



*Newsletter  
of the  
Northwest  
Norton  
Owners  
Since 1991*

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Steve Shultz on his 1966 Norton Atlas at the NWNO Winthrop Campout

*Number  
150*

A Proud Chapter  
of the International  
Norton Owners  
Association

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*Dedicated to the Preservation and Use of Norton Motorcycles  
Founded in 1991 by Steve Neal & Garry Scheving*

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## Co- Editor's Point of View

Donn Harvey

Wow, what a summer, is it September already? It seems like March 15<sup>3rd</sup>. I cannot even keep track of the days. Deby and I just started calling everyday Blursday. When was the last club meeting? January, February? At least I've been able to get some riding in except when the smoke was so bad that my eyes stung, my lungs started complaining and I couldn't even see the scenery. Good thing the Norton didn't seem to mind the smoke, or did it?

Yes, it's been a slow summer for official club activities as we try to keep one motorcycle distance from each other and dutifully wear our own personal



short local rides. It was fun to see a few of the group last weekend while attending the unofficial VME Bonehead Enduro event. Even Will Wachtel made a guest appearance, I suspect it was just as an excuse to get out and hang out with us other vintage bikers. That's ok, it was my excuse as well. I was



*NWNO members at the Bonehead Enduro  
Thanks to Willie Mackay (far right) for the photo*

air filters to keep dangerous particles from damaging our valves and other internal components. Fortunately, there have been a couple of informal gatherings of club members on

impressed that everyone was cautious with their social distance and most everyone wore masks. Of course, if being over 60 puts us in a high-risk category, that pretty much

applied to everyone there.

A couple weeks ago Steve Craig organized an unofficial Saturday morning breakfast meetup in lieu of our regularly scheduled club meeting. The weather didn't really cooperate and only three of us attended but we had a great time hanging out. We went for a short ride afterwards with Steve on his blue 850, my matching blue 850 and Michael Lille with his new 961. I wonder who would have won that race? Wisely, we didn't try.

Earlier this summer I connected with Jim Franzel, Gary Griffith, John Deebach for a short ride with our Nortons on the eastside. Garry Scheving was along on a new (to him) Honda Africa Twin he was shaking down. It was great to see those guys and have another excuse to shake the cobwebs out of my Norton.

In August we held our annual Winthrop Ride and Campout. I couldn't attend but I know we had 14 people register and I was told everyone had a great time.

Having a little downtime has given me a chance to take care of some behind the scenes upkeep at [nwno.org](http://nwno.org). The main change is the addition of new e-mails for club volunteers. Finally, we don't have to have

our personal e-mails on display in the newsletter and website. The new e-mails are listed on the inside cover of The Atlas and on the website. For example, mine is now [editor@nwno.org](mailto:editor@nwno.org).

For this issue we are introducing a new column, Ask Atlas. This is the chance to direct any questions you have towards our esteemed and much respected elected officers.



*Two nice looking blue Commandos with a modern 961 in the background after the Saturday meetup*

Questions about the club or technical questions regarding Norton motorcycles are encouraged. Steve Craig has volunteered to either make up an answer himself or

find an appropriate answer by asking around until something sounds good. Send your questions to [AskAtlas@nwno.org](mailto:AskAtlas@nwno.org)

I want to thank everyone who has submitted pictures and articles for The Atlas. As we approach the editorial deadline I'm always worried that I won't have anything to publish and then the submittals start coming in. It's fantastic to see the involvement of our members and support even while we are staying apart.

I hope everyone is staying safe, being smart and making time to get out and ride.

## From The President Mark Zenor

Wow! How time flies. We decided to cancel our September meeting due to the virus, I did not think that having a meeting where according to the current rules, each member would need to be 6 feet apart and masked unless eating! I feel that as long as that is the situation, we will have continue to cancel our meetings or find an outdoor venue, which won't be popular in the fall and winter months.

If anyone has a suggestion, by all means, send it to me.

Even though we have not been able to have a formal meeting we have had rides and get togethers.



dislikes, suggestions, and such.

Steve Craig organized a NWNO get together at the Plum Delicious with 3 attendees.

