



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



Norton Colorado

Newsletter

www.nortoncolorado.org

September 2026



Upcoming Events **2026** Calendar See Page 14

September 13, 2026, (Sunday) Old Bike Ride.

September 20, 2026 (Sunday), English Motoring Conclave.

October 11, 2026 (Sunday), Plains Ride, hosted by Scott and Julie Robinson.

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

Jamie and Michelle Jones' Open House

Story and Pictures by Martin White

I got speaking with Eric about how I never I got a chance to properly say goodbye to Debbie, as I was super busy at that point.

He said, well, you can say goodbye now. She's right over there. I did not know that Debbie's ashes were spread just a few steps away from the shop entrance over by a stump, on a little rise in the grass.

Later in the afternoon, I was walking around the shop and noticed a photocopied picture of Debbie near the main door that enters the house, shoes and slippers and the Norton shirt.

That was a nice time and had good conversations with Denny and Jack and Bob and both Marks. Also, super nice to talk with Jamie and Michelle. Such great people. Glad they're still hosting this. Although, as Jamie and I discussed, the Olympic campout has ceased. Due to folks getting a little less crazy as they get along in years.





Martin says folks are getting a little less crazy as they get along in years. I don't know, someone caught this couple leaving Jamie and Michelle's house. They still look pretty crazy to me.





BMAC Ride and BBQ

Hosted by Frank and Joanna Puckett

On Sunday, July 19th, Frank and Joanne Puckett hosted the annual British Motorcycle Association of Colorado ride and afternoon BBQ. The morning ride is to honor those members that have passed away, and Gary Hopkins led a group of 16+ riders from Monument to Sprucewood via Hiway 105, returning to the Puckett compound for the BBQ. The afternoon BBQ included hamburgers and brats, with baked beans and potato salad. Approximately 50 motorcycle enthusiasts attended, and we welcomed several Norton Colorado members in the crowd. After eating, shop tours and general conversation ruled the afternoon.





Bonneville – Last refuge of the motorcycle addict.

By Jo Teague

The bike – 1982 Royal Enfield 350 Bullet engine in a 1944 Royal Enfield hardtail girder fork frame which was used in Great Britain by dispatch riders. After the war it was sent to India, then more recently imported to Kansas and outfitted for WWII reenactments. Jerry Pokorney and his partner Will Smith then bought it and converted to sidecar configuration to run at Bonneville. It was one of the few Royal Enfield's to ever run at Bonneville and set the SCTA world speed record for its class in 2021.



The Runs – Jo Teague bought the Bullet from Will and tuned it up for the SCTA Bonneville salt flats Speed Week August 1st. A qualifying run which exceeded the 50.362 mph record is first necessary. Following his rookie run Jo beat that record on his second run. Following an overnight impound of the bike another run for the record is required with the average of the two exceeding the existing record to set a new one. Unfortunately, dirty points provided a weak spark and a sticky float a poor fuel supply. Jo averaged .02 mph short of the record. Three more runs were also unsuccessful.

Ted Bendelow was Jo's crew chief. Frank Puckett loaned Larry Stromer from his racing team to help out. Kristen Stewart of La Bandida racing loaned Jo Frank's old racing leathers.

The Puckett LSR team and Jeff Bushnell's Flying B LSR team had a successful Speed Week with a total of 7 world records. Kristen Stewart, Larry Stromer, Dana Robbins, Tony Baker and Jeff Kisicki all rode to glory.





Norton Triple

The Norton triple in the June edition of this newsletter, was not some garden shed bodge job, it was instead the dying embers of the once proud British motorcycle empire! Norton-Villiers-Triumph and throw in BSA for good measure! Three engines were assembled, though rumors of others abound, but no other engines have surfaced! The engines were made like the T160 models at BSA Small Heath. The workers had to go through the indignity of making Tridents and Cardinals. They knew they were soon to be made redundant so with typical dry English humor, they combined Rocket with Trident, and called them Rodents! At first glance the engine looks like T150 cases with Rocket III cylinder and heads. In fact, they were neither fish nor fowl! The bottom end was Trident, but a combination of T150 and T160, no casting for a starter motor and right-hand shift, but clearly T160. The heads are like the Rocket III but different in size. Today you hear that they were 900CC, but they were somewhere between 830-870cc. No one knows for sure, and the owners of the engines are not in a hurry to take the heads off their pride and joy! The bikes were made at BSA Kit Green which was by then the experimental shop for Triumph and Norton. Engine 001 was fitted to a hybrid frame, Norton Isolastic front and Rocket 3 rear. The engine was acquired by the TR3OC, Trident Rocket 3 Owner Club. They used a T160 frame to make a running bike. 002, was later finished by the late great Les Williams. It is the bike in the photo, which now resides in the National Motorcycle Museum in Solihull England. 003, was a long stroke 870cc engine, simply known as the 'race motor' which was put in a racing frame, not sure what make? It was raced once at Silverstone, August, 1975, ridden by Dave Crawford, who racing against a hoard of screaming two strokes came in a commendable 6th overall! Thus ended the saga of the British triples, much as it began, it ended by snatching defeat out of the jaws of victory!

