



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

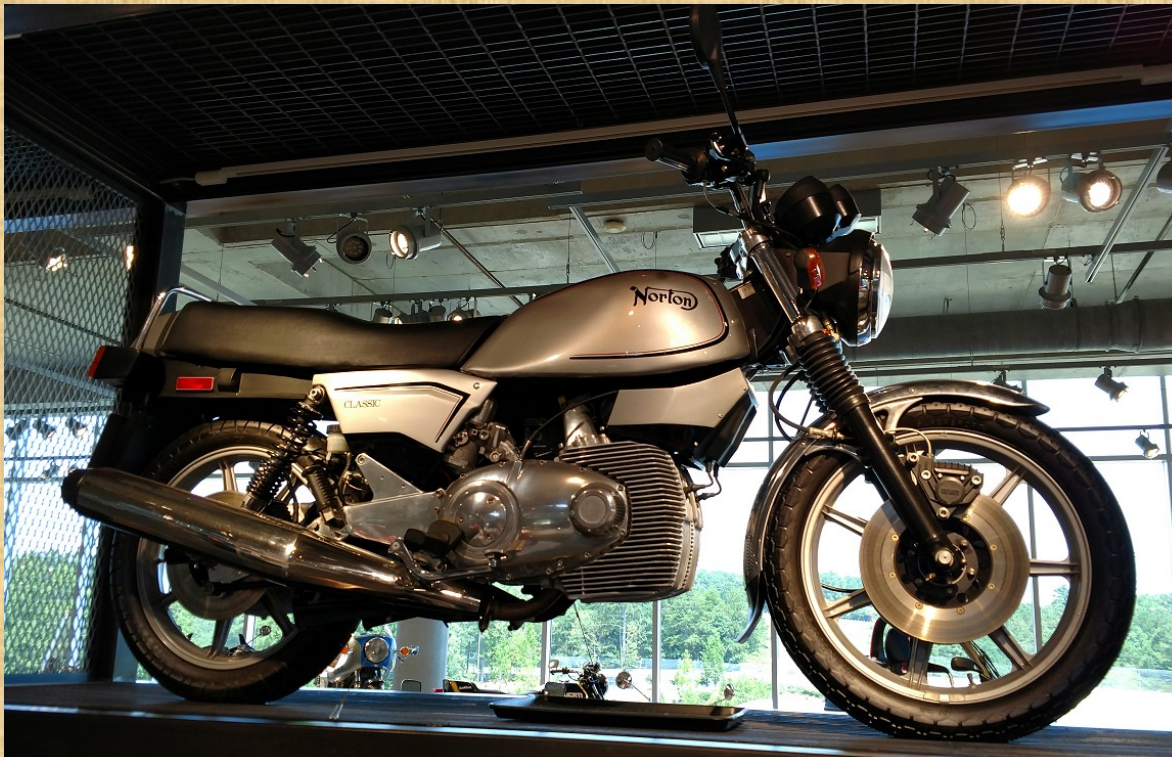


Norton Colorado

www.nortoncolorado.org

Newsletter

October 2018



Upcoming Events

See page 11 for the entire official 2018 events schedule.

October

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

10/21 (Sunday): Tech Day (location to be announced)

11/4 (Sunday): Ric and Joy Landeira have volunteered to host the Open Garage on November 4.

12373 Niwot Rd.

Niwot CO 80504

1988 Norton Classic

Country:	Great Britain
Engine:	Air-cooled twin chamber rotary
Ignition:	Electronic
Power Rating:	80 b.h.p. @ 9,000 r.p.m
Displacement:	588cc
Valves:	None
Fuel System:	Two S.U. 1 1/2 " carburetors
Transmission:	Five speed
Suspension:	Front Marzocchi telescopic forks, rear Koni twin shock
Brakes:	Front and rear Brembo discs
Weight:	510 lbs.
Top Speed:	120 m.p.h.

When Norton absorbed the BSA/Triumph group in 1974, they also inherited the rotary motor project started in 1969 by BSA. Norton could see the potential and developed an advanced design. One hundred of these models were built, with the majority going to law enforcement agencies. The rotary motor is powerful and smooth, but gives poor fuel consumption.



