



*Newsletter
of the
Northwest
Norton
Owners
Since 1991*

Celebrating 31 years



*David Morton's 1972 Commando and Mark
Zenor's 1974 Interstate on the Fall LMR Ride
Photo by: Mark Zenor*

*Number
156*

A Proud Chapter
of the International
Norton Owners
Association

*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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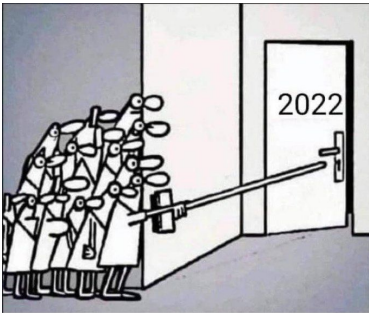
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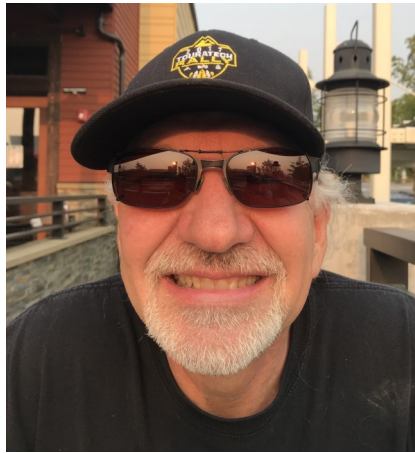
Editor's Point of View

Donn Harvey

Welcome back to The Atlas for 2022. It's good to be back after skipping winter in the Northwest and escaping to Mexico for a few months on our motorcycles. It seems like we missed the whole omicron surge which didn't really seem to impact Mexico as much as the US. While gone I tried to follow club events and e-mails and it seems like most of us were pretty much laying low for the winter. Now, with the promise of better weather and the relaxation of Covid protocols, club activity



seems to be picking up and the calendar is getting busy. In the near term, I'm looking forward to the Northwest Motorcycle Classic Vintage Motorcycle Expo April 23rd in Lynden, WA. NWNNO will participate with a table, and WVM has requested 14 to 15 Nortons to be displayed. I hope we can accommodate. For those who can afford gas to drive to Portland, the ONE Motorcycle show will be held at the end of



April, and it looks to be a great show. President Mark Zenor has volunteered once again to host the Spring Tune up which is scheduled for April 30th. There is also the annual Distinguished Gentlemen's Ride on May 22nd. Another big club event is the Winthrop Campout and Ride. This year we are moving it into June hoping for cooler temperatures and less smoke. Of course, don't forget about the INOA Rip Van-Norton Rally in East Durham, New York in July. I hope we have some club members attending who can give us a report on the festivities.

But wait there's more. We are going to try informal Hangout meetings in various locations to get together in person and keep the Zoom meetings for official club business and a chance to see members who can't participate in person. Much more about all these events is detailed elsewhere in this issue, on the Calendar page and on the website nwnno.org. With all this activity I really hope we can see

more of each other this year.

As far as important editor's news goes, here is an update about the upcoming schedule for The Atlas. As mentioned in my last column in November 2021, we combined the last two issues of the year into one due to lack of club activity during the winter months and a family emergency for me in the fall. This year, I'm proposing another year with four issues to be mailed in time for our monthly meetings in April, June, August, and October. This will cover most of the riding season and most of our club events. This will eliminate the usual winter

issue again this coming year. If there is a huge demand for a December issue bring it up at one of the business meetings and we can discuss it. Even though we will be having fewer issues, we will have room for all the submitted articles resulting in bigger newsletters with roughly the same annual page count as before. During the winter months normal communications will continue with e-mail blasts, event e-mail notifications and normal monthly meetings.

Thanks to everyone for sending me articles, pictures and events for the newsletter.

From The President Mark Zenor

Hello Northwest Norton Owners. Our first newsletter of the new year and back after a hiatus.

Let us know what you think about the change to fewer newsletters. We need to hear from the troops and speaking about hearing from the troops, we are rolling out a new concept of Hang Outs. The plan is to continue bringing our members the NWNO monthly Zoom meetings, allowing those near and far to connect. And to scratch the itch of seeing your fellow members face to face, we are trying Hang Outs. The first was scheduled for March 26th. Let's see how big a turnout we can get, ride, bus, drive whatever, just get yourself free and come on down.



We want this concept to expand, so think about being an organizer, a strength here is it can be as local as you want!

I would like to thank all the members who have participated in our Zooms, I think we are getting better at following the agenda and being courteous to each other and following good meeting etiquette. I really like trying to get the basic business needs done in a half hour or less

and then we can talk Nortons. Thank you again for your help.

We have some cool stuff coming up, it was unfortunate that our first ride was canceled, and we have a makeup date.

Did anyone take the opportunity to go to Puyallup and the swap meet car show?

The WVM Lynden event is next month, Saturday April 23rd. There is a display and Norton is the featured Marque.

NWNO Spring Tech Day is April 30th at Zenor's Norton Service in Graham. Hope to see you there. Contact me ahead of time if you have a project you want to work on. We plan to demonstrate a crankcase vent, peer into some starter innards,

and who knows what else.

Anyone want to volunteer to burn some burgers and dogs?

