



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

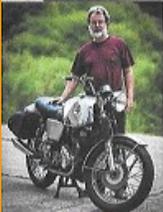


# Norton Colorado

[www.nortoncolorado.org](http://www.nortoncolorado.org)

## Newsletter

October 2019



# Norton Colorado

[www.nortoncolorado.org](http://www.nortoncolorado.org)



We have a new club banner with pictures of us on it.

## Upcoming Events

See page 15 for the entire official 2019 events schedule.

### October

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

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

### November

11/23 (Saturday): DU Hockey Night (host Scott Robinson)

Look for club emails for more details about these gatherings.

## Bonneville Report for Carpe Diem and Onemata LSR by Jerry Pokorny



Just rolled in last night from Wendover, UT. This year the Bonneville Land Speed Race event proved to be “interesting” to say the least.

We arrived last Friday and found out racing was delayed due to excess moisture in the salt from a couple of days of rain prior. The officials were hoping evaporation would fix it since there is a clay lakebed below, and the water does not migrate down into the soil. It still was not drying out by Monday, so they delayed the first day of racing until Tuesday.



To make matters worse, there are normally 3-4 racecourses to accommodate the over 500 racers pre-registered (and more showing up daily).

Due to the extreme conditions, they combined everybody on to the same course which is a bit over 6 miles long (for the guys going over 500 mph). This caused the mother of all waiting lines to say the least. Bruce and I sat in line for 6 hours inching forward every 15-20 min but by 3 pm the salt was so torn up by the cars (bikes don't do much damage to the surface since they are so light) that the officials closed the course for the day for repair and so we never got to run Gloria (my 100 cc bike) at all.

It would not work for me to qualify on Wednesday due the fact that I would be required to take my second (record) run on Thursday morning and that would leave me double booked with getting my business partners Royal Enfield sidecar rig out on Thursday morning also. At that point I just abandoned any record attempt with Gloria for a later event (World Finals in October?).

The plan was for Will to do his rookie run on Thursday and then get in line for his qualifying run immediately after. Again, due to a humongous line of vehicles, he didn't get his rookie run (proof that he knew how to



handle the racecourse and emergency procedures) finished until 2 pm. He completed it satisfactorily and we got in the really loooooooooooooooooong line for his qualifying run.

The idea was to get that accomplished Thursday before they shut down the salt for the day so he could take his record run on Friday at dawn. Racers are required to qualify (by exceeding any existing time for the class by 0.001 mph) on one day, and then to back this up with another run the following day (times for both days are averaged together to determine if they are the new world record speed for that class).

He finally got to the start and took off like a shot. We followed him in the chase vehicle down the course and noticed when he got to mile one, he started to slow way down – something had gone wrong with the bike! He pushed on (slowly) and at about 1-1/4 mile came to a dead stop. We didn't get a qualifying time (you need to go 2 miles to trip the timing light) in so we loaded the bike on the trailer so we could get off the course to assess what happened.

By this time the salt had again become so damaged that the officials closed it for the day, so we headed to the pit area to figure out what had caused it to stop. Short story is that when we pulled the spark plug (single cylinder engine) the electrode had collapsed, and the plug was shorted out thus not able to make a spark. In over 55 years of running and fixing motorcycles I have never seen this happen, so we were baffled as to the cause. We popped in another plug and the bike fired up and ran fine! Problem fixed! The event procedures allowed us to still qualify on Friday morning and take the second (record) run in the afternoon. We were good to go! Just a matter of taking the two runs the next day and we had the record in the bag.

As we were sitting in the pit area watching the sun set and enjoying a cold malt-based adult beverage, one of the race officials came by to tell us that due to the poor conditions there would be no chance to run both the qualifying and record runs on Friday. That was "all she wrote" for Speed Week 2019 for team Onemata LSR, it was over for us.

