



*Newsletter
of the
Northwest
Norton
Owners
Since 1991*

Celebrating 30 years



Jim Franzel's smile epitomized the joy all around at Robin's ride this year as NWNNO emerges from pandemic seclusion.

*Number
153*

A Proud Chapter
of the International
Norton Owners
Association

*May - June
2021*

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

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Editor's Point of View

Erin Reddy

With the receipt of a massive shipment of Pfizer vaccines from stateside, accelerated vaccine rollout in British Columbia has us hoping for the reopening of the province and borders for leisure travel. Having changed the dates of the tentative 2021 INOA Rally in Lumby from the traditional third week of July to the first week of September, we are doing everything we can to allow for an event to happen.

In preparation for the reinstatement of travel and the next rally, be it this year or next, I have decided that this summer will be the summer I learn how moto-camp. Last summer was the year I became comfortable doing multi-day trips with nothing but a 30L dry bag, so I figured no big deal, it's just a few more items secured on top, right? Wrong. Don't get me wrong, I've done my research and purchased some of the best backpacking/moto-camping gear that fit my budget, and it all works like a charm. Enthusiastic little me however forgot to account for my tires and the fact that my bike truly was designed to be a paved road warrior. Already riding on older tires while waiting for my new ones to arrive, I eagerly rode to Squamish and tackled just a few kilometers of forest service road covered in loose gravel and potholes galore. I was rewarded with gorgeous views, an amazing night of camping, and a small



leak in my front tire. Thankfully my new tires were arriving later that week! I returned home with new knowledge, slightly sleep deprived, and dreams of the 2021 Yamaha Ténéré.

Our current intraprovincial travel restrictions are in place until after May long weekend, so by the time everyone reads this I may hopefully be out of the lower mainland continuing to push the limits of what my SV650 was designed for when it comes to "off-road" riding. Regardless of camping, I'm excited to be out on more adventures with more stories to tell and destinations to share.



From The President Mark Zenor



Wow, time sure flies by when good weather happens, seems like I just wrote the last newsletter article. Our situation with the COVID has been improving rather rapidly, which is a great thing. While our Zoom meetings have helped fill in for now, and allowed us to reach out to our far flung members, there is a keen desire to meet in person. This will be a prime agenda item in the June meeting so be sure to login and attend.

This highlights our current biggest challenge, where to meet in person. The Club needs the Members help in finding a new venue. I propose to keep going with the Zoom meetings until a new venue is found and my original thinking was to keep up with the Zoom's until October. We just had a great turnout for the Spring Tech session, and if we can pull together a ride in June and July, and with the Club campout in August, we will have plenty of opportunities to meet face to face during the summer. I am not counting on the INOA Rally for us, as I feel Canada lags behind vaccinations and that may keep the border closed.

Also, after discussion with other Officers, we are going to do some changes to improve the quality of our General meeting. There will be an officers meeting starting at 6:15 on the same day as the General

meeting. All members are allowed to attend, however this is primarily an Officers working meeting to support agenda items and planning issues. The results will be announced to the membership in the General meeting at 7:00 and further actions taken, if required. This should enable a more organized and efficient meeting. I would like to see the Old/New business and Past/Current events take thirty minutes or less, and allow us time to highlight and discuss a member's project, completed bike, planned upgrade, and technical questions, etc. So, if you have a project underway, completed or contemplated, let me know and we can get you on the agenda.

Speaking of Zoom meetings, Donn has a plan and a fix to make joining the meeting easier. When we started, we chose a method that eliminated the possibility of an unwanted people joining the meeting and causing disruption. Now that we have some experience, we feel we can take a different approach, the login link is

on all the announcements and the website. Again, Thank You to all the members that have attended!

I have had some good luck in an offhand way, I had signed up to ride in an event in Italy, a ride from Milan to Taranto for 2020, which was postponed due to the COVID. It was then scheduled for this July and appeared to be on track, which put me in a conflict as I was also signed up for the Cross Country Chase which ended up in July over the same dates. I have family members in Iowa which is on the route to Cape Girardeau, MO, where the Chase starts. We made plans to do a stopover in

Iowa. Fortunately, the Milan to Taranto event was again postponed due to too many riders not wanting to attend due to continued concerns about the COVID. So, it's true in this case, every dark cloud has a silver lining.

Reminder also, I will be traveling on June 15th through the 23rd to Alaska for a King salmon trip and then departing June 30th for the Cross Country Chase and will not be back until July 25th.

So, get those Norton's out and ride them! Stay safe and the rubber side down!

Vice-President's Verbiage

Will Wachtel

Once again this column is short to facilitate getting the *Atlas* sent to both Press and Website Posting! Most of any NWNO business that I would address in this page is covered in the Minutes that I wrote for this issue.

