



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



Norton Colorado

www.nortoncolorado.org **Newsletter**

October 2026



Long time Norton Colorado member, Frank Albert, taking his Norton out for a ride through the Garden of the Gods Park.

Looking good old friend.

Upcoming Events *2026 Calendar See Page 12*

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 7, 2026 (Saturday) Open Garage and Fish Fry hosted by Gary Re

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

Old Bike Ride 23

From Eric —I was very gratified by the nice turnout yesterday for the Old Bike Ride. The numbers have been down in recent years from the highs we saw when Bob Ohman was beating the bushes and publicizing it around town for most of the year, but my fear that interest in the event is close to evaporating proved wrong. The new, shorter route seemed to be quite popular and navigational problems were minimal. There was one breakdown, which was repaired by the side of the road with materials at hand.







COLORADO ENGLISH MOTORING 2026 CONCLAVE



Mike Fields brought out his Norton in it's John Player colors this year. Apparently Mike has one Norton and he dresses it up in many different looks.

Eric dressed for the occasion.





A pair of Mikes
and their bikes.



On display at the
World of Motor-
cycles Museum in
Indiana



1954 CONDOR

OPPOSED TWIN
678cc SHAFT DRIVE

EX SWISS ARMY

Interested in a New Norton??

We have the new Nortons in stock at our local dealer in Scotland, the Atlas is very modern and full of electronics but seems OK for a modern bike. The salesman was keen to offer Fiona and I a test ride but so far I said no thanks.

They also have the V4 in stock, 22k pounds to 35k depending on the spec, also available to test ride, get the behind me Satan!

Gino & Fiona Rondelli



The Comet : A Radical Rotary Masterpiece That Redefined Custom Motorcycle Engineering

Some custom motorcycles turn heads, but The Comet leaves people wondering how such an extraordinary machine could even exist. Created by legendary British builder Larry Houghton of Lamb Engineering, this futuristic custom combines bold styling with one of motorcycling's most unconventional powerplants. The bike earned the prestigious Best in Show award at the Kickback Custom Classic Show, a testament to its innovative engineering and flawless craftsmanship. At its core is a 1988 Norton Interpol 2 588cc twin-rotor Wankel (rotary) engine, a rare motorcycle engine known for its smooth power delivery and compact design. Houghton cleverly integrated induction tubes that not only support the engine but also function as a ram-air cooling system, blending engineering efficiency with striking visual appeal.

What truly sets The Comet apart is how it combines components from several iconic motorcycles into one cohesive creation. Fuel is delivered through polished twin SU carburetors connected to a beautifully crafted plenum chamber, giving the engine bay an appearance reminiscent of futuristic aerospace design. The front suspension and wheels come from a Ducati 999, while the rear features a single-sided swingarm borrowed from an Aprilia RSV 1000. Larry also converted the original shaft-drive Norton rotary engine into a chain-drive configuration using a Norton Commando gearbox, demonstrating an impressive level of fabrication skill. Every modification serves both a functional purpose and contributes to the motorcycle's unmistakable identity.

Fun Fact & Drawbacks Rotary motorcycle engines remain rare because they present unique engineering challenges. While the 588cc twin-rotor Wankel engine is exceptionally smooth, compact, and mechanically simple in terms of moving parts, it is generally less fuel-efficient than conventional piston engines and produces more heat, requiring careful cooling management. Parts and specialized knowledge for maintaining these engines are also far less common today. These limitations make rotary-powered motorcycles uncommon, but they are also part of what makes machines like The Comet so fascinating to collectors and engineering enthusiasts.



Norton's Tiny Twin That Marked a Major Turning Point

Small by Norton standards, but historically significant—this was the motorcycle that proved a little engine could carry a big piece of the company's history. The Norton Jubilee De Luxe 250 was introduced in 1958 to commemorate Norton's Diamond Jubilee and became one of the most distinctive lightweight motorcycles produced by the British marque. Designed under the direction of renowned engineer Bert Hopwood, it used a 249cc air-cooled parallel-twin and featured the unmistakable enclosed rear bodywork associated with the De Luxe version. Its two-tone styling captured the optimistic design language of the late 1950s, while beneath the chrome and painted panels was an important engineering change the Jubilee was Norton's first production motorcycle to use unit construction, integrating the engine and gearbox into a common casing.

What makes the Jubilee especially fascinating is the role it played in Norton's move toward smaller-capacity motorcycles. At 249cc, it was the smallest-displacement motorcycle Norton had produced, aimed at riders entering motorcycling under the licensing rules of the period. The machine wasn't designed to intimidate with brute force; its appeal was accessibility, compact engineering, and unmistakable British character. The De Luxe version's famous "bathtub" rear enclosure also makes it instantly recognizable today—a perfect snapshot of an era when motorcycle designers were experimenting with enclosed bodywork and a more scooter-like sense of practicality while still retaining traditional motorcycle proportions.

The "Jubilee" name wasn't just marketing—it directly referred to Norton's 60th anniversary, celebrated in 1958. And although the model was officially a 249cc motorcycle, its development reflected a very practical challenge keeping the engine within the 250cc licensing threshold that mattered to new riders in Britain at the time. In other words, Norton wasn't simply building a smaller motorcycle—it was engineering one specifically for the rules and riders of its era.



