

Pints Pub Gathering

Rode a Norton

Jack Abeyta
Scott Robinson

Rode something lesser

Arnie Beckman -- Triumph
Eric Bergman -- Laverda
Hillbilly -- Triumph
Bob Ohman -- Yamaha
Steve Siler -- KTM
Martin White -- KTM

Got there

Jim Colt
Bob Martin
Lew Wackler



My First Commando

By Eric Bergman



In late spring 1971 I was 20 years old, living in Frankfurt, Germany and working for the U.S. Army drawing training posters about proper hygiene when living in a trench and the lubrication points for a two-and-a-half-ton truck. One day I was loitering outside the train station (conveniently located next to the red light district) when out of the monumental old building and into the sunlight rolled a most amazing object, a canary yellow Norton Commando Roadster. I had actually seen and ridden a Commando a few years before, but it had not been an entirely positive experience. An acquaintance of mine who sometimes dated my sister managed to borrowed a green Fastback (this about 1969) and actually let me ride it down the street, maybe Alex thought it would help him make progress with my sister. I can still recall the excitement when I reached the end of the dead-end street, typical European cobblestones with a layer of wet leaves on top. I merely touched the brakes and the front end took off at a very unsporting angle, threatening to put all the lovely fiberglass into intimate contact with the cobblestones. With both feet as outriggers and leg muscles straining, I somehow kept the thing upright, and I was very grateful to hand the bike back to Alex. The horror of the near-disaster kept the image of this motorcycle out of my dreams.

Back to 1971, outside the train station. Any remnant misgivings about the Fastback are gone, blanketed by the visceral effect of this yellow Roadster gleaming in the sunlight, completely in harmony with the sex-trade district surrounding us. The rider was having trouble starting it (prophetic!) and I went over to kibitz. He was an American who'd just bought the beast from a dealer named Dunstall in England, brought it by train to Frankfurt, and was starting (or at least trying to start) his dream European vacation with his wife on the back. I was stunned when he told me these beautiful machines could be had for \$1100. I had not yet acquired any expensive vices at that time and I'd been able to save a fair fraction of my wages from the Army, enough, in fact, to order a Commando of my own. A few days later I was in the train station again, using the international phone service to call the number in London I'd gotten from the Honeymooner. I knew almost nothing about the Commando line, but what's to know? I just said I wanted a Roadster. The sales manager asked what color, and we settled on Black for reasons I cannot recall (I really did like the Canary Yellow).

A few weeks later I took the train to London to pick up the bike at Dunstall's shop in one of the ugly suburbs south of the city. A friend (not Alex) came along for the adventure. Dunstall had a retail shop which I saw only briefly. Most of the action took place in a small industrial park a few miles away. The legal aspects of the purchase were remarkably easy, given the poor reputation the Brits had for paperwork and regulations (not in a class with the Germans, mind you, but bad enough). I think for the Brits that was probably true, but for export customers such as myself, waving hard currency, they made it a lot easier. I do remember having to find some obscure office and doing some paperwork (and paying some modest fees) for a temporary registration and insurance, but it was no big deal. I didn't need any special driver's license.

So off I rode with my very trusting friend on the back. On the main road outside Dunstall's shop I gave the throttle what I thought was a modest goose as we went over a small overpass and was a bit surprised when the rear end broke free and swung out. So it's not just the front end of these things one has to worry about! The rest of the trip back to Frankfurt was uneventful although I worried a lot about what might happen to my precious bike in the belly of the ferry, outside the little French hotel we stayed at (with the wimpy steering lock as the only security), etc. We took some back roads through France and I had my first taste of the Norton's fine road manners. I decided I had made an excellent decision!

Even on the trip back to Frankfurt I noticed a lot of blue smoke coming from the exhaust, and for the next several months I went through dozens of spark plugs and many quarts of oil. Finally concluding that this problem was not going to fix itself, I called Dunstall's shop and learned a sad story about bad valve guides (I had no real notion of what they were) which would be replaced under warranty if I brought the bike back to the shop. This was November, when the weather in Europe is getting seriously ugly, but I had no real alternative so I took off for London with a goodly amount of spare oil and spark plugs, and the warmest clothes I had.

Having come under the influence of some of Dunstall's marketing materials since buying the stock Roadster, I had decided that, as long as I was there, I should also trade in the drum front brake for a spiffy twin disk setup and the stock exhaust system for the infamous 2-into-1-into-2 exhaust pipes and Decibel mufflers. One of the mechanics at Dunstall's let me watch while he pulled the cylinder head and put in the new and improved valve guides, and the other goodies. There wasn't much choice, since I had no place to go. While he worked the weather got steadily worse, and about the time he finished, late in the day on which I needed to catch the ferry at Dover, several of the guys approached me and pointed out that I was ill-equipped for a nasty long ride home. One of the oldest took me aside and told me to go to a surplus store on a certain street in the next town and ask for a Dispatch Rider's Coat. Bless him! I'd never heard of these coats before but learned quickly that they were designed (in WW II) for just the conditions I faced (minus hostile fire of course). It took a while to figure out how to install the coat, with it's numerous straps, buckles, and flaps, on my body, and then it was a struggle to heave myself onto the bike, but once in the saddle and moving I felt as if nothing could reach me through all those many pounds of rubberized canvas.