Don't forget, RSVP for your NWNO campout spot. Pine Near will be releasing any spots not reserved by the NWNO's. Members need to contact Pine Near and make the reservation, regardless of how you plan to stay, tent, trailer/RV or cabin. All these options have been reserved by NWNO until April 1st. So get it done! Please let Bill Thackaberry know that you are coming. (Editor's note: You may receive the print edition of this issue after April 1, be sure to save your spot as soon as possible).

Ride safe!

Vice-President's Verbiage

Will Wachtel

I don't have any substantial V-P business to report, I have stayed involved in NWNO business as much as possible but I have been occupied on family and personal matters that has limited my time for other pursuits.

I do intend to participate in the NWNO booth at the WVM show & swap meet on April 23 and I look forward to that event.....keeping my fingers (and arms & legs) crossed for no more of life's surprises for quite some time.

I had planned to get some of my promised Atlas articles completed for inclusion in this issue; one is an update on Cisco Gonzalez and his shop in



Tacoma, and another article that I wanted to get to press is the last installment of my "Sir Eddy's Rocket" series. The missing final piece of "Sir Eddy's Rocket" is Paul Bilton-Smith's (Ed's son) story of finishing his father's dream of setting a LSR at Bonneville with Norton power.....look for it in an upcoming issue.

At this spot I will transition to a personal matter that I alluded to above. I am using part of column space because it ties into my love of motorcycles and Norton affinity.

On February 11th, I lost my brother Jeff. This is not my brother Joe that a number of you have met, most recently if you were at 2016 INOA Feather River Rally. Jeff did like following my and NWNNO activities vicariously, but alas, he never had much of an opportunity to attend any events.

I was hoping to haul my Commando to the Mendocino Coast this summer to visit Jeff and do some riding using his property as a base. He wouldn't have been able to ride it, but he would have loved seeing and hearing it. I might do it in his memory this year if I can.

Both of my brothers played a big role in my early interest and love of motorcycles, but Jeff was the one who had an English motorcycle at the time that I was experienced enough to be trusted to ride it and he allowed me to possess it for several months. The bike that I am referring to was a Triumph Trophy 500, a twin with a single Amal and dual high-mount side-pipes like the later 'S' model Commando. The handling and smooth torque of Jeff's Trophy is what locked me into English bikes. The only experience I had prior to that was riding on the back of Joe's Bonnie when I was 10 or 11.

I don't currently have a photo



of Jeff's actual Trophy but this photo from the internet will suffice as a stand-in for now, it is the same configuration and color of Jeff's bike.



Here's Jeff about 10-12 years before he owned the Trophy and that's my clutch-hand-to-be on his shoulder!

Thanks brother -
RIP, JRW (1945-2022)
Will

Treasurer's Report

Steve Craig

Good day to all. I'll start this column by borrowing from a quote often (mis)attributed to Mark Twain, and slightly modified to fit my situation: "Reports of my retirement have been greatly exaggerated." At this same time one year ago, I was well into my 4th month as a "free man", no longer beholden to my former employer, and enjoying my newfound freedoms. Never again was I going to find myself passing up on some upcoming adventure due to work commitments. Later in the year, I made plans to join Donn & Deby Harvey (hereinafter referred to as your *Atlas* co-editor and Mrs. co-



going. I'd paid my deposits, and all was set. Then "**The Phone Call**" came. The abbreviated version goes like this: "Hi Steve, it's Kyle. As you know I run a couple biz-jets out of Tacoma and Hoquiam for their private owners. It's all coordinated and flown by retired Seattle United pilots, and we want you to join us, as we have an immediate need for



Steve at his new office, a Raytheon 390 (Beechcraft premier I) light business jet. It looks like not even retirement can keep him down.

editor) on an epic weeks-long adventure bike ride through the heart of Mexico, joined by others including Art Bone and Carol Jackson. This activity would naturally include motorcycles, adventures, storytelling, and tequila. So, you see, it was the perfect plan, and nothing could stop me from

another part-time Captain. The hours are very flexible, pay is good, and you know you want to do it. Ground school starts in Wichita in 3 weeks so pack your bags." This message was greeted with pauses, sighs, groans, and much tooth-gnashing; going to ground school meant giving the big sonic boom to my upcoming

motorcycle trip, now just weeks away. Sigh...

Three months into it now, and the sting of missing out on that ride has died down a bit. Still, I'm acutely aware that opportunities such as that don't come often, and once missed can rarely be replaced. I'll just have to console myself with the occasional adrenaline rush that comes with buzzing around the country in a little pocket-jet, swooping into little out-of-

the way airports that I'd never seen in my airline career. It helps a bit.

On to the treasury, which according to my latest intel, none of you care to hear about. Out of respect, I'll keep this part mercifully short. Treasury balance as of 2/28/2022, \$5143.21. That is all.

Until next time,

Respectfully yours,

Captain Craig, ~~retired~~

Secretary's Notes

Chuck Peter
(and others)

November Meeting Minutes.

NWNO meeting was called to order on November 11, 2021, at 7:00pm online via Zoom.

In attendance were Mark Zenor, Marie Deebach, Steve Craig, Will Wachtel, Chuck Peter, Robert Wood, Bill Thackaberry and many more.

