



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



# Norton Colorado

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

## Newsletter

March 2026



## Upcoming

### Events

**2025** Calendar

See Page 15

*No new calendar yet, but plan on some gathering later in March, maybe a ride or a pub meeting or a museum visit? Any ideas?*

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.

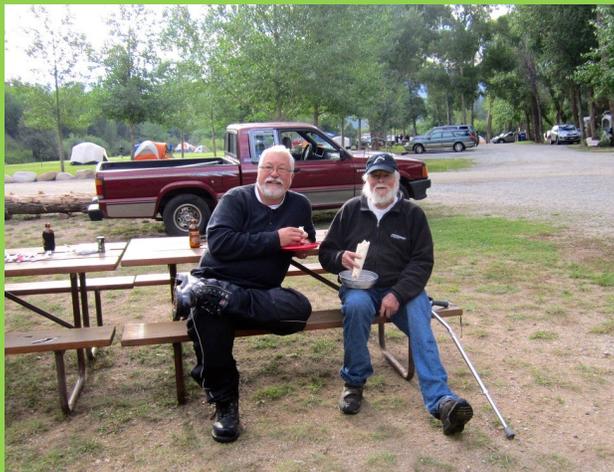
## 2026 Norton Colorado Banquet

Another fine banquet attended by about 50 of our club members. Nice to see all of you again. Thanks to Eric for organizing our yearly party.





RIP James Ingram



My name is Syd Ingram, and I am James Ingram's daughter. I don't know how active my dad has been in the Norton Colorado group in recent years, but it was something he used to talk about to me frequently. I wanted to let you know that James unexpectedly passed away on Tuesday.

He spoke of you often, and very highly, so I wanted to be sure you were aware - he had a stroke Saturday evening and declined very rapidly.

Thank you so much for being a part of my dad's life - any time spent discussing bikes was time well spent.

James was a remote member (Leonard, Texas) with great fondness for Norton Colorado. He dreamed often of riding here with the club, and he did manage to join us a couple times. I think the last time was at our Chalk Creek camping trip in September 2013. The attached photo (with Paul Swenson) is from that event. Aside from the many e-mail communications I had with him over the years, James struck up a strong friendship by e-mail with Debby Johnson and by the time of her death was one of her closest friends. — Eric

Norton we had on evaluation around 1990. The running gear, wheels, brakes, instruments and switch gear were all from an XJ900. — Julian K

[Norton Commander \(motorcycle\) - Wikipedia](#)



## First Thursday Motorcycle Meet-up Going Strong Throughout the Winter Months.

By Arnie A. Beckman

Since 2001 Colorado motorcycle enthusiasts gathered on their bikes on the first Thursday of every month from March to October to eat, drink, check out and talk about bikes at a local establishment. Although the location changed several times throughout the years (PS Lounge on Colfax, Club 404 on Broadway, Crash 45 in Globeville) the once a month gathering endured. Post pandemic the one-time mainstay on the riding calendar fell upon hard times. Competing monthly and even weekly motorcycle events sprang up and the passing of Bob Ohman, a Norton Colorado member and a driving force behind the original 1<sup>st</sup> Thursday, meant the monthly event was not being pushed in social media and other circles.



Arnie and daughter, Amelia

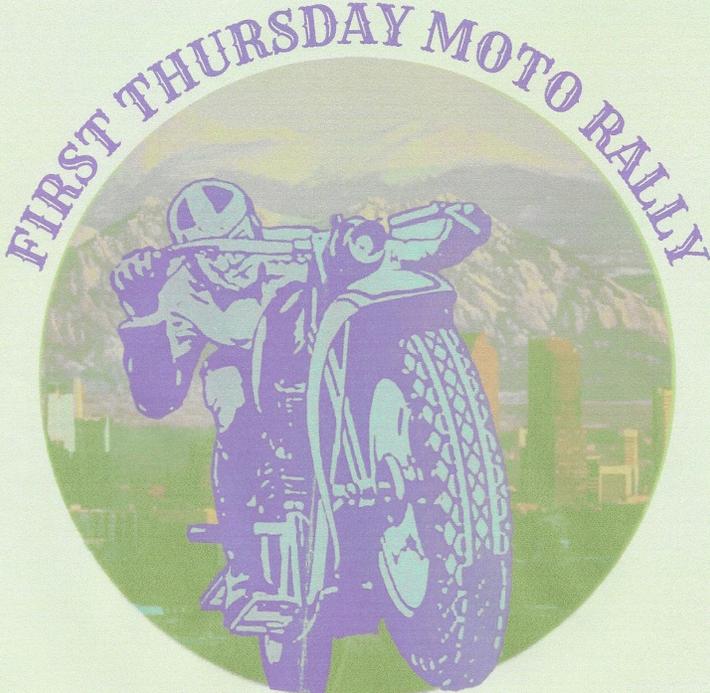
Last August last year 1<sup>st</sup> Thursday nearly gasped its last breath when the regular meeting place “Banded Oak”, a brew pub on 5<sup>th</sup> and Broadway in Denver, announced it was closing its doors. The very faithful few riders that night (Hans Gross, Sev Bonnie, Tobias Strohe and me) discussed whether the event should die off or an attempt at resurrection should occur. Not ready to let it die out, we checked out several options for a new location over September and October before settling on “Brooklyn’s Finest Pizza on 176 South Broadway in Denver. Some may know this building as the former cite of “Gary Lee’s Motor Club” a notable Denver restaurant/bar that hosted car and motorcycle events on its own before the owner Gary Lee sadly and unexpectedly passed away. The new establishment Brooklyn’s features great pizza and other dishes along with a large beer selection. Importantly, there is plenty of sidewalk parking on both the side street Cedar and out front on Broadway. The staff is friendly, and the establishment is very enthusiastic about being a long-term host for First Thursday. Inside the spacious restaurant and bar area sits alongside a very big patio area for large gatherings that can be enclosed in poor weather. This makes it perfect for large group gatherings.

