



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

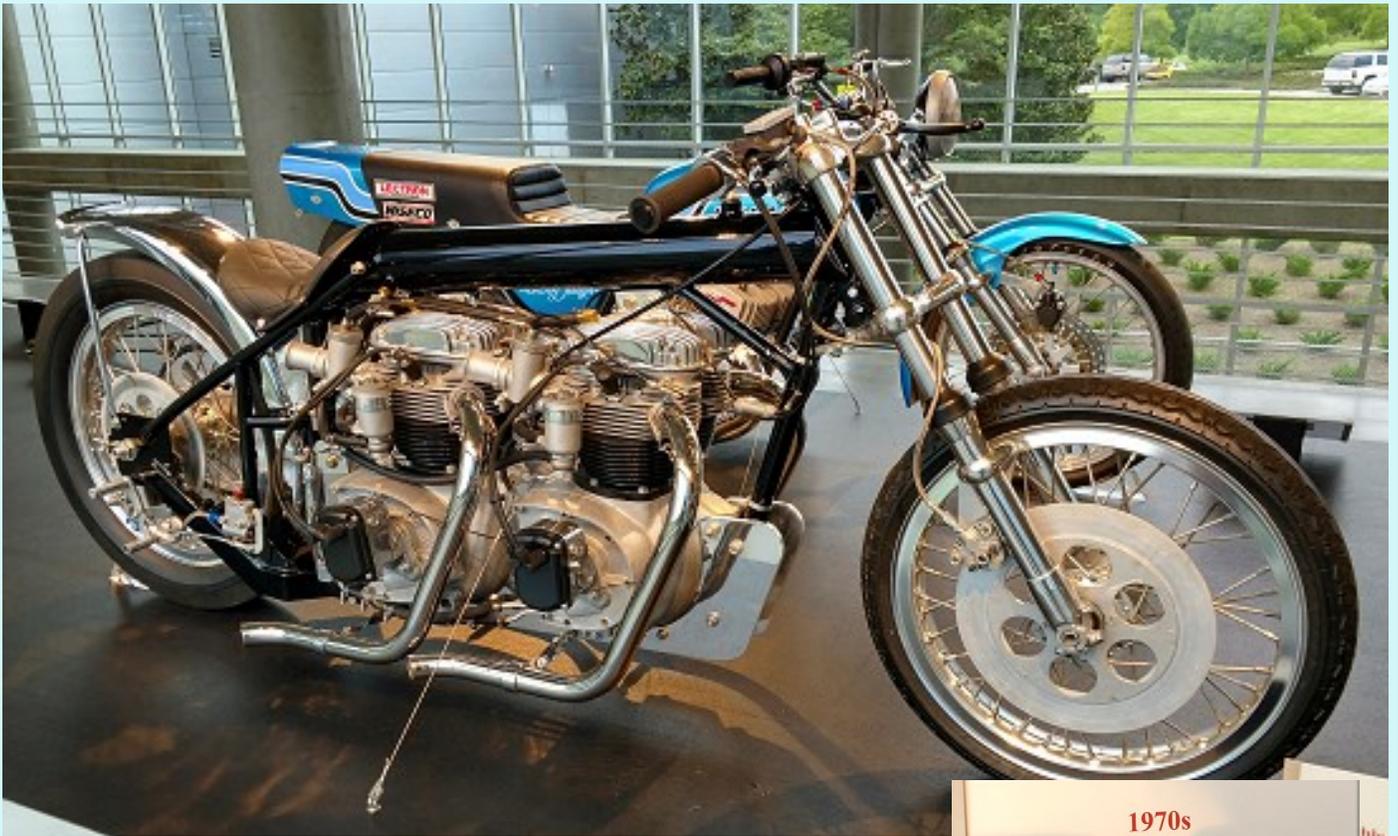


Norton Colorado

www.nortoncolorado.org

Newsletter

December 2022



**1970s
BSA
Double Engine Drag Bike**

Country:	U.S.A./Great Britain
Engine:	Two air cooled twin cylinder four-strokes
Ignition:	Fairbanks Morse magneto
Power Rating:	125 bhp (estimated)
Displacement:	1,208 cc (stock)
Bore x Stroke:	75 x 74 mm
Fuel System:	Two 1.5/32" Amal Grand Prix 2 carburetors per motor
Transmission:	Single speed
Suspension:	Front 35mm Ceriani telescopic front fork, rigid rear
Brakes:	Airheart single disc front and rear
Weight:	300 lbs (estimated)

In the search for more power, faster speeds and quicker elapsed times, drag racers found that adding another power unit would give the desired results, so the "double" was born. Various power units were used, the most popular were Harley Davidson, Triumph, Norton and of course the BSA as seen here, a typical product of the 1970's. Power units were cheap and plentiful, with a good selection of speed equipment available.

