



*Newsletter
of the
Northwest
Norton
Owners
Since 1991*

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*Doug Saugen's
1970 Norton "S" Type Commando 750*

*Number
152*

*A Proud Chapter
of the International
Norton Owners
Association*

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

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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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Editor's Point of View

Donn Harvey

One of the perks of being the esteemed editor of this acclaimed newsletter is that I was entrusted with the care of an old stack of Atlas' going back all the way to the first issue published in May 1991. Hmmm, ok, let's do a little math here $2021-1991=$ WOW 30! This club, which was described in Volume 1, No. 1 of The Atlas as "*An Association Of Owners, Fans, Afficionados and Disciples*" has been around for thirty years. Congratulations. An electronic copy of the first issue of The Atlas is available on nwno.org under the members tab, or if you are reading the e-version of this column by clicking [HERE](#). Today, I looked at "The Fine Print" on the facing page and notice somewhere in the last 30 years we've dropped the word *Disciples* from our description. It makes me wonder if that change was the topic of much debate in the club over the course of many meetings or if it was a change that the most highly esteemed editor at the time (Marie, yes you) slipped in just prior to a deadline. We may never know.

Of course, change is inevitable, and change is one of the only things that is constant in life, to be a bit philosophical. Think of all the changes we've seen to our Norton motorcycles over the past 30 years. Electric start retrofits? Hydraulic clutch upgrades? Reliable ignition systems? Japanese carburetors? We've found ways to keep our machines



from leaking oil, breaking down and stalling at idle. We use LED lights to see and be seen, and have improved braking systems to stop safely. Not to mention the safety improvements in our riding attire. I think it's safe to say my normal riding gear which includes armored and waterproof pants and jacket, full face helmet and sturdy boots probably have a combined cost that is more than I paid for my first Norton.

Just in the past year we've all seen huge changes in every aspect of our lives. As a club we haven't met in person for a full year and haven't had an organized club ride in just as long (are our club rides ever very organized?). We started Zoom meetings a few months ago and in general they've been a success although we are still working out some minor kinks. So where do we go next? I know club President Mr. Zenor is working on this.

I recommend we use the occasion of our 30-year anniversary to recognize some of the fun times we've had, get

together with old friends and reminisce about the past while looking towards the future. John Hill and a few others are working on putting together some events to mark this occasion. With any luck, we will all be able to attend the rally in Lumby this year as one of these events.

About the cover

Another perk of being the Editor of The Atlas is having sole discretion over the choice of the cover photo. There is only one rule that was passed down to me by my predecessor and that is the requirement that somewhere on the cover is a picture of a Norton motorcycle. To the best of my knowledge, we have never strayed from that mandate. At the beginning of March, I sent out an e-mail blast requesting photos and articles for the newsletter and I greatly appreciate the responses. One response was from Doug

Saugen who sent pictures of his two Norton "fireflakes". I chose the blue fireflake for this month's cover for a couple of reasons. First off, as many of you know I have a soft spot for blue flake Nortons. I haven't seen Doug's blue Norton in person, but the photo is beautiful. I love the type "S" styling with the upswept scrambler pipes. This particular bike looks to be in beautiful condition with correct parts. It helps that it's a great picture with good lighting and a nice background that shows off the motorcycle. Doug's other fireflake is a 1972 750 Combat shown elsewhere in this issue.

So, keep sending in pictures. I like to see club member's bikes and I think they are interesting for the readership. You never know *"the thrill that could get'ya when you see that pich'a on the cover of the"* Well you get the idea.

From The President Mark Zenor

Hey NWNO folks, things have been slow although there is light perhaps at the end of the tunnel. We have some challenges ahead and will need membership help on some of them.

First off is our monthly meetings, do we continue ZOOM meetings or try on go to live meetings. Looks like the State allows up to 50% capacity of the establishment and up to 10 at a table. So, it would seem it's possible to have an in-person



meeting. The next question is our venue. Our last meeting place has closed, so we need to find a new one. This is where we need help! We need that special place, that combines a semi-central location,

ease of access, a parking lot visible from inside and friendly to motorcyclists. Does anyone have any suggestions?

At this time, I am leaning towards continuing the ZOOM meetings and getting some rides or other outdoor activities to fulfill our desire to socialize in person. Which brings us to future activities.

Some of our traditional annual events including the Spring Tech session, (April-May time frame). I have thoughts to do a Sunday South End ride and there is the Other Places ride (May), NWNO's Campout, (traditionally June), and we can consider joining the Vintage Motorcyclists (WVM) on

the 18th - 20th of June for their Over the Pass ride to Winthrop. This would be a great chance to meet up with other Vintage folks. In July, we have the tentative NWNO Reunion, and for August, Jim Franzel has suggested a Copalis Beach get together. Also, there is the VME IOV, if held that we could have a contingency of NWNO to participate in. Another possibility is getting a group together and meet up at the Backfire moto. Any and all other suggestions are welcome.

