



Newsletter of the Northwest Norton Owners

Since 1991

A Proud Chapter of the
International Norton Owners Association

Number 160

www.nwno.org

April 2023

Hosts of the 2023 INOA Rally



*Our Very First "Official" Meeting As the
Northwest Norton Owners - May 1991 in front of Teddy's
Tavern
Deebach photo*

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

Editor's Point of View

Donn Harvey

So, here we are. Our first electronic only issue of *The Atlas*. We all saw this change coming. I suppose it was inevitable, as more and more print magazines are going the way of drum brakes and incandescent headlights. As has been mentioned previously, the rising cost of printing and mailing a paper copy to everyone finally is no longer financially sustainable. The good news is that we will have nearly unlimited room for pictures and articles (keep sending them in). At least, as much room as people have the appetite to read through. As I write this, we are approaching 40 pages in this issue. Wow.

I hope you like this format. After evaluating other options, I decided to stay with a .pdf file format. We have been producing and archiving .pdf files of our newsletter since Issue 124 published in July 2015. They are all available at the club website at www.NWNO.org. I made some changes to the home page to make back issues more available.

I've been testing the readability of the newsletter on a computer, tablet and iPhone. It seems easiest on a computer or tablet but was readable on my phone if I didn't mind zooming and scrolling as I was reading. The pages are formatted in standard 8.5 X 11 inch pages so, if someone was so inclined to print some or all of the pages, that could be easily done.

I tried to keep some of the same formatting as the print booklet we are all used to. The cover page will have a featured photograph and by tradition, will always include a Norton motorcycle. This month, in honor of the first electronic edition of *The Atlas* I reached into the archives and found a picture of Nortons parked in front of Teddy's Tavern. I kept the original caption that credits the photo simply to "Deebach."

Because of the number of pages I'm trying out having an index on the first page with links to the pages. Try it out and let me know how it works. At the bottom of each page is a link with the words "TOP PAGE." Clicking there should always take you to the beginning. I hope...



In this issue we have pretty many pages dedicated to the minutes of our club meetings. It is required in our bylaws that the meeting minutes are archived in *The Atlas*. Since it has been a few months since our last newsletter there are more pages of minutes than usual. A huge thanks goes out to our new club Secretary, Paul McMurtry. Paul has done a great job transcribing the random ramblings at our meetings and documenting them in an understandable fashion. Thanks Paul!

It turns out that 2022 was a pretty busy year for the club. We had the first "Hangout" in March that was a great success, a couple of LMR's (Last Minute Rides), and an Olympia Hangout in May. In June we had a fun "Still Spring Ride" on Whidbey Island, hosted by the WINOs. And of course, another famous Campout and Ride in Winthrop, WA where someone hatched the idea for us to host the 2023 INOA Rally. In July we had a very well attended memorial ride and cookout in memory of past President Will Wachtel who sadly passed away last year. In September, we had a really fun Ride and Hangout hosted by the Deebach's. Now known as the "Tour de-Bach". We managed one last Hangout in November where a few of us

chanced icy roads on our motorcycles to attend. We also kept with our monthly Zoom business meetings where it is great to see members that can't always attend the in person events.

Now, it looks like 2023 will be even busier. In June we are hosting the International Norton Owners Association Rally in Winthrop, WA. It's hard to believe it's just over two months away. Planning seems to be going well, but I know the Rally organizers will be looking for more volunteers to help at the event. More about that in Mark's column.

Be sure to look at the calendar towards the

end of this newsletter or online at www.nwno.org. We have our first Hangout scheduled for April 15, back at the Plum Delicious Restaurant in Renton. Many of us will be attending the Northwest Motorcycle Classic event April, 22 in Lynden, WA. And at the end of April is the ONE Motorcycle Show in Portland, Oregon. In May we are planning a Spring Workshop on the 20th, and there is the Distinguished Gentleman's Ride on May 21. Of course, don't forget the big event in June.

I hope you enjoy this issue. Send me comments and suggestions for improvement as I think this is a work in progress.

Donn

From The President

Mark Zenor

Good day, Northwest Norton Owners!

We are kicking off a new year of *The Atlas* with our first on-line only issue. We decided to do this to help offset cost increases associated with a printed and mailed newsletter. I think you will find that our on-line version will provide new opportunities to increase member involvement and greater photo sharing capabilities.

Spring is definitely in the air and June is now rushing towards us. We have over 100 registered guests for the rally, which is great. Really looking forward to seeing many friends for the first time in to many years and meeting lots of new ones.

We are publishing a list of volunteer opportunities to help at the North Cascades rally in Winthrop. I am looking forward to all your help. The list provides a broad outline of possible responsibilities and is always adaptable.

We are still looking for support of Tech Sessions at the rally, any of you experienced Norton folks willing to share some technical information, service tricks, restoration information, let your planning committee know!

I am looking forward to some great riding time in the Winthrop area and we have a crew busy putting together some great roads to ride, stay posted for updates!

In preparation for Spring and the Rally, I am



proposing a Spring Tech day at Zenor's Norton Service shop on May 20th. Please contact me if you have a project or a specific need to be attended to, so we can prepare possible spare parts, etc.

And a word about T-Shirts, we are really working hard at informing and influencing folks to pre-order your North Cascades Rally T-Shirt. This really helps the Club in many ways, we don't end up with unsold shirts, each one not sold is money we lose from the club fund. Our reward for making the INOA rally happen is the proceeds from the T-Shirt sales after cost. We have offered a high quality shirt with great artwork to commemorate the event and at an attractive pre-

order price of \$25. At best we plan to have a very limited supply of T-Shirts available at the Rally and those will be price at \$35.00. So please visit the Rally website and pre-order your shirt or shirts now.

Lets get those Nortons brought out of their winter slumber and get ready to ride! Stay safe and see you soon.

Mark

[\(Click HERE to order shirts\)](#)

Volunteer Tasks

Wednesday June 21st

Day of registration tasks

- 1 – verify by name proof of payment from registration list
- 2 – issue wrist bands
- 3 - verify by name t-shirt purchase from store list
- 4 – issue T-shirt
- 5 – provide poster, lapel pin, stickers
- 6 – sign AMA waiver

Thursday June 22nd

Group ride

- 1 – Verify wristband, maintain count of riders
- 2 – help organize riders in the start area
- 3 – coordinate with Sweet river bakery
- 4 – Handout map, or in event booklet

Tech session

- 1 – insure pavilion area ready to support (this will take some up front coordination with presenter)

Ice Cream and Popcorn Movie night

- 0 – serving containers?
- 1 – ahead of event coordinate getting Ice cream from store to Pine Near freezers
- 2 – setup Popcorn popper and maybe pre-make some popcorn, maybe?
- 3 – help setup screen and projector and be the operator
- 4 – Hand out Ice cream treats
- 5 – Clean up after movie

Friday June 23rd

Poker Run

- 1 – Verify wristband, maintain count of riders
- 2 – Verify each rider has signed waiver for AMA
- 3 – help organize riders in the start area
- 4 – on route helpers? Need details from WVM (Bill has map and list WVM volunteers)
- 5 – INOA meeting?

