



Newsletter of the Northwest Norton Owners

Since 1991

A Proud Chapter of the International Norton Owners Association

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Hosts of the 2023 INOA Rally



Motorcycles on the Whidbey Spring Ride

Photo by: Donn Harvey



Northwest Norton Owners
Dedicated to the preservation of
The Norton Motorcycle
Founded in 1991 by
Steve Neal & Garry Scheving

In this issue

(Click on link below to jump to section)

[Editors Column](#)

[President's Report](#)

[Treasurer's Report](#)

[Vice President's Report](#)

[WINO Ride](#)

[Eastside Hangout](#)

['71 Norton For Sale!](#)



['69 Norton For Sale!](#)



[The Right Motorcycle](#)

[The Broken Petcock](#)

[Blast From The Past](#)

[Meeting Minutes](#)

[NWNO Calendar of Events](#)

[Officers](#)

Editor's Point of View

Donn Harvey

Summer has arrived early this year, and I must say I have no complaints. The pleasant weather allowed me to indulge in more riding adventures. Additionally, our club has been quite active this spring. We organized a well-attended "Hangout" in April, just days before a significant number of us journeyed to Lynden, WA for the Northwest Motorcycle Classic organized by the Washington Vintage Motorcyclists club.

With the forecast predicting continued dry and warm conditions, the WINO group spontaneously arranged a ride on Whidbey Island, which garnered an impressive turnout. In May, Mark Zenor graciously hosted the annual Spring Workshop at his shop in Graham.

On a personal note, Deby and I managed to squeeze in some riding as well. On May 15th, we joined Gary Griffith and John Deebach for a ride to Winthrop, WA to celebrate the opening of the North Cascades Highway.

We stayed overnight at the cozy bunkhouse at the Pine Near Campground and took the opportunity to explore the surrounding area. One particular destination on my list was the Falls Creek waterfall located north of town. It serves as a destination on one of the self-guided rides that I am helping to organize for the rally. The spring runoff was in full force, creating a breathtaking display of water and mist. A persistent rainbow gracefully arched over the cascading water, adding to the enchantment of the scene.

Speaking of Winthrop, our rally planning is in full swing as the committee diligently finalizes all the necessary details to ensure a fun event. This year, we are thrilled to have live entertainment on Friday night featuring renowned recording artists and local musicians Hank Cramer and



Michelle Cameron. Those who attended the club campout last year will fondly remember Hank, who captivated us with his guitar skills, clever

songs, and colorful anecdotes about local characters. Another exciting change this year is the inclusion of a poker run in lieu of the traditional motorcycle games. We extend our gratitude to the Washington Vintage Motorcyclists for their efforts in arranging this new addition.

I hope you enjoy this second edition of The Atlas, which is exclusively available electronically. I have received positive feedback, and I genuinely appreciate it. To enhance accessibility, I have updated our website, nwno.org, to prominently feature The Atlas on the main page.

The rally is just a few weeks away, and if you haven't registered yet, it's not too late. It promises to be an unforgettable experience, reuniting old friends, showcasing classic motorcycles, and good times.

Looking forward to seeing you there.

Donn



Deby under the rainbow at Falls Creek Falls

Photo by Donn Harvey

From The President

Mark Zenor

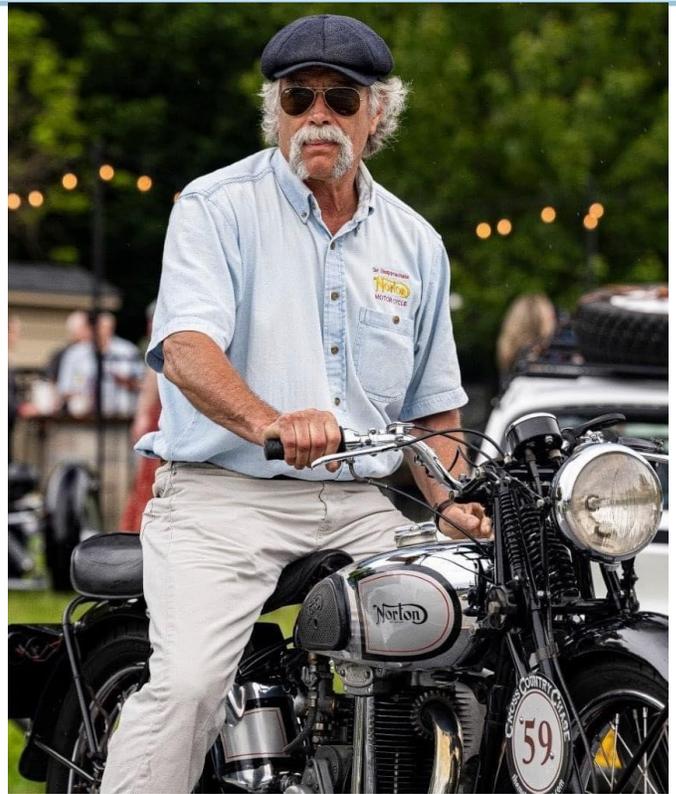
Greetings, fellow Norton riders and enthusiasts!

The INOA rally is almost upon us, and we want to express our gratitude to all of you who have helped out by pre-registering for the rally and ordering our fantastic T-shirts and registering for the concourse. If you haven't taken advantage of our convenient online service, please do so as it assists us in efficiently preparing for the event. And if you haven't pre-ordered a T-shirt yet, we encourage you to do it now as quantities and sizes will be limited at the Rally, and the price will be \$35.

For those of you who haven't registered for the Concourse, we highly recommend doing so to avoid standing in line on the day of the event. We have outstanding awards waiting for the winners!

We are always on the lookout for volunteers, and while some individuals have come forward, there is still room for more. Join us in making this rally an unforgettable experience.

If you haven't registered for the rally yet, don't worry, there's still time. It's shaping up to be a wonderful event with a group ride and lunch, a Friday evening BBQ with musical entertainment, and a Saturday evening banquet. On Thursday night, we'll have an Ice Cream treat and movie



night featuring "I Bought a Vampire Motorcycle," with the main character being a Norton Commando. It's sure to be a scream!

