



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



Norton Colorado

www.nortoncolorado.org

Newsletter

February 2026



Ron Weaver and friend starting the new year off right.

Upcoming Events *2025 Calendar See Page 11*

February 7, 2026 (Sat) Winter Banquet. Mickey's Top Sirloin, 6950 N. Broadway

Time to volunteer for hosting an event for next year. Interested? Contact Eric.

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

New Year's Lunch at Clancy's



Lunch at Pints

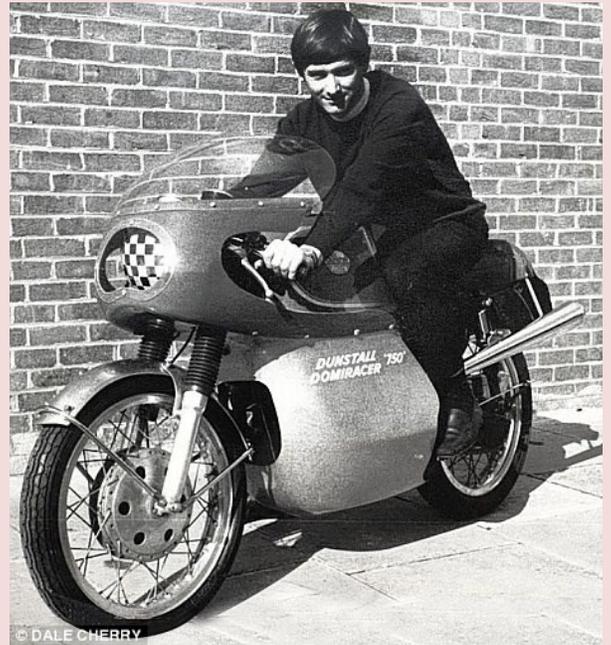


History of Dunstall Motorcycles

Paul Dunstall was a Ex motorcycle racer turned Motorcycle tuner and parts manufacturer who was from Erith and operated from the local area.

Chapter Two - The Age Of The Café Racer (1960s)

To allow a narrow fairing to be used on the Dominator, Paul had designed some swept-back exhaust pipes. He had a couple of spare sets made and hung them up in the back of the scooter shop. A few people who had seen Paul on his Dominator called by the shop, saw them and wanted to buy them. He ordered another half dozen exhausts, which were sold before they were even finished. So he ordered another 50 sets, sold those and it snowballed from there.



No one but Paul had successfully raced a Dominator and the parts he was making for racing could be sold to the general public. He had the market to himself. The swept back pipes caught on in 1960. Clip-on handlebars, Gold Star pattern silencers, headlamp brackets, rear-set footrests, glass-fibre and light alloy tanks all followed in rapid succession. He could scarcely believe there such a tremendous demand. His first catalogue was published in 1961 and from then the business mushroomed at an incredible rate.

In January 1962, when Norton sold out at Bracebridge Street, Birmingham, Paul bought most of the experimental Domiracer twin engines and development bits and pieces that had been developed for the factory race team. This included the actual machine raced by Australian Tom Phillips to a magnificent third place in the 1961 Senior TT. From then on he was in business with his Domiracer line of speed equipment for engines, in addition to the tanks, seats and fairings for face-lifting the motorcycle parts. Dunstall also raced the ex-works bike that had been ridden by Tom Phillips. In fact Tom Phillips himself rode the machine for the Dunstall team for six races during the 1963 season. He achieved two wins, three spills and one breakdown.

Tragedy struck the Dunstall-Neville partnership when Fred was fatally injured while leading the Senior Manx Grand prix in 1961. His successor to ride the new famous Dunstall Domiracer was Dave Downer. Paul signed up the promising Dave Downer at the end of 1962 to race for him during the 1963 season. In May 1963, Dave Downer was to meet his death at Brands Hatch whilst duelling for the lead in the main event of the day with the "King of Brands" Derek Minter. Following Downers death, Manxman Syd Mizen took over the riding duties while Paul developed the road going version of the Domiracer.