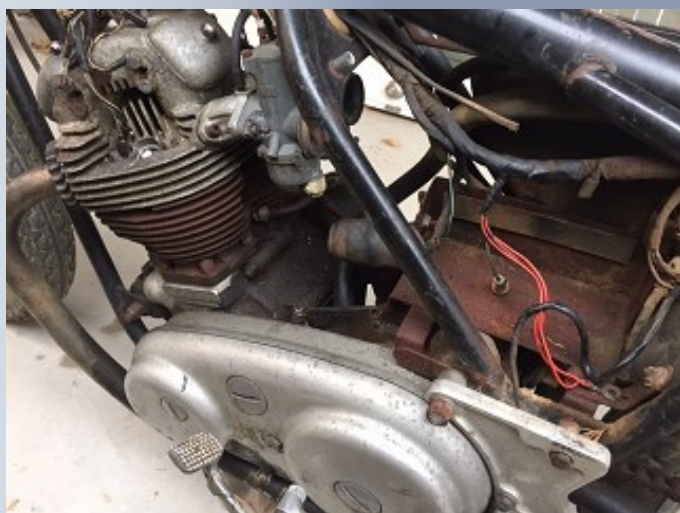
On the dark, narrow road to the ferry I was continually blinded by the oncoming lights in heavy traffic and pouring rain, and having a truly unpleasant time when things got even worse: a steady miss in the firing gradually reduced me to one cylinder. I was going to miss the ferry, freeze to death in the rain, and then starve to death for good measure, as I had very little money left. Things looked bad as I pulled off the road into the parking lot of a little group of isolated shops which appeared to be closed. A bit of light glowed in one, however, and I knocked at the door in desperation. After a while a middle-aged guy (yes I know you were hoping for a beautiful English farm girl but this is true story) came out of the back and let me in, into a motorcycle shop! God Bless the Queen! It was one of those little country shops where they sold a few machines, repaired the local's bikes, and did a bit of racing on the side. I suspect there are many fewer of them today. I remember some scabby single-cylinder racing bikes lying about, but I was a lot more interested in the possibility that my new friend could help me fix the problem with my bike. It will be no surprise that ignition problems from wetness were nothing new to him and he had the offending sites spritzed with water repellent and gobbled up with gorilla snot in a matter of minutes. Back into the night I went, making the ferry with minutes to spare, and then a dismal endurance run back to Frankfurt as fast as I could manage in the freezing rain. The only bright spot in all this was the Dunstall twin disk brake. It was amazing in the heavy rain, which I knew from experience would have reduced the old drum brake to a state as wretched as my own. Even with frozen hands I could stop reliably.

For the next several years I rode the Commando in Europe and around Washington, DC, having many fine adventures (plus an accident that taught me a lot about defensive riding), and took my first lessons in Commando wrenching. I eventually learned that hard starting (dozens of shoes, not to mention my arch, paid the Ultimate Price) was caused by the stone-age mechanical advance unit hidden behind the contact breaker plate. I experimented with cafe racer bodywork, clip-ons, and rear-sets and finally went back to a fairly stock setup for the usual reasons. I shudder now to think of the butchery I carried out on that bike, and my ongoing frame-up restoration of a thoroughly abused 1972 Combat Roadster should probably be viewed as penance for my crimes. I eventually tired of the maintenance hassles with the Commando (mostly self-inflicted out of ignorance, of course) and tried several other bikes (BMW 500, Bultaco Metralla, Suzuki 500 Titan) before college, graduate school, a wife, a baby, a job, "maturity", etc., intervened. It took over 20 years for me to realize I had unfinished business with my black Norton Commando Roadster, but that will be another story.

Scott Shuler's next project

"What did he mean by 'project'? I was told all it needed was a battery and some fuel."

Actually, I told Phil Radford (fairspares) I was looking for a combat project. He had this roller stashed in the back that he said he'd never get to. I'll resurrect it best I can.



“HOOLIGAN”: AN OLD SCHOOL BOBBER

By Jerry Pokorny

Engine

1968 Triumph TR6c
1970 Bonneville Head
New bearings, seals, etc. – total rebuild
Cylinder relined to stock bore, std pistons.



Frame

Triumph T100 front end
T120 Bonneville front frame
Rigid Bobber Tail

Other Features

Pazon “sure fire” ignition
Tympanium power control module

Credits

Salt Lake Chrome – Tank Chroming
Blast Tech – grit blasting frame
Vapor Blast Solutions – vapor blast cases
Tain’t Paint – Powder Coating
Old European Bikes - parts
The Bonneville Shop – parts
Apex Motorsports - Wheels
“Turbo George” – technical consulting
Area Machine – head and cylinders
Wagners Prop Shop – welding case
Frank Pucket – welding battery box support plates



“HOOLIGAN”: AN OLD SCHOOL BOBBER

By Jerry Pokorny

This started as a winter project in fall 2015. I purchased the collection of parts from a fellow who decided not to pursue the creation of a bobber from the lot.

I ended up with 2 engines (T120 Bonneville and TR6C 650cc) that I mixed and matched parts to get enough good bits to build one engine for the project. Since the TR6C engine number was on the Colorado Title it became the host since I needed the case number to get it tagged.

Based on the condition of the Cylinders, I decided on re-sleeving it and going with stock dimension pistons. The head was rebuilt with new valves and springs and the seats ground by Area Machine in Denver (along with the resleeving of the cylinders).

All the internals of the engine were good to use over so it was just a matter of new bearings, seals, etc to get the bottom end done.

The gearbox was rebuilt using the existing internals. All the cases were sent to New Mexico to get vapor blasted. Outer covers were polished in Colorado Springs to an awesome finish that looks like chrome.

Wheel bearing were replaced and new Dunlop tires and tubes front and rear.

One of my objectives was to do the build using as many of the basket case parts as long as they were ok to recycle. Big stuff was refitted when possible but a lot of the little bits were needed to complete the rebuild so Dave Porter and the Bonneville shop saw a lot of my money during this process. In a number of cases, Dave was able to come up with used parts that I cleaned up to a condition suitable for the project quality I was trying to attain.

The basket case came with a Yamaha front fork and wheels so to keep it pure British, I got a T-100 front end and wheel from Carmen which I totally rebuilt and it worked out great.

George Nachsheim was the source of a new front frame since the one that came with the parts had been modified and was unsuitable as is. The only frame member I could use from the purchase was the rigid rear end which fitted beautifully with the other components.

My design was an emulation of a bike that appeared in one of the annual Triumph calendars a few years back. I liked it so much I copied almost 100% with the exception of the solo sprung saddle and straight pipes.

Lowbrow customs was a source of the western handle bars, exhaust pipes, and many other small bits needed to get the look I wanted.

I recycled the battery box that came with the basket case and fitted it with a 12 volt sealed battery along with the tympanium power control unit. I designed the wiring harness custom for this bike and fitted new coils and the Pazon Sure Fire spark system.