In August we had our campout at Pine Near campground. Excellent time, nice ride on Saturday, with lunch and a quick morning ride up to Sun Mountain



*Happy motorcycles at the Winthrop campout*

We have had 3 rides, the tech session, and the campout. Way to go!

We have added a new column to the Atlas, this is to provide a place for membership input, likes,

lodge and back to the campground via the back road from Twisp. We did a quick walk through town with most business open and most all people masked. Strange times!

A big thank you to Bill

Thackaberry for efforts getting it organized. Also, for providing for the cocktail hour.

I debuted our new toy hauler trailer, we have been having a good time camping this year and hauling along a Norton or two and to be able to ride is great. We used the outside speaker for background music during the cocktail hour and had some great blues tunes going.

We also were fortunate in getting a camping spot at Fort Flagler on Marrowstone Island for a four-day camping trip this year. I took the 850 Commando along and due to Janet still working, I took the truck and trailer up on Thursday missing all the traffic and she joined us on Friday night. So, I had ride time solo on Friday and

two up on Saturday. This bike is set up with the CNW electric starter. I had just installed the upgraded sprag clutch and pulley assembly. This seems to have fixed the issue of not always engaging when used. It started flawlessly at the campout and at Fort Flagler.

Also, CNW is now providing parts to replace the stock Norton engine sprocket, the sprag clutch and the gear that is driven by the electric starter. I have installed one these kits and results so far are positive.

Hopefully we will still have a few days of nice weather in the upcoming weeks and can schedule a last-minute ride. Watch your e-mail for notification.

## Vice-President's Verbiage

Will Wachtel

If this column actually amounts to any worthwhile reading, we will all be pleasantly surprised!!! Including me!

The last two months since my previous column seem just as turbulent as much of this year already has been, so I am cobbling together some thoughts so that I can get this to Donn and Erin within today's Atlas deadline. On a disheartening note, I have not ridden my Norton at all this year! A combination of physical issues (those that attended our meetings last fall and winter, might recall how I was hobbling around then;



riding or even kick-starting was very problematic, and I didn't even attempt it then. As you all know, this year complicated our lives in other ways. I started walking daily in late April (took a recent hiatus due to lousy air quality) and that has helped me immensely. I was improved enough by early August that I had hoped to attend and ride

during the NWNO Winthrop rally/campout weekend. A lot of other logistical and other issues punched holes in that plan. But I am glad that others did make it there and had fun!

At this point with Autumn large in our face shields, I am thinking that if I can get the red Commando in running order easily (it should be, unless the carbs are all gummed up), then I might be able to get some riding in these last few months before the daily rains and colder temperatures. I will see if I can have a positive report in our next issue.

I don't have much club business to talk about this time.....hopefully Mark, Steve, and Donn have covered that subject. *I will remind you all (again!) that we still have unsold inventory in the NWNO Store -- visit that page of our website to see and order available items. It would be appreciated by this 'storekeeper'!*

A couple of personal items that I will mention here because they are club-related and make me smile. The first note stems from my last Atlas column and it is proof that someone reads my drive!! A huge Thank You to **Jim Reynolds** who read about my helmet woes and contacted me, seeing if we could make the face shield on my old helmet function until I can buy a new helmet. That wasn't going to be possible, but Jim does have an extra helmet that he has offered to me if it fits!! We just need to arrange a meet-up for me to try it on and see if my helmet problem is solved.

On another helmet note, if anyone else is looking for one to use....I have a previously worn

Arai Signet GTR that Ted Stanley gave to me some time ago; but it doesn't fit either of us....too small! It is full-face, white with no ding marks on the shell, and has a Ted-installed Norton script sticker on the back. It is a Large (7-1/4 to 7-3/8). Contact me if you have interest in that helmet...if it fits, it is yours for the asking!

The second personal note is about the fun day that I had on Sunday Sept. 20th when I drove the car up to Snoqualmie to catch the finish of the covid-postponed VME Bonehead Enduro; it was great to get a nice blue sky, smoke-free day for everyone. I talked to Steve Craig, Garry Scheving (also, it was his birthday!), Greg and Gary Griffith, John Deebach, and Donn & Deby Harvey! Everyone had a good time riding the Bonehead!

