



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

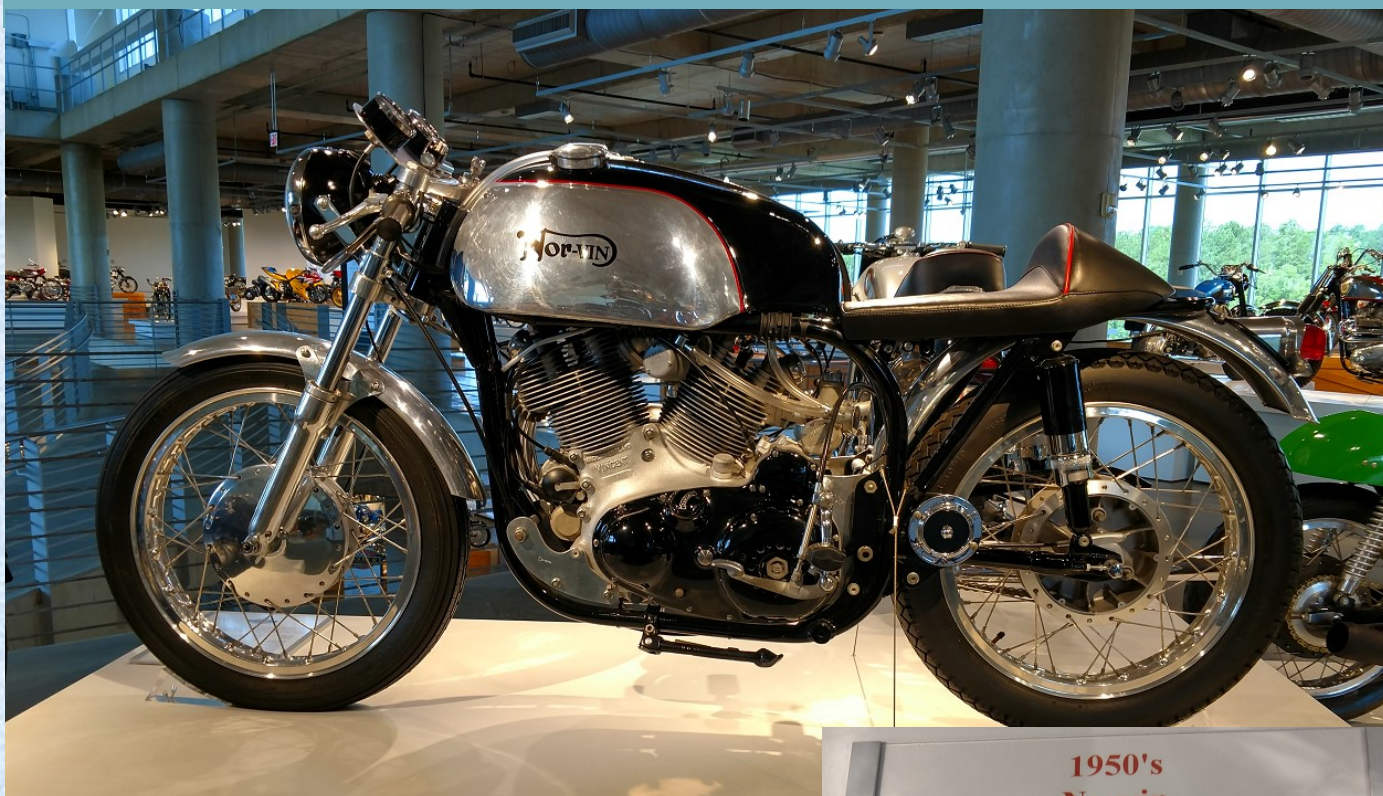


Norton Colorado

Newsletter

www.nortoncolorado.org

August/September 2018



Upcoming Events

See page 16 for the entire official 2018 events schedule. If you have any ideas for the 2018 official schedule, please contact Eric or Jack.

September

9/7-9 (Friday-Sunday): Campout at Cotapaxi

<https://koa.com/campgrounds/cotapaxi/>

9/16 (Sunday): English Conclave

October

10/7 (Sunday): Plains Ride (Scott & Julie Robinson)

10/21 (Sunday): Tech Day

1950's Norvin

Country:	Great Britain
Engine:	Air-cooled 50° Vee-twin four stroke
Ignition:	Lucas magneto
Power Rating:	45 b.h.p. @ 5,300 r.p.m.
Bore x Stroke:	84 x 90 mm
Displacement:	998 cc
Valves:	Overhead, pushrod activated
Fuel System:	Twin Amal Concentric carburetors
Frame:	Norton wideline featherbed
Transmission:	Four speed
Suspension:	Front Norton "Roadholder" telescopic forks, twin shock rear
Brakes:	Front and rear Norton drum
Weight:	Approx. 400 lbs.
Top Speed:	120 m.p.h.

