



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



Norton Colorado

www.nortoncolorado.org

Newsletter

June 2019



2019 4 Corners Rendezvous

We are small but loud down here in the corner of the state!

Upcoming Events

See page 16 for the entire official 2019 events schedule.

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

8/10 Colorado Vintage Motorcycle Show

<https://denver.craigslist.org/mcy/d/henderson-colorado-vintage-motorcycle/6902519922.html>

Look for club emails for more details about these gatherings.

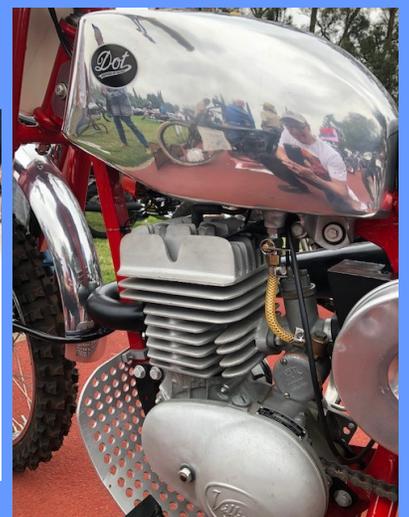
Steve McQueen Car and Bike Show

Michael Wilson attended The Friends of Steve McQueen Car and Motorcycle show in Chino Hills CA. His take on the show was "Cool shit every where".



As a youth, McQueen was a resident of the Boys Republic juvenile rehab school/facility in Chino Hills, CA. He later credited it with turning his life around. He visited it as an adult, and I presume supported the school financially. His family continues this support, including the annual car & bike show. All funds raised benefits the school. For more information check out this link:

<https://stevemcqueencarshow.com/>



This Silver Norton was seen at the Rock Store on Mulholland

Big Tent BBQ

A perennial club favorite, the Big Tent BBQ, hosted by Susie Saarinen and Eric Bergman, was as enjoyable as ever. The party was attended by members of Norton Colorado and their families, the fine fellows from the BMAC and Rocky Mountain and Phantom Canyon chapters of the AMCA, and any other enthusiasts for vintage motorcycles. I'll let the pictures tell the story.



Rode a Norton

- David Sheesley
- Debby Johnson
- Dennis Horgan
- Jack & Peggy Abeyta
- James Lafler
- Jamie Jones
- John Dahl
- Randy Schneider
- Rick Black
- Scott Robinson



Rode Something Lesser

- Bob Martin (BMW)
- Dennis Oberwetter (Hinkley Triumph)
- Jesse Carraway (Honda)
- Jim Colt
- John Hartman (Triumph)
- John Kinlin (Hinkley Triumph)
- King Browne (Honda)
- Kris Geller (BMW)
- Mark Lomax (Nimbus)
- Mike Fields (H-D)
- Mike Powell (BMW)
- Paul-M David (Triumph)
- Peter Allen (Moto Guzzi)
- Pete Chronis (BMW)





Got There

- Al & Barb Slarks
- Bob Ohman
- Tom & Camille Tallick
- Frank Puckett
- Mark Liu & Gerry Molettieri
- Herb & Karen Varona
- Jerry Doe & Mina Tung
- John Boyd
- Jonathan Chaikin
- Julie Robinson
- Karen Bailey & Steve Lavin
- Michelle Jones
- Randy Albright
- Vicki Borden



Guests

- Dave Porter
- Gene Harper
- Phil Johnston
- Dave Eisely
- Tom B
- Terry Guriel
- George & Marsha Nachtheim
- Jeff, Katie & Ella Field



