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

Norton Colorado Newsletter

www.nortoncolorado.org

June 2026

Look who's back in the saddle again!!

Bob Martin, after a few years driving his BMW convertible decided life is better on a motorcycle. He purchased 2 bikes, this Kawasaki and a newer Triumph.

He says he won't be riding very far, but ……..

Upcoming Events

2026 ***Calendar See Page 11 (NEW)***

June 7, 2026 (Sunday), Big Tent BBQ hosted by Eric Bergman & Susan Saarinen.
June 13, 2026 (Saturday), 8am to 2pm, Colorado Vintage Motorcycle Show,
June 18-21, 2026 (Thursday-Sunday), Four Corners Rendezvous
June 20-21, 2026 (Saturday-Sunday), Riverside Ride
June 22-26, 2026 (Monday-Friday), INOA Rally, Buena Vista, Virginia.
July 12, 2026 (Sunday), Mt. Evans Ride and Brunch

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

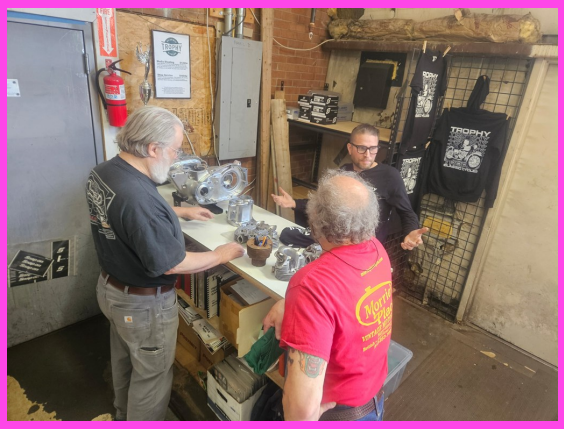
Trophy Classis Cycles Shop Visit

Owner and Host Bryan Flanagan

www.trophyclassiccycles.com

720-432-2722

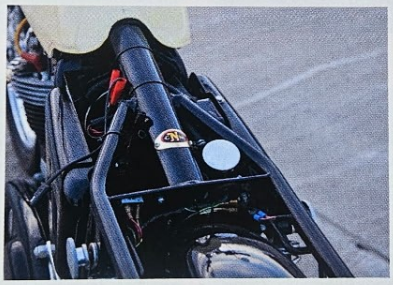
Bryan welcomed the Norton Club to his shop last Saturday for an introduction and a tour, Bryan seems to be a personable and knowledgeable young man. He has a love of old British machines and enjoys working on those and any other bike you may bring him. He offers some unique services such as vapor blasting and burnishing as well as doing everything from basic repairs to full restorations. He offers a decent parts inventory and can get most anything you may need. His may be the last of the local shops specializing in British bikes. If we want to keep British shops in Denver we need to support these shops. Give him a call.



Now here is something you don't see every day—or ever! The Norton Commando 900 "Trisolastic." This machine takes the legendary smoothness of the Norton Isolastic frame and pairs it with the raw power of a three-cylinder triple. It's a custom engineering masterpiece that answers the question: "What if Norton had built a super-triple in the '70s?"

A NORTON REBORN: ONE FAMILY'S LEGACY ON TWO WHEELS

A handcrafted 1973 Commando carries the memory of a master builder, a stepson's devotion, and the roar of a timeless motorcycle tradition. | WRITTEN BY STEVE SCHLOSSER



Settled deep in Colorado's western slope in the tiny town of Dolores, population 885, is a small motorcycle builder named Colorado Norton Works. Founded in Minturn by the late Doug McCadam, and subsequently moved to its current location after being sold, is the small custom motorcycle shop dedicated to restoring and building a famous British motorcycle brand called Norton. Known for their racing history and iconic designs, Norton motorcycles now hold a special place among café racers and vintage moto enthusiasts. Nearly every modern manufacturer creating a café racer bike has based their designs off Norton.

For those like Erie resident Martin White, they represent a very special history. He remembers the days of downtown Erie being dirt roads and riding dirt bikes over to Miners Tavern. Erie is special to him for its history and its unique Farmers' Market Biscuit Days. His son attends Aspen Ridge, and together they are in Boy Scouts Troop 62.

Doug was Martin's stepfather, and together they built this beautiful 1973 Norton 850 Commando; it is Colorado Norton Works number 005. The Commando 850 is known for its parallel-twin engine design and strong torque. Martin refuses to name it because he feels its soul speaks for itself.

