



*Newsletter  
of the  
Northwest  
Norton  
Owners  
Since 1991*

## *Hosts of the 2023 INOA Rally*



*Ted Stanley's Norton at the Autumn Ride and Hangout. Ted recently re-purchased his old Norton from the estate of Will Wachtel.*

*Photo by: Marie Deebach*

*Number  
159*

*A Proud Chapter  
of the International  
Norton Owners  
Association*

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2022*

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

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**The Fine Print:** Northwest Norton Owners (NWNNO) is a not-for-profit club dedicated to the use, preservation and restoration of the Norton Motorcycle. Our newsletter, The Northwest Norton Atlas, is to inform and entertain fellow club members. All contributions of articles, artwork or items of interest to Norton owners are welcome. Articles that appear in this newsletter do not necessarily reflect the opinions of the NWNNO, which are wholly ambiguous and subject to change at whim. Technical info and recommendations for service are not warranted. Readers and members: NWNNO, the newsletter or staff cannot be held liable for any accident or injury which may occur from anyone modifying their or another's motorcycle(s) as a result of reading the Atlas. Nor shall the NWNNO, the newsletter or staff be held liable for any accident or injury sustained in motorcycle rides, and/or events staged, presented or organized by them. "You are your own rider!"

Web Page: [www.nwno.org](http://www.nwno.org)

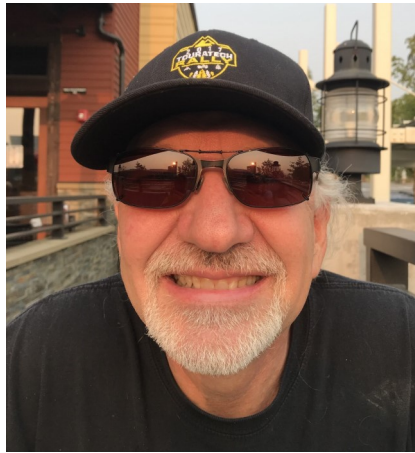
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## Editor's Point of View

**Donn Harvey**

Is it October already? This was one of the quickest summers in my recent memory, which is also getting shorter all the time. Although, I don't think summer even started until August this year after a long-wet spring. It's been a busy summer for the club with a couple of rides and events and now we have official confirmation that we will be hosting the 2023 INOA rally in just about nine months! I hope we can launch that baby with minimal problems. This is a pretty full issue, so I'll keep my part relatively short. I do want to give a special thanks to club member Andy Davidson who responded to the call for help with Bob Hollingsworth's electronic ignition installation. Andy rode down from Surry, BC to Bob's house in Anacortes and the two of them spent a day working together to get it sorted out. Hopefully we'll have Bob riding with us soon. Andy also rode down with his daughter and joined us on the Autumn ride hosted by John and Marie Deebach; it was great catching up with them.

Included in this issue is a short summary of the rally status submitted by Doug Saugen. I want to emphasize the importance of getting hotel reservations in early if you will not be camping. More information on that later in this issue. Our President Mark Zenor



gets a pass on submitting his column for this issue because he has been out riding the 2022 Cross Country Chase. As of this writing the event is finished, but the results have yet to be posted.

As if we don't have enough going on, I've been notified by our chief bean counter, jet setter, backcountry camper, and occasional Norton motorcycle rider, Steve Craig, that I've been blowing my allocated budget for this publication. In round numbers it cost about \$5 per issue to print and mail this newsletter out. Hmmm, if we have a mailing 5 times per year that comes out to \$25 per person. That would be fine except our annual dues are only \$25 per year. Printing and mailing costs, like many things, have really risen over the last few years. Is it time to think about an electronic only newsletter? Maybe some type of hybrid approach with fewer printed issues and more electronic? I don't know the

answer, but I think we should discuss it as a club and maybe survey the membership.

We had already planned to only have four print issues this year so this will be the last one until spring. We will continue to have regular e-mail blasts that I usually try to get out monthly in the first week of the month, along with ride and event notifications and other communications as needed. Watch your e-mail inbox for these items.

We will continue using Zoom to have our online monthly meetings. As usual, we have the officer's business meeting at

6:15PM and the general meeting at 7:00. All are welcome to attend both online meetings. We plan on continuing with monthly in person Hangouts. If you want to host one, let me know and I'll get it on the calendar. Just pick a time and place and we'll get the word out.

Summer may be over but I'm looking forward to getting in some more rides on my Norton before I cover it for the winter. With any luck we'll have another D.I.C. ride again this year and I can extend my riding into December. See you soon.

Donn

## From The President Mark Zenor

No report this issue. I'm off competing in the Cross Country Chase 2022. Watch for results soon.

Mark



# Vice-President's Report

## Doug Saugen

### 2023 INOA Rally Update

The planning for the 2023 Norton Rally to be held in Winthrop WA June 21-24 is well underway. The Planning Committee has been busy making progress on key early activities. The following represents the status of these activities.

### Venue Confirmation

The Pine Near RV Park has been reserved for the event duration. This facility includes campsites, 50 RV sites, some cabins and a covered patio/BBQ facility with ample seating. Laundry facilities and 4 showers are also available.

