



*Newsletter
of the
Northwest
Norton
Owners
Since 1991*

Celebrating 30 years



*Doug Saugen's 1975 CNW Commando at
the Winthrop Campout*

Photo by: Kim Kristensen

*Number
155*

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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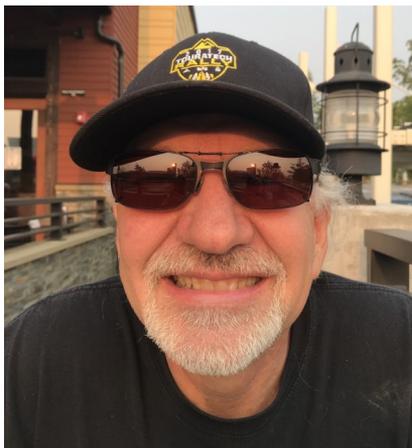
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Editor's Point of View

Donn Harvey

So, it feels like 2021, the year of the clubs 30th anniversary, just fizzled out. Similar to last year, but maybe just not as bad. We had good intentions all year of scheduling more rides, resuming in-person meetings, gathering at Lumby for the INOA rally and wrapping up the summer with a grand 30th anniversary celebration. Since the last issue of The Atlas, we suffered the double blow of having the INOA Rally cancelled and shortly after, the cancellation of our 30th anniversary party as the delta variant roared through the state. Many of us went from having summer travel plans in Canada riding in the Kootenay mountains on fine British machines to having yet more time at home cooking hot dogs in the back yard. As far as this publication is concerned, these events caused a break in the supply chain of club activities which resulted in a shortage of articles submitted for the newsletter. To make matters worse, a family emergency required me to spend three weeks in Wisconsin which caused a labor shortage in the staff of The Atlas. Alas, NWNO is apparently not immune to supply chain and labor disruptions.

The astute follower of this fine publication may have noticed that there was supposed



to be an issue published in October with another scheduled for December. Because of the aforementioned problems, I used the power vested in me as duly appointed editor in chief of The Atlas (as written in the bylaws) to combine the October and December issues and publish them both in November.

As I do every year, I prepared a publishing plan for the next year and sent it to the board for approval. The publishing plan approved for 2022 will have 4 issues of The Atlas that will be published more frequently during the riding season when there is more club activity to report on. These will be mailed in the beginning of April, June, August, and October. This means that after this issue you will not see The Atlas in your mailbox until April 2022. So, that's the plan and as Yogi Berra would say, "It's permanent for now."

But wait! This is the 21st century and unlike the last century, the printed newsletter is

not our only method of communication in the club. We will continue to have monthly e-mail blasts that are sent not only to members, but people who have had past association with the club. These e-mail blasts have late breaking events, calendar reminders and short news items relevant to the club. In addition, we have the website www.nwno.org. On the website you will find the updated calendar of events, the NWNO store, and the members section has a searchable members database, back issues of The Atlas and a Forum section for discussing all things Norton. The club also uses a web-based application that allows us to easily schedule Last Minute Rides (LMRs) and events, sends notices and collect RSVPs making last minute event planning much easier than having to rely on the printed newsletter to spread the word. For those on Facebook we have a Facebook page that is regularly updated with items of interest to club members.

But wait! (again). Does that mean we don't need a newsletter? I would argue that we do. As editor I see the newsletter as one part of our overall communications strategy. Facebook, e-mail blasts, the website and e-mail invites are all tools to help the club members communicate at various levels. These tools are far more efficient at what they do than just having the paper newsletter of yesteryear. The newsletter, however, provides regular official updates from the club officers on club business activities. It is the

official record of the minutes of our monthly meetings as required by our bylaws and the state of Washington. The newsletter is a more permanent record, documenting club rides and activities and is the best place for archival technical articles, historical items, member profiles and pictures. Yes, we need a newsletter, but given the other resources we've deployed over the past years, having the printed newsletter mailed every month or every other month is not as critical. We've had five issues per year for as long as I've been editor, maybe we try four for a while and see how it goes.

Since this is the last issue of the year, I think it's good to look back at what we actually did accomplish as a club. We had regular monthly meetings online using Zoom that have been pretty well attended. Many of the attendees are members who wouldn't normally attend in person because of distance. It's been great to see them all.