This project, in particular, was a full-frame-off restoration, including polishing and refurbishing all the exterior engine components, as well as new wheels, an upgraded electronic ignition and a Mikuni carburetor. It was also fitted with an updated master cylinder and steel brake lines to increase its stopping power. Originally a black bike, it now has a beautiful cream-and-cherry gas tank emblazoned with the Norton logo and a custom gunfighter-style Corbin seat. Martin is a motorsports enthusiast and entrepreneur.In one of his photos, I counted 12 motorcycles in his garage, which is still probably not enough.

The disassembly and reassembly of this vintage motorcycle with his late stepfather are memories he'll cherish for the rest of his life, and he hopes to pass those experiences down to his own son. He currently owns Martin Powersports, a motorsports transportation, consultation, and instruction company.

Make sure to give Martin a wave when you see this beautiful bike cruising down Erie's streets, but I promise you'll hear it first.

Ride, Repair, REPEAT!

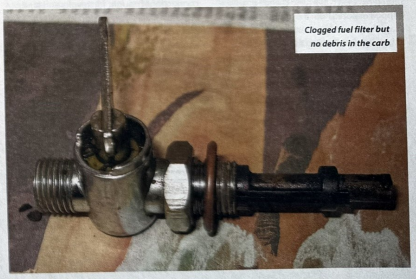
When you ride an old bike then inevitably you end up fixing an old bike. Martin Peacock provides a rider's view of Norton's noble big single…

Photos by Martin Peacock and the Rutland TT photographer

'The Norton Model 18 is a classic British motorcycle that holds a special place in the annals of motorcycling history. Introduced in 1923, it featured a 500cc single-cylinder engine that became renowned for its reliability and performance. The Model 18 was particularly noted for its innovative overhead valve design, which was a significant advancement at the time, contributing to its impressive speed and power.

Over the years, the bike saw various improvements and modifications, including better brakes and suspension, making it a favourite among racers and enthusiasts alike. Its iconic status was cemented by its sleek design and the distinctive Norton badge, which came to symbolize quality and engineering excellence. The Norton Model 18 is not just a motorcycle; it's a piece of history that represents the golden age of British motorcycling.'

Visiting a fenland pal early on, the crooked lamp post is deliberate



Clogged fuel filter but no debris in the carb

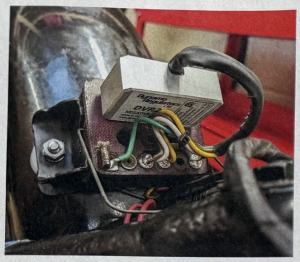
So waffles the trillion-dollar panacea that is AI but – fear not – this is a real rider's tale of my 1948 Model 18. A bike which once belonged to Frank and Rowena and which has already appeared in this very magazine. What more is there to say? Plenty, in this tale of fixing, fettling and fun.

This, like so many ventures and at least one of my earlier bike deals, started in a pub. A very enjoyable evening too as that Westworth fellow pitched the notion of me buying his Model 18 Norton. He had something of a following wind in this from my wanting another tele-rigid machine anyway. I had sold my 1948 AJS 16M (which appeared in RC83-85) some years back and, of course, regretted it.

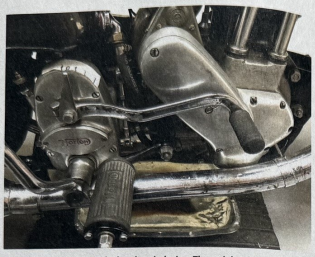
More discussions followed as the year wore on, punctuated with pints of Ludlow Gold, until I found myself lighter in the wallet and my old bike quota exceeded by one. The inevitable flak from the distaff side was delayed, though not diminished, by a few months due to the delivery going to a neighbour's house while we were out. Pure happenstance, honest guv, but even now, four years on, the name 'Norton' is best left unmentioned.

What I had was a rider's machine, a 'flawless old plodder' according to RC206. It had many new parts including the carburettor and gear linkage, with a fair sprinkling of stainless fasteners and spacers. The magneto had been rebuilt and worked well but as FW declared in his 'Worker's Playtime' tale, the dynamo did not work. As I was to find, there was more; time and miles had taken their toll since the bike earned that 'flawless' plaudit, perhaps with a little journalistic license.