Possibly the ultimate 50's Café Racer, the powerful Vincent Vee-twin motor installed in a state of the art chassis, the Norton featherbed. Created on an individual basis, so no two are ever the same, the Norvin is a motorcycle that produced legendary performance. The frame is 1957, and the motor early 1950's.



BMC-529

Mount Evans Ride and Brunch Hosted by David Sheesley and Matt and Mariah Norman

Once again David invited the club to his house in Evergreen for brunch. David and company put out a nice assortment of food and even had a bartender. Eric led a group of us from his house to El Rancho where we picked up a few more for a total of 8 bikes making the ride over Squaw Pass and to David's place where there were several more club members to meet us for brunch. A good time was had by all, as seems to be the norm for our club gatherings.



Rode a Norton:

Jack and Peggy Abeyta
Dennis Horgan
Jamie and Michelle Jones
Scott Robinson
David Sheesley and Tara

Rode something lesser:

Eric Bergman -- Laverda
Mike Fields and Vicky Borden -- HD
Marc Lomax -- Triumph
Bob Martin -- HD
Dennis Oberwetter -- Triumph
Mike Powell -- Triumph
Al and Barb Slarks -- BMW

Got there:

Susie Saarinen

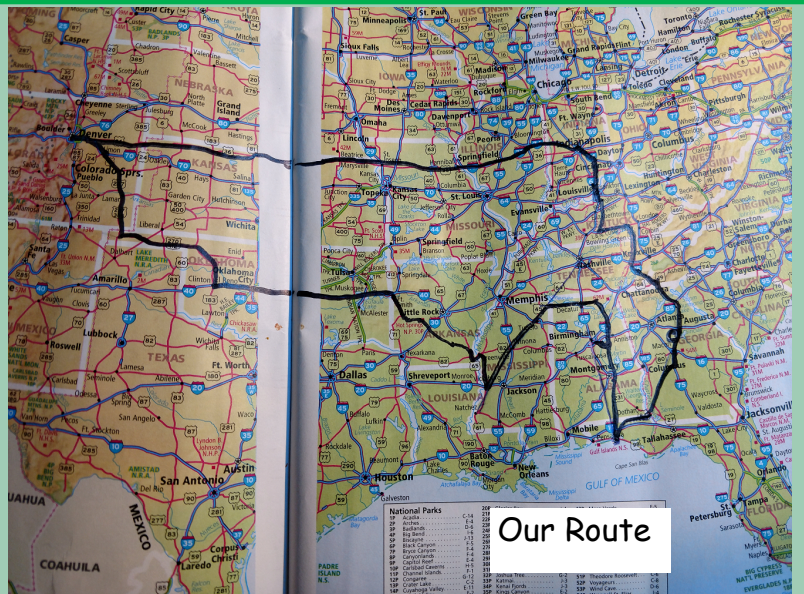


Southern Hospitality

by Scott Robinson

For this year's adventure ride Julie and I decided to explore the southern states. We were on the road for 25 days, covering almost 4400 miles in 14 states.

After about 800 or so miles of eastern Colorado and northern Oklahoma we got to the curvy, pretty roads of central and southern Arkansas. Heading southeast we crossed the Mississippi River into Mississippi near Greenville. Continuing south through Vicksburg we picked up the Natchez Trace Parkway heading north. We stayed on that for about 300 very pleasant miles. There is no commercial traffic on the parkway. No stores, no gas stations, no stop signs and no red lights either. The traffic was light and we had the road to ourselves for most of the ride. There is a lot of history along the parkway and I imagine a history buff could easily spend a week checking out all the civil war, Indian, etc. stuff. Elvis and Oprah were both born around here and Meriwether Lewis met his demise along the trail.



Our Route



Saturn 5 rocket

We then headed to the U.S. Space and Rocket Center in Huntsville, Alabama. This is where the Saturn 5 rockets we sent to the moon were built and tested. It is also where the next generation of rockets that will go to Mars are being developed. Very cool place to visit.

Leaving Huntsville we found some more nice roads which led us to Birmingham for a day at the Barber Motorcycle Museum. What a great place. (More about this in another article later.)