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

Officers Reports:

Steve Craig gave his treasury report: \$4918.89 balance
VP to assist with shirt sales

Old Business:

Proposed bylaw changes were discussed. A motion was made and seconded to print the amended bylaws in the Atlas. Motion was seconded by Bill Thackaberry, with an all-in favor vote.

New Business:

A new in person meeting site with one location was mentioned, Slims Last Chance Saloon. Steve



Craig volunteered to look into it.

A holiday party was discussed with 2 ideas for a location, 1st was Steve Craig's place, 2nd was the Shoreline VFW.

The ride on October 30th was attended by 3 riders, 2 Norton's and 1 Honda Africa Twin.

It was discussed to present Fred and Ella and Robin B with an Award/Plaque.

Meeting adjourned at around 7:30

December Meeting Minutes.

December 09, 2021 online via Zoom.

Marie Deebach, Scribe

*Note: there were some technical issues at the beginning of the

meeting, so some of the agenda items were mixed up a bit.

Vice President Will Wachtel called the meeting to order at 7:26 PM, and his screen promptly froze. Treasurer Steve Craig stepped up at 7:28 to lead the meeting. There were 12 members in attendance, and President Mark Zenor joined us at 7:30.

There was a motion made and seconded to accept the Minutes from the November meeting, and they were approved. Will Wachtel later noted that there was a misspelled member's name in those Minutes, and to please correct it.

Mark brought up meeting in person, maybe in January. Members present were on the fence; some were for it and some were hesitant. It was brought up that we could try an in-person meeting that is also on Zoom, so that our far-flung members can still participate. At this Zoom meeting, we had members from Oregon, Montana, and Mexico, plus some Washington members who live too far away to make a meeting.

It was noted that an in-person meeting in a public place might have too much background noise to work on Zoom. Topics bounced around a bit. Okay, a lot, so in order of discussion:

-Spring Tech Session: probably a go. No date discussed

-JT Bowers said that some people can't make a meeting in person, but Zoom has been good for including those who cannot attend. Mark said maybe look for a venue that would support a business meeting and a Zoom meeting, like a meeting room at a

restaurant.

-John Chorlton said an in-person meeting could be a prelude to a ride if we were to meet up on a Saturday morning.

Officers Reports

- Vice President: No report

- Secretary Report: Absent, no report

- Treasury Report: Steve Craig said welcome to new member Stephan from Post Falls, ID. Treasury balance is \$4695.70

Past Events:

Mark inquired if anyone had gone to the VME Motorcycle Show at The Shop. There were a couple of us who went, Steve Craig said "Food, drink, motorcycles. Doesn't get much better."

Future Events:

Holiday Party on hold for now. Maybe wait for nicer weather, maybe combine with our Anniversary Party and/or a Tech Session. The DIC Ride (Damn It's Cold) still open, no report from John Hill. Joe Smith says this Saturday, December 11, the NO-NO's (North Olympic Norton Owners are meeting for a social gathering.

Bylaws:

Some in attendance had read the proposed changes. Mark said there were not enough members in attendance to vote right now. Steve Craig noted that the current Bylaws specify that amendments must be discussed at two meetings. Mark says then that is what we must do.

Mark moved to close the meeting, it was seconded and approved, meeting adjourned at 7:55 PM.

January 2022 Meeting

Meeting was opened at 7:06pm

with 13 members in attendance.

Officers present were:

Mark Zenor, Will Wachtel and Chuck Peter

December's meeting minutes were read and a motion to accept was made by Marie Deebach, seconded by Chuck Peter with an all-in favor vote.

Old Business:

By laws. This was the second reading of the bylaw changes. Changes were read by Mark Zenor and a short discussion ensued with questions asked by Bill Thackaberry and answered by President Zenor. A motion to accept was made by Will Wachtel and seconded by Chuck Peter the Bylaw changes were accepted by an all in favor vote.

New Business:

We talked about the Vintage Motorcycle Expo that is going to be held in Linden WA. The date for this event is April 23rd, 10:00 till 3:00. The WVM reached out with a request for 14 to 16 Norton's of varying models and vintages for display. It was also discussed that it would be a good idea to have a NMNO presence at this event. The table fee is \$50.00. A motion to close was made by Bob Hollingsworth, seconded by Will Wachtel.

Accepted by an all-in favor vote. Meeting closed at 7:40.

February 2022 Meeting Minutes

Meeting was opened online via Zoom at 7:05pm with 14 members in attendance.

Officers present were:

Mark Zenor, Will Wachtel, Steve Craig and Chuck Peter

January's meeting minutes were read and a motion to accept with typos was made by Marie

Deebach, seconded by Will Wachtel with an all-in favor vote. Treasure Reported that there is \$5050.55 in the account.

All officers have been reelected for the 2022 year. Las Vegas auction results were discussed and have been posted on the website.

We talked about the Vintage Motorcycle Expo that is going to be held in Linden WA. The date for this event is April 23rd, 10:00 till 3:00. A check for \$50.00 was written and this is for a table at the event.

New Business:

Summer campout dates are 6/24 through 6/27. Make reservations through the club not the camp site. *(editor's note: the above statement is incorrect. Please make reservations directly with the campground see instructions elsewhere in The Atlas)*

NWNO Spring Tech Session - April 23rd or May 7th with a sleepover on Saturday and a ride on Sunday.

WINO Spring Ride - March 19th with March 26th as a backup.