Tech session

- 1 – insure pavilion area ready to support (this will take some up front coordination with presenter)

Hosted BBQ

- 1 – coordinator with vendor, provide help as required
- 2 – Clean up after meal, there's always something

Saturday June 24th

Concours setup

- 1 – At Jim's direction set up concours display area
- 2 – help direct and position motorcycles (3 feet apart minimum)
- 3 – hand out ballots and pencils
- 4 – collect ballots
- 5 – count ballots
- 6 – Place names of winners with each award.

Awards Banquet and Dinner

- 1 – setup venue tables and chairs and decorations
- 2 – coordinate with vendor for any needs
- 3 – verify wristbands and keep count
- 4 – Get awards and prizes to Red Barn, lay out prizes (need table space)
- 5- Set up PA system (check with Bill about PA) Bill says yes to PA
- 6 – Raffle number selection and call out (Raul)
- 7- Take down tables

Coffee – Joe buys coffee and places tip jars and overage goes to INOA/Clubs.

Vice President's Report

Doug Saugen

Greetings. I hope you used the NW Winter doldrums to tackle your priority motorcycle project(s). Or, if you are so fortunate, you also had time to get out of Dodge and find some nice weather. One of my excursions was to Leeds, AL to attend the 17th Annual Barber Vintage Motorcycle Festival. This past October, Mark Zenor and I hopped on a plane to Atlanta, rented a car and drove 2 hours west to attend the 3 day festival. I will try to summarize the attraction.

The 3 day event is held the first weekend in October at the Barber Motorsports facility. I



Doug Saugen, Mark Zenor and friends at the Barber Vintage Motorcycle Festival



would guess the attendance is somewhere near 10,000. The facility is an 880 acre site consisting of a 230,000 sq. ft. Museum; a 2.4 mile, 16 turn road race track (designed by John Surtees and Dan Gurney); lots of woods and open spaces; and a road that circumvents the race track.

The museum is open year around and houses about 1600 vintage motorcycles. The motorcycles displayed are the "best of the best" and there are many one of kind bikes. The bikes are displayed so you can really examine all aspects of the motorcycle. They also have a full



Nortons on "Norton Hill"



Nortons lined up at Turn Six

floor restoration shop that is open for public viewing during the Festival. If you are in to vintage motorcycles, this is a bucket list item to see.

There are many activities going on during the Festival and managing your time and location requires some planning. There is a large swap meet with over 500 vendors in two locations selling complete bikes and vintage parts. It takes the better part of a day to peruse the items and you meet some interesting folks along the way.

Another key aspect of the event is the AHMRA sponsored road racing. For 3 days the racing is conducted according to the specific AHMRA classes. The pits are open to the public and it's a treat to walk through the pits and talk to the racers as they prep their bikes. Mark and I ran in to Kenny Cummings of NY Norton and tried to convince him to attend our Rally (he is originally from the Seattle area). I also especially enjoyed watching the sidecar racing and the "monkeys" contorting their bodies all over their sleds. We also liked to talk to the racers and mechanics of the Commandos and Manxes.

The Norton marquis was prominent in this year's Festival. Brian Slark (ex AJ/Matchless/

Norton employee, INOA Technical Advisor and AMA Hall of Fame) was the Grand Marshall. Two Norton "flat takers" were among the 5 that rode the Century Lap. The Atlanta Norton Group were at their typical Turn 6 prime location with 30 Nortons and providing their typical hospitality.

Other venues during the Festival include Technical seminars, Vintage Japanese motorcycle concourse and a motorcycle themed carnival area (Wall of Death, food court and cycle related vendors).

Despite the number of people in attendance, the event is so well organized and the traffic flow well managed, that you really don't notice the crowds. It helps that the site is large and that the inner roads are for motorcycle travel only. The weather was perfect and we enjoyed hanging out with old friends and making new ones. While not an every year event, I will definitely be back. I hope you get the chance to attend this amazing event.

Cheers.

Doug

Treasurer's Report

Steve Craig

Hello folks, from Port Clinton, OH

I'm on the road for nine days doing some flight training (see below) which is taking up most of my spare time and almost all of my available brain cells, so this report will be short and to the point. Sorta.

There was approximately \$4200.00 in our checking account at the end of March, but that doesn't reflect the true balance of unencumbered funds. Some of that money represents Rally t-shirt pre-sales, and there is also some money owed to us by INOA for rally expenses. I should have an exact number for my next report, but for now I'll throw a dart at the board and say we have about \$3700 in there, +/- . That number will continue to improve going forward, as we plan to realize a small profit from said Rally t-shirt sales,



on top of the money we *won't* be spending, going forward, for printing and mailing of this newsletter. I'm sure someone else will cover that topic for these pages, but I'll go on record, briefly,



to indicate I voted in favor of that change. As much as I enjoyed receiving my issues of the *Atlas* via US Postal Service, we felt that model had passed the point of sustainability. While US government figures talk about inflation rates of 6-8%, everything we do here at NWNO is up at least accordingly, and in some cases about double that. On a related topic, and some already know about this but for those who don't, NWNO's esteemed club baristia emeritus, Cuppa Joe Smith, together with lovely spouse Cuppa Dee, have graciously agreed to come, briefly, out of retirement in order to serve the needs of caffeine-needy Rally-goers in Winthrop. So ditch your plans to brew your own "Joe" at the rally and enjoy complimentary coffee provided by two of NWNO's finest, and remember to tip graciously, as a portion of those tips may find its way into this account I'm always yammering about. Note: (and I don't mean for this to sound like a suggestion) Joe donated all his tip money from the Elma rally to our treasury, and it had a big



impact on Rally bottom line.

And lastly, the reason I'm in bumfu., I mean Port Clinton, OH is that I somehow got recruited by the EAA (Experimental Aircraft Association, host of the annual AirVenture fly-in at Oshkosh) to fly their Ford Trimotors for their nationwide tour stop operation. The planes hop from city to city, year round, giving 15-minute sightseeing tours to the locals. This generates a lot of revenue for the organization, and they're looking for a couple more pilots who can fly it without crashing. Since I've managed about 24,000 hours in the sky with zero crashes, they've invited me to come see if I can fly their 1929 machine without destroying it. Time will tell. Today, my first flight, we take this particular plane from Port Clinton to Mount Sterling, KY, where its tour stop spans four days, then on to Evansville, IN for its next stop. I've spent the last couple weeks digesting everything I can about the planes (EAA uses two of them, out of the six remaining airworthy examples in the world). I'm naturally excited as hell, and am just out the hotel door now on my way to the airport. More in my next report.

Steve



Above and below photos by Steve Craig



Read more about the Ford Tri-Motor NC80407 on the EAA website [HERE](#).

Want a ride? Click [HERE](#) for a list of locations where they are giving rides.

Check out a 360 degree interior view of another Tri-Motor plane [HERE](#).



Greetings from Bill Stevens

President Washington Vintage
Motorcyclists
Co-Chairman INOA 2023 Rally



On behalf of all 150 members of the Washington Vintage Motorcyclists, I would like to take this opportunity to thank the Northwest Norton Owner's for aligning with the WVM to host the 2023 International Norton Owner's Rally in Winthrop, WA.

For more than 15 years, WVM members have made the trek to Winthrop in June to attend the club's annual "Over the Pass" Rally. The rally was first held at a member's property along the river off Twisp-Carlton Road with several dozen attendees. Through the years, it become a favorite destination event with up to one hundred motorcycle enthusiasts attending.

