



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



Norton Colorado

www.nortoncolorado.org Newsletter

November 2025



Plains Ride 2025

Upcoming Events *2025 Calendar See Page 13*

November 6, 2025 (Thursday) 1st Thursday Moto Rally (see flier P. 14)

November 8, 2025 (Saturday) Tech Day

December 7, 2025 (Sunday), Pub meeting.

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

Plains Ride 2025 Photos by Mike Powell

It's not often we get pictures of ourselves while riding. Thanks, Mike



Scott Robinson



Tom Staab



Marc Lomax



Ron Weaver



Jamie Jones



Jack Abeyta



Mike Fields

Norton Manx 500

The Norton Manx 500 is a legendary British racing motorcycle, known for its lightweight design, superior handling, and dominant performances in Grand Prix racing, especially after the introduction of its Featherbed frame in 1950. Developed from 1946 and named after the Isle of Man TT, it was a successful production racer that became a mainstay of classic racing, characterized by its 498cc double-overhead cam engine and powerful racing heritage. The "Manx" designation began in 1936 with a racing variant of the Norton International road bike. Post-World War II, the race bike was simply named the "Manx".

The Featherbed frame: While the Manx's engine was very capable, its true dominance came in 1950 with the introduction of the "Featherbed" frame. Designed by the McCandless brothers, this rigid, lightweight, and responsive frame gave the Manx exceptional handling. Rider Harold Daniell described the ride as "like a feather bed," giving the frame its famous name.

Engine evolution: Early postwar Manx models used a long-stroke (79.62mm x 100mm) single overhead camshaft (SOHC) engine. By 1949, this was updated to a double overhead camshaft (DOHC) design. In 1953, Norton introduced a more powerful short-stroke (86mm x 85.6mm) DOHC engine that could produce up to 54 horsepower.



1964 Dunstall

This is From Jerry Pokorny (not sure if the bike is still for sale, but it's a good story)

Have you ever dreamed of owning a world speed record setting motorcycle, or better yet setting your own motorcycle land speed record at Bonneville, but saw the work it takes to get there and hesitated? Well, that problem is now gone if you are serious since there is a current World Land Speed record holding bike now for sale available for you to take to Bonneville - ready to ride and win.



In 2018, my younger business partner commissioned me to put together a race-ready motorcycle to take to Bonneville to set a record. His intention was to use it as a publicity tool to get visibility for a new spin off company we were putting together and Bonneville get's a lot of media coverage so it would be cheap but effective advertising - plus a fun adventure.



After a lot of searching for a “sweet spot” in the Southern California Timing Association (SCTA Race promoter) records, I settled on a Royal Enfield 350 Bullet with the right pedigree to fit the open record for the SC-PF 350 (Sidecar Pushrod Fuel 350cc) class.

Searching online, we found and purchased a 1982 RE Bullet motorcycle that had been imported from India in 2014. The prior owner who brought it to the USA had it professionally “gone over” to bring it up to roadworthy condition by a motorcycle shop in Kansas where he lived.

Now, this was a classic bike that was a “rider” and he used this bike in Olive Drab paint in WWII reenactments for a few years, but decided to sell it to finance some other home projects.

When the bike was delivered to my workshop, we went into an extensive update of all components (e.g. new tires, rubber parts, mechanical parts - all listed in the attached spreadsheet) so it was now race ready.

In addition, a local rider, friend and professional welder fabricated the custom “side car” meeting the specifications of the SCTA for land speed racing (the welder has also been a regular participant in the Cannonball run for which he holds a number of sidecar records, so was quite knowledgeable in his work). The result was awesome, and we were ready to race!





To cut to the chase, we took it to Bonneville in August 2021 and immediately qualified for the class record. The next morning, he completed the required backup run to be the first motorcycle in this class to set a World Land Speed record certified by the SCTA. A winner on the first attempt!

Now here is the best part. Since he was a new rider and had never raced on the salt, our strategy was to set the first record but not push the speed envelope to the max. We accomplished that without the need to push the bike to full throttle to its limits, knowing it had a "lot more under the hood" was good enough then.

We achieved this initial record at a modest 50.362 mph (average of the qualifying and record runs). The strategy was to come back the next year and then bump up our own initial record to a new higher speed for another trophy and

more glory.

With the bike unlikely to have competition since the class stood open for over 60 years since the event began and had never before been challenged, it was just a matter of "upgrade, race, win, and repeat" for as long as we wanted. We found a unique niche that we could dominate.