I will report on a couple of items that do relate to NWNO: The first and *most important* one involves a kindness that I have been extended by a fellow club member (speaks well of our membership of how many times that has happened to me!) namely, **Jim Reynolds** offered me a helmet when he first read of my helmet woes in an *Atlas*. Many things interfered with pursuing that offer, covid being one of them. Jim has kept in contact with me and



recently we were able to meet up and complete the "deal" -- I got the better end of it, so that is why I am so pleased to say that I now have a barely worn Arai Astral-X helmet that fits me! (it is amazingly light!) I also have the helmet bag for it and a Norton logo cloth covid mask!

This is for Mr. Reynolds: **Un enorme grazie, Giacomo!**

My other brief report is to say that I stopped by Gonzalez Motors in

Tacoma in April. I will write more and hope to get a photo for the next Atlas issue, but for now: *Cisco looks great and at age 85 is still working on English bikes!* If you are trying to find a small part quickly (assuming your trip to Tacoma for pick up), then consider checking if Cisco has it on hand!
See the ad page for contact info.

See you next Zoom meeting and Atlas issue!
 Will

Happy 80th, Bob Dylan (May 24, 2021)

*"May your hands always be busy
 May your feet always be swift
 May you have a strong foundation
 When the winds of changes shift
 May your heart always be joyful
 May your song always be sung
 May you stay forever young
 Forever young, forever young
 May you stay forever young"*

"Forever Young" (1974)

Secretary's Notes

Will Wachtel filling in.

April 8, 2021 Zoom meeting. (Minutes by Will Wachtel)

The meeting was called to order close to 7:05 but the exact time was not noted. There were approximately 20 people attending with a few arriving late and others departing early. No Nortons were ridden (that we knew of). Officers Mark Zenor, Will Wachtel and Steve Craig were in attendance.

The Minutes for the March Meeting were in printed form in The Atlas that had been posted on the NWNO website a few days prior and was still in the mail to those getting the print version. The verbal review of the March meeting was done informally, and no action was taken at that time to accept the March Minutes as written.

Officer's Reports

President Mark Zenor had no

report but commented as needed on subsequent items. Vice President Will Wachtel mentioned he was working with Steve Craig and Rob Short on By-Law Re-Write project. Will also mentioned visiting with Cisco Gonzalez at his shop. Treasurer Steve Craig stated that the Treasury Balance at the end of March was \$7357.60.

Editor's Report

Donn Harvey noted that Atlas #152 was both online on our website and the printed issue was in the mail. He stated the next Atlas deadline for submitting material is May 20th.

Old Business

2021 INOA Rally in Lumby, BC. INOA President Suzi Greenway was an attendee in the meeting, and she gave an update on the plans for that rally. Suzi said that BMOC (the host chapter) was sticking with the original date and plans, but they would likely announce in mid-May what will be

the course of action. Of course, the uncertainty is due to both the status of Covid within Canada and the still closed US-Canadian border.

NWNO 30th Anniversary Celebration and Reunion. John Hill updated on the plans for both the event itself and the effort at establishing contact with people who have not been involved with NWNO in years. In regard to an event date, John talked about the intent to have a July celebration right before the INOA Rally if that function will proceed as originally planned; he also talked of an alternate date should the INOA Rally be postponed or cancelled. The immediate priority of the Reunion Committee is to finalize a postcard to mail to the last known address of selected names that have gleaned from old NWNO rosters; names that aren't on more recent rosters. John also mentioned about his effort to contact Dan Morgan, the proprietor of both Teddy's in Seattle and the Spyhop on Whidbey Island. John is proposing for the 30 Year Celebration & Reunion to meet initially at Teddy's (where the club first meetings were held) and to hold a gathering at the more spacious Spyhop.

May "Spring Workshop" and Ride: Mark gave mid-May as a tentative date for a NWNO Workshop at his shop building and John Hill talked about initial plans for a "WINO" organized ride in May. Details on both to follow as plans are developed.

NWNO Workshirts re-order. Will stated that he and Chuck have put the project of ordering

more shirts on hold while Chuck is working outside of the USA.

New Business

NWNO Ride & Campout in Winthrop: Mark discussed his initial idea of trying to hold this event about June 19th, because the WVM has their "Over-The-Pass" ride and Winthrop campout then.....the idea of having even more vintage motorcycles in that town at that time is an appealing one! However, due to the bookings at Pine Near RV Park and other uncertainties, the NWNO event may need to be pushed into August. Work on finalizing a date will follow very soon. My notes indicate that both Steve Craig and Bill Thackaberry are also involved in planning this.

Calendar items

A non-club event that a number of NWNO members have participated in is the DGR (Distinguished Gentlemen's Ride), which is taking place on May 23rd. It is countrywide (and worldwide) event to raise awareness of and funds for health research on men's issues such as prostate cancer. The DGR has had some restructuring to the challenges presented by the covid pandemic.

May "Spring Workshop" and Ride: Mark gave mid-May as a tentative date for a NWNO Workshop at his shop building and John Hill talked about initial plans for a "WINO" organized ride in May. Details on both to follow as plans are developed.