It certainly starts well, first or second kick, and the brakes are good by the standards ➤



Electronic 6V regulator fitted in the old housing



That gear pedal, tape marked to show indexing. The pedal ends up nearly touching the exhaust from that position

of the day. The gearbox though, oh that gearbox. It lets down a fine engine with its long, ponderous lever and difficult upshifts, even with the new linkage. Perhaps they should have left it as a hand change box. Oil dripped or oozed from the rocker box, gearbox, chaincase and locations around the oil tank yet to be identified. Tackling these was going to be a challenge but, although not entirely flawless, this was a bike that started and ran well, was a hoot to ride and looked great.

I was hoping the lack of dynamo output was something simple, but could it really be as basic as not having a drive pinion? Testing with my drill showed the dynamo itself was working although its rotation was reversed. A new pinion and swapping a couple of connections brought forth volts and amps, but the regulator was a poor thing. I replaced that with a modern electronic device, added a battery and have enjoyed a functioning charging circuit ever since.

With our winters not being the frozen horrors of yore, I was able to potter around the villages in mid-February and get acquainted with the old plodder. One or two, foibles surfaced and demanded attention. The most immediate was fuel starvation caused by a fuel filter doing its job. I cleaned the fuel tap filter, replaced the in-line filter and flushed the tank. It has been fine since.

Fixing the iffy gear shift was just a matter of tightening a locknut in the linkage to get rid of the play. Adjusting the clutch was more difficult because the Norton Maintenance Manual and Instruction Book didn't deal with such piffling details. There were comprehensive instructions for stripping down and rebuilding the whole bike, but very little on routine servicing and adjustments. Fortunately, this was exactly the kind of thing the Norton Owners' Club has available online.

With the primary chaincase off, I found a sad looking chain and clutch with friction pads that fell out as I removed the plates. Replacing the plates (NOC spares service), chain and seal produced a marked improvement in the primary drive other than its ability to retain oil. At least the gearbox action was noticeably better.

Measuring the gaps between inner and outer chaincase as best I could, I found they ranged from about 9 to 12mm, compared to the seal thickness of 9mm. A memory stirred, RC had included a Norton chaincase seal top tip from David Cooper in 2022. This was to use very squishy polyethylene foam cord. I tried this with 15mm diameter cord. It worked for a while but after some time, the leak returned, although it was now relatively minor.

A lengthy saga of trial and error followed that I'll summarise by saying the solution was to make up a hybrid seal using 16mm diameter skinned neoprene foam cord along the bottom run and 12mm for the rest. It was tricky to fit, given the amount of squish needed in places, but has lasted well, with little or no leakage when standing, especially using the side stand, and very little after a run.

The tyres got my attention a couple of times on wintry, greasy roads. They had plenty of tread but were over ten years old and had lost much of that rubbery hysteresis so vital for grip. I fitted a pair of Mitas tyres that had the right look, supplied reassuring levels of grip wet or dry and were reasonably priced.

The toolbox was useless as it was. It had a lock that it shouldn't have without the key that it should have. Not wanting to damage the toolbox, I bought a lock picking set that came with instructions and a couple of sample locks with clear cases to practise on. I hadn't expected to develop a new skill, but soon got the hang of it and opened the toolbox with a pick and a small screwdriver.

With the lock barrel out and the pins exposed, I was able to file an old Lucas ignition key that was about the right size to fit and operate the lock. I would have preferred ➤

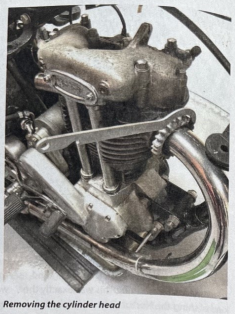
Trying hand cut rocker box gaskets before finding the NOC supplies proper ones

Working on the primary drive

Effective chaincase seal using skinned neoprene foam cord 16mm diameter cord for the bottom run and 12mm for the rest.

Ferneleys Dairy Barn, great for coffee, breakfast, lunch and ice cream. Keen motorcyclists too

A pleasant lane from the Dairy Barn coffee to Teigh (Rutland)



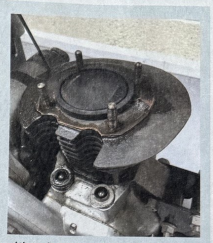
Removing the cylinder head

the correct knurled screw arrangement, but too much of the original metalwork was missing so that wasn't an option.

Such fun and games aside, what I really enjoyed was riding around the lanes with that delightful old single thumping out its steady beat. As my mileage increased, I found the primary chain was getting too tight and needed frequent adjustment. Unlikely though it seemed, the gearbox was being pulled back by the load on the drive chain. This even with the hefty 1" AF clamping nut heroically tight. The adjuster screw had to rotate clockwise to allow this, perhaps aided by a little vibration. A drop of Loctite has kept it in place with no further movement.