After the museum we headed south through central Alabama heading to the white sand beaches of the Florida coast. The roads here are nice and curvy, though not overly exciting, just enough bumps and curves in all the right places to make them interesting. The Gulf Coast beach was beautiful as usual, but not as empty as

it was the last time we rode there. We hung out a few days and had a good time sunning ourselves and bouncing in the waves.

I plotted a course through the northern panhandle of Florida and headed into Georgia. We rode through forests and peanut and pecan farms. There were miles of orchards as well, although we never did find a Georgia peach that was ripe enough to eat.



Barber Museum atrium



Barber Museum bike only parking lot

Our friends from Colorado have a retirement cottage on Lake Sinclair southeast of Atlanta so that was our next stop. They flew down for the weekend and we enjoyed visiting and riding jet skis for a weekend. We even found a bar where "people all y'all's ages" (young southern girls have the cutest accents) hang out, which had a rock and roll band, so we did some dancing as well.

We left the flatlands and headed up into the Appalachians where the air was cooler and drier and the roads were curvier and prettier. Some were very curvy and even twisty. This was the best riding of the trip. Heading further north we made a stop at the Jim Beam Distillery so Julie could see where her favorite bourbon is made. Finally, we continued on the backroads of Indiana to see Julie's mom and family.

We really enjoyed this ride thinking it was one of our better ones. There were enough curvy, pretty roads to entertain us, we had a couple of nice visits with friends and family and hit a few cool tourist spots. Southerners are always polite, chatty and willing to offer any help a traveler may need. They even drive politely, stopping at stop signs and red lights, imagine that. Their biggest flaw on the road is that they tailgate, we called it drafting, probably a result of watching too much NASCAR. We decided that "Southern Hospitality" is not a myth.