Dennis W. Oberwetter



Classic Norton Model 40 Manx Racing

The classic Norton Model 40 Manx Racing motorcycle, a legendary 350cc track-only machine produced between 1947 and 1962, is widely revered as the pinnacle of post-war, single-cylinder racing engineering. Named after Norton's historic dominance at the Isle of Man TT, the Model 40 featured a sophisticated 348cc double overhead camshaft (DOHC) "double-knocker" engine that shifted to a highly reliable, high-revving short-stroke configuration in the early 1950s. This impressive powerhouse—producing around 40 horsepower—was fed by an Amal GP carburetor. More importantly, it achieved its legendary status by being integrated into the revolutionary "Featherbed" duplex cradle frame designed by the McCandless brothers. This lightweight, all-welded steel chassis offered such exceptional stability and linear balance that riders could easily out-corner much more powerful multi-cylinder machines. Tipping the scales at a lithe dry weight of roughly 310 lbs, the bike was designed purely for the track, lacking standard road-going equipment like lights or a kickstarter. Paired with a close-ratio AMC 4-speed gearbox and massive twin leading-shoe drum brakes, the Model 40 Manx quickly became the weapon of choice for competitive Grand Prix and club racers worldwide. Even after the factory withdrew from Grand Prix racing, privateers continued to campaign the Manx globally, cementing its enduring legacy as a fiercely protected masterpiece of British motorcycle racing heritage.

Classic Norton ***Model 40 Manx Racing***



NORTON P11 RANGER 750



As at home in the mountains of Wales as in the Californian deserts, the Ranger 750 flaunts its muscular charm

rekindled my father's interest sparked my own interest and holds a special place in my small collection. I really must do something with it one day soon! The P11, though, was something else. Having worked on and ridden a few Commandos and an Atlas, I have to concede that they are great bikes. I've just never been drawn to them in such a way as to want to put my hand in my pocket and shell out for one.

The P11, on the other hand, had that 'something' (whatever that might be) which drew me in. With its cylinders angled forwards – not quite as far tilted forward as the Commando – it looked good. It looked right, it looked compact, it looked powerful. It was powerful, too, supposedly kicking out some 60bhp with its 9:1 compression ratio, twin Amal Concentrics and a Norton 'R' cam. Most camshafts with a letter 'R' in their name are pretty hot stuff, I have found!

It didn't take too long to tick off everything on the mechanical 'to do' list. That meant I could sample this machine out on the road. Getting going required turning on the fiddly-to-access ignition switch. This switch is mounted on the frame to the front, upper area and just inside of the left side panel, so it was almost impossible to operate with a gloved hand. Then followed a couple of hefty kicks after tickling both carburetors and closing the choke slides via the lever on the right handlebar, while applying a small amount of throttle. This would be rewarded

by a very purposeful and pretty loud 'vroom!' as the potent engine burst into life.

I was expecting that an Atlas-type engine in a high state of tune would shake like the proverbial jackhammer, but it didn't. After a short while of warming, a steady 1000rpm tickover resulted with the choke slides opened. The clutch was neither particularly light nor heavy, and gave a good feel and smooth take-up after clunking into first gear to move off. The engine was really responsive to the throttle, but it didn't seem to deliver the throbby, kick in the pants, off the mark feel I'd anticipated. It just got underway smoothly and strongly, leaving a potent growl in its wake.

We climbed through the four gears, shifting up-for-down-down-for-up and it became evident that this engine wanted to rev and be kept on the boil, but there was still no evidence of any intrusive vibes.

North of 3000rpm the engine really got going, feeling strong and willing as far as I pressed it. This machine was made for rides like my regular Black Mountain route, and similar open, rapid roads. If you want 'grrin factor' then this machine has it in spades. I'm sure it would have done well if it had been offered on the home market. Look at what you could have had: as Jim Bowen used to say!