### Other Hotel/Lodging

We have reserved 30 plus rooms at a nearby hotel (within walking distance of the Pine Near site) at the Hotel Del Rio. Other lodging options have also been identified and are listed on the Rally website.

**Please Note. This is a prime vacation area and lodging will fill up quickly. Be advised to make your campsite/lodging reservations early- LIKE NOW.**

### WVM Participation

The Washington Vintage Motorcyclists group, under the leadership of Bill Stevens, has agreed to combine their "Over the Pass" rally with the INOA Rally. Some may use the Big Twin Lake Resort for their campground. The WVM has agreed to plan the Poker Run.



### Banquet Facilities and Catering

The Red Barn in Winthrop has been secured as the site for the Banquet. A caterer has been identified and meal options/pricing discussed. Additional meal options (e.g. Breakfast Truck, evening BBQ etc...) are also being explored.

### Concourse Venue

The Mack Lloyd Park (located across the street from the Red Barn) is being pursued as the site for the Concourse event. Final Town Council approval and insurance requirements are necessary for final commitment and work is underway on both items.

### Website

We have launched the first release of the Rally Website which is accessed through either the INOA site or directly from the NWNO site. This early release includes basic event and logistical information. The registration portion of the site will be developed, tested and launched by year end.

### Rally Logo/Artwork

A first draft of the Rally logo and artwork to be used for the



T-shirts has been developed. The artist is addressing some initial review points and expects to have a more complete design in the coming weeks.

### **Thanks to the Planning Committee**

Many thanks to the individuals working diligently on planning this event, including:

Donn Harvey and John Chorlton for website development.

Bill Thackaberry for Banquet, Concourse event facilities and caterer.

Bill Stephens for securing WVM participation and other event planning assistance.

Jessica Saugen for art work design.

Mark Zenor and me for overall leadership and coordination . (Mark in particular for venue confirmation and lodging options).

### **Near-Term Activities**

Over the next few months, the planning group will continue to finalize the event specifics currently underway. In addition, the following items will begin to take shape:

Finalize artwork and T-shirt design:

-Doug and Jessica Saugen.

Develop Budget:

-Mark Zenor and Doug Saugen.

Plan Concourse:

-Jim Bush).

Plan Poker Run:

-WVM.

Pursue T-Shirt Order:

-Chuck Peter.

Investigate Rides and Routes:

-Donn Harvey/WVM Support.

Decide on "give aways" and Prizes:

-TBD.

Plan Tech Sessions:

-TBD.

As you can see, we have a few near-term assignments to fill along with future roles in areas like: day of event registration, Banquet set-up and tear down, Event Security/Safety and Chase truck support. Please contact Mark Zenor or me if you have an interest in supporting one of these assignments. We are excited at the progress being made so early and are confident that this will be an outstanding rally.

Doug Saugen



## Treasurer's Report

### Steve Craig

Hello again from the treasury. Before I roll up my sleeves and get down to the business of finance, a short success story. "Which success?" you may ask... That's the one where I managed to stop all the little leaks in my van's newly installed freshwater system and actually run the hot water shower at the back of the van. This was a huge step forward, the more so because it finally happened on the eve of a 5-day jaunt down the Oregon coast, over to Crater Lake and up Hwy 97 to Ellensburg and home. To have running water for dishes and showering brings me one huge step closer to spending extended time on the road with the van. The reason for the Oregon coast part of the trip, aside from the beauty of the whole thing is that I had a particular destination in mind. As a van builder, I've become a YouTube self-help junkie. I define



junkie as having spent at least 10% of every day for the last 16 months watching other people's van build-out videos. In one notable video, a guy is "boondocking" in a clearing up on a hill somewhere in Oregon, near the coast, with a sweeping view of the coastline, surrounding hills and not another soul in sight. I was taken by the beauty of the spot and knew it had to be a destination for me. So, by perseverance and much effort, using a combination of Google earth, wild guesses, squinting and scientific deduction, I managed to locate the spot, accessible by a 30-



*Steve's travel pal, Howie, enjoying the Oregon coast on a perfect evening.  
Photo by: Steve Craig*

minute drive up a Forest Service Road off Hwy 101 near Port Orford. When I actually got there, the payoff was huge. Remote, scenic, warm, and dry with an afternoon view to die for. Two snags; a bit too breezy for a campfire (I was afraid of blowing embers) and an evening's nearly full moon in a cloudless sky which de-optimized stargazing. Nevertheless, a fantastic spot on a fantastic short trip.

Now, on to less fantastic news. According to my trusty TI-30 scientific calculator, we are slowly bleeding the treasury dry. No matter how neat, tidy, and accurate my ledger entries are, they are now, nonetheless, pointing toward impending doom. Not in the near-term, mind you, but at some not-too-distant point. None of this comes as a complete surprise; we've been operating pretty close to either side of net zero for some time. Now, printing and mailing costs for the *Atlas* have spiked, our Wild Apricot subscription is costing us more than we'd originally planned for, and we've had to add an annual Zoom subscription as well. To put things in a different perspective, we have approximately 83 paid memberships, which brings in \$2075 in annual dues. Our last *Atlas* invoice was for \$423 (up from \$372 for issue #153, June

2021). Five issues at that price cost \$2115. That puts us in the red even before we pay for Wild Apricot (\$648) and Zoom (\$162). So, you see, some decisions will have to be made, otherwise, our August 31, 2022, balance of \$3952.80 (down from \$5143.21 as of Feb 28) will continue to accelerate towards zero. I'm only telling you all this because once, some years back, someone accused me of being way too cheerful. And because I couldn't figure out whether that was a bad thing or a good thing, this is what you get!