We really enjoyed this ride thinking it was one of our

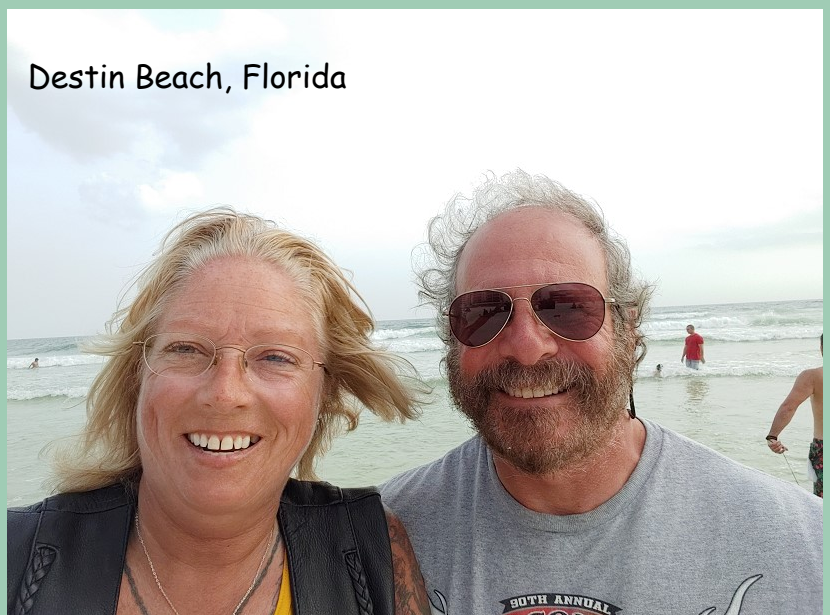


Lake Sinclair, Georgia



Julie and Jim

Destin Beach, Florida

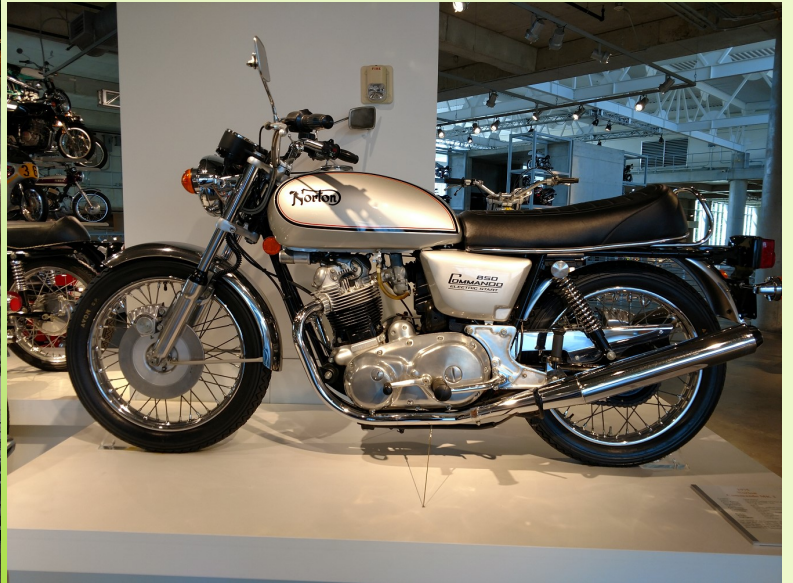


Barber Vintage Motorcycle Museum

Located in Birmingham, Alabama the Barber Museum is the largest motorcycle museum in the world. There are over 1600 motorcycles spanning over 100 years of production and 55 vintage Lotus racecars and other rare vehicles. Behind the museum there is a challenging, 2.38-mile, 16 turn race track. There are also dozens of sculptures and other works of art. The overarching theme behind the collection is motorcycles as art.

I found the place to be amazing. There was an assortment of motorcycle brands and genres. Most were professionally restored to mint condition. There were bikes stacked like cordwood. There was a section of race bikes and an area of military bikes. I go to a lot of motorcycle museums, but this one is definitely the most impressive. I definitely recommend that if you are ever in or near the Birmingham area this is a must see.





Ladies & Gents,

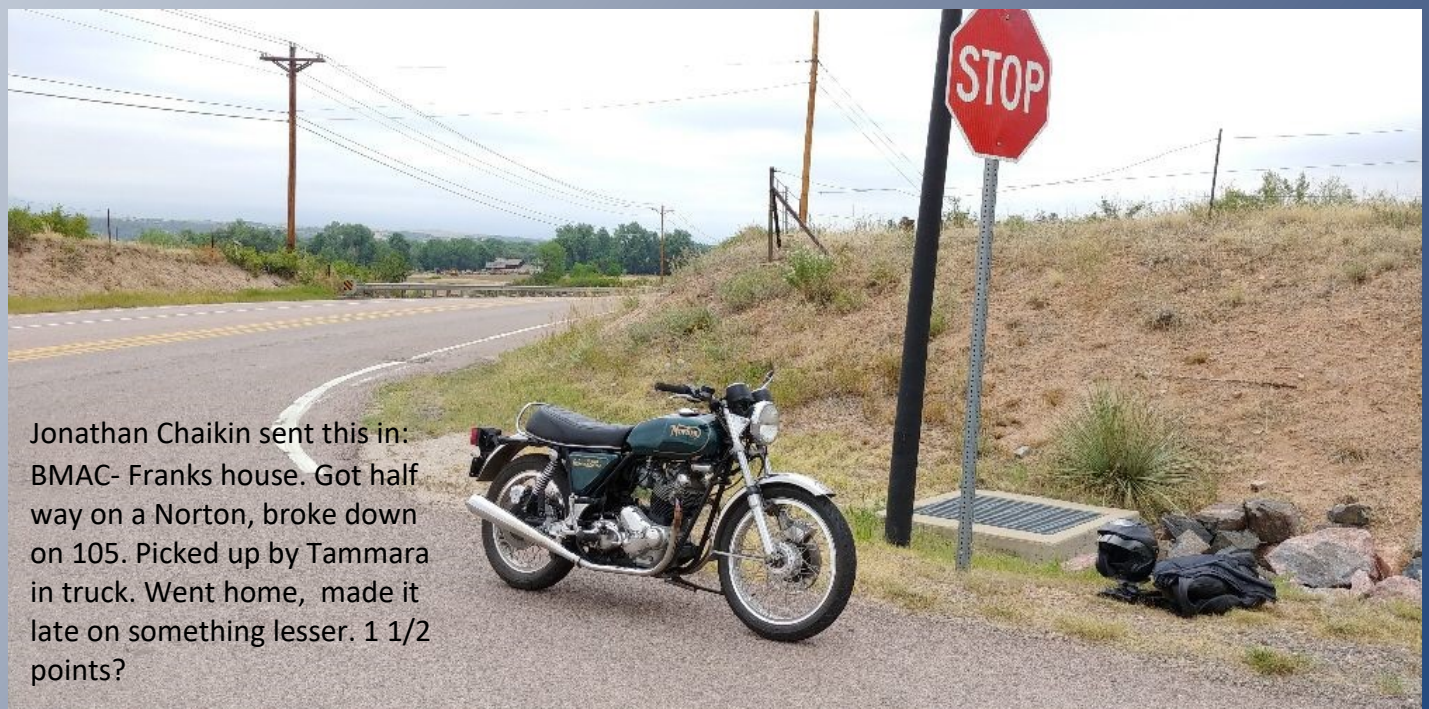
I trust the summer riding has been sensational for all !