BMC-620

Cotopaxi Campout 2018

Photos by Jo Teague





Somewhere in England a farmer is turning out new Nortons



Rumor has it that Eric picked up a new car during his recent trip to the Isle of Mann

2018 Conclave



New member, Ben Deason, showing off his recently acquired Norton Commando

The following members entered their bikes in the show:

Nortons

Arnie Beckman
Ben Deason
Mike Fields
Mike Homs
Dennis Horgan
Bob Martin
David Sheesley

Others

Peter Allen -- Vincent
Jonathan Chaiken -- Vincent
Peter Chronis -- Matchless
Jerry Pokorny -- Triumph
Al Slarks -- BSA + 1st place ribbon



1936 Zenith C.5 Super

This motorbike was manufactured at Hampton Court, Surrey, England and sold for a sales price of 80 Pounds 10 Schillings. The C.5 Super was the "outstanding model in the 1936 Zenith range". The bike's attractive specifications and design were considered to make the motorbike a real "rider's mount".

The massively built T.T. Replica J.A.P. 500cc engine has its cylinder deeply spigoted into the crank case. The valves are fully enclosed and lubricated; rocker gear has automatic lubrication, cams are chain driven and there is an adjustable oil bypass to the cylinder. Dry sump lubrication is employed utilizing a fabric filter. The motorbikes sports a Burman four-speed transmission incorporating the primary chain housed in a oil-bath case (with a detachable clutch dome). The bike incorporates a full duplex cradle frame with Druid girder front forks with steering damper and shock absorbers. To this day, the bike remains a real "rider's mount".

Documentation regarding the number of C.5 Super machines manufactured is not available, although it is believed there may have been five (5). As of this time, this machine VMCC Registered # 4034, is the only one in known existence.



My personal favorite of the day, since I've never seen a Zenith before, except as a television.



Jerry Pokorny's Triumph bobber.





This beauty wasn't at the conclave, but she's easier on the eyes than more pictures of the guys.

Pix from the American Historic Racing Motorcycle Association Nationals at Two River Racing near Milliken on Saturday, Sept. 23, 2018. Arnie Beckman rode his BSA 441 Victor to a first-place win in his class.



Here's a couple of non-traditional ways of enjoying your Norton, riding on one wheel or even no wheels.



This year's Motorcycle Cannonball coast to coast endurance run passed through Sturgis, SD. James Lafler attended and sent these photos.



Motorcycle Stuff on the web:

Norton team in the Cannonball Rally ("Team Norton Cannonball 2018")

<http://www.nortoncolorado.org/links.html#enthusiast>

A nice collection of period brochures for vintage British bikes that may be of interest:

<http://www.motos-anglaises.com/catalogues/>

Otto Gas Engine Works.

<http://www.ringspacers.com>



What do you do when you have a old "one of a kind" motorcycle that needs new piston rings and the only one's available are made of "un-obtanium"? Do what I did and contact David at Otto Gas Engine Works. I was referred to him by the customer service people at Hastings pistons and they were correct that he is the "go to" guy if you need a one-off set of rings. He made four (3 compression and one oil) for my 1953 Focesi Gloria 100 cc at the cost of only \$11 each + shipping. I was amazed that when I put them in the bore of the cylinder they fit EXACT! All I had to do was some minor filing of the ends to get the required gap and I am now good to go. He will instruct you on how to measure for ordering so talk to him first BUT DO NOT SHIP YOUR OLD RINGS TO HIM.

In this day of mass produced everything it's nice to know of a craftsman like this is still out there helping us keep old machines on the road.

If you find yourself in my situation, give David a call and see what he can do for you.

Carpe Diem

Jerry Pokorny



*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>

Of 100 bikes at the Antique Rally in Wisconsin, one man thought to bring a Norton.



Schedule for 2018

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

February

2/3 (Saturday): Winter Banquet

March

3/3 (Saturday): Group Ride or Museum Visit, depending on weather

3/18 (Sunday): Pub Meeting: Streets of London

April

4/8 (Sunday): Tech Day @ Bob Martin's

4/21 (Saturday): Group Ride & Shop Visit: Jesse Caraway's

May

5/5 (Saturday): Group Ride

5/20 (Sunday): OBR 16

June

6/3 (Sunday): BBQ @ Eric & Susie's

6/14-17 (Thur-Sun): Four Corners Rendezvous

July

7/8 (Sunday): Mt Evans Ride & Brunch @ David Sheesley's

7/28 (Saturday): Group Ride

August

8/4-5 (Saturday-Sunday): Wimpy Campout @ Jamie & Michelle Jones'

8/19 (Sunday): Group Ride

September

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

9/16 (Sunday): English Conclave

October

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

10/21 (Sunday): Tech Day

November

11/4 (Sunday): Open Garage Ric and Joy Landeira

11/17 (Saturday): DU Hockey Night (contact Scott for more info)

