



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



Norton Colorado

www.nortoncolorado.org Newsletter

August/ September 2021

Jonathan Chaikin and Frank
Puckett at the Bonneville
Salt Flats



Upcoming Events

September 12 (Sunday) OBR 18

September 18 and 19 British Conclave Ride Saturday, Show Sunday

October 3 (Sunday) Plains Ride hosted by Scott and Julie Robinson

Look for club emails or check the website for more details about these gatherings.

PSA from Eric regarding the new club website

Over the past few months we have made major changes in the way e-mail broadcasts are sent out to Norton Colorado members and also in the club's website. It is impossible for me to know if you are all receiving the e-mails that now come to you from <norton-colorado@googlegroups.com>. If you have not seen an e-mail from the club for more than, say, a week or two, there may be a problem. Please get in touch with me by e-mail or phone (720-400-7835) so we can fix it.

The new version of the club website (same URL, <<https://www.nortoncolorado.org>>) is built around the idea that members have login accounts and can manage certain aspects of their accounts themselves. The process of establishing those accounts and setting up passwords has been a bit rocky, but we've learned how to fix such problems pretty quickly. If you've tried and gotten frustrated, get in touch with me. If you simply don't want to do the login thing at all, that's OK. It is not necessary to log in to get the basic information, such as upcoming events.

The process of building out and refining the website will be on-going for months, I'm sure. For now, the team working on this is Jerry Doe <jerry@dev2host.com>, owner of our ISP <dev2host.com>, David Sheesley <OneAtlas@davidksheesley.com>, our webmaster, and myself. We will always welcome feedback on our efforts, especially if it's polite, and even more especially if you buy one of us a beer while expressing your well-reasoned opinions!

By the way, if you need a website built or hosted, Jerry would be delighted to hear from you.

People say 60 is the new
40. The cop who just
pulled me over didn't
agree.



This is a Harley shipping pallet that Bob Martin will give away. Call him if you are interested.

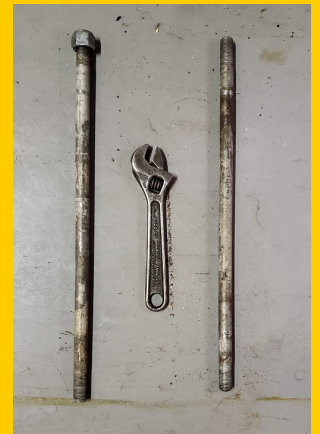
Husband: My wife is missing. She went shopping yesterday and has not come home!
OFFICER: Age?
Husband: I'm not sure. Around 40. We don't do birthdays.
OFFICER: Height?
Husband: I'm not sure. A little over five-feet tall.
OFFICER: Weight?
Husband: Don't know. Not slim, not really fat.
OFFICER: Color of eyes?
Husband: Sort of brown I think.
OFFICER: Color of hair?
Husband: Changes a couple times a year. Maybe dark brown now. I can't remember.
OFFICER: What was she wearing?
Husband: Could have been pants, or maybe a skirt or shorts. I don't know exactly.
OFFICER: What kind of car did she go in?
Husband: She went on my motorcycle.
OFFICER: What kind of motorcycle was it?
Husband: A 2018 Harley Davidson Roadglide, Twisted Cherry with 14" apes, stage 2 kit, Vance and Hines fishtail pipes, Klock Werks windshield, JPCycles foot boards, highway pegs and crash bars...At this point the husband started choking up.
OFFICER: Take it easy sir, we'll find your motorcycle.

The Right Specialized Tool For the Job By Dennis Oberwetter

A couple of months ago, the doohickey, that holds the cable on the thingamajigger on the garage door basically disintegrated, (sorry about all the technical words.) I found a miniature carabineer to replace the doohickey, looks much stronger then the original. Now it was time to retention the spring above the door. I could have called in a professional, but that would cost a lot for a 15 minute job. Luckily for me, I have the exact tools that the pros use. I have done this quite a few times on my own and friends garage doors. I did not need to retention the spring itself, which takes turning the spring a certain number of rotations until there is enough tension to offset the weight of the door. I just needed to tension the spring so I could reset the two pullies on either side of the door. So I put my tool in the hole on the right side of the spring and turned it counter clock wise, (on a left side spring you would turn it clockwise.) Then I stuck the other tool in the hole above the first tool, then I could let the second tool rest against the wood of the loft above. Then you just get the two pullies fairly tight by hand, tighten the bolts holding the pulleys to the spring rod, put the first tool back in it's hole, pull down, releasing the second tool, then slowly back off until the spring is under full tension. Voila, and it only cost me a few dollars and a little time!