Fate intervened and he got married and immediately had a couple of children. So, he decided for the good of the family he would quit while he was a winner and not endanger their new family with his racing career, and has asked me to sell it for him.

So, there is the story and the opportunity of a lifetime to get on the record books at Bonneville, since the barrier to entry has been eliminated due to access to this proven race (and new record) ready motorcycle.

Another bonus is the quick release sidecar can be removed with just three bolts if you want to just motor around on a vintage classic solo or with a passenger on the pillion so it has lots of utility and bragging rights that come with the record.

This is an offer that is hard to refuse at the asking price of only \$9,500! See the attachment to see the work done on the bike and the actual cost of parts and labor of over \$11,000! This is a steal of a deal and an easy way to "buy in" to the legendary Bonneville racing scene on a proven motorcycle that has passed all the SCTA entry requirements. All you have to do is fuel up, swing a leg over and ride on!

Contact me with questions and your interest. It comes with clear title, is street legal, and comes with original parts, saddle bags and other spares as well as a paper trail going back to the seller in India.

Contact Jerry Pokorny

(Currently holds 8 Motorcycle World Land Speed records at Bonneville)

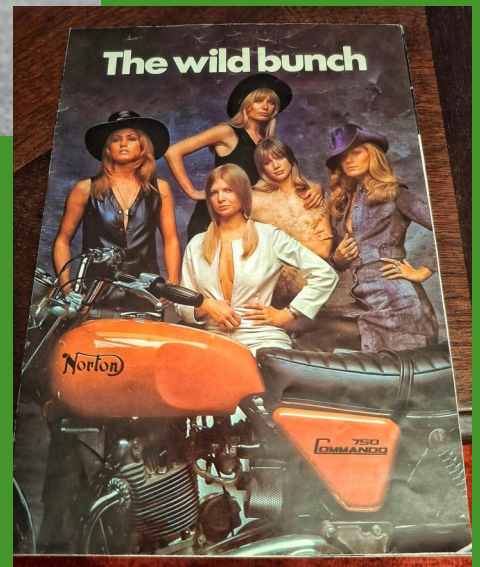
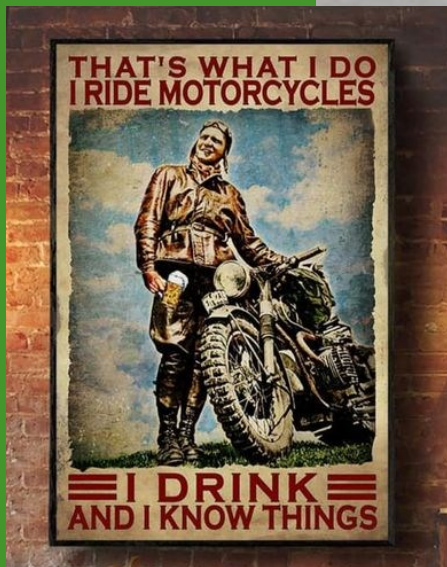
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P.S.

And remember, the perfect number of motorcycles is "just one more" 🤖🤖🤖

Peter Allen's restoration project

I got suckered into this restoration , it was sold to me as all there , well not a nut or bolt and lots of parts missing. It's a 1934 HRD (Vincent) pre Vincent engines so it's a Rudge Ulster Python Engine that Vincent fitted to 112 bikes (1931-1934) maybe 12 survivors, 6 running . So with lots of help it went from a box of parts to a semi running bike .





King Brown Open Garage

King Brown hosted this month's Open Garage Meeting . We had a chance to check out King's latest projects, all Italian. The highlight of the day was King starting up a 6-cylinder Benelli race bike he is building. Wow, sounds very fast. As with all our gatherings, it was another fun time visiting with friends and talking about and looking at motorcycles. Thanks King and Claudia.



Varooooom !!!!





Bob Herman is actually putting one of his bikes up for sale

Believe it or not, I find myself overwhelmed with more project bikes than I can realistically address expediently. Ergo, I reluctantly conclude that I must let at least one project go back to the universe. I want to offer it to Norton Colorado members before releasing it to the general public, and would appreciate it if you would circulate this information through the normal channels.