The frame was blasted by Blast Tech in Denver and Roger at Tain't Paint did the radical red powder coating.

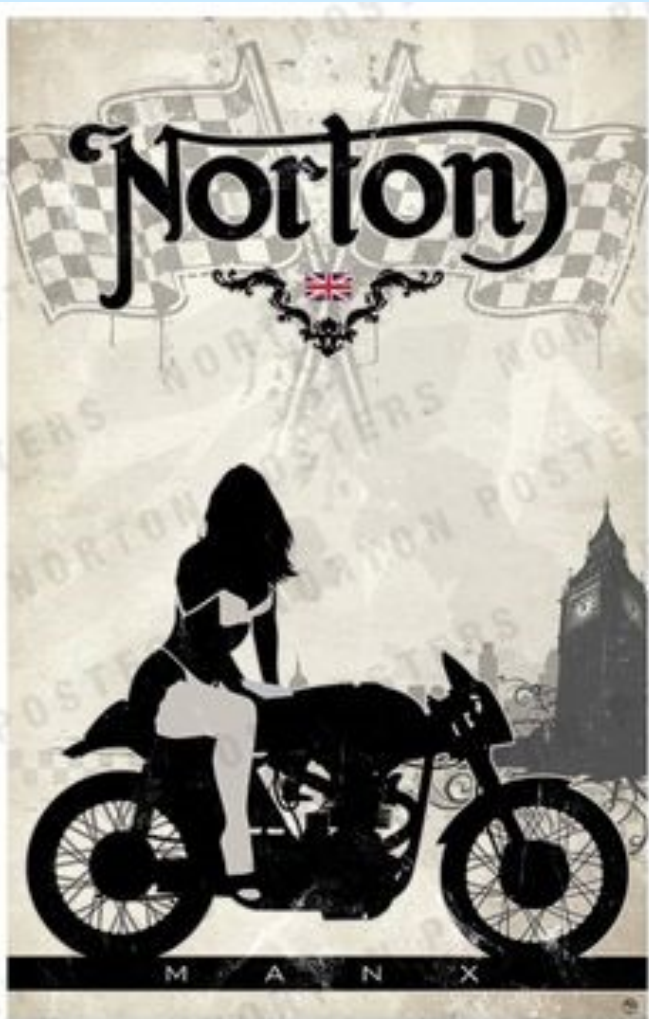
The Emgo new built fuel tank was sent to Salt Lake Chrome for plating – another radical look I liked.

I put the new clutch plates in on and had a successful initial startup. Of course “Murphy” was on the job and it snowed at my home so I have not been able to take her out for a spin yet but the first warm day that is next on the agenda.

All in all, I am super pleased by the result and would rate this as a personal best in a restoration/bobber modification project compared to anything I have ever attempted.

Need to tap your petcock? Call Eric.

This is a bit obscure but may be of interest to one or two of you who have a Commando gas tank with a damaged port for a petcock, or one that has been gunked up with sealer. The threadsize of those ports is 1/4 BSP (British Standard Pipe), which has 19 threads per inch and is a little over 1/2 inch in diameter, with a 55° Whitworth thread form (<http://www.newmantools.com/taps/bsp.htm>). I have not checked but I expect many other British motorcycles have used the same thread for petcocks. That tap is not commonly found in most Norton-owners' toolboxes. People with loose morals have claimed reasonable success cleaning those threads with a 1/2-20 tap, which is commonly available, but diameter, threads per inch and thread form are all wrong. The reason it "works" is that the diameter is 0.018" less than 1/4 BSP, so the mismatches in tpi and thread form can be accommodated. If you prefer to do things a bit more accurately, however, I just discovered that I have the correct tap—it was in a set of old British taps and dies I bought on eBay years ago. I am willing to loan it to members of Norton Colorado, but I will be fairly strict about its prompt return. Or bring your tank by the house sometime for a quick clean-up.



THE 1967 NORTONS



ARE HERE... 750cc Powerhouse!

Not just a "pretty good" bike. The name is well-earned to be the best. The Featherbed, Roadholder forks, Control included at no extra cost.

The potent Atlas engine can take you over 120 in a matter of seconds. The Atlas stops with 8" front, 7" rear brakes. No apple pie and

air. 32 watt lighting means lighter night cruising speeds, with safety. Suspension that sweeps around turns... no bending about. Brakes that stop you. A suspension that works easily, doesn't break. Throughout, surfaces that have your riding in pleasure. Norton has a distinctive look.

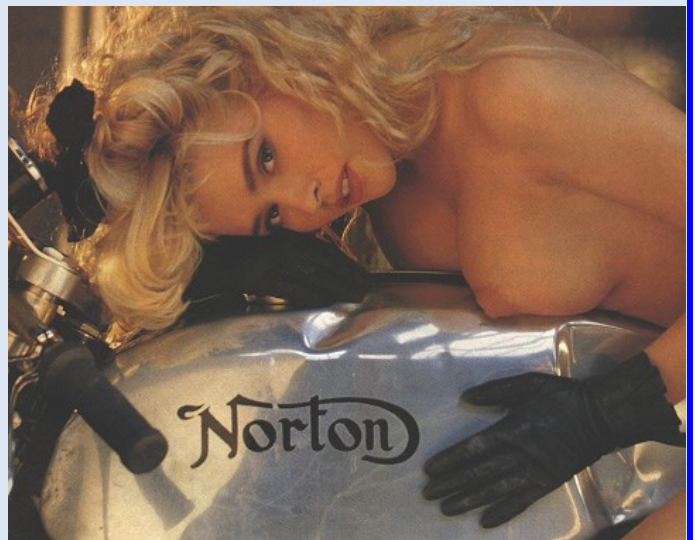
Purebred Norton, with lightest exhaust, maximum torque, and a great assembly of other features at the "new" 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 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A Tule Fog Christmas