Wait a second, did one of you say that my highly specialized tools look suspiciously like a couple of long isoe-
lastic bolts for a Norton Commando? I assure you your wrong, they were very specialized tools, bought from
a garage door specialist back in the early 80s. Along with the specialized, adjustable

spanner that only fits garage doors! I am sure,
it was just a coincidence, that he had a couple
of basket case Commandos in his garage?
Well, happy wrenching!



I have grass to cut and its fecking hot here in Texas.

From Peter Allen



The Robinsons hit the road, 2021 by Scott Robinson

This year's "big ride" was a combination of family visits, sport touring and even a couple of days of being tourists. We saw both our families, found some new roads, hit a few favorites and caught a few tourist spots. We rode 3300 miles through 9 states.

We started out going to Madison, Wisconsin to meet with my family at my niece and her family's house. Julie and I got my almost 2 year old great niece a kid size electric motorcycle and a pack of temporary tattoos so she could grow up just like us. Right after that we left for Julie's mom's place in Fishers, Indiana.

We took a day and a half to ride southern Wisconsin and the farmland of Illinois and northwestern Indiana. Some of our route was curvy and the farmland was nice and empty. If you thought riding through farm country was boring, think again. To keep things interesting sometimes the corn is growing on the right and the soybeans on the left, and then they change it up to corn on the left and soybeans on the right, and who can complain about the smell of manure for 500 miles.

Visiting Julie's mom, and the family, is always fun. Sue loves to mother us. We enjoy letting her.



Introducing our niece to motorcycling

Next, we headed to Mammoth Caves National Park in Kentucky. Normally it's a 4 hour drive on I-65, but I managed to turn it into an 8 hour journey through southern Indiana, which offers some nice roads through the woods, and Northern Kentucky which was curvy and fun, and newly paved to boot. We spent a day being tourists, taking a cave tour, riding through the park and visiting a local wildlife museum which was pretty cool. We then headed down to Tennessee to ride through the Land Between the Lakes going north, also a very nice little ride.

Our next goal was to cross Missouri on US-160, one of my top 10 favorite rides in the country. 160 is a roller coaster of a ride, going around curves and over hills for about 170 miles. The road was pretty empty and freshly paved. I'm sure the locals could hear us going "Whee" and "Woo Hoo" as we topped some of the rises.



Julie and Evel

We then worked our way over to Topeka, Kansas to see the Evel Kneivel Museum. It was very impressive. There were plenty of videos of his jumps and falls. His 18 wheeler truck was there and several of his bikes. Did you know that for several of his early years he did his jumps on a 750 Norton Atlas? The highlight was an opportunity to actually jump a bike over a bunch of cars using virtual reality.

I planned the route home taking US-24 from Topeka across Kansas for 300 miles or so, simply because we have never ridden that road, and it was another pleasant surprise. The

road was well paved and outside of the towns we only needed to pass one car the entire day. Oh, and the grand finale, we got to see the world's largest ball of string, aren't you jealous.

Now, of course, the question is where do we go next year?



Evel's Triumph

Eric, this one is for you.



1969 Laverda American Eagle S Model 750cc

Initially the Laverda 750 was sold under the "American Eagle" brand and was imported by former Honda marketing manager, Jack McCormack. To help introduce the bike to the American market, McCormack gave Evel Knievel this 1969 American Eagle 750S thirteen times in a two-year span landing seven times successfully while crashing six times. Unknown to most, the extremely heavy 500 pound machine was the most dangerous jump bike he used during his career.

This historic bike was rotting into obscurity until it was discovered by the Evel Knievel Museum team. It was acquired in almost unrecognizable condition and was respectfully restored by the team here at Historic Harley-Davidson. The leathers represent the same look and styling of the American Eagle era leathers.