Club activities that we did accomplish in 2021 included a, "Last Minute Friday / Robin's Ride" in April that was well attended. The Spring Workshop in May was another success, an Eastside Monday ride was put together in July. August saw the return of the Winthrop Campout with good attendance despite the heat and smoke. Also in August was the ROF/WR (Retired Old Fart / Working Remotely) ride. Dang, I wasn't able to attend that one, but I love the name and hope we repeat it! There was another last-minute ride scheduled in August, the Last-

Minute Tuesday Ride. The year isn't over and there might be more events to come. A holiday party? Maybe a Damn It's Cold ride? Another Last-Minute Ride (LMR)? So, maybe the year wasn't a total fizzle after all.

Let's all get together and help organize some rides and events for next year. Hopefully we will see the return of some of our regular events and add some new rides. The Last Minute Rides have been a success and the board is here to help getting e-mail notices sent to the members if anyone wants to

organize one on their favorite local routes. So maybe the carbs started plugging up a little in 2021, let's hope 2022 is better and we can get back to riding!

On a personal note, Deby and I are leaving in a few weeks to ride in Mexico for most of the winter. We already have plans to meet other NWNO members, on our travels south. I'll be helping to manage the monthly e-mail blasts and working with Mark to run the Zoom meetings. Hopefully I can join in on a few of them.

Donn

From The President Mark Zenor

Well Fall has fallen, and I think I missed the best of it here in the PNW, however I got a dose of an extended summer while being on the Motorcycle Cannonball and visiting the Barber Vintage Motorcycle weekend in Birmingham!

What great events, look for further articles about both and the Cross Country Chase that was held in July.

I was able to go and hang out at Norton Hill with for the Nortona celebration and I got my Turn 6 16th Annual Barber Vintage Festival coffee mug. They had great food and company. I was also able to visit the pits and saw the New York Norton racing team and John Sneed of Nearly Normal Norton (N Cubed) Geriatric Racing.

I was fortunate in that a



Cross Country Chase friend offered me a motorcycle for riding while at Barber, it was a 1977 Triumph Jubilee edition (oh no!) and it was great fun to be able to buzz around, and then we took a ride back to Atlanta on the back roads! Saw a snake the size you would not believe. Wouldn't wanted to have rode over it.

It was disheartening to have to postpone the NWNO 30th anniversary celebration due to concerns related to the COVID

situation. That being said, is anyone open to hosting a NWNO get together in December? Look for an email blast enquiring!

I am working on a possible combination 30th anniversary and holiday get together under the expected COVID guidelines for December. I know December can be a busy month, but this year may not be so busy. You may want to save a date around December 10th or 11th. Stay tuned for further news.

A couple of housekeeping items that I would like to mention.

One is our by-laws. Initially I thought this to be a very non-issue, I mean we rarely really use them, so why make a fuss. Ours were quite dated, still including wording for the Oregon organization and such. However, now being in the Presidents chair, perhaps I have better insight on just how useful these should be and why we need them. All too often in the past they have not been fully complied with as it was more expedient not to, the basic spirit followed but not the letter, no place is this more noticeable than elections.

As an organization, our by-laws state the following:

Elections shall be held every two years, in even-numbered years (i.e.: 2002, 2004).

Nominations for elected Officers shall begin in November of every odd-numbered year, and the Newsletter Editor shall insert a ballot into the first newsletter of every even-numbered year.

Voting shall take place at every local meeting in the month following the mailing of the first issue of the newsletter, in every

even-numbered year. Members shall be responsible for bringing their ballot to the meeting.

So, as we usually do not have hordes of nominations, this process is usually handled by voice vote or perhaps not followed at all. This is not healthy for the organization, and I feel that these processes should be followed or modified and documented to retain a proper foundation for the club!

That being said, there are discussions on accomplishing this and we plan to have a plan for the next meeting, so plan on tuning into our next zoom meeting.

Speaking about Zoom meetings, as a group we need to work hard at letting each person have their say and not stomp over the top. I know how hard this can be! I promise to have a set agenda for the meetings and each item will have a set time. My goal is to reduce the time spent on business discussion and tangents and allow more time for the members to share their projects, plans and desires. So, let's all work at this and improve our shared time together.