I look forward to hearing input and volunteers for these summer activities.

Vice-President's Verbiage

Will Wachtel

This column is brief so that this *Atlas* can get sent to both Press and Posting. Donn has been patiently waiting for this final piece of Issue 152 to be inserted into the "paste-up" that I have seen....I will venture that this issue looks like another great production of the NWNO Communications team!

The last four months since my previous "VPV" column have been a whirlwind, and then recently clicking 68y on the body's Smith Chronometric odometer has been a bit of a "wait, not yet moment" of course, we all know how futile that reaction is! Both being in better condition overall now than I was at 48y and having had my first Pfizering long enough ago to be due for my second injection, have done wonders for the positivity



index!

Getting the Red Commando ready-rideable and then riding it will be a big endorphin boost also!!

While I have the chance to offer up to all a free item: A previously worn Arai Signet GTR helmet! (Ted Stanley gave it to me; it doesn't fit either of us....too small! It is full-face, white with no ding marks on the shell, with a Ted -installed Norton script sticker on the back. Large (7-1/4 to 7-3/8). Contact me if you have interest in

this helmet.

The relevant **club business** I have to talk about now is mentioned somewhat in the Minutes. In summary, Chuck Peter and I will confer to offer some additional work shirts.....after Chuck returns from his temporary work assignment location. Rob Short and Steve Craig have been in contact about the By-Laws Revision project and I will check if they need any assistance on my part.

Now for the obligatory *reminder that we still have unsold inventory in the NWNO Store* -- Donn has squeezed in a couple of ads for items in our store.....tee shirts and aforementioned work shirts! Visit that page of our website

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

to see and order available items; it would be appreciated by this 'storekeeper'! I will be working on updating and adding to what is offered on that page - one item that we still have left that isn't in the store selection yet is the NWNO Patch. Stay tuned as "they" say!



I'm looking forward to the potential NWNO 30th Anniversary celebration *gathering* in upcoming months if it can be done. Of course, also other *events* and *rides to look ahead to doing!* Since it is Spring now, I will quote Alexander Pope from 289 years ago: "Hope springs eternal...." ~

With regards until the next Zoom meeting and Atlas issue, Will

"The secret of getting ahead is getting started."

- Mark Twain



Secretary's Notes

Chuck Peter

Minutes from the January 14th Zoom meeting.

The meeting was called to order at 7:00 sharp with 19 people in attendance. The first order of business was approval of the previous minutes which was approved unanimously.

Officers Reports

Vice President Will Wachtel discussed re-ordering more club work shirts. Treasurer Steve Craig reported three new members and a treasury balance of \$6,805.27.

Old Business

It was reported that our previous meeting place, The Crown Hill Broiler, has been closed. The Atlas editor Donn Harvey reported that the newsletter is on its typical winter break and the next issue will be in April, 2021.

New Business

A motion was made by Steve Craig to address updating the club bylaws. The motion was seconded by Chuck Peter and approved by unanimous vote. Steve Craig, Will Wachtel and Rob Short agreed to work on the project.

Minutes for the February 11th 2021 NWNO meeting via ZOOM video call, from notes taken by Will Wachtel:

President Mark Zenor called the meeting to order at 7:09 PM. Other NWNO Officers in attendance were Vice-President Will Wachtel and Treasurer Steve Craig. A quick count of attendees came up with 17 at that moment; joining in on the meeting was



Richard Kwast (he said it was his first meeting), New member David Morton (mentioning that he has a '72 Commando), Erin Reddy and separately her dad Ian.....who became a NWNO Member shortly before the meeting. Ian now has easy access to all of Atlas Co-Editor Erin's writings in our newsletters!

Before the start of business, Will mentioned that he had a phone conversation earlier in the day with Chuck Peter, who told him that he might not be able to attend tonight's meeting. He wasn't present and that is why these Minutes aren't written by Chuck. *Ad-Hoc Secretary's 'disclaimer', these minutes might not follow the exact order of the meeting but it's close.*

There was a brief review and discussion of the January Minutes and what might have been unintentionally omitted was Donn Harvey's note that the Atlas was in the annual "skip" mode and that the next issue would be out in April. Also, that John Chorlton reported that the NWNO's last regular in person meeting venue....the Crown Hill Broiler, had closed per-

manently.

Steve Craig made a motion to accept the January 2021 minutes as presented, John Hill spoke to second the motion. The minutes were accepted by a unanimous voice vote.

Treasurer's Report:

Steve Craig reported the Treasury was at \$6,880.31 (combined checking & savings). It appears that Mark commented about Membership being "up" but the ad-hoc Secretary's notes aren't the clearest!! (It sucks when one can't decipher one's own writing.....)

Mark also stated that he had been contacted by WVM (Washington Vintage Motorcyclists) asking about the NWNO's website and Membership service that is hosted by Wild Apricot. He told them how well it was working for us and referred them to Donn for any additional information. Will commented that is nice to know that our website is effective enough to garner interest by another club about our systems.