Not that life with the Norton was an endless round of fettling and fixing. The easy starting and sprightly performance made it a good choice for both VMCC runs and bimbling around some of the east midlands' finest country lanes. One ride to Wymondham Windmill in Rutland, a favourite coffee stop, did not go so well though. Getting ready to head home, I chatted with a group of modern bike riders who were admiring my Norton.

Wymondham Windmill. It's good to have a following except when the bike won't start



Carbon, carbon everywhere: on the piston crown and throughout the combustion chamber

Magneto points secured with a longer, if non-standard 4BA screw. Note the crankcase breather hose

Toolbox lock picked

Even with an audience, I expected the usual first kick start and went so far as to warn a couple of nearby horse riders that I was about to fire up the old thumper. Several kicks later, there was nothing but a feeble 'phut' or two. Interest waned and I was left at a bit of a loss, although it seemed down on compression. Fortunately, the windmill stands on a hill so I pushed the bike out to the road, rolled down the hill and bump started the old warrior. I rode home without incident and later confirmed the lack of compression.

Taking the head off, I found a reasonable amount of carbon build-up with a small flake stuck on the exhaust valve seat. I lapped the exhaust valve in after scraping off the coke build-up and got a good seal. I flattened the rocker box joint surface with wet and dry paper on a glass plate, then, finding there was no gasket in the parts list, refitted it with some Wellseal. This was no more successful than the hand cut gaskets fitted previously.

The bike ran well though, apart from serious wet sumping and a smoke-filled workshop. I later drilled and tapped the sump plug with the aid of a pal and his lathe. This allowed me to fit an M5 screw for draining the sump if the bike had stood for more than a few weeks.

A return ride to the Windmill café went well, even if there was nobody around to impress with a first kick start. Now, heading into winter I resolved to tackle the leaks from around and about the oil tank, including its drain plug. To this end I removed the tank and cleaned it out before leak testing it. There were no leaks with new washers for the drain plug and feed line to the engine.

Over the course of time, I fitted a hose to the crankcase breather and gaskets, supplied by the NOC to the rocker cover with new washers for the rocker oil feed banjo and inlet rocker shaft. This did not stop the leakage but reduced it down to a few drips after being out for a ride. Unblocking the magneto drive breather that drained excess oil from the inlet cam spindle bush produced a new but possibly intentional oil drip. I am still not sure what to do about this, but don't like blocking a breather. Besides, it's not that bad and stops once the excess has drained off.

Another self-inflicted fault came about during some routine maintenance when I found the contact breaker securing screw was close to stripping. Without giving it much thought, I dripped some Loctite on it and left it at that. At least I did until ➤

South Lincs VMCC breakfast meeting at the Vine House farm shop, with a lovely Model 7 for company

finding that the engine wouldn't start due to a lack of sparks. It dawned on me then that Loctite is essentially a plastic, an insulator blocking current flow through the points – hence no spark when they opened.

Plan B was to use a longer screw after cleaning up the thread with a 4BA tap. This restored the sparks, and I checked the timing while I was about it (9/16" BTDC).

That's quite a catalogue of fixing and fettling, but one spread over four years and about 2500 miles. Some foibles remain of course with the awkward gear shift leading the field by some distance. It works, but is some way from slick with the length of the lever and its positioning making upshifts difficult, especially into second. Thankfully, frequent changes are not needed with that torquey, long stroke motor. Even so, first is best for pulling away and I often reach down with my hand to engage it when stationary. FW's use of his heel described in RC206 certainly works, but I have fallen into my own method, one that relies on carrying out very deliberate downshifts well ahead of a junction or stop.

'Plodder' hardly seems a fair description though. The gearing is quite high and the engine willing, so pulling away or bend swinging along a back road has more than a touch of alacrity about it. It will cruise at 50-60mph, overtake slower traffic even, although I normally run at 45-50 for less frenetic enjoyment of the countryside hereabouts. It also has a place as my winter ride because, good looking machine though it is, there is little shine to spoil, and it starts readily on a frosty morning... Rc

The joy of winter riding, the story of this year so far...

Theater of the absurd

Forget everything you thought you knew about big-bore thumpers; the NSU Bison 2000 didn't just bend the rules of displacement, it strapped an aviation-grade sledgehammer to a motorcycle frame. Built by the mad-genius German engineer Fritz (Franz) Langer to settle a score and reclaim a displacement record from a 1,500cc rival, this one-of-a-kind mechanical leviathan proudly holds the unofficial title for the world's largest single-cylinder motorcycle engine. For the veteran gearhead who believes there is absolutely no replacement for displacement, the Bison 2000 is the undisputed king of the absurd.