As this will be our last newsletter this year, a look in the rear view mirror is required and shows that we accomplished setting up and having Zoom meetings monthly, members put together four rides, we managed a great workshop Tech session and had our Winthrop campout! We got our 30th NWNO Anniversary T-shirts printed and are now in the store! Not bad considering!! Way to go NWNO!

The 10-day forecast is for Saturday through Tuesday mostly

sunny and the high in the upper 50s. Great riding weather. I got a South end ride ready to go, look for it on the website,

Thanks for your support, keep the shiny side up and the rubber down!



Vice-President's Verbiage

Will Wachtel

I hope y'all don't notice that this opening is the same that I used in my Atlas #153 column! "Once again this column is short to facilitate getting the *Atlas* sent to both Press and Website Posting!

Most of any NWNNO business that I would address in this page is covered in the Minutes that I wrote for this issue." Please add "so-called" to "Minutes" in that last sentence!

On a personal note, related to NWNNO business, I have had to put many club things and working-on/riding my Commando all on hold for quite some time. Changes are happening now that are leading to a re-allocation of time to my priorities.

I am sure that Donn is announcing the new break in the *Atlas* schedule somewhere in this issue, maybe it's also in my "Minutes Notes" ---- the October to April break in the published newsletter schedule will benefit the club officers in addition to our esteemed Editor-Communications Manager (my phrasing) who works his tail off on every issue of



the *Atlas*.

During the newsletter hiatus and as I free up more personal time, my long term "hope" is to get some of my promised *Atlas* articles completed for possible inclusion in the April issue. One is the update on (85-year-old) Cisco Gonzalez and his shop in Tacoma and I hope to get a photo for that article. Another article that I want to submit is the final installment of the long-delayed (thanks, covid!) of my "Sir Eddy's Rocket" series; you might remember it as the story of Edward Bilton-Smith, the English ex-pat who had settled in Portland about 60 years ago and built Norton race bikes and rode them at Northwest tracks.

Ed became known to all of NWNNO through our members in the Portland area. "Sir Eddy" had

a dream to set a Land Speed Record (LSR) at Bonneville on modified-within-rules Dominator 500cc engine. Ed did a lot of machine work on that engine unit, and he needed to buy a frame for it. NWNO donated \$500 to support Ed in his effort, and he was able to buy a Featherbed frame with that \$500. Alas, Ed didn't live long enough to see his dream come to fruition, but his son Paul Bilton-Smith carried the effort forward until he set two LSRs with that machine in 2016.

The missing final piece of "Sir Eddy's Rocket" is Paul's story of carrying the baton across the finish line for his father.....I want Paul to write that part of the story. Stay tuned until 2022 ~

I hope to talk to as many of



you as I can in the upcoming months. Thank you for making NWNO what it is 30 years after it was founded!!!

Will

"Life is like riding a bicycle. To keep your balance, you must keep moving."

- Albert Einstein

Secretary's Notes

Chuck Peter

NWNO Officers Meeting Minutes, August, 12, 2021

The officer's meeting was called to order at 6:20pm.

In attendance were John Hill, Mark Zenor, Marie Deebach, Will Wachtel, and Chuck Peter.

OLD BUSINESS:

New bylaws; It was stated that the bylaws are in print in the Atlas and available for the membership to read and we will have a vote at the next business meeting.

Reunion; 100 t-shirts were ordered on 8/13/2021. Chairs and tables for 50 people have been ordered and 2 porta-potties have been reserved. 4-5 grills will be



available. John has volunteered to go to Costco and pick out the food with Chuck lending a helping hand. Pre-ride will be announced meeting at the Buzz-Inn in Snohomish at 9:30 ending at Robins place at 12:00.

Meeting was adjourned at 7:00pm.

NWNO General Membership Meeting Minutes, August, 12, 2021

Club membership meeting was called to order around 7:00pm

In attendance were John Hill, Mark Zenor, Marie Deebach, Chuck Peter, Steve Craig, Bob Hollingsworth, Brian DeFoe, Jim Bowers, Bill Thackaberry, Will Wachtel, Paul McMurtry, Bob Wood, Raul Biascochea, Bob Actis, Ian Reddy and Bob Ellis.

