



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



# Norton Colorado

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

Newsletter

June 2025

Bob Martin, our oldest member, turned 85 this month. Happy Birthday Bob.



## Upcoming Events

*2025 Calendar See Page 15*

June 1, 2025 (Sunday), Big Tent BBQ hosted by Eric Bergman & Susan Saarinen.

June 7, 2025 (Saturday), 8am to 2pm, Colorado Vintage Motorcycle Show

June 12-15, 2025 (Thursday-Sunday), Four Corners Rendezvous hosted by Steve Harris and Charley Gremmels.

June 16-21, 2025 (Monday-Saturday), INOA Rally, Quincy, California.

July 13, 2025 (Sunday), Mt. Evans Ride and Brunch hosted by David Sheesley.

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



# Bob Martin's 85th Birthday Party Photos by Karen Bailey and Jo Teague





## Al and Barb Slarks' Open House

Another fine gathering of Norton Colorado, this time hosted by Al and Barb Slarks. After a nice ride up to Boulder we were treated to a tasty lunch and an interesting time in Al's excellent shop. It's like visiting a museum with all the beautiful motorcycles Al restores. A walk through the parking area completed the bike show vibe. The pictures tell the rest. Thanks Al and Barb, we all enjoyed our visit.











# Featherbed FUN

Not even the quickest of glances would fool anyone into thinking this is a stock Norton. Frank Westworth took a ride on something completely different...

Photos by Chris Spaett, Richard Jones, Frank Westworth

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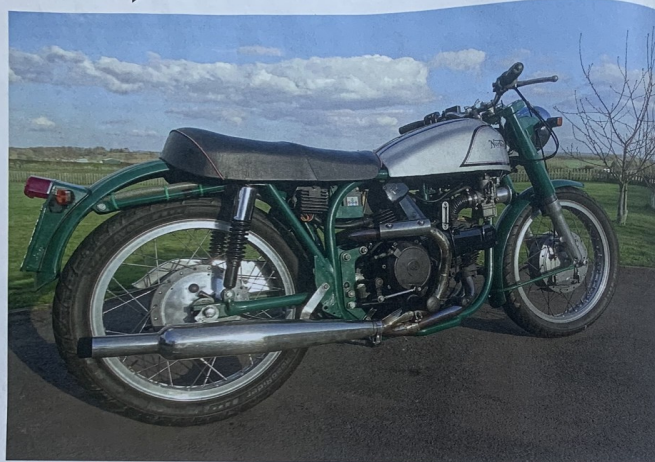
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Sometimes, appearances are deceptive. But only sometimes. When I first cast a traditionally weary eye upon this odd green machine I was unimpressed. That's just being honest about it. I've ridden a fair few specials based around the famous featherbed frame, but rarely one as unusual as the machine you can see before you. Why, I wondered, quietly to myself, would anyone take the engine from a Ducati – machines not usually famous for lousy handling – and transplant it into a 1950s Norton frame? I tried to picture a scenario in which I might even consider doing the same, but couldn't. The notion of a Norton V-twin might be appealing, but there've been a few Harley-powered examples which have been pretty good and which look pretty good, but this? Hmm...

All that said, I've ridden at least two featherbeds propelled by the 875cc all-alloy ohc lump from a Hillman Imp, only one of them safely supported by a sidecar, and survived mostly unscathed to tell the tale. And what is it with featherbeds, anyway? They were startling when they first appeared in the early 1950s, but few frames introduced after 1970 or so aren't at least as good on the road. Just a personal view, but an honest one.

As for the original bicycle powered by the Ducati engine, it is reasonable to assume that it ended its days following an accident, which is also probably where most of the Triumph twin engines which spawned the odd Triton craze came from. Ignoring theft, of course, which has been part of motorcycling culture for as long as I've been riding, sadly enough – although few people remember this, of course.