The WVM Over the Pass Rally will be held in conjunction with the INOA Rally June 21 -24 at Big Twin Campground in Winthrop. Advance RV and camp site registration has been extended through Sunday, April 30th. Contact Lori Johnson @ Big Twin Campground, TEL 509-996-2650 to secure an idyllic spot alongside WVM members and enthusiasts.

The 2023 INOA Rally represents two prolific local Northwest Motorcycle Clubs coming together to host and co-sponsor an all-marque event worthy of every motorcycle enthusiast's participation. If you have not registered for the rally, ordered your t-shirt, and signed up to participate in the all-marque concourse show, do so now! The rally will not disappoint. In fact, it will go down as one of the finest motorcycle events held in the Pacific Northwest.

A rally is only as good as the volunteers who organize and the attendees who participate. We

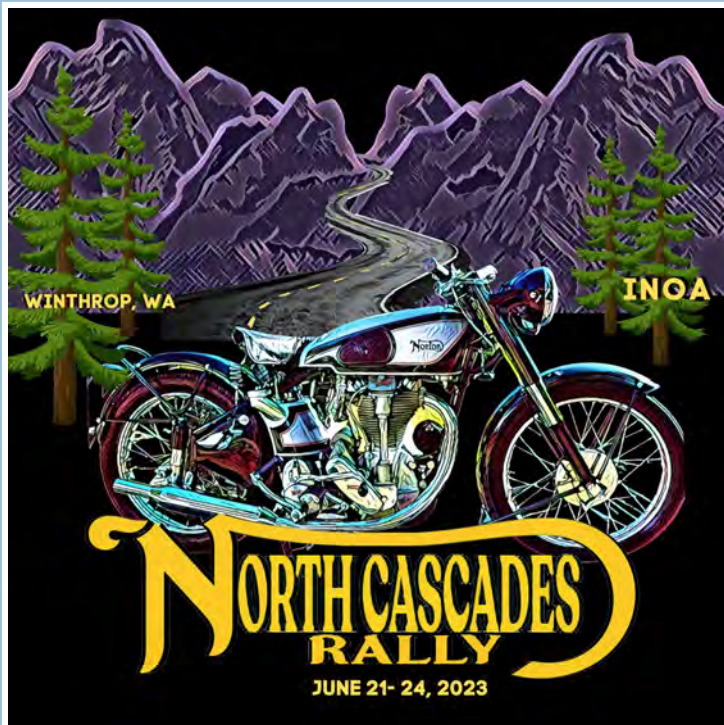
need more volunteers, and we need more attendees. I encourage members of the Northwest Norton Owners' and Washington Vintage Motorcyclists to take ownership of the INOA and Over the Pass Events by signing up and attending in June.

See you in Winthrop!
Bill Stevens



Join us for the 2023 International Norton Owners Association Rally

June 21-24 in Winthrop, WA



NWNO is proud to host along with the Washington Vintage Motorcyclists, the primer annual event for the Norton marquee, the INOA 2023 Rally.

This year it will be held in Winthrop, WA starting on June 21st.

Activities will include the following

- Group ride with a lunch stop
- Tech sessions
- Ice cream and movie night
- Poker run
- Hosted BBQ dinner
- All-Marque Concours Motorcycle Show
- Awards banquet and dinner
- And more.....

For more information and to register go to:

<https://inoa2023rally.wildapricot.org/>

Winthrop, Washington is a popular tourist town in north central Washington. There are many hotels and cabins to choose from but they sell out quickly so we advise making reservations early.

The Rally will be held at the Pine Near RV Park <https://www.pinenearpark.com/> that is steps from the center of town. We have the whole campground reserved for our group. They have a variety of options available, including campsites with and without hookups, cabins and even furnished tipis.

Please make your reservation directly with them by phone (509) 341-4062. Mention you are with the Norton Rally.



This is an officially sanctioned American Motorcyclist Association Event



WINO Notes

Ted Stanley

2022 was an active year for the Winos. TC bought more Commandos. I got my old 850 back. Vince got his Vincent. John dived deep into Jawa 2 stroke territory.

TC, our globetrotting member from Coupeville, who usually spends winters in New Zealand, continued his campaign to swoop down on any for-sale Norton. Or even a whiff or a hint that one might be available. The web is a boon to



treasure hunters like TC. No distance is too far, to root out a dusty gem or a rusty nasty. Pretty soon word trickled out, owners would call, "Know anyone who wants to buy a Norton?" And so, nestled in his heated, and well-appointed waterfront work shop, I lost count of actually how many Nortons are there. Five, maybe? From 925's to 400's. Or how many bits? Just when you thought you'd heard the best deal ever on a Norton, TC would winkle out another, at giveaway prices. Where does he find them?

Some had been hideously customized. Real morphydites. Giant ape-hangers, strange suspensions, garbage paint jobs, impossible seats. "All original" including the tires from '76. Others hadn't seen a hand on the throttle since the owner had died. "It ran when Grandpa passed back in 81."

Some will get spiffed up, fettled and flogged back across the pond to the UK. where many local bikes of our vintage have rotted away there in Blighty due to winter-salted and deeply pitted roads. Or, halfway around the globe to Oz.

Those Kiwis are also clamoring now for old English Iron as well. And paying crazy prices, if the Mecum auction in Vegas is any guide. TC weans and whittles them down to the best of the herd. Those he pampers. Takes them to bits, and back together, looking beautiful again. Like the giant jets he professionally cared for as Crew Chief in the USAF.

And if it weren't for TC's knowhow and experience with Nortons that goes back 50 years, all the WINOs would be lacking in real time advice and assistance. His next project is installing Matt Rambow's Colorado Norton Works e-start kits for a couple of the best.

If it weren't for Donn H putting on a ride and Mark Z telling me "Your old Commando might be for sale." None of the following would have gone down. Our Vice President and dear friend Will had died and left it behind in his garage. It was scarcely ridden in the past 8 years, very dusty with 15-year-old age-cracked tires, and no battery. Smelling of old oil and dry grease. In a month of selling madness in 2015, I sold that candy Apple red 850 to Will. And Joe, his brother, had actually bought it as a gift for him.

Fast forward 8 years to today. I was rumbling down the highway in a 45 year old Chevy truck, bleeding a pint of red steering-box fluid all the way to Puyallup. Will's family and Mark Z helped with the load up. In the cul-de sac a couple of little neighborhood boys on pedal bikes, leaning on their handlebars, watched the big boys push up the motorcycle. "Mister, you ride that thing?" You knew what they were thinking. Back on Whidbey, close inspection showed a time capsule. Less than a thousand miles on it! Good ol' Will had at least drained the carbs, and there was no dreaded rust in the tank.

At DMV licensing, The State computer had red tagged the bike. "You cannot register it; you have to take the bike to the state patrol inspection station." Nobody at licensing would say why. The computer spit out Code 33, What did that mean, I asked? Stony stares from the DMV folks. Whispers behind the counter. Did I hear the



Ted's (not stolen) Commando

word "stolen?" Nothing was said. I protested, "I owned this bike 8 years ago and here, I even have copy of the old title and registration." I had even worked with one of these agents years ago. She knew me.. They looked it up. It was true.

Covid had shut all the State inspection offices except for on-line appointments only, and the site was totally broken.