Possible OP (Other Places) Ride event: Mark stated that Jim Franzel had been in contact about a possible overnight event somewhat sited on Jim & Rita's property at Copalis Beach,

possibly in August. The accommodations at their property would limit the numbers of folks able to stay onsite, but that nearby facilities could also be used. This proposal needs to be explored to proceed further on it.

Announcements and Open Discussion: There was discussion after the 8:15 adjournment about the access to the "Old Britts" website technical articles that Fred Eaton intends to keep available. The discussion delved into the details about both the access through the NWNO website and the Andover Norton website.

Officially the meeting adjourned at 8:15 pm, however some discussion did occur after that time.

May 13, 2021 Zoom Meeting.
(Minutes by Will Wachtel)

The meeting was called to order officially at 7:18 pm after the President managed to get both the audio & video working in his connection. There were approximately 22 people attending with various states of audio and video connectivity. No Nortons were harmed (or ridden) in the making of the meeting.

Officers present included President Mark Zenor, Vice-President Will Wachtel and Treasurer Steve Craig. Donn Harvey, editor of The Atlas, who is not an officer, also attended.

The Minutes for the April Meeting were submitted to the Editor and President earlier that day and so there was a verbal review of the April meeting informally and no action was taken at that time to accept those Minutes as written.

Officers Reports

President Mark Zenor reminded everyone of the May 15 Workshop coming up! He also commented on other reports as needed. Vice President Will Wachtel stated that he had received Rob Short's e-mail on the By-Law Re-Write project work-to-date and would follow-up with Rob and Steve. Treasurer, Steve Craig reported that the Treasury Balance at the end of April was \$7,111.41.

Editor's Report

Donn Harvey reported that the next Atlas deadline for submitting material is May 20th. Also, see "New Business."

Old Business

NWNO 30th Anniversary Celebration and Reunion. - Much of the initial discussion of this item centered on details of creating a T-Shirt design and getting an order placed for a design mostly using the design of the first-ever NWNO shirt and with a 30 Year 'notation' added. Marie Deebach supplied details about the original shirt and mentioned the considerations on a new shirt as whether to screen-print them or have them done by heat-transfer.

Finalizing a design and determining quantities/sizes to order will be on the agenda for the June 3rd Committee Meeting that was scheduled during the May 13 meeting. The discussion included the proposal to send out an email blast to collect data for placing a shirt order.

John Hill updated on the plans for both the event itself and the effort at establishing contact with "missing" people from NWNO's earlier years. He stated that a Postcard was mailed to the last

known address of selected names; 240 cards were mailed out and 55 were returned as undeliverable (or such). There was back-and-forth questions and discussion about the postcards. That was followed by discussion of potential dates and venues for this gathering; details are not included here for brevity's sake and due to the flux still in the planning.

2021 INOA Rally in Lumby, BC (September 6-10). Will mentioned that he spoke to INOA President Suzi Greenway (about Tari Norum) and that Suzi said there should be an update on May 25 from the BMOC on the plans for that rally. Those plans will depend on both the status of Covid within Canada and the still closed US-Canadian border. Ian Reddy seemed to confirm that information.

NWNO Ride & Campout in Winthrop. Mark stated that this event is scheduled for August 13-15 and to contact Pine Near RV Park directly for reserving a cabin, tipi or RV spot. Bill Thackaberry said he has been in contact with Anna at Pine Near to reserve a group of RV spots for tent camping in a common area. If you want to reserve a tent spot (\$25 per night), please contact Bill by June 15th.

In person meeting venue. As we close in on being able to have in-person meetings again, the selection of a new meeting place was raised. Our last venue (Crown Hill Broiler) has closed. John Chorlton mentioned that "Fuel Sports Grill" is moving into the old Crown Hill location and might be receptive to hosting us for meetings. Garry Scheving mentioned an establishment

"Lucky Liquor" that is located on E. Marginal Way S. near Boeing Access Road. Steve Craig also posed the possibility of using the outdoor area at "Slim's Last Chance" in Georgetown.

New Business

Atlas deadline. May 20: Donn reminded everyone that the deadline for Atlas # 153 is one week from the meeting and to get our articles and photos submitted.

Upcoming Rides. John Hill mentioned the possibility of a WINO organized ride that would be off the island; possibly in June. Details to be advised.

Calendar items: See above for NWNO. Two non-club events were mentioned for May 23rd, Sam Justice noted the OVM Annual Meet in Corvallis. Also noted by someone was that the DGR (Distinguished Gentlemen's Ride) is taking place.

Announcements and Open Discussion. John Hill said that Vince Johnston will have a write-up of Robin's Ride for the Atlas. Mark said that the Saturday Workshop will be looking at both CNW and Alton starters and installations and the CNW hydraulic clutch conversion. Bob Hollingsworth spoke about a possible 30 Year Reunion venue in Mt. Vernon that is set up to host old car and motorcycle clubs (if I noted that correctly!). The name of the establishment is Drager's (sp??).