We decided it would be best to try to keep first Thursday going through the winter months to generate interest and hopefully have big bike crowds showing up in the spring. We needed to create events for motorcycle enthusiasts who could not ride due to weather and on November 6, 2025, we held the first Brooklyn’s first Thursday. It was a colder night and not many rode but a larger crowd than expected showed up to gaze over 9 vintage motocross and scrambler bikes on display in the patio area. There were British scramblers including a 1956 Triumph 650 in a Rickman race frame, a 1957 AJS 500 single, a Triumph 500 twin, 2 Greeves, and a BSA 441. Additionally, a Swedish Monarch 175 and a couple of late 60s and early 70s Kawasaki’s two stroke moto cross bikes were on display to round out the international flare. In the background “On Any Sunday” was showing on the big screen. The establishment loved the enthusiastic and thirsty (and hungry) crowd and we were pleasantly surprised at the turnout.

This set the stage for round two on Thursday December 4, 2025, hosted by Norton Colorado. This was a cold winter night and no one rode a bike but many people showed up for the screening of "Hogslayer" the documentary about T.C. Christensen's twin engine Norton drag bike from the 1970s. A contingent of folks from the Antique Motorcycle Club and Norton Colorado attended along with a variety of other motorcycle people. We skipped January since the first Thursday was New Years Day so the stage was set for February 5<sup>th</sup> where chopper enthusiasts hosted and arrived in droves on bikes to screen some great late 60s era 'B' biker movies on the big screen. The unseasonably warm January and February saw temperatures at 65 degrees that day so once evening came so did the riders. An estimated 30 bikers were in attendance with many more who just came by to check it out. Those that rode brought old Harley's, some stock and some radically altered, vintage British bikes, alongside modern Indians, Triumphs and Japanese bikes. The four of us involved in resurrecting First Thursday rode in on a 1972 Triumph TR5t 500 (me); a 2023 BMW R18 (Tobias Strohe), a 1985 BMW R100 (Hans Gross) and a 2018 Motus MSTR (Sev Bonnie). If you are unfamiliar with this incredible machine, google it. These guys have put in a tremendous amount of effort to keep this long-standing and very fun motorcycle tradition alive along the front range and their work and enthusiasm is paying off.

The success through the winter so far for the revamped First Thursday will hopefully carry us into a large monthly motorcycle gathering all summer long. But even if we have a cold and snowy March and/or April we will still be hosting an event with a movie or display of interest to motorcycle enthusiasts. So mark your calendar on every first Thursday of the month and pull out your bike and head out to Brooklyn's. See you on Thursday March 5, 2026!

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



**FIRST THURSDAY MOTO RALLY**

Hosted by RMVMX

Featuring Open Twin and Desert Sled Race Bikes

MARCH 5TH, 2026

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Join us all Spring long, even when riding isn't an option.



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80209

## NVT–Cosworth Experimental Parallel-Twin Engine (P86 / P89) – Britain’s Lost Superbike

This engine is one of the most fascinating “what-if” stories in British motorcycle history. Known as the NVT (Norton Villiers Triumph) Cosworth P86 / P89, it was a 1970s experimental prototype engine developed to create a modern replacement for the aging Norton Commando and to rescue the struggling British motorcycle industry. The project brought together NVT and Cosworth Engineering, with legendary engineer Keith Duckworth at the helm.