Friday will bring a Poker run with the prize for the best poker hand—a handcrafted aluminum Commando roadster tank donated by Fair Spares New England. A big thank you to Christopher West for this generous donation to the rally!

Our ride coordinator and team have put together several self-guided rides, which will be detailed in the rally book. We also have some fascinating Technical sessions scheduled for those interested. The Rally schedule of events will be included in the rally book as well.

We're excited to announce that 170 people have already pre-registered. Let's aim for 200 and surpass our 2018 Elma rally! Help us make it happen!

We recently had a fantastic spring tech day here at the shop. Around 15 Norton enthusiasts attended, and we managed to get several bikes up and running that



Motorcycles at the Spring Tune-up

had been sitting idle for a while. We also accomplished some necessary maintenance tasks. Kudos to Dan Doersam and Tom McBride for doing a great job with the burgers!

I've had the opportunity to enjoy some Commando riding myself. I rode up to Whidbey Island and joined the WINO ride there, meeting up with Donn and Deby Harvey and Steve Craig. We had a fantastic time riding together amidst great weather.

I also made a trip to Winthrop and coordinated with our host campground owner, Anna at Pine Near, as well as a couple of local vendors who are supporting the event. It was a bit chilly, but I posted some posters to promote our open-to-the-public Concourse. On my way back, I stopped in Wenatchee to help my daughter with some electrical hookups for their basement remodel. It was a nice, warm ride back home!



Beautiful weather, Norton motorcycles and plenty of food made for a fantastic day.



Mr. Zenor wondering why he was doing all the work at the Spring Workshop

During the past weekend in Prosser, WA, I had the pleasure of meeting up with fellow member Bill Thackaberry. We took a quick ride on the old highway between Prosser and Kennewick. Unfortunately, I couldn't ride the Model 18 that morning as its kickstart pawl had failed. Instead, I rode my wife's Honda CB200, which needed some exercise anyway. I put 80 miles on it, and it turned out to be a delightful little bike. The weather was in the mid-80s, warm and pleasant, although the previous day had seen thunderstorms and heavy rainfall, resulting in gravel scattered across the road in a few places—fortunately not on the corners!

Upon returning this past Tuesday, I opened up the Model 18 gearbox and confirmed that the pawl was damaged. I replaced it, and now we have a working kickstart!

I hope each and every one of you gets the chance to ride your Norton as soon and as often as possible. Stay safe and keep the rubber side down!

Looking forward to seeing you at the rally!

Mark

Vice President's Report: Current Events and Other Musings

Doug Saugen

Well, it is three weeks and counting until the North Cascades Rally. The Planning Committee has been diligently preparing for the event, but there are still many last-minute details to address. We have made significant progress so far, and Mark's column has provided updates on the current status and remaining critical tasks. As they say, we are getting down to the "short strokes".

One particular aspect that deserves recognition is the artwork for the rally. Not only does it boast a remarkable design with vibrant colors, but it also required extensive effort in its development and formatting for various purposes and vendors. The graphic artist, my daughter Jessica, graciously took on this role, albeit with some persuasion from her dad. Despite having limited experience with the software and file formats, she persevered through the challenges and successfully created specific formatted images of the artwork for the website, posters,



pins, Concourse Awards, and T-Shirts. I am proud to acknowledge the hard work and commendable quality of the end products. Well done, Jessica, and heartfelt thanks to you.

On Saturday, April 22nd, the WVM Annual Northwest Motorcycle Classic took place at the Northwest Washington Fairgrounds in Lynden, WA. Mark and I had set up two booths at the event to represent the NWNNO club and also attempt to sell some excess inventory. We received good exposure and managed to sell a few Rally Posters. The event attracted over 800 motorcycle enthusiasts, and we were delighted to see the participation of other clubs such as the Ariel Owners Motorcycle Club and the Vincent/HRD Owner's Club. The Vincent Club, in particular, showcased a stunning display of six Vincents adorned with backdrop banners featuring original factory photos. It was a truly spectacular sight. In total, there were approximately 90 bikes on display, including notable ones like the original HD XR750 race bike, a 1938 Rudge Special, a stock Kawasaki H1 Mach III, and a beautifully restored 1967 Triumph TR6C scrambler. We were pleased to see several NWNNO members who also made the journey to attend the event.



Doug and daughter Jessica at the Mecum Las Vegas motorcycle auction

Taking advantage of the trip to Lynden, I arranged to purchase a motorcycle just across



*Vincents lined up at the WVM Northwest Motorcycle Classic
Photo by Author*



Liz Trevisan and Doug Saugen collecting big bucks at the NWNO booth.



Would you buy a wheel from this guy?
NWNO Member Bob Hollingsworth helping sell at one of the booths.

the border in Canada. Hence, on the Friday preceding the WVM event, Mark and I made a quick stop at Lynden Fairgrounds to drop off our belongings before heading to Langley, B.C., to meet our friends Jim Bush and Robert Watson. Jim had informed me about an estate sale featuring a collection of Vincents, and Robert Watson was managing the sale on behalf of the widow. The motorcycle I acquired is a 1937 Series A Comet. I had all the necessary paperwork to acquire the bike and bring it back to the US, so I anticipated a smooth process. Unfortunately, I was mistaken. Upon entering Canada, I was bombarded with 50 questions from the border agents. However, once we

established that there were no weapons in the vehicle, I discovered there are few “hot buttons” with the border agents:

- If you are purchasing a vehicle and they ask if it has been paid for, the answer is “yes”. If you tell them, it hasn’t and the purchase price is \$10,000 or more, you will be red flagged.

Since I wasn't bringing in currency, this matter was dismissed once inside the office.

- Although you are allowed to bring into Canada two-fifths of liquor (in my case I had 2 bottles of wine), you can't give them as gifts without paying duty and BC Sales Tax. So, \$30 of wine cost me an additional \$30 CDN. I should have said that I was planning on drinking the wine during my 2-hour trip.