 BMM-1595

Upcoming Events

December 4 (Sunday) Pints Pub

January 1, 2023 (Sunday) New Year's Day Ride

January 15 (Sunday) Lincoln's Road house

Banquet information inside Page 2

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

2023 Banquet Information — Eric Bergman

I hope you've all finished digesting your Thanksgiving fare, just in time to start thinking about our own feast, otherwise known as the Winter Banquet. For the newer members of Norton Colorado, the Winter Banquet has traditionally been the largest gathering of the club each year, and also the one gathering where we attempt to conduct club business in a semi-democratic manner. Sadly, we have been unable to gather for the last few years because of Covid. That grievous era comes to an end soon. Yesterday I confirmed the date of Saturday, February 4, 2023 with the restaurant that will host our Winter Banquet:

African Bar and Grill

955 S. Kipling Parkway

Lakewood CO 80226

[<https://africangrilllakewood.com/>](https://africangrilllakewood.com/)

This is at the intersection of Kentucky and S. Kipling, easy access from any direction. There is a huge parking area and none of the security concerns that bothered some of our members (we miss you, Debby) when we had Winter Banquets in downtown Denver. I encourage you to stop in and try it sometime if you are in the area. If you do, introduce yourself to the owners, Theodora and Sylvester Osei-Fordwuo, as members of the Norton club and friends of mine. If you want to start with something familiar, try "Denver's Best Chicken". It really is superb, and the Jollof rice that comes with it will get you started on the unique flavors of African cuisine.

I have eaten there a number of times with family and friends, including Jerry Doe, Arnie Beckman, Stephanie and Amelia, Dennis Horgan and David Sheesley from Norton Colorado. The menu can be intimidating for people with risk-averse dietary habits, but we will coordinate with Theodora and Sylvester to include some friendly, recognizable dishes in the buffet. There are many vegetarian options. Most of the menu is gluten-free. There are a few very spicy things in the menu. If we include any such items in the buffet they will be carefully labelled. I'd like to hear from you if you'd like to try some spicier fare or have any other concerns about "African Food".

The club treasury is in good shape these days so we should be able to stick with our long-held tradition of charging \$20/person for the food and a range of non-alcoholic drinks (pay for your own alcoholic drinks and some fancy non-alcoholic ones), and subsidizing the remainder from the Treasury. In other words, you will be recouping some of the dues you've paid and also dipping into the dues of others who don't attend. Such a deal!

I will send further information about the Winter Banquet as the time approaches, but there is one thing to emphasize now: I want to have a fairly accurate head-count for the banquet by mid-January. I know some of you (like me) like to keep your options open until the last minute, but Theodora and Sylvester put a lot more effort into the food than the usual facilities we've used for our banquets, and they need a fairly firm number to work with. It's not a matter of boiling up another 5 pounds of spaghetti and opening another 1-gallon can of tomato sauce from Sysco. Let me know as soon as you feel confident that you will attend (and the number of accompanying persons). We usually treat children as non-persons for the purpose of the cover charge, but I'd still like to know how many bodies there will be.

Forney Museum of Transportation and Blue Moon Brewing Company

"A small but quality group of us", Eric, Mike Fields and I braved the cold weather on a Saturday morning to check out the Forney Museum and enjoy lunch at the Blue Moon where we were joined by Bob Martin and Dennis Horgan. The museum usually changes up their cars and bikes on display so even if you've been there before there is always something new to see.