Specials – almost by definition – can be remarkably personal machines. Whenever I'm confronted with one I find myself wondering why anyone would build a bike like it? This is never an easy question to answer – at least honestly – but on the very few occasions when I've been involved in the fabrication of some desperately hopeful – more usually hopeless, to be honest – special the reasons have all been down to expediency, rather than the pursuit of mechanical excellence. I (almost) always enjoy rebuilding a bike, but find actual satisfaction lies in returning it to as close to stock condition as I can sensibly manage. If I look back through the many and various project bikes which have passed through The Shed – a dodgy business in itself – almost all of them have fitted that return to stock, or to 'stock+' condition



Not a sight a chop sees every day. A mysterious Italo-Brit confection



Mr Ducati's engine fits into Mr Norton's frame, but not entirely easily



Endless opportunities for creative plumbing



Worth a closer look. Can you work out how the engine's mounted?

ethos. Stock+? Yep. I have no problems with improving on original componentry, and even less with making a partial machine into something which isn't a close replica of the bike which originally left the factory. Take the BSA Fauxbird Scrambler which is my current effort. The bike was originally a Lightning – but the Firebird bits I've used to revive it are all Beezer bits from the right period. You get the idea!

Anyway, what have we here? This original Norton was apparently a 1958 Dominator 88, a 500cc twin of decently relaxed performance but great charm. At least, that is the most probable origin, as when the previous owner – and builder of this special – acquired the bike it was fitted with an engine taken from a Velocette Venom. A 'Velton', should you enjoy improbable nomenclature. I've ridden a couple of Veltons and have always wondered about the reasoning

behind them. It's not a simple conversion to accomplish – so I'm reliably advised – not least because of the famously slim Velocette crankcases and primary drive chainline. OK, so real engineers enjoy a challenge... But a Venom? A stock Dommi 88 develops around 29bhp, while a Venom is usually quoted at 34bhp or so. A fast rider would treasure the difference, perhaps, but trade that against the Dominator's very

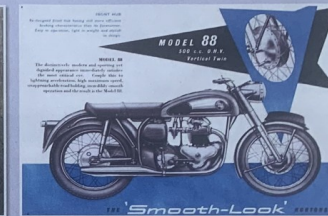
## THE DONORS



Ducati's 750SS was very modern by the standards of 1994



Norton's sideline Dominators were similarly modern... in the 1950s



easy starting and I still don't really get the point. Lots of riders really like Velo singles, of course, but given that Velocettes are generally excellent in the steering and handling department, why build one of their engines into a featherbed? Maybe it was just available, while scrapyards have never been entirely racked out with Velo 500 engines. Who knows? Puzzles are popular, as you know...

Meanwhile, squeezed – impressively, it must be said – into this widebody featherbed is the complete powerplant from a 1994 Ducati 750SS. And here, to be entirely honest, my personal puzzlement went completely off-scale. It is indeed only a personal view, but I consider that generation of air-cooled Ducatis to be among the best looking bikes of the era. Again speaking personally, I prefer the entirely naked Monsters to the fully and

partially faired more sporting offerings, both in the looking and riding departments. The only Ducati I've ever been in serious danger of buying for myself was an early M900 Monster, which was utterly glorious to ride. Back in those mid-90s days, Rowena and I worked on a modern bike magazine, so every time Ducati's UK importers offered us a bike – I grabbed the Monster. And was always sad to return it, which wasn't often the case – once again I'm just being honest about this.

With only a little luck, there should be a pic or two of both a 1958 Dommi 88 and a 1994 750SS somewhere nearby, and if I were building a special engine into a featherbed (an always mysterious decision, but we'll ignore that) and if it needed to be a V-twin, then I'd plunk in a Harley Sportster motor. The narrow-angle Vee was intended for an enveloping cradle frame of trad bent

tubes; the Ducati engine is a stressed part of a triangulated trellis – a combination which out-comes any featherbed of my acquaintance. And has better brakes...

Anyway, the Ducats' builder – a gentleman not entirely in the very first flush of youth, so I was informed – decided to replace Velo's big bang with the business from a Ducati. And that, gentle reader, is entirely fine by me. Anyone can do whatever they want with their bike, in my view. No criticism from me at this point – and a lot fewer critical opinions after I got around to riding the machine in question. More of that in a minute.