The finish was at the park near the Black Dog "Arts Cafe" and that enabled me to get some Take 'n' Bake Mac & Cheese and some baked treats from that establishment. I have a friend that works there very part-time and everyone employed there has been affected by the huge hit that Covid-19 took of their business. They have been trying to keep the doors open by doing only take-out business until they could do outdoor service and then more recently, restricted indoor service. They still can't have live music shows and that hurts business, of course. It was pleasing to hear from my friend that the Bonehead riders purchased 27 take-out lunches! The VME took preorders via their Facebook page and I thought it was great that they arranged that....well done!

That might have been the first 'adventure trip' that I have made since early February and damn it was great to go somewhere different again!! It was a spirit boosting jaunt!

I still haven't gotten my hair cut since January and now that I can, I want to go get a covid-careful shearing soon!

In closing, I hope to see you before long, either at a meeting or on a ride. I know that our patience for enduring our changed lives even longer is being tested, but at least there have been a few recent resemblances to normal club life for NWNO members while still being cautious and safe. Just keeping my faith that we will return to life before coronavirus and persevering until that time is what I try to focus on. The workshop in July at Mark's, the attendance at

Winthrop, and seeing friends at the end of The Bonehead help a lot in having a positive outlook about the ability to do more things together.

I'm so looking forward to the NWNO 30th Anniversary celebration and the INOA Rally in Lumby BC in 2021 if good fortune prevails!

Until the next issue, best wishes -  
Will

"Your everlasting summer  
You can see it fading fast  
So you grab a piece of  
something  
That you think is gonna last...."  
— Reelin' In The Years  
(Steely Dan)

## Secretary's Notes Chuck Peter



Editor's Note: Our secretary is out of town and since we haven't had any meetings to report on all he had to submit was a picture of this T-shirt. "Hoarder, old motorcycle shit"

# Treasurer's Report

## Steve Craig

Here's my latest attempt at keeping this report both relevant and interesting. It's not easy to do when the subject is finance.

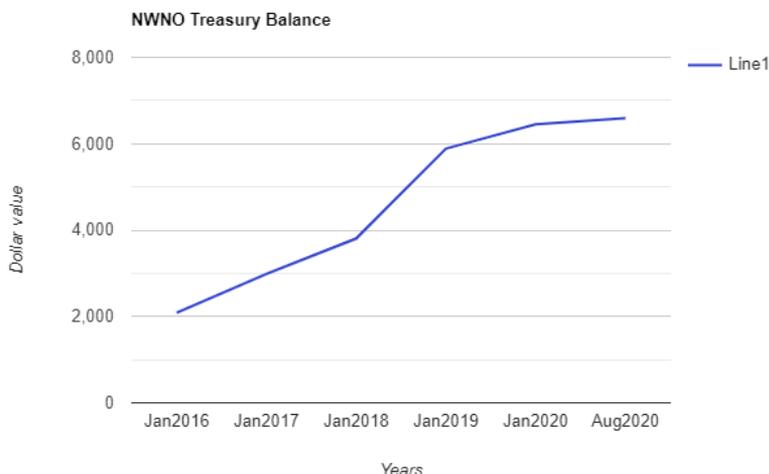
Depicted below is a line-graph I made up, illustrating the relative solvency of the NWNO Treasury since I took over in January of 2016. At that time, we had a balance of \$2084.74. As of 8/2020 that number had swelled to \$6593.45, an increase of \$4508.71, or 216%. This is not my doing; I'm just a single tooth in the drive sprocket propelling this club along. Most of the increase, as I've been relating all along, results from the work of many, many club members who have contributed and been recognized for their efforts.

Speaking of club members, our current head count is 83 paid



memberships. This is consistent over the last few years. We've lost a few long-term members, but they've been replaced by newer ones who we welcome to the group with open arms.

I have a ride report and a technical article to finish up for this issue, so I'll stop here. Happy cycling.  
Steve



## Ask Atlas

This is a new column to promote membership engagement with the club and provide an opportunity to answer those pressing questions you might not feel comfortable asking in person. All questions are anonymous and will be answered by a club officer or their appointee to the best of their knowledge.