Treasurer Steve Craig reported an account balance of \$6508.97

A motion to approve the minutes from last meeting was made and seconded by Raul Biascochea. The vote passed.

An August 20th ride was announced by Raul, meeting at the Everett boat launch at 9:30am.

INOA rally was discussed and details of the Covid testing requirements for entry into Canada were talked about. It was mentioned that it would be beneficial to visit the Canadian web site for information.

The meeting was adjourned.

NWNO Meeting Minutes, September 9, 2021

Minutes by Will Wachtel

It was attempted to commence this part of the meeting at 6:15 PM and at the start there was just Donn Harvey and Will Wachtel logged in. Some other people did join in as Donn and Will talked about club business. Because he was the only elected officer present, Will stated that he would (try) to run the meeting and take

some form of concurrent notes.

Which is roughly what is written in this Summary.

As Donn & Will talked, my notes show that Marie & John Deebach, Bill Thackaberry, and Jim Franzel joined the meeting.

Donn continued to talk about his Proposal to Delay *Atlas #155* by one month, with a New submission Deadline of Oct. 21st. Using the same "One Week Past Meeting Date" benchmark/deadline. (Donn had family business in Wisconsin to attend to in Sept. and early October; additionally, most the of the other officers wouldn't be able to submit their Articles for #155 by deadline)

Will had already spoken about Supporting that idea and I believe that all the members that were on the tele-meeting also supported that change.

Donn stated that Issue #155 would be the Final Issue of 2021.

The Business Meeting came to close at approximately 7:00 PM.

Notes taken & written by V-P Will Wachtel.

NWNO Meeting Minutes, October 14, 2021

The meeting was called to order at 7:00pm.

In attendance were John Hill, Mark Zenor, Marie Deebach, Steve Craig, Will Wachtel, Chuck Peter and many more.

Minutes from the last meeting were read the voted on. No objections were heard.

Steve Craig gave his treasury report.

OLD BUSINESS:

Every thing we planed, talked about and toiled over for the past year was canceled. (*ed note: actually only a few things.*)

NEW BUSINESS:

It was discussed that we change the printing of the Atlas from 5 times a year to 4.

Chuck volunteered to take in

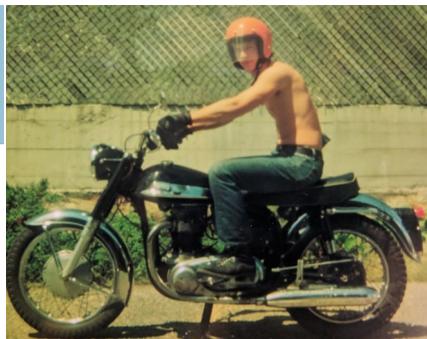
the new reunion t-shirts and facilitate the shipping and handling of those awesome t-shirts. (So if you want a t-shirt, go to the website and place your order and If all goes as planned you should receive it in a timely manner).

Meeting adjourned at around 7:30.

Treasurer's Report

Steve Craig

Greetings all. As I write this article, my attention is sidelined by the arrival of the "bomb cyclone" outside my living room window, which sorta puts an exclamation point on the unofficial end of our fair-weather riding season. My power's been out once already this morning, thankfully only for a few minutes, but the lights are doing that ominous flickering which often foretells further trouble. With the arrival of the fall weather it's time to shift focus toward some rainy weather projects. One of those includes fall clean up in my yard, a chore I loathe. But this year, for the first time, it'll also include more work on converting my Sprinter van for boondocking. Since my last report I've made good progress on the van's conversion. It started out as a bare, windowless cargo van. It now has a queen bed, swivel seats, diesel-fired heater tucked neatly into the passenger seat base, Maxxair ventilation fan, 525 watts of solar panels on the roof, 400 amp/hours of lithium batteries, DC-DC charger (alternator to lithium batteries), a 3000 watt inverter, shore power, and the wiring/fusing/switching



necessary to make it all work in harmony. I'm actually just finishing up the inverter install now, and haven't had a chance to road test the entire system, but have verified that each component, individually, works as intended. I'm really excited about moving this project forward, as I have great plans for this van.