At its core, the engine was a 747cc, liquid-cooled, parallel-twin, four-stroke with DOHC and 8 valves—extraordinarily advanced for a British road bike of the era. Its design philosophy was directly derived from Cosworth’s most famous creation: the DFV Formula One V8. In essence, the P86 engine represented one quarter of a DFV, sharing bore spacing, valve angles, combustion concepts, and high-revving architecture adapted for motorcycle use. This made it arguably the most technically sophisticated British motorcycle engine ever conceived.

One of its most radical features was its structural role. The engine was designed as a stressed member of the chassis, eliminating the traditional full frame and significantly improving rigidity and weight distribution—an approach decades ahead of mainstream motorcycle engineering. Liquid cooling, overhead cams, and compact packaging positioned it closer to emerging Japanese superbikes than anything Britain had previously produced.

### Why It Never Reached Production

Despite promising performance and advanced engineering, the project was doomed by financial collapse, political infighting, and industrial instability within NVT. Only a handful of complete engines and rolling prototypes were ever built. As NVT unraveled in the mid-1970s, the Cosworth motorcycle program was quietly abandoned, leaving the P86/P89 as an unrealized technological masterpiece.

### Legacy and Significance

The NVT–Cosworth engine stands today as a symbol of lost opportunity—proof that British engineering talent could rival the world’s best, but lacked the economic and organizational support to survive. Had it reached production, it might have rewritten the history of British motorcycles. Instead, it remains a mythical prototype, revered by historians as the closest Britain ever came to building a true Formula-1-inspired superbike.



# NORTONS (AND MORE) AT THE NEC



I went to Motorcycle Live at the NEC yesterday. As we saw with the re-launch of Triumph 35 years ago, we are getting all sorts of mixed comments about the new Nortons. Remember 'Hinckley Kawasaki' and similar comments?

I really like the clean lines of the Atlas models. I'm not keen on the look of many modern watercooled engines, which make bikes look like the inside of a washing machine. They're better covered up. These look right to me. Let's see how they shape up when they appear in the market and prices are announced.

The Manx R also demonstrates a very clean approach to styling. Norton are saying that they are focusing on road use and maximising the usable range torque, but even so, 203bhp is enough to make my eyes water! The Fireblade-type riding position is beyond me, but I'm not the target market. The Manx R reflects a current styling trend that I'm not keen on, but again, what excites me won't sell many bikes these days. That same 203bhp will give a Ducati Diavel a run for its money, and perhaps that's a fair comparison.

The Norton business model looks increasingly similar to Triumph's. R&D, design and some manufacturing in the UK, with mass production in a large, high-tech, low labour cost facility, in this case at TVS in India (which is also where the BMW 310 is made). As with

Triumph, they have the resources to survive the loss-making years while they establish a model range, dealer networks and market enthusiasm. I expect them to succeed.

The Chinese entrance into the UK market is very real. The show featured substantial ranges of bikes that look state of the art, well made and finished, at prices bound to impact the marketplace. Not just copycats either, there's innovation beginning to show already.

This was the most interesting show for years, for me. The Langan 250 two-stroke has truly classic lines. Their Lightspeed is a 185bhp, 185kg bruiser of which only 185 will be made. Honda is really getting

a grasp of the market now and is back to being the UK market sales leader. The new CB1000GT looks very right and including extras such as luggage, highly competitively priced. There was so much interest that it was difficult to get close. Yamaha are showing some great bikes, but look very expensive now. Triumphs are on the pricey side now, too.

A good day out, all in all.

## Colin Leighfield, member

*The Langan two-stroke completely caught my attention, too, Colin. I rather like the idea of a small start-up in Wigan, where the founder left CCM, sold his cottage, and invested the cash to get the project off the ground. The 250 two-stroke even appears to be aimed squarely at me: 76bhp, 45Nm of torque and a dry weight of (wait for it) 120kg. Shame I'd have to sell all of Frank's bikes to buy one! Rowena*



## ***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 Three - The End of an Era (1970s)**

In the spring of 1970, the Dunstall organisation moved to the Greater London Council's industrial estate at Thamesmead. It was built on reclaimed marshland on the south bank of the river Thames. The range of machine on offer had also changed significantly. The old Atlas based machines were replaced with new Commando based versions. The range now consisted of the Sprint and Export models as before, but also included a Grand Tourer with panniers and bulkier touring fairing. The Tourer had the same engine treatment as the other machines including extensive modification of the head and ports, 1/8-in larger intake valves, high compression pistons, 32mm carburettors and many other refinements. The horsepower was rated at 68 BHP at 7,000 rpm. Also available was a six-speed gearbox with a higher top gear enabling the Dunstall Norton to achieve a top speed of 133 mph.

