



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



Norton Colorado

www.nortoncolorado.org

Newsletter

January 2024



1934 Model 30

Upcoming Events

January 1, 2024 (Monday), Clancy's Irish Pub.

January 14, 2024 (Sunday), Lincoln's Roadhouse.

February 3, 2024 (Saturday), Winter Banquet African Grill and Bar, 5pm,

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

Falling IN LOVE AGAIN

Electric starter? Twin disc brakes? Easy-adjust Isolastics? Frank Westworth renews a long-lost acquaintance...



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DECEMBER 2023

NORTON COMMANDO MK3

A curious year, 1975. Although no one knew in advance, forecasting being what it is, the following summer would see a great drought. The sun would lash down for weeks on end. Reservoirs would run dry and everyone would be complaining. But that was for next year. For many of my two-wheeled friends, and for Norton riders in particular, 1975 would see the new promised Norton twin to replace the Commando. Although I couldn't actually afford a Commando (my very first was to avoid me until 1977) I aspired to one. Oh yes I did. I'd been aspiring like crazy since riding a brilliant red 750 Fastback in 1971 or 72. Memory is hazy.

And because my memory is and indeed was hazy, I can't now remember how it was that that everyone knew that Norton had been in cahoots with Cosworth Engineering – noted suppliers of F1 racing car engines – to produce the new machine, amusingly entitled the Challenge. Figures and facts were bandied about among us like hot tips for the future. Water cooling! Double overhead cam! At least five years! Really rather radical modern engineering and balance shafts! At least sixty-five hot horses! This all sounded fantastic – and indeed so it proved to be a fantasy rather than a fantastic motorcycle over which we could drool sadly in the showrooms.

Although Norton did manage to build a few of them, the Challenge challenge proved to be too much for a tiny, marginally profitable company (on a good day) and those very few machines were race bikes. And they failed to finish, and weren't competitive.

RealClassic



In its owner's entirely objective view, the Commando is the best looking of all the British twins. Discuss!



The final version of the Commando, complete with a right-foot brake and a (non-standard) door in the tank.

with machines of similar capacity from the far east, and it was all a bit of a let-down, really. But 1975 is a stand-out year for Norton fans, although I certainly didn't recognise it as such at the time. When Norton-Triumph announced that the seriously elderly engineering of their Commandos was going to be teased and twisted into a new, revised and revived machine, we all shrugged our wasted cotton shoulders and muttered 'So what?' as we wearily kicked our bikes into life and pretended that next summer, the summer of '76, would be better. Which in fact it was, remarkably. Bring on the sunshine. The globe was notably warmed in 1976.

In fact, youthful cynicism cast aside – as it always should be – the new Commando was in fact developed a lot from the previous



NORTON A CHANGE, COMMANDO.

The French were relaxed about the MK3's changes... model. When I first rode a MK3, an Interpol, late in the 1970s I was totally underwhelmed, agreed with the Norton Owners Club that the earlier MK2A was the very best of all the Commandos, and bought one of those. Foolish me. I held up my hand in mute admission of my foolishness. Because although that five-year-old Interpol was so completely worn out that it couldn't start or indeed stop itself easily and its handling was appalling at any speed over 50 and below 40, lost inside its half-decade of police maintenance was in fact something rather special. A friend bought it from an auction of worn-out police machines as a non-runner, could never get it running properly and sold it at a loss, mainly because spares were rare and



The biggest batch of changes for the MK3 is most visible on the drive side. The left-foot gear shift is an instant recogniser, as is the electric start, which drives the crankshaft via a geartrain. Whereas the earlier Commandos used just a single bolt to secure the outer chaincase, the MK3 uses lots. No idea why.

nobody wanted ex-police Nortons. How views change as the years roll by. Many, many years ago, I wrote a story for another magazine comparing a one-owner, high-mileage, early Fastback Commando to a last of the line MK3 Roadster. The former was a really early machine, built at the old AMC factory in Plumstead, and was remarkably rapid by any standards, not just when compared to the outpourings of the other British factories in 1968. The MK3 had been built after production had just about ended, being assembled at the Wolverhampton factory while the company itself was in the hands of the liquidator. It was still fast, but was very different in the heart and soul of the way it did things. It was almost civilised, hardly brash at all, was a lot less noisy – both mechanically and from the exhaust – and rode as what we might call a bendswinger, rather

than a point and squirt machine. A sports tamer rather than a sports bike. I really liked them both, of course.