Rust & Ruin



@rustandruinmotorworks/instagram
DIY space rental
Kustom Builds

Restorations

Paint

Oil Changes

tire mount and balance

Repairs/Maintance

DIY space available

We work on all makes
and models of motorcycles

10650 Irma drive UNIT 22
Northglenn CO
720-232-9321
Rustandruinmotorworks.com

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!

TROPHY CLASSIC CYCLES

175 Commerce St. Unit 3
Broomfield, CO 80020
720-432-2722
info@trophyclassiccycles.com
www.trophyclassiccycles.com

Colorado's British Motorcycle Specialists



www.morriesplacecycle.com
Since 1954

- New & Used Parts
- Vintage Bike Service
- Full Machine Shop
- We Ship Daily

5410 Austin Court
Ringwood, Illinois 60072
morriesplc@aol.com

Ed Zender
815.653.7000

Norton TRIUMPH BSA

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.



**MARTIN
POWERSPORTS**

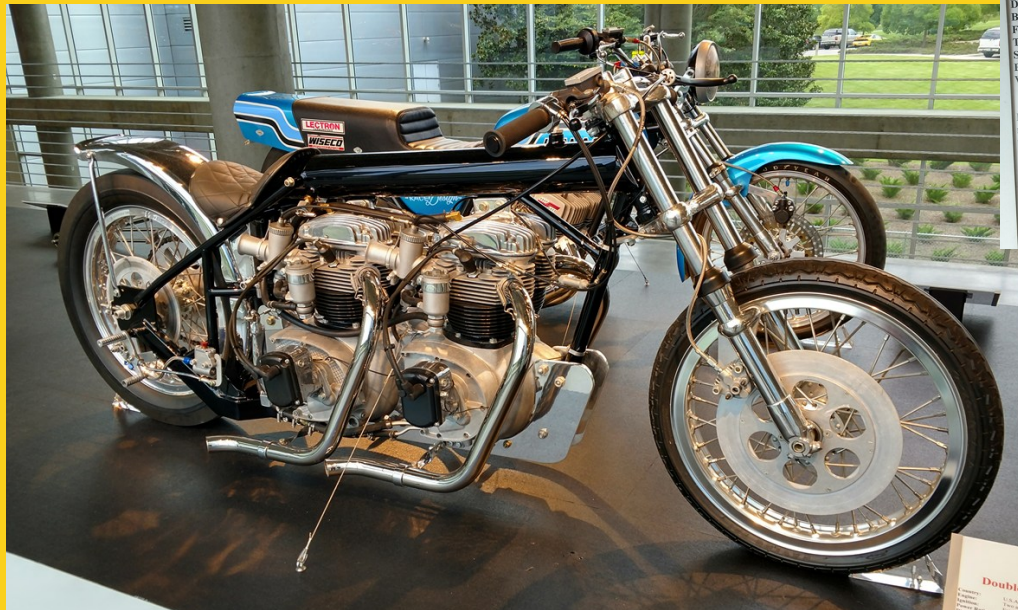
INSTRUCTION TRANSPORTATION
CONSULTATION ROADSIDE ASSISTANCE
PRE-PURCHASE INSPECTION

martinpowersports303@gmail.com (303) 931-5623

Motorcycle Stuff on the web:

Check out the club websites new photo galleries:

[Norton Colorado Motorcycles - Photo Galleries](#)



**1970s
BSA
Double Engine Drag Bike**

Country:	U.S.A./Great Britain
Engine:	Two air cooled twin cylinder four-strokes
Ignition:	Fairbanks Morse magneto
Power Rating:	125 bhp (estimated)
Displacement:	1,308 cc (stock)
Bore x Stroke:	75 x 74 mm
Fuel System:	Two 1 5/32" Amal Grand Prix 2 carburetors per motor
Transmission:	Single speed
Suspension:	Front 35mm Ceriani telescopic front fork, rigid rear
Brakes:	Airheart single disc front and rear
Weight:	300 lbs (estimated)

In the search for more power, faster speeds and quicker elapsed times, drag racers found that adding another power unit would give the desired results, so the "double" was born. Various power units were used, the most popular were Harley Davidson, Triumph, Norton and of course the BSA as seen here, a typical product of the 1970's. Power units were cheap and plentiful, with a good selection of speed equipment available.

BARBER

BMM-1595

Ric Landeira has decided to part with his beautiful 1960 BSA Gold Star. He is offering to reduce the asking price significantly for all of our club members and will be happy to discuss other possibilities with any of them.

<https://denver.craigslist.org/mcy/d/firestone-1960-bsa-gold-star/7966962744.html>

landeira@colorado.edu

303-651-2599



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 Caraway'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 7, 2026 (Saturday) Open Garage and Fish Fry hosted by Gary Re

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.

Check out the welcome sign.
Ain't that the truth!!

I bet you can think of some more things to add to the list.

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/>



Jack and Vincent outside of Kremmling, CO

Current Occupants

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President

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Eric Bergman (720)400-7835 **NEW #**
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Credits: Thanks to Jack Abeyta, Frank Albert, Eric Bergman, Jerry Doe, Dennis Horgan, Julian Kowalewski, Marc Lomax, Gino and Fiona Rondelli 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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Golden, CO 80401