By Richard E. Smith

'Twas a dark Christmas Eve, a year or two past,
When me and the Norton sorta ran out of gas.
It was a quarter past twelve in a thick valley fog
When right out of nowhere roared this '64 Dodge.
A red station wagon, with every light blinkin',
From the way it was riding, I thought it was sinkin',
But it stopped on a dime, (at least short of a dollar),
And this fat man in red gave out with a holler:
"What thou, miserable lout are thee,
To be flogging, yer bike at a quarter past three!?"
I put up a finger at once to reply,
But he caught his mistake in the wink of an eye.
The thundering Dodge did wheel and then quake
With big chromy zoomies right off of the lake.
The sound of its engine's too frightening to mention,
And he laughed when he said it wasn't built on a pension.
The wheelbase was lengthened, the tires were huge,
A bored and stroked wedgy, a supercharged stooge.
An all-weather wagon, all packed to the gills
With a fancy fuzz-buster to avoid Smokey's bills.
"Me cherry-red Dodge is the beast I require,
Cause I need a big mount that won't hassle or tire
As I drop off the goodies from Chico to Gorman,
"My 440 Torqueflite just keeps on a-stormin'."
"But what of Dasher," I asked, "And Comet, and
Vixen?"
"Oh they're coolin' they's hooves right outside of
Dixon.
The thick valley fog's no place for a reindeer..."
Said the jolly fat guy as he gave me a warm beer.

"My wagon's the ticket, all steel and all grace,
For keeping bad tule fog outta my face.
And what about you, you sure ain't no hiker!"
I said "No, that's true, just an out of gas biker."
"Well," he roared when he heard that, until he did
shake,
"Another one, heh, on some damned English make!
Yes, I've seen 'em all, son, since yon days of yore:
I used to do this on a Henderson Four!"
My face, unbelieving, betrayed me two counts
And I took great exception for my insulted mounts.
"Don't take it so hard, young friend on a Norton,
Just cause I'm old ye don't think I ain't snortin'?"
So he shook and he wiggled as he gassed me with
pride,
And settled his mass back into his ride.
He's run this old valley untold many times,
With many a load and many a climb,
On Knuckleheads, Aces, Matchless and Vincents,
On Princes and Beemers and Triumphs that didn't;
On outfits and solos as clean as you please,
But an old hot-rod Dodge is his current "bees knees."
And the thought crossed my mind, as I gave 'er a
kick,
"What a far out dude, is he really Saint Nick?"
So to answer my question, he started to haul,
Nipped straight to the Ton, just south of the mall;
Pulled a big wheelie, 'bout a foot off the ground,
Gave me a wave and pulled out of town.
But I heard him exclaim, as he peeled out of sight,
"Merry Christmas to all, and to all an Old Bike!!"



Scott Shuler has been busy in his garage this year. Here are some pics of an 850 Norton he is almost finished building.

Scott had this to say when asked when the bike would be completed. "Bodywork underway now. Carbs arrive tomorrow. Should be done after new year. Ha. You know how that'll go. "

It's looking great so far, can't wait to see it on the road.



What is aplomb? The British have such a command of decorum and aplomb that we can only aspire to...For my friends who appreciate the finer points of the English language used correctly.

His Lordship was in the study when the butler approached and coughed discreetly.

"May I ask you a question, My Lord?"

"Go ahead, Carson," said His Lordship.

"I am doing the crossword in The Times and I have found a word I am not too clear on."

"What word is that?" asked His Lordship.

"Aplomb," My Lord.

"Now that's a difficult one to explain. I would say it is self-assurance or complete composure."

"Thank you, My Lord, but I'm still a little confused."

"Let me give you an example to make it clearer. Do you remember a few months ago when the Duke and Duchess of Cambridge arrived to spend a weekend with us?"

"I remember the occasion very well, My Lord. It gave the staff and myself much pleasure to look after them."

"Also," continued the Earl of Grantham, "do you remember when Wills plucked a rose for Kate in the rose garden?"

"I was present on that occasion, My Lord, ministering to their needs."

"While plucking the rose, a thorn embedded itself in his thumb very deeply."

"I witnessed the incident, My Lord, and saw the Duchess herself remove the thorn and bandage his thumb with her own dainty handkerchief."

"That evening the hole that the rose made on his thumb was very sore. Kate had to cut up his venison even though it was extremely tender."

"Yes, My Lord, I did see everything that transpired that evening."

"And do you remember the next morning while you were pouring coffee for Her Ladyship, Kate inquired of Wills with a loud voice, 'Darling, does your prick still throb?' And you, Carson, did not spill one drop of coffee?"

THAT, Carson, is complete composure, or aplomb."



A message from our President about the future of our club

I think (hope, really) that all of you are aware by now that I am not seeking re-election as President of Norton Colorado at the next Winter Banquet. I am very happy that my Vice President of the past few years, Arnie Beckman, has expressed willingness to serve as President, so I am not worried about a leadership vacuum, but of course there may well be others of you who will consider running and I encourage it heartily. I've been heavily involved in the operation of the club since about 1997 when I became Newsletter Editor, during which time a great many changes have taken place in what the club does. You may have wondered, now and then, about how things actually work behind the scenes to implement these changes, and the extent to which something like a democratic process is employed to guide the club's activities. The answer is, "not much". What you see at the Winter Banquet is just about the full extent of it. The rest of the time we wing it.

I recall one of the first meetings I ever attended, a spring Tech Day, probably in 1996, at which Bob Martin and a few of the "greybeards" of the club adjourned to the dining room to make some revisions to the club's Charter, which ostensibly defines the governance of the club. I did not see it then and I have never seen it since, but I'm sure there's a copy around somewhere. Maybe several different versions exist and I'm not sure how we'd know which one is official. Anyway, my point is that for the last 20 years or so, the club has operated on the basis of an oral tradition derived from a Charter dating from the mid-1990s. The people who have served as officers in that period did what they thought was best for the club, as it existed at the time, and that's how it still works.

Although I think the club has generally operated pretty successfully with this seat-of-the-pants approach, I do think it is a good time, with a new President coming in, to set down some guidance about the tasks that need to be fulfilled in order for the club to continue operating more or less in the mode it has been. One good reason for this is that I have personally been handling a number of tasks that should not be the responsibility of the President. The historical reason for that arrangement is simple: I initiated many of those responsibilities. In the future, if the club wants to continue doing the same things, those tasks are going to need to be distributed between a few more people, and those tasks and the responsibilities of the people handling them need to be defined to some extent.