An internet search for code 33 meaning was negative. If the bike was stolen, why had the state issued three clean titles in the last 25 years Including one to me? Could it be that Dave Gera-da, who had bought it off Ebay in California, before me, had sprung for a thieved bike?

If you go to a patrol inspection station and it IS stolen, it is seized right then. No recourse, it's gone!

I phoned every one of the 17-patrol inspection station in the state, looking for a chink in the DMV armor, maybe in some dusty corner east of the mountains? They all said "Bring it in." At call number 11, I found officer Guyer in Puyallup. "Send me the vin numbers and pics of the bike. And I will forward them to the robbery division" he said. Detectives investigated, asked for a copy of my driver's license. All duly provided.

A couple of weeks went by, and I called the detective, "Oh yeah, you're the guy with the old bike from Whidbey." I guess I'm already famous in the annals of crime, Dang! Detective Hansen emailed a few days later. He had notified DMV and erased the red tag.

"Vehicle robberies are off the charts since the pandemic" he offered. Did covid cause people to rush out and steal every Caddy in sight? But nobody in their right mind would steal a Norton, would they?

Mystery solved. The short 6 number Norton vin had been swept up in a computer search which had matched inside much longer vin for a stolen trailer! The exact 6 numbers within that long string. What are the odds?

I had been riding it all that time. In case I got stopped, I had Will's registration in my wallet. What was I going to say? Yeah, "Will loaned it to me." How would the cops know Will was gone? A month later, the title came in the mail. That officer was a fellow motorcycle enthusiast.

John H. had his hands full restoring a Czech 65 Jawa Panelka 250 2stroke machine which was donated by departed WINO Bob Brown's son Michael. John figured it would be any easy job to get it running in his honor. It looked like it was all there, even in the dim light of the dirt floor shed it had been stashed a couple years before, next to a 53 Simca. Bob was eclectic in his collecting. Newish tires, and a couple of new chrome bits had been added. A unique gear lever doubling as a kick starter was a puzzle for a while until John found the Mother Lode of answers on the net of the Jawa club which is still operating today. Now, all the mysteries would be untangled. Luckily, John didn't have to learn Czech.

Both John and Anita worked together disassembling, re-chroming and painting the very likable stock red and cream colors and replacing various important parts. Most parts had to be imported by John directly from the Czech Republic. A bit of a wait from Europe but not that expensive.

After a few months the bike looked very much newer and very cute in a budget-built way with its pressed steel frame. This was a bike made for the masses to get around! And Jawa is still building bikes today. YouTube videos showed smiling East Indians wearing flip flops pattering around the banks of a wadi or hustling down a dirt track somewhere in the far east. Two or even three up riding was common.

Indonesian pickup trucks.

Finally, it was together enough to attempt a ride. After some initial ignition issues, the 250 fired up in a puff of blue smoke. John trundled it out of his garage. Not bad. So, a short ride around the neighborhood should tell the story. First, 10, now 15, more brazenly, about 20 miles later there was a snort and a wheeze accompanied by some blue smoke and oil and the Czech 2 stroker coasted to a stop. After some inspection back home, it turned out the piston ring may have dissolved and blown out the tailpipe as shrapnel.

As with many of these vintage bikes, a deeper dive into the engines innards is often called for. John stripped it down and farmed out the scored-over barrel to a machine shop. A piston ring was ordered from the Czech Republic. Springs is approaching and he is hoping to have the cream and red jewel back on the road for a local cruise. Truly a unicorn. The WINOs may have to bust out their tiddler bikes for a fun competition, and John will win with his unique Jawa, now affectionately named Jaws. Even if it's for persistence in the face of big odds. Bob is up there, Bud Lite in hand, smiling knowingly.

Vince Johnston, our newest WINO member inherited a selection of English bikes from his dad. The Holy Trinity, a Norton, a BSA Firebird scrambler, a Triumph, and one of the Saints, a rare Royal Enfield 750 Interceptor. Inspiration came from childhood memories of the young Vince and his bro riding three up on a Norton. Bro in front on the gas tank with Vince behind clinging to his Dads jacket.

The Norton is a well-sorted stripped down black 1972 Combat. This bike has to be one of the easiest to kickstart. Vince can almost get it to fire his bedroom slippers.

Way back as a young man he inquired about owning a Vincent. His dad would say "too expensive and too complicated." Fast forward about 40 years and searching Cycle Trader, he found a 1950 Vincent Comet in Vermont. The seller wouldn't let him buy it unless he came out and learned all about it. He flew out and spent a few days with the owner, a master restorer, and had it shipped out by semi-truck to the Island.

A single 500 made by the Vincent Co. back then when motorcycles were transportation, not collectors trophies, you still needed wads of

pound notes. In 1950, England was still crawling out of the ravages of WW2. Whole sections of major cities, especially London, were still bombed-out smoke-blackened rubble. Husks of buildings still stood. Everything was in short supply especially steel and iron.

Scrounging wherever they could, the HRD company found surplus Rolls Royce Merlin aircraft engines, and melted them down for frames and engine blocks.



John Hill's 1965 Panelka 250cc Jawa "Jaws"

Unloading it from the big semi, in a Red Apple parking lot, the enclosed trailer stuffed with Harleys, BMWs and Goldwings, the Vincent looked smaller than one imagined, given its vaunted history, but definitely yelling, hey vintage bike! It had been gone over lovingly by the Vincent expert. Even down to the included hand pump tire inflator. A true rolling sculpture of another time. Since trucking it home Vince has kept it in superb condition and been out on local roads. You can hear it coming a half mile away with the deep one-lung beat.

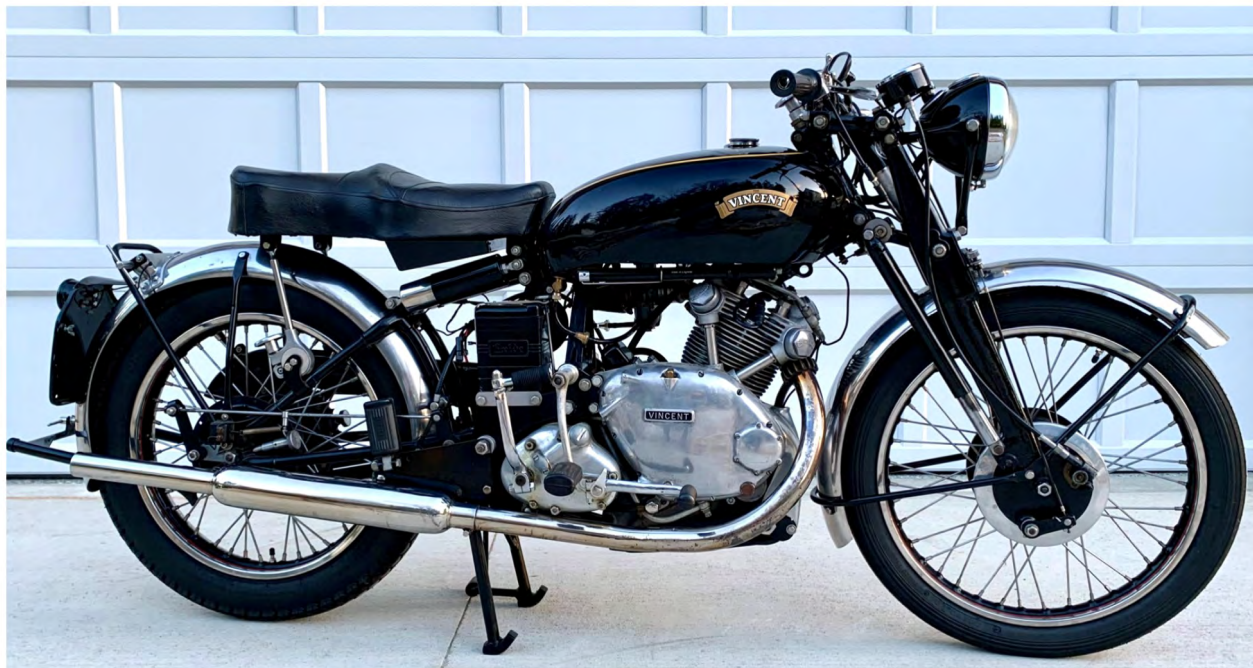
A bike of this rarity needs a perfect home. Vince was already building a two-car garage to complement his view home and acreage, with an attached bike workshop for this treasure and his other machines. Complete with water view and heated floors.