Norton NY Rally - July 11th through 16th. Pre-register will get you a 15% discount on an Alton Electric Start thing.

A motion to close was made by Chuck Peter, seconded by Chuck Altobelli.

Accepted by an all-in favor vote. Meeting closed at 7:45.

March 2022 Meeting Minutes

March 10, 2022. Online via Zoom These Minutes are a partial recount of the entire meeting, please see my notes below. Mark Zenor did say that he was making notes and we also have the Zoom

recording if needed.

Will Wachtel, ad-hoc secretary

Business Meeting:

I was delayed by personal matters in joining the meeting at 6:15 PM and I had texted Mark, Steve, Chuck and Donn prior to that. Chuck replied that he was unable to join the meeting. It was approximately 6:25 when I joined the Zoom meeting, which had started with Mark, Steve and Donn. I stated that I would take concurrent notes due to Chuck's inability to join in.

Mark advised the Officers that he would send an email with the proposed revised by-laws for review so that project will continue to move forward.

Donn advised that the deadline for Atlas Issue #156 was in one week, March 17th.

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

March General Meeting:

The meeting was convened at 7:02 PM and more people joined the Zoom feed then and during the meeting. One of the people joining in was new member Leo Christianson, who is already known to many of us from INOA rallies.

The report from Treasurer Steve Craig was that the NWNO Treasury balance was \$5143 currently.

Donn Harvey reminded all that the Atlas #156 deadline was in one week and requested any photos or material be submitted now.

Will mentioned that he would still intend to write the final installment of the "Sir Eddy's Rocket" series and that he needed to talk to Paul Bilton-

Smith to do that. Donn asked if there was anything of interest on the NWNO Facebook Group to report and Will said that he would look.

Mark Zenor advised on the NWNO participation in the WVM annual Show & Swap Meet on Saturday April 23 and Steve Craig confirmed that the payment to reserve our club space had been made. Members were encouraged to come to the show because Norton is the featured marque. Anyone wishing to display a motorcycle needs to complete the WVM form and submit payment to that club.

Mark also raised the possibility of in-person April NWNO Business Meeting and opened the floor for discussion. Also discussed was continuing the monthly Zoom Meetings for club business and some post meeting technical/social chat.....this format allows for participation by people in more distant locations.

Along with the monthly video-conference meeting is the concept of a monthly "Hangout", that is a member organized date and place to meet that could include a ride along with technical/social contact. The example of an "Eastside Hangout" or a "Southend Hangout" or such was given and that the word could be circulated by a NWNO email blast.

Relevantly, at that point Mark gave the 'floor' to John Hill for an update on the Spring Equinox Ride and both said that also an update will be sent by email blast.

There was also a brief discussion about the NWNO Winthrop Ride and Campout in

June and the basic details were covered by Mark and Bill Thackaberry.

The meeting was about complete at that point and per

usual practice someone moved to adjourn and someone seconded and all approved! I failed to note

the time, but it was around 8 PM.

Open discussion then ensued.

NWNO Bylaws Update

Donn Harvey

The officers of NWNO have been working to update our bylaws. At the January NWNO meeting the updated bylaws were discussed and approved. There was discussion about printing the bylaws in this issue of The Atlas but due to print space constraints, the new bylaws can be accessed on our website.

The following is a summary of main changes we made. Most of the changes involved cleaning up outdated items and changes to reflect the modern era of electronic notifications and voting.

References to the Oregon section of the club were deleted since they have reorganized as their own club many years ago.

The section on Appointed Officers of the club was updated to include appointments of the Newsletter Editor and a Ride Coordinator.

The section on elections of officers had several changes including setting the term at two years, setting the rules for electronic balloting, and clarification on the nomination process.

The procedure for amending of the bylaws was updated to include electronic notification and voting.

The updated bylaws can be found by clicking [HERE](#) or visiting the NWNO home page at www.nwno.org



Fall LMR Ride

Mark Zenor

Wow, what a beautiful day Sunday was. I scheduled a last-minute ride (LMR), at well, the last minute.... for October 31 and had not gotten any responses. However, I was so pumped that I left my bike outside overnight just to be ready. Not really, I had

and to talk Nortons. After lunch, we rode down Hwy 7 and hit the good twisties before and after La Grande. Garry took Hwy 7 to head back North to West Seattle, while David and I headed towards Lake Kapowsin where he split off towards Bonney Lake and I



Garry Scheving and David Morton at Mark's shop ready to ride on the Fall LMR Ride.

Photo by Mark Zenor

forgotten to put her back in the barn after doing a 30-mile detour to the hardware store. Well, 12 o'clock rolled around and what's that noise, Garry Scheving arrived on his Africa twin. As we sat around discussing CNW starters, new member David Morton arrived on his '72 750.

We took off and had a great ride around the back roads by the house. We rode out past Lake Kapowsin and Ohop lake, then through Eatonville and up to Elbe, where we stopped for some lunch

headed home. I would say we had about a 70-mile ride from my house and back, the other two will have put on a bit more once home.

We missed all those who did not make it. We had pretty much traffic free roads and wonderful sunshine. Well toggged out, it made for pleasant riding. Thanks, guys, for showing up. I think we will try and make this a regular ride, maybe call it the Drain your tank before winter ride!