In 1964, the bottom fell out of the scooter and moped market almost overnight. To take up some of the 'slack' Paul took on the Norton agency. He also moved from the smaller shop to the slightly larger one in Well Hall Road, Eltham. After expanding the range of his own bits, it was a short step to build fully customised bikes to buyer's specification. Meantime, Paul continued to sponsor road racing with a string of riders who included over the years Dave Downer, Joe Dunphy, Syd Mizen, Rex Butcher, Chris Conn, Derek Minter, Peter Williams, Griff Jenkins, Ray Pickrell, Tom Phillips, Dave Degans and Ken Redfern.

For the 1964 race season, Syd Mizen rode the 500c Domiracer. Colin Seeley join the team when he fitted a 650 Domiracer engine in his sidecar outfit. Dave Degans joined the team half way through the season and continued into the 1965 season. Colin Seeley also continued to use 650 and 750cc Domiracer engines in his outfit.

Paul's racing experience with the Dominator had taught him a lot about the Norton engine and he was soon looking for ways to improve performance. Although he had no formal engineering qualifications, he felt that experience was his best teacher. He experimented with different cam profiles, strengthened main bearings and altered combustion chamber shapes. Each component or modification made was tested on the racers, and if successful, was immediately considered for inclusion in the specification of roadsters available to the public.

In 1966, Paul started building complete machines. They were based on stock machines, which were stripped and rebuilt using Dunstall parts, equipment, and know how. You cannot define a Dunstall machine just like that. Given a basic Dominator engine, you can add a wide range of finished products such as seats, tanks, and fairings. You can change the gearing, or replace heavy iron or steel parts with lightweight alloy versions. The descriptions of the Dunstall machines have been gathered from magazine reviews and catalogue descriptions. The 1966 catalogue listed machines based on the Norton 88 SS, 650 SS or 750 Atlas, the Triumph 500cc and 650cc machines and the B.S.A. 500cc and 650cc twins.

His 1967 catalogue listed the same three ranges of bikes. The basic Norton machines boasted new wheels, front brake, mudguards, tank, seat, handlebars, footrests, exhausts and silencers and many original parts chromed. This cost £45 above the list price. For an additional £30, you could add a tuned engine. This included the following modifications: paired large bore carburettors, enlarged and polished ports, finned alloy induction spacers, lightened and polished rockers, pressure rocker oil feed kit, lightened cam followers, special high compression pistons, bronze valve guides, double speed oil pump and larger engine sprocket. The Triumph and BSA models had external changes but no engine modifications. By 1967, Paul had produced some 300 fully customised machines

At the same time that this was going on, Paul was at the centre of a controversy over the 'standard machine' definition for production racing. Dunstall Dominators were being raced in 'stock' events and Paul was obliquely accused of nudging the would-be amateur sport of production racing in the cut throat world of 'pure' racing competition. Paul's answer to these charges was that during 1966, the UK tax authorities classified Dunstall Motorcycles as a motorcycle manufacturer in its own right. They insisted that the Dunstall produced Dominators were more Dunstall than Norton. In addition the Auto-Cycle Union, governing body of the motor racing sport in Britain, had homologated the Dunstall Dominators as a marque for the production machine event at the 1967 Isle of Man TT.

Also during 1967 Paul decided to pit his 750 Dominator against the clock at Monza. With Rex Butcher as pilot, the Dunstall Dominator gained the 1-hour, 10-kilometre, 100-kilometre records at an average speed of 126.7 mph. The highest speeds on the straights were over 140 mph. Paul sponsored a racing team equipped with 500, 650 and 750cc Norton twins designed to test production and prototype Dunstall parts. Road going Dunstalls were also raced in production machine competitions. The claim that they shared the same specification was proved on the Isle of Man when speed trap recorded a Dunstall 'factory' Dominator at 132 mph while other riders with stock machines were nudging 130 mph.

The bulk of the trade with the US at this time was for engine tuning parts. This was contrast with the rapidly expanding Swedish market that was similar to the home market. Reg Curley was carrying out the glass-fibre work and most of the light alloy parts were being made in Italy. This was mainly due to the high cost of labour at that time in the UK.