The meeting adjourned at 8:20 pm

Will Wachtel

Treasurer's Report

Steve Craig

Hey, hello and greetings from your Treasurer! Since I'm allowed to write anything I want in my report (subject to editorial censure) today I'll focus primarily on a couple things at the front of my radar screen. Firstly, I, along with your co-editor, Mrs. co-editor and a few other NWNO's are heading out mid-June on an adventure commonly referred to as an adventure (ride). For those who aren't familiar, this involves bundling up as much gear as you can on an adventure bike (duh) and riding off for days into weather which naturally turns to a mix of cold, rain, gusty crosswinds, snow and blowing sand, covering hundreds of miles per day to stay on schedule, and spending consecutive nights in one-star motels and eating crappy food. The reason we're doing this is that a long time ago someone did it and said it was fun. I'd never imagined when I first signed up just how expensive this type of fun could be. It seems there are all manner of purpose-made motorcycles, boots, gloves, pants, jackets, helmets, heated vests, navigation units and assorted other kit required. By the time you divide the costs involved by the miles ridden it works out to about \$113.29 per mile for a two-week trip. I hope it's fun...

Next, and far less expensive, I hope to have acquired and partially built-out a 4x4 Sprinter cargo van for use by as early as our Winthrop campout, and (hopefully) the INOA gathering at



Lumby. Nothing too exotic; just an indoor shower, toilet, queen bed, stove, sink, refrigerator, diesel heat, vent fans, solar power, lithium house batteries, inverter, sound system, reclining massage chair, satellite wi-fi, gear locker with room for mountain bikes or a motorcycle, full-time staff to run it all for me, and a cupboard stocked with Casamigos tequila to keep everyone happy. Since there are currently about 102,300 Americans with similar ideas, those 4x4 Sprinter vans are in high demand and about as easy to find as a Manx Norton. I have my agent working diligently to land me one, for something like \$50-60k. After the build-out is finished (if ever) I'll probably have \$100,000 invested. I know that sounds like a lotta Nortons, but, and I swear I'm not making this up, I got out my TI-30 calculator and crunched the numbers: If you divide the \$100k by round-trip miles to Winthrop plus round-trip miles to Lumby, according to the LED display, it actually comes out to be only \$83.13 per mile. So, I feel like it's not only justifiable, but makes good economic sense too.

This same keen financial prowess and comprehension is the very reason why your club officers have not yet recalled me as your

club Treasurer. Month-after-month, in spite of the multiple tentacles in our financial picture, through perseverance and diligence, and aided by my trusty TI-30, I manage to cobble together a summary of our current state (note: the TI-30 is actually a multi-function scientific calculator, so on the occasions when the columns in my ledger disagree with each other I simply apply a “scientific function” to bring everything into harmony). I had to do that the other evening when comparing our latest bank

statement with my hand-written ledger, and I’m 99% certain I got it right. In any case, I’ll go on record as stating that, to the best of my ability to work it out accurately, I’ve “calculated” our Treasury balance as of April 30, 2021 was \$7111.41.

For my next column, I’m considering writing about the favorable economics of Coho fishing out of Ketchikan with my brother, vs the extraordinary cost of buying it from Costco at \$11.99 per pound. Stay tuned and...

Happy cycling, Steve

Club Founder Injured in Motorcycle Accident

On Thursday April 8th, club founder Garry Scheving was injured when he collided with a Tesla while riding his Norton not far from his house in West Seattle. Fortunately, his injuries were not life threatening, however, his right knee required reconstructive surgery. Garry is currently recovering at home and the rest of the riding season may be in jeopardy as he heals. As of this writing Garry reports he is in physical therapy and getting around on crutches with a knee brace but he still can’t drive. He was riding his red Norton at the time which suffered front end damage from the impact. The motorcycle is currently at Zenor’s workshop where Mark is evaluating the full extent of the necessary repairs.

While this accident was serious, it could have been much worse and we are grateful it wasn’t. We wish him a full and speedy recovery and hope to see him on the road soon.



Remembering Peter Williams

Personal recollections by Dean Nissen

Peter Williams was born 27 August 1939 in Nottingham, England. His father, John Charles (Jack) Williams, raced for Raleigh, Douglas, Vincent-HRD, and Velocette from 1928 to 1939. After he quit racing Jack was hired by Vincent in Stevenage, England. Peter grew up riding pillion on a Black Shadow. The fastest Vincent was the stripped, and tuned, Black Lightning with straight pipes. Jack was stopped once by a Bobby on a bicycle who estimated he was going over 60 mph testing the Black Lightning. Jack was going 140 mph!

After schooling, which included mechanical engineering, Peter wanted a job as a journalist for Motor Cycle magazine but there were no openings, so he decided to try his hand at racing in 1964 at the age of 24. His first race was on an underpowered 250cc AJS 16 at the Thruxton 500 partnering with Tony Wood. Imagine riding a slow 250 in a 500-mile race! After showing talent as a racer, he was offered a factory ride by Gilera but turned them down preferring to race the British singles he was familiar with.