My other great plan, at least for the very short term, is to get this article finished and off to our very patient and diplomatic editor, who politely nudged me last night, while pointing out that even our esteemed vice president got his report in ahead of mine, a cause for great shame on my part. With that thought in mind, let me say that the treasury balance as of Sept. 30, was \$4183.82. Those of you with keen eyes and sharp memories may recognize that that balance is down significantly from my last report. But, and I swear I'm

not making this up...I have not embezzled any of the club funds. Not even a penny. The difference lies in monies we paid to Wild Apricot for our annual plan (\$648) and purchase of 30th Anniversary t-shirts (\$1495). While we won't be recovering the Wild Apricot fees, we should net at a small profit from t-shirt sales.

With that, my parting words: Buy yourselves a 30th Anniversary t-shirt (or two, they're classics after all) and stay safe and warm as we rapidly approach the holiday season.

Best regards, Steve



Steve's "off-the-grid" power generating station in his van. Proof that most things electrical require some good mechanical skill. Photo by Steve.

July Eastside Monday Ride Bruce Winegarden

It was a beautiful Monday morning when nine of the NWN-OC faithful met in Redmond for a short ride up through the backroads to Snohomish for lunch. Bruce Winegarden, who hosted the ride, distributed maps showing the intended route to Snohomish where we would meet at the Buzz Inn located at the airport before returning to Redmond. For most of the group, this was the first organized ride since

Covid-19 restrictions were enacted in 2020. Avoiding major thoroughfares, we explored Novelty Hill, High Bridge, Woods Creek, Carpenter, and Machias roads which, being a Monday, were relatively free of traffic. Although Woods Creek is the only road highlighted in my Butler Motorcycle map, High Bridge, Snoqualmie Valley, Ben Howard and most of the roads north of Monroe are lightly traveled and provide plenty

of curves so they should be on your future ride list. Five MkIII Commandos, a Triumph Tiger 750, a Royal Enfield, and two BMWs made the trip. The question arose, which no one present could answer, as to why MkIII Commandos have stamped "H 20" on the left front lower engine case so we'd appreciate anyone with an answer to share it with the club.

Participants included:

- Bruce Winegarden
- John Curry
- Chuck Peter
- John Deebach
- Gary Griffith
- Rob Short
- Mike Resch
- John Hill
- Don Andersen



2021 Winthrop Campout

Bill Thackaberry

Winthrop was noticeably impacted by the fires this year. There was the smell of smoke and you could see smoke obscuring the view of hills in the distance. We took four rides as a group. At least twice, our ride was cut short by Forest service



Bill Thackaberry's Commando. Photo by Kim Kristensen

road blocks. We could not ride all the way up to the Sun Mountain Resort. We also tried to ride North out of Winthrop but that was blocked a few miles out of town. Our Saturday morning ride to Twisp for breakfast was successful.

There was also a ride to Mazama on Saturday afternoon. I missed that ride because I was dealing with a stripped exhaust nut on my Red Commando. This was remedied with a generous application of JB Kwik. Ed Dolan had his Norton Atlas up there. He suffered from Magneto problems. Heather Campbell, Ed's girlfriend had a Triumph with her (I think). Steve Craig had his Blue Commando. He had a mysterious noise coming from his front disk brake. He later noticed that it had shed one of the caliper mounting bolts. Other Nortons present were Mark Zenor's Commando plus his

1946 Model 18 Norton. Hippy John had his Atlas.

(editors note: According to Mark Zenor, Hippy John's bike is actually a Norton Hybrid G15. These were bikes produced by AMC and they used an Atlas engine and were a mix and match of AJS/Matchless parts. Dealers were allowed to badge them as either of the brands. Hippy's is also unusual because the engine is stamped G15 where as most of the Norton badged ones were stamped N15.)

Kim & Kris Kristensen were up from California with modern Dual Sport bikes. Dan Doersam had 3 bikes up there, A couple of BSAs and his Sunbeam. Most people were staying in Motorhomes or trailers. I was the lone tent camper this year. We had 2 group meals courtesy of Mark Zenor. I believe it was dinner on Saturday Night and Breakfast on Sunday

NORTHWEST NORTON OWNERS

morning. I think there was a total of 11 of us at Winthrop this year and it was a fun time, but when I

got home I noticed that my truck smelled like burning leaves.