I know they are not Nortons, but

JUNE 2ND
ANTIQUe MOTORCYCLE
SWAP MEET
SUNDAY 9AM-7PM
ANTIQUe BIKE SHOW- PEOPLES CHOICE AWARD

AMCA
ANTIQUE MOTORCYCLE ASSOCIATION
ROCKY MOUNTAIN CHAPTER

DIRTY DOGS ROADHOUSE
27000 E. 1st Avenue, Golden, CO

17999 W COLFAX AVE, GOLDEN, CO 80401
FREE ADMISSION
VENDOR SPACE
MOVE-IN 7AM-9AM
PRE-1984 PARTS AND MOTORCYCLES ONLY
rockymountainamca.com
rockymountainamca@gmail.com
303 384 3644 Dirty Dogs Roadhouse



Polished Turd - Team #78 - Colorado High Plains Raceway - 24 Hours of Lemons

By Jo Teague

Guys: Just a few lines and pictures to let you know the results from last weekend. We completed building the mostly '79 Datsun 280ZX in time and it ran beautifully. We ran all 15 racing hours over two days with four drivers and finished 51st, ahead of a dozen other teams. As this was the first time preparing and driving a race car for all of us, and the first time on any track we noobies were very pleased with the results.

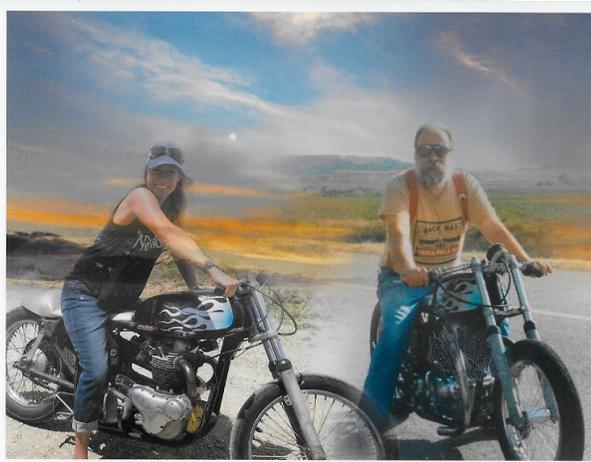
The first picture is me getting dressed in complete Nomex suit, sox, balaclava, gloves, boots and HANS device. The second picture is after a guy hit me on the track. He was punted onto the grass and was black-flagged for the hit. I was black-flagged for having no numbers on the left side where he hit me, hence the team (with Jim Colt's help) quickly improvised the raggedy replacement numbers. Finally a happy team picture.

It was great fun wrenching and racing with the team. The ingenuity used on the various other team's cars was remarkable. Many were cheap cars with big engines, but soundly and carefully upgraded. Lots of frankencars. Big Potluck and adult beverage party Saturday night. The team is mostly guys I ride dirt with on the Awesome Autumn. Much improvement in our lap times needed to be truly competitive on the 2.6-mile HPR big course.

Lemons usually puts out a summary on Youtube several weeks after each race with lots of video of the action and the various interesting cars.

Ride to live, Jo





The Four Corners Rendezvous has a long and storied history, and in fact was my introduction to Norton Colorado in 1999. Back then the Rendezvous was held in Durango, but these days it happens in Dolores, a veritable vortex of vintage motorcycle expertise: Colorado Norton Works and Sam Manganaro's Vincentworks both call Dolores home.

This year, as last year, Sam offered up his rural property to host the Rendezvous, and what a special venue this is. A bucolic locale with expansive views, located on a drag strip - I mean, a long straight stretch of country road - "Sam's Club" is as comfortable as an old pair of loafers for the kind of, well, old loafers who gravitate toward casual venues like the Rendezvous.

This year, Sam upped the ante and really was the host with the most - he erected a covered hillside pavilion under which rally attendees enjoyed a great catered dinner on Friday night, another great meal Saturday night and respite from the southwestern sun throughout the weekend.

In a change from previous iterations, this year there were no Coveted Paper Plate Awards presented, and no Saturday afternoon bike show. Because this year's Rendezvous was dedicated to the memory of recently departed Norton guru Pete Bredemeier, and all energy was directed toward honoring Pete's legacy.

