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

Norton Colorado Newsletter

www.nortoncolorado.org

May 2026

Martin White's Norton and a 1978 172 Cessna. Nice !!

Upcoming Events

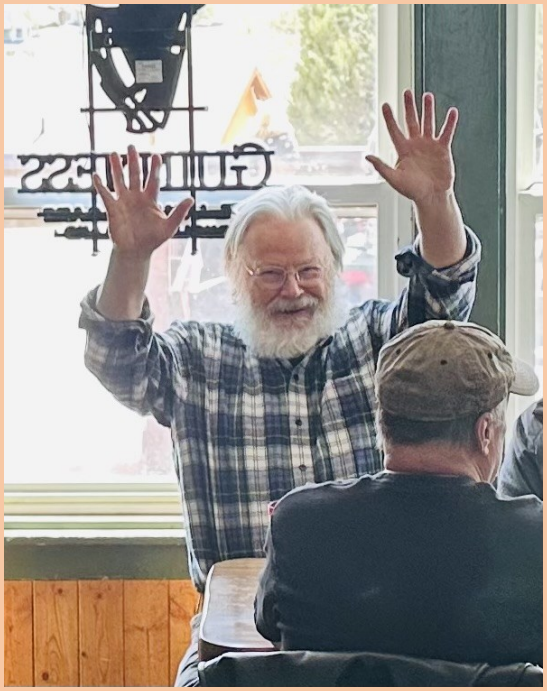
2026 Calendar See Page 11 (NEW)

May 17, 2026 (Sunday), AMCA Swap Meet, 955 Decatur St., Unit M
May 17, 2026 (Sunday) Distinguished Gentleman's Ride
June 7, 2026 (Sunday), Big Tent BBQ hosted by Eric Bergman & Susan Saarinen.

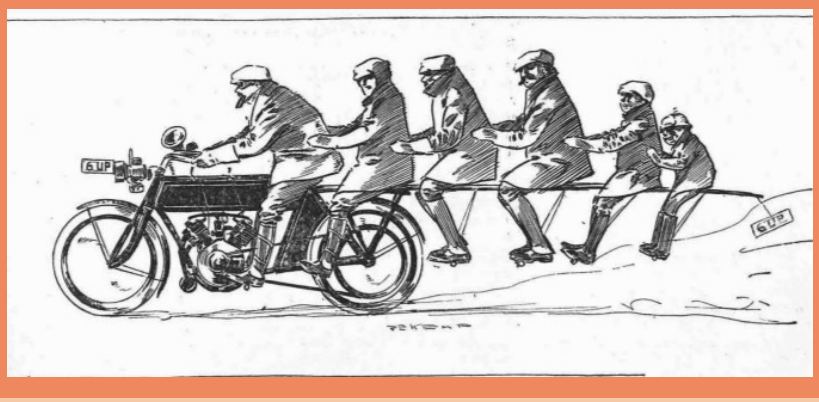
Time to volunteer for hosting an event for this year. Interested? Contact Eric.

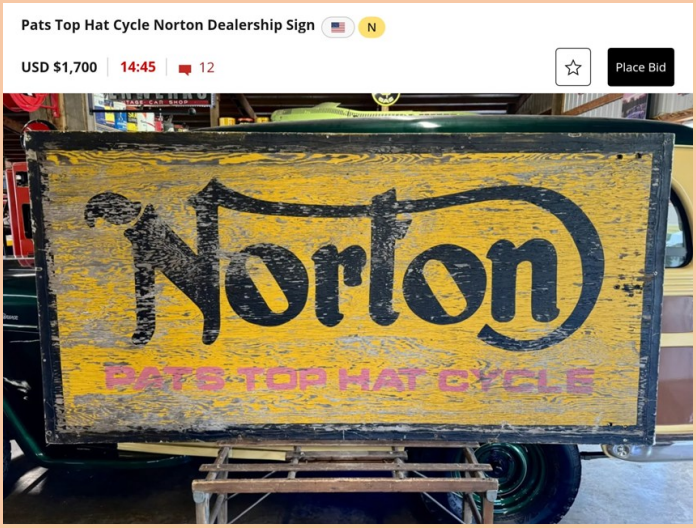
Look for club emails or check the website for more details about these gatherings.

Palmer Lake Ride



A drawing of the original members of Norton Colorado! Times were tough, so they had to share one bike. One of the rare Peugeot V-twin models!