Last night was motor-cycle night at Pete's Shop of which my Commando escaped to. It of course is always drawn to the like for it also has made the journey.... the trail of the survival 75's. Attached are photo's of a original white paint virgin rider 850 Commando that sat through the 2013 floods, dried in place in a shed in Jamestown until this year. It's owner is pushing 90 years of age and in poor health, so he gave it to my friend Bruce. Bruce left it "as is" with all clean up at a minimum as to make it run/ride.. Nice Patina. If you look closely you can see the high water mark running at an angle through the headlight lens as it sat on its side-stand.

I love this stuff :>)

Many miles !

'laff



Jonathan Chaikin sent this in:
BMAC- Franks house. Got half
way on a Norton, broke down
on 105. Picked up by Tammara
in truck. Went home, made it
late on something lesser. 1 1/2
points?

Al and Barb Slarks' Open Garage



Once again Al and Barb Slarks threw a very nice open garage party. This event was attended by members of both the Norton Club and the Antique Club. Barb outdid herself cooking and baking enough food for an army. I guarantee no one left hungry. Having a mix of two clubs was fun since I hadn't heard all of the stories from the guys in the antique club yet, and I had a new audience for what I had to say as well. Nice to hear some new jokes. There was a mix of bikes attending, so between Al's collection and

what was in the driveway there were plenty of beautiful bikes to look at as well. If you haven't attended one of Al and Barb's parties before you should next time.



Rode a Norton:

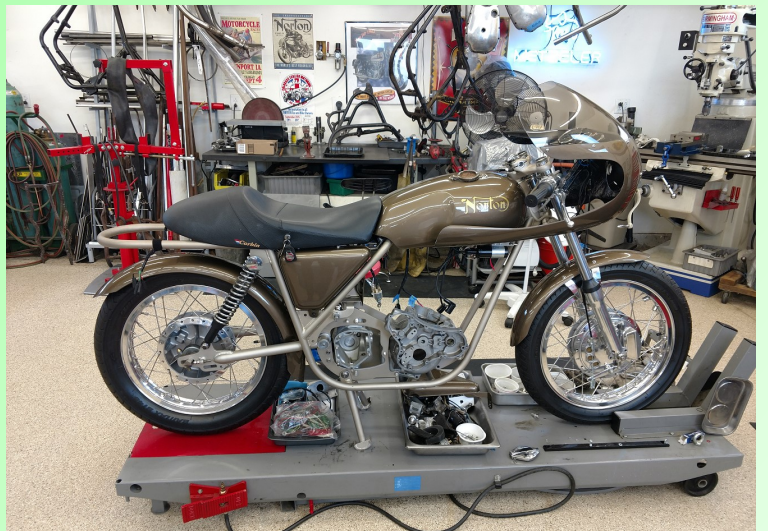
Jack Abeyta
Rick Black
Jerry Doe
Scott Robinson
Steven Wolhandler

Rode something lesser:

Peter Allen -- Triumph
Peter Guise -- Triumph
Dennis Oberwetter -- Triumph
Steve Siler -- Husqvarna
Tom Tallick -- BMW
Martin White -- KTM

Got there:

Eric Bergman and Susie Saarinen
Mark Liu and Gerry Molettiere
Bob Martin



Steve Harris and Craig Terry at the national rally in Elma, Washington



This post from AccessNorton is by our new member, **Steven Wolhandler**.

Success! Just road tested and adjusted (re-calibrated) the speedo on my 73 750 commando. (I assume the same process would work for re-calibrating the tachometer, substituting a known accurate electronic tach for the GPS speedometer phone app, and doing the adjustment on the center stand not on the road.)

NOTE: I highly recommend the book "Magnetic Speedometer Repair" by Graham Blighe <http://www.improvingclassicmotorcycles.com/reviews.htm> I ordered my copy through EBay.

To summarize all in one post, with great help from Kommando (thank you again!!), here's how I re-calibrated my Smiths ssm 3001/09 magnetic speedometer without disassembling it:

- 1) remove the speedometer from the bike
- 2) looking through the bulb hole, locate the brass calibration adjustment screw. It should be in a straight line with the center of the speedo where the cable attaches. You probably will only see the edge of the brass screw, which on mine was notched like an adjusting star on my old Ford truck's drum brakes.
- 3) CAREFULLY drill a hole in the outer case over that screw. I was not careful enough and you can see in photos that I dinged up the slot in the top of the brass screw, but it was still intact enough to work. (After posting this, a friend suggested using a dremel tool to make the hole, rather than a drill. If the hole you make is not perfectly centered over the screw, a dremel would be a good way to shape the hole to get better access to the brass screw.)