In the search for a more efficient exhaust system without additional noise, Dunstall worked closely with Dr Gordon Blair of Queens University Belfast, Ireland. The exhaust pipe design (two-into-one-back-into-two) was entirely Dr Blair's while one of Dr Blair's students, Sam Coates, and Paul Dunstall helped to work out the silencer design and dimensions. In addition to the new exhaust, Eddie Robinson developed a new disk brake system. This new system had three improvements over the previous Lister system. The housings, cast interegrally with each fork leg, contained the pads that gripped on stainless steel disks, rigidly attached to the hub rather than floating like the previous unit. Although stainless steel got round the problem of rust on the disk, it did not provide the same braking efficiency.

Dunstall was closely linked to the launch of the Commando. At the launch there were brochures listing custom and conversion or tuning kits. The conversion kits provided three levels of tune and resulted from collaboration with Dunstall. The first stage raised the compression ratio to 10:1 and included a pair of long tapered megaphone shaped silencers to push the speed up to 120 MPH. Stage two brought in a new camshaft, exhaust pipes, inlet tracts and inlet valves to go to 130 MPH. Stage three added a hotter camshaft, racing exhaust system with megaphone, bigger carburettors and a further 7 MPH. All the kits included various other odds and ends, but in the end, none were ever produced.

During 1970, perhaps seeing the beginning of the end, Paul became a dealer for the Honda 750. Doug Mitchenall who was with Avon fairings for a number of years designed the fairing and other glass-fibre components used on the Dunstall Honda. The range offered for the Honda were initially just body parts, but this was later to include a full range of engine parts. Paul also built a prototype Kawasaki 500cc three cylinder two-stroke engined racing machine. The last person to join the Dunstall racing team was Ken Redfern.



Paul withdrew from racing in 1971 because he wanted to concentrate on the development of the new Norton Commando roadster, which was made more difficult because it had to comply with all the US laws. 1971 also saw the launch of the Dunstall Honda CB750-4 Super Sports Roadster. It featured a modified cylinder head, reshaped and polished ports, 10:1 compression ratio, light alloy wheel rims, Dunlop K81 tyres, 3½ - gallon glass-fibre tank, GT dual seat (with locking tail compartment) and 'Ace' style handlebars.

The 1972 model range was quite small. It consisted of a Commando 750 and 810 in a Mk1 (Economy model) and Mk2 (High performance) versions. There was a wide range of Dunstall Honda equipment plus an exhaust system and high compression pistons for the Yamaha 650 XS1 and XS2. One item of interest was the Dunstall Lowboy racing frame assembly. This was based on the original factory lowboy frames, which were acquired when Paul bought the stock of factory Domiracer parts. The frame was designed to accept the Norton 750cc engine, but the 500cc or 650cc engines would also fit. The frame came with braced head stock, gusseted swinging arm pivot. Swinging arm with large diameter pivot bushes for maximum rigidity. It was fully gusseted and incorporated a special spindle adjustment. The frame came with polished dural engine plates to accept the Norton engine and gearbox, a polished chainguard assembly, polished alloy central oil tank, paired Girling suspension units, 3 1/2 gallon tank and lightweight racing seat.

In 1973, Paul started shipping complete bikes direct to dealers in the US. At first this was in kit form, and the local dealer had to assemble the machine. Later in the year, he started shipping complete machines to the dealers. He also created a wide spread dealer network in the US to market the machines and parts. Some 50% of the Dunstall machines went to the States, 20% to Scandinavia, 10% to Australia and the balance split between the home market and other countries. Machines have been exported to such places as the US, Sweden, Australia, and even Vietnam and Guam. The usual method of buying machines from abroad was to travel to the UK, pick up your new machine direct from the Dunstall shop, and then tour the UK or Europe before having your machine shipped back home. It was possible to buy parts abroad, but the cost of buying the parts and fitting them to an existing machine was often more expensive than buying a complete machine direct from Dunstall. At its peak, the company built more than 750 Dunstall Nortons in a single year.

By this time, the Dunstall business was split about half-and-half between Norton and Honda based machines. The 1973 Dunstall Honda 750 featured an exhaust and silencer system designed by Dr Gordon Blair of Queens University, Belfast, and 10.25:1 compression ratio. Other than the exhaust and pistons, the machine was mechanically standard. It did however have a partial fairing with tinted bubble shield, clip-on bars, huge glass-fibre tank and seat. The footrests were set slightly higher and further back. It also had 19" Borani alloy wheels and Girling shock absorbers. The machine had a 19-tooth countershaft sprocket instead of the standard 18-tooth. The Honda 500-4 that had a very similar list of changes also joined the Honda 750. There was also a range of fairings for the 350, 500 and 750cc Kawasaki machines.