Norton NEVERWOZZERS

PART THE SECOND

Pre-production prototypes offer unique insights into what went on in the old British bike industry. Many were broken up and their unique components consigned to the scrap heap. It's hard enough to rebuild working replicas… but what if you actually want to ride them? Paul Henshaw fettles the second of two bikes which Norton never made…

Photos by Paul Henshaw, Anthony Curzon

Part of the appeal of unit construction engines is that it's easier to make them compact with no separate gearbox. Observe the gap behind the engine in its featherbed home

When I said that the N15-style bike we featured last issue was the only one of its kind, that wasn't entirely true. There are two running examples of Norton's Unified Twin. However, the 650 motors are fitted into two very different frames, giving each machine a very different appearance and feel.

With the featherbed-framed bike, I started by putting some oil in the oil tank, after making sure the crankcase wasn't already full of the oil tank's contents. After some basic checks, I attempted to start the engine. This one was fed by a single Monobloc carburettor, rather than the twin Concentrics found on the N15-type bike. The engine started easily enough and appeared to run well, with no rattles or smoke. It sounded quieter mechanically and seemed to run smoother than the other machine, too. I prepared for a short test ride. I had been warned that if the chain clatter of the other machine had bothered me, it was worse on this one. Great!

A few tentative miles confirmed that the ride was marred by the chain clattering and tinkling against various things. This bike appeared to be much higher geared than the N15CS version, and suffered terrible clutch slip. The 650 engine felt almost turbine smooth, especially compared with the other engine. It also felt a bit like a two-stroke in its power delivery, with nothing much to offer until north of 3000rpm.

This engine was the one originally fitted into a Model 7 rolling chassis for factory testing, and it is said to have recorded 49bhp and managed 120mph at MIRA. As far as I am aware, this engine contained its original crank, so maybe it sported a more suitable balance factor than the crank in the other motor.

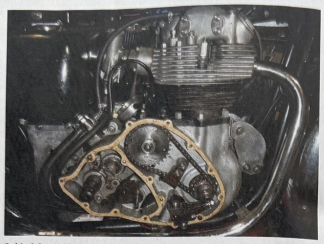
After the run, I watched for oil leaks. While waiting, I took off the primary cover to access the clutch pressure plate screws and tighten them. The clutch had been incredibly light, so I thought this would help deal with the clutch slip. The primary chain in this engine was of a duplex type. Sure enough, oil started to accumulate in the drip tray I placed beneath the engine. I had been told the engine would need stripping, as there was an oil leak from the crankcase centre line when the engine wet sumped, which it appeared to do quite rapidly.

I decided to focus on the wet sumping itself. This would mean taking off the timing cover to access and strip the oil pump. Luckily, the oil pump is very much the same as on Norton's mass-produced heavyweight twins, apart from having a longer drive spindle. The body and all but one of the gears could be replaced with new, off the shelf items if need be.

Owner Anthony sent me various oil pump bodies and gears, and I flattened off a slightly worn area of the oil pump end cover. With selective assembly, I ended up with an oil pump which turned freely by hand but barely allowed a drop of oil through when the engine was stopped – hot or cold – and thus reduced leakage into and from the crankcase.

Further investigation revealed that the crankcase wasn't leaking oil from its centre joint. A poor fitting washer on the sump plug was actually the culprit, and was easily fixed. That sump plug was just a small diameter drain plug with a built-in magnet. There was no crankcase scavenge strainer: ➤

A familiar Norton frame housing an unfamiliar Norton engine



Behind the timing and gearbox cover lived a familiar looking oil pump set-up

perhaps this would have been amended had production gone ahead?

The work on the timing side also revealed a little crankshaft end float. Nothing much, but it was evident. How much is too much? I will just consult the manu... ah. The engine ran smoothly and quietly enough, as it had evidently done before coming to me. I decided to award this issue the benefit of any doubt and let sleeping dogs lie.

With the timing cover laid face down on the work bench, it was possible to see that it had been rather extensively repaired by alloy welding at some time. Crash damage? Probably not. Apparently, the damage was likely caused during the process of scrapping the aborted project, when factory workers were ordered to take hammers to the abandoned project's components and literally hurl bits into the waiting skip. I have heard of similar goings on at JLR in more recent times.