Although the customs experience entering Canada had its challenges, fortunately, the journey back into the US was more pleasant. The border agents took a keen interest in the 1937 Comet and asked questions about its unique engine configuration. Mark happened to be wearing a Norton shirt, which caught the attention of one of the agents who mentioned owning a 1973 Commando. We promptly invited him to join the NWNO and attend the Rally, and Mark may even have potential restoration work



Liz Trevisan and Jim Bush rode his-and-hers Vincents to the event.

lined up. All in all, it was a trip well worth undertaking.

Doug

Treasurer's Report

Steve Craig

Dear friends,

Recently, I sat at my desk pondering some things I know and don't know. As it turns out I seem to know a very little bit about an assortment of things, and absolutely nothing about a whole lot more. Here are a few examples of the things I think I do know: I know NWNO's are hosting a rally coming up real soon. I know there are folks in the club working feverishly on last-minute rally planning tasks. I know it's being held in Winthrop, WA. I know a lot of you will be there. I know I'm struggling to finish up some repairs on the two Nortons I'm planning to haul to said rally. I know I have a few too many irons in the fire at this juncture and wish I had fewer. I know there is money in the NWNO treasury, and I know we own some or most of it, though I couldn't say exactly how much. I know I'd planned to include a more detailed report for this newsletter, but time marches on, sometimes leaving me and some of my plans behind. I also know that, even though I know a little bit about the forementioned things, I don't know enough to start this little column at a



time which prevents our eternally-patient editor from having to do the toe-tap while waiting for its completion. I also know he's waiting patiently for me to hit the "send" button so he can include these brief words in this newsletter.

That being the case, I'll sign off quickly if not gracefully, and look forward to seeing you all in Winthrop.

Happy rallying, Steve

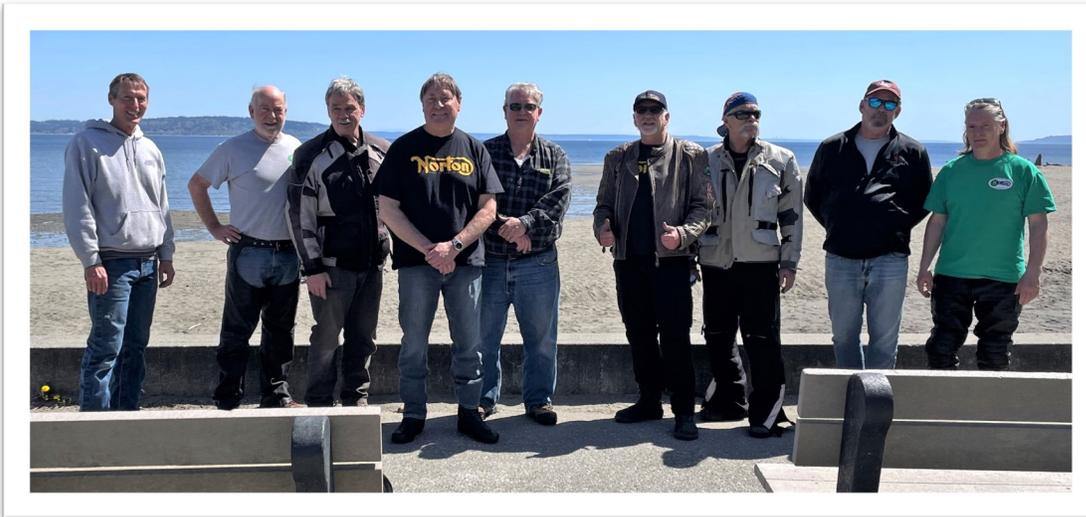
Wino Late Spring Ride

Ted Stanley

It started out as one of those crisp spring mornings when all the stars were lined up for a perfect Wino-sponsored NWNNO spring ride. On the way down to the ferry to meet the group, I had volunteered to lead around the Island when I noticed that Will, the nickname I gave to my Commando, was occasionally missing during acceleration. Like all optimistic Norton riders, I thought it must just be some tiny bit of dirt stuck in one of the Amals. I believed it would cure itself

them that I would catch up.

Dan arrived on my BSA Thunderbolt, and I hopped on the pillion seat. Since this model had an oil-in-frame design and was a bit tall for Dan, he had to tiptoe at the stop signs. It made me reminisce about the last time I rode pillion when I was 16. We zoomed back to my house to get the rescue truck. Dan skillfully maneuvered down Cultus Hill without causing any discomfort.



Riders on the WINO Whidbey ride. Left to Right: Steve Craig, Alan Johanson, John Hill, Mike Resch, Jim Franzel, Donn Harvey, Mark Zenor, JD Dietrich, Vincent Johnston.

in a mile or two once the bike warmed up. However, by the time I pulled into the gas station to meet the rest of the crew, the issue was getting worse.

We had a great turnout of six Commandos, representing the Norton riders. Figuring that a big dose of full throttle would blow that dirt out, I pulled out onto the highway and blasted up the hill for about fifty feet. But, to my dismay, Will died again. Thankfully, Mark Zenor offered to follow me home so I could pick up another bike. Will cranked over once more, and we went another mile before it died again, forcing us to pull over on the side of the road. Mark swiftly got his tools out, and before you could say "Bracebridge St," he had the boiling hot plugs out. Unfortunately, there was no spark. Realizing I needed assistance, I called Dan to come and pick me up. I told the ten assembled riders to go ahead, assuring

The old truck spends most of the year sitting idle in the field, waiting for those rare occasions when it gets pulled out of slumber for a motorcycle or dump run. With the 454 Chevy engine rumbling, Dan jumped into the passenger seat, and suddenly, a terrified mouse that had been comfortably nestled in the engine bay scampered onto the windshield. It desperately held on as we accelerated down the road, its tiny mouth open and fingers scrabbling against the windshield to get a grip on the wipers. At the next stop sign, it took a giant leap into the tall grass.