This is the point at which I suggest you take a good gaze at the close-up shots of the bike. Then take another long look at the engine as installed in its original Ducato trellis. Observe that the major engine

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mounting is between the cylinders and that the swinging arm pivots in the back of the main engine castings. This is entirely unlike the Norton arrangement. Plainly, our builder wanted a real challenge! And as I keep repeating, I truly do not understand the plainly irresistible urge to combine such disparate bits!

But... he did. My mind is still faintly boggling over this. The Ducati engine – a thing of wonder – is designed to hang from a set of well triangulated tubes with the rear cylinder head sitting below in the frame and with the sump hanging below it (to put it in a sort of non-engineering way). And as I already wrote, the swinging arm – itself another thing of wonder – pivots in the casting behind the gearbox. What this means, gentle reader, and I know I'm stating the obvious, is that the Ducati frame is not a bicycle. With the front forks and wheel in place it can be wheeled about, but only like a wheelbarrow. If you want to push it around with its rear wheel attached, then the engine needs to be installed.

Norton's most famous frame is not like this. Norton's frame – like most others of its time and carefully ignoring Vincents, as a sensible chap should – was designed as an actual bicycle. A conventional bicycle, intended to accept conventional 1940s power trains. Typically, these comprised of an engine and a gearbox, connected by a separate primary drive. Mr Builder would notice that the Ducati trellis is not... quite... the same.

How did our hero solve the non-fitting business? With great ingenuity, that's how. Being an L-twin, rather than a V-twin (the Ducati engines' cylinders are at 90 degrees to each other), the frontmost part of the engine is not a crankcase, complete with handy bosses to hang from the frame's downtubes, but a neatly finned cylinder head. The Ducati frame has no downtubes. So Mr Builder removed the featherbed's brackets for the redundant front engine mount – but did not remove the downtubes themselves, which is interesting, not least because it means that the entire power unit needs to be situated rather a long way back in the frame, which keeps the final drive chain decently short, if nothing else.

Lacking any top mountings in the featherbed tubery (although there is provision for a head steady, that usually fixes to the steering head, so a little use here) Mr Builder fabricated a top mount

## PICTURE FRAMES



A pair of totally different engineering solutions to motorcycle frame design



A Ducati Monster, showing how the engine mounts, and the complete absence of front downtubes

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The Ducati engine hangs from a substantial bracket gripped by the top rails. At the rear, its mount is clamped by similarly substantial plates attached to the featherbed's gussets. Note also the substantial brake pedal, and the gearchange crossover



As Mr Builder decided to retain the front downtubes, the right frame rail needed to move a little to accommodate the engine's wet sump



The stock Norton 8-inch s/s drum has been converted to twin leading shoe operation. FW would have preferred twin discs

for the engine, bracing it across the twin top tubes of the featherbed. Look closely, and you can see it, as well as the tough alloy brackets which connect the mount to the engine itself. That takes care of half of the major engine mountings. The rear of the two mounting structures is gripped by substantial fabricated plates built onto the gussets used by the Norton frame to locate the swinging arm – which it still does. The special's swinging arm still pivots in the rear engine plates, be they ever so beefed up.

Meanwhile, the seriously solid boss behind the gearbox where the Ducati carried its own swinging arm contains the crossover linkage for the gearshift. Because, gentle reader, Mr Builder prefers British machinery and wanted a right foot shift. And a left foot brake, obviously enough.

I may not be a great fan of specials, but once we start working through the What, the Where, the Why and the How! I do actually find them fascinating. But I still think that this one looks very odd.

Do you want a few specs for the Ducati engine? OK. It's an air-cooled, four-stroke, 90-degree V-Twin, SOHC, with two valves per cylinder, operated desmodromically, according to the 1994 spec sheet. Standard output is a claimed 66bhp at 8500rpm, with 53 ft-lb of torque offered at 6500rpm. There's an electric start, of course, and a 5-speed gearbox connected by a typically ratty Ducati clutch, which is hydraulically operated, making it pleasantly light in operation. That's quite enough talk; let's go for a ride. Maybe two; this is an unusual machine, after all.