Therefore I have written a document describing how I think the club should now be organized in order to continue operating more or less as we have in recent years, but without one person doing so much of the work. I think of this as a draft of a Charter for Norton Colorado that could be adopted by a vote at the next Winter Banquet. Between now and then there is time for discussion and revisions. Arnie Beckman has been very helpful in reviewing and revising this draft, but I take full responsibility for it as it stands.

The governance of the club presently appears to lie with the full team of officers. On the website you can see nine positions mentioned as contributing to running the club. Perhaps you think of this as a Council that debates and votes on all the matters of policy that come up. It is not. Substantive decisions about club activities have been made in nearly all cases by no more than two people: the President and one of the other "officers" who has direct responsibility for some aspect of the club's business. Frequently it has been me talking to myself. In other words, the club operates like a small business with a half-dozen or so employees, each with his or her area of expertise and responsibility, overseen by an office manager. Some clubs seem to have an abundance of members who are eager to jump up and debate every aspect of the club's life. For better or worse the culture of Norton Colorado has been one in which the members are content to let one person set the tone and direction and a few members are willing to volunteer some time to help out in one regard or another. The draft Charter reflects this reality by reducing the number of "Officers" who are truly involved in setting policy to three, while allowing for Staff positions to be defined as needed to carry out specific tasks. If the club can find three Officers who all participate wholly in governance, it will be more democratic than it has usually been. The key is to find officers who are comfortable communicating via e-mail and who are responsive to each other's messages. This is not as simple as it sounds. In the alternative model of a large set of collegial officers with different responsibilities there is a danger of the club becoming ungovernable, especially if more of the tasks that I have heretofore done myself are distributed among more individuals.

I understand completely that this sort of thing is brain-deadening to most people, especially the kind of people who are interested in old motorcycles. I do not enjoy it either. Nevertheless I hope you will all take the time to read the Charter and think about these issues a little. I'll be glad to discuss this with you. The "final" copy of the charter is on the next 3 pages.

Norton Colorado Motorcycle Club, Inc.

Governance and Organization

I. Mission:

Norton Colorado Motorcycle Club, Inc. (hereinafter “the Club”) consist of individuals who ride, restore and race Norton motorcycles and in so doing preserve and perpetuate this historically important marque.

II. Organizational Structure:

The Club’s organization structure shall consist of both leadership and staff positions. The “leadership” positions shall consist of three “Officers” and the “Staff” positons may be created as deemed necessary, as set forth below.

A.Officers/Leadership

Three Officers shall conduct all governance activity for the Club, to generally include establishing all formal club events for the events calendar, performing all administrative duties, publishing the Newsletter and web-site, collecting dues and tracking membership.

1.The President (First Officer).

The President shall perform the following duties:

- a. Monitor the performance of the other Officers and Staff and assist them as needed in the performance of their duties
- b. Develop the agenda for the Winter Banquet, attend the Winter Banquet and serve as the Master of Ceremonies for the Banquet
- c. Engage in and develop event planning for the Club

3.The Secretary (Second Officer)

The Secretary shall perform the following duties:

- a. Maintain the list of paid members, as advised by the Treasurer
- b. Update members' contact information
- c. Maintain or delegate to Staff the maintenance of the Club website.
- d. Oversee publication of the Club newsletter.
- e. Send Newsletter Editor and Webmaster membership lists for publication
- f. Maintain the e-mail broadcast list and send out broadcasts from other Officers, Staff, Club members and others deemed appropriate.

2. The Treasurer (Third Officer)

The Treasurer shall perform the following duties:

- a. Manage the Club bank account
- b. Manage all financial activities of the Club
- c. Pay legal fees, domain registration, website hosting, etc.
- d. Accept dues payments from members
- e. Accept proceeds from any and all sales to include but not limited to the sale of Club swag (t-shirts, calendars, stickers, etc.) and motorcycle parts
- f. Advance money for production of Club swag, as directed by Officers
- g. Reimburse event expenses, as directed by Officers
- h. Submit periodic audits and accountings to the Officers

B. Elections and Transfer of Power

1. Each year during the annual Winter Banquet the attending members shall elect the three Officers. Officers may be elected and reelected an unlimited number of consecutive years.
2. In the event of incapacity or prolonged absence of the President, the Secretary shall act in place of the President for the duration of the incapacity or absence or until the next election at the Winter Banquet, whichever comes first. In the event the Secretary cannot or will not act in place of the President then the Treasurer shall act in place of the President for the duration of the incapacity or absence or until the next election at the Winter Banquet, whichever comes first. In the event both the Secretary or Treasurer cannot or will not act in place of the President an immediate vote of all current members shall fill the Presidential vacancy as soon as practicable. Such a vote may be conducted via electronic communication or any other medium available to expeditiously fill the Presidential vacancy.
3. In the event of incapacity or prolonged absence of either the Secretary or Treasurer, the President shall appoint a replacement Officer for the duration of the incapacity or absence or until the next election at the Winter Banquet, whichever comes first.
4. The annual club “dues” shall be waived for all Officers during the time they serve in the capacity as Officers

C. Staff

1. Officers, at their discretion and as they deem necessary, shall appoint Staff and delegate tasks to those Staff Members to assist in governance activity. Multiple staff positions may be held by a single person, including Officers.
2. Officers shall create and fill no more than five (5) Staff positions. Staff positions do not engage in governance activities.
3. Staff may be appointed and dismissed by the President at any time, with the consent of at least one of the other two Officers.

