag slut)
Bob Ohman (303) 570-9333
reohman@att.net

Webmaster

David Sheesley (720) 277-6563
dks@davidksheesley.com

Technical Advisor

Jim Comstock (719) 646-2610
comnoz2@juno.com

Credits: Thanks to Peter Allen, Jim Bay, Eric Bergman, Peter Chronis, Tony Hagger, Bob Herman, Dennis Horgan, Dennis Oberwetter, Bob Ohman, Phil Paolilli and Jerry Pokorny for their contributions to this newsletter.

I also want to say thanks to others who sent me things I will use in future editions.

Norton Colorado

1900 19th Street

Golden, CO 80401