The mechanical "brutality" of this machine centers on its awe-inspiring, Frankenstein-esque 2,000cc single-cylinder powerplant. To achieve this monstrous volume, Langer mated the heavily widened and reinforced bottom end of a classic NSU Konsul 500 with the massive top end of a literal radial airplane engine. Inside this cavernous cylinder—featuring a comical 146 mm bore and 118 mm stroke—pumps a custom, lightweight alloy piston specially forged by Mahle. Weighing in at 1.6 kg (less than half of the original aviation piston's 3.3 kg), it represents a masterclass in managing catastrophic reciprocating mass.

On the pavement, the Bison 2000 is a certified seismic event. Exhaling through a massive 75 mm (3-inch) straight-pipe stainless steel exhaust with zero silencers, every single power stroke sounds like an artillery cannon firing. While it produces a relatively modest 80 horsepower, the bike's defining trait is its violent, bone-shattering vibration. Completely devoid of balancing shafts or damping equipment, the massive internal forces make it physically exhausting and nearly impossible to ride for long distances. Even firing it up is a gladiatorial challenge; while it technically features a kickstarter, the extreme compression means a team push-start is usually the only way to awaken the beast without breaking a leg.

The "Bison 2000" reality? This machine is less of a practical motorcycle and more of a rolling, explosive physics experiment. It represents the absolute, illogical extreme of the single-cylinder engine—a bike built purely out of defiance to prove that it could be done. Today, this awe-inspiring masterpiece of German overkill enjoys a peaceful retirement safely on display at the Technik Museum Sinsheim. For the enthusiast who respects the sheer lunacy of extreme custom engineering, Fritz Langer's 2-liter thumper stands forever as the undisputed, earth-shaking heavyweight champion of the single-cylinder world.

Miss Shilling's Orifice

Every time a German Messerschmitt pilot wanted to escape a Spitfire on his tail. He did the same thing.

He pushed the nose down.

In a dive, the German engine kept running — it used fuel injection. The British Spitfire's engine cut out. For one and a half seconds the Merlin went dead, the aircraft shuddered, and by the time it caught again the German was gone. Worse: if a German was behind a British pilot and the British pilot dove to escape, the German could follow and keep shooting while the British engine was silent.

Pilots were dying because of a carburetor.

The engineers at Farnborough knew about the problem. They were working on a long-term solution — a redesigned carburetor that would take years to perfect and manufacture.

A woman named Beatrice Shilling fixed it with a washer.

She was born in Hampshire in 1909 and was the kind of child who spent her pocket money on Meccano sets and tools. At fourteen she bought her first motorbike. Her mother, with the inspired instinct of someone who understood what her daughter actually was, found the Women's Engineering Society and arranged an apprenticeship at an electrical firm.

She went to Manchester University — one of the first two women ever to study engineering there — graduated with a degree in electrical engineering, stayed another year for a master's in mechanical engineering, and in 1936 joined the Royal Aircraft Establishment at Farnborough as a scientific officer.

By the late 1930s she was one of the best carburetor engineers in Britain. She was also one of only three women to hold the British Motorcycle Racing Club's Gold Star — awarded for lapping the Brooklands racing circuit at over 100 miles per hour on a motorcycle.

She had reportedly told her future husband, an engineer named George Naylor, that she wouldn't marry him until he earned his own Brooklands Gold Star first.

He earned it. They married in 1938.

The problem with the Merlin was specific and lethal. The SU carburetor used a float chamber to regulate fuel flow. Under negative g-forces — the forces experienced in a sudden dive — the fuel flooded to the top of the float chamber and starved the engine for 1.5 seconds. Just enough time for a German pilot to turn the tables entirely.

The RAF had known about this since the Battle of France. The formal solution — a redesigned pressure carburetor — was in development but wouldn't be ready for years.

Shilling was thirty-one years old, working in carburetor research, and she designed a fix in weeks.

A brass thimble with a precisely calibrated hole in the center — later simplified to a flat washer — fitted inline in the fuel line just before the carburetor. It restricted maximum fuel flow to just enough to prevent flooding without cutting off power. The key breakthrough: it could be fitted without taking the aircraft out of service. No downtime. No factory return.

