



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



Norton Colorado

www.nortoncolorado.org

Newsletter

July 2026



Upcoming Events *2026* Calendar See Page 12

July 12, 2026 (Sunday), Mt. Evans Ride and Brunch

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

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

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

Another fine **Norton Club BBQ** hosted by Eric and Suzy. There was a nice turnout and as usual we all had plenty to eat, plenty of stories to tell, a fine collection of motorcycles to look at and a wonderful collection of friends and family to visit with. Thanks to Eric and Suzy for putting on a great party and to everyone who showed up to make it a wonderful day.





West Texas Journey by Scott Robinson

I heard the riding in The Big Bend area of Texas was worth the trip. Since I've never been there, that was all the incentive I needed. Being summer it is hot down south, so it's out of season and relatively empty. I can stand the heat to avoid the tourists.

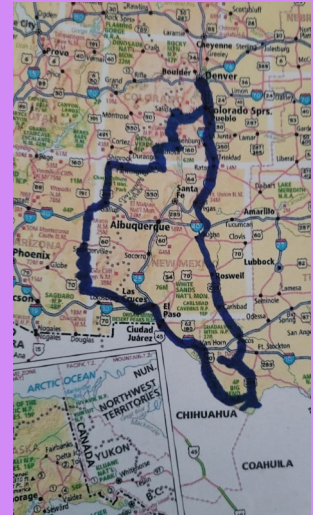
Man, I was in hog heaven. I have never spent so much time riding on nice, empty, remote roads. It was like I was alone in the world. I could relax and simply enjoy the ride.

Remote is wonderful until your clutch craps out fifty miles from the nearest town and no cell phone coverage. I was dead in the water. Thanks to the locals I was back on the road by 9:00 the next morning. Southern hospitality is not a myth.

I head to Big Bend and cruise around there for a day. After that I ride along the Rio Grande River for 70 miles. The road went up and down, with up to 15% grades, and back and forth, sometimes slowing to 15 mph. One car passed me and that was the only traffic the entire ride.

Next up was a road in Arizona dubbed "Coronado's Trail" ([Coronado Trail National Scenic Byway - National Scenic Byway Foundation](#)). Very twisty, very fun and, guess what, very empty for most of the ride.

Adventures over, I headed for home through northern New Mexico to Pagosa Springs and one final favorite ride, over Wolf Creek Pass. I visited some friends along the way home and had a pretty nice ride overall. Just what I needed, until the next ride.



Rio Grande River. Mexico is on the left and USA is on the right.



Coronado Trail. Just my bike and me for miles and miles.



Buying another motorcycle? Here's a guide to understanding the sales advertisement.

Sacrifice: Motorcycle was once set on fire.

Runs like a top: Motorcycle wobbles when coming to a stop.

New alternator, starter, tires, brakes, shocks, clutch: Motorcycle needs engine.

New engine: Motorcycle needs alternator, starter, tires, brakes, shocks, clutch.

No dents, rust, dings: Motorcycle does not run.

Spotless leather: Upholstery is from old road kill.

Gleaming exterior: Motorcycle has been washed.

Very clean: Dead French fries have been removed from rear bags.

Runs great: Often starts.

Runs good: Sometimes starts.

A classic: No replacement parts are available.

Rare: Nobody bought motorcycles like this even when they were new.

New tires: Old tires blew when motorcycle was used in hill climb.

Many new parts: As soon as one part has been replaced, motorcycle has needed something else.

\$1,500 firm: Seller needs that much to get out of town.

Low maintenance: Motorcycle has never had an oil change or leaks only 1 qt. of oil per 300 miles.

Low miles: Odometer has been replaced.

Must see: It would be too complicated to describe motorcycle's condition in writing.

Great starter: Motorcycle starts and dies.

Mint: There is a roll of Life Savers in tool kit.

Cherry: There is a box of cough drops under seat.

One owner: Owner has been unable to sell motorcycle.

Solid: Gas cap, trunk lid, and seat do not lift.

All original: Nothing that broke has been repaired.

Garaged: Covered with an old poncho during winter.