Old Business:

Marie Deebach reported that in regard to the 2021 INOA Rally in Lumby BC that she had spoken with Suzi Greenway and the latest news via the Rally leadership was that the rally is proceeding as planned in a two-pronged effort. If the Canada and USA borders are open, it will proceed as originally planned. If the borders remain closed and it is feasible to proceed within Canada, then the 2021 Rally will happen for as many that can attend. Suzi said that she will be at Lumby if it is possible.

If I can interpret my notes correctly, Richard Kwast said that the decision date is planned for late

April and might move up from that date. *I didn't have time to confirm this with Richard.*

New Business:

Mark Zenor offered to host the Spring Tune-up workshop on a date TBD. Mark also talked about getting some rides on our calendar.

I think it was around this time that Mark may have noted that New Member Fred Gordon was in with us on this Zoom meeting.

I also think that the Meeting was adjourned from most official business at 8:05 PM; this was to allow some people to exit the meeting. My notes indicate that the meeting continued on until 8:25 PM with a mix of Open Discussion and a few Old and some New Business Items.

As Old Biz items: John Hill updated on the plans for a NWNO 30th Anniversary reunion in 2021 (working on a list of inactive members to contact about the reunion by sending a postcard to the last known address).

Steve Craig talked about working with the assistance of Rob Short to rewrite the NWNO By-Laws and Will said that he could also volunteer on that cause.

As a New Biz item, John Hill mentioned the possibility of a "WINO" ride in May, depending mostly on the ability to gather in small groups so that there can be a social component to any ride and also to have the ability to refuel & refresh ourselves together.

Open Discussion:

Bill Thackaberry stated the annual international fundraising event "The Distinguished Gentleman's Ride" was moving from September to May permanently.

Confirmation of that is on their website: "The Distinguished Gentleman's Ride from 2021 will permanently move to May, with the next ride being held on Sunday, May 23, 2021."

Last but very much not the least, Fred and Ella Eaton had been in the meeting and patiently waited to talk about the status of **Old Britts!**

The Eatons filled us in on a number of a things, of primary importance is that they are retiring and are phasing Old Britts out-of-business. Until they get to the point of closing completely, *Old Britts is continuing to sell inventory on-hand through their website and email orders (shipping within USA only).* Sold out items are not being restocked.

Many of us have appreciated and used the *Technical Articles* that Fred has written and had posted on the Old Britts website. Fred stated that he will leave the tech articles up while their store website is open and eventually he will work on moving those articles to another website/page and he will involve NWNO in that process. I know that Ella and Fred said more than that but those are the main points of their comments.

The Meeting was completely adjourned and ended at 8:25 PM....when the Zoom plug was pulled!

Respectfully (as I can be) Submitted,
Will Wachtel

Minutes for the March 11th 2021 NWNO meeting via ZOOM video call, from notes taken by Will Wachtel:

Basically, the meeting started at 7:00 PM, when those who could get on ZOOM then were able to assemble. President Mark Zenor was not able to attend due to some extenuating circumstances and I was having some technical issues trying to get into the meeting. Shortly after 7:00 I was able to join those who had managed to get on Zoom! I think I recall Donn Harvey and a few others...maybe John Hill!

Treasurer Steve Craig had planned to be in the meeting but let me know that he had to change. Secretary Chuck Peter was still working in Amman Jordan, so I was already prepared to take the Minutes per Chuck's email. Being that I was the only elected officer present, I ran the meeting but with an agenda cobbled together as we went along and while I took notes to piece together these minutes.

I didn't get a recorded count of attendees, but I did note that John Hill, Suzi Greenway, and Ian Reddy were in the meeting; speaking of the Reddys, I believe that Erin joined us later in the meeting. I know there were some others, my apologies that I can't name them here. For the Record's Sake, I will note that NWNO has access to a recording of the meeting should we need more details. In a perfect world, I would have played that recording to construct these Minutes more thoroughly. The urgency of being past our original Atlas deadline (note, not the editors fault!) is necessitated these abbreviated Minutes.

At this point, there was a brief discussion of the February Minutes (there were none written

up yet) and as such, there were no Minutes to review! Thusly, no Motion to Accept any Minutes was presented!,

Treasurer's Report:

Steve Craig was going to provide me some numbers to report but we ran out of time. Based on our quick interchange, I believe the Treasury has remained about the same as the February report of \$6,880.31 (combined checking & savings). Steve did ask me to mention New member David Morton who paid for three years membership upon joining! Renewals are keeping steady per Steve, and I am pleased to report that I renewed earlier this month!

Vice President's Report:

I didn't have anything substantial to report and mentioned that Chuck Peter and I had talked a bit more about ordering more shirts. That project is on hold until after Chuck returns home.