Also in 1973, Kawasaki approached Paul at a bike show in the US and asked if he would produce an exclusive range of custom parts for Kawasaki to sell through their network of 2,000 dealers in the US.

The Dunstall organisation became a victim of the sharp decline in the motorcycle market at the end of the 1970's with its attendant drop on sales and profits. Paul leased out unused factory space to other businesses and finally sold the name in 1982. It died within 3 years. Paul Dunstall has since been running property companies from his home in Shoreham, Kent.

1974 saw the range extended again to include Dunstall Kawasaki and Yamaha machines and equipment. The Kawasaki machines had full factory backing. The Dunstall catalogue had grown so much that it was split into two parts. One part listed the parts he made for a wide range of bikes including Norton, Honda, Triumph, Yamaha, and Kawasaki. The range included conversion kits to produce a Norton 810cc (from a 750 Commando), a Honda 605cc (from a 500-4) a Honda 900cc (from a 750-4), Kawasaki 1100cc (from a 900) and a Triumph 750cc (from a 650). The other catalogue detailed the range of Dunstall machines on offer, which included an 850cc Dunstall Norton based on the new 850cc Commando.

The machines based on the 900cc Kawasaki Z1 were available in a 900cc form, or as an 1100cc expanded version. The Honda 900 produced in the same year had a glass-fibre fairing, and a glass-fibre one-piece seat and tank cover. The stock CB-750 SOHC engine has the cylinders bored by six millimetres for a total displacement of 889cc. The compression ration is raised to 10:1 and the cylinder head is modified with enlarged, re-shaped and polished ports. The gear box and clutch are left stock. There is a four into 2-exhaust system feeding a pair of Dunstall Decibel silencers. The wheels are a pair of WM-2 Borrani alloy rims with 4.10 x 19 Dunlop K-81 tires. Girling rear shock absorbers, low level handle bars and rear sets complete the changes.

The 1975 Dunstall Kawasaki 1100cc Z1 followed a similar pattern to all his other Japanese based machines: - glass-fibre fairing, a glass-fibre combined seat and tank cover, lower handlebars, rear sets, 19" Borrani alloy wheels shod with Dunlop K-81 tires. The engine mods consisting of a bored out cylinder block, higher compression pistons (usually 10:1), reshaped and polished head. Some times the front brake was changed (as in this case to a pair of discs), and Girling shock absorbers fitted to the rear.

Around this time, the Dunstall moved into a pair of units in Crabtree Manorway, near Belvedere, Kent. By 1976, Dunstall were offering a tank-cover/seat unit for the Suzuki GT750, GT550 and GT380 machines. A handle bar fairing was also available for the same machines, and a sports fairing was offered for the GT250. It was in 1976 when Paul and Heron Suzuki GB launched a new Suzuki 750 in Texaco Heron Team Suzuki colours. In a complete break with tradition, Paul also offered a sports fairing for the BMW 750 and 900cc models.

The Dunstall involvement with Suzuki began in the 1975 when he customised the GT550 two-stroke triple making it into a surprisingly good and fast bike. Suzuki GB began to think that a link up with Dunstall might be useful. Paul tinkered around with few more two strokes, but by this time two strokes were becoming unfashionable. All this changed with the arrival of the Suzuki four strokes. Paul's first attempt was on the GS550 Four. Before long he went to town on the GS750 and GS1000, achieving with the latter a machine capable of 145 mph. All these machines had the factory backing.

In 1977, the Commando ceased production and Dunstall continued for a few more years producing machines based on imported Japanese machines.

Over the winter of 1978-79 did some more work on the big Suzuki and raised the top speed to 150 mph. The machine was called the GS 1000 CS or Competition Special. It was similar in specification to the other Japanese Dunstalls, but this time things were taken further: larger carburettors with new jets and bellmouth velocity stacks, the new Dunstall Power Silencers, special camshafts, and competition valve springs.

## Chapter Four - The Legend Moves On (1980s)

In 1981 Paul introduced the Dunstall Suzuki GS 1000 R. It had a race tuned engine with 10.8:1 compression ratio, high lift cams, oversize valves and close-ratio gearbox. The exhaust was pure Dunstall, while the wheels were by Campagnolo, the brakes by Lockheed and the rubber by Goodyear. It of course had a racing fairing and seat.

The End



**Motor Cycle IMPRESSION**

**IF YOU'VE** any spare cash to invest, put it in Dunlop, or any other rubber company which supplies tyres for Paul Dunstall's new 810 cc Commando conversion. For tyre consumption is about to leap moonward.