Jack Williams was eventually hired to manage the race department at AMC which included the 350cc AJS 7R and, in 1959, the 500cc Matchless G50. By the early 60's, both machines were no longer competitive against the multi-cylinder Italian MVs and Gileras

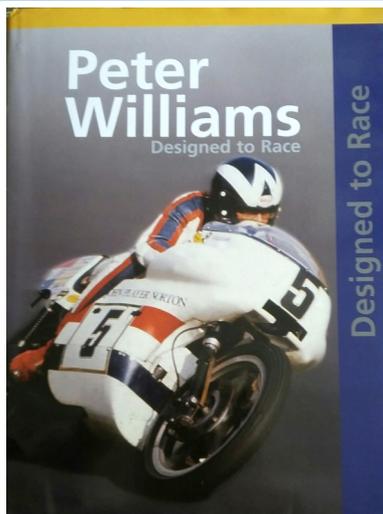


but, they could still get on the leader board, especially on short tracks like Brands Hatch. Peter pioneered the use of cast mag wheels and disc brakes on the Tom Arter tuned 7Rs and G50s he raced. Both proved to be big improvements reducing weight and, with a lighter frame and gave the bikes a few more years of competition.

He was hired by Norton in 1969 as a rider/development engineer. He continued to pioneer new designs such as the monocoque and space frame Commandos that were sponsored by John Player tobacco located in Nottingham. He placed 2nd in the 1970 750cc Production class at the Isle of Man and won the Production class in 1973 which was a high-profile win for Peter and Norton.



Peter Williams with Anthony Curzon and the Production Racer at Mick Hemming's shop in 1992. Photo by author.



I met Peter at Mick Hemmings shop in North Hampton in 1992. I was there with HYCAM member Anthony Curzon when Peter walked in to chat with Mick and see how many of his PW3 camshafts Mick had sold. Dumb Dean was holding the camera and failed to get a photo of me with Peter. He was soft spoken and was working at Cosworth in North Hampton as an engineer/draftsman. His specialty was camshaft and valve design. With looser emission standards, you could special order a new Ford or Mercury with a high-performance Cosworth engine.

Years of racing took a toll on his body and he had a serious gimp from a bad leg injury. A crash at Oulton Park in 1974 ended his racing career when the one-piece tank/seat/tail on his John Player Norton came apart and he fell off, severely injuring his left hand. See the Mick Hemmings photo. Fortunately, he was right-handed. He and Norton settled out of court.

If you want more details and photos, buy a copy of his 2010 book pictured here. Unfortunately, he won't be able to sign it - Peter died 20 December 2020 at the age of 81. RIP.

Years of racing took a toll on



Above: Some motorcycle shop memorabilia from Dean Nissen

Robin's Ride 2021 Edition Vincent Johnston

It's an honor to write an article for the Northwest Norton Owners Atlas as a new 2021 member to the organization, and in particular, to write about the event named after Robin Bee, the best neighbor anyone could ask for. I consider myself fortunate to have lived next door to Robin for the past 16

bikes (and my name) through my dad who was a British motorcycle enthusiast and longtime Michigan Norton Owner member and past president. When he passed away, I inherited his '72 Commando Combat, a '70 BSA Firebird Scrambler, a '66 BSA Spitfire, as well as his '70 Royal Enfield Inter-



Group photo at Freeland Park. Photo by Deby Harvey

years, with a wealth of British machinery knowledge at my disposal, for a beer or two. My name is Vincent Johnston and I came by my

ceptor 750 that I used to ride on the back as a kid. For Robin's ride I chose my black-on-black '06 Triumph Bonneville.



John Hill gives a safety briefing. Photo by Donn Harvey

Robin's ride is an annual springtime event that has been going on for more than two decades. "Lads, instead of sitting around yakking about bikes, let's go for a ride" he would say. This year's April 16th ride around Whidbey Island was the first post-pandemic club ride for most, and what a gloriously warm and sunny ride it was. Many members came across from the



Robin Bee (center) hang'n with the guys. Photo by author.

back southwest along the harbor coast to the town of Freeland where we made a quick stop at Freeland Park and picked up our seventeenth rider. With a couple of group changes the riders set off northward continuing up the east coast of the Island and into Greenbank where we made a raucous drive-by at John Hill's house. From there it

mainland via the Mukilteo Ferry, while those of us Whidbey Island Norton Owners "WINOs" had a short ride up to the Clinton Dairy Queen. Sixteen riders in all including Roadsters, Interstates, and even a Donnington 962, were organized into two groups. The first group of eight included the Nortons, a BSA and an Enfield, while the rest of us fell into the second group. We set out eastwards and were soon twisting through the turns along the coast of south Whidbey with captivating views of the Cascade Mountains around every corner. Heading north we rumbled through the small seaside town of Lang-