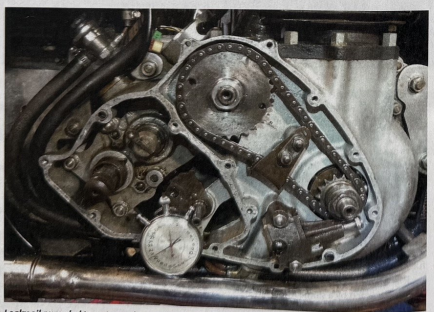
Time for some more miles. The geometry between the gearbox sprocket, swinging arm spindle and rear wheel spindle was much better on this featherbed bike than on the N15CS variant. However, the distance forwards of the swinging arm pivot to the gearbox sprocket centre was considerably longer than ideal, and this gave rise to a fair bit of chain clatter against some of the frame tubing.

I also noticed the damaged end of a stud passing through some mounting plates behind the gearbox, which had about four or five threads sticking out. The inside link plates of the chain had been doing their best to grind this overhung section of threads away. Adjusting the nuts on either end of the stud moved it over to the right a little and out of harm's way. Once again, the rear shocks were set to maximum preload and off we went. That was better. Much better.

A box of bits had arrived with the bikes and this included a full rebuild kit for the front forks. I totally stripped the forks, rebuilt them with the new parts, but the old parts all seemed like new in any case. Oh well. New front brake shoes were also provided and duly fitted.

Another possible job was to remove the rocker box and fit a set of mushroom-headed tappet adjusters. I soon realised that while I might manage to get the rocker box off, due to the right side top frame rail being only around half an inch clear it was highly unlikely I would get it back into place with the pushrods correctly located. This procedure had been quite straightforward on the other engine, which had plenty of room to lift and refit the rocker box with the motor in the desert-sled style frame. The pushrods were easy to locate with the rockers in that one.

Behind the gearbox's removable round window lies the change mechanism



Leaky oil pump led to wet sumping. Stopwatch used to time duration between oil drips!

In this case, it seemed prudent to check the tappets and leave it at that. Otherwise the engine might have to come out of the frame if things went horribly wrong… plus I knew that the exhaust pipes were virtually stuck in the cylinder head. There was the strong possibility of a huge can of worms waiting to be opened here and I wanted to avoid that at all costs! I was told that each engine had been placed in its frame completely assembled. If a head needs to come off, who knows what might be necessary? I was in no hurry to find out!

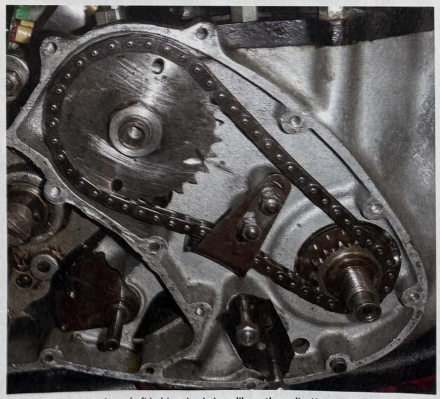
A longer run of fifteen miles was taken and all appeared to be going very well, with the clutch slip all but gone. This engine definitely thrived on being revved compared with the other one. I was told this motor used a camshaft ground to a Navigator 350 profile, while the other ran a 650SS profile. This motor is the single-carb version, yet contrary to popular thinking it revs more freely than the other, twin-carb unit.

Again, the slimline motor was turbine smooth compared with the other unit, although I probably didn't exceed 4500rpm at this stage. I was aware that, back in the day, overheating and even seizures had been experienced in the initial stages of development, but apparently this had been dealt with as the factory process had progressed.

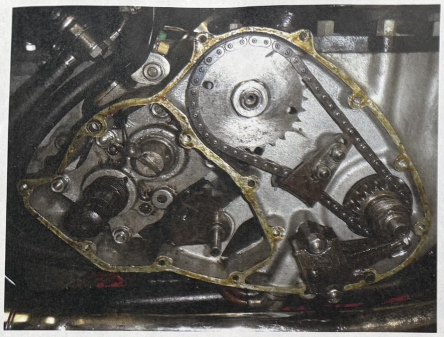
On the return leg of my 15-mile test route, there is a short, steep climb. Just as we were about to crest the summit, I realised the engine was tightening up, whipped in the clutch and shut the throttle. We coasted to a halt in a layby where I tried the kickstart. The engine fired right up, so I gently moved off in first, changed to second and kept the ➤

Oil pump stripped for inspection. It was reassembled using some readily available new components

Note the alloy welded repairs, probably due to damage caused when it was thrown into a skip



The single rear-mounted camshaft is driven by chain, unlike on the earlier Hopwood twin design for Norton, which placed the camshaft at the front of the engine. Neat tensioner, too



Time to reassemble. Time to read the manual. Oh, maybe not…

Timing marks added. Points would have been used originally

loads light. On the gradual descent towards home I used higher gears and speeds to keep things as cool as possible.

