



*Newsletter
of the
Northwest
Norton
Owners
Since 1991*

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Tom Kullen's original Dunstall Norton. Tom passed away in September and was the man behind the successful Bonneville Vintage GP races and friend to many in the club.

*Photo by Stephen W Clark Photography
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151*

A Proud Chapter
of the International
Norton Owners
Association

*Nov. - Dec.
2020*

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

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Co- Editor's Point of View

Donn Harvey

One month to go and 2020 will be over! Ok, we might not see a big difference when we hang our 2021 calendars, but things can only get better, right? This is the last issue of The Atlas for the year and, as in the past, I like to look back over the year and reflect on all the great things we did as a club. It's a shorter list this year, but as I look closer, I realize we were still more active than I expected.

We did manage to have our annual party in January before we even knew anything about this virus thing. In March, a number of club members rode to Mexico to meet with our Norton amigos south of the border, Art Bone, Doug McCadam and Richard Kwast. We returned just as the borders were closing and we hoped we wouldn't have to jump that big fence on our dual sport bikes (although, it might have been cool to try).

In April, we used online voting for the first time and elected a new club President, and Secretary. Mr. Wachtel moved to the position of Vice President. In May we had our annual Spring Tune-Up with a lighter than usual turnout which was probably better for social distancing. A few hearty people showed up for the Summer Solstice ride in June and there were a few informal meetups of members during the nice summer months including a fun Snoqualmie ride in July with a handful of members. In August, a



loyal group of club enthusiasts descended once again, on the Pine Near campground in Winthrop for our somewhat-annual campout. In September, Steve Craig organized a Saturday meetup and ride which I attended. In retrospect, most months had at least one event. Good job everyone.

Our January monthly meeting was cancelled in Lieu of the Annual Party, but we managed to have in-person meetings in February and March before COVID restrictions caused us to cancel the rest of the meetings for the year. For the final meeting of the year we have decided to try a Zoom meeting. More on that later.

Next year is a big year for us, we will be celebrating the 30th anniversary of NWNNO and the INOA Rally is scheduled to be held in Lumby, BC in July. Let's hope that the vaccines get distributed quickly and the virus fades away as more of us get inoculated so the Canadians can open the border and let us in. Word on the street is that the plans for the rally

are moving wide open throttle. See article in this issue.

Finally, we received sad news about the untimely passing of Chris Grimmett who was a past Chair of the Norton Owners Club (NOC) in England. Many of us knew Chris as a regular at the INOA rallies. There is more about Chris in this issue, but I have one parting memory I would like to share.

Chris was riding with a group of us through Oregon to the Ashland, OR rally. We spent the night at a hotel in a small town and a few of us walked to a local pub for a couple of pints. It happened to be karaoke night and it seemed like each singer was worse than the last. The final singer for the night

was a slightly drunk patron of the bar and the singing went from bad to worse with each refrain. Finally, Chris couldn't take it any longer and said loud enough, in his British accent, for most of the bar to hear, "Isn't this America where everyone has a gun? Where is one when you need it?" We all burst out laughing before worrying about offending the potential fan base this woman might have had in the small town bar. There was an awkward pause while the patrons looked at us and we were wondering if we should prepare for a biker brawl. Suddenly, they too busted out laughing and the night was saved.

From The President

Mark Zenor

Greetings fellow Norton owners! I hope you all got out and rode as much as possible this past summer and fall. We had some spectacular fall days.

Unfortunately for myself, I was unable to do so due to a lower spine issue which ended up with surgery, I am now in recovery and Physical therapy. I was misdiagnosed once, and the MRI was thought to show a ruptured disc at L5-S1 however, the surgery reveled a bone fragment from the S1 and it was beating on the nerve which caused considerable scar



tissue. The fragment and scar tissue were removed, and now the nerve has to recover. It so far has been getting better every day and I look forward to a full recovery.

What is it about this job and right legs, eh Will?

So, the Rona continues to plague us. Damn! I have not heard of any members becoming ill with it and that is a blessing! Continue to stay safe and wash your hands. If they ain't chapped, you're not washing enough!