Editor's Report:

Donn Harvey spoke about a few items that I merely noted as "Wild Apricot", "Newsletter", and "Zoom" - In my rush to keep both the meeting moving and to keep up with these '*Minutes*', I only have details of Donn's words for one of those three! He emphasized that the deadline for the next *Atlas* edition is March 18, one week from the date of this meeting. Two more items that Donn 'solicited' to get for *The Atlas* were tech articles and calendar items and especially rides.

Old Business:

John Hill updated on the NWNO 30th Anniversary reunion plans for 2021; John Chorlton assisted in "combing" through many old rosters to glean out a list

of inactive members that didn't have redundancies - i.e., unique listings only. All their efforts will produce a "reunion postcard" to be sent to the last known address of the people on the list. John H. said that they went through rosters going back to 1994.

Ian Reddy mentioned using Facebook in our outreach to inactive members; he may have also said something about postcards.....Suzi Greenway mentioned that we could connect with Tari Norum to have search for addresses in the INOA Roster for names that we are seeking to locate.

New Business:

If I noted it correctly, Suzi Greenway said that 2021 INOA Rally in Lumby BC is still planned. Of course, that is subject to modification. I think that Suzi said she would get an update from the BMOC very soon.

Open Discussion:

Donn talked about what NWNO will do when it's possible to have In-Person meetings again; one idea that can be explored is to have a primarily business meeting by Zoom....that would allow members in distant locales to participate in meetings. That type of meeting could be supplemented with a less business oriented in person meeting, possibly on a Saturday so that a ride or rides could take place after the meeting.

On a different note, Will noted that it was just about four years prior that Suzi Greenway came out to Seattle to visit and attended the NWNO meeting that month (March 2017)! Suzi pointed out that both Steve Neal and Garry Scheving attended that meeting.

Suzi paid a short tribute to New

Zealander Mark McLennan who had attended several INOA Rallies and he was planning on being at the 2018 Tall Timber Rally when his life was cut short in March of that year.

There was no further business and the Meeting was adjourned at 8:30 PM.

Will Wachtel

Treasurer's Report

Steve Craig

Greetings to all and a belated Happy New Year! If events play out the way most of us are hoping, this will be a great year at NWNNO. With Covid restrictions loosening, vaccinations on the rise and better weather around the corner, there's a lot of pent-up demand among us to resume fraternization in our best NWNNO fashion. The list of upcoming activities is a good one, two highlights being our 30th Anniversary celebration and the nearby INOA rally in Lumby, B.C.

I'm really eager to get out on a few rides and other activities with some of my sisters and brothers in this group, and can barely contain my excitement.

I've just made a change to the renewal process via our web-hosting service, Wild Apricot. It used to be that the system held on to unpaid invoices indefinitely (default setting). So, if for instance, you were a year overdue in renewing, your payment would be applied to the oldest invoice on record. In this particular case the net effect would be that you would still be expired. I have dealt with this issue manually for the last 3 years because there were upsides to that system. But after careful thought, I've changed it so that old



invoices are now purged after 30 days. I think this is how it should have been set up originally but it was overlooked. I'm not sure what the renewal process will look like for those who've expired as I can't figure out how to clone that process. Maybe I'll just let mine expire and see how it goes. The point of this is that, as always, if any of y'all have any issues with membership simply reach out to me (with money, not cuss words, please) and I'll make it right. Thank you.

Regarding the treasury itself, as of the end of February we enjoy a health balance of \$7,067.24. As treasurer, part of me wants to hoard it, but a different part would love to see a few club activities suggested/approved/funded and carried out with appropriate gusto! What better way to maintain cohesion and camaraderie among our diverse members? It's been mentioned in these pages before but it bears repeating: If you have

an idea for an activity which the club could foot all or part of the bill for, please submit it to Prez Zenor, and we'll take it up for consideration at a club meeting. I've run out of words so I'll end on this note: Take care of yourselves, your loved ones and your Nortons, ride safely and I hope to see you soon.

Respectfully,
Steve

Erin's Exclamations

Erin Reddy

As winter wraps up and the spring rains start to pour, many of us are impatiently looking forward to riding again. Besides the occasional cold work commute or riding to the shop to have my own mechanical work double checked, the SV has been slumbering away. When a short break in the clouds occurred on Monday, I leapt on the opportunity to check my tire pressure and fluids, throw on my heated vest, and take a ride up the Sea 2 Sky to get my winter jitters all shaken out. And I still froze! But boy was I all smiles under my helmet.

With that increasing anticipation for the weeks where every day is a riding day, many of my moto friends are reconnecting and discussing how to safely ride together. And in having those conversations, I've become inspired to approach this summer of riding in a different mindset. Instead of simply seeking out motorcycle destinations and telling those stories, I'll be seeking out the experiences along the way, too. Where can I find the best



Porteau Cove

nachos within a day's ride of Vancouver? The best hot springs that B.C. has to offer? If the best gin comes from a small distillery in Revelstoke, what does a girl have to do to ride there and bring some home?