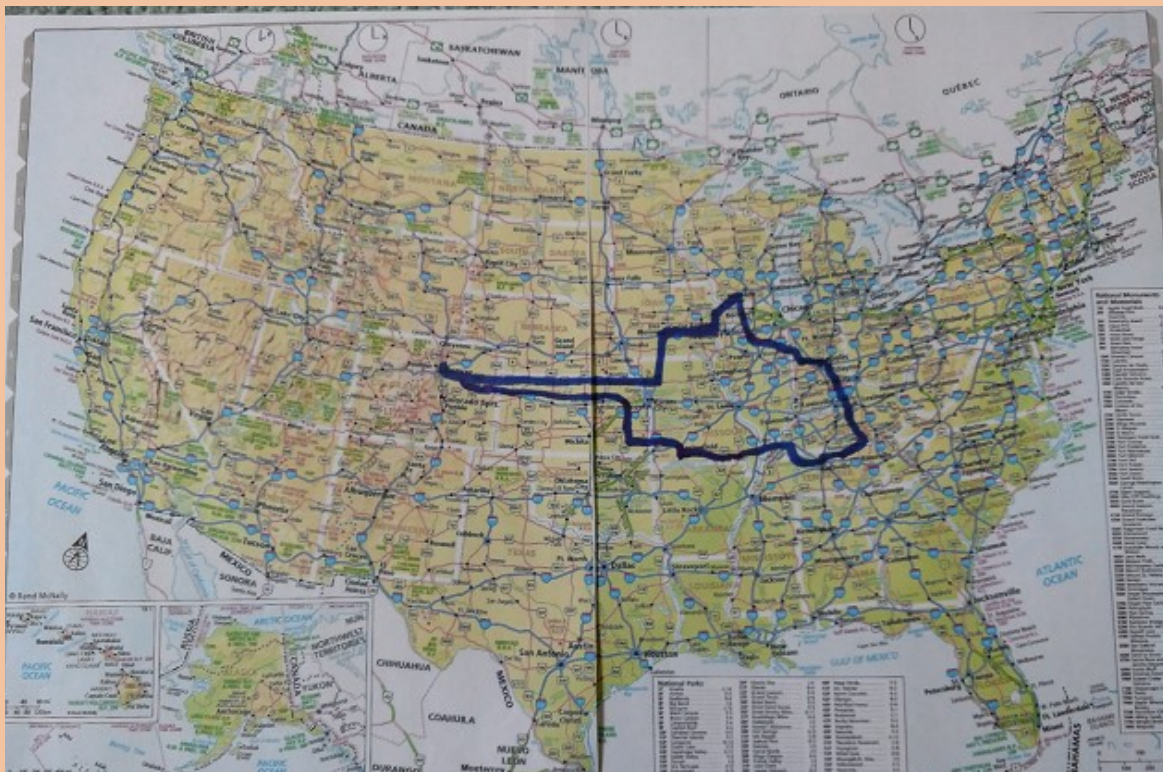


World's largest ball of twine, Cawker City Kansas.

8,083,640 feet

20,078 lbs

43 ft circumference





Jerry Doe tried to get to the show, but...
Not having much luck this year. I was on
the way to the meet today and the float
bowl drain plug fell out of the right carb
float bowl.





NEW WORLD LAND SPEED RECORD SETTING MOTORCYCLE AT BONNEVILLE SALT FLATS - AUG. 2021

Fresh back from the 2021 Bonneville Salt Flats world speed trials.

This motorcycle was a British Dispatch rider bike in World War II. It was built at the Royal Enfield plant and retired after the war. It was purchased from a surplus warehouse in Mundra, India in 2014 and shipped to the USA for its first restoration. The original motor was replaced with a later model 1982 Royal Enfield 350cc 4-stroke Bullet engine for improved performance. The remainder of the motorcycle was restored to original war time military condition.

The bike was modified by addition of a racing sidecar in order to participate in the Southern California Timing Association's Bonneville Land Speed Week Event in August 2019. This bike is the first Royal Enfield motorcycle to compete in the 70-year history of this prestigious event and the first to set the record in the SC-PF (Side Car - Push rod Fuel class).

- Displacement 346 cc
- Weight 404 lb + sidecar
- Horsepower 19.8 hp @5250 rpm
- Suspension Front Gender Fork, hard tail rear, sprung saddle
- Carburation - India licensed Mikuni design
- Ignition - coil and points
- Electrical system - upgraded to 12 VDC from original 6 VDC

If curious about the tank paint the owner, Will W. Smith III, is the sponsor of this entry racing at the Bonneville Salt Flats through his company Onemata which has developed new client acquisition software for business-to-business applications.

The fuel tank paint scheme showcases the Onemata logo and has been integrated in the style of WWII "nose art" to blend in with the heritage of this motorcycle.



WHIZZER

1947 MODEL H

Specifications

- 2 1/2 horsepower
- 8 1/2 cubic inch (138cc)
- 125 miles per gallon
- Engine Serial Number H-53618
- 139,000 units produced
- Summer 1946 - May 1948
- Owner: Paul Kraus, Erie, Co
- Purchased new by his father, Harold Kraus, Hays, KS
- \$89.50 - \$97.50

Schwinn WZ

- Liberty Badged by Chicago Cycle Supply Co.
- 26" WZ Frame (stripped for both)
- Serial Number: L89741
- Mesinger Saddle
- Springer Front Fork
- 120ga heavy spokes
- Arnold Schwinn
- Front Drum Brake
- Rear Bendis Coaster Brake

Featured

- Discovery Channel's "Sticker Shock"
- Tetra, Nash, Cash Or Trash \$1E10
- Playa Post
- Father's Day 2018
- Chasing Phantas (cameo)
- Finding Flight \$1E4
- Spirit of Flight Magazine #5
- Rat Rod Bikes
- May 2016 Calendar

AS SEEN ON TV



This was my personal favorite of the day. I don't think I've ever seen one of these before so here's some more information about this rare bike.