The bike is a 1957 BSA A10 Road Rocket. It is essentially complete but disassembled. The chassis has been stripped for painting. The tinware has been professionally painted and looks nice, though there is a bit of shop wear (a few scratches) in the paint. The engine needs a rebuild, and the chassis needs a new swingarm spindle and bushings. Other than that, I do not know. I'm willing to pass it along, with the previous owner's signed title, at an attractive price.

Anyone wanting to discuss taking over stewardship of this iconic pre-unit BSA should call or email me.

719 458-7452 romomoto@gmail.com



Julian Kowalewski has a new bike

But you'll need to go to England to check it out

This is the largest collection of parts from the original Kenny Dreer / Norton America / New Norton 961 Commando Monoshock Prototype show bike that was displayed in NY at the IMS when "Norton America" was formally announced. At that time, it had a hollow, non-running engine.

After Kenny sold the company to the world's biggest scammer, Stuart Gardner, he had to include the dummy engine. He kept the cast wheels for himself, as well as the Marzocchi forks.

I acquired the monoshock frame and blue bodywork, as well as the hand-bent "tight tuck" exhaust. Kenny also sold me a VR880 dual disc front hub, and a VR880 engine (unassembled). The engine included J&E "slipper pistons with gapless rings, Baisley-prepared head, belt drive primary, and a carbon fiber primary case that weighed about 4 oz.

I built the rolling mock-up (also with a hollow engine) just in time to show it at the Pediatric Brain Tumor Foundation fundraiser, where it garnered all the attention (I used that word "garnered" on purpose, because it STOLE the show).

After the show, I was made three offers that I couldn't refuse - one was for a like-new Commando 850 e-start engine, an offer from Kenny on a new set of Flat slide Keihin carbs, and then a huge pile of cash for the VR880 engine with the FCRs. I did all of the above

The bike now includes a set of ZX6 inverted forks, Excel wheels laced by Buchanan's, Amal Premier concentric carbs, Sparx electronic ignition & alternator, and AGM battery under the seat cowl.

This bike will not be sold in my lifetime, but will go to the luckiest of my three sons.



Off To War !!



We have club t-shirts and sweatshirts available to purchase again.

We're doing it very differently from how we used to do it. Jerry Doe has started a custom t-shirt business called "Classic Tees" and you can order shirts on-line

<https://classictees.us/classictees/norton-colorado-club/>



The shirts are very nice, good quality. I've been wanting a new club shirt for a long time. Thanks , Jerry.

So, is this the start of my modelling career??

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



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/>

Want to buy a Norton F1 ?

https://www.visordown.com/news/unused-norton-f1-rotary-heading-nec-classic-motor-show-auction?utm_term=Autofeed&utm_medium=Social&utm_source=Facebook#Echobox=1758628176

Need a new club t-shirt?

<https://classictees.us/classictees/norton-colorado-club/>

Gino Rondelli dd this trip in 2008 with Fiona and a fellow Norton friend David

<https://ginoontour.blogspot.com/p/transylvania-by-norton.html>



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

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

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 Rendez
vous hosted by Steve Harris and Charley Gremmels.

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

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 12, 2025 (Sunday), Plains Ride, hosted by Scott and Julie Robinson.

October 26, 2025 (Sunday), Open Gar-
age, hosted by Jonathan Chaikin and
Tamara.

November 6, 2025 (Thursday) 1st Thurs
day, Brooklyn's Finest Pizza

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.

Arnie Beckman and some other local riders are trying to resurrect the First Thursday gatherings. The plan is to have different groups host each month. Here's the flier for this month's meeting. Sounds like fun.

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/>

BRING OUT YOUR VINTAGE, EXOTIC, WEIRD, CUSTOM, BOBBER, CHOPPER, CAFÉ, SCRAMBLER, SCOOTER, BRITISH, EURO, JAPANESE, ANYTHING WITH TWO WHEELS AND A MOTOR!

1ST THURSDAY



FIRST THURSDAY MOTO RALLY
Hosted by The Lost Boys Vintage Scrambles Club

NOVEMBER 6, 2025

ON THE PATIO OF BROOKLYN'S FINEST PIZZA
VINTAGE MX & SCRAMBLES BIKES ON DISPLAY
MOTORCYCLE FILMS AND VIDEOS

MEET RIDERS, CLUBS AND ENTHUSIASTS

Join us all winter long – even when riding isn't an option.



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Credits: Thanks to Peter Allen, Julian Kowalewski, Dennis Oberwetter, Jerry Pokorny, Mike Powell, Gino Rondelli and Al Slarks 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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