With those goals and attitude in mind, what are some reports you'd be interested in hearing about quests and adventures north of the border? Let me do that research for you so that when the borders open again, you can head straight to that legendary fish 'n' chips shop, or a new favourite brewery! Send your suggestions for adventures to the Atlas (and also recommendations for moto-camping essentials and

gear, as that is another goal I hope to achieve this summer!)

Best wishes to everyone,
Erin

P.S. We are still awaiting an update on the status of the 2021

INOA Rally to be hosted in Lumby. While we are hoping restrictions may life with the arrival of another brand of vaccine, no contracts have been finalized as final decisions will be made mid-April to May, so stay tuned and hopeful!

D.I.C. (Damn It's Cold) Rides John Hill

WINTER SOLSTICE

12-22-2020

Solo ride

With temperatures in high 30's and low 40's Ted and I decided the weather was fit for a winter ride. Prior to our meeting, I took the MK 3 (Otis) out for a late morning ride loop of about 12 miles. The bike started and ran fine with the ride highlight being some winter sun at Freeland Harbor.



miles, stopping at the park by Camp Casey and the Port Townsend ferry. After a bike photo and restroom stop due to cool air and aging bladders we set out for return to Freeland. Back at the park we discovered two cold beverages were in our bags and proceeded to toast our D.I.C adventure.

D.I.C. SEQUEL RIDE 1-20-2021

Having 4 available WINO's willing to ride, which now included TC (back from traveling), and Vince Johnston (our new NWNO member and WINO) we decided on another go at some D.I.C. riding. I rode the BMW six miles to meet Ted and TC at the Freeland harbor park. Ted was again on the Buell and TC on his Moto Guzzi.

Heated Grip Ride

Returning home, I switched bikes opting to give the BMW some attention. The heated grips likely figured into that decision as well. Six miles later I was meeting Ted riding his Buell (also with heated grips) again at Freeland Harbor. We proceeded to ride a central island loop of about 35

After greetings we ventured south to meet Vince at his home. About four miles later TC pulled over and upon joining him along side of the road he pointed to his foot. It seems the fairly new hikers he was wearing had split open at the soles. As his discomfort was apparent we stopped at local hardware store in the Bayview area for

a solution.

The consensus solution was duct tape wrapped repeatedly over toe and ball area of his footwear. Ted later opined that our semi high velocity speeds were to blame, while I asked the question where are your riding boots? TC quickly pointed out he didn't need them in the southern hemisphere where his previous D.I.C riding occurred.



roll of duct tape was not getting the job done. I guess this should not have been any surprise as HVAC technicians have long said that duct tape is great for a lot of things but sealing out cold is not one of them.

Ted, Vince (on a modern era Triumph) and I did a scenic loop on the South end of island where upon completion getting back to our

A few minutes later we met at Vince's home where we viewed his bike collection and plotted our course. At this point, TC decided to not subject his feet to any further agony as the now substantial

respective warm homes was in order. Despite the winter temperatures, the riding and comraderie was great. We also felt we earned the satisfaction of being able to say, Damn Its Cold!

Other Member's D.I.C Ride Photos below



(Above) John Deebach reported a short ride on the shortest day of the year. He rode the Tualco Valley Loop and got home before the rain returned. Temps in the 50's with sun breaks.



(Right) Bill Thackaberry with two Tri-Cities Retro Riders at the U.S.S. Triton Submarine sale in North Richland. Temperatures in the low 50s.



My Winter Norton Project

Paul McMurtry

As you can see from the photo below, my '73 Commando Interstate is very disassembled. The gearbox was leaking oil so I decided to remove it and take it to Zenor's Norton Services for a rebuild. When I drained the oil there were flecks of brass indicating a bushing failure. To remove the gearbox, the primary drive must be dis-



mantled, and the rear wheel removed. Since the bike was in such a disassembled state, I decided to go a little further and replace the isolastics which I believe were the factory originals.

Well, I got the rear isolastic out with great difficulty (see photo). I began by driving the center bolt out with a ball peen hammer and then escalating to larger and larger beaters, but it was progressing



very slowly. In lieu of pounding, I came up with a way of pulling the center bolt from the other side using a stack of sockets pushing against the frame and turning the nut to draw the center bolt out. (see photo). I used a stud puller in the middle of the stack to anti-rotate the center bolt so it didn't

turn in the isolastic. The pulling method worked, but only until the mushroomed end of the bolt reached the outermost steel bushing, when the rod couldn't come out anymore and the threads on the bolt stripped. I could only get the center bolt out about $\frac{3}{4}$ of the way. I think the pounding I did caused the end of the bolt to deform and

mushroom a bit and it wouldn't go through the end of the outermost steel isolastic bushing. It was frustrating but comical as I tried drilling out the rubber parts and tried to melt them with a propane torch. I kept thinking about something Mark Zenor told me, along the lines of "it's not rocket science, it's just a Norton!" I finally cut the protruding end of