At the risk of again appearing too cheery, I'll end on this happy note; I had originally RSVP'd "no" for John and Marie's "meetup" tomorrow morning. That's cuz I'm stuck for the evening in Missoula, MT. But thanks to the marvels of modern transportation (and an earlier than originally planned start) I'll be airborne out of Missoula at 0930 tomorrow, destination Hoquiam. Arrival time 1000 (time-zone change). Put the company plane away, tidy up, jump in my own plane, and arrive in Monroe by noon (37 min flight vs 3-hour drive), just in time for the "main event". Sorry if that makes me overly cheerful...

Best regards to all, Steve

## Don't miss out on club e-mails

There have been problems with club announcements and e-mail blasts going into Spam or Junk Mail folders. All official club e-mails come from:

[NorthwestNortonOwners@wildapricot.org](mailto:NorthwestNortonOwners@wildapricot.org)

**Please add**

[NorthwestNortonOwners@wildapricot.org](mailto:NorthwestNortonOwners@wildapricot.org)

to your contact list or mark as a "favorite" to keep our e-mails coming into your inbox.



# Secretary's Notes

## Chuck Peter *et al.*

### August 11, 2022

The NWNO meeting was called to order at 7:05pm via Zoom.

Officers in attendance were Mark Zenor, Steve Craig, Doug Saugen, 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 and reported that we had 3 new members.

### OLD BUSINESS:

Article 4: Changes were read and a motion was made by Steve Craig to accept as read, moved by Paul McMurtry and seconded by Steve Craig with an all in favor vote. Motion Passed.

### NEW BUSINESS:

Winthrop Rally:

Caterer has been found that can handle the 300 attendees that we anticipate in attendance.

Mark Zenor contacted some of the local hotels and resorts to give them a warning about the influx of the Norton aficionados.

Bill Stevens mentioned he is anticipating the VMOA Club will be attending. Rich Matrass graciously offered to take over the sale of club merchandise.

I don't remember what time it was, but a motion was made to adjourn the NWNO meeting by Bob Hollingsworth, seconded by Doug Saugen. All in favor vote.

### Meeting Minutes from September 08, 2022:

The meeting was led by Vice



President Doug Saugen and called to order at 7:03. There was a motion to accept minutes from the previous month; it was seconded and approved.

Treasury Report was not available as Steve Craig was absent; Treasury balance stands the same.

### Past Events:

Doug Saugen attended the Tenino Swap Meet; he had a table with the NWNO banner and sold several T-shirts.

### Upcoming Events:

This weekend there is another Club ride at a nearby island. John Deebach gave a report on the Autumn Ride, set for Sept. 17. We will meet at the Buzz Inn in Snohomish, come early if you want breakfast there, kickstands up at 11 AM. Plan on a 1.5 – 2 hour ride through nice Snohomish County backroads, and we will end in Monroe at the Deebach's house for some tire-kicking and the 4-B's: brats, beans, beverages and bikes. See the NWNO website for more details.

### Old Business:

Rally Planning.

Donn Harvey is checking out

alternate ways to make the Registration process easier, such as using the Wild Apricot website programs for Registration payments and directing INOA members to our site.

Discussed having a “Full Rally” package vs. one without meals. Caterer has been contacted and food options/costs are being discussed.

Bill Thackaberry has talked with a local Food Truck for possible on-site breakfast. Bill also reported that the City of Winthrop is scheduled to vote on allowing our Concours at the Red Barn; no problems are anticipated.

Doug Saugen brought up Rally insurance, and he thought we may need additional “non-rolling” coverage. Marie Deebach advised him to check with Suzi Greenway, as the NWNO-hosted Rally at Grays Harbor County Fairground carried only the \$2 million AMA policy, and it was accepted by the Fairground and the City of Elma.

It was reported that Chuck Peter (absent) has been working with a graphic designer and hopes to have some examples by next meeting.

It was also mentioned that the traditional “Swag Bags” may be different, and have fewer, more substantial items, such as a coffee mug, poster, and pins.

Hotel/Motel/Campground  
Reservations: Hotel Rio Vista has a block of rooms on hold. Cabins/ RV rentals in Pine Near RV Park are going quickly.

Rally Booklet is in the capable hands of Donn Harvey.

Help Wanted: Registration and support staff. Tech Sessions. T-shirt manufacturing. Set-up and clean-up assistance at Banquet facility. Security and Safety. Where to put overflow parking (all those bike trailers must go somewhere).

Rally Planning Meeting: next Rally meeting will be after Mark’s return, September 22 or 23.

Richard Matrass volunteered to be Club Quartermaster – meaning he will take charge of our merchandise.