The Wagner Motorcycle Company (1901–1914) was established in Saint Paul, Minnesota, by George Wagner as an offshoot of the former Wagner Bicycle Company. It produced **approximately 8,500 Wagner motorcycles** and was one of the first manufacturers to position the engine low down, using a "loop frame" at a time when most companies

were producing high-engined Indian clones. The push rod engines ranged in size from 15 cubic inches in 1904 to 29 cubic inches by 1911, had a suction intake valve and were driven by a V-belt. The vehicles had many unique features not found in other motorcycles of its time, for example, using the loop frame as part of the exhaust system. Prices ranged from \$175 to \$210. The highly curved frames had brazed bronze fittings and early models had front baskets fitted.



The Vintage 1000 Dual Sport Adventure

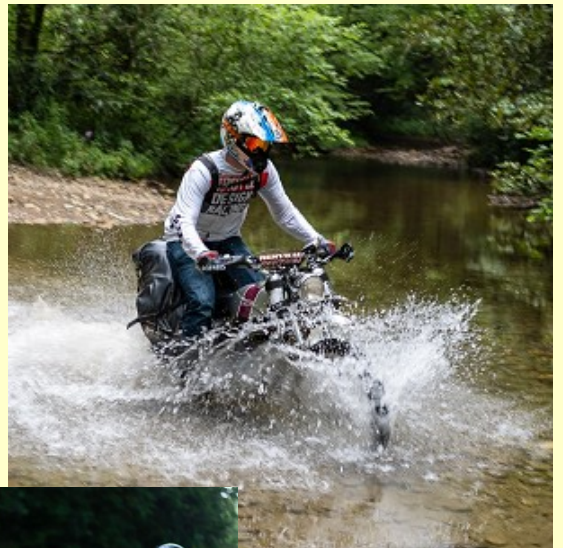
By Matt Reynolds

If you ever find yourself longing for a little bit more adventure with your old motorcycle, I urge you to consider the Vintage 1000. I just completed my second event this past week. It's a 1000-mile dual sport adventure on motorcycles made before 1980. I use my lightly modified 1971 BSA B50 and load it with all the tools, spare parts and camping gear I need for the 5-day adventure. We ride about 200 miles a day and navigate by roll chart and maps. No GPS is allowed. It starts and ends in Chattanooga, TN. The loop heads into Georgia and North Carolina around the Blue Ridge Mountains. Each day is filled with its own adventures including some roadside repairs, tricky off-road sections and amazing twisties on rural roads. Luckily this year my BSA ran perfectly and only needed a chain adjustment. I did lose a valve cover cap in the last 50 miles but that was my fault for not using safety wire correctly.



They cap the number of riders at 25 and we set off in groups of 5 each day. This years event was heavily attended by Honda's and Yamaha's. The other British bike other than my BSA was a 68 BSA Lightning. The Lightning had a few issues including a leaking head gasket and loose rear spokes. Each night at camp, people are willing to lend a hand and fix issues so that everyone can ride the following day. With a little bit of help we were able to keep the Lightning going and it finished the event.

If you are interested in checking out the event or seeing more pictures, look for the Vintage 1000 on social media or check out Speed Deluxe who organizes the event. They are having a western event in May of next year in Utah/Arizona.



A Taste of the Salt

Jonathan Chaikin

August 2021

Crap! I've blown it up.

I sit up and take the full force of the wind at 100 mph, my second mistake of the run. Rookie.

Having entered the flying mile at the exact rev's and speed I wanted, several frenetic seconds of painful crouching ensued. Vision shaking similar to those reentry scenes you see in space movies. Bike pulling strong, rev's climbing. I was within sight of the two mile marker, the end of the timing section, then nothing from the engine. Startled, I rolled off the throttle and sat up.

Blowing up your own bike is disappointing. Blowing up a loaner race bike which has taken hundreds of hours to build takes "disappointing" to a whole new level. I coast through the end of the timing section and pull off onto the choppy salt, happy to find the engine is still ticking over. Gingerly I make my way to the pick up road and await Frank and the crew thinking things through and exactly what I am going to say.

Flash back to a week or so before the Salt races. Some of you may have been out to Frank and Joanne Puckett's in Monument for their great BMAC BBQ. Frank's talents were on full display; gorgeous restorations, titillating customs and of course his bevy of crazy frankenstein esque salt bikes. He may be a slightly mad scientist but probably more in the vein of Doc from back to the future. Snorting, air gulping, fuel squirting, ear blasting beast's. Teenie weenie beast's, some on intercooled ice. Oh, and the one I was destined to ride



started out as a 50 year old 250cc BSA! 100 mph you say, poppycock! Well, Frank has the timing slip to prove it. So the only thing bigger than Frank's bike collection is his enthusiasm and generosity. He caught me with both and suggested I come to the salt. Not one to miss out on an opportunity, I loaded up my modern bike with all my gear (camping included) and headed out to Bonneville Salt Flats to meet up and help the crew. I was excited to observe this spectacle of true Americana for myself.