By the 1968 catalogue, the B.S.A machine had been dropped and it listed just the 750 Atlas model and a choice of Triumph T100 or T120 machines. The Norton model was based on the Monza record-winning machine. The engine mods included a Dunstall designed camshaft, a pair of monobolc 1" carbs, enlarged, re-shaped and polished ports, lightened and polished rockers and cam followers, bronze valve guides, high compression pistons, double speed oil pump, and pressure feed to rockers. For the first time, the machine featured bolt-on twin hydraulic discs. The cost was £558 15s 2d including purchase tax

In June 1968, Paul introduced a machine aimed specifically at the American market. This was the Dunstall American. It was a Dunstall Norton 750 fitted with high rise handlebars, high level exhaust pipes and a twin leading shoe brake instead of the a twin disc unit to distinguish it from his UK models. A lower (4.53:1) overall gear ratio was fitted. The buyer could choose forward or rear mounted footrests and a 4.00-18 or 3.50-19 rear tire. The machine could not be bought in the US, instead it had to be shipped in from the UK meaning that the buyer also had to pay airfreight charges and import duty on top of the cost of the machine.

Ray Pickrell was the rider of the super fast 750 Dunstall Domiracer which took 17 1sts during 1968 including the Isle of Man production TT where he set a lap record of 99.39 mph and a new race record. The other wins during 1968 included the Hutchinson 100 Production Race, the Evening News International; the Master of Mallory where a new lap record was set, and the King of Brands. First places were also obtained at Oulton Park, Cadwell Park, Thruxton, Crystal Palace and Snetterton.

Despite the successes Ray Pickrell had during the 1968 session, he was fighting hard all the while to stave off the better handling 50 BHP singles. To combat this Paul developed a radically new frame. Eddie Robinson designed the frame which was designed to offer a lower frontal area to the wind as well containing distortion from the big engines (72 BHP) overwhelming torque in an area of the chassis that doesn't affect handling. This was accomplished by basing the frame on a 3-in, 16-gauge spine tube, which also served as the oil tank, plus 1-in, 17-gauge support tubes. The torque reaction was contained within the engine plate and swinging arm assembly. A five-point rear engine mounting instead of the normal three-point fixture was used to do this successfully. The swinging arm pivot was unusual in that it pivoted though the 3-in centre tube as well as the two outside pivots. The winging arm spindle was an important frame member. The concept of the spine frame resembled the design of some American built dragsters of the time.

The engine and gearbox were further forward and lower than would be possible with a conventional low-boy frame improving weight distribution and lowering the centre of gravity. Dry weight was down to 306 lbs. Due to the lowness of the engine and therefore carburettor float level; two side panel tanks could be used to carry fuel 7-in lower than normal. Total fuel capacity was 2.5 gallons giving a maximum range of 75 miles. The 1969 season started well with a win at Brands Hatch. Pickrell then tried the new frame at Mallory Park where he came in third, missing first place through a missed gear change. The new machine went on to gain firsts at Crystal Palace and Thruxton and a 3rd at Snetterton.

1968 also saw the inclusion of the first parts for Japanese machines in the Dunstall catalogue. These included a 3½-gallon glass-fibre tank for the Honda CB72, CB77 and CB450. There was also a racing seat. These did not sell well and were dropped from the 1969 catalogue.

In April 1969, Paul added to his range of Norton Machines with a 750cc conversion to the 650cc Triumph. It used the existing cylinder head but with a different gasket, rings, gudgeon pins, circlips, 10:1 Hepolite pistons and light alloy barrel with lip-flanged steel liners. The Bore/Stroke was 82 by 75.5 mm yielding 740cc. A 0.020-in overbore gave 750cc and a 0.040-in overbore opened it up to 760cc. The 1969 catalogue featured an expanded range. It still included the 750 Triumph and the Dunstall Norton Sprint (Atlas), but also included a Dunstall Norton Export 750 based on the Atlas but designed as a racer with a top speed of 130 mph, and for the first time, the Dunstall Norton Commando. This had similar engine modifications to the Atlas versions and was fitted with twin hydraulic disks, a balanced exhaust system with 'Decibel' silencers, rear-mounted footrests, a 4 gallon glass-fibre tank and a new dual seat which replaced the Norton version. The machine also boasted a glass-fibre GT fairing and front mudguard, alloy top yoke and wheel rims.