Now the WINOs are figuring out how to wangle a visit to the repair space and bike-fondling room, and maybe just lay on that cozy warm floor and enjoy the view both inside and out. Vince's dad would be tickled with the Comet

since his son was named after the marque.

Footnote: The WINOs enjoy a regular Friday afternoon bonfire and brew, which has been a long-standing tradition at Robin Bee's house on Log Cabin Road on Whidbey for many years. Open invitation to any members and your friends

to join us, you never know who might show up. If we know you're coming, we will put on a ride to make it worth your while to hit the Mukilteo ferry. As always, bikes still have priority loading which makes it a breeze. See you there.
TS.

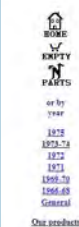


Vince Johnston's nicely sorted 1950 Vincent Comet

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

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

Thank you Fred and Ella for making this available.



Part numbers and microfiche diagrams



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

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

We want to thank you for the many years you've supported Old Britts.

It's been FUN!

Thank you,
Fred and Ella

Please Note: We do not ship outside the US

Excellent technical articles here



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

This page was retired and designed by F.H. Eames & Associates.

Dzus Doings

Jim Franzel

I've been dealing with Norton dzus fasteners for over 50 years. When adjusted properly, they work great. When they are not, the result can be a headache. Invented in 1932 by Mr. William

some frustration, bad language, and a few rude comments directed at Mr. Dzus (and his mother). So I resigned myself to attempting to fix my de-crepit fastener.



I think the reason why dzus fasteners fail is mostly because the 7/16 inch circlip that holds the fastener tight to the frame is seriously under designed. With the weight of the side cover, tool kit etc. there is a lot of force on this tiny clip – and so over time, the clip erodes the channel that it seats in and gets looser and looser, until it fails. So when evaluating the condition of your fastener, remove your side cover and see if the fastener is sloppy. If it is, read on.

Over the years, the dzus fastener part # 062489 has been provided by different suppliers in slightly different shaft lengths. For a few years, I struggled to fasten a short one. So if length is a problem, buy a new fastener and toss the old one. The Mark 3 also has a different dzus fastener than the earlier Commando's and a plastic washer in lieu of a circlip. In any case, current suppliers for Norton Part #062489 all seem to be the proper shaft length.

Dzus, an American engineer of Ukrainian decent, the early principle use was in aircraft. Norton uses them on the battery side cover mount on the Commando.

Over the years, I've seen a couple side covers go flying off while underway, almost certainly because the dzus fastener opened up. When this happens, you are usually screwed. If you're lucky enough to find the cover, it is almost always damaged. This winter, I spent half a day messing with my poorly operating dzus fastener. Last summer, I used a flat screw driver to twist the fastener shaft so I could get the cover on and off. Before I resigned myself to repairing my wounded and worn fastener, I did an internet search to see if Norton enthusiasts had developed an alternate system. Surprisingly, there was little in the way of information or suggestions. There was

What did I learn in my half day of dzusing around? First of all, I found that the two prongs that capture the cover on the rear wheel side of the frame were bent, so they weren't centered in the side cover holes, making the cover hard to align. A little reefing on them solved that problem. My fastener was very loose in the frame. I tried using thin washers to tighten it up, but that didn't work well because the circlip has a narrow channel to keep it tight with the frame, and the washer thickness affects the circlip channel positioning. While you are evaluating things, check the roll pin that is attached to the base part of the fastener to keep the fastener shaft from falling out when the cover is off. My fastener shaft could be easily pulled out of the base. So what to

do with your old fastener? I found replacing the entire fastener was the only solution – as the years of rattling around damaged both the fastener circlip channel and to a lesser degree, the frame seat.

When getting ready to reassemble, I noticed that the swing arm of my cover was bent – probably from occasionally getting manhandled. So I carefully put the cover arm in a wooden vice and bent it back to its original shape. But the more critical thing is to properly adjust the spring clip. There has to be enough tension on the shaft from the spring clip to keep the fastener from unlatching while underway, yet have the rider be able to easily turn the wire holder on the pin $\frac{1}{4}$ turn with their fingers - if such a thing is possible for old fat fingered arthritic men. In order to find that sweet spot, I used a flat bladed screwdriver

to pry the spring clip up just a little to increase the tension - until it was just right. A little dab of grease on the top of the fastener and you're all set.

Like many things on a Norton, your sort of "on your own" to make all these things work. So all you NWNO members - let's make 2023 the year of smoothly operating and properly adjusted dzus fasteners. No more side covers littering our beautiful highways! After all, Mr. Dzus would want nothing less.

Cheerio!

Assimulator Assimilation

Richard Mattress

One of the things I like about Nortons is how various modifications are accepted by Norton owners. Single carb? No problem, Alloy rims? Ok by us. Crankcase breathers? About time! And so on.

That said, the Norton Assimulator has always annoyed me. I like knowing what my charging system is doing, but was reluctant to add an amp meter.

In my search for a simple assimulator replacement, I came across a British fellow who owns a small enterprise called A. O. Services. "AI" makes and markets a product called BSM-1, or "Battery Status Monitor". A review of his simple device revealed it would fit nicely in the idiot light socket on my 71 Commando.

I ordered one and it arrived shortly thereafter.

The BSM will change colour depending on its input voltage; the colour will indicate the operational state of the battery. In practice, the colour changes gradually between RED and GREEN as the battery goes from discharging to charging:

Upon checking it over, I decided I could sand down the clear dome of the light and make it almost impossible to tell that I had added a new device to my dash.

Rather than write a long installation story, here are some pictures of how it was done, and how it looks upon completion. I am happy to report it works famously.

A.O. Services website:

<http://www.aoservices.co.uk/data/bsm.htm>

Assimulator modification pictures



Remembering Norton Racer Phil Read

By Dean Nissen

Phil Read was born in Bedfordshire, England in 1939 and died in October 2022 at the age of 83. His first race bike was a Velocette KSS 350cc single in 1955 when he turned 16.

I have a full set of Isle of Man TT records released from 1957-1968 and the 1961 release is my favorite when Mike Hailwood won the Senior and Phil Read won the Junior on Manx Nortons. It was the swan song for the Manx. This was Phil's first major win and on a 350cc Manx Norton. It's hard to imagine averaging over 95 MPH on a 350cc single considering the mountain climb and the hairpin turn at 10 MPH.