What did it ride like in general? Very well, it must be said. The P11 had its own frame – there were two or three versions



Magnum FORCE

Take a mighty Norton motor, blend it with the best that AMC had to offer, and build a world-beating off-roader. Paul Henshaw ditched the deserts and got soggy with a towering 750 twin...

Photos by Paul Henshaw

Desert Sled. I personally pretty much loathe that term. Big brute of a British twin with off-road aspirations would be more apt, but also more of a mouthful. It covers bikes like Triumph Trophies, BSA Hornets and Royal Enfield Interceptors (the originals, of

course). Several other manufacturers took an existing big twin from their range and decked them out with either high or upswep pipes, knobby tyres, QD lights, sump guards and so on, and then exported them to be seriously thrashed, scrambled and raced across deserts by bigger, stronger men than me.

The names mentioned above are probably pretty well known to many. Not so many are aware that to a lesser degree AMC also sought a slice of the off-road action across the pond. Among some of their variously named and sized offerings was the rather purposeful Norton P11 Ranger 750, complete with its own dedicated frame, no less. I had heard of and seen pictures of such machines but never came face to face with one until recently.

Helping the courier wheel it backwards out of the van, it immediately struck me how compact and light this machine felt

for a 750 – an impression which would be backed up by later test rides. This was a low mileage example, just knocking on the door of 7000 miles, a very original example of this rarely seen Norton. There was nothing too major to attend to. Basic servicing was the main requirement, which should only require the removal of the tappet covers, primary cover and gearbox end cover to give access for adjustments, and attend to a couple of very minor oil leaks. And that really was about all.

I have never been particularly drawn to any Norton, although a Navigator which

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RealClassic



Slightly inclined engine leans forwards less than its Commando counterpart, but shares the silver barrels of the early models



Norton Atlas 750 engine mates neatly with the AMC alloy primary chaincase. It's a better case than the pressed steel contraption used on earlier Norton twins

– this one being model specific and made from Reynolds 531 tubing. The result was handling that was taut and stable, the machine going exactly where I aimed it, but the brakes (originally intended for dirt roads, of course) were not much more than average in modern conditions. The highish, wide handlebars combined with the seat height and those lethal-looking, folding, bare steel footrests gave a comfortable, upright riding position. The seat itself was very comfortable although a bit on the short side for a pillion. Presumably, not many pillions signed up for events involving 500 hard miles around the Southern Californian desert...

I don't know why this machine wore a Matchless type front end and brake, when the Roadholder front end was in production. The wheels were 19" front and 18" rear, with sensibly road-oriented tyres of 3.25 and 4.00 fitted to this bike.

Although the engine pulled pretty well, using the gears and revs delivered the most rewarding results. The fabled Atlas vibes never manifested themselves in spite of the engine being solidly bolted into the frame. If anything, there appeared to be a sweet spot around 5000rpm. The throttle operation was smooth and light, too, something which always seems to boost performance, I feel. Considered a 'hybrid' by some, this machine

worked well as a whole. Compact and flickable, with lots of power on tap, it felt as if I were on a really potent 350 or 500!

En route to the Black Mountain, we encountered a huge flood, so turned back when the waters reached three feet deep. I took a back road detour, made it safely through some shallower waters, and then came upon a queue of parked 4x4s and a guy standing at the roadside, trying to put me off going any further. I took a look for myself and a cunning plan came to mind. I rode into the water, putting my feet down and dragging them on the road as the white lines began to fade beneath the murky waters. If the worst happened and the engine suddenly

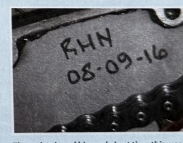


Heading for the workshop

IN THE WORKSHOP



Primary cover removal required the removal of the left exhaust pipe and footrest



The artist signed his work. Last time this was apart was at the hands of the late, very great, Richard Negus



Alternator stator lives in the primary cover. Note the alloy welded repairs



New paper primary cover gasket was a goat's too small

stopped, I wouldn't have to face the indignity of coming to an unexpected, feet-up stop or topple sideways into the flood water. The P11's owner would love that every bit as much as me, I'm sure! With feet down, I could turn around and abort the mission if the water became too deep.