Needless to say, this has had an impact on our NWNNO meetings, and we are going to continue to not have regular in person meetings. One of our members (John Hill) suggested that we have a Zoom meeting. I contacted the other officers and kicked it around and decided that we could probably get along without it. However, after talking with our Editor, Donn Harvey, he mentioned that some of our members were basically shut in. That got me thinking about that and about our members who are out of the local area. After contacting 4 of our distant members, who all thought it would be grand, we have decided to obtain a Zoom account and are planning on having our December meeting via Zoom. We will revert to a Thursday night meeting at 7 PM. Watch for the email blast regarding this as we get closer.

P.S. Since we are limited in being together, pick up the phone and give a member a call and say hi!

I must say our last newsletter was wonderful, the articles and the new Ask Atlas really are top shelf. This also shows that our membership and fellowship and passion for Nortons and motorcycling are what drives us. Keep up the good work!

We are in the process of

determining what we can do about this year's Holiday party. At this time, we are in a wait and see mode to see how the Rona issue plays out over the holidays. Another issue is finding a venue that would allow social distance and or open air. Any suggestions are welcome!

Is there any interest in more of the work shirts? I would like one and missed out on getting one that the tech session as my size was sold out. They are pretty snazzy!

I was wondering about the upcoming Lumby rally and texted a friend up north. They are having the rally come hell or high water! No matter if the border is closed, no matter if the Rona rules out large gatherings, they are going to have a rally and structure it to fit within the rules. Keep your fingers crossed that we can get the border open.

I would be remiss not to mention and extend my condolences to the family of Chris Grimmett, who preceded us to the Highway in the Sky! He will be missed. Chris was a great supporter of the Norton marque and a wonderful person! Chris was very helpful to me in researching several different Nortons I was contemplating buying which were located overseas. He will be missed!!

Not much else to share. Stay safe and wash your hands!



Vice-President's Verbiage

Will Wachtel

I hope that the rest of this *Atlas* is great (Donn assures me that it is!), because this column likely will be so-so!!!

The last two months since my previous column have not been a fertile field for inspiring the greatest literary work ever by me! So, I need get this non-masterpiece to Donn and Erin within today's *Atlas* deadline so that there is some print next to my photo!

I can report - on a personal note - that I have continued my "walk every day that I can" regimen for 7 months and it has made a huge difference in my perambulation, flexibility and conditioning! I am ready to ride when my Commando is (or at least I feel that way now)!!!! Unfortunately, I can't report any progress on that front but since the weather isn't conducive now for that activity, I am not fretting it much.

In my last column, I said: "I still haven't gotten my hair cut since January and now that I can, I want to go get a covid-careful shearing soon!" That event did occur on Nov. 7 and *man-o-man* does it feel better!

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



*Before and after hairstyles.
(Makes me want to watch Back to the Future again ~ Ed)*

have interest in that helmet...if it fits, it is yours for the asking!

Mark, Steve, and Donn likely have more club business to talk about this time than I do. Once again(!) *I will remind you all that we still have unsold inventory in the NWNO Store* -- visit that page of our website to see and order available items. It would be appreciated by this 'storekeeper'!

Since this is the usual time of year to focus on *Thanksgiving*, I will express gratitude that NWNO and we still carry on! It was a different TG this year, but still there were things to be thankful for.....

That includes looking forward to both the potential for the NWNO 30th Anniversary celebration *gathering* and for the INOA Rally *gathering* in Lumby BC in 2021. If

those events can't happen, there is still *riding to look ahead to do!*

Season's Greetings,

Will

I'm re-running one quote that endures to keep in mind.

"I live by two words. Tenacity and gratitude. Tenacity gets me where I want to go and gratitude doesn't allow me to be angry along the way." - Henry Winkler

Secretary's Notes Chuck Peter

Greetings from the secretary's workshop, I hope that all of you are safe and well. For me this has been a busy year. I worked away from home all summer. So the Norton sat in the garage tethered to a battery tender. This year I look forward to getting vaccinated, tossing my mask in the trash, attending a Norton club meeting and riding my motorcycle with my friends.
Chuck



Treasurer's Report Steve Craig

Greetings to all, and Happy Holidays. This will be a bit brief, as I'm heading south soon to retrieve my "airport car" from the Brisbane, CA marina, where it's been parked, woefully neglected and yet dutifully obedient for the last 3 years. My plan for the return drive includes a side trip to Ahwahnee, CA for a visit with long-time NWNO members, Kim and Torm Kristensen, who've graciously offered to roll out the red carpet for me, in spite of this annoying



CV-19 thing. I hope to be home in time for Thanksgiving, as this year is a milestone for me. My 65th birthday and official retirement date both land on that Thursday, so even though my family Thanksgiving dinner is CC'd

(covid-cancelled), still, I'd like to be home and not driving up I-5 on Thanksgiving.