We packed up and returned home on Friday, Aug. 16 and are evaluating the option to return for World Finals in October since they combine results for that event and speed week so we can complete our mission to set the World Land Speed record in the 350 cc Side Car – Pushrod Fuel class. I believe we have solved our mechanical issues and are rock solid to complete the task. Another exercise in persistence and proof of the racers saying that, "Bonneville is a cruel mistress".

Stay tuned for the next chapter.....

Carpe Diem,

Jerry



Colorado Norton  
guys racing to next  
club meeting .

# Summer 2019 Riding

by Scott Robinson

I once had someone describe my riding as "wandering aimlessly". I like to think of it as riding for the sake of riding. Since I was riding solo this summer my goal was simply to log as many miles as possible on "fun roads" which I define as empty, curvy and scenic. I spent 28 days out of town, 26 of those in the saddle. I took 4 out of town rides, 2 rides for 10 days each and 2 rides for 4 days. My travels took me to 14 states, logging a total of 8600 miles.



Lolo Pass. US Highway 12 from Missoula, MT to Lewiston, ID.



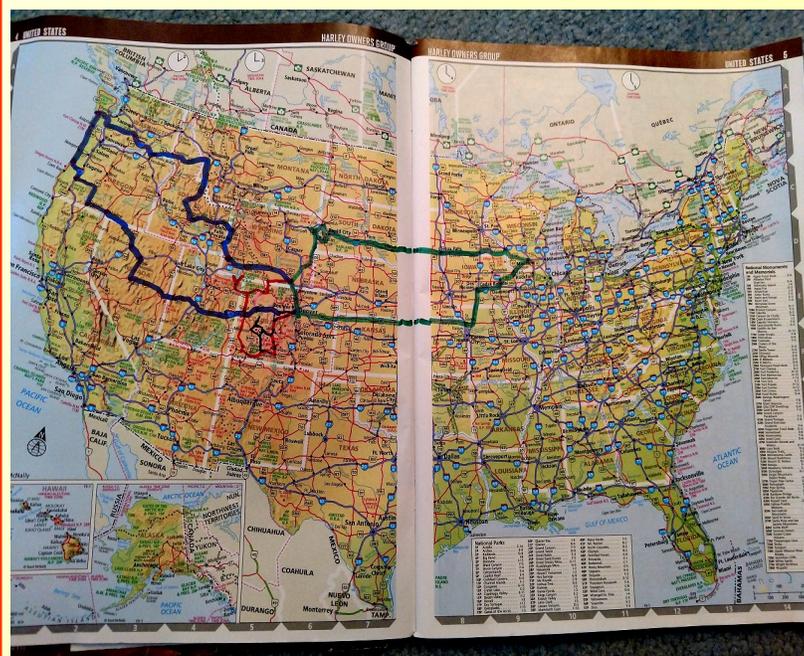
Sawtooth Mountains, central Idaho

I rode through the flatlands of the Midwest, the high passes of the Rockies and along the Pacific Coast. I was able to find enjoyable riding all along my routes using the Interstates as little as possible. I cruised along too many rivers to mention, including the Mississippi, Arkansas, Colorado and the Rio Grande. I rode at sea level covering over 300 miles of the west coast and went over mountain passes as high as 11,500 feet above sea level. I was all over the Black Hills and the Rockies, rode by the Tetons, spent an afternoon in the Sawtooths and made 2 passes through the Cascades. I even got to see the top of Mt. Rainier on a rare sunny day.

There were roads where "towns" were 100 miles apart. I rode for hundreds of miles where I was the only one on my side of the road. What a treat. I'm tired, time to rest and think about where to ride next summer.