He continued to ride Nortons in 1962 but had no major wins. He switched to Yamaha in 1963 and scored 5 Grand Prix wins. He returned to British bikes in 1964 riding an AJS 7R, a Matchless G50 and scored a win on a Manx Norton in the Ulster Grand Prix.

RESULTS OF SENIOR T.T.				
Starters 74		Finishers 45		
		Total time	Speed	
		h. m. s.	m.p.h.	
1. S. M. B. Hailwood (Norton)	2 15 2.0	100.60		
2. R. McG. McIntyre (Norton)	2 16 56.4	99.20		
3. T. E. Phillis (Norton)	2 17 31.2	98.78		
4. A. King (Norton)	2 19 17.6	97.52		
5. R. J. Langston (Matchless)	2 20 1.2	97.02		
6. A. M. Godfrey (Norton)	2 20 18.0	96.82		
Fastest lap :				
G. Hocking (M.V.)	22m. 3.6s.	102.62 m.p.h.		
Manufacturers' Team Prize : Matchless (D. T. Powell, R. J. Langston, W. McCosh)				
Club Team Prize : B.M.C.R.C. (R. McG. McIntyre, T. Thorp, A. F. Wheeler)				
RESULTS OF LIGHTWEIGHT 125 c.c. T.T.				
Starters 38		Finishers 22		
		Total time	Speed	
		h. m. s.	m.p.h.	
1. S. M. B. Hailwood (Honda)	1 16 58.6	88.23		
2. L. Taveri (Honda)	1 17 0.6	88.09		
3. T. E. Phillis (Honda)	1 17 49.0	87.28		
4. J. A. Redman (Honda)	1 20 4.2	84.83		
5. S. Shimazaki (Honda)	1 20 6.0	84.80		
6. R. B. Rensen (Bultaco)	1 21 35.2	83.26		
Manufacturers' Team Prize : Honda (S. M. B. Hailwood, L. Taveri, T. Phillis)				
Club Team Prize : Southampton & D. M.C.C. (S. M. B. Hailwood, T. E. Phillis, J. A. Redman)				
Record lap : L. Taveri, 25m. 35.6 s. 88.45 m.p.h. The race speed also constitutes a record.				



He returned to Yamaha in 1965 and stayed with Yamaha until 1972 when he accepted an offer to ride MV Augustas with Giacomo Agostini.

In 1972 Read and Agostini decided to stop racing the IOM TT after the death of MV teammate Gilberto Parlotti. This led to him recommending that the TT be stripped of world championship status which created controversy with fans of the TT and the Isle of Man itself. His words were justified because of the danger and the TT lost international status in 1976. Phil did return to the IOM in 1977 and 1978 after an increase in prize money. He raced in the 1978 TT Formula 1 class against Mike Hailwood who had returned to motorcycle racing and who won on a Ducati 900SS.

Phil was awarded the British MBE (Member of the Order of the British Empire) for motorcycle racing in 1979. Phil's last race was the 1982 IOM TT at the age of 43. The FIM (Federation Internationale de Motocyclisme) named him a Gran Prix Legend in 2002.

RIP Phil.



**Join us for another "Hangout" social event
April 15**

Plum Delicious Family Restaurant
3212 NE Sunset Blvd. Renton, WA 98050
10:00 AM. [Click HERE](#) for information and to register

A VISIT WITH THE NORTHWEST NORTON OWNERS

By Margie Siegal

"Do you remember me from the last INOA rally in Washington? I'm a tall guy with a beard."

"Um – every member of your chapter is a tall guy with a beard. What Norton were you riding?"

I am on the phone, making arrangements to meet up with the Northwest Norton Owners. It's fun to go for rides with new people around new scenery and new roads. Among other things, the opportunities for getting lost are usually endless. However, the great folks in the NWNO took me under their wing and provided an amazing amount of help, and I didn't get lost at all.

On learning I would be someplace in Western Washington State on vacation, Alan Goldwater forwarded me an invite to a club ride with the NWNO. In Snohomish, Washington. I had no idea where Snohomish was, but figured between Google and several paper maps I could figure it out. I got in touch with Donn and Deby from the NWNO chapter, who took me under their wing and introduced me to several Nortonites who live on Whidbey Island north of Seattle, otherwise known as WINO's, at a little gathering the day before the rally. Whidbey Island is the largest island in Puget Sound. Unlike a lot of the other islands, it is possible to get there without getting on a ferry. Largely rural, Whidbey specializes in beautiful scenery, views of Puget Sound and off-camber 100 degree turns straight up steep hills. I survived, despite misgivings. Bigfoot was supposed to show up at the party, but had something else to do that day.

Saturday I got up and rode the sixty miles to

Snohomish from my motel in Anacortes. Snohomish is a rural town northeast of Seattle, surrounded by evergreen forest and farmland. The rally started out at the large parking lot of the Buzz Inn, a beer and burgers joint next to the Snohomish airport. Around 20 bikes showed up, half Nortons, the other half a Heinz Variety of other two wheelers, including an older Harley. Many people got there early and benchraced. The ride leader handed out directions: 19 turns (I counted). I decided to just follow the leader, which worked well, as no one in the club has delusions of being Mike Hailwood or Jake Gagne.

The scenery was lovely and so were the bikes, but I was planning on getting up the next morning and making the trek to Port Angeles from Anacortes, which involved a ferry ride. Cuppa Joe Smith had offered me his RV to stay in a couple of nights. So I waved goodbye to all my new friends and headed back to pack.

I arrived at Cuppa Joe's in the late afternoon, after enjoying ferry rides and wandering around Port Townsend. Cuppa Joe and Dee were most welcoming. I went to Victoria the next day and found myself in the middle of the Queen's memorial: pomp, circumstance and cannons going off. Quite a show.

I am now back home, working on paying for it all. Thanks, folks for great hospitality.

Margie



Blast from the Past

NWNO Member David Pierson sent me this picture. He said it was from a South End ride he put together with Will Wachtel many years ago.

Can you name everyone here? Send me your response editor@nwno.org



Monthly Meetings via Zoom

6:15 Business Meeting 7:00 General Meeting

All are welcome to both meetings
Second Thursday of every Month

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

Remembering Doug McCadam

Donn Harvey

Doug McCadam , of Doug's Baja Nortons passed away in January of this year.

While planning our first trip to Baja about a dozen years ago, Deby and I were told stories of a fabled Norton builder who lived in a very small town in Baja, Sur. Of course, we had to contact him and arrange a visit. Doug welcomed us with open arms and open beers and we've been friends ever since.

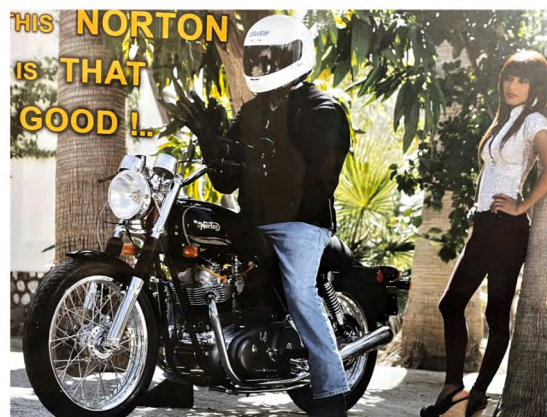
Over the years, we looked forward to seeing Doug at the INOA Rallies that we could attend. Doug rarely missed those events and was well known as an excellent custom Norton builder and fun person to hang around with. Every time

was that his Nortons were so good he would rather ride the Norton than be with the beautiful girl. He explained that the girl was

a barrista at the little local coffee shop and he talked her into getting dressed up and posing for the photo. I can only imagine how that whole thing transpired. And, knowing Doug, if it were an actual choice between the Norton and her, would he really ride away? I guess we will never know. I have the poster framed and hanging proudly in my shop, I get a chuckle and think of Doug every time I look at it.