The 76mm-bore conversion kit which Dunstall announced just before Christmas adds not only 65 cc to the standard Norton Commando's 745 cc, but provides such a big boost that, testing it on the Snetterton circuit, I sliced 0.4s off the 12.3s standing-start quarter-mile achieved on Dunstall's Commando equipped with the Blair exhaust system in December.

The 11.9s, and electronically-timed terminal speed of 107 mph, are the best one-way runs yet achieved in a "Motor Cycle" test. But, it must be emphasised, these should not be compared with the mean two-way runs which are the basis of our orthodox road tests at the MIRA proving ground.

They are, nonetheless, remarkable for a limited-production fully-equipped road bike. And the figures do bear comparison with those achieved in December over the identical quarter-mile in similar weather conditions. Then, the 12.3s and 104 mph terminal, were an improvement of 0.3s and 1 mph over the mean 12.6s obtained at MIRA in an earlier Motor Cycle test of Dunstall's 750 cc Sprint.

But let's confine ourselves to the Snetterton figures. To gain 0.4s in one fell swoop is a remarkable achievement, especially with a machine weighing over 400 lb. The power bonus is almost entirely at the bottom end of the range, where it is most useful.

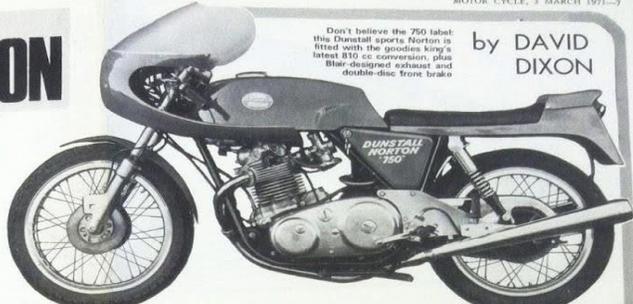
Dropping the clutch at 6,000 rpm produced a series of 12-yard black-rubber streaks from the Dunlop 4.10s TT100, so little effort to induce that the standard Dunlop 4.10s TT100 is going to get the caning of its life. I can foresee the need for a specially-designed rear tyre for these models alone.

Never have I experienced acceleration of this order. To aid

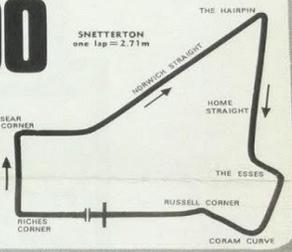
MOTOR CYCLE, 3 MARCH 1971...7

Don't believe the 750 label: the Dunstall sports Norton is fitted with the goodies king's latest 810 cc conversion, plus Blair-designed exhaust and double-disc front brake

by DAVID DIXON



# DUNSTALL'S 810 CC COMMANDO



Left: "Motor Cycle" road-tester David Dixon cracks the 810 cc Dunstall Commando around a fast left-hander during the test session



Neat and sturdy, the Dunstall 810 cc conversion cylinder block fits straight on the standard Norton Commando crankcase. Light-alloy finning saves 10 lb over the normal cast-iron block

avoided the necessity of rebalancing the crankshaft and imposing additional stresses on the lower half."

Part of the additional oomph comes from using new cam followers, which are about half the weight of the originals. The engine revs as freely as any of Dunstall's Commandos, and it rocketed to 7,000 rpm not only through the gears but also in top down Norwich Straight.

It reached max revs well before the speed trap near the end of the straight, which led me to ask for a higher top gear. But this would entail also raising bottom, which, with a four-speed box, might take the edge off initial acceleration.

The answer, of course, would be a five-speed box to get the best of both worlds — a relatively lowish bottom and a higher top. In this way, acceleration would be just as good, or better, and top speed should then be knocking on for 130 mph.

Great, if you could afford the extra \$170 for the luxury of a top speed which you would use only on a race track! And, as Dunstall reminded me, the American and Swedes — his big customers — are interested primarily in quicksilver acceleration.