Pete's daughter Molly, son Andy, their respective spouses, a granddaughter and two of Pete's ex-wives all showed up at the rally and brought a couple of his trophy-winning Atlases. Steve Harris brought Pete's drag bike, which Pete campaigned with Larry Mormon in the saddle back in The Day, embarrassing Harleys at drag strips and amazing on-lookers at dyno demonstrations. On Saturday, several of us took turns scaring the hell out of ourselves and amusing Sam's neighbors by running the drag bike up and down the road.

Pete's kids also brought to the rally Pete's "Can-Do," the mobile can crusher he built many years ago out of sundry Norton parts. We all entertained each other by tossing beer cans into the maw of the machine, which spit them out flat as a pancake.





A near disaster was averted when a person who will remain unnamed threw a leg over the saddle of the idling Can-Do, put it into gear and proceeded to careen out of control toward a gaggle of parked motorcycles. The Can-Do spewed a trail of crushed cans as it zeroed in on Sam's and Jonathan Chaikin's Vincents. Audible gasps went up from the transfixed crowd as the galloping machine came THIS CLOSE to taking down the two Vincents. Pete's son Andy sprinted to intercept it, and at the last possible second was able to lunge for the handlebars and give them a yank, and the Can-Do lurched away from the two parked bikes.

As is often the case, the highlight of the weekend involved artillery. As attendees milled about, Pete's son and son-in-law test fired the beer can cannon Pete designed and built some years back, shooting a can south toward Mesa Verde. Satisfied that they had the procedure down, they then armed the cannon with a PBR can filled with Pete's ashes. The crowd stood by reverently, the lads primed the cannon and tripped the trigger line. Click. Nothing. Again, click. Nothing. This anticlimactic routine was repeated several times. The fickle crowd grew restless.

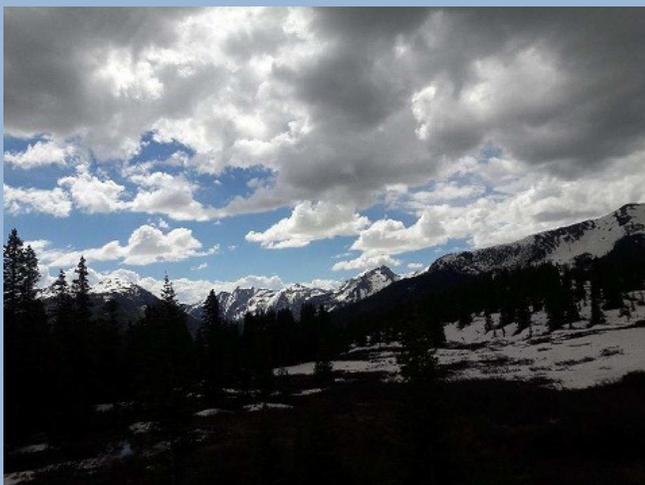
Finally, they prepared the cannon one more time, pulled the trigger cord and with an immensely satisfying WHOOSH Pete's encased ashes flew from the cannon in a graceful arc and perfect trajectory, splashing down in the pond a couple hundred yards south. It was perfect! And surprisingly touching.



Randy Ullery's beautiful Featherlastic



Strange things happen when 50 guys get together on a mountain top. -- Jim Colt





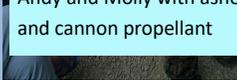
Andy and Molly with ashes and cannon propellant



Molly with Pete's ashes



The Can-Do in operation



Andy and Don with the cannon



Check out the trail of crushed cans left by the Can-Do as it came THIS CLOSE to the two Vincents:



Steve Harris with Pete's drag bike

Sam Manganaro in his gonzo '62 Corvette



Molly with the drag bike



COLORADO SPEEDWAY + FLAT TRACK

Find us on 

5074 Summit Blvd., Dacono, CO 80514
(Formerly County Rd 8)

2019 Flat Track Schedule

- April 20th
- April 27th
- May 11th
- May 25th
- June 8th
- July 6th
- July 20th – **BOGO Admission**
- August 3rd
- August 24th
- August 31st
- September 21st –
Championship Race



- **Located at the IMI Racetrack**
- **NOW Lengthened to 1/4 Mile!**
- **Classes for ALL Ages!** (North of Denver)
I-25 exit 232 – EAST 2 Miles
(Through the stop sign on the dirt road.)