Climb on. It feels exactly like a wide-line featherbed Norton. No surprises there.



A neat combination of things ancient and modern makes the riding easy

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in particular looks a little agricultural, the brake works well enough, as does the gear shift, despite its rather convoluted linkage. And after a half-mile or so I just forget about it anyway. The rests would have felt better a little further back, but it's not my bike, so onward!

You'd expect the Ducati heart of the machine to be rather more propulsive than the Norton original, and of course it is. It's also very smooth, very clean breathing, very loud through its single silencer and very responsive to the throttle. The first tight left-hand bend arrived rather more rapidly than I'd expected, as is often the way when I'm riding an unusual machine, and I can share with you that the brakes do work. I can also share that were I building a bike like this I would have grafted on the front end from a handy Ducati, because the home-converted 21s drum with its cable operation did not fill me with delight. I am no fan of fast bikes with marginal brakes...

The featherbed frame handles exactly as it should, despite the mods made to accommodate the engine and the rearward weight shift. And as familiarity began to improve, so did my opinion of the bike itself. It does have a character all its own. And the unusual combination of powerplant and bicycle is surprisingly successful. It's not difficult to see why Mr Builder built it, assuming that it was the challenge of the operation he was after.

I'd intended to make a comment about the performance mismatch between the engine and the bicycle itself, but it's not easy to do so, mainly because the 1990s performance characteristics are so different to the 1950s handling, making any attempt at analysis difficult. Maybe the better way to view a special – especially a special as special as this special – is to decide whether the concept works on the road and whether the execution has been a success. In this case, the builder was so pleased with the bike that he built another – this time as a café racer. I wish I could have tried that one! As it was, he decided that he preferred this, the original, and sold the café racer.

The Norcatti (is that correct?) is certainly different. It is remarkable in many ways. But while it may be that the package is an improvement in performance terms over the original Norton 88, I cannot truthfully suggest that it's a more accomplished machine than an actual Ducati 750SS. What do you think? No.

Happily enough, although the big bucket carbs are apparently fitted with de-icing kit, there's no need of that. Switch on, press the button and... there's a mighty noise. It is indeed mighty, too. If anyone had suffered a momentary lapse of reason and thought they were sitting aboard a Dominator 88, the engine sound alone would have returned them to instant reality. These air-cooled Ducati engines are not quiet – but they are smooth. And they are certainly powerful enough.

The clutch is as light as you might expect, given its hydraulics, but I sat and considered for a moment, reminding myself that the

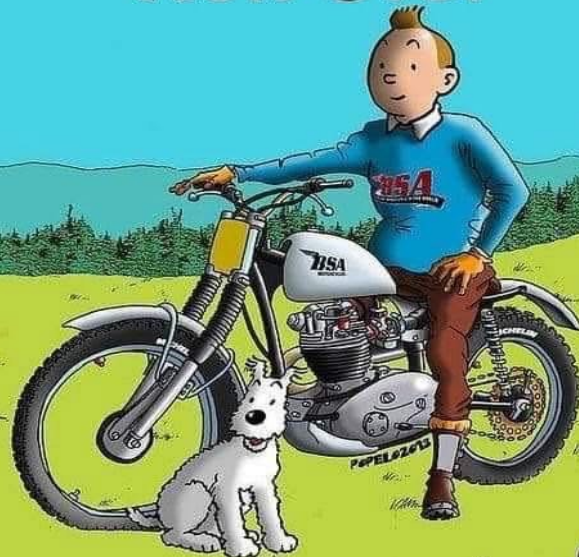
gearchange is on the right. And is up for first, which is a little counter-intuitive. First engages with a little Italian vigour, and the clutch is totally relaxed about slipping for quite a time while I try neither to stall the engine nor to roar off into the afternoon traffic like a fool with delusions of being racy. All is well, and off we go.