Just kidding, Happy Thanksgiving! —LOUIE DE CAROLIS, SAFETY OFFICER

Colorado Vintage Motorcycle Show





The ex-Barry Scully 1964 Scott 344cc Proto- type

Every so often, a motorcycle appears that feels less like a factory product and more like a group of determined engineers trying to rescue a marque's soul with their own hands. The ex-Barry Scully 1964 Scott 344cc Prototype was exactly that kind of machine: a landmark British clubman's racer built to modernize the traditional Scott name while



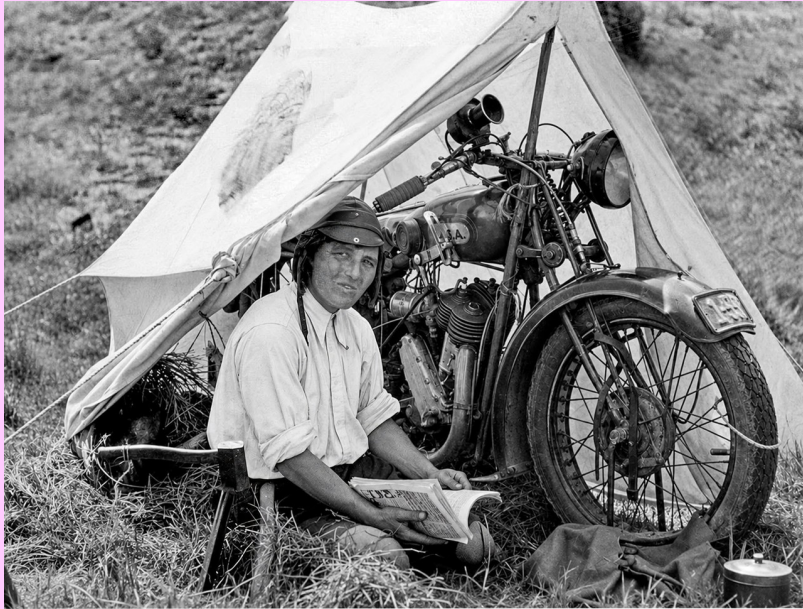
preserving its two-stroke identity. Instead of simply restoring old Scott practice, this prototype attempted to push the brand into a lighter, sharper, more competitive direction for the 350-class club racing scene.

At its heart was a special 344cc air-cooled two-stroke twin-cylinder prototype engine, a major departure from the heavier water-jacketed Scott engines of earlier decades. This was the boldest part of the project, because Scott had long been associated with liquid-cooled two-stroke twins, but this machine chose a lighter and more direct air-cooled approach. The goal was clear: reduce weight, simplify the package, and create a more modern racing engine that could compete in clubman events without carrying the burden of old-fashioned mass.

The transmission and chassis work were just as important as the engine. The bike used an Albion five-speed gearbox, modified to a Brian Woolley design with work by Barry Scully and Brian Bulmer, giving the prototype a more race-focused spread of ratios. Around it sat custom cycle parts designed by Bulmer, including shortened leading-link forks intended to sharpen handling. The addition of specially fabricated expansion chambers also showed how seriously the team approached two-stroke performance, because exhaust tuning is one of the most powerful tools for shaping a racing two-stroke's character.

Barry Scully's involvement gave the motorcycle much of its later identity. After the machine's major press launch in July 1964, Scully and Bulmer continued modifying and developing it to keep it competitive. That kind of hands-on evolution is what makes the prototype so interesting: it was not a static showpiece, but a living race project. Every change reflected track experience, rider feedback, and the constant battle to make an unconventional Scott racer fast enough for serious competition.

Today, the ex-Barry Scully Scott 344cc Prototype stands as a rare and important piece of British racing heritage. With its air-cooled 344cc two-stroke twin, Albion five-speed gearbox, Brian Woolley transmission influence, Brian Bulmer chassis work, leading-link fork development, and custom expansion chambers, it represents a fascinating attempt to pull Scott engineering into a more modern racing age. It may not have rewritten the entire history of British racing, but it remains unforgettable because it was brave, clever, handmade, and deeply connected to the spirit of clubman innovation.



This photograph appeared in *The Motor Cycle* on February 25, 1932, with the caption: "There is nothing of the frail lady about Miss Violet Porter of Auckland, New Zealand, who has done over 30,000 miles of lone touring on her BSA since August, 1929."

Miss Porter is pictured with a BSA Sloper, one of the most influential British motorcycles of the late 1920s and early 1930s. Her machine appears to be the less common side-valve version, available in either 493cc or 556cc form. It also seems to be a "colonial" specification model, fitted with larger mudguards and an air filter, equipment rarely seen on British-market machines of the period.