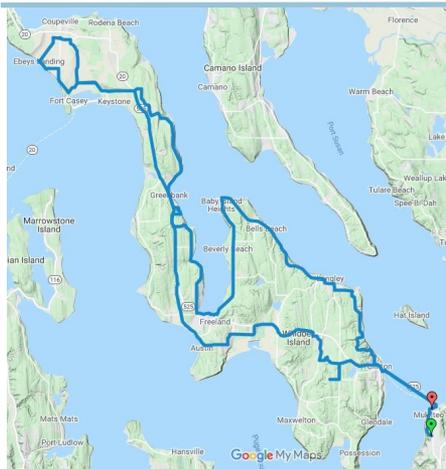
was a quick shot up Hwy 525 to the town of Coupeville and lunch at the historic 1926 Tye Hotel and Restaurant, where it was peanuts, cashews, and Hazy IPA all around on the back patio. Speak-



Author with his '72 Commando

ley in our own little parade of chrome and steel, and then continued northward along the Saratoga passage up towards Baby Island at the mouth of Holmes Harbor. From there we headed

ing of India Pale Ales, it is a little-known fact that Robin spent his early childhood in Delhi, India where his first language was Hindi. And he will be quick to tell you (in his best Hindi accent if you're



center stage and filled our view as we wound our way down to the shoreline of Ebey's Landing, and then climbed back up along the edge of the 300' high bank waterfront of Hill road. As we passed Fort Casey and the Keystone ferry, the straight flat run of Highway 20 offered an opportunity for those with speed in mind to open up the throttle. Following our tour of Coupeville, the groups headed south back to Clinton and convened at Robin's house for a time with old friends to reconnect and have a chance to check out each other's motorcycles. Although Robin did not join us on the ride, for the many of us who did, it was a gorgeous ride followed by another opportunity to talk and share a hearty laugh with this elder statesman of the Northwest Norton Owners and British motorcycle heritage.

lucky) that the hops that give the IPA its characteristic flavor were added to the ale to keep it from spoiling on the long ocean voyage from England to India. And speaking of beer, it's a well-known fact, thanks to Robin, that a hard plastic saddlebag filled with ice makes for an excellent beverage cooler.

Following our lunch of burgers, beer, and fish-n-chips, we set out west through the wide-open fields of Ebey's prairie. This time it was the Olympic Mountains that took

(Editor's note: I made a short YouTube video of the ride. You can view it by clicking [HERE](#), or search YouTube for "2021 NWNO Robins Ride")



Spring Tune-Up Donn Harvey

The weather on Saturday May 15, 2021 may have been one of the best ever for riding a motorcycle in the month of May in the history of the Northwest. Clear skies with temperatures in the mid seventies was the perfect backdrop for my hour and a half



Just some of the Nortons lined up at the Spring Tune-up.

ride to the NWNO Spring Tune-up.

In preparation for the big event, I spent the previous two days cleaning the winter dust off my Commando and getting it ready for the first ride of the season. I'm glad to report that it started easily enough, thanks to my CNW electric starter, but wow, was it running rough. Even though I carefully winterize the bike by draining the carburetor, load the tank with non-ethanol fuel and add stabilizer just for good measure. I assumed some of the smaller orifices may have shrunk over the winter and since I had some free time, I removed and disassembled

the single Mikuni and gave it a through cleaning. It's probably something that should be done every few years anyhow. I even cleaned and oiled the K&N air filter, another task I should probably do more often. When I hit the magic CNW button, she fired right up but didn't run any better. Dang. About that time, I thought I would pull the plugs and see if there was any evidence of fouling or other problems and yikes... were they ugly. I'm glad I pulled them because it would have been very embarrassing to check them for the first time at

the tune-up with everyone watching. I checked my maintenance log and didn't see an entry for plug replacement at all in the last 10 years. No, that can't be right but who knows. I ran to the local NAPA store and grabbed some new plugs and fired it up again. Yowsah, it ran fantastic, problem solved. I supposed this proved the Norton adage that most carburation problems are electrical.

I met Steve Craig at the Preston Shell station at 9:30 AM sharp. Steve was riding his blue 850 Commando that is pretty much identical to mine. Anybody



Even Doug Saugen's beautiful CNW Commando needed a few tweaks.

The ride was fantastic, but the Norton was not happy, it was running worse and worse the closer we got to our destination.

Arriving at the Zenor garage, we saw an impressive group of Nortons parked inside and out of his very nice shop. Attendees were already working hard on their bikes, the few lucky ones had

who saw us, and knew anything about motorcycles, should have known how cool, and rare it is, to see two sparkle blue Nortons riding together at the same time. I was grinning from ear to ear and loved the sound of the two Commando engines harmonizing their deep throated exhaust tones.

Sadly, as far as I could tell nobody noticed but that didn't really matter, we noticed and enjoyed the whole ride. We had a great ride south on the back roads through Ravensdale where we took a detour to Cumberland past the famous City Hall Saloon before moving on to Enumclaw to catch more back roads towards Orting where we veered southwest to the Zenor estate just outside of Graham. I love that route and it totally avoids all the South Hill traffic.

lift space, but others like me, were working outside and borrowing tools to "tune-up" our machines while Mark went from bike to bike and offered his expert advice. Of course, there was plenty of other advice offered some more expert than others, but it was all in good fun.