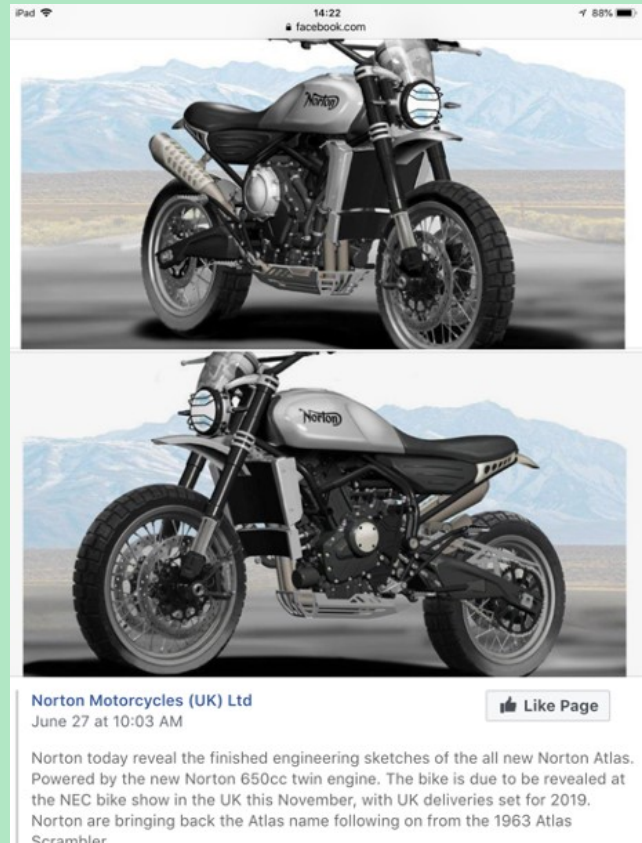
December

12/2 (Sunday): Pub Meeting

January 2019

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

1/13 (Sunday): Pub Meeting



The new Norton Atlas 650



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.

Presidents points race??

Jack set the goal of winning back the coveted President's Trophy this year. Sure looks like he might do it. Let's get those Norton's out and make Jack work for it.

Club Events

Many events have been scheduled for the 2018 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	68	11	21
Peggy Abeyta	47	8	15
Scott Robinson	42	9	4
David Sheesley	40	7	7
Mike Fields	38	9	2
Arnie Beckman	35	8	0
Debby Johnson	28	5	16
Eric Bergman	28	13	0
Dennis Horgan	26	8	0
Bob Martin	24	11	0



1914 Feilbach Limited

Arthur Otto Feilbach and his brother William built their first machine within their small home garage. Coincidentally, this was in the same vicinity and at the same time as Harley-Davidson was housed across town in a 10 x 15 foot shed. Apparently the wrenches were flying at both shops with H-D selling their first machine in 1903 although the bikes first appeared in the historical records in 1904. For the next 10 years, the Feilbachs managed to build a limited number of motorcycles which quickly earned a reputation for being well-engineered and reliable models. Customers were mostly limited to the Milwaukee and Wisconsin state areas because there was little advertising available. Feilbach motorcycles were home-grown and home sold.

Arthur Feilbach made his first motorcycle in 1904. It was a small 350cc single cylinder belt drive model. In 1907, he produced the new Feilbach. All three of the bikes he made that year were sold before they were finished. In 1908, he made five more machines; and in 1909, seven machines were produced. 1910 brought nine machines and new improvements. The bore was increased to 3 5/16, and mechanically actuated inlet valves were added. In 1911, a spring fork was added, the tank was made larger, and a magneto was added. The Feilbach Motor Co. moved to a 7100 square foot plant in late 1911 and production increased. They produced 75 machines in 1912. In 1913, a twin model was introduced, and 158 machines hit the road—108 were twins. It is not known how many machines were made in 1914, but it is somewhere near 900 to 1000. In 1914, the only the Feilbach Limited (twin) was produced. Feilbach ceased production in late 1914. At that time, the first Feilbach machine was still owned by Arthur Feilbach, and it was said to have 63,000 miles or so on it with no problems. Many Feilbach motorcycles were used by the Milwaukee Police Department.

Interesting fact: Only 5 or 6 Feilbach's exist today.

Owner: Mike Bahnmaier



Current Occupants

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(My new job title reflects my role in the Parts
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Credits: Thanks to Peter Allen, Jack Abeyta, Arnie Beckman, Peter Chronis, Bob Herman, James Lafler, Bob Ohman 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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