The water sloshed over the top of my otherwise waterproof boots when I reached almost halfway through the flood. The exhaust note had changed a little but it wasn't going 'glug glug' yet so I proceeded onwards cautiously. The white lines in the road became visible again. I kept the revs around 2000 and continued to feather the clutch. I exchanged cheery smiles with a stuck driver as we came out of the water, and continued on my way. Well, I was on a Norton Ranger, a confidence inspiring machine if ever there was! The adventure bike clearly existed long before the term had been thought up.

I rode with the brakes applied for a short while to dry them out and make them work again. That tactic was required a number of times during this round trip of about forty miles in total. Finally heading towards the mountain, the Norton felt right at home. This was where it came right into its own



In broad terms, the Norton P11 series combines the Norton Atlas engine with the bicycle frame from the Matchless G8SCS scrambler. There are many detail differences, one being the adoption for the Norton of a road-type rear hub, rather than the Matchless G8SCS wheel from the G8SCS. This is such a Matchless, boasting the same AMC Teledraulic fork and AMC brake as the Norton



The history of the 750 hybrids is long and fascinating, as are the bikes themselves

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Some of the failed fuel tank liner removed



and took everything in its stride. Cornering, climbing and descending through the twisty bits all went well and without drama. The engine growled and snarled under load and burred on the over-run, but remained remarkably smooth all the while; yes, really. During the entire ride, the steering damper knob remained untouched in the 'off' position. The suspension felt average for this size and era of machine.

Instrumentation consisted of a rev counter and speedometer, with the switch for the lights between them. There is also an ammeter and a high-beam warning light, in red, in the top of the headlamp shell. That's your lot. Somehow, the P11 felt much more manageable and less threatening than the

750 Interceptor, which is right up there among my all-time favourites. This Norton quickly made it onto the list of machines I would like to own, which is not a very long list. Surely I hadn't found the perfect bike? Not after all these years of being almost oblivious to the Ranger? Well, no. The P11 has its irritating elements. Nothing is perfect, after all.

My main gripe concerns the sidestand. This was truly awful, almost needing an assistant on hand to get it down when parking. Tucked pretty much away behind the left exhaust pipe, it was an absolute pig to operate. The first couple of times, I actually climbed off to the left of the machine, held it upright with my left hand on the handlebar, crouched and reached under the machine with my right

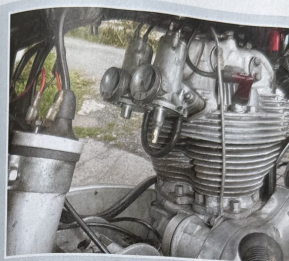
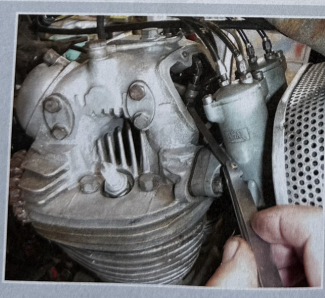
hand to grab the foot of the stand and swing it into position. Eventually, I could get the inside tip of my right boot behind it and ease it out from its hiding place. Not user friendly, for certain.

The ignition switch. This would almost make an effective anti-theft device in its own right and could cost you valuable getaway time after robbing a bank. Easier to just raise your arms and say: 'It's a fair cop guy, I'll come quietly.'

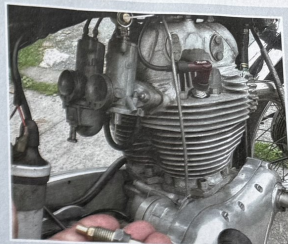
Come quietly? Hardly. Should anyone wish to make their own (and anyone else's) ears bleed, undoing five, little, dome-headed Allen screws on each 'silencer' facilitates removal of the reverse-cone section of each, complete with baffles.



Checking the valve clearances



Checking the carb jets



Famous friends. Clint Eastwood famously rode a Norton P11 while filming Where Eagles Dare...



and so did our own FW, some years later, while not filming anything...



The bike is lithe and slim, and not over-burdened with rider distractions



Presumably this unleashes Armageddon in full force! This feature was intended for those who rode to and from competitions, where releasing the full potential of their engines was desirable. The rider could then reinstate the cone before bimbbling quietly home again – after trouncing the competition, of course.

Back to those irritations. To get the gearbox end cover off to change some weepy seals, I found it wouldn't quite clear the right footrest assembly, which had to be partly removed for access. Likewise, the primary case cover required removal of the left footrest AND exhaust pipe. Not very competition-friendly, really.

Some people might also take exception to the ignition coils being out in the open, in full view behind and beneath the airbox. However, the wet conditions I rode through didn't seem to upset them.