\$12
Gate Fee



Please feel free to paste your name in here!!!
If this advice is good enough for Churchill its good enough for us.

Keep on hand

O. C. PICKHARDT, M. D.
117 EAST 80TH STREET
NEW YORK

January 26, 1932.

This is to certify that the post-accident convalescence of the Hon. Winston S. Churchill necessitates the use of alcoholic spirits especially at meal times. The quantity is naturally indefinite but the minimum requirements would be 250 cubic centimeters.

Signed:-

OTTO C. PICKHARDT, M.D.
OTTO C. PICKHARDT, M.D.

OCP:P

Stories from the Road

This is from Laf.

Yesterday I rode my Commando up and around Horsetooth Res. and back along with a couple friends on lesser makes. Of course I had the coolest bike of the outing (according to onlookers). This is one of my favorite things about Norton. Mystique. Everyone absolutely loves them.



Passing through Des Moines, Iowa I decided to drop in and visit Dave Porter at Big Barn HD.

Caught in a rainstorm outside of Albert Lea, Minnesota I saw a sign for Bergdale HD and thought it would be a great place to take a break. I met up with John Petersen who brought me to the back room to look at his daily rider, a 1975 Mark 111 Commando.



I met Gary Griffith at the hotel in Hill City, SD. Gary is a member of the Northwest

Norton Owners Club. He was riding this very nice 1975 Mark 111 Commando around the Black Hills for a couple of days before heading to the national rally.

Randy Ullery shared this experience after leaving the 4 Corners Rendezvous.

South of Gallup at junction of NM 602 and NM 53. Two riders on big, new, full dressed Harleys were sitting right on the corner of the junction pointed north toward Gallup. They didn't look like they were just taking a break, so I rolled down my window and asked if they needed help. "Yea, we've run out of gas" I pulled forward to where I could get the truck and trailer off the road, and headed back to them with my spare 5 gallons of gas. One started pouring gas into his bike, but seemed a little stingy about how much he wanted to use. Told him I didn't need any and to use "all you want". Then they opened the tank of the second Harley and poured a little into its tank still being a bit stingy. Once again I told them to use all of it. With a bit of a sheepish grin one rider asked if I were continuing south, which I admitted I was. He then told me there were two more Harleys about 5 miles south. I said, "And I guess they also are out of gas?" Response was Yea, can you give them some? We're from northern Michigan and didn't realize how far it can be out here between gas station.

I told them: "Out here we don't pass gas". An entertaining end to a great "rendezvous".



Ross Petersen's Southern Journey

I did just over 1,800 miles in 14 days. I only did about half my planned route because I took my time and stayed an extra couple days in certain cities I wanted to explore more in depth. I'm including a very rough outline of my route. The blue line represents my ride to and the red line represents my ride back where I eventually stopped in Fayetteville, Arkansas where my wife picked the bike and I up. I got to enjoy some of those spectacular roads they have around there running through the tail end of the Ozarks. I took only back roads and county and state highways. No interstate. I found some really exhilarating roads and had an absolute blast. The Norton drew attention everywhere I went and was a great conversation starter.

I really liked Mississippi. I spent the night in an old abandoned church off an old two lane highway northeast of Clarksdale which was an incredible experience. I also spent two nights in Vicksburg. I really like that city. I spent two nights bumming around the backwoods of Louisiana before heading into New Orleans, where I stayed for 3 nights before swinging the bike around. I also spent two nights in Memphis and one night in Rolling Fork, MS. My rear chain had broken and I had to stay the night to get a new master link from the Napa store the following morning. My top three favorite roads were highway 311 in Mississippi which runs north and south, starting near the border of Tennessee and goes south into Holly Springs, MS. LA-15 which follows the Mississippi River down through Louisiana and finally, probably my favorite of them all, state road 23 in Arkansas just southeast of Fayetteville. If you ever have the chance to ride those roads, definitely do! I also rode the Natchez Trace from Port Gibson into Natchez. Anyway, I can't wait for the next one. Any suggestion on which states I should look at planning a trip through next?