**Exhilarating**

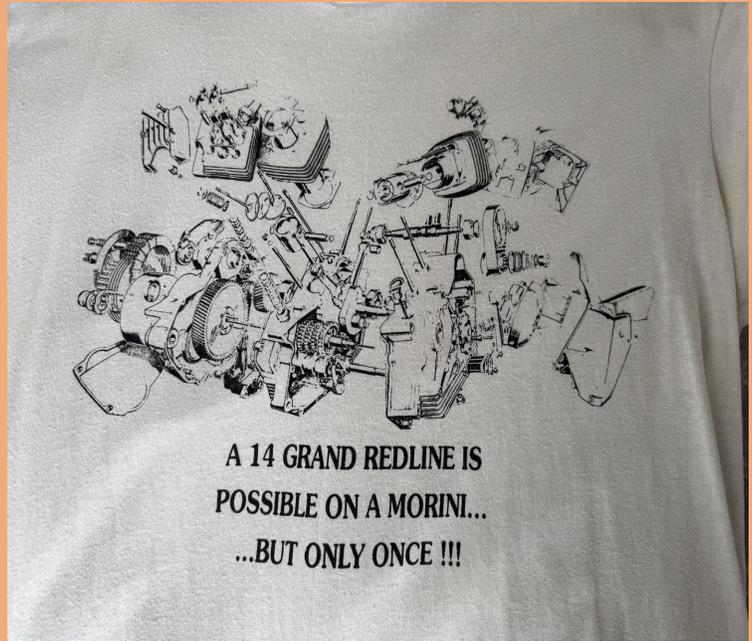
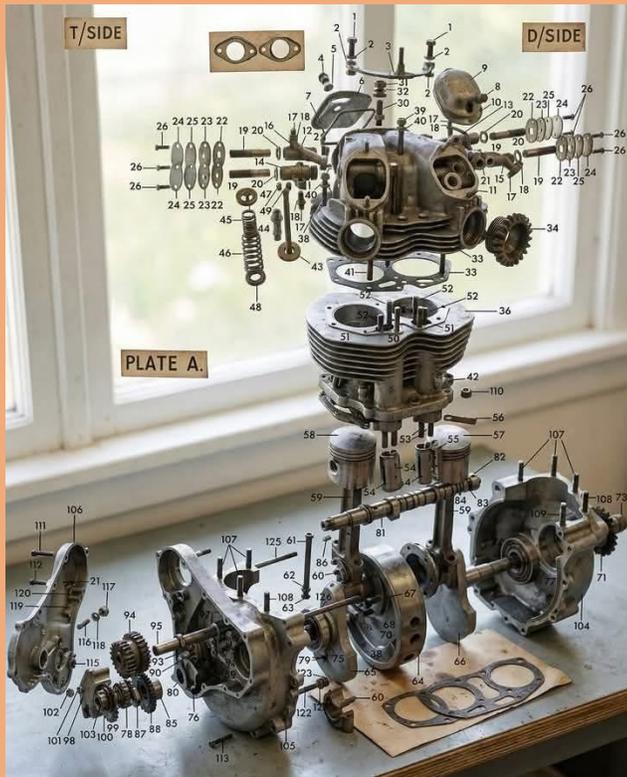
On the road, the benefit of the extra boost is felt in more bottom-end punch. Although the Commando is already renowned for its low-speed torque, this is enhanced by the extra capacity of the eight-ten, and the reserve of power in hand makes it one of the most exhilarating bikes obtainable.

Price of the model as tested, complete with Blair exhaust system and Dunstall twin-disc front brake, is \$1770. Alternatively, the 810 cc conversion kit for a Commando, comprising cylinder block, pistons, cam followers, retaining studs and nuts, and gaskets, is \$260.

The exhaust system, complete with Dunstall Decibel silencers, is \$82, and the twin-disc brake — which I feel should be fitted for safety reasons, if the eight-ten conversion is used — costs another \$39.

I can think of no better, or more enjoyable, way of decimating rear tyres than on the eight-ten, and I can almost hear a chorus of approval from the Dunlop shareholders.

Paul Dunstall's address is 156 Well Hall Road, Eitham, London, SE9.



The only blown up motors I care to see.

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**

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**Norton TRIUMPH BSA**

## Motorcycle Stuff on the web:

Check out the club websites new photo galleries:

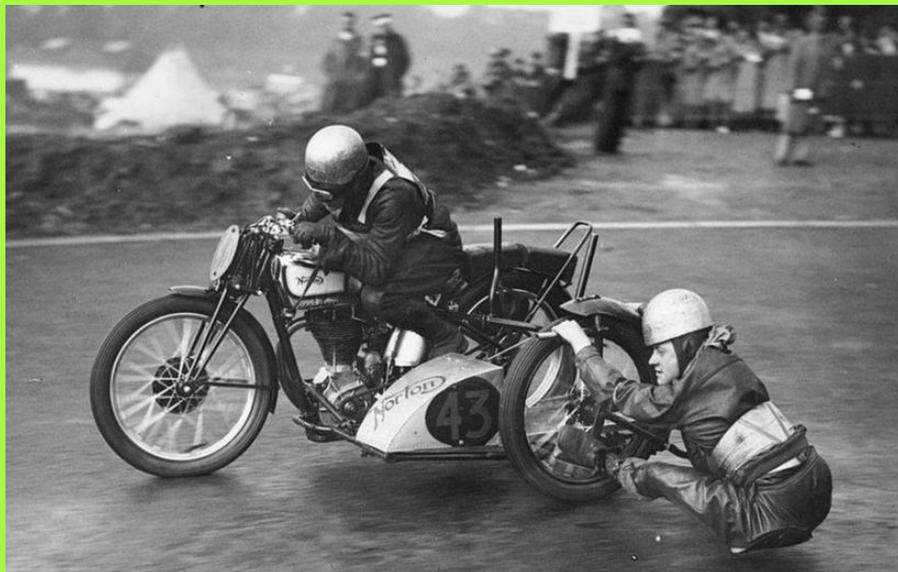
<https://nortoncolorado.org/galleries/>

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/>



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

**Georg Fitch 1916**



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)

## 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 Grem-  
mels.

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 Garage, hosted by Jona  
than Chaikin and Tamara.