Highway 140, Southern Oregon



Pacific Ocean, Oregon Coast

**Isle of Man Manx GP.** Photos by Julian Kowalewski

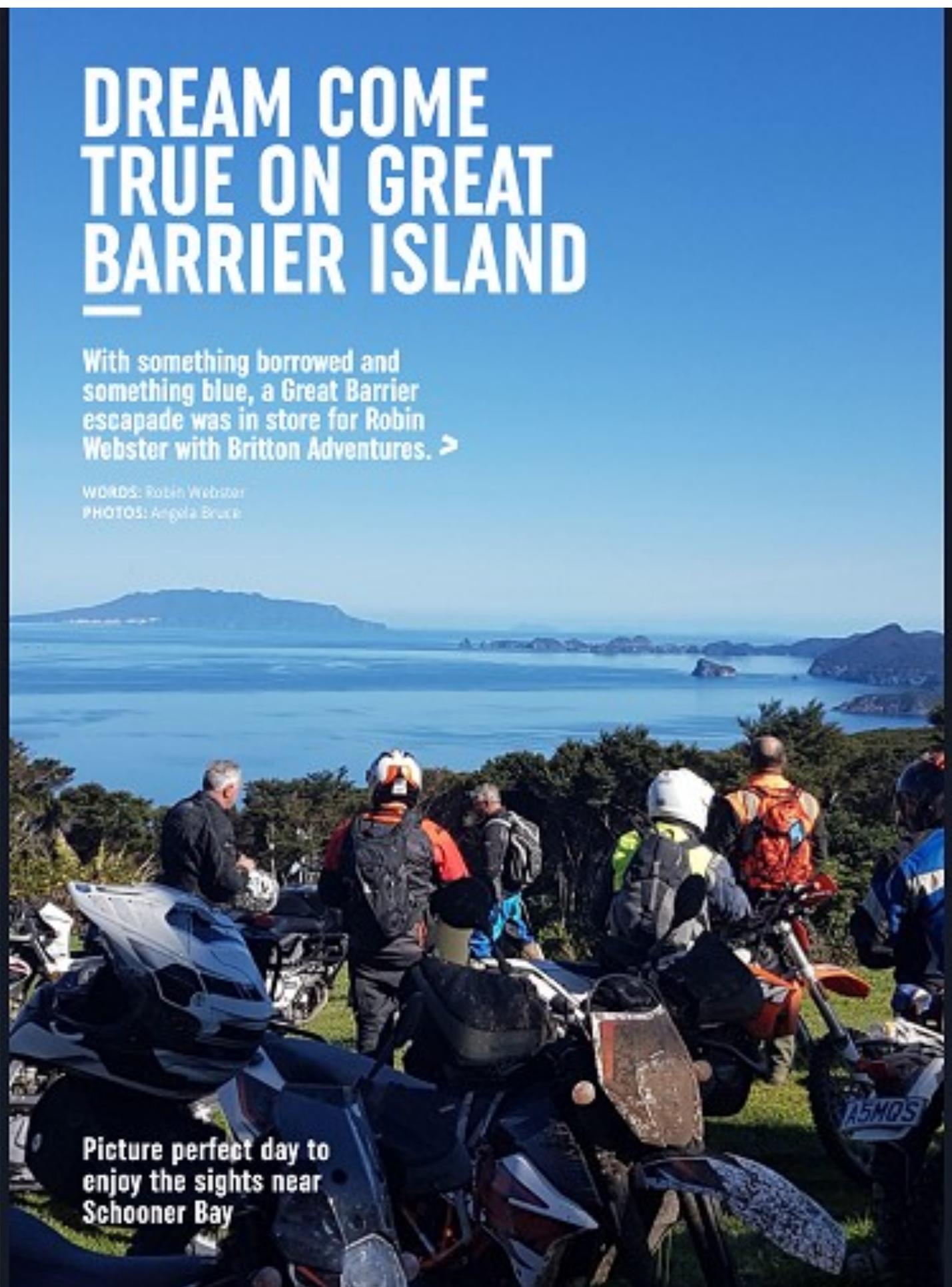




# DREAM COME TRUE ON GREAT BARRIER ISLAND

With something borrowed and something blue, a Great Barrier escapade was in store for Robin Webster with Britton Adventures. >

WORDS: Robin Webster  
PHOTOS: Angela Bruce



Picture perfect day to  
enjoy the sights near  
Schooner Bay



Looking south along  
Whangapoua Bay, Okiwi,  
Great Barrier Island

So, there I was on Great Barrier Island (GBI), New Zealand, surrounded by lovely farmland, gorgeous beaches and lots of bush – all connected to one another by tight, windy, tar sealed roads. Oh what I would have done for a motorcycle to ride... Then I got a message that Britton Adventures is coming to GBI and would I like to join them (seeing how I'm here and all). Mike Britton and Angela Bruce (the owner/operators of Britton Adventures) and I are connected by a mutual friend in California. We've heard all the stories about each other and were finally going to meet.