Visions of Will stranded on the side of the highway being stripped by roving gangs of Norton thieves filled my mind. However, to my relief, the bike was still there, undisturbed. Luckily, there was a bus pullout about 100 feet away, although it was uphill. As luck would have it, a Lexus that had just passed us made a U-turn and

stopped behind us. An older gentleman with even worse knees than us hobbled out, and I vaguely recognized him as someone I had seen around the south end. He said, "I thought I could give you guys a pound or two pushing the bike on." With his help, we managed to get the bike onto the truck and up the ramps. It was a real heave-ho, and without our unexpected helper, it wouldn't have been possible. If I hadn't been lifting weights all winter, becoming buff like Arnie in Conan, Will would have surely toppled over and ended up upside down on the road. We expressed many thanks all around, with our helpful assistant giving us what seemed like the televangelist's double-handed handshakes. Perhaps he thought a roadside conversion of these two bikers was in order?

We securely lashed Will down and set off back to the barn. Well, maybe we didn't secure it tightly enough because it rolled slowly onto its side at the first turnoff, resulting in a busted turn signal lens.

Meanwhile, the main group continued their ride. They headed up the Glendale beach loop, then down to Maxwelton Beach, and continued up the west side of the island, expertly led by John Hill. They made a stop at Keystone ferry beach for a photo opportunity, marking their third beach stop. Afterwards, they ventured down the twisty and leafy east side, enjoying the tranquil roads and stunning water views that the area offers. The afternoon concluded with a re-



*Deby Harvey's motto: When in doubt follow the beer sign at the Penn Cove Brewery.
Photo by Donn Harvey*

freshing visit to Freeland and the Penn Cove brewery, making sure to choose an outdoor venue. Dan and I joined the group there after picking up another bike. For those who still had the energy, we rode on to Robin Bee's place for a beer and the Friday bonfire. We all agreed that the Wino Spring ride was a real success. And hey, fellow NWNO members, don't forget that there's usually a ride before the traditional Friday Wino meeting. If you want to join us, make sure to check in and see what exciting plans we have in store.

Ted



*Ride participants enjoying the beautiful day at the lunch stop.
Photo by: Donn Harvey*

Eastside April Hangout

By Donn Harvey

Saturday April 15th was the first club Hangout meeting of the year, and we were all glad to be back at the Plumb Delicious restaurant. They had been closed for months after a freak accident where a car landed on their roof. I mean, talk about drive-thru service! The Hangout format is great because you can either ride a motorcycle or not, it's totally optional. Deby and I couldn't decide whether to ride or drive, but once the temperatures rose above 40 degrees, we were like, "Heck yeah, let's hit the road!" Why not? We're only risking frostbite and hypothermia. But with our BMWs' heated grips and liners, we were feeling pretty toasty.

When we got to the restaurant, we made sure to grab a table away from the dangerous road with flying cars. We had given them advance notice that about 10 people would be showing up, but only 4 RSVP'd online. Typical, right? We were pleasantly surprised to see Jim Bush and Elizabeth Trevisan all the way from Langley BC, Canada. They won the award for "Furthest Travelled for a Hangout."

Then, we heard the unmistakable sound of a Norton in the parking lot. It was an unfamiliar white Commando ridden by Bruce Lomer. Apparently, he had just finished restoring it and this was its maiden voyage. I mean, nothing says "trust in your work" like a long freeway ride on a bike you've never ridden before. But, hey,



Garry Scheving with his Norton.

Photo by: Donn Harvey



he made it with no issues. He said he had a few questions about the bike and wondered if anyone in the group would have some advice for him. Umm, no problem there. This group has plenty of advice, but you get what you pay for.

The rest of the gang showed up, including our treasurer and vintage airman Steve Craig on his Norton Manxman. He gets the award for "Shortest Distance Travelled," since the restaurant is only a few blocks from his house. Doug Saugen, club Vice President was there and passed around a sign-up sheet for volunteers for the rally. It was suggested by someone that we enter names of people who were not at the Hangout. That sounded like a good idea to me.

A few other people filtered in including John and Marie Deebach, Mike Resch, Raul Biascochea and Dan Doersam. A car pulled up with Gary Griffith and Jim Franzel and last but not least another brave soul pulled in on his Norton, Garry Scheving. That gave us a total of fifteen people, three Nortons and two BMWs. It's always a good sign when the Nortons outnumber the BMWs.

We all ordered our food and we were not

disappointed. Plumb Delicious is known for their hearty portions of American classic breakfast dishes. My bacon and eggs had at least a half dozen slices of very thick bacon. It seemed like a pound of bacon, but who's counting? Steve Craig had a more modest amount of food on his plate, but that's because he's a regular and knows to order the senior plate. Hmmm, I wish I would've known that, but I'm not ready to accept my senior status just yet.

As we ate, we caused quite a ruckus in the restaurant. We were all talking at once, making jokes, and having a good time. But, hey, if the other customers didn't mind, why should we? After we finished eating, we went out to the parking lot to give Bruce more advice than he probably wanted or deserved. We even started his Norton and commented on his fuel mixture by holding our hands by the exhaust pipes. Sage, although free advice.

All in all, it was great to see everyone in person. These Hangouts are a purely social event without any club business to transact or obligations for an organized ride. We all enjoyed the opportunity to catch up, talk about motorcycles, and make plans for future riding



*Bruce Lomer with his newly restored Norton
Photo by: Donn Harvey*

events. Overall, it was a successful gathering that left attendees looking forward to the next Hangout meeting.

See you then,
Donn

- Norton For Sale -

1972 Norton 750 Commando which was a split year. Mine was made in early 1972 which is all 1971 parts. The engine and transmission have been overhauled and resealed. New pistons, rings and pushrods and bearings. Suspension has new rear shocks and new front shock legs with new bushings and seal. Wheels are original with stainless spokes, new tires, tubes and rim liners. Frame and tank are repainted with original stickers. Exhaust is all new. All new cables, air filter and



vehicle has been upgraded to electric ignition. Bike looks and runs like new. Asking \$6,000.00. Vehicle has a clear title and I have all documentation for the restoration.

Located in Ketchum, Idaho. **Call Tom: 208-720-2399**

(Editors note: I saw this motorcycle in person while visiting Ketchum last year. It is a beautiful restoration, started first kick and ran perfectly. Tom is an experienced motorcycle mechanic and restorer. He significantly dropped the price and hopes to sell it to an NWNO member.)