And so it is, gentle reader, that some three decades later I once again have a MK3 Commando of my own. You may have already read its story so far, and I'll not repeat that here – not least because the Shed part of its tale is still ongoing – except to confirm that the machine was built in May 1975 and despatched to the US market. It returned to these shores with just 10,000 miles on its odometer and the condition of the machine itself suggests that this mileage could well be accurate. After recommissioning and registering the bike for the road, we thought that perhaps a report on its actual performance might be in order. So here it is.

You will already know that the Prestolite starter motors fitted to the MK3 Commandos have a reputation for being utterly useless. This one starts the engine first time every time, hot or cold. From cold the carbs need a tickle and the application of full choke, from hot it simply starts again with no fuss at all. Since we took the photos it has developed a mysterious fizzle, but I'll get around to that in a little while – and indeed in The Shed.

Another mild surprise, after the initial goodness gracious moment of the instant starting, is how quiet the engine is. Even when well hot it doesn't rattle at all. It's so mechanically subdued that I wondered whether



Those rather wide bars make for a decently upright riding position and a clear view of everything ahead.

its valve clearances had vanished somehow, but compression is excellent and just about equal on both cylinders. It can stand on the kickstart, the poor man's compression test, so the valves are fully closed. The amount of oil returning to the tank and the vigour with which it does so are also impressive, as is the 100% oil-tightness of the entire engine / gearbox assembly.

Back to the electric foot for a second. Experts (and there are a lot of Commando experts out there, some more expert than others) have suggested that the electric motor has been converted from the original 2-brush design to the 4-brush configuration favoured by other users of the same motor. I can't check this without taking it off and taking it apart, and I'm not going to do either while it still works.

The clutch is not light. I know that it should be, and no one else appears to struggle at all, but I have an arthritic hand and it hurts

in traffic. The reason for my struggle with the clutch action is the Commando's high first gear.

The problem is my hand, not the clutch, really, although the gearing had been raised after the Combat experience by adding two extra teeth to the gearbox sprocket, so making first a somewhat tall ratio, and thus demanding a little more clutch use at low speeds.

What is at least a little intriguing is that the power from the late 850 engine is only slightly higher than that of the original 750 (58bhp rather than 56), so the bike's performance should be very close – correct? Now consider that the electric hood and sundry environmental appliances raised the weight from the early machine's 398lb to a somewhat more corpulent 430lb, and that my own mass has increased down the years from... well, that would be telling... and the difference in perceived performance is suddenly understandable.

Pulling away on a Commando is always a hearty experience. Like those well-known American V-twins, they can just lunge towards any handy horizon, and although late machines like this one are very light of the once familiar Sturm und Drang of earlier Commandos, the urge is still more than a little compelling. The engine is a delight, which it always was, even when first introduced as a 500cc twin in 1948's Norton Model 7. That machine generated



The wide-barrelled gear is pretty much perfect for FW.



Opinions on the original starter are everywhere and very varied. This one has worked perfectly so far. It drives through a heavily revised primary side.

RealClassic

29bhp, so plainly some serious development had taken place during its long production life, with this, the final frontier, offering the 58bhp mentioned above.

I can't find torque figures to compare, but the 850 Commando engine is dripping with the stuff. Remember those old adverts? Lotta Torque About Norton? Clever and remarkably accurate.

You almost certainly know the basics of the design already. Just in case, the Commando engine's twin cylinders run side by side in a single well-fanned casing, and boast just two valves each. These are opened by long pushrods lifted and lowered by a single camshaft sited in front of the engine – a departure from designer Bert Hopwood's 854 engine, which parked its single camshaft behind the block. A little unusually, the rockers which shift the raising effort from the pushrods to the valve stems are mounted in the cylinder head casting itself, rather than in a separate rocker box. Other manufacturers also did this, notably AMC, Royal Enfield and Ariel, but the Norton's head casting is a seriously monstrous bit of kit. A tribute to the caster's art indeed.

That camshaft is twisted into activity by a single chain, and at its end live the contact breakers. And yes, this machine is running on points, rather than the electronic sparklers recommended by so many other Commando pilots. Why? I've never been stranded by a points system, unlike by more modern alternatives.