Whether you drill or Dremel, BE CAREFUL!! The top of the screw is not far below the case.

a) I put a magnet tool into the bulb hole to catch drill filings. It caught a lot of them. I also held the speedo upside down and drilled up so gravity would help filings fall away from the innards. After I was done drilling, I also held the speedo upside down and blew compressed air through the drilled hole which cleaned out a few more filings through the bulb hole. You don't want metal filings on the internal magnet.

b) start with a very small bit and drill a pilot hole to locate as accurately as possible over the center of the screw (I used a 3/32 bit for my pilot hole, but you could go smaller) DRILL VERY SLOWLY AND PATIENTLY, WITH MINIMAL PRESSURE. Use a sharp bit and let it take it's time cutting through the steel of the outer case. If you drill too fast or with too much pressure, when the bit breaks through the steel case, it will almost instantly drop onto the top of the soft brass screw and damage the slot in it. Wrapping tape around the drill bit to create a depth stop is highly advised.

c) drill out your pilot hole to the size of the head of the brass screw. (I used a 3/16 bit for my final hole, but it was tight and I had to grind off my small screwdriver so it would not bind on the hole. I'd use a 1/4 bit if I were doing it again.) AGAIN - DRILL VERY SLOWLY AND PATIENTLY, WITH MINIMAL PRESSURE. Use a sharp bit and let it take it's time cutting through the steel of the outer case. If you drill too fast or with too much pressure, when the bit breaks through the steel case, it will almost instantly drop onto the top of the soft brass screw and damage the slot in it.

Graham Blithe's book suggests obtaining a grommet in advance that you will use to plug the new access hole to prevent dirt getting into the internals through the access hole, then drilling the hole to the size of the grommet you have.

d) Once you have drilled the hole over the brass screw, blow out any remaining filings with compressed air, holding the speedo upside down so filings can fall out of the bulb and new access holes (see "a" above).

4) remount the speedo on the bike

5) install a GPS speedometer app on your smartphone. I have an android and used "GPS Speedometer" by cool niks. The free version worked great.

6) Try the speedometer app to see where and how the speed readouts are displayed, then secure your phone on the handlebars as close as possible to the bike's speedometer, making sure that you can access controls for the phone and app and see the app's readout. I used rubber bands, covered by painter's tape (so it would come off the phone easily) and then duct tape for strength.

7) Make sure the screwdriver you have will fit into the hole you drilled and easily turn the brass screw. Mine hit on the headlight mounting bracket and was a bit too fat at the blade for the small 3/16 hole I'd drilled, so I had to cut, grind and bend to make a custom screwdriver that would easily turn the brass screw. (I'd make a larger hole if I were doing it again.)

8 - road test and adjust. A straight higher speed road with a wide shoulder so you can stop well away from traffic when you adjust the brass screw is highly recommended. Do this at a time when there is as little traffic as possible. It is dangerous to be looking down at two speed readings while tracking traffic and other hazards! I brought a small flashlight and my old guy reading glasses so I could see the brass screw slot better.

9) If your speedo reads too fast, turn the brass screw counter-clockwise (as you look up from underneath the speedo). If your speedo reads too slow, turn the brass screw clockwise.

10) adjust, test, re-adjust until it reads the same as the GPS.

11) After adjusting it to match the GPS, I removed it and put a dab of black silicone gasket maker on the side of the brass screw as insurance against it shifting over time and vibrations.

I also scratched a line in the case marking the direction the slot of the brass screw is pointing with it (now accurately calibrated as a reference for the future.

And I put some duct over the new hole to keep dirt out. I might replace that with a rubber plug, if I can find one to fit well. Or maybe some silicone gasket maker would plug the hole and be easily removed for later access.

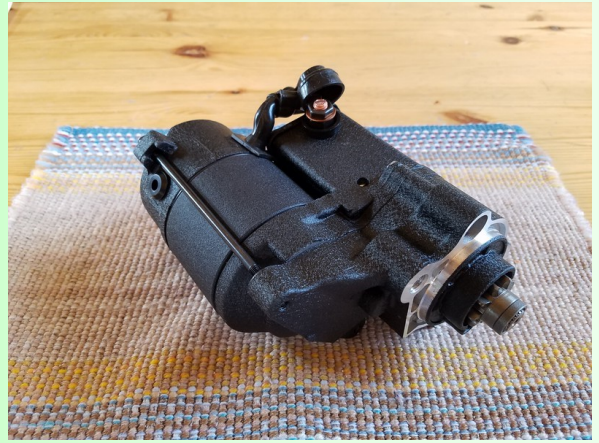
12) reinstall. Happy and safe motoring!