There was a request for “Women’s” T-shirts. Kim K mentioned that the guy who sold the women’s style shirts at Quincy sold out in minutes.

Editor’s Report: Donn Harvey says deadline for newsletter is next Thursday. Please send him something – pictures, a short story, a funny experience.

Doug Saugen called for a motion to end the meeting at 7:43; it was promptly motioned, seconded and approved.

Respectfully submitted,  
Marie Deebach, scribe



## Nortons on Vashon Island

Photos and article by: Donn Harvey

It was a good thing I was logged into the last club Zoom meeting our I would have missed the comment in passing that the Isle of Vashon ride was coming up the following Sunday. For those not from this area, or who are reading this from out of state, the Isle of Vashon, as it is known, is an annual event hosted by the Vintage Motorcycle Enthusiasts club (VME), a regional club that is inclusive of all marquees. Many NWNNO members are also VME members so, there is generally a good mix of attendees from both clubs at each other's events. The exact date for the annual event is a poorly kept secret that is generally leaked out only by word of mouth but purposely not listed anywhere online. Despite the lack of publicity or maybe because of, the island city of Vashon is invaded annually by hundreds of rare and vintage motorcycles of all shapes and sizes. The main street becomes an impromptu motorcycle show open to the public. Usually, by noon most of



*Paul McMurtry with David and Shari Pierson at the Isle of Vashon.  
Photo submitted by Paul McMurtry*

the motorcycles take off on the organized poker run around the island ending up at the Sportsman's club for food, drinks, and games.

After a few phone calls, we put together a small group to meet at Garry Scheving's West Seattle garage early that morning. Deby and I rode from Preston with me on my Commando and Deby on her modern BMW. Dan Doersam met us on his beautiful 1959 Triumph and Garry had his newly rebuilt Commando ready to ride. We caught an early ferry and joined a long line of motorcycles for priority boarding to the Island.

We found great parking for the bikes on the main street in the middle of the action. The Nortons gathered plenty of attraction, but I must admit Dan's Triumph gathered the most admirers, no doubt due to the quality



*Dan Doersam's 1959 Triumph attracted plenty of attention.*



*Garry Scheving's nicely rebuilt Norton.*

workmanship of his build. After a few minutes, club member John Vangolen came over say hello. John lives on Vashon Island, and he invited us to his shop to check out his Norton collection. I've heard stories about John's house and Norton collection but never had an opportunity to visit. I think there may have been a club ride there some years ago, before my time. John's house was very close to the third checkpoint so after gathering my useless poker card and deciding that my hand was a bust, we saddled up and detoured off the course down John's gravel driveway. When we arrived, there was already a group of other motorcycles from the ride parked in front of his red barn. After a cursory tour of the barn, we wandered to his house

where we were greeted by John and some other friends. We accepted some greatly appreciated cool beverages and were soon ushered on a tour of his Norton collection. As it should be, his prized Norton collection, of about 14 Nortons, was not relegated to his drafty shop but was housed in a dedicated downstairs room in his home. One bike in particular caught Garry Scheving's eye - it was his old Norton Trackmaster. This bike was purchased from Pokes for "about 800 bucks" according to Garry. He recounts the full story of the bike in The Atlas Issue 155, November 2021. In short, someone cut him off and he ended up in Harborview with a concussion. The mangled bike sat neglected in his attic for years before John bought it to resurrect and add to his collection. Garry agreed to pose with the reincarnated version of his old



*Garry's Trackmaster before (left) and now (right).*





*John Vangolen showing off part of his prized Norton collection.*

out and look at all the bikes and talk about motorcycles with fellow enthusiasts. I'm not sure what the total motorcycle count was, but I'm sure there must have been a couple of hundred bikes in the parking lot. We ran into Erik Jaderquist on the ferry but didn't see too many other NWNO members. I did receive an e-mail with some pictures of the event from Paul McMurtry who was there with

David and Shari Pierson. I'm sorry we missed them.

It was a fun day, and my Norton ran flawlessly the whole ride including getting slightly lost getting to Garry's house with the West Seattle bridge being closed. Deby and I arrived home with smiles on our faces and another poster on the wall and yet another IOV t-shirt in the closet.

machine. We had fun hearing the stories of each bike and how they came to be in his collection. This stop was the highlight of the ride for me. Thanks for the tour, John.

Finally, it was kickstands up and we made our way for the last poker hand stop at the Sportsman's Club where there was a small concourse of motorcycles on display in addition to food and motorcycle games. It was a beautiful day to just hang



*Author posing with his Commando at the Isle of Vashon. The motorcycle ran flawlessly, started every time and didn't drip too much oil.*

*Shamelessly added as filler material by Donn Harvey*



## Autumn Meet-Up and Ride "Tour De Bach"

Hosted by John & Marie Deebach

September 17, 2022: We were so happy to see a fairly smoke-free morning, and a light cloud cover with no rain. John left early, headed to Snohomish to greet riders as they met up at the Buzz Inn at Harvey Airfield. He said that over a dozen bikes parked in the designated area, and while they waited for the ride departure time, Harvey Airfield put on a nice show of tandem parachutists. I arrived a bit later,



*Riders congregating at the Buzz Inn before the ride.*

*Photo by Marie Deebach*

and although I am not back riding yet, I was very pleased to greet three women riders. One woman rider was up from California (Margie), one was down from Canada (Maya), and the third came North from Preston, WA (Deby).