Send questions to:

[AskAtlas@nwno.org](mailto:AskAtlas@nwno.org)

**Q: Will there be a rally in 2021?**

**~Bored**

**AA:** Yes, if everyone gets their wish!!! It is being assumed that there will be, we are still in 2020 and so the mantra is "Subject to change" !!!!

**Q: Is it true that adding an electric starter to my Norton means I'm a wimp?**

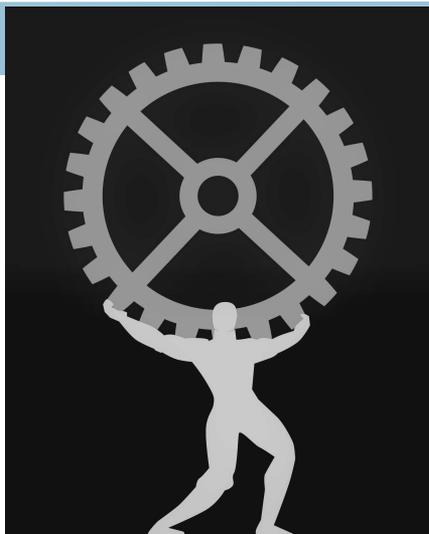
**~ Bad Knees**

**AA:** Oh hell no!!!! Maybe yes if you are 27 years old!!

Being the age that most of us are and with the often-accompanying physical maladies, it means that you love riding your Commando enough to make it practical to continue riding it!!! If I need an electric start to keep riding and I can scrape together the coins to install one, it will happen and I don't care if anyone calls me a wimp or worse!!

**Q: Why don't people like the Norton HiRider? ~ Chopper Fan**

**AA:** Because it was kind of a homely factory marketing attempt



to capitalize on the chopper craze of the era and it did/does besmirch the wonderful lines of the other Commando models. Like many things, it is a matter of personal taste and there are some who do like them!

Since that model is part of Norton history, I am glad that those folks have preserved some of them.

**Q: Do I really need annual oil changes if I don't ride much?**

**~Lazy**

**AA:** It's not entirely necessary to keep fresh, clean oil in your Norton, particularly if you don't mind a little extra wear and tear on the various moving parts. Personally, I enjoy pulling engines and splitting cases, so I change oil only every two years, regardless of mileage.

## 2020 Winthrop Campout and mini-rally

### Steve Craig

On August 21, NWNO descended once again on the Pine Near RV Campground in Winthrop, WA for our almost-annual campout extravaganza. Those of you who couldn't make it were sorely missed, but those of us who did manage it soldiered on, nonetheless. By early Friday afternoon the head count had reached 11 souls, all accompanied by machines of various lineages and

(Ducati). This group has much-evolved (and aged) from the earliest days of our summer campouts, when virtually everyone slept in tents and sleeping bags. I was the only tent camper; everyone else was either in an RV or cabin, and I can't say I wasn't a bit envious.

After an informal evening of socializing and eating accompanied by consumption and storytell-



ages. Specifically: Janet Zenor with her tag-along Mark (Commando); Chris Thackaberry in the company of Bill (Commando); Sandy Biascochea accompanied by Raul (Triumph x 2); a foursome, in the form of Heather Campbell and Janet Dolan who had arrived with Heather's significant other (and Janet's son) Ed Dolan along with Steve Shultz; (Electra, Honda 350, Atlas, Atlas) and yours truly

ing, we rose the next morning for a nice group ride to a lunch destination, riverside, at Pateros, WA, stopping along the way at the Mallott Country Store for a rest, rehydration and a few pictures. After a nice lunch on a sunny patio in full view of the mighty Columbia River, we remounted our steeds for the ride back to Winthrop. Two of the riders, who shall remain unnamed, pulled ahead of the main group, and set a tire-blistering

pace back to Winthrop, arriving a full ninety seconds ahead of the main group. Such men!!! At about the time of our arrival back at camp, we were joined by Alan and Brian Orr, who were out touring in

-dodging.