After partially-trashing my Manxman on this year's VME Bonehead Enduro (see article in last issue of Atlas), I decided it was time to scratch an itch that's been bothering me for decades. And so, after some much-valued consultation with our esteemed editor (and Mrs. editor), I became the happy owner of a gently used



2017 BMW F700GS. I've only put a few hundred miles on it so far, but it's met my every expectation. Goes down the highway at 70-80 mph very comfortably and does quite well on dirt too. In other fantastic news, I'm happy to report that I haven't crashed it yet, though there have been a few "oh, shit!..slow down, Steve" moments. You see, it practically begs you to go fast on dirt, which isn't always a great idea. I'm learning.

No current projects going on in the Treasury garage. The colder weather is a real drain on my motivation to get out there, even

though I've got a little backlog of thing needing fettling. Plus, I'm STILL trying to finish up an interior remodel project that I started way too long ago. Sigh.

The treasury continues to hum along, no credit to me, and contains, as of October 31, \$6706.48

Next up: according to my informed sources, there won't be an "official" D.I.C. ride this year, but I'm getting the distinct feeling that

one or more of us may try to organize an unofficial substitute as the date gets closer (hint: I'm retired now and am supposed to have all this spare time on my hands). Watch your emails/nwno.org/ Facebook for further info on that one.

Lastly, with the holidays fast upon us, I'd like to wish my sincere best to each

and every one of my fellow NWNO brothers and sisters. We've endured much adversity this year, and yet still manage to keep on keepin' on. Although in retrospect, nothing that's befallen us in 2020 can match the many challenges of long-term Norton ownership. We love our machines dearly, but it's almost always a mixture of love, hatred and challenge keeping these senior citizens on the road. Happy Cycling, Cheers and Good Health to All!

Steve

Advice for Purchasing a Used Vintage Motorcycle

Mark Zenor

I thought I would write an article about an issue I have been seeing all too frequently. A prospective Norton owner will buy a machine off the web or at an auction that looks great, but upon arrival has issues. I understand, as I am sure you do, that any used motorcycle will have some quirks and hopefully small items that need tidying up.

However, buying a motorcycle unseen but for photos, not able to inspect it in person, nor hear it run can be risky. Hence this article to share my and other owner's experiences. Also, I am not saying there are not good machines from reliable people, it's just hard to figure out what you are getting before you make the purchase.

I have had three such motorcycles come into the shop this past year. All bought off the web for what the owner thought was a good price. Upon receiving the machines and riding them there were reasons to bring them to the shop.

One had badly blued pipes indicating an improper timing and some rattles in the engine. Inspection revealed broken piston rings, a gudgeon pin retaining clip out of place which scored the cylinder wall badly, and a large amount of metal in the sump screen. It required a total engine rebuild, crank reground, camshaft repaired, cylinder bored and oversized piston and rings fitted. A valve job was also done, oil tank

flushed, and more.

Another, upon arrival, ran rough, had no side stand, the kick start lever was loose, it had a dead battery with no hold down, a side cover with no grommets, a crankcase breather without sealing washer, the rear axle adjusters were rounded off, there were no pinch bolts on the fork tubes, the fuel tank mounting was shot. Several fasteners that should have captive nuts were replaced with a nut and bolt.

On another, the owner wanted a Mikuni installed, once installed, and trying to tune, the engine would not run reliably and was fouling pugs. Further investigation revealed oil fouling. A compression and leak down test found significant leakage at rings and valves.

The subsequent tear down found that the right cylinder was missing the gudgeon pin keeper and another extremely scored cylinder wall. The cam chain was tight as a guitar string and the adjuster was the old metal style and not the upgraded rubber faced one. The crankcase had pre-superblend bearings, and the left exhaust guide was galling. This was on an advertised rebuilt machine.

On top of all this are the numerous bodes for small repairs, improper nuts and bolts (with even metric being used) arraghhh!

So what's the point, you ask.