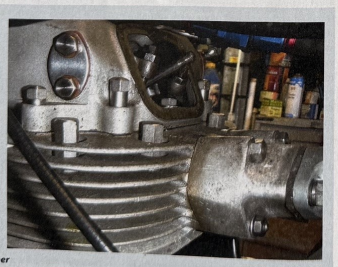
'Paul Henshaw destroyed my unique Norton!' What a headline that would have made. Thankfully there was no such drama, and all was well. However, I had a nagging doubt, fuelled by other recent experiences. I've discovered that going up a size on the needle jet can eliminate any tendencies towards pinking, overheating and tightening up. This was true on my own scrambles Tiger Cub and with a Triumph TR6 which holed a piston!

I checked the size of the needle jet. It was a 106, as found in the majority of Amal carburettors on British machines. I replaced it with a 107, then took another ride covering the same route, riding a little harder. Everything was fine, with no sign of the engine getting overheated or tightening up. However, that wasn't enough. If a machine has a true weakness then the Black Mountain will usually uncover it, so off we went. It was amazing how the pair of unit Norton motors – same size, identical looking – could be so different. On the slimline bike, a five-speed gearbox certainly wouldn't hinder progress.

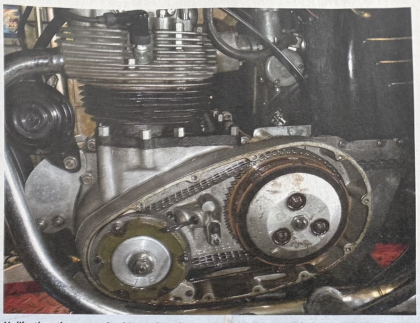
An extra cog 'below first' might help the slimline bike with its lack of grunt compared with its counterpart, while another cog above top wouldn't hinder the N15CS variant. Both four-speed gearboxes work on the 'up for down' pattern and apparently contain standard Norton internals. The gearchanges were light and precise on both machines.

Back to the mountain on the slimline, where no further problems were encountered. I didn't press this engine too hard, suspecting that the crank it contained was probably knocking on the door of 65 years old and is the only Norton-made item of its kind in existence. The overall ride was as you'd expect from a slimline featherbed. The suspension was a little hard on the rear where I'd adjusted the preload to encourage the rear chain to behave better. The front end was pretty stiff, thanks to the hard front fork springs included in the rebuild kit from the owner. Anthony told me he likes firm front forks…

I shared some video and photos of the bikes online. There were many comments, a number of them not too flattering about the appearance of the timing side of the engines. I certainly don't regard them as pretty, but they are interesting and different to look at. Were they just too different? There are unit 650 twins currently in production whose engines aren't particularly appealing to me, but they seem to sell like hot cakes all the same. ➤



Setting the valve clearances – familiar to any Norton heavyweight twin owner



Time to check out the forks. Everything was as new

Unlike the other example, this machine featured a duplex primary drive

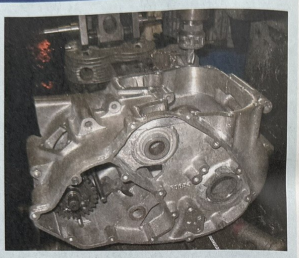
PROUD OWNER SPEAKS

Malcolm Saggers in his workshop along with the UT parts that he had to fabricate for the second engine. The con-rods are Thunder-race items which were made for it. Sadly Malcolm passed away before the second bike could be completed

'It was called the Unified Twin, the Integrated Twin, the P8, and the late Bob Collier called it the Bill Pitcher Twin. It was designed by Bert Hopwood, and the first engine was assembled by Fred Swift. Only two engines were ever built. One was put into a Model 77 chassis and tested on the road, while the other was tested on the Norton factory dyno.

'The overheating problems were designed out, by Doug Hele and Brian Jones, who modified one of the cylinder heads – that head is now on the N15CS bike with the twin carburettors. Brian Jones told me that that engine was all ready to be put into production, and then it was scrapped. The UT project was kept very secret, as the late Bill Cakebread, who worked on the dohc P10 project at Plumstead, informed me. He only knew about it when he saw the completed bike at the Ardingly show.