Deby and I were in Mexico when we heard of his passing. We were planning to visit him in just a few short weeks. Instead, one night in LaPaz with NWNO member Richard Kwast we rose a toast to our friend.

Ride free Doug, you will be missed.



Deby and I were in Baja, we would make a point of visiting Doug at his workshop/palapa. In 2020 just as the pandemic was starting, a group of NWNO members rode to Baja and had a grande fiesta at his casa. Even past INOA President Art Bone from mainland Mexico joined us. You can read about that trip in The Atlas #147 by clicking [HERE](#).

At one of the Rallies Doug was selling posters (shown at left) with Doug on one of his Nortons and the words: "This NORTON is THAT GOOD!" I asked Doug about it and he said the message



Doug (third from left) in 2020 with visitors from NWNO at his workshop in Mexico

RIDING DAPPER FOR A CAUSE

The Distinguished Gentleman's Ride unites classic and vintage styled motorcycle riders from all over the world to raise funds and awareness for prostate cancer research and men's mental health.

The Distinguished Gentleman's Ride was founded in Sydney, Australia, by Mark Hawwa. It was inspired by a photo of TV Show Mad Men's Don Draper astride a classic bike and wearing his finest suit. Mark decided a themed ride would be a great way of connecting niche motorcycle enthusiasts and communities while raising funds to support the men in our lives.



DISTINGUISHED GENTLEMAN'S Ride

SUNDAY 21ST MAY 2023

Classic and vintage style motorcycles, dressing dapper and riding to raise funds and awareness for men's mental health and prostate cancer research

Register Donate

Proudly Supporting **MOVEMBER** Sponsored By **TRIUMPH**



Club member Bill Thackaberry is once again hosting a Distinguished Gentlemen's Ride on Sunday 21st of May in Richland, WA. This year, the Richland fundraising goal is \$7,500 for men's health. If you want to participate in the Richland ride or just donate to the cause click on the link below or contact Bill Thackaberry.

<https://www.gentlemansride.com/rides/united+states/richland>

If you are interested in participating closer to Seattle a list of locations can be found here:

<https://www.gentlemansride.com/rides/united+states>

YouTube: <https://youtu.be/7KFZ6TKwD4I>

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

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

NWNNO Monthly Meeting ber 10, 2022

via Zoom

Novem-

after the first of the year. He has a list of suppliers for the last rally.

Minutes by club Secretary Paul McMurtry

Business Meeting

Attendees: Donn Harvey, Doug Saugen, Jim Bush, Raul Biascochea, John Lucas, Paul McMurtry, John Chorlton, Bill Thackaberry

VP Doug S was chairing the meeting as Prez Mark Zenor is in Italy working on his Moto Morini.

Rally Planning

Concours entrants have to pay a fee but those who register for the rally would not have to pay a separate fee for the concours. Bikes could be displayed at no cost.

Doug contacted Russ Brown legal firm. They sponsored other events and Doug made them aware of sponsorship opportunities for the INOA rally. John suggested that Hagerty Insurance might be interested in sponsorship and Doug will contact Hagerty. It was noted that Hagerty was a sponsor of the 2019 INOA rally in Michigan. Jim suggested that Griot might donate a detailing kit to the winner of the concours, and possibly door prizes for the banquet. Raul will contact another insurance company, J.C Taylor about sponsorship. They are a competitor to Hagerty. Raul will get back to Doug on that.

Doug said that when Mark Z gets back from his trip they will get together and develop a draft budget for the rally that is required by the INOA by Jan 1.

John L mentioned that he was at an Oregon Norton Enthusiasts gathering and he spoke with Mike Taylor. John reported that Taylor was going to coordinate the field event for the rally but Doug said that it had been decided that there would be a poker run instead of field events. Doug said that Taylor was interested in giving a tech session at the rally pertaining to the use of Go-Pro.

Doug asked if anyone had any dealings with t-shirt companies, he's been in touch with one company (Fingers Duke) that makes shirts, etc. for the Evergreen chapter of the AMCA and wanted a second quote. John said he knew someone who had some shirts made up and will give the contact information to Doug.

Doug showed a 2nd iteration of a proposed artwork for poster and t-shirt. Feedback from a t-shirt company was that it was too detailed and complex and too many colors for screen printing. Doug's daughter is coming up with another version that is more simplified.

The name of the 2023 INOA rally is the North Cascades Rally.

Raul will be sending out letters soliciting gifts and prizes

New Business

John from the WINO group and he will organize a Damn It's Cold ride. Normally it would be on the winter solstice, 21 Dec but that is on a Wednesday, and he is contemplating having the previous Saturday, 17 Dec. Steve Craig is looking into organizing a post-holiday party in January. Steve is also working on setting up a ride and hangout on 19 Nov. The motorcycle show in Vancouver BC is not taking place this year. There is local show taking place in Vancouver, however. No information regarding the Portland One Show.

Production cost for printing the Atlas newsletter have gone up and are now more than \$400, according to a memo that Steve Craig had sent out, and some cost reduction ideas need to be discussed. The printing company charges a lot for postage. It was discussed that a Norton parts retailer, like Steadfast Cycles or Andover Norton might be interested in placing an ad in the Atlas to defray costs of the newsletter.

Mark Zenor had contacted Paul McMurtry and offered the position of club secretary and Paul accepted.

General Meeting

Called to order 7:02

No new members

No minutes from the last meeting

Paul McMurtry is the new club secretary taking over from Chuck Peter.

Treasurer's Report: Steve was not at the meeting, but he phoned in the account balance \$3711.34. Nothing else to report.

Editor's Report: Donn Harvey reported that the last Atlas edition for 2022 has been sent out and the next issue will be in March or April of 2023. Donn was commended for doing an outstanding job producing the newsletter and his writing and editing make the Atlas very enjoyable to read.

Old Business: No rides or club gatherings took place last month.

Bob Hollingsworth reported that his Norton got running with Andy Davidson's and Earl's assistance.

Rally planning continues. Donn has a prototype website for rally and concours registration and wants people to register on this beta version of the website to test it out.

Get your camping and lodging reservations made. Cabins are sold out at the Pine Near resort, but rooms are still available at the nearby hotel.

The preliminary artwork for the t-shirt and poster was displayed at the meeting, see discussion from the business

meeting above.

Jim Bush is planning the concours and he has established the categories, and these can be seen on the beta rally website.

Richard Mattress confirmed that he is taking responsibility for the rally stores. Logistics need to be worked out to get him the existing T-shirts and the new ones when they are printed. Also it needs to be decided if the new rally T-shirts will be mailed out or picked up at the registration desk.

We paid for the non-rolling insurance that the city of Winthrop requires. We got help with that from the WVM club.