Ross travelled very minimally. Mostly tools. Only two pairs of clothes, toiletries, cameras, some of his brother's ashes and a sleeping bag.

Ground Pounding Action at Steamboat Vintage MX 2019.

By Arnie A. Beckman

I left Denver Friday night headed to Steamboat Springs and a return to the “Premiere Classic Vintage Motocross race” on Jenny Ranch just outside of town. My truck chugged along loaded down with a 1966 BSA 441 Victor mx bike and a 1967 Norton P-11 which I intended on riding through the hills surrounding Steamboat with my longtime friend and resident of the area Leif. I just reconnected with Leif months earlier. He at one time belonged to Norton Colorado and I knew he had a garage filled with old and interesting motorcycles so the excitement surrounding the weekend included reconnecting with my old friend as well as racing.



I arrived late but not too late to catch up with Leif while the pro AMA TT dirt track race from a few weeks earlier played on the TV. I stayed at Leif’s and the next morning we unloaded the bikes and headed off to ride - me on the Norton and Leif on his four cylinder Honda. Great weather and beautiful surroundings made our rides almost dream-like. Leif knows the area’s remote locations and back roads, many of them dirt, and this meant high adventure and great riding for me.



The Suzuki RL trials bike sans clutch lever after a dip in the pool.

We went by the track Saturday morning to check things out and while standing around somehow Leif got recruited into scoring the trials slated to begin around noon and I got recruited as a rider in the trials event. Having never ridden trials before and having spent the last 30 years on old British four stroke motorcycles, whether on the street or in the dirt, what could go wrong riding a barrowed 175cc Suzuki 2 stroke trials bike? Just a few slight differences in power, power delivery, clutching, the location of the foot controls, weight, steering – well pretty much everything is different. I foolishly accepted the challenge and came back a few hours later to find myself perched at the top of a gulley - with water in the bottom - waiting to ride the first “trap”. I got through it but anxiety and fatigue filled my mind and body almost immediately and it went like this through the first set of 8 traps. At the end of the first eight I almost convinced myself to quit. The entire trials requires three trips through the eight traps and after doing exactly 1/3 of it - all on the much easier “novice” line - I nearly stopped.



This super tricked-out BSA B50 from the early 1970s put in impressive runs in the British Four Stroke class.

As it turns out hanging it up then and there would have been a wise choice. On trap 4 my second time through a launch down a small hill into a mud filled rut cause me and bike to go down into the mud. The bike fared worse than I as the clutch lever perch broke. Mercifully the broken bike let me off the hook. No more trials for me. Now I just walked around in mud soaked jeans feeling like an idiot. Oh well its all about experiences. After Leif completed his scoring duties we were off into the hills for more riding now joined by JD from Denver on his wild green metal flake BSA A65.

The vintage motocross kicked off on Sunday and I arrived and signed up for two separate classes; Classic 500s and British Four Strokes. Each class has two motos so I would race four times. The race order placed me in the second and fourth races. During practice the long wide open track, laid out with stakes and ribbon on a grassy hillside, somehow got longer than the year previous and each race consisted of 5 laps, up from four laps last year. In the first Classic 500 moto I lined up with 6 other BSA Victor 441s. After the start and beyond the first few corners the field separated out and I got through the race without incident relatively pleased with finishing and not crashing.



This Premiere class Norton looked great in the Dick Mann bike display on Saturday and then stomped the track in an impressive fashion Sunday. It was the only racing Norton during the weekend.