Norton Commando For Sale

\$7,900

Contact Jim Franzel: (425) 281-1614

jrfranzel@msn.com

1969 Norton 750 commando frame, primary, transmission, barrels and head – everything except crankcase which is a 1967 Atlas crankcase that was “commandoized” – which necessitated rebalancing crankshaft to 51% by Redline Cycle in Vancouver, BC. The only difference with this lower end versus a 1969 is the tach drive is attached to the timing cover.

Although this bike is not a show bike, nearly everything has been renewed/restored and it is in excellent mechanical shape including:

- Powder coated frame and swing arm
- New swing arm bushings and seals
- Engine oil filter kit installed (stock from 1972 on)
- Grayscale tack and speedometer. Speedo rebuilt 2020.
- New speedo drive on rear wheel
- Renewed isolastics
- Much cad plating
- Forks rebuilt internally – gaiters also installed
- New SS rear fender
- New clutch (Barnet)
- New front spokes, balancing and shoes
- Superblend main bearings
- .060 overbored – new pistons and pins, rod bearings, cam bearings
- Head reconditioned, new valves, guides, collets, springs
- Transmission completely overhauled with lay shaft upgrade, new bearings and bushings
- New cloth OEM wiring harness
- All solid state system – Boyer and Podtronics
- Stainless steel rocker oil lines
- New sealed wheel bearings
- New avon roadmaster rear tire
- Single mikuni carb
- Professionally repainted tank and covers
- OEM steel tank with Caswell sealant to prevent winter rust development
- New battery 2022
- Collector license plates
- New taillight fender housing and license plate bracket
- Grab bar
- Napoleon bar end mirrors
- K&N air filter



The Right Motorcycle

Donn Harvey

Last week, my nephew from Wisconsin sent me an email for some advice. He's looking to buy his first street motorcycle and figured I could give him some insights since I've been riding bikes forever and owned a few over the past five decades. He's got his eye on a Harley Nightster. Now, I had to Google that one because I had no clue what it was. Turns out, it's a sweet-looking Sportster with a new 975T Revolution Max engine cranking out 90 horsepower.

Anyway, I shot him back some questions of my own, and turns out he just wants a fun ride for cruising solo or with his buddies. I think impressing the ladies might be another motive for wanting such a sporty bike. Although, I'm not sure if he noticed that the Nightster doesn't even have a passenger seat. Not ideal for riding with passengers.

The old man in me started thinking about how impractical that bike would be. Not much wind protection, probably a bumpy ride with lousy suspension, an uncomfortable seat, and a tank that needs frequent refills. But wow, it's got a serious cool factor!

Then I took a trip down memory lane to when I was his age. My ride of choice back then was a Norton Commando! Zero weather protection, bumpy as hell, short fuel range. But let me tell you, it was a real babe magnet!

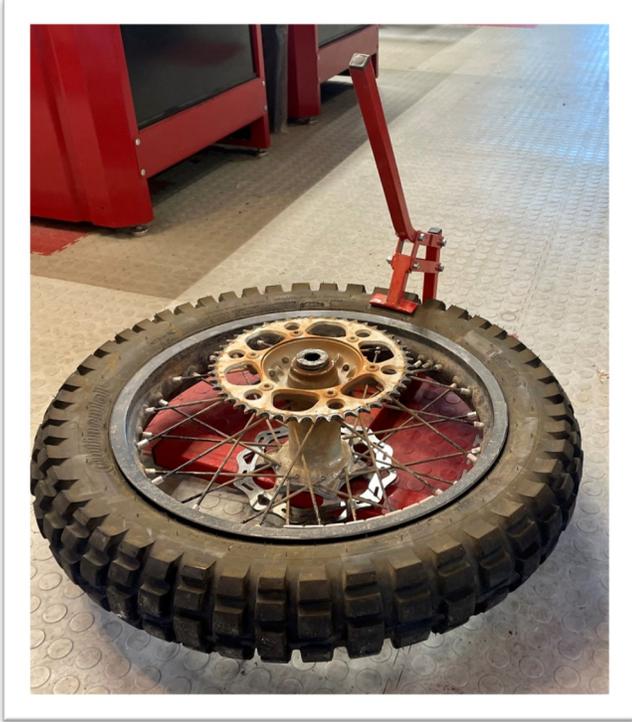
Now, after owning tons of bikes, I've come to realize that having the right motorcycle for the right job is the way to go. The famous motorcycle author Peter Egan said in his book "Leanings" that you need five motorcycles in your collection. I read that book ages ago, and it stuck with me. I almost had it memorized, but I double-checked just to be sure. Here is what he said:

- A sportsbike for short, focused rides that are all about dynamics.
- A sport touring bike for spirited long-distance riding.
- An off-road bike (though this could be a bigger dual sport or adventure bike, not just a dirt bike).
- A Harley for long distance 'Merican Dream type rides.
- An old nostalgia machine that takes you back to a bike you couldn't afford when you wanted it.

Back when I was 22, I could barely afford one bike, and that was the Commando. But that didn't stop me from treating it like a sportsbike and tearing through the streets of Milwaukee. Or using it as a sport tourer and cruising from Wisconsin to far-off places like Texas, Colorado, New York, and Florida. I even used it as an off-



road bike, dirt-tracking on closed courses and hitting the dirt roads in the Texas oilfields. I once got myself stuck in the sand on a back road in Wisconsin. Looking back, I had zero common sense back then. Some might argue I still don't!



Nowadays, I can tick off a couple of boxes on Egan's list. I still have my trusty Norton, and for long distances, I love my BMW dual sport. Finally, I have my beastly KTM 500cc dirt bike.

Speaking of dirt bikes... Last weekend was the Puget Sound Enduro Riders Shelton Valley Fun Run. Back in the day, it was an annual father-son bonding event for me and my boys. So, on Friday afternoon, my youngest son, Weston, pulled up to my shop with his truck and dirt bike, all set for the weekend. He asked me why I wasn't coming along. Well, I stumbled and mumbled something about worn-out tires. He gave me the most incredulous look ever. And honestly, for good reason because it was probably the lamest excuse I've ever come up with. He drove off to my other son's house to load up more bikes and head out to Shelton for an overnight campout before the ride.