At 11 AM, John called about 16 riders to order and gave out

color-coded maps of the route: every time the route changed color, it indicated a turn or a designated stop. John says the riders were great, a couple people stopped for a bike malfunction but were able to catch up with the group by using their map! It was too bad that the smoke came in, as the views from the crest of the hills were unseeable. The roads were still good, and there was not much

traffic. John says he was amazed: his "reLive" app says his top speed during the ride was 52 mph! A new personal slowest. Even some local riders were surprised by the stop at Reese Park in Sultan, "I didn't even know this was here!" It's usually a quiet little park, and the river is a great spot to see salmon spawn.

Riders arrived at our house in Monroe about 1 PM. Cold beverages and lots of motorcycle talk;

John is always happy to show off his shop and our bikes. Lunch started about 2 (I was busy meeting new people, too!), Mexi baked beans with German sausages or kielbasas - I was surprised to see that the wheat buns were more popular than the white ones. And the sun finally made an appearance.

What a pleasure it was to



*The Deebach's backyard was an excellent hangout spot for the group to enjoy great food.*

*Photo by Marie Deebach*

food stop with a group of 10+ riders, people tend to break into small pods with people they know. I thought it was awesome that everyone here chose to sit together in the backyard, eating lunch together, and having great conversations and lots of laughter. Thanks for that memory.

If you want to see John's "reLive"

host this group! Almost everyone had either RSVP'd online or had called to let us know they were planning on going. No whammies, no owies, no grumps. Usually at a route & photo's, you can view it here: [Relive-Autumn Ride 2022](https://www.relive.com/Relive-Autumn-Ride-2022). Hope to meet up with you all again, somewhere along the road!

## Hogslayer 10-Year Anniversary re-release

"Hogslayer: The Unapproachable Legend" is the story of the most famous motorcycle dragster in history now in its 10-year Anniversary re-release including recently acquired archival footage in a fresh new version of the documentary. Featuring T.C. Christenson and John Gregory, with unrivaled innovation, unbridled courage, and unyielding challengers, they took on the drag racing world from a small motorcycle shop in Kenosha, Wisconsin. Hear their story first-hand from the original Sunset Motors, bench racing at its best.

DVDs, posters, t-shirts are available for download at: <https://edgeltproducts.com/collections/hogslayer> there is even an option for a direct digital download of the movie for \$10.00.



# A Weekend in Tenino

Text and Photos by Doug Saugen

The Evergreen Chapter of the Antique Motorcycle Club of America (AMCA) held their annual Vintage Motorcycle Swap Meet and Show on August 19th and 20th in Tenino WA. This was the 42nd annual swap meet which, given its legacy and advertising, is well attended. It is held in the

Approximately 80 vendors occupied the entire 120 spaces. The meet is advertised to begin at 10 am Friday morning. In actuality, selling was active at 8 am and very brisk throughout the morning. I guess everyone wants that unique find and “deal” so being early is the rule. The crowd



*A café style Commando won best Café Style award at the Concourse.*

does thin out a bit in the afternoon. I met a lot of folks from all over the PNW, ranging from British Columbia to Oregon. A German dropped by my booth and we negotiated his purchase of a Smiths Tach. His English was good enough to ask for a discount.

Tenino City Park and offers 120 vendor spaces, a motorcycle sales corral and admin. facilities. I opted to buy two adjoining spaces which I used to sell some spare Norton and British parts (who doesn't need to purge excess “inventory” which accumulates over the years?). I used the adjoining site to represent the NWNOC club by displaying the banner, handing out copies of the Atlas and selling T shirts left over from the Tall Timbers Rally. Here are some of my recollections from the event:

Attendance: The vendor spaces were sold out.

Weather and Location: The event is held in the Tenino City Park located 30 miles SE of Olympia WA. It is advertised as midway between Seattle and Portland and draws well from both locations. The entire park is available for the meet, including camping sites. The weather was perfect as it was partly sunny and mid 70's. It was a welcome reprieve from the sweltering heat we had earlier that week.

Item Diversity: In addition to vintage motorcycle parts, there are restored bikes and parts bikes for sale covering the gamut of American, British, Euro and



*NWNO table at the Swap Meet.*

Japanese marques. Several vendors have multiple adjoining spaces given the magnitude of their items. I noted about a dozen vendors specializing in British parts.

NWNO Table: As I was also selling Norton parts, I had a lot of individuals also inquire about our club, peruse the Atlas and listen to my pitch about joining the club and attending the 2023 Rally. I met several members of the Oregon chapter that came up for this event. Good chaps. They were all very aware of the upcoming Rally (good communication job to their leadership). One individual offered to conduct one of our tech sessions. I was moderately successful in selling some of our left-over Rally T shirts. We decided to price them to sell at \$10 each or 2 for \$15. I was able to unload 12 shirts for a total of \$100, as many chose the volume discount. If the individuals I spoke with follow through, we may get up to six new members. We will see.