A couple of days of nice riding and I arrived at the rest stop on I-80 by the Salt. People drove, rode, ran and took selfies in every direction and distance beyond the sign that said "DON'T GO PAST THIS POINT"! Having walked down onto the edge of the vast expanse, I soaked up the surreal vision. Very hazy from the wildfires, my throat and eyes were gently burning. Reaching down I scraped up some white stuff and licked it. Confirmed, it's salt. The crew was camped not far from the entrance to the race area, amongst hundreds of others. I enjoyed a nice evening getting to know everyone. Before long I slept under the stars, which could not be seen due to the smoke. Unfortunately, smoke was not only messing up my view but it was also threatening to cancel the next day's racing.



Sunrise and a little blue sky was starting to show. Yes, we were on! With great excitement we headed down onto the salt and towards the pits. The sight is unreal. Vehicles everywhere stretched across the salt in a wide procession. It felt like a dystopian scene from Mad Max. Cars, motorbikes, spectators, campers, streamliners, hotrods, ratrods, hotdogs and dogs that are hot. Fuel trucks, ice trucks and portopotty's. Slushy trucks, scooters, one wheel's and bicycles. And trailer's, so many trailers. The excitement! It was as thick as the glowing orange light from the hazy sun as it lifted over the horizon of a flat white surface.

After preparations and inspections, it was off to the riders meeting then the start lines. They were running three tracks this year as the salt is in great condition, two long ones for the big boys about eight miles long and a short one about three miles long. We head to the furthest one, the short one. Mind you, people are still running close to 200 mph on it! The line is where the action is. Everyone is pumped and excited! They



have waited a year for this, some longer... Frank gets to the line after a few delays to clear the track, a common situation from parts falling off, stalls, engine explosions, miscues, idiocy and sometimes crashes. The track chief gives the go ahead and he's off. The crack of his bike is deafening, ear protection required, seriously, he disappears out of sight down the track. We hop in the chase vehicle and take the long drive parallel to the track to pick him up. No race vehicles are allowed to drive around under their own power. Back at the timing hut we get Frank's speed, 101 mph! Just like that, he's casually pulled off another record qualifying run. As per rule's, the bike goes straight into impound (we did get a celebration shaved ice slushy on the way). There it sits till the morning, untouched, when we can do the second run. The average of the two is hopefully the speed record. That evening is spent with great food, stories and racing notes from all the bike's for the day. Lots of people have qualified for records. I'm totally impressed by our crew.

Next morning is even more exciting, back to the salt. It's like Burning Man for motorheads. All action. Frank makes another great run and snatches the new record! After some tweaking, the 150cc sidecar outfit Dana and Al are riding is starting to fly, qualifying for more records!

Frank suggests we take the fairing off the BSA, put it in a different class and go for another record. With me in the saddle. I'm giddy, what an opportunity, what a dream! Thank you Frank!!

So off to the rookie class for me, you gotta get a licence to run on the salt. The lesson is easy as I know the routine now. Time for my first rookie run. I'm drinking water like a mad man to stay hydrated. The mind slows real quick in the heat if you are not fully hydrated and things are getting serious and very exciting. Three vehicles down the line and I gear up, we put fresh ice in the intercooler and then I wait and wait, the line is shut down. Finally it's moving again and it's my turn. I feel good, I trust the bike. The track chief gives me the "salt is yours" gesture, fingers pointed to the abyss. I pull away from the line, exhaust cracking, keeping the rev's up, the little bike quickly starts to pull hard. Bumpy at first the salt starts to smooth out some with speed. It's all white salt and white smoky sky shuddering into one. First mile maker and the engine is singing at a little over 8000 rpm. I hold it steady trying to adjust to running fast on a new surface, my senses are overloaded. It's all new. RPM's? Wobble or weave? Traction? Was that a pothole? Place on the track? Body position? Just get through with no mishaps I think to myself. And I do, at 93.513 mph. Got my license!