Britton Adventure's was heading over to the Island with 35 customers for an adventure ride exploration. They had a local lead rider, Wayne (a sixth generation Barrier resident) who'd sorted out some off road riding, and of course he knew all the tar sealed and metal roads to be found there.

Upon arrival at Tryphena via the Sealink

ferry everyone gathered at Tipi and Bob's, where the ride was based. It was here I got to try on my borrowed gear and feisty XT250 kindly loaned from Yamaha Motor New Zealand via Angela and Mike.

Riding on GBI is a treat as there are few cars/trucks to share the narrow roads with but our mantra was to be "Stay Left" as the blind corners would not be forgiving. Many of the riders had been here before, but not all and I didn't hear any complaints. The bikes ranged from a 125cc dual purpose dirt bike to 1200cc Adventure bikes and many in between. Of course, I felt the XT250 to be the perfect bike for the conditions.

The itinerary was comfortable – once off the ferry on Friday afternoon everyone had time to settle into their rooms, sort out their equipment, get to meet the other riders and be ready to ride after breakfast the next day.





**Local man Wayne Sanderson out in front of the 35 riders**

## SATURDAY

Saturday morning we took off on the tar seal through Claris to Windy Canyon Lookout. Almost everyone took the opportunity to check the magnificent views from the lookout. From there we went over the mountain to Okiwi and onto private land for some fun farm trails. This led us to some fabulous views of the remote northern coastline of the Barrier. This is a view rarely seen by others.

From the farm we crossed over to the other side to Port Fitzroy wharf. And then back to the Claris Club for a delicious lunch prepared by a local catering company. After lunch we were treated to an informative briefing from Ben Sanderson, Wayne's father, about the mining, whaling, and logging history of Great Barrier Island.

Then we were off again on more winding roads plus an off-road adventure on Wayne's farm near Claris. We didn't seem to bother the livestock as we raced by in their fields (Robin is American - they're called paddocks here, Robin - Angela). Then it was on to Whangaparapara, and Blind Bay where Saturday was done and dusted.

## SUNDAY

This was a bit more relaxed - everyone was on island time now. We stayed south and found every road either side of Tryphena. The beaches there are white sand and shallow, very photogenic. With only the morning to ride every effort was made to make it last. The route included going on some private land to homes with a view past Schooner Bay and the trailhead of Whalers' Lookout.

Lunch on Sunday was hosted by Peter and Helga at their comfortable home/farm/B&B in Rosalie Bay, where we dined and relaxed in the sun until it was time to head back to the ferry.

A couple of days have passed now and I am still smiling from my experience on the agile Yamaha XT250, my many new friends and thrilling memories of riding on Great Barrier Island. ➤



Robin leads the way on her (borrowed) Yamaha XT250



“ She can ride, that friend of yours. She’s got some skills.” These words were said to me by well-known adventure rider Gary (Gazza) Beckham on the Saturday afternoon of our recent Yamaha Great Barrier Adventure. His eyes were wide reflecting the surprise he felt at making this statement.

The woman he was referring to was Robin, an American woman we had been connected with via a mutual friend (also an American). We knew Robin was an avid motorcyclist with many years’ experience, who was currently staying long term on Great Barrier Island. We also knew Robin didn’t have a motorbike with her and was getting withdrawal symptoms... so she jumped at our offer to bring the Yamaha XT250 over for her to use on our Great Barrier Ride.