Not Quite the Nortorious 2 INOA Rally

NWNO Co-Editor Erin Reddy

Previously, I have proudly written about beginning my motorcycle ownership journey - purchasing my SV650, progressively longer day trips (still boasting nearly 1,200km as my record for a single day of riding) to overnight and weekends trips to various destinations. Last September, however, I embarked on a week-long trip with my father (*Ian Reddy, NWNO, NCNOC and INOA vol-*

visit some of the BMOC (British Motorcycles Owners Club) Okanagan members in Kelowna on Monday, and by Friday make it to Prince Rupert so that we could take the 16-hour long ferry ride to Port Hardy on the Saturday and have that experienced checked off our bucket lists!

We left on the first day at a comfortable time so that we could take the slightly longer and much



Erin and Ian with Mt. Robson in the background

unteer. ~ed) for a trip in place of our original plan which was to meet up and ride to the INOA rally in Lumby. This trip truly tested my endurance, planning capabilities balanced with flexibility, and the amount of time my knees and elbows could stay bent on a sport bike.

Dad rode up from California and the weather seemed to embrace our wish for some nice riding and sight-seeing, having only two plans in mind for the week:

more scenic route through Manning Park to West Kelowna where we met with a friend of mine and Nigel Whittaker, the BMOC Okanagan's very own Nortorious 2 rally coordinator, for a bite and brew before Nigel led us for a brief and zippy ride along a windy road to his house for some barbecue...and to show off his impressive motorcycle garage! I'm pretty sure he has a two-

wheeled beast for nearly any task in there. Although I don't recall seeing a Harley! From there my dad and I made our way to the Lumby Lions campground where, under different circumstances, we would have been camping for the week and enjoying the company of our fellow Norton owners and enthusiasts. It was well past sundown when we arrived, and we were assigned our spot next to two other riders. We set-up our tents by headlamp, thankful that

backpacking tents are so simple, and met our fellow adventurers who turned out to be visiting from Alberta for a weekend of off-roading. Or were, until one of the African Twin's front fork seal blew! Giving them suggestions for local shops and contacts that could help, we wrapped up our first day of riding at roughly 525km.

Tuesday morning, we woke up with time to meet for breakfast with Margie Siegal from the NCNOC who rode solo from California to stay in Lumby for the week and get some B.C. riding in, rally or not! My bike was having difficulty starting when engaging the starter button, so Margie and Dad worked some contact cleaner into the cluster and off we went determined to ride through Jasper National Park and witness the gorgeous glaciers and wildlife that park has to offer. Making a couple photo stops and more "wildlife on the road" stops, the Athabasca glacier was impressive despite it being at the end of summer, the sheep and elk tame, and the bear that ran through the gas station slightly terrifying. With the sun low and hotel prices in Jasper high, we pushed on past Mt Robson all the way to Valemount where we found the last beds available and only the A&W open. With over 800km riding done that day including glacier park, we were just thankful for some hot food and warm accommodations.

Wednesday is when we began to panic about our goal for Prince Rupert as my bike was becoming less reliable starting and there



At least one British bike made it to Lumby in 2021. Pictured is Ian's 2019 Triumph Tiger along with Erin's Suzuki SV650.

isn't exactly a plethora of Suzuki mechanics between Jasper and Prince Rupert, but we found a shop in Prince George willing to take a look and it wasn't a bad time to stop anyway as the rain was starting come down and hard! Passing the time by looking at all the other bikes I might have to buy if the mechanic found a fatal diagnosis in my ignition cluster, he quickly returned with the sad news that one of the internal contacts was pretty much destroyed and the only fix was a new cluster which they did not have. But, he had discovered a very specific way of pushing the starter button that was mostly successful in starting my bike that he shared with us along with his cell number in case my cluster completely failed and I needed to call him at 5am on Friday for instructions on jumping the connection in order to catch the ferry. A great character, he also regaled us with stories and photos of his own Suzuki - a GSXR1000 with an extended swing arm and ni-

trous injector. All work done by himself. Unfortunately, the clouds were only continuing to get darker and with 725km still left to cover in the next day and a half, we took off in the worsening rain with no idea of how far we would make it that night. It turned out that all the hotel, motel, and B&B room shortages we experience in Valemount wasn't just isolated to that town, but every community along Highway 16 as construction was booming after a year and a half of government infrastructure funding was released at once. So, we kept pushing on and checking almost every town we came to or were headed towards until 600km into our day we found accommodation in Houston. I had no idea up until that moment that there was any Houston besides the one in Texas, and riding through the sleepy town in the middle of a deluge I knew why no one in British Columbia knew we even had a place called Houston. But if you find yourself in that neck of the woods, I'd recommend stopping into their family diner as their food was amazing, and their drinks sourced from a local craft brewery!

With only 415km to go until Prince Rupert, our Thursday was a leisurely ride with a roadside stop for a camping breakfast while watching the fog lift from the valley, some cautious riding following a logging truck through a sudden downpour, and a stop at Telegraph Point to admire the Skeena River - B.C.'s second largest river that Highway 16 was built along. The day was very cold and windy, so upon finally arriving in Prince Rupert we

checked in to the hotel and set out on foot to explore the historic seaside city. We even managed to hop onto the Zoom call for the NWNO's September meeting for a quick hello before returning to my personal favourite road trip meal: nachos!