Big surprise! Despite the unfamiliar mechanical chaos, the riding position is surprisingly neutral, ignoring the interesting method of locating the footrests. Take a look at the pictures: nothing is as simple as it seems. And although the brake pedal

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# HERGE LES AVENTURES DE TINTIN LE SECRET DU NON-STOP



CASTERMAN



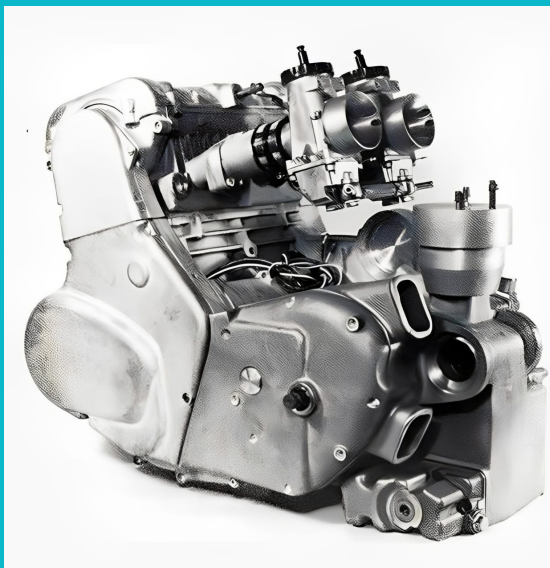


For those who like Italians

Pictures from the Ace Café in London by Julian Kowalewski







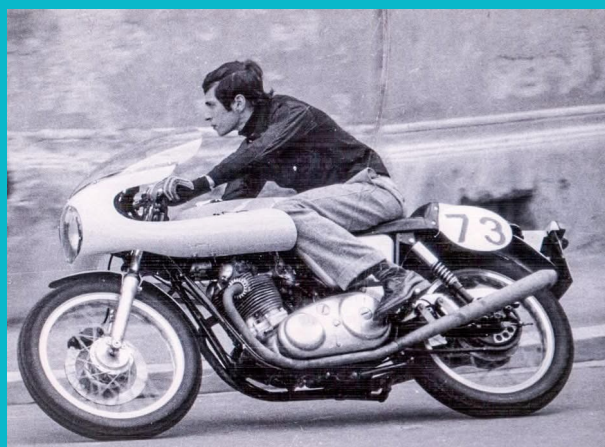
Norton P86 750 is a classic British motorcycle engine produced in the mid-1970s by Norton-Villiers. This 750cc engine is a parallel-twin, four-stroke unit known for its distinctive character and contribution to Norton's lineup during a transitional period for the company. Featuring overhead valves (OHV) and a relatively simple yet robust design, the P86 was designed to deliver a balance of power and reliability.

The engine powered the Norton Commando models of the era, known for their smooth performance and strong mid-range torque. Although the P86 faced competition from more modern designs, it remained popular among riders who appreciated traditional British engineering and the iconic Norton sound. Its classic styling and mechanical simplicity make the Norton P86 750 engine a cherished part of vintage motorcycle history.

## [Norton P86 750 Challenge - Norton's Last Gasp - OddBike](#)



1968



Not a hair out of place

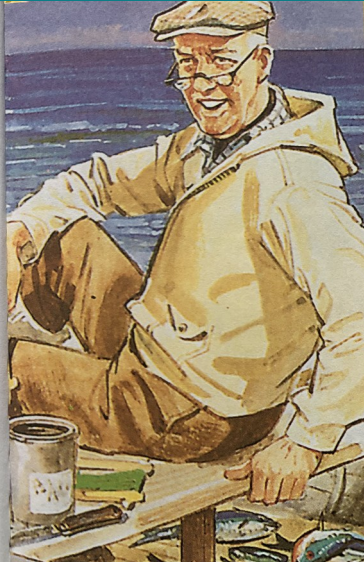




Every morning, Edwin takes his blood pressure pills, his statins, his anti-inflammatories, his rheumatism tablets, his glucosamine, his echinacea, his vitamins, his evening primrose oil and his zinc supplement.

Edwin wonders why he ever said no to drugs when he was at college.

He feels invincible.