'The design work began in about 1958, and the 1¾-inch big end bearing that was later used on the 650 engines was first used on the UT engines. The main bearings were 45mm, when the standard Norton twin main bearings from the 500 up to the 850 engines all used 30mm main bearings. The bearings on the UT were 50% larger than the standard Norton twins main bearings. The engine was constructed in such a way that it could be increased to 750cc and maybe up to 950cc. It's a very strong unit. The twin carburettor version got up to about 48bhp, but it was overheating very badly. It used a magnetic sump plug, and Norton only added this feature to the engines used in the later 850 twins in about 1974.



'The engine had many advanced features, one being the separate rocker box assembly, as this made assembling the cylinder head with the pushrods maybe a bit easier. The UT engine had many advanced features for the time, although I have a letter from Bert Hopwood, who stated that he had nothing to do with it, although he's credited with its design.

'The bike was tested at MIRA track by Fred Swift and attained a 120mph top speed. Doug Hele, Brian Jones, and Bill Pitcher were the engineers who worked on the project, while John Priest did the layout drawings. Brian Jones informed me that all the problems had been ironed out and fixed, and it was Plumstead that cancelled the project and had it all scrapped. The parts should have been broken up, but Bob Collier rescued most of what was left of the UT project from the Bracebridge Street scrap bins.

'As I said above, John Priest did the layout drawings at Bracebridge Street, of which I have a huge original copy, and he informed Richard Negus that Brian Jones had designed and drawn a frame layout for the UT engine. This could be taken as a sort of insight into how Norton were going to progress with that engine. It could have been a whole new machine with its own frame. We can now only conjecture that the cycle parts may have been the standard Norton forks and wheels, with a specially made petrol tank and other cycle parts. Fred Swift is I think the only one left from that development team who can tell us more, but I have tried and he does not want to talk to anyone any more.

'There was also a smaller featherbed frame designed for the lightweight Norton twins that never went into production. This was revealed to the late and very much lamented Richard Negus by John Priest. This frame was designed by Brian Jones for the UT engine, and was actually constructed according to Richard. We did try to buy it but the owner refused to sell, hence the reason for the AMC duplex frame that was used on the second engine's construction.

'Can I please give credit for both of these bikes' construction and completion to the following brilliant individuals. Malcolm Saggers, Jeff Myers, Richard Negus and John Preston, who told Jeff to use an AMC twin frame, as this is what AMC would probably have done. Newman cams made the camshafts, Nourish made the N15CS engine's crankshaft, while the inlet and exhaust valves are the same size as the Norton Atlas. The inlet valves have a steeper angle in the cylinder head, as used by the many tuners of Norton twins. Malcolm Saggers machined the four rocker arms from solid blocks of EN24T in his workshop.

'Malcolm was very much a singles man at heart, but told me that he really liked the UT engine as it had so many advanced features. He rode the featherbed version down from Newmarket to me in South London, and told me that he was cruising the M25 at about 70mph at the time…'

Owner Anthony, whose efforts and determination saw these unique engines brought back to life (with the help of some very skilled assistants), is often told by onlookers that they 'had one just like that.' I kept my cards very close to my chest while these machines were with me, and relatively few people knew about them being at my workshop. One time, I was about to take a test ride on the slimline and it was in the yard, waiting for me to put my jacket and helmet on. Another customer arrived with a friend who came bounding over.

'A Norton 650SS!', he exclaimed. 'I had one of those in 1959!'

Actually he didn't, on two counts. He wouldn't have owned a prototype (these only began their short lives in 1959) and the 650SS hadn't been produced yet. Even so, I gave him ten out of ten for his enthusiasm, if not his memory or knowledge. We got one, Anthony!

MORE FROM PAUL

You'll find more from Paul online about these and rather more regular classic bikes he's worked on recently: search for 'Paul Henshaw' on YouTube. If you'd like to employ Paul's expertise on your next project you can find him at Performance Classics on Facebook, or 07909 740160

After prepping and riding both bikes, I can't see any real benefits in the UT engines over the machines already on offer from Norton at the time. Unit construction was obviously the way forward for many manufacturers, and did indeed become the norm. The UT's huge main bearings and – presumably – the very strong crankshafts running inside them probably resulted in a stronger bottom end than the production machines of their era. Someone in Norton's management said 'no', and that was that. Gone in the blink of an eye. But not quite, thanks to the actions of a dedicated few.