The old guard at the RAE looked at it and called it a plumbing fix. They called her a plumber. The first batch of 5,000 units was made by a Birmingham firm that normally manufactured plumbing fixtures, which they found embarrassing.

The RAF pilots who flew Spitfires with Messerschmitts on their tails called it something else.

They called it Miss Shilling's Orifice. With deep affection.

By March 1941 she had organized a small team and was personally touring RAF fighter stations across England — traveling between bases on her old racing motorcycle — fitting the device to every Merlin engine they could reach. Squadron leaders all over the country were demanding installations. The word spread faster than the official channels could keep up with.

The Germans noticed. They couldn't explain why British fighter pilots had suddenly started following them into dives. They were baffled by the new aggression. They didn't know about the washer.

The restrictor remained in use until 1943, when the full pressure carburetor finally arrived. It had kept British pilots alive for two years in the middle of the war they couldn't afford to lose.

After the war she worked on the Blue Streak missile. She studied what wet runways do to braking distances. She helped design a bobsled for the RAF Olympic team. In 1967 she solved overheating problems on an Eagle Mk1 Formula 1 car.

She never received a top promotion at the RAE. Such positions, she was told, were for men.

She received an OBE in 1949. The citation said "services to aviation." It did not mention the washer.

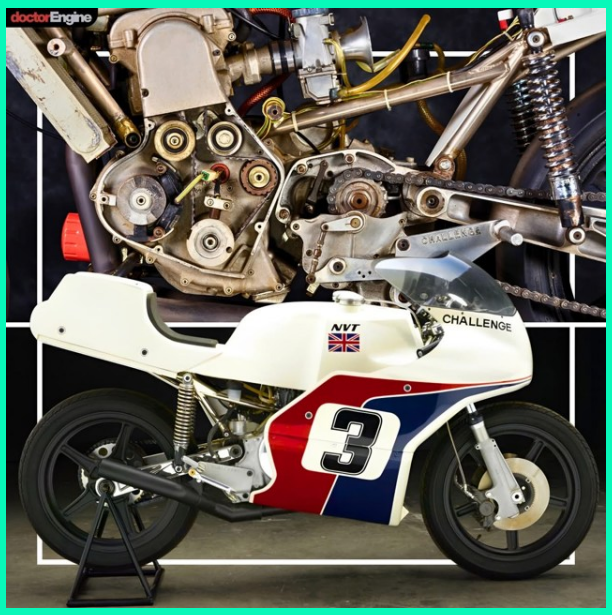
She retired from the RAE in 1969. She kept racing motorcycles and sports cars. She modified and tuned both in her home workshop until she couldn't anymore.

She died on November 18, 1990. She was 81.

The Battle of Britain is one of the most documented events in British military history. Hundreds of books. Dozens of films. Memoirs by the pilots who flew in it. Almost none of them mention the carburetor problem. Almost none of them mention her.

The pilots who benefited most never knew her name. They just knew that when they pushed the nose down, the engine kept running.

Norton Cosworth Challenge, also known as the P86



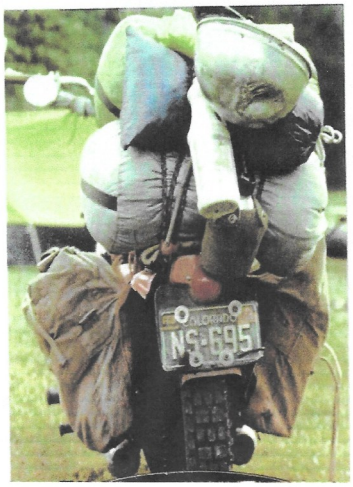
Imagine trying to rescue a fading motorcycle empire by giving it a racing engine with Formula 1 blood in its veins—that was the daring, almost impossible dream behind the Norton Cosworth Challenge, also known as the P86. Commissioned by Norton Villiers Triumph in the 1970s, this machine was not meant to be an ordinary British racer; it was intended to be a technological statement, a motorcycle that could drag Norton into a new era using the genius of Keith Duckworth and Cosworth Engineering. At a time when British motorcycle manufacturing was under intense pressure, the P86 carried enormous expectation on its shoulders.

The heart of the project was a 750cc liquid-cooled parallel-twin engine, but its concept was anything but traditional. The design was famously inspired by Cosworth's championship-winning Formula 1 V8 technology, essentially taking the idea of removing two cylinders from that legendary racing architecture and adapting the result for motorcycle use. This gave the engine a highly advanced character compared with the older air-cooled British twins of the period. It was modern, technical, compact in theory, and filled with the kind of racing logic that made Cosworth one of the most respected names in motorsport engineering.