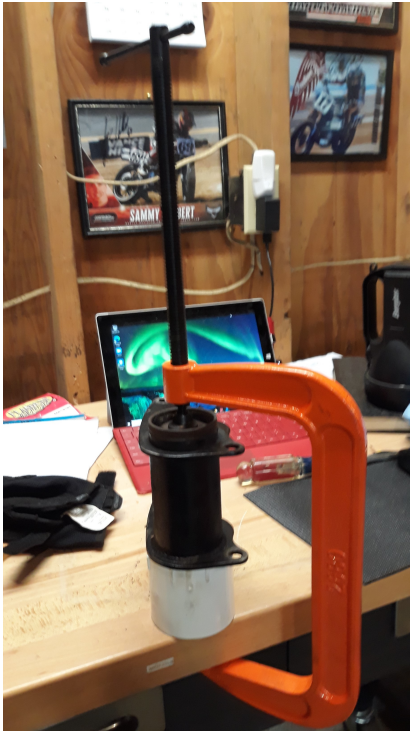
the center bolt off with a Sawzall. With the shocks disconnected I was able to twist the cradle assembly, and everything fell out.

If had a do-over I might drill a recess in the center rod that a punch could fit into and drive it with the punch to prevent damaging the center bolt.



Rear isolastic parts

The front isolastic was much easier to remove and I did that on the workbench (see photo).



President Zenor advised to use a brake cylinder hone to clean up the bores before re-installing new Mark 3 isolastics with a bit of silicone grease. Since I had everything disassembled, I also replaced the swingarm bushings.

One of the other issues on the bike was a poorly performing rear brake. Now, in my opinion, brakes just slow you down. But nonetheless, in furthering my stewardship of this fine piece of British machinery I felt it necessary to restore as much as possible its basic functions, including braking. Last season I replaced the brake shoes but that didn't help much. You can see from the photo that the lining material has not been contacting the drum properly. I asked Mark Zenor if he knew of a shop that could re-arc the brake and he initially suggested Vintage Brake but