Well it's this, in my opinion, you are better off paying what may seem as a high price for a local machine, that you have a way better chance of knowing it's condition, are able to inspect it, ride it and get to talk face to face with the owner. The owner knows his machine and you can discuss what repairs have been done and improvements. Most owners have pride in their machines and will share information willing. Unlike someone who may have thrown together a machine with what

parts he could sweep up off the floor.

Also, you can have the motorcycle inspected before buying. Not one of these 3 motorcycles got out of the shop for less than \$2K more in repairs.

So, keep this in mind and check around locally and through the club. The asking price may be higher than the internet price, but it could end up costing more.

Just a friendly warning.

Best Regards, Mark

In Memory of Tom Kullen Marie Debach

With a heavy heart, I tell you that Tom Kullen passed away in September, after a very hard-fought battle with cancer. Tom was the past Vice President of INOA, past President of Utah British Bike

Club, and most recently the West Coast source for Smith's Gauges. Tom was also a Norton motorcycle racer, a Pro Patrol skier, and a really great guy.



*Tom Kullen and his Dunstall Norton
Photo by Stephen W Clark Photography*

In Memory of Chris Grimmatt Suzi Greenway

I often remember and relive moments of my life by thinking "which year was that rally and what was happening to me?" I had a hard time placing two years of dates and places last night as I thought about Chris Grimmatt.

NOC Chairman Tim Harrison had called me Friday Nov. 13 to tell me Chris had died that day after suffering a heart attack the previous Saturday while running in the woods.

Though he was resuscitated he never became conscious again.

Just like the sudden news of losing Mark McLennan from NZ, it was hard to grapple that Chris was gone.

We first met in 2002 when I travelled to England on my way around the world to visit friends and meet other Norton folks. Chris was Chairman of the NOC at the time and he arranged a luncheon with the Cambridge Branch members, and it was a wonderful gathering during a gale wind storm.

We travelled together on his Norton to the 2004 NOC rally in the Netherlands, and he came to Ohio later that summer for his first INOA rally. Chris returned every year through 2018 except 2009 in Colorado as the NOC rally was in

Austria. Hey, aren't they similar? They both have mountains!!!

If Chris did not come to Michigan and ride with me to a rally, he would go to Tari & Bob Norum's for other East Coast venues, or to Alan's in CA, or Sam Justice in OR. He was an excellent guest and brought good scotch for his hosts!

Chris was quick to laugh, quick to criticize when he felt so, and



Chris Grimmatt (right) with Suzi Greenway, John Hill, Dan Doersam at the Ashland, OR Rally.

Photo by: Donn Harvey

very quick to make friends. He will be missed by so many on this side of the pond.

To Chris Grimmatt, The Norton Ambassador of the world. Cheers!

Suzi Greenway,
President,
International Norton Owners
Association
Secretary, Michigan Norton
Owners

A Motorcycle Repair Saga - in True 2020 Style

Erin Reddy

The column I wrote for Atlas 150 detailed my brief experience with burnouts and not so brief experience with learning how to do a complete clutch replacement...and so much more has happened since then! Isn't it wild that even though this year feels like it's dragging along so slowly, time also flies when you're constantly repairing your motorcycle?!



Erin and friends dressed for a Halloween ride

Just a few short weeks after replacing my clutch, it was my birthday. And the weather was gorgeous! I rode my motorcycle to work, as I did last year, keeping my fingers and toes crossed that unlike my birthday last year, there would be no parts falling off my bike as I rode on the highway. And lo! My birthday wish came true! I enjoyed a great day at work and a short evening ride to meet my tiny friend bubble for birthday nachos. It was fantastic! I



went to bed happy having had one of the best low-key birthdays ever... And then when I woke up the next morning to ride to work, someone had punched out my ignition. What the Hinckley?!

I spent the day calling every local dealership and shop that dealt with Suzukis, receiving more and more discouraging answers about the high

cost and low availability of a replacement ignition. FortNine? Nothing. eBay? Four to five months for shipping. Finally, a friend recommended giving a place called Bent Bike a call. I'd never heard of them but looking them up showed me a repair shop/scrap yard only a couple towns over. I called them and was told they had one SV650 ignition, off a late '03. And it still had its key. There were doubts about the compatibility with my '10, but a \$50 "maybe" and only a few days of missed riding was more appealing than a \$100 "definitely" that wouldn't arrive until next season.