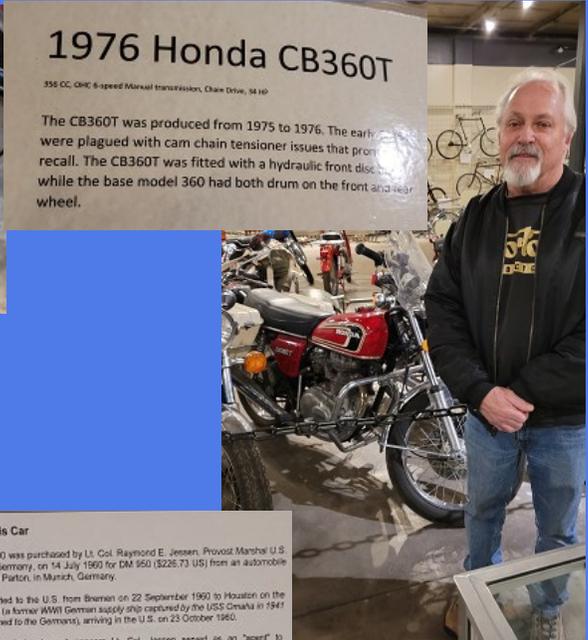


1915 Ford
Model T Touring

"Touring" indicates that the car has a convertible top (drophead). This model is a five-passenger car. All Model T Fords had 4-cylinder engines. The 1915 models had three doors, with no driver's side door at the front seat. The reason was that when parked at the curb, it was considered dangerous to get out the car on the street side, so the driver had to slide across the seat to get out the passenger's door. Interestingly, the rear seat had doors on both sides, hence the "three-door" car.

The various model year Fords had slight differences, and experts can identify specific years by fenders, grille and headlight surrounds, etc. This car, with the red seats, is used as an interactive display where visitors can sit in the car.

Exhibit# 7



1976 Honda CB360T

335 CC, OHV, 6-speed Manual transmission, Chain Drive, 54 HP

The CB360T was produced from 1975 to 1976. The early models were plagued with cam chain tensioner issues that prompt recall. The CB360T was fitted with a hydraulic front disc brake while the base model 360 had both drum on the front and rear wheel.

Mike reliving his childhood In his first car



History of This Car

This 1955 KR200 was purchased by U. Col. Raymond E. Jessen, Provost Marshal U.S. Army, Munich Germany, on 14 July 1960 for DM 950 (\$225.73 US) from an automobile dealer, Wilhelm Parton, in Munich, Germany.

It was transported to the U.S. from Bamann on 22 September 1960 to Houston on the S.S. Odenwald (a former WWII German supply ship captured by the USS Omaha in 1941 and later returned to the Germans), arriving in the U.S. on 23 October 1960.

Although not entirely clear, it appears U. Col. Jessen served as an "agent" to purchase the car for T.O. Forney since it was shipped from the Port of Houston directly to Forney Arc Welders in Ft. Collins via a Forney company truck.

Shipping cost from Germany was \$90.00 with an additional \$44.85 in customs charges!

Specifications:

Engine - 1775 cc. 4-Cyl. Single Cylinder, 2-Stroke, Air-Cooled by Induction Fan, Lubricated by Oil in Gasoline

Cubic Capacity - 2000cc

Max. Power - 10HP

Stroke - 65mm

Stroke x Bore - 6.6:1

Transmission - 6-speed, reverse electrically actuated (Note: from U. Col. Jessen's recollection, "reverser must be shipped and then shifted in reverse" which is how the earlier KR200's were set into reverse.)

Final Drive - Roller Chain in Oil Bath to Rear Wheel

Chassis

Supercharger - Front Swing Axle with Rubber in Tension; Rear Trailing Arm with Rubber in Tension; Hydraulic Shock Absorbers on all 4 Wheels

Brakes - Mechanical Cable Brakes on all 4 Wheels

Tires - 4.00x16

Swinging - Divided Track Mud

Dimensions & Weight

Wheelbase - 80 inches

Track - Front 42.5 inches

Curb Weight - ca. 500 lbs.

Max.

Top Speed - Approx. 90mph

Overhaul - 15,000 miles

MSRP - ca. DM 2300 - (\$575.00 US)

Fuel Capacity - 14 gallons of gasoline (note: at 1.25 lbs/gal w/ 9.6 gallon reserve)

Fuel Economy - ca. 70mpg

Donated from Ed Forney Museum of Transportation, Colorado

Being a fan of The Addams Family I always think of this as the Cousin It car.