4. The Staff shall perform any duty reasonably related to a legitimate Club activity as directed by any Officer to include, but not limited to:

a. Newsletter Editor, who shall produce the monthly Norton Colorado Newsletter with contributions from members, and send a PDF version to the webmaster and the Secretary.

b. Webmaster, who shall maintain and develop the club website

c. Ride Coordinator, who shall develop the schedule of regular events with the President, send the list of events to the Newsletter Editor and Webmaster, prepare reminders for upcoming events, which are forwarded to the Secretary for broadcast, consult with the President about last minute changes of plan (e.g., weather-related) that are forwarded to the Secretary for broadcast, keep the totals for President's Award from regular events and solo rides, which are reported to the Newsletter Editor.

d. Swag Boss, who shall keep charge of the swag, and maintain an inventory, forwarded periodically to the Leadership, set prices for swag, in consultation with the President and Treasurer, organize sales of swag, send proceeds periodically to Treasurer, develop new swag in consultation with the President and Treasurer and supervise production of swag, in consultation with President and Treasurer.

e. Parts Depot Despot, shall manage the Club's holdings of used Norton parts, inventory parts (to a reasonable extent), set prices for parts, in consultation with President and Treasurer, arrange for access by members to the parts depot, transfer proceeds of sales to the Treasurer, keep a record of sales, forwarded periodically to the President and Treasurer, consider acquisitions (or disposal) of parts in consultation with President and Treasurer.

D. Membership

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

2. Membership dues shall be set by the Officers at a reasonable rate currently set at \$20 per year individual and \$22 for a couple or family unit.

3. Dues are payable to "Norton Colorado" and sent to the Treasurer, whose contact information shall be published on the last page of the Newsletter.

4. 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.

5. An increase in the amount for annual dues of more than 10% must be put before the members for a vote and shall only increase upon an affirmative vote of the majority of voting members.

Motorcycle Stuff on the web:

The amazing Do Nothing Machine at the Museum of Craftsmanship

<https://www.youtube.com/watch?v=Bp4tGTNNi1I>

2015 Norton Commando 961 Sport review.

<http://www.cycleworld.com/2015-norton-commando-961-sport-standard-motorcycle-review-road-test>

From the President : Next Year's Calendar

It's time to start thinking about the event schedule for next year. We try to strike a balance between "tradition" and "novelty", as well as appealing to the interests of people who like to ride their Nortons long distances and camp, at one end of the spectrum, and also those who prefer to ride a short distance to a nearby pub and drink beer, on the other end (I like both). There are other dimensions as well, of course, such as having Tech Days to keep more Nortons on the road versus attending more Vintage Motorcycle Shows, where you can just park a shiny Norton that may not even run and discuss the esoterica of restoration. We are always glad to have any feedback whatsoever on the club events. There is no right or wrong answer, but those who speak up are more likely to find their preferences being catered-to.

Eric

Cafe Racers

A Beginners guide to wrecking
Classic Motorcycles



Haynes Service and Repair Manual



Includes Roadside Repairs and MOT Test Checks



Nortons get around, or at least parts of them do. This tank, and some other assorted parts, were seen at the Rat Bar in Cusco, Peru.

2016 Schedule of Events

February 6 (Saturday) *Winter Banquet*, [Tony P's Bar & Pizzeria](#), 777 E. 17th St., Denver, 5 PM.
March 5 (Saturday) *Museum Tour* at [Wings Over The Rockies Air & Space Museum](#), Denver, 10 AM.
March 20 (Sunday) *Pub meeting* at [Streets of London Pub](#), 1501 E. Colfax, Denver, 2 PM.
April 3 (Sunday) *Spring Tech Day* at [Bob Martin's](#), 11838 W. 108th Dr., Broomfield, 9 AM.
May 15 (Sunday) [Old Bike Ride 14](#), hosted by [Bob Ohman](#), Golden, 8 AM.
June 5 (Sunday) *Big Tent BBQ* hosted by [Eric Bergman](#) and [Susie Saarinen](#), 1900 19th St., Golden, 1 PM.
We welcome members of the [BMAC](#), the [Rocky Mountain Chapter](#) and the [Phantom Canyon Chapter](#) of the [AMCA](#), and all other riders of vintage motos.
June 16-19 (Thursday-Sunday) *Four Corners Rendezvous*, at [Mavreeso Campground](#), near Dolores, hosted by [Steve Harris & Charley Gremmels](#).
June 25-26 (Saturday—Sunday) *Riverside Ride*, phantomcanyonriders@gmail.com
July 3 (Sunday) *Mt. Evans Ride*, followed by brunch at [David Sheesley's](#), 28204 Meadow Dr., Evergreen, (303) 670-7258, (303) 670-7258. Start at [Eric Bergman's](#), 1900 19th St., Golden at 9 AM.
July 11-16 (Monday-Saturday) [INOA "Feather River Rally"](#), Quincy, CA.
July 17 (Sunday) *Open Garage* at [Al & Barb Slarks'](#), 6299 Sunshine Canyon Dr., Boulder, 11 AM.
August 6-7 (Saturday-Sunday) *Wimpy Campout*, hosted by [Jamie & Michelle Jones](#), 10800 S. Oehlmann Ave., Conifer.
August 20-21 (Saturday-Sunday) [The Century Ride](#)
August 27 (Sunday) [YesterYear Farm Show](#), Longmont. Meet at 9 AM at [Great Scott's Eatery](#) in Broomfield.
September 9-11 (Friday-Sunday) *Up The Poudre Without A Paddle* at [Archer's Poudre River Resort](#), west of Fort Collins.
September 18 (Sunday) [English Motoring Conclave](#), Oak Park, Arvada.
October 2 (Sunday) *Breakfast Ride* hosted by [Jim and Marti Fisher](#), 1374 Greening Ave., Erie, 11 AM.
October 15 (Saturday) *Plains Ride*, hosted by [Scott & Julie Robinson](#), 1711 E. 83rd Pl., Denver, 9 AM.
November 6 (Sunday) *Fall Tech Day* hosted by [Denny and Cathy Westervelt](#), 12406 Columbine Way, Thornton, 9 AM.
December 4 (Sunday) *Pub meeting* at [Pints Pub](#), 221 W. 13th Ave., Denver, at 11 AM.

2017 Schedule of Events

January 1 (Sunday) *New Years Day Ride*
January 15 (Sunday) *Pub meeting* at [Lincoln's Road House](#), Denver, 11 AM.
February 4 (Saturday) *Winter Banquet*, [Tony P's Bar & Pizzeria](#), 777 E. 17th St., Denver, 5 PM.