A 16-hour ferry means a ridiculously early start to the day, especially when the ferry policy requires reservations to arrive no less than 60 minutes before boarding so continental breakfast scarfed down or stuffed into pockets and off we went! Thankfully my bike started without a problem and so at the very least if I had to push it off the ferry, I was at least 20 hours back down the coastline and closer to home. Arriving in Port Hardy around midnight, our fifth day took us 530km down the Inside Passage and some, and the only riding was done between our motels and the ferry terminal.

With one more night planned near Sechelt, requiring another 2 ferries to get to, we were up again early to cover over 100km in fog and rain to make our first ferry from Comox to Powell River and the supposed Sunshine Coast. Due to the ferry schedules, we had enough time once in Powell River to thankfully grab a bite to eat from the Shingle Mill which, from the crowd despite the weather, was clearly a local favourite. Making our connecting ferry just in time and being loaded on last in classic motorcycle fashion, our bikes were nice and wet for our ride to Sechelt where the rain only got worse as we continued south. Unable to find our final destination for the even-

ing down an incredibly muddy gravel road, I instead introduced my dad to one of my favourite Sunshine Coast cideries, Brick-ers (where a vintage British car and motorcycle show is actually being hosted on May 7, 2022) and we ultimately decided to push on, catch the last ferry back to the Mainland, and arrive home a night early through one of the worst rain storms I had ever ridden in.

As with much of the way the world works, and hindsight being what it is, our decision to head home was certainly the right one as upon arriving back home in the garage, every piece of “waterproof” gear was soaked through, and I was pouring water out of my boots. And my sleeping bag which would have been needed that night was sitting in a pool of water that had made its way into my saddlebags past the rain covers. And that would have

been a real miserable night! Instead, we got to enjoy the comfort of familiar rooms and faces. And most importantly: a dryer!

Cold and sore from that day's riding and weather, we began unpacking, and planning our next motorcycle trip. Alaska? The Midwest? Who knows, but wherever it is, it will certainly be fun with the right mix of planning and flexibility.



Sleeved Master Cylinder Rebuild

Bill Thackaberry

I had Ken Armann sleeve and rebuild the master cylinder on my black MKIII 20 years ago. This year the seals in the master cylinder failed. Brake fluid was leaking out of the master cylinder and the brake wouldn't work. I called Ken and asked about where I could get replacement parts. He said that back then he was using a 13mm kit from RGM in England, so if the bore was 13mm, RGM would have the parts. I saw on the RGM web site that the 13 mm kit (less the

sleeve) was part number 050136RK. The kit was 12.9 British pounds plus shipping. Total cost was around \$50. After cleaning up the master cylinder body I installed the piston assembly and the brake works with out leaking. The piston comes assembled (piston, o ring, seal, spring) with a boot. You don't have to wrestle a seal over a piston to get it in a groove.

Click [HERE](https://www.rgmnorton.co.uk/) for part or visit <https://www.rgmnorton.co.uk/>

Wanna Hangout?

Donn Harvey

When I was in Mexico this winter, I attended a meeting of the Motoclassico motorcycle club in San Miguel de Allende. The club was founded by our friend and past INOA president Art Bone and is an official chapter of the INOA. The group meets every Wednesday at a restaurant in town, so I was looking forward to joining them in person during our visit. When I arrived, I found several people sitting around a large table that looked like it was probably the Motoclassico

group judging by the motorcycle gear and clothing. Notice I didn't mention age or gender because there were a few women, and everyone wasn't all that old. Of course, that is more relative as I get older.

The interesting thing about this meeting is that it never really started or ended. People sort of came and went and ordered food and drink when they were ready. Art and his wife Carol showed up about 15 minutes after the official start time and took time to say hello to everyone and had a seat. There was no call to order, approval of any minutes or voting on any topics. Mostly people fell

into conversations with those around them except for one point when someone stood up and said "hey – who wants to go on a ride this weekend." I liked it.

When we were back on the bikes riding, I had plenty of time to compare how NWNO meetings are run and what I experienced with Motoclassico.

They weren't really having a "meeting" they were just a bunch of enthusiasts hanging out talking about their favorite subjects which tended to be

vintage motorcycles and riding. This gave me an idea.

When I arrived home, I read the minutes for the past club meetings as I prepared them for inclusion in The Atlas. One constant thread was what to do about our club meetings, in particular, how, or should, we meet in person. As everyone knows, since the pandemic, we've been meeting on the second Thursday of the month via Zoom. These meetings have proven popular by giving an opportunity to members to attend who might live too far away to attend in person. We regularly have members from Oregon, Montana,



NWNO Members "Hanging Out" at the Buzz Inn in 2019

Photo from The Atlas archives

California, eastern Washington, Canada, and other far places join us.

Even when we were meeting in person it was difficult to find a day or location that would accommodate more than a few members due to our dispersed membership and terrible traffic in the more centrally located places. We tried weekdays and weekends and different times of day but usually never had as many attendees as we have at our normal Zoom meetings. Every month this subject comes up at the our meetings but no really good solutions.

I asked myself – why do we even have meetings? There are two reasons. One, we are a registered organization with bylaws and procedures that need to be followed. We need to elect officers, collect dues, vote on certain things, make short and long-range plans, and generally operate in a somewhat professional a manner. The second reason we meet is every bit as important and maybe even more so. We like to get together, see our friends, have a reason to start our Nortons and go out for a ride and well, in general, just Hangout.