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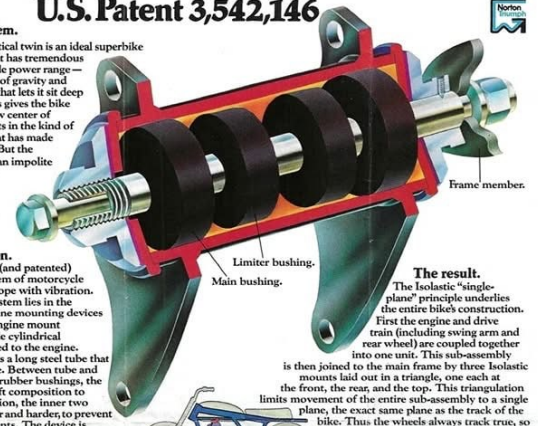
## U.S. Patent 3,542,146

### The problem.

The big-bore vertical twin is an ideal superbike engine. Almost. It has tremendous torque over a wide power range—plus a low center of gravity and a narrow profile that lets it sit deep in the frame. This gives the bike itself a doubly low center of gravity, and results in the kind of road handling that has made Norton famous. But the vertical twin has an impolite habit. Vibration.

### The solution.

Norton invented (and patented) the Isolastic System of motorcycle construction to cope with vibration. The key to the system lies in the design of the engine mounting devices—like the front engine mount illustrated. A wide cylindrical housing is attached to the engine. Through this runs a long steel tube that bolts to the frame. Between tube and housing are four rubber bushings, the outer two of a soft composition to absorb the vibration, the inner two somewhat smaller and harder, to prevent extreme movements. The device is capped at both ends to an overall tolerance of .018", thus limiting lateral (side-to-side) movement. As a result, the Isolastic engine mount restricts vibration to a single vertical plane.

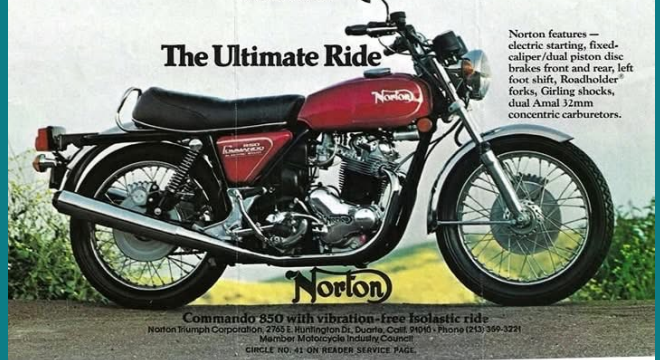


### The result.

The Isolastic "single-plane" principle underlies the entire bike's construction. First the engine and drive train (including swing arm and rear wheel) are coupled together into one unit. This sub-assembly is then joined to the main frame by three Isolastic mounts laid out in a triangle, one each at the front, the rear, and the top. This triangulation limits movement of the entire sub-assembly to a single plane, the exact same plane as the track of the bike. Thus the wheels always track true, so the bike's handling stays true. And Norton alone combines race-bred road handling with a super smooth ride.



## The Ultimate Ride



Norton features — electric starting, fixed-caliper/dual piston disc brakes front and rear, left four-shift, Roadholder forks, Girling shocks, dual Amal 32mm concentric carburetors.

Commando 350 with vibration-free Isolastic ride

Norton Triumph Corporation, 2765 E. Huntington Dr., Duarte, Calif. 91010 • Phone (213) 399-3221  
Member Motorcycle Industry Council  
Circle No. 45 on Reader Service Page

Dennis O has a new place

3,000 Square foot garage,  
812 Square foot house, al-  
most the perfect ratio!  
Unfortunately, it's down in  
Fountain, CO, so getting  
even farther away from  
the Norton club then I al-  
ready am!

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## Norton for Sale



1974 Norton 850 Commando for sale. The engine is running and has recently been worked on. Gaskets will need to be replaced though. The motorcycle is currently located in the Denver Metro area. Asking price of \$10,000.

Please contact:

Mike Ehrmann at  
(720) 347- 0105

[Mikeehrmann20@gmail.com](mailto:Mikeehrmann20@gmail.com).