One final thought, then. Could the fitting of a 107 needle jet have been enough to change history completely? If that had cured the UT's overheating, maybe there would have been no Atlas, Commando or Ranger models. Instead, high-capacity, unit construction Norton twins would instead be roaming the planet. I guess we will never know! RC

It's a Norton 650 Jim, but not as we know it! The Unified Twin takes a breather on a damp day in Wales…

Are Rotary Bikes Making a Comeback?

Norton rotary for 2026 TT? Photos have been leaked of what looks like an updated bike and engine design.

If you recall the Van Veen OCR 1000 rotary motorcycle from the 70s, it had a Citroen rotary engine.
(Henk) Van Veen was the Dutch importer of Kreidler mopeds in NL, located in Amsterdam . The Van Veen bikes were built in a special plant in Duderstadt in Germany.
Citroen & Van Veen got the engines from "Comotor", which was a joint venture between Audi/NSU and Citroen for the production of the model "GS birotor" (For more information: The car that Citroën preferred to forget and destroy: the GS Birotor ,translate with deepl.com)
After a very limited production (847 cars between '73 and '75), Citroen cancelled the model. Don't forget in 1973 we had the energy crisis.
Because Citroen stopped producing the engine, Van Veen could no longer build their rotary motorcycle. Production stopped after 38 bikes, also because of financial difficulties.
Much later another 10 were built from spare parts.
I do know a guy not far from my house who actually owns a Van Veen.
My 2ct: I do like the Van Veen design a lot, but do not like the weight of the bike, too heavy, ...

Tony Kersbergen

Like nature, Bob Herman abhors a vacuum

I sold my Moto Morini 500W last week. As we all learned in school, nature abhors a vacuum. As I learned years ago, so does my shed. So Thursday I filled that vacuum with a 2022 Royal Enfield INT650 (known outside the US as the Interceptor). I decided that at my "mature" stage of life I should have ONE modern(ish) reliable, oil-tight, no-kick bike in the shed. I've read great things about the Enfields now being built in India. I considered a single but decided to go with a twin. Having lusted, unrequited, for an Interceptor back in my passionate teens, when I saw this one, with the paint-on-chrome tank and other visual similarities to 60s British twins, there was no holding me back. This should prove to be a nice, easy to enjoy all-arounder. Mildly tuned 270 degree vertical twin, known to be a good handling (with upgraded suspension) rider-friendly mount. No hot rod, to be sure, but I have a couple of hot rods in the shed for when I'm in the mood.

Going through pictures and found some interesting ones from when I lived in Japan.
BTW, finally getting back out west. Moving next week to start an emergency preparedness job at Los Alamos National Laboratory in NM!

Dave Campbell

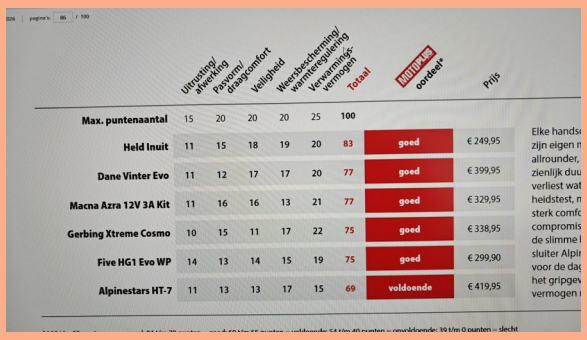
Prroduct review: heated gloves from Held

by Tony Kersbergen [Inuit Heated Glove – HELD USA]

Well, today I finished a rather fussy job. Few months ago I bought heated gloves from Held. I am very pleased with them. Really excellent!!

Three heating levels and A) just fingers, B) palm area only, C) fingers & palm. With it came 2 rechargeable batteries. So far so good, BUT on longer trips on the highest heating level for both fingers & palms, the batteries would last for about an hour.