My proposal is to keep having our regular online Zoom meetings for club business and, on the side, schedule a series of Hangouts that meet on a regular basis like once a month. These Hangouts would be like the Motoclassico model of just meeting at a restaurant with friends talking about, well, whatever. I can envision having an Eastside Hangout, and

Northend, Southend and other Hangouts. The Hangouts would be organized by someone who lives in that part of town. They can be on weekdays or weekends. Morning or evenings. If the sun comes out and it's a beautiful day for riding and I see there is a Hangout on the North end I might have a good excuse to go for a ride and see everyone. If the weather sucks or I don't want to battle traffic, I can just drive to my local Hangout. Say for example, a north end Hangout is on the first Saturday of the month, the south end is on the second Saturday, a central Hangout is on the third Saturday and the Eastside is on the fourth that is four opportunities to get together. Certainly, nobody will go to four of these a month, I mean, who would want that. But it would give everyone an opportunity to meet in person at least once a month if they want.

What does it take to organize a Hangout? Not much. Just pick a place and send the day and time to me (editor@nwno.org) and I'll add it to the calendar and get the word out. The next thing to do is just show up.

Is this a solution to our meeting dilemma? Maybe? It isn't too hard to give it a shot so I'm organizing the first Eastside Hangout. By the time this goes to print we will have had our Hangout on Saturday March, 26 for breakfast at a restaurant in Renton. We'll see how it catches on.

I look forward to seeing some smiling mugs in person.

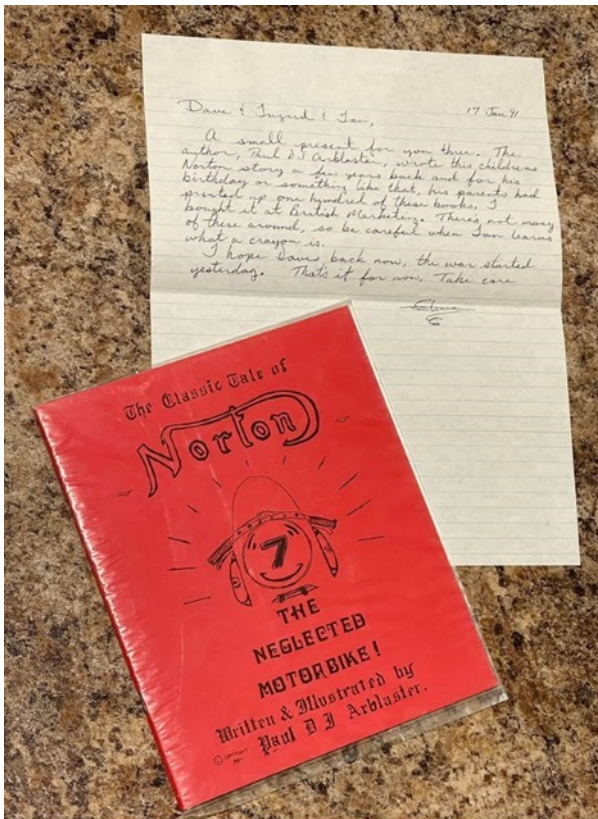
From Facebook

Will Wachtel

Editor's note: Since not everyone is active on Facebook (including me) I've solicited interesting items from the NWN Facebook page for inclusion in The Atlas. This was submitted by Will.

Posted on February 24, 2022 by Dave Metcalf.

"From then president of the club, Steve Neal. A gift for our first born. I was temporary duty, assigned outside Madrid (Torreón) in support of Desert Storm, from Yokota, Japan near Tokyo. This was put away and I never did read it to him, may leave it to him with the commando."



Jim Doty commented:

"I enjoyed that story, it was featured in early editions of the NWNO "Atlas"."

Steve Craig wrote:

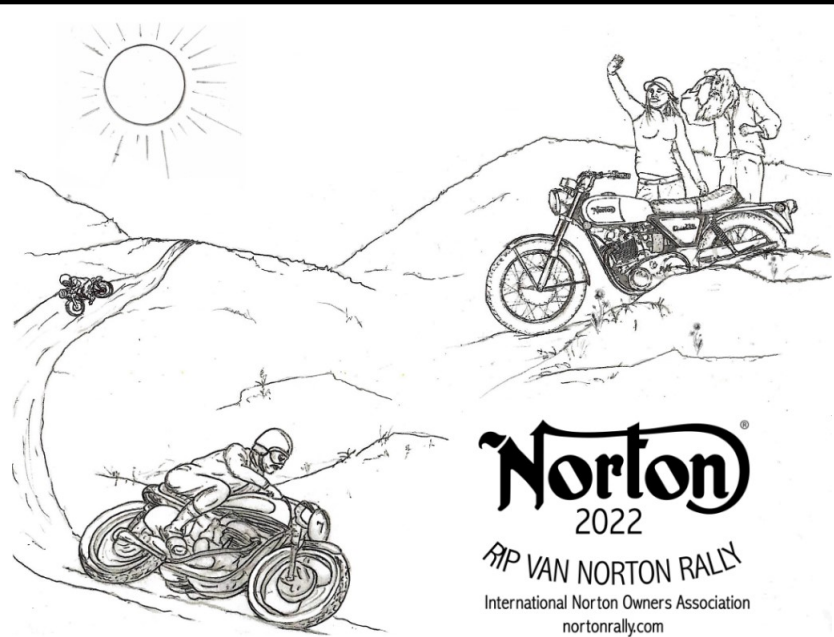
"Dave, thanks for posting that. For many, reading Steve's note, would be fairly meaningless. But for those of us who've been involved with the club for decades, it's a part of our "living history". Like many things which in their infancy setting seem almost trivial, they become exponentially more important as time passes."