Next morning, after breakfast, most of the group took a short ride up to Sun Mountain Lodge to soak up some of the gorgeous Methow Valley scenery along the way.



Alan's Porsche Targa. They stayed for a few hours socializing, then hit the road to their next destination.

By now people were getting hungry but that wouldn't last long. Chris and Bill Thackaberry, and others, put up a couple pop-up shelters as refuge from the sun, and proceeded to orchestrate our cocktail hour/dinner setup, which included a vast smorgasbord of food options, accompanied by beverages of choice, including Mai Tais, expertly crafted by Chris and Bill.

Afterwards, as the sun was getting low on the horizon a warming campfire was torches off, which kept us warm and cozy for an evening of friendly camaraderie, storytelling, fire-gazing and smoke

Then, back to camp, gear and bikes loaded up, memories packed away for now, and back on the road to our respective homesites. A great outing for some intrepid



NWNO weekend warriors.

(author's note: In light of the fact that we're almost all retired now, I'm going to recommend doing this mid-week next time. Traffic back to the west side on Sunday afternoon was "pretty bad")

## Dear Red

### Jim Bowers

It was one of those days today..... an open letter:

Dear Red.

We have been meeting like this since 1970 when you with 400 miles on the Speedo and me with \$400 hard earned US Navy separation dollars spent, you became mine. I have never abused you. But now I am seriously considering where this relationship is going. It has been the Best of the Best and perhaps I did not want to see the Dark Side of it all. But today, by the kindness of a stranger, Steve the Sewer Guy, I had to hitch a ride home in order to get my wife's pickup truck to bring your sorry-self home after you left me stranded at the local mini-mart. Did you thank me for the new factory original crank seal I just lovingly installed? Did you appreciate the new Castrol GTX 20W50 (see recent NWNO controversial lubrication article)? Did you even notice that I was wearing new gloves? No, the only response I got was you, throwing back in my face that all too familiar, "I'm just going to stand here and not start when I am warmed up" thing, no matter how many times you kick me over. Not a thought given that I am hyper-ventilating on unhealthy air like a cardio junkie with people keeping more than their appropriate social distance while little children ask, "What is that man doing, Mommy, and why doesn't he just push the starter button?". (Poor

ignorant souls, Mommy did not know the answer either; just stay away from the crazy man).

So, Steve the Sewer Guy who I have never met, drives me home after picking up a bottle of wine (not for me). He does share his story about a Honda 305 with a similar kick yourself to death issue. I thanked him and then, with head hung low, went into the house to explain how I had to leave the bike at the mini-mart where they said they would keep an eye on it and not let anyone take it without offering lots of money.

My wife was somewhat less than sympathetic. She mumbled something about another time when I broke a throttle cable while getting gas at the 76 station, and the time when the clutch throw-nut came loose and we reassembled all of it on the side of the road, and when I got pulled over by a cop because my head light was too dim at a stop light (I don't think he even knows what a magneto is), and a couple other things I was not listening to by then. She had apparently forgotten about the 50 years of fun and sights seen, and when we were passed by the State Patrol while doing a little over a hundred mph or so two up and he just waved as he went by. Try doing that on a Hog. Good times.

I digress, sorry. Meanwhile, I am at the neighbor's house begging for a hand getting Old Red home. He even had a ramp. So, we drove back to the mini-mart



*Author's 1970 Norton Atlas, home safe*

and there you were. Apparently, no offers of cash. No oil on the ground - new crank seal and gaskets, remember? Looking good! What an awesome bit of British engineering, but..... Drop the tail gate, get the ramp, open the ratchet strap box and... What the heck, might as well give it a kick. Open gas petcock. No tickle the carbs just in case. Set up the crank. Second kick - VROOOM! Well, Damn!! Yes, I did put my helmet, jacket, and not so new

sweaty gloves in the back of my wife's pick up. Tossed the keys to the neighbor with thanks and headed for home at high speed-grinning, not a care in the world.

We really have to stop meeting like this. But I guess not right now. I think I need professional help. Why did I start this letter?