James L. has a new addition to his "herd".

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 list printed in this newsletter is the official membership, as understood by the Newsletter Editor on the date of publication of the newsletter. Please let me know if I have made 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 2016 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>

Western Slope Riders

Many Norton Colorado members live in the western part of the state, and finally have noticed that it's inconvenient to ride 500 miles for High Tea on the Front Range. Said members have formed a loose confederation known as the Western Slope Riders, and are having their own High Tea and other fun times.

All Norton Colorado members are welcome at these Western Slope events, so if you city kids want to find out what the shoe feels like on the other foot, plan to ride out and join the Western Slope contingent.

Contact: Charley Gremmels and Steve Harris 970-946-1960.

NoNortons@gmail.com for info on upcoming WSR events

Prez Points Standings Top 10 (2016):

points, events, solo rides

Jack Abeyta	81	16	9
Peggy Abeyta	70	15	3
Scott Robinson	63	13	9
Mike Fields	50	11	6
James Lafler	49	8	19
Debbie Johnson	47	10	15
Bob Martin	40	16	0
Rick Black	40	10	0
Denny Westervelt	37	9	8
Eric Bergman	28	14	0
Arnie Beckman	23	6	0

Norton Colorado Membership

	15	16	City	Phone		E-mail	2016 Prez Points
Jack & Peggy Abeyta	X	X	Westminster	(303)	426-0594	abeytaa@aol.com	11/11
Frank & Jennifer Albert	X	X	Evergreen	(303)	905-3817	frankalbert@att.net	
Randy & Sharon Albright	X	X	Golden	(303)	273-9262	dirtywhitedog@comcast.net	1/0
Peter Allen	X	X	Evergreen	(303)	886-4696	vincenttwin@gmail.com	1
Karen Bailey & Steve Lavin	X	X	Denver	(303)	695-1192	karenbailey33@gmail.com	0/0
Jim Bay*	X	X	Arvada	(303)	579-1234	jimbemotumbo@gmail.com	5
Arnie & Stephanie Beckman	X	X	Denver	(303)	733-4239	arnnsteph@comcast.net	6/1
Eric Bergman & Susan Saarinen	X	X	Golden	(303)	278-7445	OneNorton@gmail.com	4/1
Rick Black	X	X	Arvada	(720)	885-6410	blackrichardh@yahoo.com	6
Greg & Coleen Boechler	X	X	Parker	(720)	394-4734	greg@boechler.com	1
John Boyd	X	X	Aspen	(970)	404-0759	johnny3nortons@gmail.com	
Gene & Helen Brown		X	Denver	(303)	520-4747	bedfordbeau@gmail.com	1/0
Tom Brown	X		Grand Junction			utahotm17@yahoo.com	
King Browne	X	X	Golden	(303)	271-1884	kingbrowne@comcast.net	1
Dave Campbell	X		Highlands Ranch	(720)	579-3625	dc.ccolo@gmail.com	
Peter Chronis	X	X	Denver	(303)	332-3504	pchronis43@msn.com	3
Larry & Marilee Claxton	X	X	Cedaredge	(970)	856-4348	claxtonlarryj@gmail.com	
Jim & Jacalyn Colt	X	X	Boulder	(303)	449-2760	ColtCo@frie.com	2/1
Ernie Comstock & Diane LaFavor	X	X	Lafayette	(303)	665-7934	comsteg@gmail.com	
Jim Comstock		X	Pueblo	(719)	646-2610	comnoz2@juno.com	
Dave Coxon	X	X	Niwot	(303)	652-3607	dvcxon@rockymountainpower.com	
John Dahl	X	X	Arvada	(303)	467-0778	john4dahl@gmail.com	
Paul-M. David	X	X	Denver	(303)	331-8008	paul@winepairings.biz	
Christopher & Jennifer Eng	X		Nederland	(303)	570-8096	cengcycling@gmail.com	
Bones Engelman	X		Arvada		308-8680	bonesilhd@comcast.net	
Mike Fields & Vicki Borden	X	X	Denver	(303)	937-9750	mpfields1@yahoo.com	13/6
Jim & Marti Fisher	X	X	Erie	(303)	828-0114	jfisher@coloradogroup.com	
Richard Florence & Linda Sheean	X	X	Steamboat Springs	(970)	846-0261	richardsflorence@gmail.com	
Skip Foree	X					foreemilelli@yahoo.com	
Mike Gallagher & Lisa Gills	X		Lafayette	(720)	890-8355	mgallagher01@hotmail.com	
Peter & Grace Geise	X	X	Louisville	(720)	320-1917	stone-haus@comcast.net	
Kris Geller	X	X	Colorado Springs			uukkee@aol.com	1
Tony Hagger	X	X	Colorado Springs	(303)	880-7321	thehaggers@msn.com	
Steve Harris & Charley Gremmels	X	X	Durango	(970)	259-1302	NoNortons@gmail.com	1/1
Bob Herman & Lisa Scalise	X	X	Crestone		256-4527	romomoto@gmail.com	1/0
Pete Homan	X	X	Denver		570-2044	peteh@centurylink.net	1
Michael Homs	X	X	Denver	(303)	388-6400	mjhoms@hotmail.com	
Dennis Horgan	X	X	Denver	(303)	475-1591	dennis_horgan@msn.com	2
John Hoyt*	X	X	Fort Collins	(970)	224-1469	johnandsuehoyt@yahoo.com	
Keith & Susan Hurtubise	X	X	Littleton	(303)	808-8202	keithabees@aol.com	2/0
Stephen Jarvis	X		Durango	(303)	880-5120	jarvist@mindspring.com	
Blair Jenkins	X	X	Westminster	(303)	947-4629	gs.blair@hotmail.com	
Debby Johnson	X	X	Niwot	(303)	229-2089	2Nortons@gmail.com	6
Ed & Diana Johnson	X	X				edwardjohnson11@msn.com	
Tim Johnson	X	X	Galesburg, IL			timson4@gmail.com	
Jamie & Michelle Jones	X	X	Conifer	(303)	697-6166	jmjones91@msn.com	1/1
(Continued on next page)							