Bill

*Ed Dolan
with
Heather's
Triumph*

*Photo by
Heather
Campbell*



Left

*Mark Zenor's
Model 18
Norton*

*Photo by Kim
Kristensen*

*Dan Doersam's
collection.*

*1933 Sunbeam
Model 9*

*1953 BSA BB34
Goldstar*

*1976 BSA
Spitfire Mark III*

*Photo by Kim
Kristensen*





Kim and Tormod (Kris) Kristensen drove up with their Toy Hauler, full of toys. Photo by Mark Zenor

Dan Doersam's 1967 BSA 650 Spitfire



Circle the motorcycles and hang out around the picnic table. Photo by Kim Kristensen

2021 Cross Country Chase Part 1 - Preparation Mark Zenor

In my mind, preparation for this event is the keystone to a successful ride as the main goal is to complete every mile!

This was my second Cross Country Chase event and on the last one I had been having some issues with the piston on my 1946 Norton Model 18 wanting to nip up. According to the Way



Mark Zenor with his 1946 Norton Model 18 at Mount Magazine in Western Arkansas while on the Cross Country Chase

Back machine, I had been headed to a NWNO ride starting at Steve Craig's house and because I was running late, I was hammering it northbound on highway 167 when it suddenly felt like the road turned to taffy. I pulled in the clutch and drifted off to the side of the highway to

check it out. I soon realized the motor lost its compression somewhere along the way. I had someone pick me up and the bike ended up in the corner of my shop while other operations took priority. Then COVID showed up with its impact on all our lives and as a result the bike sat neglected some more. When the Secrets of the Ozarks Cross Country Chase was announced I finally had a reason to get back to the Model 18.

So, a new piston and rings were sourced, and I was lucky to get one that was 0.030 oversize as the bore was 0.020 over size already. This would leave another overbore to 0.040 for the future, should it be required.

When the new piston arrived, it needed modification to work with the 1946 flywheels. Since it had been over 10 years since I had set up the first piston, it was like a road traveled once but not really remembered. However, with a few twists and reverses I sorted it out and it was ready to go.

Once on the road, the motor ran well, and I was determined to run it properly. I babied it and was closing in on 500 miles when it nipped up again. Not as bad as before, but it definitely had seized. I tore it down again and found out there was some scoring on the piston, but the cylinder was fine. I checked my detailed notes and realized I had

specified a 0.0045 clearance per the piston documentation. When I reread that I saw that it was the minimum value. So, I figured that the metallurgy of the piston was expanding too much for that clearance. I cleaned the bore and opened it up to 0.0055 clearance and did a rinse and repeat putting it all together.

Now it was Memorial Day, and we were going to spend the weekend in Prosser, WA. I loaded the Model 18, along with my brother in law's Harley and headed over the mountains in the toy hauler. We

had a great time riding in the area and once again I was approaching that 500-mile mark. We had ridden over 100 miles that day and then went

to dinner in Grandview. On the way back to the campground it freaking happened again, about 3 miles short of our destination. Again, not bad, because it stayed running but was blowing smoke. I am like what am I doing wrong? I built this motor the first time and it goes over 10 thousand miles and now I can't get 500 miles?

Back to the drawing board. I had figured the first failure may have been due to a lean condition on the carburetor and riding at high speed, basing on the fact I had the carb off and may not have gotten it mounted properly causing a slight air leak. The second failure was likely due to mechanical clearance. Now, I was scratching my head... hard.

So, I started to investigate the ignition. This revealed that I was getting a large variability in the timing. Further investigation revealed a loose point block in the magneto.

While this was going on, I was conversing with Mike Pemberton of Pushrod Performance. He informed me that the piston I was using was junk and I should go back to a GPM brand. So, a new piston was ordered and installed with 0.005" clearance. The magneto was repaired, and we were back down the road testing.

I was cutting it close, it was now the beginning of June, and I was scheduled to leave for the Chase by the 30th.

I needed to do a final

check on the clutch and primary chain. While doing that, I noticed the crankshaft had a large amount of end float that was way more than the 0.008 specification. What to do. Well, there was only one thing to do, so 3 hours later the engine was on the bench with the crankcases split. That's when I found that some of the shims were displaced due to the bearing spinning in the case. Remembrances of all those high speed 65 mph plus runs. Now what to do.