1940 GRAHAM SUPERCHARGED CUSTOM MODEL 107

Engine: 218 cu.in. Continental L-Head, Straight 6 cylinder, 120 hp

Transmission: Column-Shift 3-Speed Manual

Equipment: Whitewall Tires, Electric Clock, Bolt-Down, Intake: Manifold Mounted Centrifugal Supercharger, Motor-Driven

Price New: \$1,295, equivalent to about \$27,000 in 2022

Commonly referred to as a "Shark Nose" due to its radical front end, Graham referred to these models as "Sport of Motion". Unfortunately for the already struggling Graham, the "Shark Nose" did a nosedive with public reaction either because it was considered far too radical, too ugly, or both. Today it is hailed as one of the most unique and significant designs of the period. Of the estimated 1,000 built in 1940 only about a dozen examples are known to survive today. This vehicle is finished in "Riviera Blue" and was restored by the donor from three different parts cars.

Generously donated by Carl Norain of West Ridge, CO in January 2019. This vehicle is part of the permanent collection of the Forney Museum

Motorcycle Stuff on the web:

Check out the club websites new photo galleries:

<https://nortoncolorado.org/galleries/>

Dunstall 810

https://www.youtube.com/watch?v=e_6v3AkgrsM

English armada once ruled the race tracks. Luckily they still look good and sound even better.

<https://www.youtube.com/watch?v=0fLUtdUDtIs>

Amusing article posted by the ADV guys about “zombie motorcycle brands”

https://www.advrider.com/resurrections-and-undead-brands/?ute_source=newsletter&utm_medium=email&utm_campaign=newsletter-11-01-2022>

This is a pretty interesting and informative discussion of the history of the Norton Commando, with two major players:

<https://www.youtube.com/watch?v=lxGEXfTE2Pk>

BARN FIND, Huge Collection of Classic Motorcycles

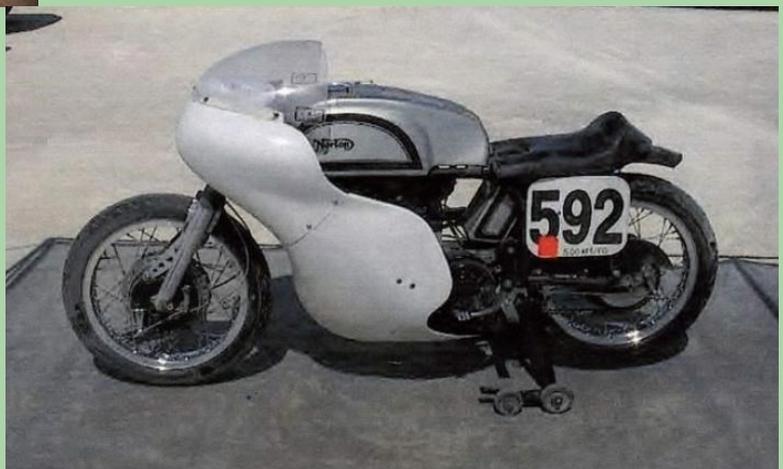
<https://www.youtube.com/watch?v=snL5iyHad8Q>



Thanks to Bill Anderson for this picture of his Norton/Weslake special. He built it in Ireland for vintage racing but the powers that be didn't like the four valve idea. He moved back home to California and now uses it for land speed racing. It holds its class record at Bonneville and El Mirage dry lake. It runs on gas and its best speed to date is 129.817 mph at El Mirage dry lake.

For more information about Weslake and this bike check out this link

[Weslake - Wikipedia](#)



John Surtees - World champion motorcyclist and racing driver on the 500cc Manx Norton during International Motorcycle races in 1955 at Silverstone



Probably the most beautiful motorcycle ever designed. Arthur Carroll engine in the Rex and Cromie McCandless frame; what more could anyone want? — Julian K

<https://motoridersuniverse.com/news/1254039-12-motorcycles-of-the-70s-were-discovered-in-belgium.html>