Events: In addition to the swap

meet, the event also includes a Concourse and a performance by the Tenino Motorcycle Drill Team. The Concourse had 30-40 motorcycle judged in several classes. Two Norton's won their class: a Model 18 (best Early British) and a Norton Commando (best Café style). Both were well—deserved wins. The Drill Team performed various closely coordinated maneuvers in the street facing the park. They were flawless in their execution and were appreciated by the crowd.

In conclusion, this is one of the



*Norton Model 18 on display.*

premier vintage motorcycle events in the PNW. It is well worth attending or getting a space if you have parts to sell. The spaces are reasonably prices at \$30 each. In the past I have also shared a space with 1 and 2 others to make it even more economical. If you do attend, get there early. I also believe that this event warrants the club's continued presence.

Cheers,

Doug



## Axles and Airbags

Tormod "Kris" Kristensen

After moving to the Yosemite area in Central California, I quickly realized this was not vintage motorcycle territory unless it's a dirt bike.

That said, I fell into a fun riding group that is cops, firemen and surgeons. One weekend the plan was to ride to San Luis Obispo and check out a vintage show put on by the Central Coast Classic Motorcycle Club where the featured marque was to be Norton. Its only 160 miles and 3 hours away the direct route so off we went. Eight hours and 320 miles later we rolled into SLO having missed the show but had a great ride with almost zero traffic and traffic laws and a great lunch in a small town. Massive burrito? Hell yes, Cold drink? That too. Many people fail to realize that most all Californians live in Los Angeles, San Francisco or cities in the Central Valley which leaves the roads we typically ride free of cars. Massive cattle ranches and farms make up much of the interior of Central California and mountains and forests dominate the north.

After spending the night in SLO, we had planned on riding Hwy 1 to Carmel Valley and going to the Moto Talbott Motorcycle Museum to make up for our missing the show. We headed out in the morning on Hwy 1 with the ocean on our left and perfect conditions with light traffic. We rolled through a few beach towns and were south of Big Sur when disaster struck.

One of our intrepid riders on a KTM 1290 Adventure came around a bend in Hwy 1 when his front axle suddenly came loose causing him to lose control, hurtle up and over an embankment and down towards the ocean below. Lucky for him, he landed in some brush about 50 feet down and was almost uninjured except for a broken pinky. Turns out he was wearing a Dainese algorithm based airbag under his leathers which inflated and saved him from further injury. The KTM was not so lucky.

So a few things to consider, first, any time you remove a front wheel or when doing basic maintenance checks, make sure your axle is secure. On older machines, a castle nut and cotter pin ensure the axle won't come out. On more modern bikes it may have some pinch bolts or just need to be torqued properly and feel free to use Loctite. Second, consider what your body is worth. Airbag prices are coming down and the tethered devices are a good option at a reasonable price for many riders. However the algorithm based bags are pretty foolproof and work in more situations albeit a higher price. Having seen this happen really opened my eyes to the possibilities that can happen even on a beautiful sunny day. Ride Safe!

Tethered airbag systems were the first to appear in jackets and vests, mostly because they're a simple, effective solution. Put





Dainese D-Air Smart Jacket as shown at [www.dainese.com](http://www.dainese.com)

Read a review at [motorcycle.com](http://motorcycle.com)

the trigger on a cord, fix the cord to the bike, and if you fall off, pop goes the airbag. This tech has been around the longest, and it's pretty well refined at this point. It's also fairly affordable, since the trigger is not exactly rocket science. Some riders prefer the tether for its simplicity. They can usually be recharged by the rider at low cost, due to their basic design, and they don't have batteries to recharge. For basic airbag protection without frills, a tether fits the bill.

Downsides to the tethered system are few, though they're worth considering. First, you have to actually separate from the bike for the airbag to go off, which doesn't happen in every crash. Second, a tether isn't a good choice for forgetful people. Hop off the bike without unclipping and you could waste a gas cartridge. If you're the type who forgets that you have a disc lock, you're probably not going to want a tether.

An algorithm-based (or non-tethered) system does not use a physical connection to the bike. It uses you, the rider, to determine when to deploy. These advanced airbag systems use an array of

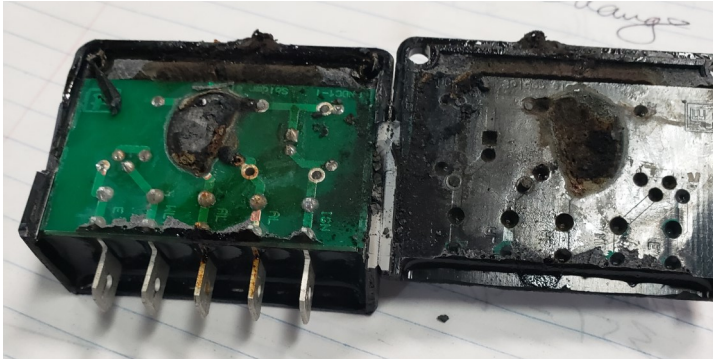
sensors (gyros, accelerometers, GPS, and more) to detect impacts and deploy the airbag. A small computer monitors the rider's condition up to 1,000 times per second! They're constantly learning, updating, and watching.