Norton Colorado Membership (continued)

	15	16	City	Phone		E-mail	2015 Prez Points
John Kinlin	X	X	Denver	(303) 320-6835		kinlin@msn.com	3
Tom & Nora Kruplak	X	X	Parker	(303) 952-9529		kru4@comcast.net	
Mark Kulik*	X	X				markgkulik@gmail.com	
James Lafler	X	X	Fort Collins	(970) 218-2707		ipl777@bajabb.com	13
Sid & Karen Leavell	X	X	Durango	(970) 259-0151		busters@bresnan.net	
Ken McEntire & Roslyn		X	Englewood	(303) 777-5663			1/1
Mark Liu & Gerry Molettiere	X	X	Westminster	(303) 506-4557		markdavidliu@aol.com	2/1
Steve & Anne Lloyd	X		Littleton	(303) 734-0506		Steve_Lloyd_66@hotmail.com	
Marc Lomax	X	X	Westminster			lomaxcm@comcast.net	2
Bob Martin & Sheila Wilson	X	X	Broomfield	(303) 466-6903		bobmartin@msn.com	4/1
Vern Neuscheler	X	X	Boulder	(303) 618-9914		vernarthur@gmail.com	
Bob & Claire Ohman	X	X	Denver	(303) 570-9333		reohman@att.net	4/0
Ron & Joan Pierce	X	X	Fort Myers, FL			ronpierceco2@aol.com	
Jerry Pokorny	X	X	Colorado Springs	(303) 912-4509		jerry_pokorny@msn.com	
Dave Porter (Old World Bikes)		X	Golden	(720) 509-9293		d.porter@oldworldbikes.com	
Mike Powell	X	X				gelbviehs@yahoo.com	1
Greg & Linda Ray		X	Lewistown, MT	(406) 538-2733		montanagreg@midrivers.com	1/1
Lynaire Reeh	X	X	Englewood	(303) 771-3855		lynaire.reeh@gmail.com	
Scott & Julie Robinson	X	X	Thornton	(303) 287-6580		mister.r (or) Harleyhygienist @ comcast.net	15/3
Trish Sanders & Cori Zambrano	X	X	Denver	(303) 870-4167		corizambrano@gmail.com	
Randy & Evan Schneider	X	X	Wellington	(970) 227-3825		redienhcsr@aol.com	
Andi & Kristina Seiler	X	X	Münzenberg			andi.seiler@gmx.de	
David Sheesley	X	X	Evergreen	(303) 674-1114		dks@davidksheesley.com	
Scott Shuler	X	X	Fort Collins	(720) 289-2153		scott.shuler@colostate.edu	
Steve Siler	X	X	Frederick	(303) 817-6075		ssiler@mtechq.com	
Al & Barb Slarks		X	Boulder	(303) 818-5556		al@slarks.com	1/1
Wayne, Ursula & Christopher Smiley		X	Frederick	(303) 829-2417		wssmiley@comcast.net	
Bill Stone	X	X	Kaleen, Australia			bilstone@bigpond.net.au	
Paul Swenson	X	X	Colorado Springs			beemerpaul@aol.com	2
Tom and Camille Tallick	X	X	Arvada	(303) 425-0462		ttallick@gmail.com	
Jo Teague	X	X	Littleton	(303) 324-5212		teaguejom@gmail.com	
Darell Teeple	X	X	Portland, OR	(503) 793-7783		dedet@easystreet.net	
Craig Terry	X	X	Grand Junction	(970) 618-9140		catsguzzi@yahoo.com	
Al Turner	X		Denver	(303) 989-8803		al_tu@hotmail.com	
Jay & Teri Ann Tynes	X	X	Elizabeth	(720) 274-4653		tubbrex@aol.com	1/1
Herb & Karen Varona	X	X	Westminster	(303) 420-5107			
Lew Wackler		X	Boulder	(303) 350-0430		lewackler@yahoo.com	
Dale & Cathy Watson	X	X	Conifer	(303) 697-3223		dhwats73@gmail.com	
Dave & Robin Webster	X	X	Haiku, HI	(808) 575-9051		dsadw@hotmail.com	
Denny & Cathy Westervelt	X	X	Denver	(303) 919-7585		dennywestervelt@aol.com	2/2
Martin White & Lee Maassen	X	X	Louisville	(303) 661-9402		weeno6@netzero.com	7/1
Russ Willard	X	X	Lewisville, NC	(336) 655-7339		rwillard8@triad.rr.com	
Michael Wilson (paid through 2017)	X	X	Littleton	(303) 908-1597		md_wilson@comcast.net	
Bob Wood	X	X	Billings, MT	(406) 259-5123		drwwood@gmail.com	
Jon & Kirsten Zemp	X		Denver	(720) 234-9033		jondzemp@gmail.com	
Bob Zimmerman	X	X	Colorado Springs	(719) 328-9633		zimmerman2016@outlook.com	2
Total Memberships	85	81					

* Joined after August 1, 2015; dues paid through 2016

Credits: Thanks to Jack Abeyta, Eric Bergman, Bob Herman, James Lafler, Bob Martin, Jerry Pokorny, Greg Ray and Scott Shuler 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 650 SS



Norton Colorado

1900 19th Street

Golden, CO 80401



Current Occupants

Grand Wazoo

Eric Bergman (303) 278-7445

onenorton@gmail.com

Consigliore

Arnie Beckman (303) 733-4239

Arnie.Beckman@coloradodefenders.us

Exchequer (Send \$\$\$ here)

Charley Gremmels

1832 Forest Ave., Durango, CO 81301

(970) 259-1302

NoNortons@gmail.com

Ride Coordination Czarina

Debby Johnson (303) 229-2089

2nortons@gmail.com

Swag Boss

Jim Fisher (303) 828-0114

jfisher@coloradogroup.com

Ministry of Truth

Scott Robinson (303) 287-6580

mister.r@comcast.net

Parts Depot Despot

Bob Ohman (303) 570-9333

reohman@att.net