**PAUL DUNSTALL
DIDN'T JUMP ON THE
CAFE RACER BANDWAGON –
HE'S BEEN DRIVING IT
FOR FIFTEEN
YEARS!**



The cafe racer craze might be the coming thing in the States but it's nothing new to Paul Dunstall. He began building the famed Dunstall Nortons in England 15 years ago and proved the worth of his products with race wins all over Europe . . . including the toughest of them all, the Isle of Man TT. Since then he's added products for Triumph, Honda, Yamaha and Kawasaki to his range. Check them all out in the 1975 Dunstall Power Catalog . . . in lavish full-color with 60 glossy pages. It costs \$3.00 and that's refundable on your first \$40.00 purchase.

Cafe Racer and Performance Equipment for			Motorcycles Unlimited
* HONDA, * NORTON, * TRIUMPH, * YAMAHA.			5776 Paradise Drive
Super Motorcycles	Parts Galore	Tillman's Sports Center	Corta Madera, CA 94925
8508 Hampton Blvd.	24721 Ford Road	6027 Whittier Blvd.	Cycle Sports
Norfolk, VA 22305	Dearborn, MI 48128	Los Angeles, CA 90022	2355 El Camino Real
			Santa Clara, CA 95050
Firth Motorcycles	Chariot Cycles	Y.B.M.	Boston Cycle Supplies
1857 Danforth Ave	Box 3534 Station 'B'	572 W. Lancaster Ave.	124 Brighton Avenue
Ontario, Canada	Winnipeg Canada.	Bryn Mawr, PA 19010	Boston, MA 02134

**Paul Dunstall, Crabtree Manorway,
Belvedere, Kent, DA17 6AZ, England.**



Talking Point - who remembers John Tickle Brakes

When it comes to vintage motorcycle performance, few names command as much respect as John Tickle. While modern riders take ABS and carbon discs for granted, the racers and "café racer" builders of the 1960s and 70s looked to Tickle's Racing Equipment (RE) to provide the ultimate in stopping power.

John Tickle's most famous contribution was his Twin Leading Shoe (TLS) brake plate conversion. In an era when most British bikes relied on standard single leading shoe setups—which could be dangerously unpredictable under heavy use—Tickle's TLS design was a revelation.

Double the Power: By using two leading shoes, the brake gained a "self-servo" effect, essentially doubling the stopping power of a stock Norton Dominator or Atlas hub.

Drop-in Performance: These were designed as direct replacements, allowing riders to upgrade their factory hubs without complex modifications.

Racing Pedigree: Recognized by the "RE" logo on his parts, Tickle was a true specialist who eventually bought the rights and remaining spares for the legendary Norton Manx in 1969.

Today, original John Tickle brake plates are highly prized items that can fetch significant sums at auction. They are the "gold standard" for period-correct Triton and Manx builds, valued not just for their performance, but for their beautiful alloy castings and lightweight design.

Whether you are restoring a classic or just appreciate the engineering of the past, John Tickle's brakes represent the pinnacle of 20th-century mechanical ingenuity—before the disc brake changed the game forever.



Today we honor Colin Seeley — racer, innovative frame designer, and one of the true icons of motorcycle history. Seeley passed away on January 7, 2020 at the age of 84 after a long battle with illness.

From racing sidecars in the early '60s to building some of the most revered competition frames of his era, Colin's impact was felt on tracks around the world. After retiring from competition, he turned his genius toward designing lightweight, precision motorcycle frames that became the benchmark for privateer racers the late 1960s and early '70s.

His machines — powered by AJS, Matchless, Yamaha, Suzuki and more — earned wins and podiums at events like the Isle of Man TT and North West 200, and helped riders like Barry Sheene claim championships aboard Seeley-framed bikes.