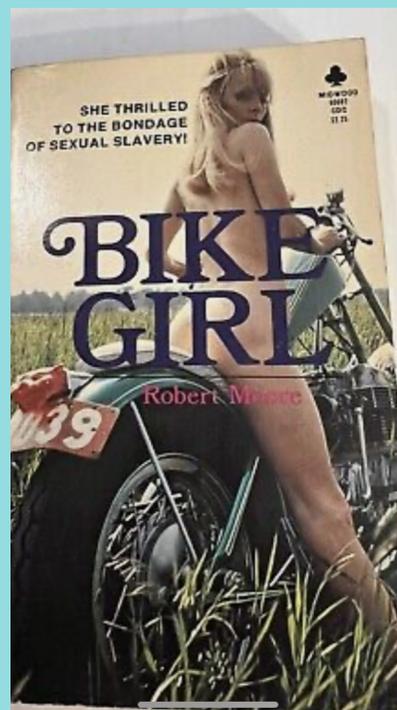
Beatrice Tilly Shilling was instrumental in solving RAF Spitfire's fuel starvation problems thus helping win the Battle of Britain. Beatrice Tilly Shilling aboard a Norton at Brooklands in 1935 where she was awarded a Gold Star for lapping at lapping at more than 100mph.

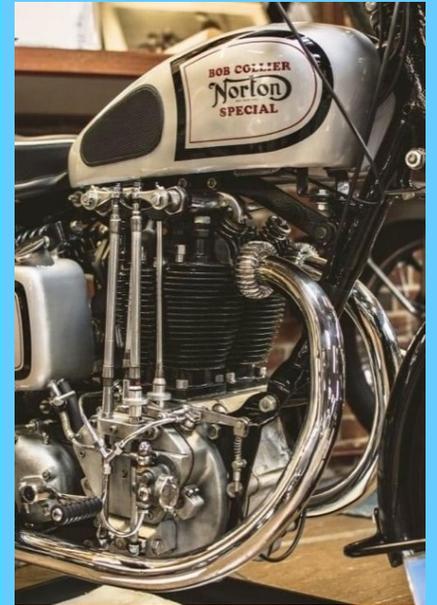
Click on this link for more information about this interesting woman:

[The History Press | Beatrice 'Tilly' Shilling: Celebrated aeronautical and motorcycle engineer](#)



We don't need no stinking four wheel drive !





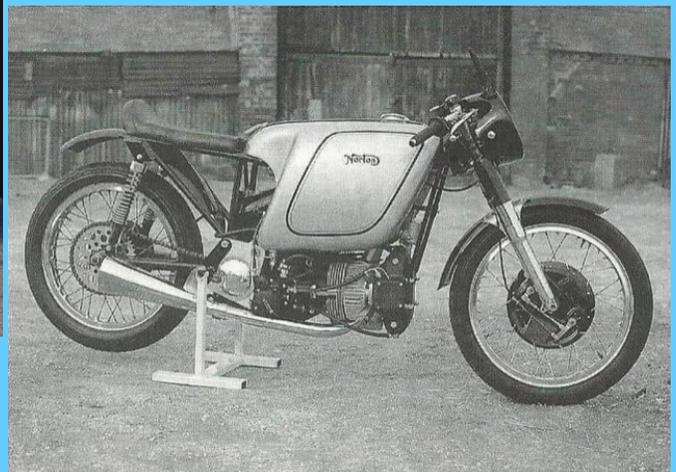
Looks strange— Julian K

People have stuffed all kinds of lumps into featherbeds over the years. agree this looks a bit odd - but I never connected with the look of that Vincent single anyway - not enough cylinders for that big crankcase.— Bob Herman

One of our club members (Peter Allen, an Irishman so it it's understandable) recently built one of these. He loves Vincents. I have not seen the final product or heard if it is a good runner. I like the aesthetics of a big Norton single in that chassis better.—Eric B



Rotary Norton Prototype



Norton Colorado Website Offers Something New from Eric Bergman

I have good news for you: the club's website has just been revised by Jerry Doe to add several fora (or forums) for discussions on topics of interest to our members. This effort was stimulated by a group of our members who wanted a place to exchange information about their BSA Goldstars. Thus there is a forum covering all matters BSA-ish. There is also a Norton-oriented forum, of course, and a General Topics forum. If there is demand, we can add others, but I think we will want to see if anyone actually uses the existing fora before doing that.