Unlike classic Norton engines that relied on familiar British mechanical traditions, the P86 engine represented a radical shift toward high-performance liquid cooling, advanced combustion thinking, and more sophisticated internal design. It was created to compete in an era where racing motorcycles were evolving quickly, and where older engineering formulas were no longer enough. The challenge was enormous: transforming Formula 1-derived concepts into a motorcycle engine that had to be light, reliable, powerful, and responsive enough for real circuit racing.

But ambition and reality did not fully meet. The Norton Cosworth Challenge became one of those fascinating "what could have been" machines—brilliant on paper, historically important, but trapped by development problems, financial pressure, and the difficult condition of the British motorcycle industry at the time. The engine had incredible intellectual pedigree, but making it work perfectly inside a racing motorcycle required more resources, testing, and refinement than the struggling company could comfortably provide. In many ways, the P86 was not short on imagination; it was short on timing, money, and stability.

Today, the Norton Cosworth Challenge P86 engine remains one of the most intriguing lost chapters in British racing history. With its 750cc liquid-cooled parallel-twin layout, Cosworth DNA, Keith Duckworth design influence, and connection to Norton Villiers Triumph's final push for relevance, it stands as a machine built from courage and desperation in equal measure. It may never have become the dominant racer its creators hoped for, but it remains unforgettable because it dared to ask a wild question: what would happen if Formula 1 engineering tried to save a British motorcycle legend?



2026
4 CORNERS
Rendezvous

When: Thur.-Sun. June 18-21, 2026

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

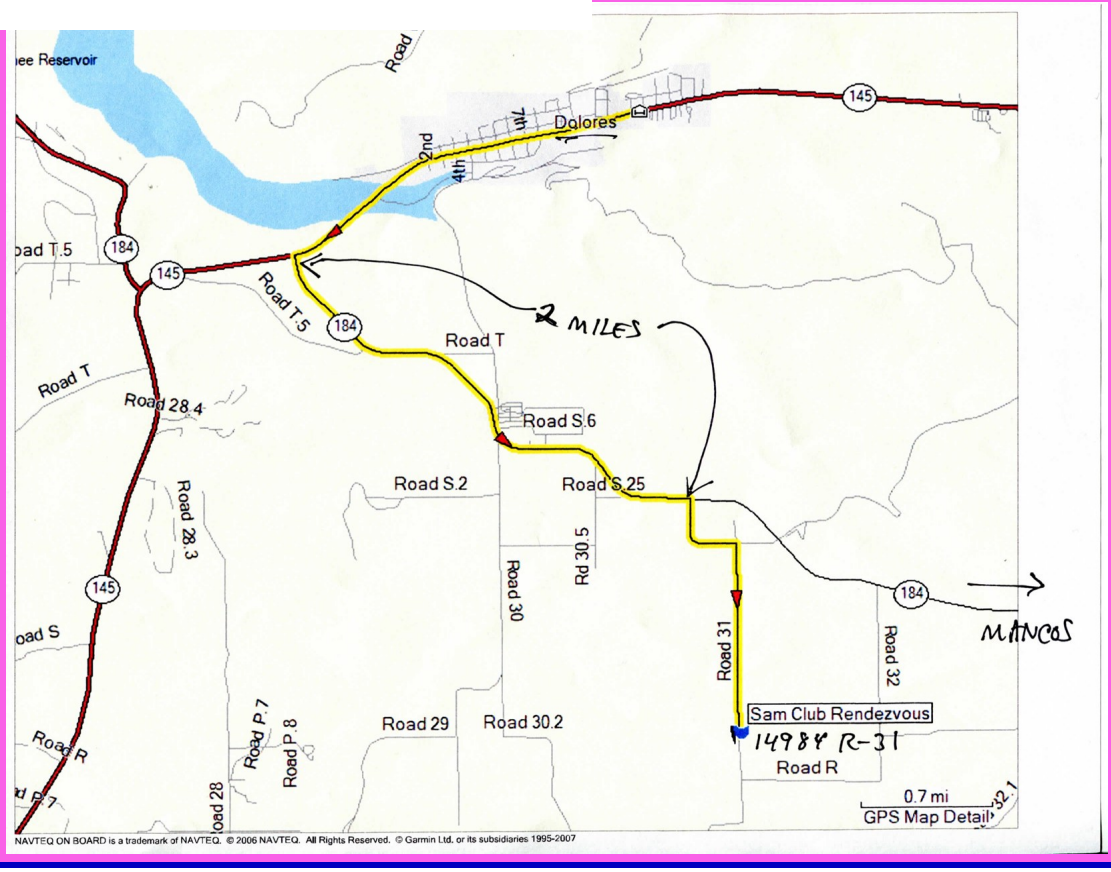
Who: Hosted by Western Slope Norton Riders and Norton Colorado.