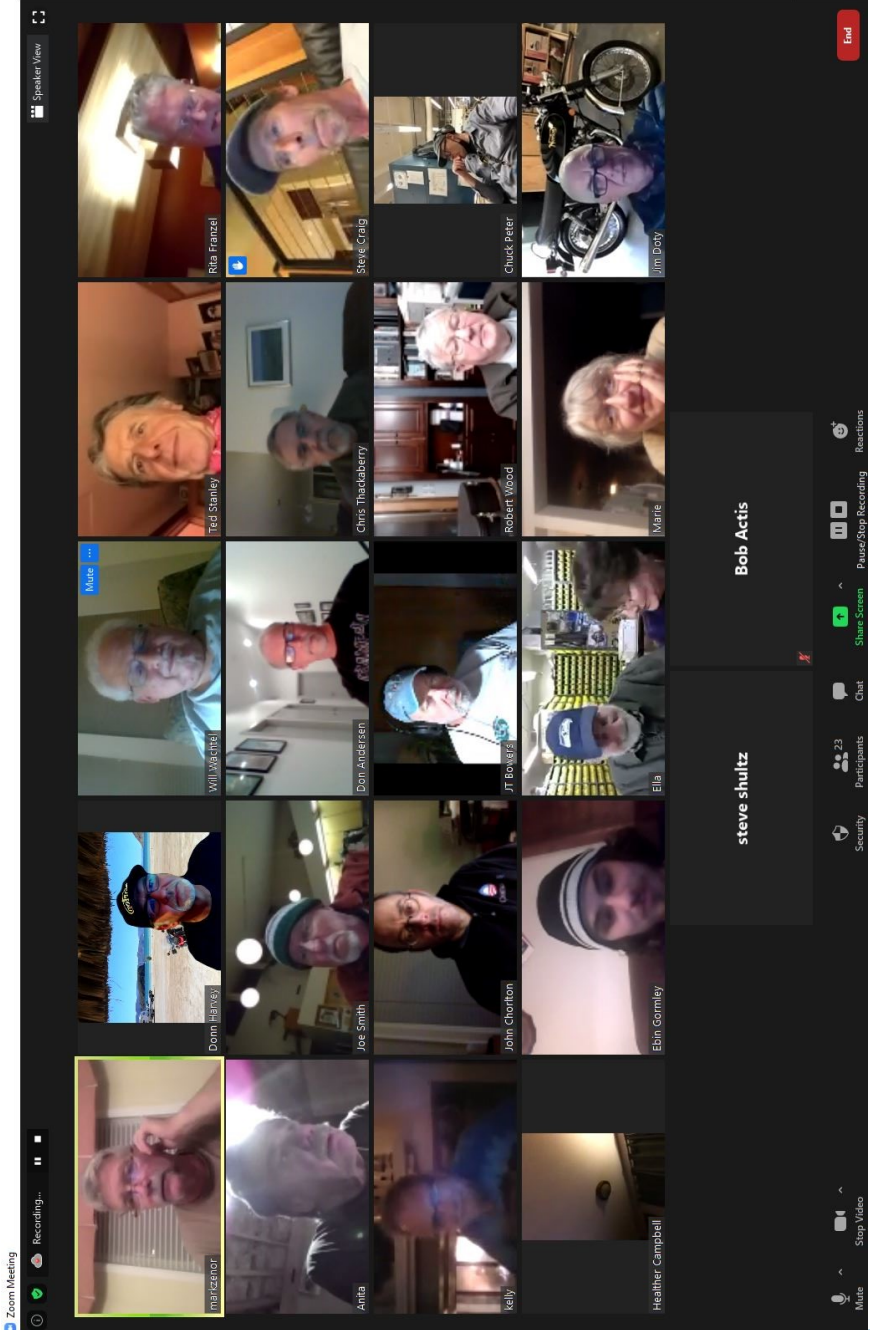


they are out of business. He subsequently pointed me to Cascade Friction in Tacoma, they do re-arc and there is a VME member there named Dirk who is a good contact. Anyway, I had that done and I when I get the bike back together I will give you a report.

I'm also doing some other repairs and upgrades with the goal of making the machine reliable with the hopes of going to the National Rally in BC this summer... fingers crossed!

Best regards,
Paul McMurtry

*Smiling faces from our first club Zoom meeting on
December 10, 2020*



2018 RALLY SHIRTS!

Lower Prices!!!

\$12 Each to NWNO Members, \$5 to new NWNO 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 NWNO "Store" 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 NWNO 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



*Doug Saugen's other Norton Fireflake
1972 750 Combat*

For Sale

Manx 500cc Competition shop motor:

F11m30; One of 19 for the 1951 Daytona Beach races driven by Red Farwell #62. A little rough, missing the oil pump, cam lobes, and case needs bearing sleeve, head fin broken. Last August 2020 NOC England valued the motor at between \$7,000 and \$9,900 U.S. Mark Stockslager aka northernnortonnut@gmail.com

1969 P11 frame and motor

Matching numbers with good compression. Motor is mounted in frame. Original rear wheel and additional paddle wheel. all tins short of the tank, which is a steel roadster tank. Oil tank and Suppertrapp muffler. Several handlebars, original front end but no front wheel. multiple boxes of hardware all associated with the bike.

\$2000 obo. pics available by request.

Todd Solberg: 646-639-3200. The bike is located in North Everett.

Two Harbor Freight wheel chocks

Used once. They are currently bolted to a piece of 3/4 plywood.

\$35 for both. Photos on NWNO "For Sale" Forum www.nwno.org
<https://www.harborfreight.com/motorcycle-wheel-chock-69026.html>

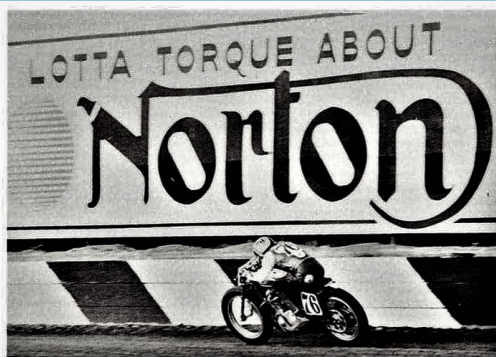
Contact Raul at: raul-sandy@juno.com

Wanted

Anybody have any recommendations for a local upholster who can refoam a Laverda seat? Macs lost their seat guy to retirement. The fiberglass seat base and vinyl cover are fine but the foam has deteriorated significantly."

Don Andersen.

Reply to either 425-248-0720 or kmcdonandersen@gmail.com



This year we celebrate the 30th year of the founding of the Northwest Norton Owners. The following is from the very first Issue of The Atlas. This is an article by Steve Neal our first President explaining how the club started.

FROM THE PRESIDENT

-by Steve Neal



"What's this? A Northwest Norton Owners Club? Where's this club at? You say it's for Washington, Oregon, Idaho AND Montana? WOW! This is incredible, ya gotta tell me more, Steve!"

"OK, but I'm gonna start at the beginning so I can tell everyone, alright?"

"Fine with me!"

"Let me take you back to the beginning of it all. I was born in 195-, oh wait a sec, that's too far back. The year was 1989 up at the USNOA National Rally in B.C. Garry Scheving and some friends were sittin' around the camp fire one starry night, drinking some of that fine Canadian Ale. Eventually, as these things go, they turned into babbling idiots and their vision got blurry. Amongst the newly dead brain cells, the grand idea was born for a USNOA chapter for us owners here in the Northwest. Later, Garry could remember enough of the conversation and talked Jim Knoll into putting Garry and Vernon Wade in the Norton News under 'People wanting to start New Chapters', and there it stayed for a long time. The idea of a club had started out slowly and then fizzled out altogether; but the idea was still alive in the minds of a few.