Electric Leg, Part 2 by Debby Johnson

Last time we looked at the parts and got as far as dry fitting the inner primary case and clutch basket for shimming. This month we'll finish the installation and see how it works!

But first, let's look at the parts again. The CNW design is gear driven, unlike the Alton which is chain driven. The kit also includes a complete belt drive. There is a drive gear and sprag clutch mounted in the engine pulley, a set of transfer gears supported by an outrigger plate, and an additional transfer gear that engages the starter gear. The photos show what these parts look like in an artistic still life arrangement, and more usefully, installed on the bike.



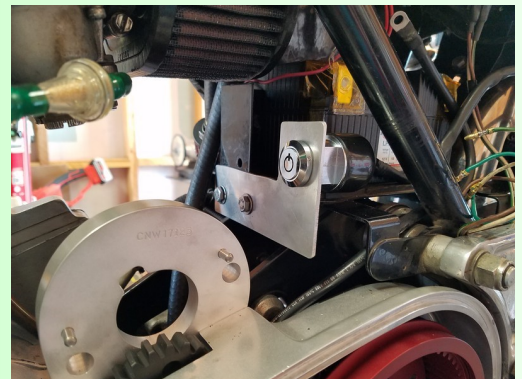
The gears will normally freewheel due to drag from the sprag bearing when the engine is running. The primary runs dry, being belt drive, so there could be issues with excessive gear wear. To prevent this, the kit has a couple of spring loaded plungers that contact the outer transfer gear. When adjusted properly (easy to do) these keep the gears from spinning. Although the gears run without lubrication, they only turn when the starter is running, so they should last a long time.

Installation was straightforward. The only issues I encountered were having to do a little grinding on the stator mounting holes to achieve proper rotor gap, and some minor mods to the outer primary cover. The timing scale had to be removed, so I scribed a timing line on the stator body. Timing can now be set with the outer cover removed.

My ignition switch mounting point did not clear the starter motor, so I had to relocate it and fabricate a new mounting bracket. It took some head scratching, and some fabrication challenges since I only had hand tools to work with, but I came up with a solution I'm happy with.

If you are still using the stock airbox (I binned mine years ago) it will have to go, as it will not clear the starter motor. I'm running Amals with the clamp-on K&N filter and they fit just fine with the starter.

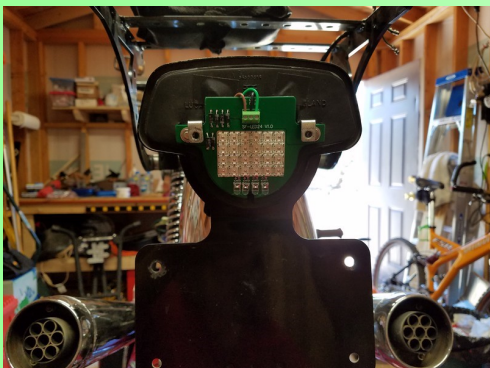
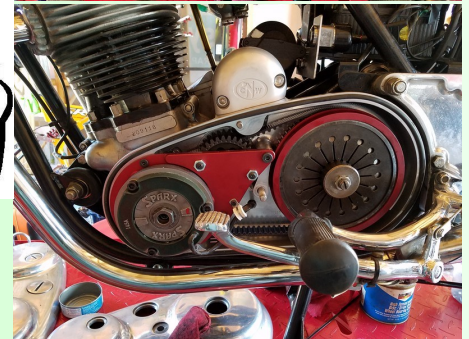
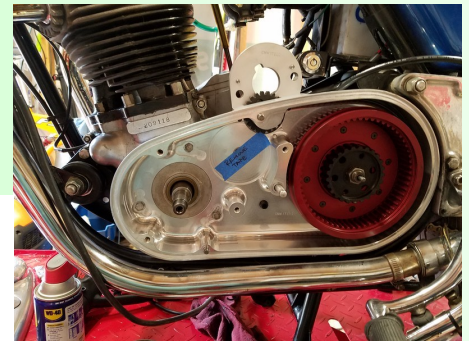
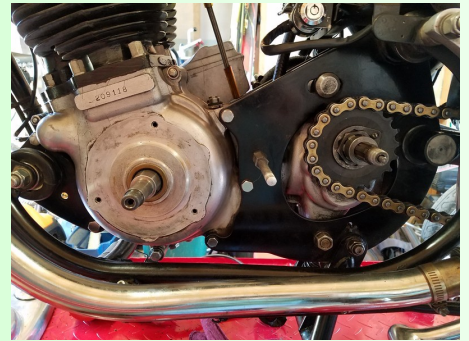
So how does it work? Great! Press the button and crank the engine up, just like a modern bike. The kick starter still works, too. One little advantage with the e-start: if you stall the bike at a traffic light, re-starting is super easy: just pull the clutch in and thumb the starter.