Sent from my electronic leash /  
Jim Bowers



# Commando Front Brake Upgrade

## Steve Craig

Last week I was browsing a Facebook group's posts when I came across a picture of a guy's Commando with what I'd call a front brake mega-mod. After a couple inquiries I shelled out about \$550, and within a week a kit was leaning against my front door. All parts and pieces look to be of excellent quality. Installation was straightforward; everything well thought out and nothing more than basic hand

tools required to do the conversion. It took me about 90 minutes to get it all swapped over, and another 30 to get it completely bled. Result: it's as effective as it is beautiful. My only very slight regret is that it doesn't look very Commando-like; more like I swapped front ends with a modern sport bike. But, altogether, I'm very pleased with the result.



Kit from Don (Madass) Pender. Cebu City, Philippines. Search Access Norton for more information.

## Cluster Clutch - Lessons Learned

### Erin Reddy

Remember that game I mentioned in the previous Atlas edition? Game of Barnes? It has been giving me destinations across British Columbia to explore and document for the past few months, as well as some non-riding-related challenges, and has been an absolute savior from boredom. But it has come with a cost.

One of the challenges I put off doing for months was titled "Smokey" where players submit a video of them doing a burnout. But being the type of person who just loves completing achievements, it wasn't

long before I asked my friend to teach me how to do one. I'd been given lots of tips to make it easier - water, dish soap, anything to reduce the friction between my rear tire and the ground - but we were returning from a lunch ride to Squamish and made an impromptu detour up to the top of Cypress where we knew a large, flat, empty parking lot was waiting for us, and I had no such supplies on me. We commenced with the rubber burning, and I even got some smoke, but during a vain attempt to do a better one, I realized too late that my tire was not starting to spin and my clutch was all the way out. I frantically pulled the clutch back in, and my friend offered to take my bike for a spin to assess damage done.

It was not good news. My clutch was gone. Adjusting the cable all the

way, we were able to achieve some purchase and my bike made it home to rest until I could gather the parts.

Fast forward through two weeks of prime riding weather I had to miss out on, and I have purchased a new gasket cover, cable, complete clutch kit, oil and filter, and coolant. My friend and his girlfriend come over and we begin



taking my bike apart. The front fairing needed to be removed, oil and coolant drained, and while the fluids were draining he showed me how outlining the gasket cover on the cardboard packaging and marking where

to punch the screws through as they come out of the cover makes it really easy to put everything back properly once complete.

With the fluids drained, we set about unscrewing my clutch cover to find it very stuck on. A bit of a wiggle, a bit of a jiggle, no dice. Apparently, I didn't have a rubber mallet in my garage, so we set off on a grand excursion that took THREE hardware and automotive stores to find an appropriate mallet and gasket remover. Armed, and somewhat hangry, we returned to the task at hand and swiftly got the clutch cover off and all the plates and springs removed. My first fiber plate was blue tinged and perfectly smooth on the outer side.

Yikes! Following the instructions as closely as possible (this task had been causing me a great deal of stress and I



was terrified of making something worse) the clutch plates installment was the quickest part of the job! Followed by the springs - a bit more difficult getting the bolts to line up through them, and the extra 15% tension from the original stock springs made the task extra daunting - then the paper gasket and the cover was back on and I was filling my bike with fresh oil!

Refilled the radiator fluid, turned the bike on and...the clutch felt worse than before! Whereas after burning the clutch it felt like the friction point was at 90% out, it then felt like there was no friction point at all, and I couldn't get it out of neutral.

Panicking, I dug out the new cable and we installed that with fingers crossed, upset when we noticed it was a bit longer than my stock cable but feeling like it was the lesser of two evils. This time, the exact opposite problem. The cable was so "tight" that even shifting into first gear, my bike stalled immediately even with the clutch fully pulled in. At this point, I was on the edge of giving up and call-

ing a tow to a shop, but also very determined having got this far to finish the job myself.

Minor adjustment after minor adjustment on both ends of the cable, and voila! A beautifully shifting bike. Having gotten the all-clear that the bike was street-safe after my buddy test rode it around the street, I grabbed my helmet and was immediately on the road, pulling back up to the house with apparently wild eyes and shouting through my helmet "This is what a clutch should feel like?!" My bike felt like a couched tiger, responsive and powerful like it had never been even before my poor stunt attempt.