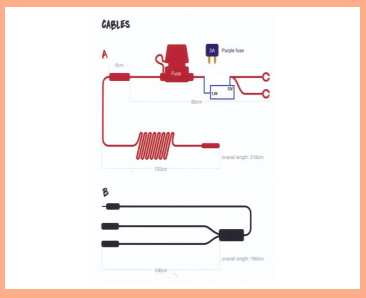
Test results, Held Inuit, first place and at € 249.95 the cheapest



	Uitrusting/ afwerking	Pasvorm/ draagcomfort	Veiligheid	Weerbescherming/ warmteregulering	Verwarmings-vermogen	Totaal	Oordeel*	Prijs
Max. puntenaantal	15	20	20	20	25	100		
Held Inuit	11	15	18	19	20	83	goed	€ 249,95
Dane Vinter Evo	11	12	17	17	20	77	goed	€ 399,95
Macna Azra 12V 3A Kit	11	16	16	13	21	77	goed	€ 329,95
Gerbing Xtreme Cosmo	10	15	11	17	22	75	goed	€ 338,95
Five HG1 Evo WP	14	13	14	15	19	75	goed	€ 299,90
Alpinestars HT-7	11	13	13	17	15	69	voldoende	€ 419,95

Robocop glove at its max output: nice warm hands & fingers.

According to the test which I read, Held should supply a cable to connect to the motorcycle battery. Of course , Held does NOT supply such a cable: BUMMER!!
Next I made a cable myself. In the circuit I included a small circuit board, nicely tucked away in a small plastic box. This circuit board works like a transformer in the DC circuit.
Input 12V, output 7,4V. And of course 7,4V is the Voltage for the gloves.



A: the cable on the bike,
B: the cable for the jacket.

The Macna cable which permanently stays on the bike.

For some reason I was not 100% satisfied with my home made cable after I saw a similar, factory made cable from Macna. Same connectors to the gloves. One part of the cable stays on the bike, see picture above.
The other part goes into your jacket and then through the sleeves into the gloves. Only thing: the bike cable connects directly to the motorcycle battery. On the circuit board I saw a small LED burning constantly.
Did some calculations and it turned out that in about a month the battery would be empty. So between the battery and circuit board I added a switch to permanently switch off the circuit board.

1962 Norton Manx

When history looks back at the machines that truly separated the pros from the amateurs, the 1962 Norton Manx stands alone as the ultimate final chapter of the single-cylinder era. This was the "Grand Master" of the racing world, a machine that achieved such mechanical perfection it continued to humiliate sophisticated multi-cylinder rivals long after it should have been obsolete. For the racing purist who understands that a single, massive piston can possess more soul and competitive fire than a dozen smaller ones, the '62 Manx remains the definitive icon of British grit.

The mechanical "purity" of this machine centers on its 499cc air-cooled, single-cylinder DOHC powerplant. By 1962—the final year of production—the "Manx" engine had evolved into a "short-stroke" masterpiece. Featuring a near-square 86mm x 85.6mm bore and stroke, this engine was designed to rev higher and breathe better than any of its predecessors. Utilizing a complex and beautiful bevel-gear drive to actuate the overhead cams, the engine produced a stout 54 bhp at 7,200 rpm. It wasn't just about the peak numbers; it was about the relentless, rhythmic "thump" of power that delivered incredible traction and a flat, usable torque curve.

On the legendary mountain course of the Isle of Man, the Manx was a certified giant-killer. While Italian multi-cylinder bikes were screaming past, the Norton relied on its narrow profile and the legendary Featherbed frame to maintain impossible corner speeds. The engine's simplicity was its greatest weapon—it was lightweight, predictable, and incredibly reliable under the extreme stresses of a 264-mile race. It delivered a visceral, tactile connection between the throttle and the rear tire, allowing riders to "feel" the limits of grip in a way that modern electronics have all but erased.

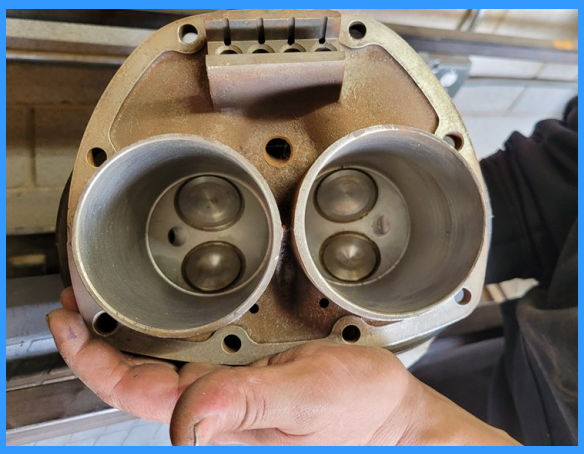
The "Manx" reality? This is a machine that represents the absolute zenith of the British "Single." It requires a pilot who understands the art of momentum—someone who can keep the engine in its sweet spot and trust in a chassis that has been the benchmark for handling for over half a century. Every cooling fin and bevel housing on the 1962 model is a testament to an era when engineering was driven by the pursuit of a perfect lap, not just a marketing brochure. For the enthusiast who wants to experience the raw, unshielded heartbeat of the most successful racing single in history, the 1962 Norton Manx remains an undisputed, 500cc legend.