The oil tank initially looked like it would be easy to remove and rinse out with petrol to clean it. That turned out not to be the case and I ended up doing my best while it remained in situ. I have experienced similar difficulties with BSA A65s, so the Ranger is not alone here.

The fuel tank looks great and helps show off that mighty powerhouse of an engine, but only holds a little over two gallons of fuel. Those two large Amal Concentrics could probably empty it in pretty short order when the engine's 'on the boil'.

Overall, though, I really enjoyed my time out on the Ranger. It showed itself to be a very capable, manoeuvrable and quick machine. The good points outweighed the not-so-good by a long way. If you need further endorsement, Clint Eastwood rode one back in the day. Anyone considering buying such a bike today should ask themselves: 'Do you feel lucky, punk? Well, do you?'

If you do, then dig deep into your wallet and 'Make your day!' **RC**

NORTON P11 RANGER FACT PACK

Engine	OHV parallel twin
Bore x Stroke	73 x 89mm
Capacity	745cc
Power	52bhp @ 6400rpm
Transmission	4-speed, chain drive
Frame	Full duplex, welded steel cradle
Front suspension	Matchless Teledraulic forks
Rear suspension	Twin Girling shock absorbers
Front brake	7" s/s drum
Rear brake	7" s/s drum
Front tyre	3.50 x 19
Rear tyre	4.00 x 18
Wheelbase	57.6"
Ground clearance	7"
Seat height	32"
Kerb weight	368lb
Fuel economy	40mpg
Top speed	100mph
Price	£397 4s 11d in 1967

Rust & Ruin



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and models of motorcycles

Here's the card of another shop that will work on British motorcycles. They offer do it yourself space as well.

This is the card of Bryan Flanagan, 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!

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Martin White, a long time Norton Club member, is starting a new business. He's offering a discount to club members. Contact him for more information.



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Motorcycle Stuff on the web:

Check out the club websites new photo galleries:

[Norton Colorado Motorcycles - Photo Galleries](#)

My LAST Ride as Norton Club President - 1974 Norton Commando MK2 Fireflake Golden Bronze

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

The closest most of us will ever get to riding a Manx Norton.

<https://www.youtube.com/watch?v=2nu8tivDCA4>

Interesting customization

<https://www.facebook.com/reel/1041859315495316/>



Jesse Carraway 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 **2026** Event Schedule

Here is the first draft of the club's **2026** 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 7, 2026 (Saturday),

March 28, 2026 (Saturday) Shop visit to Jesse Carraway's,

April 12, 2026 (Sunday), Group Ride,

May 17, 2026 (Sunday), AMCA Swap Meet,

May 17, 2026 (Sunday) Distinguished Gentleman's Ride

June 7, 2026 (Sunday), Big Tent BBQ hosted by Eric Bergman & Susan Saarinen.

June 13, 2026 (Saturday), Colorado Vintage Motorcycle Show, Erie

June 18-21, 2026 (Thursday-Sunday), Four Corners Rendezvous hosted by Steve Harris and Charley Gremmels

June 20-21, 2026 (Saturday-Sunday), Riverside Ride, hosted by Mike Powell

June 22-26, 2026 (Monday-Friday), INOA Rally, Buena Vista, Virginia.

July 12, 2026 (Sunday), Mt. Evans Ride and Brunch hosted by David Sheesley & Matt Norman.

July 19, 2026 (Sunday), BMAC Picnic hosted by Frank & Joanne Puckett.

August 8, 2026 (Saturday), BBQ and open garage hosted Jamie & Michelle Jones.

August 16, 2026 (Sunday) Open Garage/Tech Day,

September 13, 2026, Sunday, Old Bike Ride.

September 20, 2026 (Sunday), English Motoring Conclave.

October 11, 2026 (Sunday), Plains Ride, hosted by Scott and Julie Robinson.

October 25, 2026 (Sunday), Open Garage, hosted by Jonathan Chaikin and Tamara.

November 8, 2026 (Saturday) Open Garage/Tech Day TBA

December 6, 2026 (Sunday), Pub meeting.

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

January 17, 2026 (Sunday), Pub meeting.

February 6, 2027 (Saturday) 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/>

Here's something you don't see every day. I bought this bike with 10,000 miles on the odometer.



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Credits: Thanks to Eric Bergman, Julian Kowalewski, Dennis Oberwetter. Jerry Pokorny, Frank Puckett, Greg Ray, Jo Teague 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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