Off the track, Colin's passion extended into charity work and storytelling, sharing decades of racing history in his autobiographies and through the Joan Seeley Pain Relief Memorial Trust.

Watch & remember a lifetime dedicated to speed, innovation, and the soul of motorcycling.

Colin Seeley — gone but never forgotten.

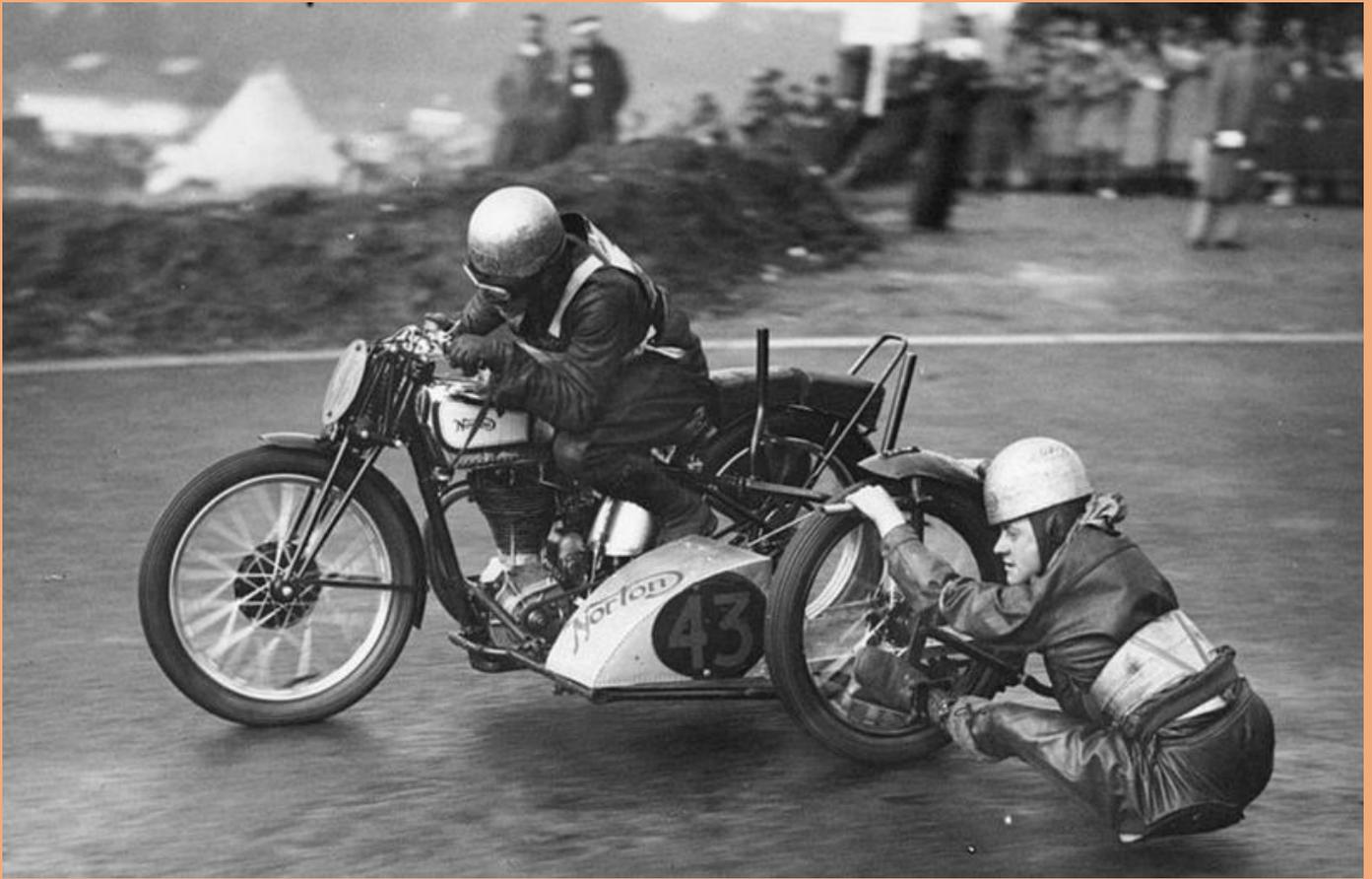


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The 1963 Norton Manx represents the twilight of a legendary era, standing as one of the very last, most refined examples of a British racing icon produced at the famous Bracebridge Street works before production ceased in late 1962/early 1963. As a 499cc (Model 30M) or 348cc (Model 40M) single-cylinder machine, the 1963 Manx was the culmination of decades of development, featuring the legendary, revolutionary "Featherbed" duplex cradle frame, which was renowned for offering unrivaled handling that made riders feel as though they were "driving on a feather bed". Though Norton officially withdrew from Grand Prix racing in 1954, the 1963 Manx remained the premier, go-to "production racer" for privateers, providing a competitive, reliable mount that could still challenge emerging multi-cylinder machinery, with nine of the top 20 places in the 1963 500cc World Championship still taken by Manx Nortons. Technically, the 1963 model finalized the "short-stroke" (86mm

x 85.6mm) engine configuration, featuring double-overhead-camshafts driven by a vertical shaft and bevel gears, delivering around 47–50 horsepower in a lightweight, roughly 310 lb (dry) chassis, often equipped with an Amal GP carburetor and a "Magnesium" four-speed gearbox. Despite the technological shift toward two-strokes in the mid-1960s, the 1963 Manx Norton is considered a timeless masterpiece, combining exquisite, purposeful styling—such as the deep-finned alloy cylinder barrel and megaphone exhaust—with a "no-nonsense" engineering philosophy that makes it highly prized by collectors and dominant in classic racing events to this day.



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

TROPHY CLASSIC CYCLES

175 Commerce St. Unit 3
Broomfield, CO 80020
720-432-2722

info@trophyclassiccycles.com