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

November 8, 2025 (Saturday) Tech Day

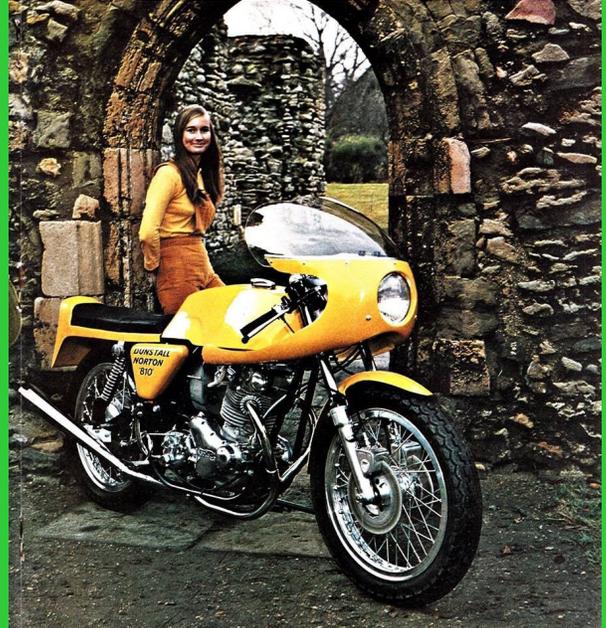
December 4 2025 (Thursday) 1st Thursday, Brooklyn's Fin  
est Pizza

December 7, 2025 (Sunday), Pub meeting.

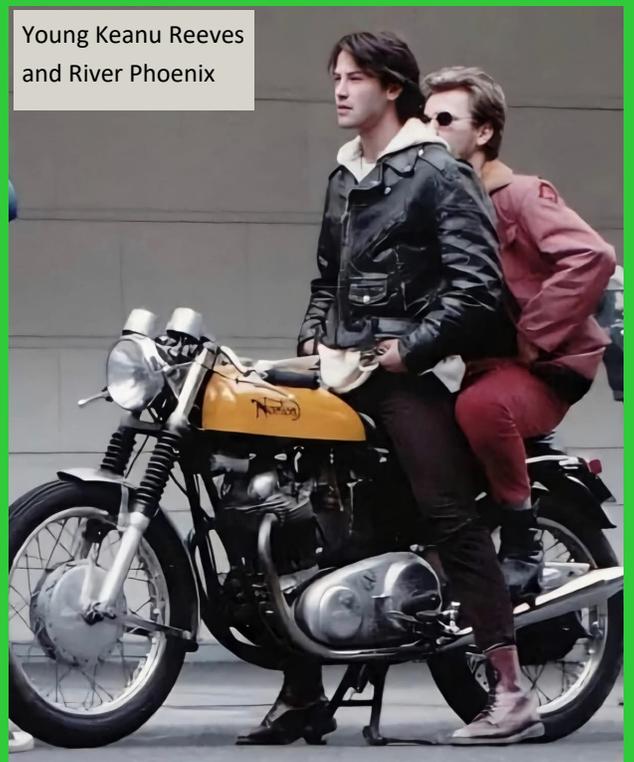
January 1, 2026 (Thursday), Clancy's Irish Pub.

January 18, 2026 (Sunday), Pub meeting.

February 7, 2026 (Sat ) Winter Banquet. Mickey's Top Sir  
loin



Young Keanu Reeves  
and River Phoenix



## 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/>



1928 CS—1

[Norton CS1 - Wikipedia](#)



## Current Occupants

### Officers

#### **President**

Arnie Beckman (303) 733-4239  
[president@nortoncolorado.org](mailto:president@nortoncolorado.org)

#### **Secretary**

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

#### **Treasurer**

Charley Gremmels  
1832 Forest Ave., Durango, CO 81301  
970-946-1302  
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### Staff

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#### **Technical Advisor**

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**Credits:** Thanks to Peter Allen, Arnie Beckman, Eric Bergman, Julian Kowalewski, Scott Potter, Dennis Oberwetter, and Martin White 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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