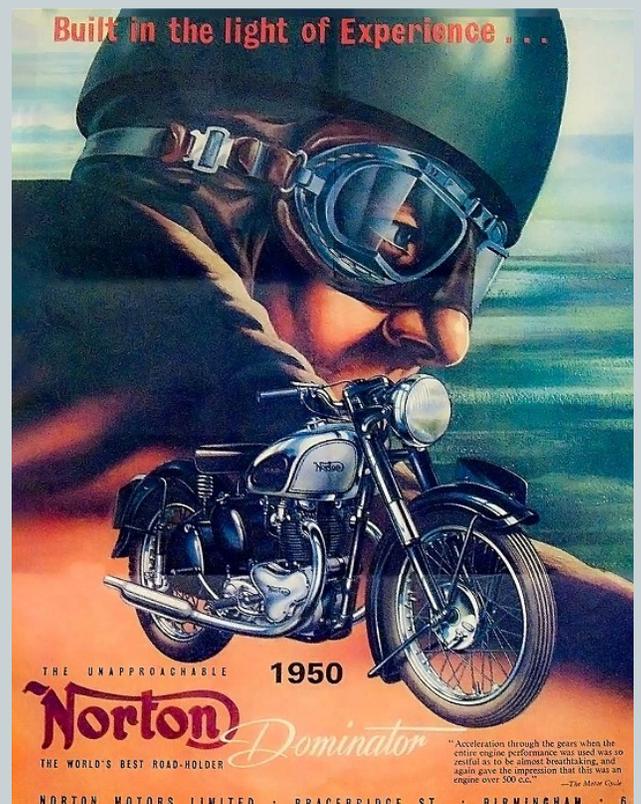
All fora are visible to anyone on the internet, so be circumspect about casting aspersions (in other words, mind your manners). The link to the fora is under the Members menu on the main page. Here is a direct link to it: <<https://nortoncolorado.org/discussions/>>. You do not need to log in to the website to view the fora. You do need to log in if you want to post something, start a new topic or reply to an existing one. I suspect many of you have forgotten how to log in to our website. Get in touch with me if you need to be reminded of your login and password information.

For the time being, Jerry Doe, David Sheesley and I will be keeping an eye on the fora but we would appreciate having a volunteer for each forum to act as a moderator. Since this is a small, close-knit community I do not expect many of the kinds of problems that often afflict global fora, so the workload of moderators should be very light.

Clearly, there is some overlap between our little Norton forum and the wildly popular AccessNorton forum <<https://accessnorton.com>> that Jerry also created. Use one, both, or none, as you like. I think it will all fall into place.

Jesse Carraway mentioned that he recently acquired most of the used parts, and possibly a number of new ones, from Matt Rambow at Colorado Norton Works. Matt is no longer building complete bikes so he doesn't need that inventory. Jesse had previously purchased the inventory of the club's Parts Depot when we lost our storage site and he already had a large inventory of his own parts, so at this point I think it is safe to say Jesse has the largest inventory of Norton parts in Colorado. He is glad to help out fellow club members who are in need:

Jesse Carraway
815 S. Estes St.
Lakewood CO 80226
(303) 980-6641
jesse@fastmail.fm



Norton Colorado 2022 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. Group rides will be announced throughout the season on short notice, based on weather conditions. In the interest of variety, volunteers are solicited to lead group rides on their favorite roads. Likewise, we're looking for volunteers to host an open garage. Tech days are usually scheduled on short notice as they become necessary. Contact Eric <eric@nortoncolorado.org> for more information or to volunteer.

February 12 (Saturday) Open Garage @ Dennis Horgan's

March 20 (Sunday) Clancey's

April 24 (Sunday) Tech Day/Open Garage at Bob's

May 22 (Sunday) Distinguished Gentleman's Ride

May 29 (Sunday) BBQ at Eric Bergman & Susie Saarinen's (postponed to June 12)

June 4 (Saturday) Colorado Vintage MC Show, Erie

June 17-19 Progressive MC Show, Loveland

June 16 - 19 (Thurs - Sun) Four Corners Rendezvous

July 10 (Sunday) Mt. Evans Ride & Brunch @ David Sheesley's

July 24 (Sunday) BMAC Picnic

August 6 -7 (Saturday - Sunday) Wimpy Campout @ Jamie & Michelle Jones'

August 13 (Saturday) Colorado Vintage Motorcycle Show

August 28 (Sunday) Open garage at Ric and Joy Landeira's place.