Robin is in her early 60s, is only about 5’3” (160cm) and is of a slight build, she wears her hair in a long grey plait, and she has a

wide, open, friendly smile. Don’t be fooled by any of this though.

Gazza continued his story...

“So it took a while but I finally got past her on the gravel, and it looked like she was going to f\*\*k it up, but she saved it. I saw her do that a few times. Yeah, she’s got some skills.”

He continued...

“And then I’m going along, enjoying the ride. Getting along at a good clip in the gravel, and I see three headlights in my rear vision mirror. Now I just don’t usually have headlights in my rear vision mirror. And these ones are gaining on me. Then when they get closer I see that it’s my mates Blingy and Robbie, and bloody Robin in the middle!”

And may I remind you that Gazza, Blingy, and Robbie were all riding big bore adventure bikes, and Robin was riding the ‘mighty’ Yamaha XT250. 🏍️

# Cotapaxi Weekend 2019 by Eric Bergman

Pictures by Jo Teague



## Rode a Norton

John Boyd  
Steve Harris  
Craig Terry

Susie and I arrived at the campground at 4pm on Friday, just as a massive thunderstorm struck. I stood inside the campground office for a while watching the downpour and hail, before we went down to the campsite, which was half underwater.

Bob Herman's tent was half underwater too and he soon moved it to a higher spot. Jonathan Chaikin had chosen his spot a little more wisely. Fortunately the sandy soil there drains quickly and the puddles were mostly gone by the evening. We quickly erected the two EZ-Ups we'd brought and started making things comfortable. Friday dinner was provided by Bob Martin, who brought down a big pot of his famous Tech Day Chili with all the fixings. We had a lovely campfire and much merriment was had that evening. Susie and



I were a bit lazy this year and did not bring in supplies for breakfast, but Luanne supplemented the morning coffee club (an entire picnic table filled with Aeropresses and Jet-boils) with home-made zucchini bread and perfectly ripe Green River melons. Most of the riders went to Bishop's Castle on Saturday. Jim Bishop was there, holding court from a folding chair outside the castle, but he is a mere shadow of his former vigorous self, due to the ravages of cancer, Parkinson's and various other afflictions. His time for expanding the Project is over. His son is keeping the

## Rode Something Lesser

Eric Bergman (Laverda)  
Bob Herman (Moto Guzzi)  
Debby Johnson (Kawasaki)  
Tim Johnson (Kawasaki)  
John Kinlin (Triumph)  
Jim Colt (KTM)  
Jonathan Chaikin (KTM)  
Jo Teague (Honda)

place maintained but the prospects for much further building seem slim. As we were riding to the castle it looked like another huge storm was brewing behind us, over the Sangre de Cristos but it drifted away and we saw no rain that day. In the afternoon we were very pleasantly surprised by the arrival of the Comstock Clan. Saturday evening the campground held another Pig Roast and most of us had dinner there, followed by another jolly evening in which we broke up into smaller groups at various campsites. Sunday dawned with perfect blue skies but the forecast for rain later in the day kept most people oriented to getting home a bit on the early side. We

## Got There

Bob Martin  
Susan Saarinen  
Jim Comstock

## Non-members

Margaret, Hanna and Josey  
Comstock  
Luanne Ryman (w. Craig Terry)

stopped at the restaurant at Texas Creek for brunch with John Kinlin and Boyd, Jonathan Chaikin, and Tim Johnson on our way out. The restaurant has new owners (as usual), a family affair with a mother and several daughters helping support a disabled father/husband. They're doing a great job and I hope we'll find them there again next year. If you're passing through the canyon sometime, stop in and enjoy a good meal. The



expected rain did not come until shortly after Susie and I arrived back in Golden and I had just finished unloading everything when the skies opened again, a refreshing end to a fine weekend of camping with Norton Colorado.



## English Conclave



James showing off his Ariel



Dennis, Bob and Rick selling T-shirts



Jack and Peggy moments before Jack purchased his new Norton.

Pretty please, honey? (see p. 16)



Denny working on Jo Teague's Norton.