Three weeks later and my motorcycle has had the odd occurrence where it doesn't want to upshift out of second, which I'm attributing to my sometimes too soft shifting nudges, and I remind myself I really should go get the correct length cable. But otherwise it has been a dream to be riding a bike that feels better than ever, and I loved the experience and knowledge gained from learning how to do a complete clutch replacement at home. Not that I EVER want to do that again!



## - Norton For Sale -

I have a 1972 Norton 750 Commando which was a split year. Mine was made in early 1972 which is all 1971 parts. The engine and transmission have been overhauled and resealed. New pistons, rings and push-rods and bearings. Suspension has new rear shocks and new front shock legs with new bushings and seal. Wheels are original with stainless spokes, new tires, tubes and rim liners. Frame and tank are repainted with original stickers. Exhaust is all new. All new cables, air filter and vehicle has been upgraded to electric ignition. Bike looks and runs like new. Asking \$11,000.00. Vehicle has a clear title and I have all documentation for the restoration. Located in Ketchum, Idaho. Call Tom: 208-720-2399



Editor's Note: I saw this bike firsthand when I was visiting a nearby friend a few weeks ago. Tom did all the work himself and I can verify he is a highly skilled motorcycle mechanic who has restored many classic motorcycles for himself and others. I watched it start first kick and the motor sounds beautiful. This is a near perfect specimen ready to be ridden or shown.



## From the editor's mailbox:

Hello Fellow Norton Owners, After Mark Zenor completely rebuilt the engine in my 1964 Atlas, I decided to put it to the test. So I loaded up the Atlas into my 1972 Ford, F-250, High-Boy, and drove to Coeur d' Alene, Idaho to drop off the truck for repair. Then I rode my Atlas 228 miles from Coeur d' Alene to Pendleton, Oregon down Hwy 195 through Colfax in the smoke and haze. Thanks to Zenor's hard work and expertise, the Atlas and I made it back to Pendleton without any mishaps. Ed Dolan



## New NWNO Work shirts available in NWNO store.

Red Kap brand men's industrial work shirt, grey, NWNO logo embroidered on upper left chest, short sleeve, two pockets.

Thanks to member Chuck Peter for doing the leg work on these shirts and getting the initial order for 15 shirts placed. There was a one-time embroidery set-up fee that is amortized into the price for these 14 shirts (Chuck bought the first one, of course!).

Right now, we have two XL, and 2XXL. If interest is expressed, we will put together some more details for Re-ordering or ordering other sizes than what is in stock now. A shipping charge hasn't been determined yet but one shirt would be likely the same rate as one T-shirt. [CLICK HERE](#) to order online or visit [www.NWNO.org](http://www.NWNO.org).



## CALLING ALL NWN0 MEMBERS PAST AND PRESENT

We are approaching the 30-year anniversary of our club in 2021. NWN0 plans to celebrate with festivities and would like to reach out to all our members and alumni over our storied history.

We need your help. The club's list of past members is not very complete from years past when we kept track of membership using old fashioned pen and paper. Now, we are trying to update our database and create a contact list for all former members and acquaintances of the club so we can invite them to this special event. If you know any former members that would be interested in gathering for a 30th anniversary event have them contact either John Hill or Donn Harvey via e-mail below or let us know their contact information, so we can add them to the list.

While it is two years in the future, it will advance on us quickly and we would like to locate as many alumni as possible.

Send member information to John Hill [jchill3@whidbey.com](mailto:jchill3@whidbey.com) or Donn Harvey [editor@nwno.org](mailto:editor@nwno.org) Let's make this an event to remember. We will continue updates as we finalize details.

## 2018 RALLY SHIRTS!

### Lower Prices!!!

*\$12 Each to NWN0 Members, \$5 to new NWN0 Members, \$15 to Non-members.*

*Shipping to be added unless picked up. If you didn't get one at the rally or would like another of these collectable shirts, please visit the [NWN0 "Store"](http://www.nwno.org) on our website ([www.nwno.org](http://www.nwno.org)).*



We have a limited supply of shirts available from the 2018 INOA Tall Timber Rally. Sizes L & XL & XXL are left, and possibly one each of M & XXXL are left.