I waited under a tree during race three because I had to line right back up for race four. The British Four stroke class combined two classes due to the low number of racers signed up for the race so that early bikes like mine (per 1971) and later post 1971 bikes ran together. The lack of bikes seemed odd because British four strokes dominated all racing classes all weekend. I soon figured out I was the only early four stroke and found myself running against BSA B50s from 1971 and '72 with very good expert riders. A few of the bikes were extremely tricked out. The race left the line and my '66 round barrel Victor got away last and moved backwards. On the third lap my bike started missing and soon stopped completely - DNF. Back at our pit Leif and I soon discovered the main wire from my coil came off, an easy fix but something I thought I double checked. The second Classic 500 moto I again got through it and had fun but like the first moto I did not astound anyone with my ride. Sitting again under the tree waiting for race four a guy came up and pointed to my rear tire. I looked back and saw the completely deflated tire and knew I was likely done. I found a hand pump close by but it soon became apparent that I ripped the valve stem and no amount of pumping would keep air in it. My racing day was over.

My riding aside, excellent racing went on all day. At half time between moto 1 and 2 a tribute to American racing legend Dick Mann, who was on-hand, took place and dozens of vintage race bikes he built paraded around the track. Many of the bikes were on display throughout the weekend but most were also thrashed mercilessly on the track during the races by fast and competent racers. And that really separates this event from so many other vintage bike events. Extremely coveted marques and models are rung out in full bore no-holds barred racing and put to the use for which they were originally intended little regard for over-stated prestigious or heritage. The sound, the smell, the sight really makes this a unique and great vintage motorcycle event. I will be back next year!



By comparison the Author's BSA 441 Victor prerace and ready for action.

Motorcycle Stuff on the web:

Here's a link to information about this year's national rally in Brooklyn, Michigan

<https://NortonRally.com>

History in motion: The spectacular winning motorcycles of Concours d'Eleganza Villa d'Este 2019

<https://newatlas.com/concorso-deleganza-villa-deste-2019-motorcycles/59873/#gallery>

Rode to Everest: a video of Jo's trip to Everest, WOW!!

[https://l.facebook.com/l.php?u=https%3A%2F%2Fyoutu.be%2FSjvz9OYBFCM&h=AT1ye7gFco4k21CNMOe5QEJlwdOHa2yS-](https://l.facebook.com/l.php?u=https%3A%2F%2Fyoutu.be%2FSjvz9OYBFCM&h=AT1ye7gFco4k21CNMOe5QEJlwdOHa2yS-7phg0SeJshfyNbAtWDoUOnZ37nshARy22muMfGHDD8xrQluU5MpVerNITwGfJ0WJBL_QNaftD8dlZFKQ6T)

[7phg0SeJshfyNbAtWDoUOnZ37nshARy22muMfGHDD8xrQluU5MpVerNITwGfJ0WJBL_QNaftD8dlZFKQ6T](https://l.facebook.com/l.php?u=https%3A%2F%2Fyoutu.be%2FSjvz9OYBFCM&h=AT1ye7gFco4k21CNMOe5QEJlwdOHa2yS-7phg0SeJshfyNbAtWDoUOnZ37nshARy22muMfGHDD8xrQluU5MpVerNITwGfJ0WJBL_QNaftD8dlZFKQ6T)
[PipqAYbtMV-Kg-3mCcZut36KBjAcE2Wky0L](https://l.facebook.com/l.php?u=https%3A%2F%2Fyoutu.be%2FSjvz9OYBFCM&h=AT1ye7gFco4k21CNMOe5QEJlwdOHa2yS-7phg0SeJshfyNbAtWDoUOnZ37nshARy22muMfGHDD8xrQluU5MpVerNITwGfJ0WJBL_QNaftD8dlZFKQ6T)

Review of 1938 Norton 16H in Jamaica, World War 2 bike

<https://www.youtube.com/watch?v=C9GZ2Hp-TaA>

Hooligan dirt dash website

<https://www.hooligandirtdash.com/registration>



For Sale : 1969 BSA Rocket 3

Rick Black has decided to put his Rocket 3 up for sale. It's partially restored, runs, but still needs some work. The price : Expensive.