This photo was taken by my friend Julie, who is holding the sticker after her little granddaughter suggested this shot!! Julie's progeny is synchronistically (aply) named Electra, but that is unrelated to the Norton model of the same name!

Julie wrote "You can tell they approve of the logo! They were really very busy, but I asked them what they thought, and they took the time to look at it, and smiled their approval."

WW



Norton
2022
RIP VAN NORTON RALLY
International Norton Owners Association
nortonrally.com

The Tri-State Riders are inviting all enthusiasts and their friends to the **Rip Van Norton Rally** July 11-15, 2022
The INOA annual rally, being held at the
Blackthorne Resort
348 Sunside Road
East Durham, NY 12423
(518) 634-2541
Visit <https://nortonrally.com/>



NWNO Campout and Ride
June 24 - 27
Pine Near RV and Campground
Winthrop, WA



Join us for our annual club campout in Winthrop for beautiful riding, camp fires and Mai Tai Night. We moved the date earlier this year in hopes of cooler weather and perhaps less smoke.

Important: You must make a reservation with Pine Near park online <https://www.pinenearpark.com> or by calling (509) 341-4062. There are options for tents, RVs and cabins on an as available basis so call soon.

Bill Thackaberry has graciously offered to help organize this event. Once you made arrangements let Bill know. Bill can be reached at 509 430-0965 or tberrys@charter.net.



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

Order online at

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

Member Price: \$20.00

Non-Member: \$25.00

US Shipping: \$10.00

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



New NWNO Work shirts available in NWNO store.



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

New shirts are on order, we will have a limited quantity of S,M,L, and XL arriving soon. Right now, we have two XL, and 2XXL. [CLICK HERE](https://www.nwno.org/Store) to order online or visit www.nwno.org.

We are taking pre-orders on other NWNO shirts. If we get enough interest we will place an order. Details will be in the next e-mail blast.

Long Sleeve \$35.00

Short Sleeve \$30.00

Hoodie \$45.00



Art Brass Plating

5516 – 3rd Ave. S. Seattle

206-767-4443

<http://artbrassplating.com/>

Zenor's Norton Service

253-840-1536

Restore, Repair, Race

21104 108th Ave. Court East

Graham, WA 98338

Gonzalez Motors

1311 B East 25th St.

Tacoma WA

253-627-1818

Better Brits

Erik Jaderquist

By appointment: 206-923-2234

erikjaderquist@msn.com

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



Fabrication of all types and sizes
253-380-0280



www.moonmotorcycles.com
425 985-1078

Material wanted for *The Atlas*

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

Next Atlas deadline is May 19, 2022

Send all submissions to editor@nwno.org

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



Northwest Norton Owners Membership Renewal / Application

Name _____

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

City, State, Zip _____

Telephone (____) _____

Email _____

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

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

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

Make checks payable to "NWNO" and mail to:

NWNO, c/o Steve Craig

13009 158th Av SE

Renton, WA 98059

Or via secure Credit Card at www.nwno.org

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

2022 NWNO Calendar

Monthly Meetings via Zoom

6:15 Business Meeting

7:00 General Meeting

All are welcome to both meetings
Second Thursday of every Month

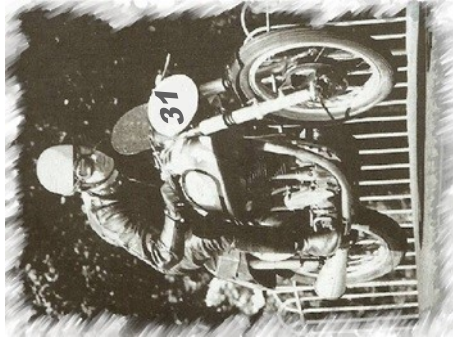
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|------------------------|--|
| April 14 | Monthly meeting via Zoom
Same link as always.....
https://zoom.us/j/98973763102 |
| April 23 | Northwest Motorcycle Classic
Vintage Motorcycle Expo
https://washingtonvintagemotorcyclists.org |
| April 28 - May1 | ONE Motorcycle show , Portland, OR
http://the1moto.com/ |
| April 30 | Spring Tune-up - Zenor's Workshop
10:00 AM 21104 108th Ave Ct East, Graham,
WA 987338 |
| May 12 | Monthly meeting via Zoom
Same link as always.....
https://zoom.us/j/98973763102 |
| May 19 | Atlas Article Deadline
Send articles and pictures to editor@nwno.org |
| May 22 | Distinguished Gentlemen's Ride
https://www.gentlemansride.com |
| June 8 | Monthly meeting via Zoom
Same link as always.....
https://zoom.us/j/98973763102 |
| June 24 - 27 | Winthrop Campout and Ride
Pine Near Campground, Winthrop, WA
https://www.nwno.org/event-4720852 |

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