With the fairing off we are straight back for my second run, a speed record qualifying attempt. Wait, wait, wait, run! That is the MO at the salt. Eventually we are back to the front of the line. I've worked out that nothing matters except between the one and two mile markers, so I hit mile one at about 8500 rpm. The bike is singing like a beautiful musical instrument. The rpms keep creeping up towards the 9000 mark. I feel good, I got this now. The bike is still pulling! Amazing! This is it, the zone, bliss. Motorcycle Nirvana. Approaching the two mile mark, the jolt from the loss of power is startling. I sit up and coast past the two mile marker, as I mentioned above, Crap! This is bad. Thankfully it's not as bad as I thought, I had merely hit the hard RPM limiter. None of my old bikes have one of those! I should have just backed off the throttle a little, Frank points out patiently, she would have kept pulling. I bet I would have done the ton through the mile. Missed opportunity, but all in all not bad. The bike is fine, apart from I threw the supercharger belt off from rolling off the throttle too fast. The run was enough to qualify for a record, 94.47 mph (with a 5 mph headwind). Off to impound to drop off the bike, and await the second record run in the morning for the average. Hanging with the big boys (and gals) in impound is Alp, California wonder tuner, who runs a 1948 Vincent. Fresh off the track he hit 175mph, with a naturally aspirated motor! He is rightfully on a high. It's contagious. Next morning the conditions are cool and perfect. No wind. This is it, I'm going to crush it. Then, I'm crushed. Team chief Frank gives me the order to hold the wild beast back. Just get the record, no heroics. It's just like Ford vs Ferrari. Is that salt I taste tears in my eyes, or just salt from me laying on the ground pounding in grief. Still, I'm a team guy and just getting a record ain't so bad. It is after all Frank's bike so I'm happy to do what he asks, I am forever in his debt. I take the run keeping it at a steady 8500 rpm as we planned. 94.281 mph. We have the record, job done, average 94.375 mph. I'm chuffed.

Standing on the salt alone waiting to be picked up by the awesome crew, I can't help but feel the history. Burt Munro has been constantly on my mind, the place, the feelings, his lifetime chasing "just one good run". I feel a little closer to understanding.

This is just a small part of my personal experience on the salt. You could write a book with everything going on surrounding Frank's merry crew. Carbs falling off, bikes not firing right, top end swaps, engine swaps, electrical, tires, fuel, (don't ask a rookie like me to check the gas level, he may break the sanctioned gas cap seal). And record's, six of them this time. It's kind of special, ask anyone who's been out there with Frank they will have a great story for you.

Thanks to Frank (congrats!), Joanne, Craig, Tim (congrats!), Todd, Ivan, Lenny, Dana (congrats!), Al (congrats!), Ramesh, Kristin (congrats!) Scott, George (congrats!), Marsha and others for welcoming me to such a great group. Great to see John S.(congrats!) and Jerry P. (congrats!) on the salt. It's not just the Salt it's the people of the Salt.



Bonneville BMAC records 2021 from Jerry Pokorny

The BMAC teams had a landmark year at speed week, setting or bettering 10 world records. Mel didn't set a record, but he is still the fastest motorcycle in the club with a speed over 123 mph. Jerry didn't ride since Gloria is still having gearbox issues but did crew for his business partner Will who rode the Royal Enfield Jerry built for him and set a record. World finals are Sept. 28 so a few of us might be going back to raise the bar.

Remember, except for George these are all small displacement bikes so no "gee whiz" speeds but we went fast enough to beat the world of competitors. It's not how fast you go; it's how you go fast that counts!

Bonneville Records 2021

George N.