There I stood, in my workshop, staring at my neglected KTM and wondering why I was really bailing on the trip. What was the real reason? So, I went inside and asked my lovely wife. And you know what? She looked at me like, "Why the heck aren't you going?" Dang, I knew where this was going. I jumped in the car and raced over to my son Jon's place, where about five riders were

gathering with their gear and motorcycles for the trip. They all ganged up on me, asking why I wasn't joining in. Okay, okay, I caved. I told them I'd come if I could find a decent set of tires. And guess what? Piece of cake! Jon had a pretty good pair of knobbies on the shelf, leftovers from the recent Desert 100 race. They might be too worn for the pros, but they were perfect for me. That evening, I wrestled with the tires and my ultra heavy-duty innertubes, armed with tire spoons and wrenches.

With the "last rider out" scheduled for 9 a.m. and a two-hour drive to Shelton, I was up and out of the house by 6:30, cruising down the highway with a steaming mug of coffee, wondering what I had gotten myself into. It had been ages since I tackled a serious woods ride. What I really needed was a little kid or another old-timer to ride with, so we could take it easy and not attract too much attention. But nope, I was stuck with a group of youngsters on their fancy modern dirt bikes.

Thankfully, I survived the whole thing. I teamed up with my son's friend, a newbie rider on a shiny new Husky that was way too tall for him. And get this, the bike didn't even come with a fan, so it started overheating pretty much immediately with all the slow technical riding. He rode cautiously on his unfamiliar bike, and we had to stop often to let the radiator cool down.



Author with hard won trophy

Every time we halted, I suggested extending the break a bit longer, sipping water from my hydration pack, and catching my breath. Worked like a charm! And to top it off, I scored a Full House during the poker run while my riding buddy got three of a kind. Can you believe it? Out of the whole bunch, it was the two slowest riders who walked away with trophies!

In my last email to my nephew, I told him I understood the Harley. I threw in some other suggestions, like a slick Ducati or Triumph. But

hey, he's living in Wisconsin, not far from Milwaukee, the land of hogs. It'd be sacrilegious for him to ride anything else. I'm still grinning about my KTM adventure, thinking about the sheer fun of it all. And it made me reminisce about all the crazy good times I've had with my Norton, various dual-sport motorcycles, and dirt bikes over the years. Riding motorcycles is always a blast, but it's extra special when you're on the perfect bike for the occasion.

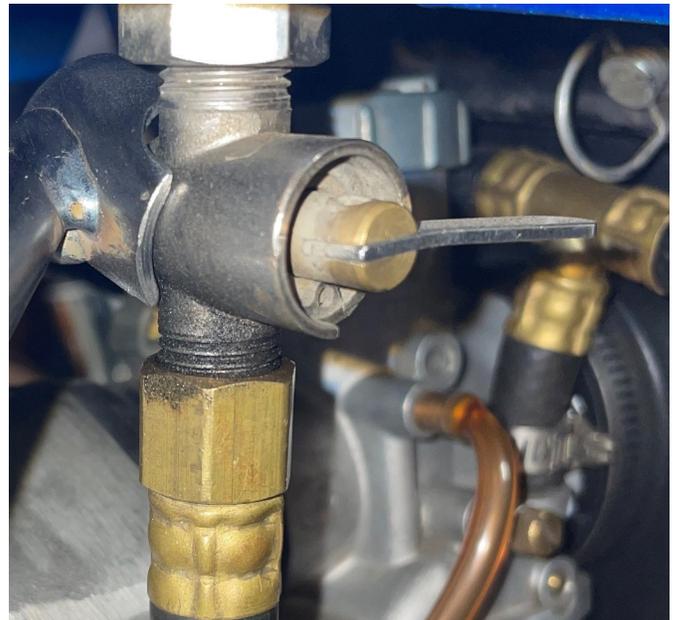
The Broken Petcock

Raul Biascoechea

The weekend after I bought my Commando in 1979, I asked my girlfriend Sandy (now my wife of 39+ years) to go for a ride. She had never been on a motorcycle before and was excited to go. We rode from Orange County to the Malibu area via the 101 Freeway. It was mid-morning on a Sunday, and the freeway had a lot of traffic, but it was moving at the typical SoCal speed of 65-75 mph. I had not gassed up the Commando for the ride because I wanted to find out how far it would go on a tank before having to switch to reserve. Sure enough, a few miles before our turnoff, the engine sputtered a bit. I quickly reached down with my left hand to turn on the reserve petcock, only to break off the lever. I remember bringing my left hand up and looking at the small lever incredulously just as the engine quit. The bike slowed down rapidly, and cars started swerving around us before I managed to pull the clutch and coast to the shoulder in the fast lane.

After we stopped, I looked at the reserve petcock and noticed that the barrel where the handle had been attached still had one of the small ears sticking out. I grabbed the pliers from the toolkit and managed to rotate the barrel to the "on" position by gripping the ear. The bike started after a couple of kicks, and we got on our way.

After this experience, Sandy decided that she



liked motorcycles but did not want to ride on the back of one. She got a bike a few months later and has been riding ever since.