I tried to make a list of all the "accomplishments" that were made that day, and this is what I came up with: Chuck Peter



Fred Gordon's recent Commando acquisition had prime lift space at the Zenor garage.



Our host Mark Zenor wondering who took his wrench!

tightened some loose screws, Rob Short got some help fixing a fuel leak, Jim Franzel had about four people helping him troubleshoot an electrical speedometer problem and Doug Saugen fixed a problem with his breather tube. Fred Gordon had prime lift space and Mark was helping him with a leaky main seal and Sprag gear problem. Paul McMurty brought his cradle and swing arm assembly to check the bushings and get a tutorial on adjusting the MKIII Isolastic. Bob Wood unboxed his new CNW starter assembly for us to see. Will Wachtel's project was to affix a NWNO sticker on his new helmet. After soliciting opinions from the group as to using the green or black sticker we unanimously choose the black one.

Even Russ Orr was fixing things... his famous Chicago Hot Dogs. In between projects we

feasted on Russ' take on the famous dogs from his hometown. Mark and his wife Janet supplied sides and beverages.

Then it was time for the two blue Nortons. Steve didn't like how his was running and concluded his carburetors needed adjusting as well. I pulled my plugs and ugh they were black. Because I wanted to be sure what the problem was, I solicited a half dozen "expert" opinions and the consensus was that "yep it's runnin' rich". I was able to loosen the Mikuni enough to rotate it about its axis and access the float bowl drain screw and main jet. Mark had to search for the appropriate metric socket, something not used very often in a Norton shop. I pulled the main jet and saw it was a 240. By some coincidence, Mark had a few Mikuni jets in a bag and there was a 230 available that I slid in and



VP Will Wachtel with his properly affixed NWNO sticker.



Yours truly with my smooth running Commando.

We had a great chat, I thought it was fantastic that she could join us even by phone. We passed her around to all the guys. Finally, it was time to go, and Steve and I decided to take the same route back after saying our goodbyes

buttoned things up. Steve was busy adjusting the idle mixture on his dual Amals. Mark had a cool tool to make the job easier, a Gunson Colortune See Through Spark Plug Kit. (www.Gunsonshop.com) I had never seen anything like it before. You replace the sparkplug with a See-Through spark plug and start the bike. You then watch the color of the spark and adjust the mixture until it's the right color. Steve and I both used it to fine tune our idle mixture screws while a small crowd watched. Soon we were both off on a lively test ride around a circuit Mark recommended. Upon return, we pulled our plugs for an official reading by the group and determined the problem was solved.

One by one the repairs were completed on the fleet of Nortons and there was time for socializing and indulging in the Chicago dogs. Somebody handed me a phone and on the other end was our beloved INOA President Suzi Greenway calling from Michigan.

and silently hoping our Nortons would start while everyone watched. I'm glad to report that the fuel adjustment on my bike did wonders and it ran perfectly the whole way home. I think Steve's was running pretty well and we were in such a good mood riding in the beautiful weather that we made a last-minute decision to stop at the City Hall Saloon and nestle our blue Nortons in with the ever-present Harley crowd. Nobody really paid any attention to the bikes, but we didn't care. We had fun capping off another great day of riding Norton motorcycles.



This page is from Issue #3 of The Atlas (Vol. 1, No. 3) September 1991. and features Bob Hollingsworth's 1971 Commando in the back of his 1930 Model -A truck.

Bob was on our last Zoom call and said he still has the same truck and motorcycle. Someone suggested we re-create this photo, how cool would that be?



This issue, our feature bike is the
1971 Commando of Bob Hollingsworth

(President's Note: we thought this bike might be representative of a lot of Nortons out there, a restoration looking for a place to happen. Bob has been slowly disassembling it, not that there was much to disassemble! He borrowed some tools from me to facilitate engine removal. The previous owner had told him it was a Combat, but was unsure. He has since found out it isn't. Norton God willing, he should have it all back together and looking as good as his truck by next summer. Best of luck, Bob!)

"At the time of this photo, I had just picked up this '71 Commando. The bike had been stored since '85 in a dirt-floored garage with a leaking roof. I hauled it home in my 1930 Model A Ford pick-up; eventually I hope the Norton will look and run as well as the truck does. At that time I'll send a follow-up picture.

Relative to fork tubes, mine are rusty. Does anyone know the best approach - clean up, apply new hard chrome and grind or buy new tubes? Some tech articles on this would be ideal for the newsletter.

Regards, Bob Hollingsworth Bellingham, WA

RT Shelley By Dean Nissen

James Lansdowne Norton, aka "Pa" Norton, formed the Norton Manufacturing Co. in 1898 as a "supplier of parts and fittings to the cycle trade". By the early 1900s cycle makers started bolting internal combustion engines to their bikes still using pedals with belt drive. Norton built it's first motorcycle, the Energette, in 1902 using a French Clement Garrard engine. Norton then began importing Peugeot V-twin engines which were used to power the first Isle of Man TT twin cylinder winner in 1907. By 1908 Norton began building their own V-twin engine and in 1912 built their first 500cc flathead engine. However, Norton concentrated more on engineering and production and not enough on profit so it went into liquidation (bankruptcy) in 1913.