"A motorcycle is a bicycle with a pandemonium attachment and is designed for the especial use of mechanical geniuses, daredevils and lunatics"  
Georg Fitch 1916

Which one are you, or all three?

## Meet Walter Barnes

All motorcyclists should live so long as to become this kind of old man!

Toward the end of the Sunday service, the Minister asked, "How many of you have forgiven your enemies?"

80% held up their hands. The Minister then repeated his question. All responded this time, except one man, Walter Barnes.

"Mr. Barnes, are you not willing to forgive your enemies?"

"I don't have any," he replied gruffly.

"Mr. Barnes, that is very unusual. How old are you?"

"Ninety-eight," he replied. The congregation stood up and clapped their hands.

"Oh, Mr. Barnes, would you please come down in front and tell us all how a person can live ninety-eight years and not have an enemy in the world?"

The old biker tottered down the aisle, stopped in front of the pulpit, turned around, faced the congregation, and said simply,

"I outlived all them assholes."

Then he calmly returned to his seat.



Bob Herman, Craig Terry, Steve Harris and Eric Bergman were camping at the Colorado National Monument this past weekend. A wonderful time was had by all. Steve rode his Norton.

## Motorcycle Stuff on the web:

Morrie's Place , Northern Illinois oldest and largest British bike shop

[https://www.youtube.com/watch?v=iDirtyRS\\_Rs](https://www.youtube.com/watch?v=iDirtyRS_Rs)

These are the five must-have apps for motorcycle riders

<https://news360.com/article/505340477>

Chain oil test

<https://www.youtube.com/watch?v=VnPYdcbcAe0&t=1s>

Look At Life 1960s Horse Power Riders

<https://www.youtube.com/watch?v=HFfaFx-DZo8&feature=youtu.be>

Superb on-board audio recording of a JPS Norton rotary racebike, and the video's pretty damn good too. Only thing better would be if the recording had been done in an actual race. And if the tachometer had been working. What could have been...

<https://www.youtube.com/watch?v=34dwcYpNIS8>

Important road stuff we all should know.

<https://ggwash.org/view/73804/decode-the-interstates-what-highway-numbers-actually-mean>



## **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



Dan and Bill Martin



## 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):

	<i>points, events, solo rides</i>		
Scott Robinson	56	11	9
David Sheesley	47	9	10
Jack Abeyta	42	10	0
Ron Weaver	39	9	0
Jamie Jones	32	8	0
Mike Fields	32	7	3
Eric Bergman	26	14	0
Peggy Abeyta	23	7	0
Debby Johnson	22	7	7
Jerry Doe	22	6	0



Jack found this 1972 Norton Commando that was stored in some guy's bedroom for 12 years. It's in great condition, only 8000 original miles.

There seems to be a friendly competition going for this year's President's Trophy. So far it seems to be up for grabs. 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](mailto:arniebeckmanp11@gmail.com)

#### **Secretary**

Eric Bergman (303) 278-7445  
[onenorton@gmail.com](mailto:onenorton@gmail.com)

#### **Treasurer**

Charley Gremmels  
1832 Forest Ave., Durango, CO 81301  
970-946-1302  
[NoNortons@gmail.com](mailto:NoNortons@gmail.com)

### Staff

#### **Road Captain**

Jack Abeyta (303) 426-0594  
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#### **Newsletter Editor**

Scott Robinson (303) 287-6580  
[mister.r@comcast.net](mailto: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](mailto:reohman@att.net)

#### **Webmaster**

David Sheesley (720) 277-6563  
[dks@davidksheesley.com](mailto:dks@davidksheesley.com)

#### **Technical Advisor**

Jim Comstock (719) 646-2610  
[comnoz2@juno.com](mailto:comnoz2@juno.com)

**Credits:** Thanks to Peter Allen, Eric Bergman, Jim Colt, Julien Kowalewski, Bob Martin, Jerry Pokorny, Lynaire Reeh, Jo Teague, Robin Webster and Mike 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

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Golden, CO 80401