For more information.



This is the card of Bryan Flanigan, used to work at Vintage Twins. Started his own shop about 6 months ago. I've used him for vapor blasting, good guy. Also works on older Jap bikes. Harder and harder these days to find someone to work on classic stuff, spread the word to the club and bring him your business!

<https://trophyclassiccycles.com/>

King Browne



My name is Kevin Bulger and I am from Chicago. I live in Tanzania and my wife and I own [www.iridearusha.com](http://www.iridearusha.com). We do adventure motorcycle tours here in Tanzania in East-Africa.

I am looking to start bringing more Americans to explore this amazing country with us. iRide has been operating for 7 years in East-Africa and have guides, mechanics, bikes, follow cars, and all of the routes to have an amazing adventure.

If you think any of your club members could be interested in visiting, I would love to setup time to chat more about the possibilities.

Best,  
Kevin Bulger





## 2025 4 CORNERS Rendezvous

**When:** Thur.-Sun. June 12-15<sup>th</sup>

**Where:** See map for directions to Sam Manganaro's Place 14984 Rd 31, Mancos CO 81328

**Who:** Hosted by Western Slope Norton Riders and Norton Colorado.

**Includes:** Fee is \$30.00 for tent camping, morning coffee, good food planned for Friday and Saturday night, door prizes, 50/50 drawing. Frivolous or even serious items for door prizes will be accepted. If you aren't camping there are motels and RV parks close by in Dolores and Cortez. Amazing mountain roads and unbelievable but mostly true campfire stories. Join us and tell a few yourself.

For further information contact Steve Harris at [charleysteve10@gmail.com](mailto:charleysteve10@gmail.com) or call 970-946-1960

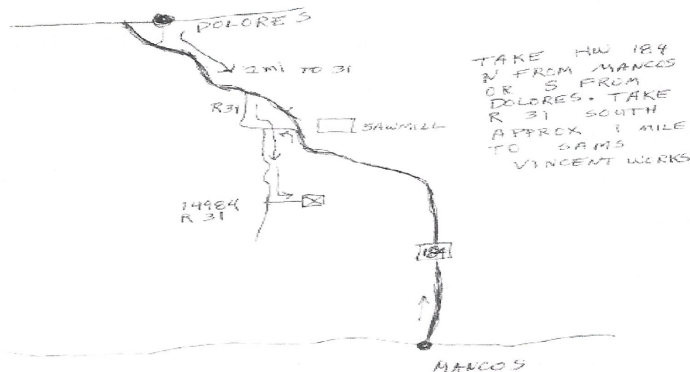
**Please R.S.V.P. so we can figure food**

**Photo is Pete Bredemeier's expertly packed rat bike headed for the**

**national rally in Tennessee 1992**

**Photo courtesy of Pete's daughter Molly**

**Thanks Molly!**







The INOA Norton club welcomes  
all British motorcycles to the  
INOA 2025 *Feather River Rally III*



June 16<sup>th</sup> through 21<sup>st</sup>, 2025  
Plumas Sierra County Fairgrounds, Quincy, CA  
[nortonrally.com](http://nortonrally.com)



The [Northern California Norton Owners Club \(NCNOC\)](#), a chapter of the [International Norton Owners Association \(INOA\)](#), is hosting the INOA 2025 *Feather River Rally III* June 16<sup>th</sup>-21<sup>st</sup> 2025, in Quincy, CA.

It will be a lively gathering of over 300 participants and their motorcycles. Enthusiasts of Norton, British, and other motorcycle brands are invited to explore the best roads and destinations the northern Sierra mountains have to offer.

**We invite you to join us** for the company of fellow motorcyclists and *Feather River Rally III* activities:

- 🍌 **Tech Sessions** – Talks, presentations, demos on mechanics, modifications, repairs, restoration, upgrades, after-market kits, etc.
- 🍌 **Group Rides** – Guided rides. Corner guides to show directions.
- 🍌 **Self-guided Rides** – Rides with maps and directions that can be undertaken by anyone anytime.
- 🍌 **Dinners** – A buffet and a banquet.
- 🍌 **Concours** – Categories covering Norton, British, non-British, and custom motorcycles.
- 🍌 **Awards** – For concours, feats of riding, service to the INOA and its chapters.
- 🍌 **And more:** Trivia, social hours, evening entertainment, spontaneous events.