110.997 mph APS-PBG

Will Smith/Jerry Pokorny

50.263 mph SC-PF 350cc

Kristin Stewart

M-PBF 50cc 44.303 mph

Tim Noreen

MPS-PBF 50cc 41.516 mph

Frank Puckett

MPS-PBG 350cc class 99.469 mph

Jon Chaikin

M-PBG 94.375 mph

Al Skillicorn

125cc SC-BG 68.943 mph

John Stoner

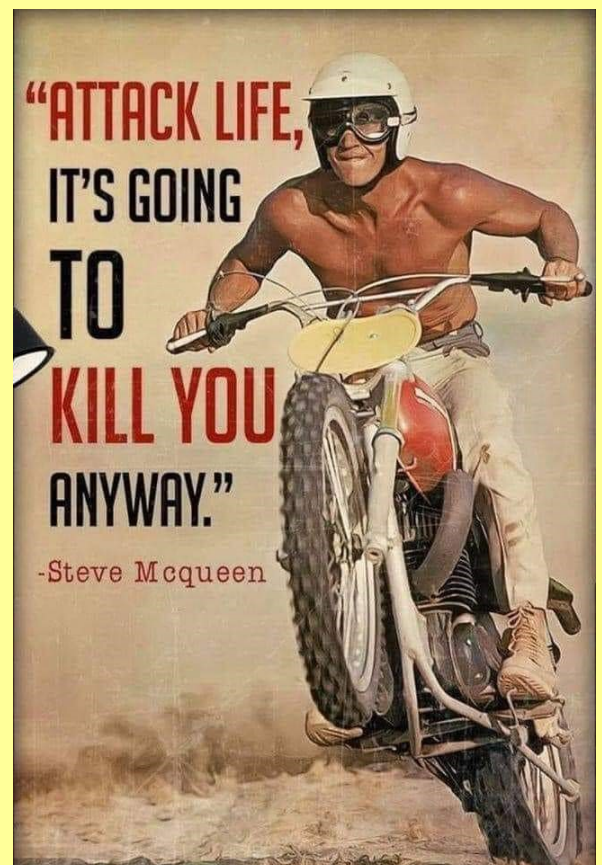
350cc M-VBG class at 70.24 mph

Dana Robbins

125cc SC-BF 57.484 mph



Mike P enjoying David Sheesley's (and family's) July 4th brunch



Norton Tech Day at Bob Martin's

Once again Bob Martin hosted our annual Tech Day. While there wasn't much in the way of "tech" Bob served up his world famous chili, coupled with 3 kinds of home-made corn bread from Tom and Sandy. We all visited and had a fine time. Thanks to Bob and all who showed up to make this another great Norton Colorado event.



Jamie and Jim found something to tinker with



The always stylish Mark Liu showing us how the well dressed biker rides to a summer gathering



James Lafler brought his beloved Gertrude to the Morgan Adams Concours D' Elegance, here's what they had to say

1929 Harley Davidson JD

Found in a junk heap in 1967

Total restoration completed April 2021

The 1929 Harley Davidson JD is the final iteration of Harley's "F-Head" engine-powered models.

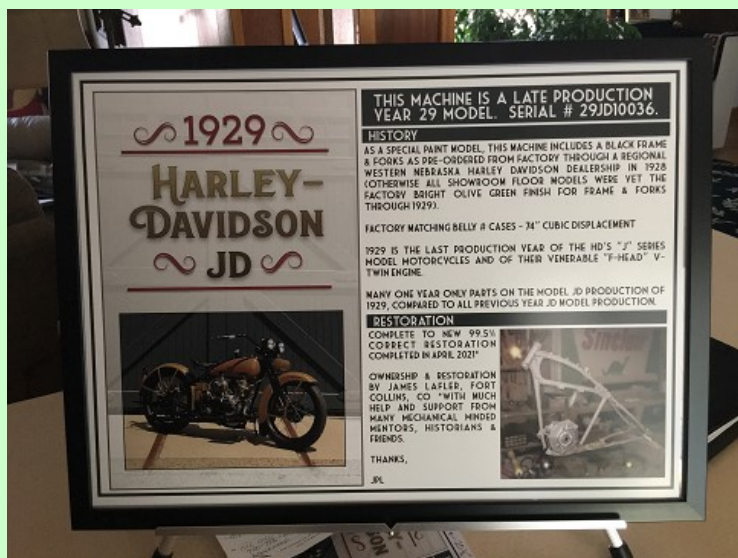
The F-Head was the company's first big commercial success, produced starting in 1911. It was named after the configuration of the valves and the path by which the air/fuel mixture entered and exited the cylinder heads. Within three years of its introduction, production passed 50 a day and the machine was well-enough regarded that over 20,000 were purchased by the U.S. Army for use in World War I.

Weighing barely over 400 pounds within its 74 cubic inch (1200cc) motor and three-speed gearbox, the 1929 model could reach 85mph at a time when paved roads were just beginning to appear in many parts of the country.

This example is a 99.5% correct restoration, using OEM parts wherever possible. It has been repainted -- partly by brush, as was done in the factory -- in the original colors it wore when it was pre-ordered from a dealership in Western Nebraska in 1928. Saved from the junk heap in 1967, its restoration was completed in 2021 by the same family.



Gertrude had bestowed upon her the Christopher J. Henderson Motorcycle Award for Best of show Motorcycle



Motorcycle Stuff on the web:

Should you run high-octane gas in your motorcycle?

<https://www.revzilla.com/common-tread/should-you-run-high-octane-gas-in-your-motorcycle>

My Bike Isn't Leaking Oil....It's Marking It's Territory

<https://100mph.cc/products/my-bike-isnt-leaking-oil-its-marking-its-territory>

Solving Wet-Sumping Issues on Norton Commandos - Motorcycle Classics

<https://www.motorcycleclassics.com/classic-motorcycle-repair/solving-wet-sumping-issues-on-norton-commandos-zm0z21jazbut/>

Video: Ride by Paul Bush

<https://aeon.co/videos/gear-up-for-a-stylish-celebration-of-vintage-motorcycle-design>

4 bikes you won't want to miss at Monterey 2021 | Hagerty Media

> https://www.hagerty.com/media/auctions/4-bikes-you-wont-want-to-miss-at-monterey-2021/?utm_source=SFMC&utm_medium=email&utm_content=Tuesday_DailyDriver&hashed_email=2cb970c2199588f21b78bb0f0e203f573c64e8d159e495f47b31fbbca1341148

Why we should still RIDE vintage motorcycles! With Jay Leno - YouTube

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

Greetings to you all from a rather hot BC, Canada.