Two Amal Concentrics feed fuel to the engine, via a pair of taps with integral filters. There's another pair of filters, too, one to each carb, which we might expect to keep the



The fabbed Roadholder fork provides a comfortable and fairly soft ride, while the brake is... OK

engine free of foreign bogies. However, as you might find out in next month's Shed Tale, this is not always entirely the case...

Alongside the headline-grabbing installation of the electric start came a whole load of other alterations, prime among them for your humble scribe being the left foot gearchange and consequential right foot braking. Although I have almost never confused myself when switching from older Brits with their right foot shifts to the more common left foot lever waggling business, it does happen. And in any case, American legislation somehow demanded the change. I like it, not just because of familiarity in use, but because of a rather less famous change to the maintenance routines which we all follow so assiduously.

Previous models of the Commando retained the entirely archaic method of adjusting the

primary chain by rotating the entire gearbox – this is a non-unit construction design, remember – to achieve the desired level of tension. Assuming that the astonishingly robust triple chain had stretched, then the rear wheel had to be moved backwards to adjust the main chain to match the primary chain. This is all very 1950s, really. Happily for us all, Norton's team of engineers took the opportunity afforded by the shifting of the gear shift to mount the gearbox rigidly in the cradle which supports it (and which carries the swinging arm pivot as part of the noted isolastic vee-quelling process), while at the same time installing an automatic self-adjusting device to maintain the correct primary chain tension. And it works really well. The shift of the fabbed Norton box is good, short-throw and crisp in action, and once you get used to the wide gear ratios and the fact

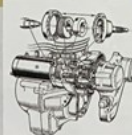
STARTLING STARTING

Lots of Commando owners down the years have wondered how and why it took so long to fit a starter motor to the Commando. The Mk3 arrangement was the second attempt. Owners of many earlier models will have noticed a steel blanking plate covering the old magneto / points housing. Norton's first attempt at a self-starter drove through the timing gears, as did Triumph's rather later Bonneville T140 device. Sadly, the drive proved challenging when subjected to some serious testing. Top Chap in the test department was Bob Rowley, so we asked him to recount a little background.

'I did a large amount of testing with that, when it worked it worked, but with the slightest sniff of a backfire it broke. The final failure came when I demonstrated

its weakness. Some of my bosses were trying to sort of avoid me demonstrating the electric start to Mr. Poole, but he pressed the starter and it worked fine. I could tell by the way it stopped that a small kickback was due. He pressed it again and bang, the chain smashed up the primary cover. And that was that!'

'I believe that we had already purchased a big quantity of Prestolite starters, and we later used them on the Mk3. These have an anti-kickback device in the design. Incidentally, when working on the T160 Trident the fitters had the starter wired remotely so that when visitors came to



the door at Kitts Green the bike would magically start! Even Doug Hele enjoyed that prank. Norman Hyde would tell you about that.

'Regarding the Mk3, I had to go into the cold rooms at Lucas where the bike had soaked overnight and do test starts. We had a final mod refused by John Pedley, to lower the ratio to improve very cold starts. This was due to production delays. He needed to freeze the spec to get some bikes out of the door, but no doubt with modern battery development things might be a bit better for minus 5 or 10°C starts...'

that there are but four of them, the bike really does fly. A feature of this is that on enjoyable A-roads with actual bends in them I find that I spend most of my time in third gear, which is a wonderfully long ratio, stretching all the way from maybe 25mph to 60 or so without stressing the engine noticeably. And yes, of course you can engage top gear at around 40 and trundle along on the pile of low-rev torque coming from the engine even at quite low revs, but there's a lot more fun to be had with things spinning nicely in third.

An indicated 70 in top, by the way, is around 4000rpm on the tach. This is decently relaxed, even on motorways. Not that I ever intend to ride this bike far on a motorway, to be fair. The machinery is willing, the flesh less so in my case. Loads of stalwart Norton OC members traverse entire continents on these bikes, in case you wondered.

A tiny delight of this particular machine is that its ride is surprisingly supple. It is in fact very comfortable. The front forks move smoothly up and down in perfect harmony with the rear shocks. This is not always the case, you will be shocked to read. So many bikes get restored, a large part of which process involves replacing original components with new equivalents, that it's a treat to ride a bike which has original fork internals as well as the original Girling rear shocks. The Interstate rides remarkably well, with the 19-inch wheels contributing to a stability in corners which matches the actual up and down movement perfectly.