Introduced in 1926, the Sloper helped define

modern motorcycle design. Its low-slung frame gave it an unusually low 25-inch seat height, while features such as a fully circulating oil system and car-inspired engineering reflected the influence of designer Harold Briggs, formerly of Daimler.

The photograph was taken after Miss Porter had ridden 250 miles to Ninety Mile Beach in New Zealand to witness the land speed record attempts of Norman "Wizard" Smith, Australia's leading racing driver of the period. Smith had already achieved Australian speed records with his aero-engined "Anzac" special before turning his attention to the outright world land speed record.

By early 1932 Smith was attempting records with the Napier-powered Fred H Stewart Enterprise at Ninety Mile Beach near Kaitaia. Mechanical problems and internal disputes hampered the project, and Smith fell well short of Malcolm Campbell's contemporary world record. Nevertheless, the attempts attracted considerable attention, among them Miss Porter and her well-travelled BSA.

I DON'T WANT FLOWERS



I SAID I WANTED PARTS FOR MY MOTORCYCLE



First Norton Atlas rolls off the production line in India... UK-designed adventure bike will cost from £8250



Rust & Ruin



@rustandruinmotorworks/instagram

DIY space rental

Kustom Builds

Restorations

Paint

Oil Changes

tire mount and balance

Repairs/Maintenance

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



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.



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:

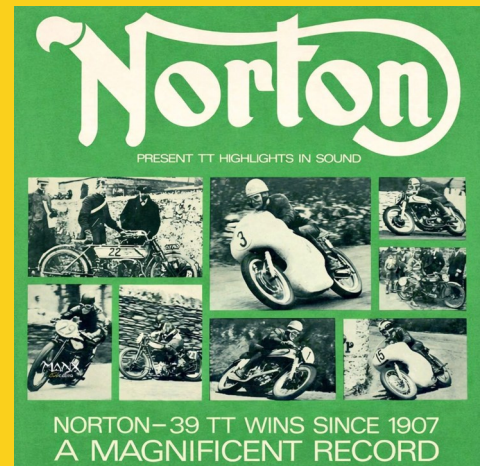
[Norton Colorado Motorcycles - Photo Galleries](#)

Lads: A friend sent me the link to this great documentary BBC did of the Formula 750 TT in 1973. Lads: A friend sent me the link to this great documentary BBC did of the Formula 750 TT in 1973. Best quote: "The machine may not be reliable, but the rider is."

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



Gary Re has a new Norton.



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, 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 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/>



The Norton experience

You probably first saw this masterpiece of shape and pace through the glint of plate glass, or in a magazine, maybe being handled by a friend or even worse by someone you don't know. Long before your eyes laid her you knew that somewhere sometime you would meet for that never surpassed experience. Not for you the fussy, the temperamental, the Dresden touch or the big flashy bore. You wanted a high flyer with scintillating looks, superb performance capabilities, that could hold on tight even during the wildest inclinations. Of course she can also be easy and gentle like a

putting cat, as smooth in motion as a skunk on a high snow - but only if you're man enough to move fast with her when you both get turned on.

Most experiences are dulled by time and repetition, they become indistinct,ishable in a world of mediocre happenings. Only a few remain fresh and exciting as on the first encounter - admittedly they are hard to acquire but well worth waiting for.

640 m.p.h. 1/4 Mile
Standing quarter 12.6 sec.
Top speed 135 m.p.h. plus.

The Norton Commando 750 Roadster with the isolastic super-ride

Write or call to the dealer of the 2005 Norton in the U.S.A. for more information and dealers. See "Norton Made Here" 153 Bikes - Norton Motor Corporation, 10000 10th and Park Road, Redwood Heights New Jersey 07064 (201) 474-8300.
Exclusive Importers and Distributors, West Coast (U.S.):
Cal. Exp. Inc., Whittier, Ca. 90601 410-444-4444
Norton Motor Corporation, 4100 Westmoreland
Beverlywood North Long Beach, California
90804 (213) 831-7138



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Credits: Thanks to Jesse Carraway, Bob Herman, Julian Kowalewski, Gary Re, Lynaire Reeh, Dave Sheesley, 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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