Armed with a heat gun, a set of Torx security bits, and the

watchful eye of an experienced Suzuki friend, I attended a BMOC Rally Planning meeting from the floor of my garage, trying to limit the four letter words coming out of my mouth

when faced with the panel clips securing the cover over my harness. After many minutes of frustration, I decided to break the clip and deal with replacing it later. Very quickly, the new ignition was installed, red Loctite in place, and a zap strap where the panel clip had previously been (sound familiar?) my bike was running, and I was grinning once again.



Erin and bike selfie at Shannon Falls
BC

Every sunny and dry day has been a riding day, or at least a “ride my bike to work” sort of day, as veterinary services are considered an essential service so I still must be present at work all week. Some of the largest impacts I am feeling from our new restrictions are the travel limitations, as this will be the first Christmas I will not be able to spend with my parents and I was obviously hoping to take my motorcycle down to Washington for some of the NWNO rides had the borders been open. Thankfully, mid-summer we were allowed to travel around the province and encouraged to vacation locally, so I was fortunate enough to explore more of B.C. than I had ever seen

before. But as the riding season concludes, so does that freedom, and our restrictions are once again seeming much as they did in April. While that doesn’t stop me from riding, as my bike is insured straight through until March 2021, it certainly limits the social aspect of riding with friends and riding to a destination for food. My biggest hope is that with responsible action B.C. will be able to lift restrictions that would currently inhibit the 2021 INOA Rally, and with a vaccine on the horizon I am holding on to the idea that the borders will also be open for leisure travel by road. With

any luck, the rally in Lumby will go forward with many local features to contribute to the experience...perhaps I can even lead a rally ride from Vancouver to Lumby for anyone coming up over the border.

With lots of holiday cheers, well wishes, and hope to see everyone soon,

Erin



Commando Off-Season Tasks

Paul McMurty

(Editors note: Paul submitted this in response to our request for short articles about your winter projects. Let us know what projects you are working on.)

With an eye toward taking longer rides on my '73 Commando next summer, here is an assessment of down-time maintenance and upgrades.

Electrical:

The bike runs fine and all the lights work but the red alternator light is usually either solidly on or flickering. With a multi-meter on the battery terminals the voltage rises to 13.5V above 2500 – 3000 RPM. Maybe a new alternator is needed? The bike currently has a Sparx unit.

Oil management:

There is a what I call a "nuisance leak" coming from the top end. It spritzes a small amount of oil onto the side cover and ignition switch. It was such a hassle to R & R the cylinder head when I had the exhaust port threads repaired a couple of years ago that I am loath to repeat that chore. I plan on re-torquing the

head fasteners and crossing my fingers.

When parked for a few days a drip appears on the front bottom of the case on the split line. It might be coming from the joint between the primary chain case and crankcase, but I can't be certain.

And also, when parked, the gearbox leaks a fair amount of gear oil that runs down the right center stand leg. Seems like a gearbox overhaul is in order but I

am daunted by this task and considering removing the unit and sending it to CNW. So perhaps if I remove the gearbox I can ascertain if the engine oil leak is com-



ing from the crankcase/primary joint?

Brakes:

I believe my front disc brake fluid is contaminated with water because when I park the bike in the sun on a hot day the fluid evidently expands and causes the brake to drag – a lot, in some instances. I attempted to flush out the fluid, but the bleeder screw is frozen. So, I swapped a couple of bottles of wine for a used caliper and rebuilt it. The bike already has braided steel brake line so this

should be just remove & replace and bleed. But not sure if I should do anything with the master cylinder. It already has the smaller piston installed.

The braking performance of the rear drum has never been good. I need to literally stand on the brake pedal to get significant stopping power. I replaced the brake shoes and got some marginal improvement. Considering sending the rear brake assembly to Vintage Brake in California.

Other:

Hi-Low beam switch is wired backwards and functionally intermittent. I will disassemble the switch and apply conductive grease, and sort out the wires.

I will replace the front and rear Isolastic mounts with Mk III parts and also install a CNW head steady.