Having got to the point where life was starting to return to normal it looks like we are facing an uncertain wildfire season and we hope the destruction of the small village of Lytton is the last serious event of the summer. What I can say is that resources are being readied to contain the threat including the military and I believe the situation is similar in WA, OR, ID. Given that the Rally is now in September we hope the situation is stable well before that.

By now I hope you will have seen that we have opened bookings to Canadians for Lumby and over the weekend we have our first bookings. We of course hope that this is going to be a truly international rally and we are monitoring the situation on the border reopening for non essential travel. What does seem important is that all border crossings will be dependent upon full vaccination – there will be more details shortly and we are expecting a major announcement no later than the 21st of the month.

Until then please think about coming to Lumby. Details are on the www.nortonrally.com website and for those who do not have the time to drive/ride be aware of the motorcycle rental options available.

If you have any questions I ma very happy to take them on my personal Hotmail email.

Safe riding,

Regards

Nigel Whittaker

Nortorious 2 Rally Chair

BMOG Okanagan

Norton Colorado 2021 Event Schedule

These are the events planned so far. As you can see there is still plenty of open time for you to host an event. Events can be a ride, a lunch meeting, a tech session or whatever your little heart desires it to be.

May 23 (Sunday) Gentleman's Ride

June 5 - 6 (Saturday - Sunday) Vintage racing, Steamboat Springs, Arnie Beckman

June 13 (Sunday) BBQ at Eric and Suzy's house

June 17-20 (Thursday-Sunday) Four Corners Rendezvous

June 26-27 (Saturday-Sunday) Riverside Ride

July 4 (Sunday) Mt. Evans Ride and Brunch at David Sheesley's

July 25 (Sunday) BMAC Memorial Ride and Picnic at the home of Frank Puckett in Monument

July 31 - Aug 1 (Saturday - Sunday) Wimpy campout hosted by Jamie and Michelle Jones

August 14 (Saturday) Bob Kelly's "Colorado Vintage Motorcycle Show" at the Adams County Historical Society in Brighton

August 21 (Saturday) Morgan Adams Concours d'Elegance (not official club event)

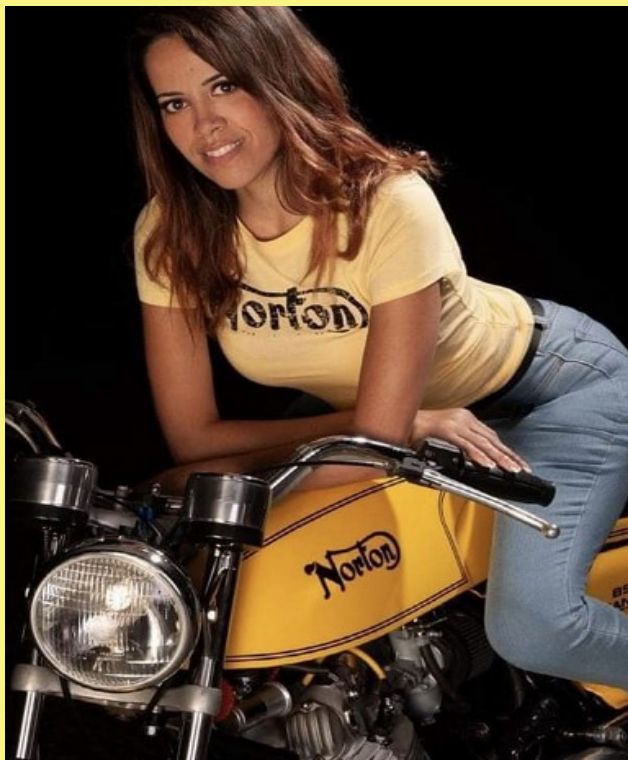
August 22 (Sunday) BBQ/Tech Day hosted by Bob Martin

September 12 (Sunday) OBR 18

September 18 and 19 British Conclave Ride Saturday, Show Sunday

October 3 (Sunday) Plains Ride hosted by Scott and Julie Robinson

November XX Put your event here hosted by your name



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.

Jack misses Peggy riding behind him.
Get well soon, Peggy.



Club Events

Many events have been scheduled for the 2020 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 (2020):

points, events, solo rides

Jack Abeyta	35
Peggy Abeyta	25
Scott Robinson	23
David Sheesley	17
James Lafler	15
Debby Johnson	12

Jack does it again, for the 6th time!!!!

Look closely, what is strange
about this "Norton"?



Current Occupants

Officers

President

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Secretary

Eric Bergman (303) 278-7445
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Credits: Thanks to Jack Abeyta, Peter Allen, Eric Bergman, Jonathan Chaikin, Jim Colt, Jerry Doe, Dennis Horgan, Julian Kowalewski, James Lafler, Bob Martin, Dennis Oberwetter, Jerry Pokorny, Matt Reynolds, Julie Robinson 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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Golden, CO 80401