Raul



NORTH CASCADES RALLY



WINTHROP, WA

JUNE 2023



Preliminary Rally Schedule - Subject to Change

June 21 Wednesday	June 22 Thursday	June 23 Friday	June 24 Saturday	June 25 Sunday
6:00 to 9:30 Coffee courtesy of NWNO and CUPPAJOE	6:00 to 9:30 Coffee courtesy of NWNO and CUPPAJOE	6:00 to 9:30 Coffee courtesy of NWNO and CUPPAJOE	6:00 to 9:30 Coffee courtesy of NWNO and CUPPAJOE	6:00 to 9:30 Coffee courtesy of NWNO and CUPPAJOE
7:00 - 9:00 Breakfast available for purchase	7:00 - 9:00 Breakfast available for purchase	7:00 - 9:00 Breakfast available for purchase	7:00 - 9:00 Breakfast available for purchase	7:00 - 9:00 Breakfast available for purchase
Registration Opens	Registration Opens	Registration Opens	Registration Opens	
Lunch on your own	10:00 Line up for Group Ride and moment of thunder 10:30 AM Group Ride departs. 12:30 lunch stop at Sweet River Bakery, Patros, WA	10:00 - 11:00 AM Poker Run. Departures from Pine Near Campground	Tech Session - Ken Armon	Farewells and departures
Tech Session STARTER?	Tech Session - Mike Tyler GoPro	Tech Session - Nigel??	Concours lineup and registration. Mack Lloyd Park	11:00 Rally officially closes.
Dinner on your own	Dinner on your own	6:00 PM BBQ, hamburgers, hot dogs, side dishes. Pine Near Pavilion.	1:00 - 3:00 PM Concours viewing and voting.	
7:00- ??? BYOB Social Hour(s) Pine Near Pavilion	7:00 Ice-cream and Popcorn movie night. Pine-Near Pavilion	7:00 - 8:15 PM Live Entertainment Hank Cramer and Michelle Cameron. Pine Near Pavilion.	5:30 Group Photo Red Barn Pavilion	
			6:00 - 10:00 Hosted Awards Banquet and Dinner. Red Barn Pavilion	

Did you Know? NWNO has an archival copy of the Old Britts website?

Click [HERE](#) to view it or access it under the [LINKS](#) tab at www.nwno.org

Thank you Fred and Ella for making this available.

HOME
EMPTY PARTS
or by year
1874
1873-74
1872
1871
1869-70
1866-68
General
Our products

Part numbers and microfiche diagrams



We have retired and will be using this site to sell off our extensive inventory. Because of this, we will not be accepting returns unless it is a defective part. You can place your order using our on-line shopping cart, or you can e-mail us at ella@oldbritts.com with your list of parts and quantity. You **MUST** include part numbers, which you can find in your factory parts list or here on our website. We will not be taking phone orders. We will try to process orders in a timely fashion and apologize in advance if you are in a hurry and we do not meet your time expectations.

Any questions about parts we have in stock can be put in the comments section of the shopping cart. We will not be answering technical questions. We have below on this home page "Technical Articles" which will answer most frequently asked questions.

We want to thank you for the many years you've supported Old Britts. It's been FUN!

Thank you,
Fred and Ella

Please Note: We do not ship outside the US

Excellent technical articles here



Old Britts products	Changed: 02/12/21	Products manufactured by Old britts.
Our products	Changed: 02/12/21	A stroll through our shop showing our products.
Seats	Changed: 02/12/21	Seats and Seat Covers for Nortons that are Made in England for Old Britts.
Stainless Steel Products	Changed: 02/12/21	Stainless Steel Replacement Parts, Kits, Braided Lines and Hardware.
Books and Manuals	Changed: 02/12/21	We stock a large selection of motorcycle books, factory manuals and after market manuals.
Technical Articles	Changed: 08-01-17	Technical articles for the restorer, racer or enthusiast.

This page was written and designed by F. H. Eaton & Associates.

Blast from the Past

Thank you for responding to my request for help in identifying the individuals in this photo. NWNO member David Pierson kindly shared this picture from a South End ride that he organized with Will Wachtel several years ago, likely around 2002 or 2003.

David recalled an embarrassing incident associated with this ride while discussing the photo with his brother Brad. In his eagerness to continue the ride after a refueling stop, he unintentionally started riding off before Shari had even gotten on the bike. He humorously remarked, "I was so frustrated with Will that when he finally mounted his motorcycle, I began riding without my wife!"

Once again, I appreciate your response and assistance in unraveling the details surrounding this memorable photo



Left to Right: Will Wachtel, Dan Doersam, John Hill, Kelly Mueller, (unknown in black shirt), Dave Gerada, David Pierson, Sheri Pierson, John Deebach, Tormod Kristensen, Dermot Rogers, (unknown in white shirt) and David's brother Brad Pierson.

Minutes from NWNNO meetings since the last published issue of *The Atlas*

Per the bylaws of the Northwest Norton Owners, *The Atlas* is the official repository for the minutes of the club business meetings. Archive copies of the minutes are located in the members only section of the club website www.nwnno.org.

Business Meeting April 13, 2023

Submitted by: Paul McMurty

Attendees: Mark Zenor, Donn Harvey, Doug Saugen, Jim Bush, Raul Biascoechea, Steve Craig, Bill Stevens, Joe Smith, Paul McMurty

Rally Planning

We need to make a decision regarding artwork for the plaque. Probably go with Tacoma Trophy as the company handling it.

Wristbands – Just plain color, either green or blue, no text or artwork. The WVM is willing to donate surplus wristbands from their event in Lynden.

Posters – We need to distribute them to motorcycle shops.

Meet up with Anna on May 3rd.

Donn provided the trailer for the movie "Zombie Norton," Mark Z says it is hilarious.

Prizes for the poker run need to be established. \$250 is allocated; \$50 each will be paid to the top five hands.

Action item – Contact Bill T. to ensure coordination with Winthrop Chamber of Commerce.

Rally T-shirts – About 73 have been ordered so far. The minimum order from the vendor is 144. For the 2018 rally, we had 73 T-shirts. We plan to order about...

123 people are registered for the rally to date.

Only 20 entries are registered for the Concours. We need to encourage more participation.

The Committee leadership unanimously approved making Robin Bee a lifetime member.

General Meeting

Called to order at 7:04 PM

Attendees same as the Business Meeting, minus Jim Bush, plus Bob Wood, John Lucas,

Jim Bowers, Jim Franzel, Marie Deebach, Bruce, Erin.

Brian Sullivan from Klamath introduced himself as a new member. He has a couple of Fastbacks and some other bikes.

The minutes from the previous meetings were published in the Atlas newsletter. The Committee voted to accept the minutes as written.

Treasurer's Report: Steve Craig reported that the checking account is a bit disarray because the account was shut down for a month due to the transfer in ownership after Will W's unexpected passing. There is a \$37 discrepancy in the accounts. Steve is working to get it sorted out. Going forward, for new purchases, we will continue to use the club's debit card, and Steve will issue checks.