Complexity comes at a price, as these airbags tend to be more expensive to purchase and service. Many of these airbag systems can't be recharged at home. (On the flip side, airbags that must be sent away for recharging are inspected by techs before being returned. Good to know they will fire correctly next time.) Another thing: Any computer's batteries will need to be recharged occasionally. Forget to charge, and the airbag can't go off. And finally, algorithm-based airbag systems might only fit into a limited range of jackets, depending on how the manufacturer has designed them. The industry is slowly moving away from specific-fit airbags, fortunately, giving riders more choice than ever.

Tormod "Kris" Kristensen

# Warning Light Smoke

Bill Thackaberry



Where there is smoke there is an opportunity to replace something.

I pushed the electric start button on my Silver Mark III after a Vintage bike club meeting last month. The bike started right up, but immediately I saw wisps of smoke emerging from under the seat. SHIT! I don't want to buy another wiring harness for this

thing. I shut it down and got my wife to bring me home so I could get the trailer. I parked the thing for two or three days before I have the stomach to investigate. I pulled the tank off the frame expecting to see some melted insulation where the smoke escaped from Mr. Lucas' wiring. No sign of melted insulation so I pulled the battery out. The wire behind there looked good too. Then I noticed where some goo bubbled out of the warning light assimilator. I removed the module from the bike and noticed it smelled of electrical failure. This was the source of the smoke. The warning light never worked right since I have owned and restored the bike. A new module got the warning light to perform as intended. The two blades on the module for connection to the alternator had continuity. It had shorted out. See pics.













*Left: assimilator module mounted next to battery tray.*

# LUCAS WIRING COLOR CODE KEY

**STANDARDIZED LUCAS WIRING COLOR CODE AS FOUND ON MANY VINTAGE BRITISH MOTORCYCLES FROM THE 1960'S THROUGH THE 1980'S.**




**GREAT FOR DECODING LUCAS WIRING ON TRIUMPH, BSA, NORTON, MATCHLESS, & AJS MOTORCYCLES**

	N	Stop light (early machines main battery feed)
	N/U	Main battery feed to ignition and light switch
	N/B	Horn push to horn
	N/G	Side and rear light
	U	Light switch (headlamp) to dip switch
	U/R	Dip switch to dip beam
	U/W	Dip switch to main beam
	U/Y	Ignition switch to headlamp switch
	R	Earth on +ve earth machine (maybe horn push to horn)
	P/B	Horn push to horn or relay (early machines: brown)
	G/R	Left hand flasher
	G/W	Right hand flasher
	G/Y	Alternator high output (6v not 3 phase)*
	G/B	Alternator low output (6v not 3 phase)*
	LG/N	Flasher unit to flasher swi
	W	Ignition switch to ignition and other circuits
	W/N	Oil pressure switch to oil lamp (Triumphs)



	W/U	Engine kill switch to ballast resistor (Nortons, triples)
	W/R	Starter switch to starter solenoid (Nikill Nortons)
	W/P	Ballast resistor to ignition coil
	W/B	Contact breaker (distributor) to ignition coil
	W/G	Alternator common to rectifier (not 3 phase)
	B	Earth on eye earth machines and early machines
	B/W	Contact breaker to ignition coil (twins)
	B/Y	Contact breaker to ignition coil (twins)
	B/R	Contact breaker to ignition coil (triples)
	G	Dynamo field
	Y	Dynamo output

\*The alternator wires. Beware there are others, the alternator number will tell all.




RM9 (6 or 12v)

	W/G=Common
	G/B=Low output
	G/Y=High output

RM21 (12v only)

	G/Y and
	W/G to rectifier, interchangeable

RM24 3 phase

	W/G
	G/B and
	G/Y to rectifier, interchangeable

## KEY:

	N-Brown		B-Black
	U-Blue		O-Orange
	R-Red		K-Pink
	P-Purple		S-Slate
	G-Green		W-White
	LG-Light Green		Y-Yellow

I found this handy Lucas Wiring Color Code Key chart on the Classic British Spares website. <https://www.classicbritishspares.com/blogs/news/lucas-wiring-color-code-key>

editor

## Visit from Margie

Joe Smith

Margie Segal (NORCAL Norton Owners member from Alameda CA) arrived here in Port Angeles on Sept 18th, 2022. Since we no longer have an AIRBNB suite available, we put her up in our 20' RV which we fondly call "The Cabin", the Cabin in the Motorcycle Courtyard, the

Angeles in time to enjoy a fresh salmon dinner celebration of my 77th Birthday furnished by my lovely wife Dee Margeson! We hung around before and after the meal knitting & chatting!

She departed the next morning at close to the crack of dawn as she prefers to let the deer get their early AM road crossings done. So she got to enjoy a Cuppa Joe's Cold Drip coffee and then departed. It was a fine visit for all!  
Joe Smith



*Margie shown here on here Triumph Bonneville T100 that she rode solo from Alameda, CA. In the background is "The Cabin." Photo by Joe Smith*

Cabin at the Beach, the Cabin at the Lake and so on and so forth.