It's an original seat, too, and very comfortable it is.

This originality is why – the entire reason why – I risked ££££ on an unseen machine

from across the water, and am taking so much trouble to not replace serviceable old bits with modern kit.

I've owned a fair few Commandos down the years, have ridden rather more, and I have always preferred the Roadster with its smaller fuel tank and more forward seating position. But now I am compelled to confess that I am very comfortable with the big tank / rearward seating format provided by the Interstate. While I was trying to take a logical approach to actually buying this particular bike (unseen, remember, a non-runner from the USA) at first I decided against it, simply because it was a fat-tank Interstate. I made the correct call in the end, however.

Even the brakes work. They're not great – certainly not by modern standards – but they are adequate. That said, and in view of my previous remarks about original componentry, all of the operating bits of both hydraulic disc set-ups are new, with stainless replacing ordinary steels wherever possible. The callipers and discs are originals, but that's about it. Everything around the master cylinders apart from the reservoirs and levers has been replaced. It is impossible to be too cautious around brakes. Both tyres on the bike are

new Dunlops TT100s, and they work very well. Again, this is a change in perception. Previously I would have automatically replaced the original Dunlops with new Avons, but enjoyed my brief rides on the bike's original 1975 tyres so much that I just replaced the OE items. The semi-triangular profile feels a little strange at first – certainly compared to Avon Roadriders – but familiarity breeds content, as we say in Commandoland.

Riding positions are always personal affairs, and my days of enjoying the combination of Norton flat bars and somewhat forward and unadjustable footrests are well behind me – if indeed they ever existed in the first place. The Interstate is graced with a set of high and wide bars, bars which are safely bent, I didn't notice, but when Kenny from Ace Mopsticks rode the Norton he spotted it right away. Andover Norton list the US export bars ('Semi Western', in fact) which look much the same, so I've acquired a pair and I'm almost certain that I'll get around to fitting them at some point.

Finally, in the surprisingly long list of changes wrought upon the venerable Commando for its final flourish, we arrive at the easy-adjust isolastic mountings. Whereas previous incarnations relied upon a fiddly system of shimming to



Two views from the old Ads days



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Rear brake is also a disc, and works well enough, especially with entirely new internals



Not everyone is a fan of the 'bean can' silencers, but they are quiet without being too quiet. Rear shocks are the original Giralings and work very well

maintain the correct adjustment, which in turn involved some dismantling, which in turn produced a lot of older Nortons with the power train loose in the frame (I rode an Interpol for a while where the engine could actually hit the frame if sufficiently provoked), the Mk3 arrangement provides adjustment by a vernier, and the toolkit contains the little tool to do this.

On the road, then. At last. Passing swiftly through the tall first gear / heavy clutch phase, once the bike is actually moving the reason it was voted Machine Of The Year so often is instantly obvious. The Isos switch in at around 2500rpm, after which the ride is uniquely smooth and soft. The combination of the Isolastics (the shift from shake to smooth is very noticeable) and the supple suspension is truly agreeable. As is the slightly rearward seat and wide handlebar combination. Even the needles in the twin clocks work smoothly and are flicker-free. That can't last, surely.

The Norton feels long, somehow, and its steering is not exactly light and lively; it feels heavier than it is, despite my running the huge fuel tank with only a gallon or so inside it. But it is predictable, and although I've never felt in any danger of grounding the rests – unlike on my last Mk3, a Roadster, which was a supreme toe-toucher – bendswinging is really rewarding. The engine provides most of

the braking required on any road with bends in it, which is a truly classic way of making progress. This is no point-and-squirt machine, unlike the early 750s, which were.

The Isolastic system removes a lot of cues for upshifts as well. There's almost no vibration at the engine's usual operating revolutions, and the exhaust is very quiet indeed once on the move. As I mentioned already, third gear is a gloriously flexible ratio, providing instant power and torque on demand, and then slowing the bike down when the throttles are closed. North Cornwall and Devon are blessed with



some seriously entertaining roads, and setting the Norton up for the endless corners is very satisfying. Until a modern machine slams past, of course. There has been some considerable progress in motorcycle design since 1975.