You might be thinking, “sounds good, but how much weight did it add?” I had the same thought. The shipping weight of the kit was 29 pounds, battery not included. I cringed at the thought of adding that much weight to my bike. But I hadn't considered the weight of the stock parts that came off. The chain drive parts are surprisingly heavy. I put those parts into the CNW boxes and took them to a package store for weighing. I was surprised to see the box weighed 17 pounds! That's only a 12 pound weight gain, and I saved some weight by going with a Shorai battery. The Shorai, rated at 18 Ah equivalent*, only weighs 2 pounds, which is 4 pounds lighter than the 9 Ah lead acid battery it replaced. Net weight gain: only 8 pounds! Not bad at all.

* what does “18 Ah equivalent” mean? That's a topic for another article!

Several views of the primary case:
Off, Inner, Complete



Tail light assembly with new electronics installed.



Debby's bike with electric leg. Ready to rock and roll.



Motorcycle Stuff on the web:

Here's a couple of links to some old motorcycle songs for your listening pleasure:

<https://itunes.apple.com/us/album/norton-songs/157640414>

<https://www.cycleworld.com/motorcycle-song-that-started-it-all> |

Loud pipes save lives:

https://www.youtube.com/watch?v=0UotZ_ZLB5A

Video of Clint Eastwood riding his Norton:

https://www.youtube.com/watch?v=kmLytE3mJ_w

No specific Norton connection, but beautifully-filmed short documentary on the TT.

<https://jalopnik.com/experience-the-fury-of-the-isle-of-man-tt-by-watching-i-1827921717>

Link to various videos from the 2018 INOA rally:

<https://www.youtube.com/watch?v=ixgyo1EWBZU&list=PLgDzKil-i6nYPI1G4V5JA1Znh0fs9ndls&index=7>

Dream Parking Lot



*Due to unforeseen
circumstances the
dates of the 2018
34th Land O' Pines
Rally has changed*

2018 Land O' the Pines Rallye

The 34th Land O' the Pines Rallye is at Diamond Don's Campground.
October 11th through October 14th.

Rallye Chairman - Dennis Tackett

Al Lamb is our Rallye Grand Marshal.

Aug 2017, for the first time ever Al Lamb and the World's Fastest Motorcycles competed on the Salar de Uyuni, Bolivia. The world's largest salt flat, at an elevation of 12,000ft. Al Lamb was on a quest to surpass his own 262.471mph FIM World Fastest Sit-On Motorcycle Record and break the 300mph barrier. However a competitor Ralph Hudson had the same idea. It was an epic fight for the title of "FIM World's Fastest Motorcycle". Al will be going back to Bolivia in July to break the 300mph barrier.

The rallye draws over 300 people displaying over 150 of the finest vintage motorcycles anywhere in the country. Join us at Diamond Don's Motorsports & RV Park which is just one mile outside of Jefferson, Texas. Participate in Friday's Field Events, display your bike in Saturday's bike show and ride in the Rolling Concours. Come enjoy a weekend full of great entertainment and fun.

This is a beautiful campground located in the woods of East Texas. It is only 1 mile north of Jefferson on Highway 49 with all its antique shops, stores, and restaurants. The campground sits on 100 acres and has 50 RV hook ups along with a dump station. There are clean restrooms and free Wi-Fi. The center of the campground has a huge covered pavilion with a stage, sound system, lighting, and a bar with a fridge. There is a large central open area that is perfect for our new field events being held on Friday and for our traditional bike show and rolling concours to be held on Saturday. As an added attraction there is a fenced in alligator pit!

If you are interested here's a link to follow to more information about the rally:

<http://www.ntnoa.org/18loprallye.htm>



Peter Allen gets an early lesson in motorcycle mechanics. I asked if he finished the project and got the bike running. His answer, yes and ran it around the farm for a few years.

Peter will buy a pint for the Norton club guy who can name the bike and model, its a 1936 bike.

Current Occupants

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Credits: Thanks to Peter Allen, Eric Bergman, Jonathan Chaikin, Bob Herman, James Lafler, Dennis Oberwetter, Greg Ray and Jo Teague 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

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