"I'd run in to Garry at VME (Vintage Motorcycle Enthusiasts) meetings and ask if we had a club yet. He'd tilt his head and shrug his shoulders; I guess that meant no club. We talked a bit more at his Annual Norton Party (an infamous event not to be missed) trying to figure out what else we could do. After massive brewski's (and more dead brain cells), we settled on a new strategy: I would try and carry the club flame. When I awoke in the morning with head pounding and stomach growling, I thought, "Wow, I coulda had a V-8!" But I didn't, and it came back to me that I had the colossal task of organizing and generating interest in the club.

- / -

"For quite a while I just kicked around ideas in my head, trying to figure out where to start. The flame was alive in my heart and it's been burning up my mind, eating away all semblance of sanity. I was obsessed with the idea, I couldn't sleep, I had no plan, but the more I thought the more I began to believe that yes, this can work. I started gathering the names of owners in the Seattle area and put out flyers in the local shops for the first meeting. The interest WAS there! More than 40 owners showed up. We even elected officers (lynched is more like it). But it wasn't quite right yet, I had to try and reach out further. I needed USNOA members to make this club a chapter. So, I sent out questionnaires to Washington state USNOA members, but only got a minimal response. Did I not do a good job? Well, I think I did a good job, but something was still amiss. Then I started hearing from folks in Oregon and eastern Washington. Aha! That's what was needed! This was the original idea, a Northwest Norton Owners club. NORTHWEST! Washington, Idaho, Montana and Oregon, this is the Northwest. But what an awesome task. What can I do to bring everybody together in such a large area? Not everyone can come to Seattle for a monthly meeting. Maybe we can set up some meetings in Oregon and some in Eastern Washington or Idaho. And we could have chapter rallies in Fishback Montana or Hayfever Oregon. What else? The newsletter! That will convince all nonbelievers that there is truly a Northwest Norton Owners Club!

"So that's it, but there really is so much more happening."

"Great, Steve, but where does the club go from here?"

"With our very first newsletter, we're going to reach out and touch everybody by mailing to every Norton owner we can find. In it will be a membership application. If they are interested, they can fill it out, part with ten bucks, and mail it in. That way, they'll get six newsletters per year, packed with all sorts of info, bike features, ads, articles, calendar of events and other fun stuff."

"What else would a member get?"

"If they live in the Puget Sound area, we have monthly meetings on the second Wednesday at Teddy's

on 65th and Roosevelt in Seattle, at 7:00 pm. Or if someone lives in Oregon or east of the Cascades, I'll be trying to set up some meetings so that everyone has a chance to get together, have a ride, talk Nortons and get the latest scoop on club happenings."

"Sounds simply smashing, Steve! Could the club use a couple of extra hands? I have a feeling that this is going to be a fantastic club to be a member of."

"Hell yeah! We have some great officers, but we can use all the help we can get. Spread the word, and tell all your buddies that the Northwest Norton Owners Club is now open for Business!!"



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



Old Britts

At our February Zoom meeting Fred and Ella Eaton joined us and announced that they in the process of winding down their business. Below is the official announcement from their web page.

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 want to thank you for the many years you have supported Old Britts.

*It has been FUN!
Thank you,
Fred and Ella*

The club is working with Fred and Ella to archive their extensive collection of Technical Articles that have been a valuable resource for many of us. It seems likely we will have the complete library available on nwno.org.

Fred mentioned he hopes to have one or more “rummage sale” type events clear out some of his used inventory. We will be working closely with Fred and Ella to publicize the times and dates. Watch your e-mail and the website for updates.

Clearly, this is a sad event for the club but we are extremely happy for the Eatons that they can retire with their health and enjoy this new phase of their life.



CALLING ALL NWNO MEMBERS PAST AND PRESENT

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

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

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

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

New NWNO Work shirts available in NWNO store.

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



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.

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 second Thursday of every Month
Watch for E-mail announcements

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

- April 8:** Monthly meeting via Zoom
Click [HERE](#) to register or watch for e-mail announcement.
- May TBD:** Possible Whidbey Island (WINO) Ride
- May 13:** Monthly meeting via Zoom
Click [HERE](#) to register or watch for e-mail announcement.
- May 15:** Spring Workshop Tentative Date
Zenor's workshop. Watch for details.
- May 20:** Atlas Article Deadline
Send articles to editor@nwno.org
- May 23:** Distinguished Gentleman's Ride
<https://www.gentlemansride.com/>
- July 12 - 16:** Norton International Rally, LUMBY, BC
Updates at: <https://nortonrally.com/>
- August 20 - 21:** 41st Annual Tenino Swap Meet
Evergreenamca.org

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

Dedicated to the preservation of
The Norton Motorcycle



13009 158th Ave SE
Renton, WA 98059



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

Established 1991