Top speed should be somewhere around the ton. I'm never going to see it, of course, but cruising at motorway speeds is well within the capabilities of the design and power outputs. But here comes a personal proviso: I'm never going to ride this bike very far very fast. It's in very good mechanical order, but the major components are almost a half-century old and I have neither need nor inclination to see how robust they are. I use a modern machine for 85+mph motorway stuff. Although the Norton would probably be OK with that speed – some folk endlessly maintain that they did it in 1975 and nothing has changed – I would worry about it, and that would remove the pleasure.

Very occasionally, Ollie Hulme of this parish and I meet up in Exeter for lunch. It's a 100-mile round trip. That's about right for an elderly rider on a venerable machine, don't you think? What could be better than that? Fifty miles in the sunshine aboard a truly splendid motorcycle, a couple of hours ingesting lettuce and radishes while telling the tallest of tales, followed by another fifty miles of riding smoothly into the sunset? Sounds excellent to me. And I'm sure it's Ollie's turn to pay, too... Rc

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Bob Herman has been busy lately (as usual)

A few words about my winter projects.

The Bultaco I built last winter has sold and will be displayed in a “man cave” (I hate that term, but there you have it) on the east coast.

I’m busy building a Moto Morini 3-1/2 from the ground up, and I am excited to have finally sorted the brakes on the Moto Guzzi CX1100 mongrel I got in boxes from King Browne early this year. This is a very cool bike - a 1979 Guzzi CX100 chassis modified and fitted with a Sport 1100 engine and front end. Because that front end was set up for a Sport 1100 wheel with 320mm rotors, the calipers did not fit up to the 300mm calipers that came stock on the CX wheel.

Richard Florence came to the rescue. Richard has a milling machine and generously whittled up a pair of adaptors for me to reposition the calipers so that they snugged up nicely to the rotors. While at it I changed the geometry of the rear brake linkage to reduce the effort required to get that binder to bind.

I have some other back burner projects in the wings, but the Morini is my main priority right now.



Winters in the mountains of Colorado can be long and boring. Bob seems to find ways to fill his time in his garage. Beautiful bikes, Bob.





Winter Banquet Reminder

February 3 (Saturday), 5pm, African Grill and Bar, 955 S. Kipling Parkway, Lakewood CO 80226, <https://africangrilllakewood.com/>.



Bet you never saw a
T-Rex on a Norton

[T. Rex - Bang a Gong
\(Get It On\) \(Official
Audio\)](#)



Motorcycle Stuff on the web:

Check out the club websites new photo galleries:

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

Here's the link to the discussions page on the website:

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

Fine looking, sounding old Nortie

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

Badger Heritage Chapter National Road Run - Events - The Antique Motorcycle Club of America

www.antiquemotorcycle.org/content.aspx?page_id=4002&club_id=327323&item_id=2101582

How Miss Shilling's Orifice Helped Win the War

<https://www.damninteresting.com/how-miss-shillings-orifice-helped-win-the-war/>



This is me (Julian Kowalewski) on my 850 Commando back around 1985. Vibroplant gave me a bit of sponsorship to race the 750, hence the unfortunate sticker (if you've ever ridden an old Commando, you may think it's quite appropriate ☺)

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

A mechanic was removing a cylinder head from the motor of a Norton motorcycle when he spotted a well-known heart surgeon in his workshop. The surgeon was waiting for the service manager to come and take a look at his bike.

The mechanic shouted across the garage, "Hey, Doc, can I ask you a question?"

The surgeon, a bit surprised, walked over to the mechanic working on the motorcycle.