We also have Rally Pins (\$2.00 ea.) and Rally Cups (2 for \$1.00) available - all of these items can be ordered online through our store page. See that page for details on shipping costs.

All purchases directly support the NWN0 club treasury. If you have any questions, contact me per the following. To order with arranging pick-up, please add a note in the "Comments" section at Checkout or contact me by email ([VP@nwno.org](mailto:VP@nwno.org)) or call.

*If you aren't on the internet, please call me to place an order: 253-278-9117. You will need to mail payment to my address on the inside cover. Thanks, Will*

## Art Brass Plating

5516 – 3rd Ave. S. Seattle  
206-767-4443  
<http://artbrassplating.com/>

## Zenor's Norton Service

253-840-1536  
Restore, Repair, Race  
21104 108th Ave. Court East  
Graham, WA 98338

## Gonzalez Motors

1311 B East 25th St.  
Tacoma WA  
253-627-1818

## Better Brits

Erik Jaderquist  
By appointment: 206-923-2234  
[erikjaderquist@msn.com](mailto:erikjaderquist@msn.com)  
\$40/hour, 10% labor discount to  
NWNO members. Free information &  
advice, and will consider trading  
labor for parts.



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**On New Parts & A Rebate To The Club!**  
Parts usually ship same day ordered.  
Delivery by UPS or USPS Priority Mail  
In the Pacific Northwest in one or two days.  
Or call to pick up parts!



# Northwest Norton Owners Membership Renewal / Application

Name \_\_\_\_\_

Complete this box only if:  New Member or  Address Change  
Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Telephone (\_\_\_\_) \_\_\_\_\_

Email \_\_\_\_\_

**One Year: \$25.\_\_\_\_ 2 Years \$50.\_\_\_\_ 3 Years \$75.\_\_\_\_**

*NWNO maintains a membership roster, available to all members. The roster includes Name/Email/Phone#/City information, and is for club-related communications only.*

I do not wish to have my information included in the membership roster

Make checks payable to "NWNO" and mail to:

NWNO, c/o Steve Craig

13009 158th Av SE

Renton, WA 98059

*Or via secure Credit Card at [www.nwno.org](http://www.nwno.org)*

## International Norton Owners Association Membership Application

INOA Member? Number \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Telephone (\_\_\_\_) \_\_\_\_\_

Email \_\_\_\_\_

New Member \_\_\_\_\_ Renewal \_\_\_\_\_ Change of Address \_\_\_\_\_  
Annual Dues are **\$25.00** Make checks payable to "INOA" and mail to:

**INOA**

**276 Butterworth Lane**

**Langhorne PA 19047**

Or through PayPal online at [www.inoanorton.com](http://www.inoanorton.com)

## NWNO Calendar

### Monthly Meetings Temporarily Suspended Watch for E-mail announcements

Do you have any events of interest to the NWNO? Virtual or otherwise, send them to [editor@nwno.org](mailto:editor@nwno.org)

- October 10:** Monthly meeting (Very tentative)
- November 14:** Monthly meeting (Somewhat tentative)
- November 21:** Atlas Article Deadline (Not tentative)
- December 12:** Monthly meeting (Who knows)
- December 25:** Christmas (Better be)
- Jan. 1, 2021:** New Years Day  
(Guaranteed, finally done with 2020)
- January 2021:** NWNO Annual Party (Being discussed)
- July 2021:** Norton International Rally (Sure hope so!)  
LUMBY, BC



NWNO Member Hosted ride events are organized as social gatherings only, and in participating in the ride event, you ride totally at your own risk. Ride Hosts carry no group insurance. Any personal injury or accident insurance is totally the responsibility of the individual rider, passenger and their invited guests.

Dedicated to the preservation of  
The Norton Motorcycle



13009 158th Ave SE  
Renton, WA 98059



**Are You Expired?  
Check the expiration  
date on your mailing  
label!**

*Established 1991*