September 11 (Sunday) Old Bike Ride 19

September 18 (Sunday) English Conclave

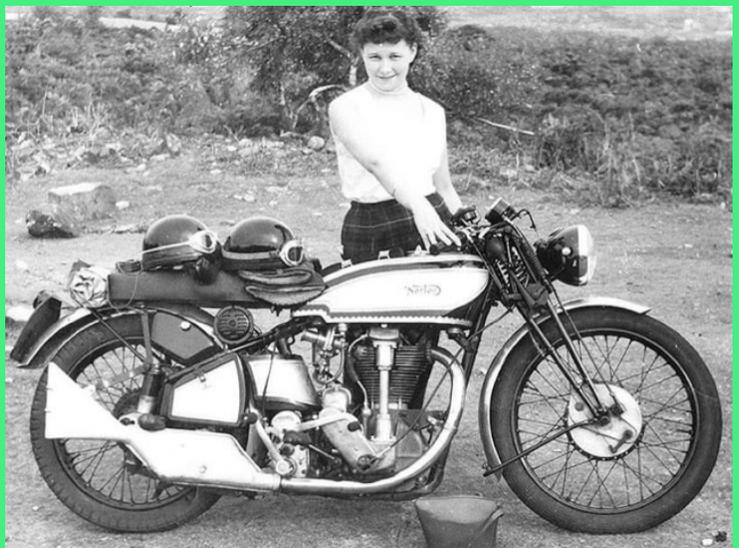
October 9 (Sunday) Plains Ride

October 16 (Sunday) Open Garage @ Jonathan Chaikin's

December 4 (Sunday) Pints Pub

January 1, 2023 (Sunday) New Year's Day Ride

January 15 (Sunday) Lincoln's Road house



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.

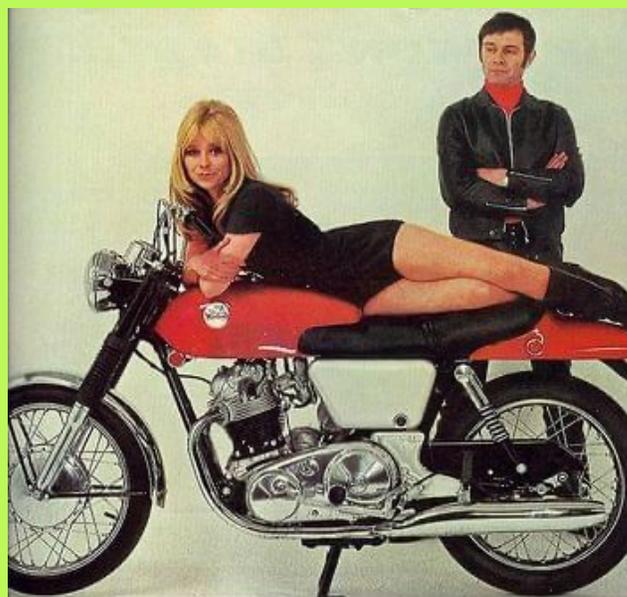
The official club membership list is posted on the club website. Please let Eric know if there is an error.

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 2022 season, usually about 2 per month. Participation in these events will be counted for the President's Award. Events may be added, dropped, or rescheduled through the year. The schedule can be found in this newsletter or check the schedule on the club website:

<https://nortoncolorado.org/events/>



GET WITH IT... **get a**
Norton
Commando

You're in command with the new Norton Commando 750. This revolutionary breathtaking model is a real change from the conventional big twin. New engineering brings to motorcycling a truly new standard of power performance, comfort and safety. □ On this latest masterpiece from world famous Norton you are rubber cushioned by the exclusive new patented suspension system, placing the Commando years ahead of any other brand. □ The Commando, with its "leather-touch" four plate diaphragm clutch and triplex primary chain, is a modern miracle on wheels.

Current Occupants

Officers

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Arnie Beckman (303) 733-4239
arniebeckmanp11@gmail.com

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Eric Bergman (720)400-7835 **NEW #**
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Credits: Thanks to Peter Allen, Eric Bergman, Johnny Iuzzini, John Hartman, Bob Herman, Julian Kowalewski and Dennis Oberwetter for their contributions to this newsletter. I also want to say thanks to others who sent me things I will use in future editions.

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