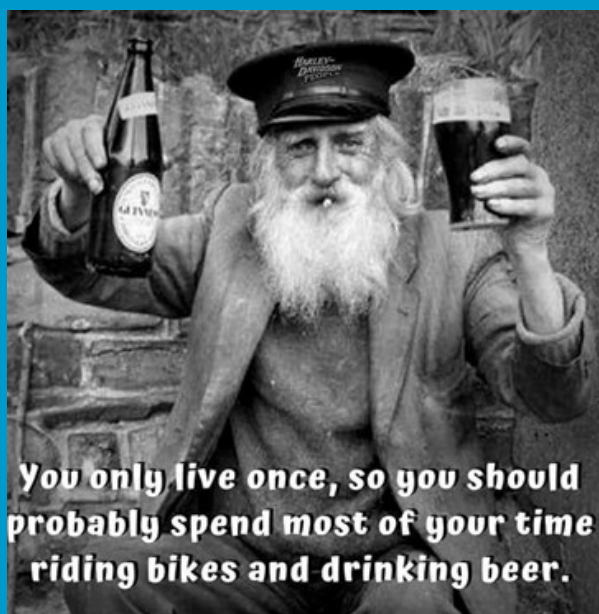
The mechanic straightened up, wiped his hands on a rag and asked, "So Doc, look at this engine - I open its heart, take the valves out, fix 'em, put 'em back in, and when I finish, it works just like new. So how come I get such a small salary and you get the really big bucks, when you and I are doing basically the same thing?"

The surgeon paused, smiled and leaned over, and whispered to the mechanic.... "Try doing it with the engine running."



Takes grass cutting to a new level

[Mini chopper start with vincent 2stroke stationary | Retro Rides \(retro-rides.org\)](#)

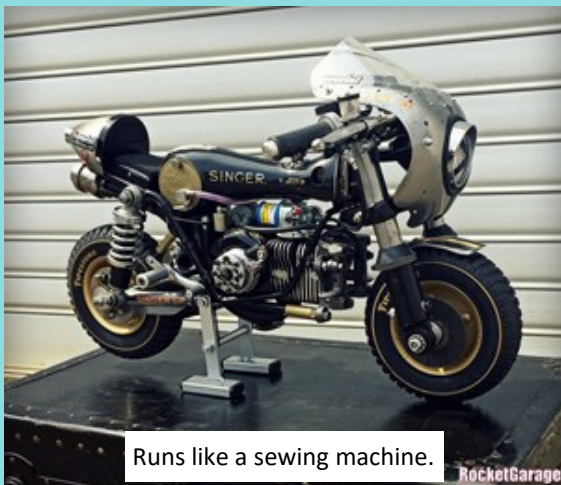


You only live once, so you should probably spend most of your time riding bikes and drinking beer.

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

**- George Fitch
Atlanta Constitution - 1916**





Runs like a sewing machine.

RocketGarage



Bob Herman has some Norton parts to sell:

I have several Commando seats and a tailpiece that I don't need, and I'd like to offer them to club members before going to eBay or Craigslist with them I don't know what to charge but will take less from a Norton Colorado member than from an "outsider."

1 nice Mk3 seat with hinge

1 nice 750 seat

1 Fastback tailpiece - good shape except for a small crack (damaged in shipping, easily repaired)

I'm going to bring them up to Golden, they will be at Eric's house so a club member won't need to drive down here or pay a big shipping charge.

Bob Herman 719 256-4527; romomoto@gmail.com

Eric Bergman [<bergman@csd.net>](mailto:bergman@csd.net)



Fastback tailpiece

MK3 seat



Highrider seat base

Norton Colorado 2023 Event Schedule

March 18 (Saturday), Spring Tech Day, host Bob Martin

April 16 (Sunday), Group Ride.

May 7 (Sunday), Open Garage, hosted by Ric and Joy Landeira.

May 27 (Saturday), AHRMA Vintage Motocross races at Milliken.

June 4 (Sunday), Big Tent BBQ hosted by Eric Bergman & Susan Saarinen.

June 10 (Saturday), 8am to 2pm, Colorado Vintage Motorcycle Show, Erie United Methodist Church,

June 15-18 (Thursday-Sunday), Four Corners Rendezvous hosted by Steve Harris and Charley Gremmels.

June 21-24 (Wednesday-Saturday), INOA Rally, Winthrop, Washington.

July 9 (Sunday), Mt. Evans Ride and Brunch hosted by David Sheesley.

July 23 (Sunday), BMAC Picnic hosted by Frank & Joanne Puckett.

August 5-6 (Saturday-Sunday), Wimpy Sleepover hosted by Jamie & Michelle Jones.

August 20 (Sunday), Open Garage, hosted by Al and Barb Slarks.

September 10 (Sunday), Old Bike Ride.

September 17 (Sunday), English Motoring Conclave.

October 8 (Sunday), Plains Ride, hosted by Scott and Julie Robinson

October 22 (Sunday), Open Garage, hosted by Jonathan Chaikin and Tamara Hale.