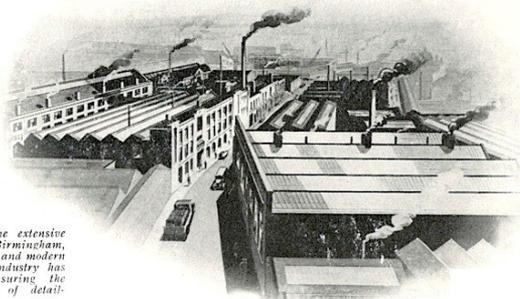
The company was purchased

by Robert Shelley of the R.T. Shelley company and together they formed and ran Norton Motors Ltd. The photo from an original 1934 catalog shows Norton in the lower right at Bracebridge St.

R.T. Shelley was a tool and die maker and made tool kits for British cars and motorcycles. The second photo shows 3 Shelley spanners that came from car boot sales in the Croydon area decades ago. Shelley did some of the manufacturing and machining for Norton, later including the Manx race engine. The Manx race bike ruled European GP racing in the 1930s and Norton also built thousands of 16H 500cc flat heads for the British army during WWII.

In 1953 Shelley secretly put Norton Motors up for sale and AMC (Associated Motor Cycles) bought the company. AMC

CONSISTENT SUCCESS



A general view of the extensive NORTON factory in Birmingham, where the most efficient and modern plant known in the industry has been laid down, ensuring the consistent production of detest-perfect motor cycles.

already had AJS, Matchless, 1954 saw major changes to the James and Francis Barnett. In Norton line up. All flathead singles were discontinued (500cc 16H & 1953 AJS, Matchless, Norton, 600cc Big 4 - actually the Model 1) and concentration was more on the faster twins (Model 7 and 88 Velocette, and Vincent were being exported by Brockhouse in England and sold at Indian dealers who no longer had new Indians to featherbed). But, that's the subject of a post Shelley article to sell.



Spanners stamped with the Shelley name

Breaking INOA Rally News!

Nortorious 2 – New Dates 6 – 10 Sep 2021!

We know from the many of you who have contacted us there is pent up enthusiasm for a damn good rally this summer, but with ongoing uncertainty and the need to set contracts etc., our only realistic option apart from outright cancellation is to move the rally from July to a September date. So, we propose that the Rally will now take place on the 6 to 10 September in Lumby, BC. The Lions campsite will be available to us from noon on Labor Day and the planned schedule of events will be largely unchanged. The weather is normally still good in the Okanagan (mid 70s F) and by then restaurants, bars etc., should be open with reduced restrictions. Conscious that Covid may still throw us a curve ball for even the new September date we will make a final go/no go decision at the beginning of July.

Watch <https://nortonrally.com/> for updates.
Information email: inoalumby2021@outlook.com

CALLING ALL NWNO MEMBERS PAST AND PRESENT

We are approaching the 30-year anniversary of our club in 2021. NWNO 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.

Time is advancing on us quickly and we would like to locate as many alumni as possible.

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

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.

New shirts are on order, we will have a limited quantity of S,M,L, and XL arriving soon. Right now, we have two XL, and 2XXL. [CLICK HERE](#) to order online or visit www.NWNO.org.

We are taking pre-orders on other NWNO shirts. If we get enough interest we will place an order. Details will be in the next e-mail blast.

Long Sleeve \$35.00

Short Sleeve \$30.00

Hoodie \$45.00



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
\$40/hour, 10% labor discount to
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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

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

NWNO Calendar

Monthly Meetings via Zoom

6:30 Business Meeting

7:30 General meeting

All are welcome to both meetings

Second Thursday of every Month

- Watch for E-mail announcements -

- June 10:** Monthly meeting via Zoom (see times above)
NEW: No need to register to get the sign in link because here it is! It's also on the website and in your e-mail announcement.
<https://zoom.us/j/98973763102>
- July 8:** Monthly meeting via Zoom
NEW: No need to register to get the sign in link Same link as always.....
<https://zoom.us/j/98973763102>
- July 15:** Atlas Article Deadline
Send articles and pictures to editor@nwno.org
- August 12:** Monthly meeting via Zoom
Same link as always.....
<https://zoom.us/j/98973763102>
- August 13 - 15:** **NWNO Campout and Ride!** [Sign up now!](#)
Pine Near RV & Campground, Winthrop, WA
See www.nwno.org for information
- August 20 - 21:** 41st Annual Tenino Swap Meet
Evergreenamca.org
- August 21:** **The 2021 Western Washington All British Field Meet is on!** St. Edwards State Park, Kenwood, WA. More info: <http://wwabfm.com/>
- Sept. 6-10** **Nortorious II INOA Rally.** Lumbly B.C.
Updates at: <https://nortonrally.com/>

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