**We will see you in Quincy, CA, at the *Feather River Rally III*! Registration opens early January 2025.**  
<https://nortonrally.com>

**The organizers can be reached at:**  
[2025-rally-committee@nortonrally.com](mailto:2025-rally-committee@nortonrally.com)

I am available online to present the rally to your club!  
Ian Reddy, Rally Chair  
408-218-1087

Please print out these postcards, email them, post them, and include them in your next club newsletter:



## 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:

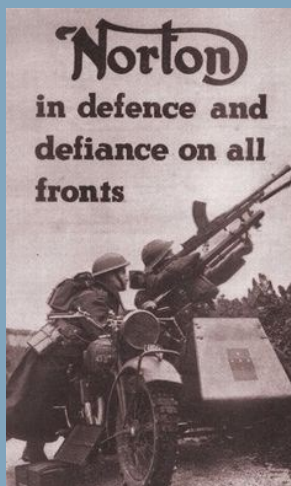
<https://nortoncolorado.org/discussions/>

Pretty cool maps

<https://comost.com/skills-rating-maps/>



1954 88



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  
(303) 980-6641  
[jesse@fastmail.fm](mailto:jesse@fastmail.fm)



## ***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](mailto:romomoto@gmail.com)

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



Fastback tailpiece



MK3 seat



Bob Herman has added another toy to his collection. It's a 1951 model NH - which means 350.



Highrider seat base





## Norton Colorado 2025 Event Schedule

Here is the first draft of the club's 2025 event schedule. I've taken the liberty (based on past performance) of listing you as a host for an event. Please have a look and let me know if you are still willing to host an event, or if the date needs to be changed. Also, if you would like to host an event of some sort, please contact Eric.

February 8, 2025 (Saturday), 6:30pm, Winter Banquet, Mickey's Top Sirloin, 6950 N. Broadway, Denver.

March 23, 2025 (Sunday) Museum.

April 19, 2025 (Saturday), Group Ride.

May 18, 2025 (Sunday), Open Garage / Tech Day  
hosted by Al and Barb Slarks.

June 1, 2025 (Sunday), Big Tent BBQ hosted by Eric Bergman & Susan Saarinen.

June 7, 2025 (Saturday), 8am to 2pm, Colorado Vintage Motorcycle Show

June 12-15, 2025 (Thursday-Sunday), Four Corners Rendezvous hosted by Steve Harris and Charley Gremmels.

June 16-21, 2025 (Monday-Saturday), INOA Rally, Quincy, California.

July 13, 2025 (Sunday), Mt. Evans Ride and Brunch hosted by David Sheesley.

July 20, 2025 (Sunday), BMAC Picnic hosted by Frank & Joanne Puckett.

August 3, 2025 (Sunday), BBQ and open garage hosted Jamie & Michelle Jones.

September 7, 2025, Sunday, Old Bike Ride.

September 14, 2025 (Sunday), English Motoring Conclave.

October 11, 2025 (Sunday), Plains Ride,  
hosted by Scott and Julie Robinson.

October 26, 2025 (Sunday), Open Garage, hosted by Jonathan Chaikin and Tamara.

November 8, 2025 (Saturday) Tech Day

December 7, 2025 (Sunday), Pub meeting.

January 1, 2026 (Thursday), Clancy's Irish Pub.

January 18, 2026 (Sunday), Pub meeting.

February 7, 2026 (Sat ) Winter Banquet.





## Membership

Membership in Norton Colorado is open to anyone, regardless of whether they own a Norton, or any motorcycle whatsoever.

Dues are \$25 per 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 2024 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/>





## Current Occupants

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**Credits:** Thanks to Karen Bailey, Eric Bergman, Johnny Iuzzini, Julian Kowalewski, Dennis Oberwetter, 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.

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