Call Rick if you are interested.

720-885-6410

Editor's note: This is a BSA Rocket 3, but it is not Rick's.

For sale; 1946 chase truck

8,000 dollars.

[Greg Ray](mailto:montanagreg@midrivers.com) <montanagreg@midrivers.com>



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

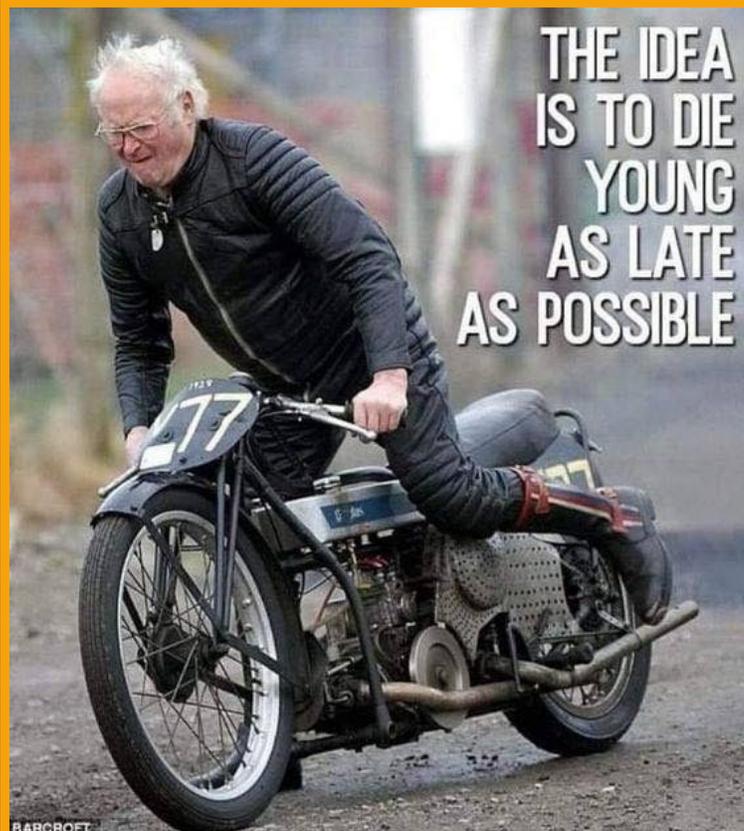
Many events have been scheduled for the 2019 season, usually about 2 per month. Participation in these events will be counted for the President's Award. Events may be added, dropped, or re-scheduled through the year. The schedule can be found in this newsletter or check the schedule on the club website:

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

Prez Points Standings Top 10 (2019):

points, events, solo rides

| | | | |
|----------------|----|---|---|
| Scott Robinson | 37 | 7 | 6 |
| Ron Weaver | 27 | 6 | 0 |
| Jack Abeyta | 26 | 6 | 0 |
| David Sheesley | 25 | 6 | 3 |
| Jamie Jones | 22 | 6 | 0 |
| Dennis Horgan | 18 | 6 | 0 |
| Arnie Beckman | 17 | 4 | 1 |
| Mike Fields | 17 | 5 | 2 |
| Eric Bergman | 16 | 8 | 0 |
| Peggy Abeyta | 16 | 4 | 0 |



Looks like we have a couple of new names on this list. Is Jack or Debbie's hold on the President's Trophy coming to an end? Keep riding and we'll see how it all turns out in February 2020.

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 Arnie Beckman, Eric Bergman, Pete Chronis, Jim Colt, Steve Harris, Bob Herman, James Lafler, Bob Martin, Dennis Oberwetter, Bob Ohman, Ross Petersen, Mike Powell, Jo Teague, Randy Ullery and Michael Wilson 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