Margie caught the Coho Ferry the next morning for a walking self-guided tour of Victoria BC. They (Canada) welcomed her with music, marching bands, and cannon firing! Coincidentally, she had arrived at the same time of their Memorial for Queen Elizabeth II!

She returned to Port

### *Editor's note:*

*We were honored to have Margie visit the Pacific Northwest during her travels. She joined some of us on Friday at the weekly gathering of the WINOs (Whidbey Island Norton Owners) and then again on Saturday she rode to Monroe to ride with us on the Autumn Hangout and ride.*

*Some of you may remember Margie from the Elma rally or other INOA rallies where she is a regular attendee. Margie is a freelance motorcycle author and is a frequent contributor to Motorcycle Classics magazine. You can read her articles by visiting [motorcycleclassics.com](http://motorcycleclassics.com) or by clicking the link [HERE](#).*



## Editor's Mailbox

The following e-mail was received from member Mark Stockslager (aka Digger).

I hope that someone up that way would want the Factory Manx motor raced at Daytona from 1951. Red Farwell was from Puyallup (national #62) and the motor is from his bike. If you are unfamiliar with the tragic story... in the 1953 Daytona, a bystander stepped out onto the track resulting in the death of himself, Red, and totally destroying the machine. I have been hoping that the motor would at least stay in the Pacific Northwest. I was told that the cycle parts were in California once upon a time. No response from down there either. One way or another I need to reduce my Norton inventory to an age appropriate level. I guess I will have to make peace with eBay and reopen my account. On a more upbeat note "The Kid" is running strong. Obligatory pictures attached. It will be the last item out of the shop. Take care. Mark (aka Digger). Mark can be reached at: [northernnortonnut@gmail.com](mailto:northernnortonnut@gmail.com)



Tormod "Kris" Kristensen e-mailed to let us know he has some Norton Commando and Matchless Single parts for sale:

- |                             |                                |
|-----------------------------|--------------------------------|
| • <b>transmission parts</b> | • <b>NOS gaskets and shims</b> |
| • <b>gas tanks</b>          | • <b>special tools</b>         |
| • <b>oil tanks</b>          | • <b>other parts</b>           |
| • <b>brake parts</b>        |                                |

Call or e-mail for specific needs 425-418-9745  
[tkvikingsales@gmail.com](mailto:tkvikingsales@gmail.com)



## Special offer for NWNNO members

Erik Jaderquist from Better Brits had a small run of knurled knobs made for the idle speed adjustment on a Mikuni carburetor. He was going to sell them on Access Norton but agreed to give club members the first chance to get them. The price is \$25 plus shipping. He will give you a \$5 credit if you exchange your old adjuster screw and you can save on postage if you arrange to pick it up.



He also did a small run of a petcock tool he designed. This tool holds the stock Norton petcock when removing the fuel line. No more marring up your shiny petcock with a pliers. You can also order this tool for \$25 plus shipping.



Contact Erik directly at [erikjaderquist@msn.com](mailto:erikjaderquist@msn.com)



### *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.



Fabrication of all types and sizes  
253-380-0280



[www.moonmotorcycles.com](http://www.moonmotorcycles.com)  
425 985-1078

## **Material wanted for *The Atlas***

- **Pictures.** Send us photos of your bike, parts of your bike or dig up some old photos from the past.
- **Articles.** Short articles about a project you are working on or have completed are always popular. Articles about a trip you took on your Norton.
- **Memories.** Send us something you remember about the club in the early days. What wild things went on??? We want to know.
- **Calendar Items.** If you are aware of any motorcycle related events of interest let us know so we can publicize them.

Next Atlas deadline is May 19, 2022

Send all submissions to [editor@nwno.org](mailto:editor@nwno.org)

The Atlas archive is available online [HERE](#) or visit [www.nwno.org](http://www.nwno.org)



## 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 via Zoom

6:15 Business Meeting

7:00 General Meeting

All are welcome to both meetings  
**Second Thursday of every Month**

- October 13** Monthly meeting via Zoom. 6:15 Business, 7:00 General Meeting. Same link as always.....  
<https://zoom.us/j/98973763102>
- November 10** Monthly meeting via Zoom. 6:15 Business, 7:00 General Meeting. Same link as always.....  
<https://zoom.us/j/98973763102>
- December 8** Monthly meeting via Zoom. 6:15 Business, 7:00 General Meeting. Same link as always.....  
<https://zoom.us/j/98973763102>
- December 21** D.I.C. Ride (Damn it's Cold) Watch your email. Annual shortest ride on the shortest day

## 2023

- January ??** Watch for annual winter party date
- January 20-22** Vancouver Motorcycle Show is back!  
<https://www.vancouvermotorcycleshow.ca/>
- March 16** Deadline for Atlas articles. Send articles to  
[donn@ADVdonnh.com](mailto:donn@ADVdonnh.com)
- June 21 - 24** INOA Rally Winthrop, WA  
**More Rally information at** <https://www.nwno.org/Rally>

**Wanted:** Hosts for Hangouts! Pick a time and place and we will do the rest to get the word out. We are looking for one hangout per month. Contact [donn@ADVdonnh.com](mailto:donn@ADVdonnh.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



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**Check the expiration**  
**date on your mailing**  
**label!**

*Established 1991*