www.trophyclassiccycles.com

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Norton **TRIUMPH** **BSA**

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/>

Norton club t-shirts and sweatshirts available to purchase

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

Winter Maintenance tips

<https://www.advrider.com/winter-motorcycle-maintenance-tips/>

How Many Miles Will A Harley-Davidson Motorcycle Last? Here's What Owners Say

<https://www.jalopnik.com/2080124/how-many-miles-will-harley-davidson-last/>

(Ed. Note: Julie and I have 3 Harleys with over 100,000 miles. Maintenance and riding regularly is the key)

Interesting video

<<https://aeon.co/videos/the-indian-daredevils-who-feel-at-home-in-the-well-of-death>>



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 Ren
dezvous 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 host-
ed 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 Garage, hosted by Jonathan Chaikin and Tamara.

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

November 8, 2025 (Saturday) Tech Day

December 4 2025 (Thursday) 1st Thurs
day, Brooklyn's Finest Pizza

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.
Mickey's Top Sirloin



I know it's only a
scooter, but it's
Ann Margaret on
that scooter.



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

Officers

President

Arnie Beckman (303) 733-4239
president@nortoncolorado.org

Secretary

Eric Bergman (720)400-7835 **NEW #**
secretary@nortoncolorado.org

Treasurer

Charley Gremmels
1832 Forest Ave., Durango, CO 81301
970-946-1302
treasurer@nortoncolorado.org

Staff

Road Captain

Jack Abeyta (303) 426-0594
abeytaa@aol.com

Newsletter Editor

Scott Robinson (303)287-6580
(303)915-3064
newsletter@nortoncolorado.org

Webmaster

David Sheesley (720) 277-6563
webmaster@nortoncolorado.org

Technical Advisor

Jim Comstock (719)646-2610
comnoz2@juno.com

Credits: Thanks to Peter Allen, Karen Bailey, Eric Bergman, Jim Colt, Dennis Horgan and Julian Kowalewski, for their contributions to this newsletter.
I also want to say thanks to others who sent me things I will use in future editions.

Norton Colorado
1900 19th Street
Golden, CO 80401