"Basket case" Norton for sale

1971 Norton that I intended to restore. Bike has a stack of receipts from Cooks Norton showing it was a good runner but it has not run since that time "2005". Included is a complete spare engine, swingarm, tranny cradle and new wiring harness for the frame and light. I also bought the stock footrests for both sides because it has a cheap rear-set system on it. The right exhaust is toast so I bought a spare head to transfer the valve train to it. Wheels are laced with stainless spokes and it has a Boyer ignition. Tank is fiberglass and already has sealant. \$4900 OBO



one. I also have a couple of RH10 heads but have not decided my asking price yet "if you know anyone looking for one".

Norton head: I also have a brand new RH1 head "still in the original box" that I should sell, I'm asking \$500 if someone in the club needs

Contact TC Goff via e-mail at tcgoft@hotmail.com

Nortorious II - Update

2021 INOA Rally Lumby, BC Canada

Open letter from the rally committee

"May we live in interesting times...."

I suspect we all wish life was a little more boring and we did not have an unpredictable pandemic to contend with – let us hope vaccines do become available and are effective.

Our primary guidance will be public health criteria on permissible numbers for events from the BC Minister for Health and Provincial Health Officer. The other major factor is obviously whether the US-Canada border is open. For the next month, we will be working with partners and



The INOA and BMOC Okanagan invite you to our:

Nortorious 2 Rally

Lumby, BC,
12-16 JUL 2021

LUMBY Lions
Campground



Nortorious II



Rally website: <https://nortonrally.com/inoa-rally-2021>

Information email: inoalumby2021@outlook.com

BMOC Okanagan are still very much hoping that Nortorious 2 will take place in Lumby July 12-16, 2021. Much of the planning has been done, however, with events outside of our control, we are making contingency plans with the aim of remaining flexible and having an event that is scalable regarding numbers attending.

suppliers to understand their situation and dates when we need to confirm contracts etc. The idea is we persuade our partners to push confirmation dates as late as possible. Our intuition is that we will need to make the decision somewhere between mid-March and mid-April next year. Once the decision is made, as long as it is

not a total cancellation, we will open the link for bookings.

So, what can you do? First please think about coming and keep that week free in your 2021 schedule. Second we will be releasing news on the www.nortonrally.com website so please monitor that. As of Jan 2021, we will be adding a ride of the month to the website, featuring

some of the great rides available in the interior of BC.

Finally, if you think you want to come please let us know via the info email:

inoalumby2021@outlook.com .

Whatever the final format, you will be assured of a great welcome, great riding and great company

For Sale: 1946 Norton Model 18

Imported from Canada in 2008, not much is known of it prior history. The current owner has re-spoked the wheels in stainless steel, and the rims have been painted to the proper pattern. The mudguards and primary have been repainted and the controls have been nickel plated. This machine comes with the original tool kit. The magneto has been rebuilt and the gearbox has been overhauled. The machine runs flawlessly. The missing tail light lens has been repaired. This bike has been maintained by a knowledgeable Norton mechanic. This machine is being offered at a price of \$15,000.00 USD. FIRM!

Motorcycle may be inspected at Zenor's Norton Service. This listing will last until it becomes available on Bring a Trailer, at which time you will have to take your chances on the auction.

Contact Terry Clark at 253-858-1575.

Click link for YouTube video

<https://www.youtube.com/watch?v=L9V9oBYoFyw&feature=youtu.be>



Ask Atlas

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

AtlasAnswers@nwno.org

How often should I check the valve clearance on my Commando?

~Mechanically Challenged

You need to check and adjust the valve clearances often enough to keep the machine running well. If, like me, you only change your engine oil biennially (every two years) you'll need to adjust valves more often to keep up with the accelerated wear on the valvetrain components.

Should I use fuel stabilizer? Do you recommend any type?

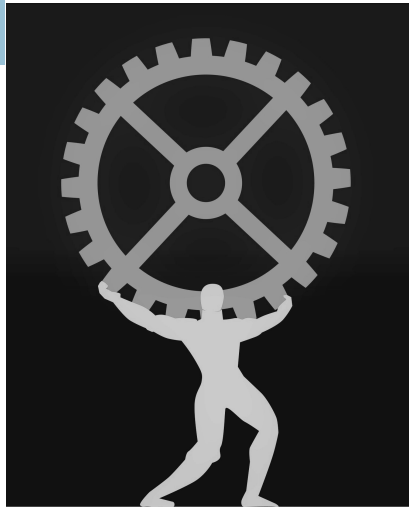
~Stability Challenged

Please, please, please, never use fuel stabilizer in your Norton! You'd be doing yourself and the machine a gross injustice. What I mean to imply is that you might then miss out on the annual spring ritual of removing/degunking your float bowls, attending to plugged jets/idle circuits, and retuning your carbs.