Anyone want a BSA motor?

Curtis at Thunderbird Motorcycles has a BSA motor in a box he would like to get rid of. It looks like it's already been machined and looks in good shape. (see pictures attached) There are gaskets and other parts in the box. He doesn't know what it's worth so make him an offer. Tell him Scott Robinson sent you.

Thunderbirds is on the north side of 44th east of Kipling.

Call Curtis at 303 - 463 - 9399.



1973 Commando For Sale

*Tires are 3 yrs old, but probably have 50 miles on them, at most. Fuel system gone through by Kurt Ottoway- 3yrs ago. (Carbs, new fuel lines) (Has not been ridden since) my Dad did a frame off resto- probably 5-6 years ago- it was barely ridden after. Hasn't been started in 3 years... clean title in hand.

Conact Arnie Beckman for more information: arniebeckmanp11@gmail.com>

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!

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

Our next bikes!
https://www.linkedin.com/posts/tomaszpatan_volonaut-volonautairbike-hoverbike-ugcPost-7447500757542735873-QDYE

The Psychology of People Who Know How To Work On Cars
https://www.youtube.com/watch?v=-BsJb_k4GbA

Norton Returns to the U.S.
Norton Returns to the U.S. With 2026 Manx and Manx R Superbikes

dunstall equipment

DUNSTALL TWIN DISC FRONT BRAKE

Part Number 1050A	Pre 1968 Norton
Part Number 1050	Post 1968 Norton
Part Number 1051	Pre 1971 Triumph/BSA
Part Number 1051A	Post 1971 Triumph/BSA
Part Number 1057	Ceriani 35mm
Part Number 1058	Suzuki 500

Now further developed and improved they now feature twin —10" Discs, in place of the 9" size previously used together with larger pads. These two features combine to provide an incredibly effective brake with a long pad life. Swept braking area is now an enormous 176 sq. ins.

Many of the modern large capacity machines have genuine maximum speeds of over 120 mph and as the machine and rider usually weigh around 600 lbs it was a logical thing for Dunstall to produce a front brake that was up to the job of really stopping such machines from high speeds. Rather than play around with adaptions Dunstall started with a clean sheet of paper and designed a really sophisticated unit. This comprises twin discs made from close grain cast iron and hard chromed plated finish, fitted to a polished aluminium hub with sealed for life bearings and spoked to a competition quality aluminium rim with serrations to stop tyre creep.

The twin discs are arrested by two twin acting calipers which are cast into each fork leg. Thus the complete caliper units are always perfectly in alignment with the disc. This ensures a completely rigid and thus reliable, non snatch brake with progressive feel. The whole assembly is hydraulically operated to ensure equal pressure on all four pads.

The hydraulic pressure is applied via a special motor cycle master cylinder and the stopping friction is generated by specially graded pad material that gives superb feel and yet will be up to the job of consistently stopping a bike with two up from 100 mph plus, all day, and even return 10,000 mile pad life. When the pads need changing it is simplicity itself. The pads have special visible marked pegs and when these are down to within 1/16" of the disc, simply remove the wheel and change the pads which simply slide out and the new ones slide in. Thus this unit is a complete set up incorporating all the design requirements of modern motorcycle disc brakes. Namely, self adjusting and

Picture of the AMC factory where Nortons were made until 1969.

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, Lakewood
April 12, 2026 (Sunday), Group Ride, TBA
May 17, 2026 (Sunday), AMCA Swap Meet, 955 Decatur St., Unit M
May 17, 2026 (Sunday) Distinguished Gentle man's Ride
June 7, 2026 (Sunday), Big Tent BBQ hosted by Eric Bergman & Susan Saarinen.
June 13, 2026 (Saturday), 8am to 2pm, 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, 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

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

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

Treasurer
Charley Gremmels
1832 Forest Ave.,Durango,CO81301
970-946-1302
treasurer@nortoncolorado.org

Staff

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

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

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

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

Credits: Thanks to Jack Abeyta, Eric Bergman, Dave Campbell, Paul David, Jerry Doe, Bob Herman, Dennis Horgan, Tony Kersberger, Julian Kowalewski, 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.

Norton Colorado

1900 19th Street

Golden, CO 80401