Editor's Report – Donn Harvey would like people to submit articles for the May newsletter. The deadline for submissions is May 18th. Pictures, articles, anything interesting happening in people's workshops is welcome.

Past Events: None

New Business:

The Club Leadership voted to bestow Honorary Membership status to Robin Bee of the WINO group.

Old Business

Since we are transitioning to an online-only newsletter and the Atlas serves as the official record of the club's business and activities, we need a method of archiving digital media. Donn H looked into it and recommends continuing to use the file storage area in the existing Wild Apricot system. Donn will run a test to see if it is feasible to download the Wild Apricot content for archiving in case we decide to switch to another system.

Rally Planning

All the cabins and other structures have been rented at the Pine Near resort. If you haven't ordered a rally T-shirt yet, please do so. The pre-registration period ends on May 1st, 2023. Mark showed the mock-up of the award plaque for the Concours and other honorees.

Upcoming Activities

Mark is planning the Spring Tech Session for May 20th at the Zenor residence.

The WVM Northwest Motorcycle Classic is on April 22nd.

At the last meeting, the possibility of a Saturday hangout at Café Veloce in Redmond was discussed, but it has not been set up yet.

The meeting was adjourned, and the time was not noted.

Business Meeting May 18, 2023

Submitted by: Paul McMurty

Attendees: Mark Zenor, Donn Harvey, Doug Saugen, Jim Bush, Steve Craig, Bill Stevens, Joe Smith, Paul McMurty

Rally Planning

Posters – We need to get them printed. Mark Z has the digital file.

Action – Mark Z to send artwork to Donn for the cover of the rally book.

Lapel pins should be received by June 14th.

2nd & 3rd place ribbons for the concours are due on June 16th.

Prizes for the poker run are as follows: the top hand will get the aluminum roadster fuel tank. \$50 each will be paid to the next five hands.

WVM will provide wristbands in sufficient quantities; they are pink.

Rally T-shirts – The order is in, we need to finalize quantities.

We have 25 red T-shirts marked as "staff" for our volunteers at the North Cascades Rally.

Mark met with Anna, and they selected a projector, but even the brightest one will not work well until after 9 PM. Accordingly, that is when the movie will start.

The breakfast food truck has been arranged to be there from June 21st to June 24th, but it was discussed that it might be better to have breakfast available on the 25th as well.

Action Mark Z to call the food truck person to finalize the days, and also check if they could be available to sell dinners on Wednesday and Thursday.

We are expecting 30-40 entries for the Concours. In addition to the Norton classes, awards will also be given for People's Choice, American, European, Japanese, British, and Custom.

We need to notify the food suppliers of the rally headcount around the first week of June. We will plan to start serving food for the banquet by 6 PM.

The group photo will be taken on Saturday at 5:30 PM. The group ride will be on Thursday, lineup for the Moment of Thunder at 10 AM.

We need approximately 300 bottles of drinking water.

Entertainment will be provided on Friday evening at the Pine Near pavilion.

General Meeting

Called to order at 7:04 PM

Attendees same as the Business Meeting, minus Jim Bush, plus Bob Wood, John Lucas, Bob Actis, David Morton, Jerry, Jim Bowers, Marie Deebach, Richard Matrass, Bob Hollingsworth.

The minutes from the April meeting were accepted as written.

Treasurer's Report: There is \$4,249 in the club account. Note that we haven't paid for T-shirts yet, and the INOA owes us some money.

Editor's Report – Donn Harvey would like people to submit articles for the next newsletter. The deadline for submissions is May 21st. Pictures, articles, anything interesting happening in people's workshops is welcome.

Past Events: The Eastside Hangout at Plum Crazy was good and well-attended.

The WINOs ride was great, with warm weather, and afterward, people went to Robin Bee's place.

The WVM NW Motorcycle Classic drew 800 people, and over 100 bikes were displayed.

New Business:

None

Old Business

None

Rally Planning

160 people are signed up. If you haven't made reservations for accommodation, please do so. Also, please order a rally T-shirt.

There are 55 bikes entered into the concours.

104 people are signed up for the group ride.

And 56 people have indicated that they will be riding to the rally.

New member Tom McBride has a room reserved for the rally with two beds and is asking if anyone wants to share the room.

Upcoming Activities

Mark is planning the Spring Tech Session for May 20th at the Zenor residence.

We need to plan some hangouts in July and August.

The meeting was adjourned at 7:36 PM.

RALLY T-SHIRTS

The final order has been placed. Thank you to everyone who placed their orders ahead of time and helped us minimize the number of leftover shirts.

We have ordered a few extra shirts, and they are still available on the INOA Rally Website until we run out. Don't miss the opportunity to order now for \$25.00.

Please note that any remaining shirts will be available at the rally site, but quantities will be limited.



**Click
[HERE](#)
to order now.**



Monthly Meetings via Zoom

6:15 Business Meeting 7:00 General Meeting

All are welcome to both meetings
Second Thursday of every Month

<https://zoom.us/j/98973763102>

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



Fabrication of all types and sizes
253-380-0280



www.moonmotorcycles.com
425 985-1078

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.

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.

Send all submissions to editor@nwno.org

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

2023 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

- June 8** Monthly meeting via Zoom
6:15 Business Meeting 7:00 General Meeting
<https://zoom.us/j/98973763102>
- June 17-18** LeMay/Marymount Motorcycles Days
325 152nd St E. in Spanaway near Tacoma
<https://lemaymarymount.org/marymount-motorcycle-days/>
- June 21-25** **INOA Rally!!! Winthrop, WA.**
<https://inoa2023rally.wildapricot.org/>
- July 13** Monthly meeting via Zoom
6:15 Business Meeting 7:00 General Meeting
<https://zoom.us/j/98973763102>
- July 27** Atlas Article Deadline
Send articles and pictures to editor@nwno.org
- Aug. 18-19** Tenino Swap Meet and Show
Tenino, WA
<https://www.evergreenamca.org/swap-meet-information.html>
- August 10** Monthly meeting via Zoom
6:15 Business Meeting 7:00 General Meeting
<https://zoom.us/j/98973763102>

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.

The Back Page

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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!"

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