Any winterization tips?

~Chill Challenged

Rather than winterizing your Norton, you should try to ride it at least once a month throughout the



year. This will help keep it happy, and works in favor of your oil change and valve adjustment intervals. My only recommendation would be to pay close attention to tyre pressures, as they don't bite as well when run cold on wet roads, underinflation aggravating that situation.

I got wind that Winterization Tips would be asked, so my question is: What kind of retribution should be exacted on my owner/rider for usually failing to run and ride me year around?

~ Neglected SevenFour Roadster

Dear 74: Avoid being too dramatic about it and don't crap out 100 miles or more from home.....that can lead to deeper resentment. Instead stick to the tried & true, temperamental starting when lots of people are watching the kick-starting process.

- Norton For Sale -

I have a 1972 Norton 750 Commando which was a split year. Mine was made in early 1972 which is all 1971 parts. The engine and transmission have been overhauled and resealed. New pistons, rings and 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



\$11,000.00. Vehicle has a clear title and I have all documentation for the restoration. Located in Ketchum, Idaho.

Call Tom: 208-720-2399

New NWNO Work shirts available in NWNO store.

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

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

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



CALLING ALL NWN0 MEMBERS PAST AND PRESENT

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

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

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

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

2018 RALLY SHIRTS!

Lower Prices!!!

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

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



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

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

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

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

Art Brass Plating

5516 – 3rd Ave. S. Seattle

206-767-4443

<http://artbrassplating.com/>

Zenor's Norton Service

253-840-1536

Restore, Repair, Race

21104 108th Ave. Court East
Graham, WA 98338

Gonzalez Motors

1311 B East 25th St.

Tacoma WA

253-627-1818

Better Brits

Erik Jaderquist

By appointment: 206-923-2234

erikjaderquist@msn.com

\$40/hour, 10% labor discount to
NWNO members. Free information &
advice, and will consider trading
labor for parts.



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Shop Visits By Appointment Only

NWNO Members: 10% Discount

On New Parts & A Rebate To The Club!

Parts usually ship same day ordered.

Delivery by UPS or USPS Priority Mail

In the Pacific Northwest in one or two days.

Or call to pick up parts!



Northwest Norton Owners Membership Renewal / Application

Name _____

Complete this box only if: ☐ New Member or ☐ Address Change
Address _____

City, State, Zip _____

Telephone (____) _____

Email _____

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

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

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

Make checks payable to "NWNO" and mail to:

NWNO, c/o Steve Craig

13009 158th Av SE

Renton, WA 98059

Or via secure Credit Card at www.nwno.org

International Norton Owners Association Membership Application

INOA Member? Number _____

Name _____

Address _____

City _____ State _____ ZIP _____

Telephone (____) _____

Email _____

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

INOA

276 Butterworth Lane

Langhorne PA 19047

Or through PayPal online at www.inoanorton.com

NWNO Calendar

Monthly Meetings In Person - Temporarily Suspended Zoom meetings starting in December 2020 Watch for E-mail announcements

Do you have any events of interest to the NWNO? Virtual or otherwise, send them to editor@nwno.org

December 10: **THURSDAY** Monthly meeting. **YES** by **ZOOM!**
Watch your e-mail for instructions

December 20: D.I.C (Damn It's Cold) Annual Ride
Watch for details

December 25: Christmas

-----**2021**-----

January 1: New Years Day
(Guaranteed, finally done with 2020)

January 14: THURSDAY Monthly Meeting via Zoom
Watch for details

January ??: NWNO Annual Party
(Being discussed)

February 11: THURSDAY Monthly Meeting via Zoom
Watch for details

March 11: THURSDAY Monthly Meeting via Zoom
Watch for details

March 18: Atlas newsletter article deadline

July 2021: Norton International Rally (Sure hope so!)
LUMBY, BC

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

Dedicated to the preservation of
The Norton Motorcycle



13009 158th Ave SE
Renton, WA 98059



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

Established 1991