Once the bearings were removed from the crankcase, I could see the issue. The left side inner roller bearing had been spinning in the case, and this





Bearing and shims. Notice the thin shim caused by rotation against the bearing edge.

caused the shims to displace. (Also, the shims should not have been in that location, ah-well it was my first single). I knew the proper way to make the repair, however that required some high-quality machine work with time consuming setup, the one thing I did not have was extra time.

In addition to this effort, I was also helping a fellow NWNO member getting his 1930 Indian 101 Scout ready to go on the Chase.

I again called on the expertise of Mike Pemberton and he gave me the following words of wisdom; "Use Loctite." Now, I have heard of using such products for this type of repair before and when discussing with another racing expert of Norton Singles, this type of repair was considered a bodge. Mike though

added this new dimension and it seemed to make some sense, and besides, did I really have any other option? So, Mike's process was to heat the crankcases to about normal operating temperature, thus expanding the bearing housings beyond what they would be at operating temp, coat the bearings and drop them into place and let everything cool. The temperature would quickly set the Loctite and when the cases cooled, they clamp down on the hardened Loctite and the bearing. As normal operating temperature would not expand the housing as much as the installation had, it would not subject the bond to a level of expansion and contraction that would break the bond. Sounded good to me, so I glued up the bearings and assembled the engine. Now, as I was putting the cams and lifters in place I noticed that the exhaust lifter had some galling on its surface where it rides the cam. Although the damage appeared to have been done long ago, I just couldn't put it together that way, (although on the Chase I saw other machines where the owners did not worry about such niceties). So down to Delta Cam I went and they said "yes, we can repair that for you." It's now the middle of June and the estimate for repair was at least a week. What should I or could I do? Well, when in doubt, go fishing. So, I left the parts and went to Alaska for some King salmon and Halibut fishing! I must say there were times I fretted about bike, but we had a good time fishing all the same. Stay tuned for "the rest of the story"

Garry's Trackmaster

Garry Scheving



photos by Garry Scheving

Editor's note: The above photo was sent to me from the archives and was intended for the last issue of The Atlas but wasn't used due to space constraints. I saw it in my file and it was a reminder to contact Garry for two reasons, 1) to see how his recovery is going and 2) get some background on the motorcycle.

As to point number one, Garry reports that he's doing better and went back to work a few weeks ago. He said the knee isn't causing much pain. Good to hear Garry, we hope to see you soon!

I bought this Trackmaster Norton from Pokes cycle probably in the late eighties for about 800 bucks. It was a 1971 and had a 750 Combat motor installed. I think. It was a pretty serious flat track bike back in the day and was even raced by a pretty famous guy, but I can't remember his name. The first thing I did to it was put on lights and somehow, I got it licensed for the street, but it probably wasn't really street legal. I took it to Dino Daze a few times with a huge knobby tire and had some real fun. I used to ride it to

the Buckaroo Tavern, it was real loud as you can imagine by those pipes! One time I was leaving The Buck one Saturday night and I backed it up to the front door, I had someone hold the door open and I started it and man the whole bar jumped. I had to get out of there fast! Well, the fun ended in 1988 when on my way home from The Buck I was heading east crossing Aurora Ave when some asshole cut in front of me and sent me flying 50 ft and landing on my head. He took off. I wasn't wearing a helmet because the

helmet law hadn't been passed yet, I was wearing my dad's WWII leather flying cap. He was a rear tail gunner on a Lancaster bomber when he was in the RCAF. Anyway, I woke up in Harborview hospital with a concussion and a few broken bones. Needless to say that was the last time I ever rode that thing. I still have the 750 engine. The bent-up frame sat up in my attic

for many years until a prominent member of the VME found out about it. He had to have it, so sold it to him and he sold it to another guy who spent a fortune getting it fixed. He restored the whole bike and now it sits in his shop next to a dozen other Nortons on Vashon Island.

Garry provided a couple of other pictures from the badass glory days.

Not sure what is more badass, Garry or the bike!

~Ed



NWNO NOs?

Jim Bowers

Greetings from the NWNO- NOs!!