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

For further information contact Steve Harris at charleysteve10@gmail.com or call 970-946-1960

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

Photo is Pete Bredemeier's expertly packed rat bike headed for a rally



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!

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.

Motorcycle Stuff on the web:

Check out the club websites new photo galleries:
[Norton Colorado Motorcycles - Photo Galleries]

AMA Pro Racing Remembers 1969 AMA Grand National Champion Mert Lawwill - Cycle News
https://share.google/H0ZxPT1hDcqYuQAUe

WHEEL BUILDING – STARTING FOR SUCCESS
[Legendary Techniques For Motorcycle Wheel Building]

Interesting
https://www.advrider.com/this-is-not-ai-motorcycle-launches-in-artemis-ii-impression-after-crash/

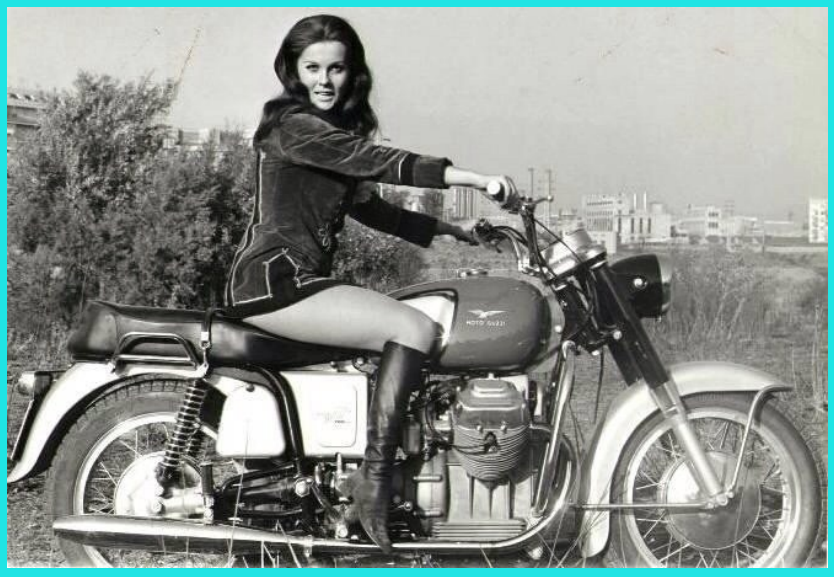
Jack and Gary at the Tennesee Vincent rally

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), 6:30pm,
March 28, 2026 (Saturday) Shop visit to Jesse Carraway's,
April 12, 2026 (Sunday), Group Ride, TBA
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), 8am to 2pm, Colorado Vintage Motor cycle 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, TBA
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.

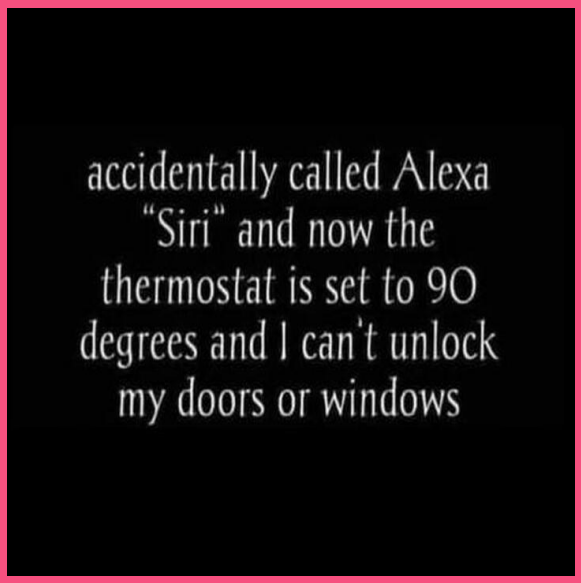
The official club membership list is posted on the club website. Please let Eric know if there is an error.

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/



Current Occupants

Officers

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

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Credits: Thanks to Jack Abeyta, Jim Colt, Bob Herman, Julian Kowalewski, Dennis Oberwetter, Jerry Pokorny, Dave Porter, Tom Tallick 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.

Norton Colorado

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