November 11 (Saturday), Fall Tech Day, host TBD.

December 3 (Sunday), Pints Pub.

January 1, 2024 (Monday), Clancy's Irish Pub.

January 14, 2024 (Sunday), Lincoln's Roadhouse.

There will almost certainly be some changes, perhaps some additions, some may occur during the season, but if you put these dates into your calendar you probably won't be too far off.



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.

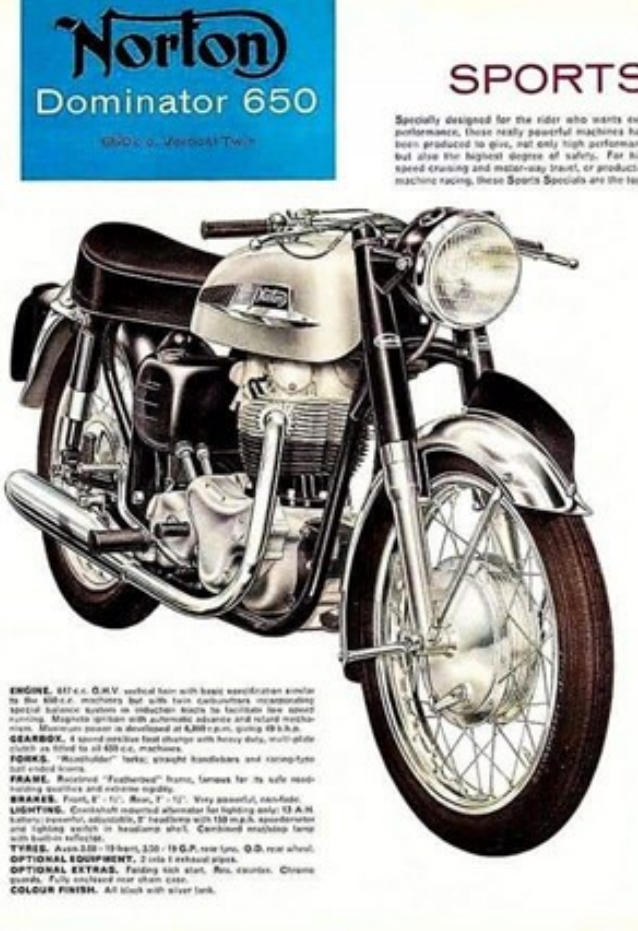
The official club membership list is posted on the club website. Please let Eric know if there is an error.

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 2023 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:

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



Norton
Dominator 650

650cc. V. Vertical-Twin

SPORTS

Specialty designed for the rider who wants extra performance, these really powerful machines have been produced to give, not only high performance but also the highest degree of safety. For high speed cruising and motor-way travel, or production machine racing, these Sports Specialists are the best.

ENGINE. 647 c.c. O.H.V. vertical twin with basic specification similar to the 650 c.c. machines but with twin carburettors incorporating special balance systems to reduce friction to facilitate fine-tuned running. Magneto ignition with automatic advance and retard mechanism. Maximum power is developed at 5,800 r.p.m. giving 49 b.h.p.

GEARBOX. 4 speed machine first change with heavy duty, multi-plate clutch as fitted to all 650 c.c. machines.

FRAME. "Racerholder" forks; straight handlebars and spring-tyre full ended forks.

FRAMES. Racerized "Racerholder" frame, famous for its safe road-running qualities and extreme rigidity.

BRAKES. Front, 8" x 10". Rear, 8" x 10". Very powerful, adjustable.

LIGHTING. Crankshaft mounted alternator for lighting only; 12 A.H. battery (removable, adjustable); 9" headlight with 150 m.p.h. speedometer and lighting switch in headlight shell. Carbide headlight lamp with built-in reflector.

TYRES. Avon 3.00 - 19 front, 3.00 - 19 G.P. rear tyre, G.D. rear wheel.

OPTIONAL EQUIPMENT. 2 into 1 exhaust pipe.

OPTIONAL EXTRAS. Folding side stand, horn, sander, Chrome guards. Fully enclosed rear chain case.

COLOR FINISH. All black with silver tank.



Current Occupants

Officers

President

Arnie Beckman (303) 733-4239
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Secretary

Eric Bergman (720)400-7835 **NEW #**
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