What's that you say? Well, everyone knows that NWNO is the NorthWest Norton Owners. We out here in Clallam County (Washington State, if you were not sure) have decided that it was time for a more specific identity similar to our compatriots from Whidbey Island (Still Washington), the WINOs. Now to be known as the NWNO North

Olympians, or NW NO NOs, we are currently three households strong with an assortment of [5] street legal two wheeled gas engine driven vehicles and have sponsored to date: [1] Ride; [1] Technical Session on a Commando; and [3] Social Gatherings with a fourth scheduled before this issue of the Atlas is printed.

Yes, we are Staunch and Loyal Members of the NWNO

Jon Kenyon (left) with Jim Bowers checking out Jon's beautiful '75 Commando he purchased in Europe 10 years ago. Photo by Vanda Waller



Classic photo from a previous NWNO / Joe Smith OP Tour some years ago.

proper including Cuppa Joe Smith, Jon Kenyon and Jim Bowers and are only seeking to extend our Club's reach and hospitality. Want to hear something good about Covid for a change? It has allowed us to participate in every Club Meeting via ZOOM since they were made available using that venue.

SO, if you are tired of the same old rides and want to explore some new territory and

talk Norton, feel welcome to come North and West and visit the NO NOs. If you think no one has been here before just look at the familiar faces from front page picture on the NWNNO web site (see below). That was taken at Cuppa Joe's house (No, not Anchorage, his 'anchorage' in Port Angeles – yep, still Washington). We should do this again.

*Left to right,
Joe Smith,
Jon Kenyon
and Jim
Bowers.
Photo by
Vanda
Waller.*



Norton Kansas

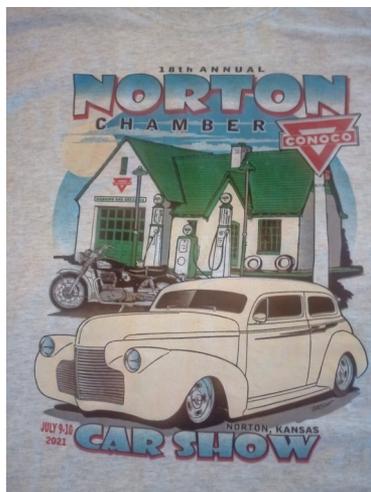
John Hill

Almost 2 weeks ago this time I was in Norton Kansas. If you look at the lower left hand corner of the sign you will see it got stickerbombed by a couple of familiar stickers.

Before staying in the town I called the chamber of commerce and ask if there was a t-shirt with Norton, Kansas logo on it. They didn't have a official Town shirt but the lady called around and came up with their annual car show theme shirt. She arranged to have it taken over to our motel as I was only going to be there Sunday night with the option of purchasing it for \$20 if I liked it which of course I did.

That was true Midwest hospitality.

I added a couple of NWNO stickers to the \$20 bill. If you look at the motorcycle you will see it does have a very familiar primary case, possibly a Domi.



**NWNO 30th Anniversary
T-Shirts are available
now in the NWNO store.**

Order online at

<https://www.nwno.org/Store>

Member Price: \$20.00

Non-Member: \$25.00

US Shipping: \$10.00

Or arrange for pickup
from Chuck Peter in
person or at a club event.



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
NWNO members. Free information &
advice, and will consider trading
labor for parts.



Fabrication of all types and sizes
253-380-0280



www.moonmotorcycles.com
425 985-1078



RETIRED

Thank you,
Fred and Ella



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

2021/2022 NWNO Calendar

Monthly Meetings via Zoom

6:15 Business Meeting

7:00 General Meeting

All are welcome to both meetings

Second Thursday of every Month

- Watch for E-mail announcements -

- | | |
|--------------------|---|
| November 11 | Monthly meeting via Zoom
Same link as always.....
https://zoom.us/j/98973763102 |
| December 9 | Monthly meeting via Zoom
Same link as always.....
https://zoom.us/j/98973763102 |
| December 10 | Potential date for holiday party. Watch
e-mail for details. |
| January 13 | Monthly meeting via Zoom
Same link as always.....
https://zoom.us/j/98973763102 |
| February 10 | Monthly meeting via Zoom
Same link as always.....
https://zoom.us/j/98973763102 |
| March 10 | Monthly meeting via Zoom
Same link as always.....
https://zoom.us/j/98973763102 |
| March 17 | Atlas Article Deadline
Send articles and pictures to editor@nwno.org |

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