Doug contacted Russ Brown legal firm to make them aware of rally sponsorship opportunities - see discussion on this in the business meeting.

The club is looking for someone to head up tech session planning. One session has been identified – Mike Taylor will do a session on the use of Go-Pro cameras. Raul said he was not interested in the session coordinator job, but he is looking into the possibility of getting Bill Getty from JRC Engineering to do a session if he is going to come to the rally. Doug and Mark Z met up with Kenny Cummings of NYC Norton at the Barber vintage event; Cummings expressed an interest in coming to the rally and putting on session if it fits into his calendar. Raul was also at the Barber event he highly recommends.

Bill Thackaberry has arranged a Food truck up to do breakfast at Pine Near and porta-potties are arranged for the concours at Winthrop's Mack Lloyd Park. He needs to work out with the city parks department where the concours bikes will be lined up, there could be 100 bikes in the event. Doug noted that there will be a display-only category.

Doug and Mark Z will be developing a budget for the rally, this needs to be submitted to the INOA in January

Upcoming Activities

John Hill is planning a hangout and ride, the Damn it's Cold Ride, probably on Whidbey Island and he is looking for feedback on the day, either the 21 Dec solstice (Wed) or the previous Saturday the 17th.

Steve Craig looking for a venue for a 19 November meetup and ride.

WVM meeting is this Saturday.

Distinguished Gentlemen's Ride will occur on 21 May 2023. It was discussed that the club could organize a ride for this event. Bill has been a ride sponsor in the past, and his ride raised around \$4000.

John expressed interest in teaming up with Paul again to organize a South Sound hangout.

Meeting was adjourned at 7:30.

NWNO Monthly Meeting **via Zoom** **December 8, 2022**

Minutes by club Secretary Paul McMurtry

Rally Planning meeting –

Attendees: Donn Harvey, Bill Thackaberry, John Chorlton, Mark Zenor, Bill Stevens, Steve Craig, Doug Saugen, Raul Biascochea, Jim Bush, Paul McMurtry

Rally registration website testing complete and has moved to the next phase.

The proposed rally budget has been updated and sent out to the planning committee and will be reviewed at this meeting. Mark Z also sent out an updated action item list to the committee.

Bill T is going to find out if the Red Barn offers a cleanup service and if so what the cost would be. He is also going to contact the Sheriff's office to assess their involvement, and he will contact Winthrop public works person. Bill and Jim B. will the layout of the concours event and how the 20 classes of bikes will be lined up. It was noted that side stand and/or center stand pads might be needed, and in the past some insurance companies have provided side stand pads as swag.

T-shirt effort is underway, finalizing the design and getting cost estimates. Bill S reports that Bellingham area t-shirt printers are not taking any new business. Doug S says the level of detail in the may dictate direct-to-garment printing technique. He plans to have the image and the rally title on the front of the shirt and the logos of the participating clubs on the back.

Donn H is getting the store website up and running and will contact the store's manager Richard Mattress. Mark would like us to sell the existing inventory of old shirts.

The rally bank account has been established. Rally website testing is going well, and we should be in good shape for Jan 1st.

Mark contacted Andover Norton as they expressed interest in attending the rally. Mark said he will reach out to Kenny Cummings of NYN. Both these parties would be potential content for tech sessions.

Ice cream night – freezer is suitable. Put budget line item for this - \$350 est. Packaged ice cream treats vs. commercial 3-gal drums. Mark contacted the Winthrop Thriftway and if they had sufficient notice, they could supply packaged treats in the quantity needed. Anna says they have adequate room for storage. Bill S will provide an estimate for using 3-gal commercial tubs of ice cream.

Movie night – could combine with ice cream night. Anna has pull-down screen for projecting near the pavilion. She has a projector but hasn't used it and would have to investigate feasibility. Mark

Banquet – chicken and beef is the concept, we can specify certain cuts of beef. Tri-tip has been done in the past, other cuts are available. Bill and Bill help to finalize. Anna has enough tables and chairs for the banquet.

Extra parking for motorcycle trailers and such will be available at the resort.

Tech sessions – still open. An OVM person is going to do a GoPro demo.

Signage for concours and ballots needed, one per class, we will have 20 classes. Could use something like political yard signs that would push into the ground. Need to affix a number tag on each concours entrant and would be nice to have other info such as owner's name, make & model etc. in addition to the judging we will have a people's choice ballot. Currently there is \$150 for signage in the budget.

How will we accommodate rally registrants that want to enter multiple bikes into the concours? Will we allow people to participate in the concours who are not registered for the rally? – further discussion is needed on this topic.

Also, we need have a way for people to register at the rally site who haven't pre-registered.

We would cut off on-line registration point before the rally; June 1 is proposed as the cutoff date.

Do we want to provide sack lunches for the group ride – Bill Stevens to investigate it. Will budget \$7.50 each for 200 people.

There is a budget line item for \$200 to purchase a pallet of drinking water. Something in which to cool the water is needed, like a tub. There is an ice machine onsite.

Donn says we will have a computer and printer at the rally site.

What is the strategy for poker run prizes – only one prize? Or multiple prizes? It may depend on how many prizes we get. Need to establish a budget line item of \$250 for the poker run prizes, top 5 hands will get prizes.

Also, we need other prizes for longest traveled, bent valve etc.

Raul has a draft list of possible vendors who might provide prizes and he will share it via e-mail to the rally planning committee.

Raul wants to be listed as a rally planning committee member to enhance his credibility when dealing with potential suppliers.

Mark shared a draft budget spreadsheet. The planning committee reviewed the spreadsheet and edits were made real-time during the meeting and he will send the updated file to the committee.

The proposed registration is \$120 per person. Note that Tall Timbers rally was \$90 and the 2022 rally in NY was \$65, although the food at NY was substandard.

Not planning any budget item for trash containers.

For planning purposes, we are using 250 people rally attendees

Coffee Joe – do we need a line item? Maybe not, he has a tip jar, and he donated the surplus to the Club.

Anna has something for audio equipment, so we don't need a budget line item.

Mark found a business that designs and produces motorcycle rally pins. He shared an example of their work.

We still have Tall Timber rally pins; we will cut back the number that we order to 300.

Need to include a line item for credit card transaction fees. 50 cents + 3% is estimated, \$1100 will be entered as a budget line item.

Regarding rally SWAG, it was decided not to have rally drink cups. Rally stickers will be included, other SWAG TBD

How to provide rally T-shirts was discussed. For 2018 we had 300 shirts made, 180 attendees and we still have 40 or 50 left over.

Raul and Doug will follow-up with the insurance companies that could be possible sponsors.

Donn has two movies on DVD that he thinks would be fun for movie night. One is the Hogslayer documentary, the other is "I Bought a Vampire Motorcycle", a campy movie about a Norton that kills people at night. The planning Committee selected that latter title.

Need to get an e-mail out to the club by 23 Dec regarding the proposed budget and will finalize by 1 Jan to send INOA

Bill Stevens to let the caterers know of our desires to serve chicken and beef at the banquet.

A question was raised, can we take advantage of reduced postage rates offered by the USPS for non-profit organizations? It was noted that the VME annual dues are \$40 and those of the WVM are \$30. The WVM does not have a printed newsletter.

Regarding other rally fees, the Quail is \$250 for one day, and the national Vincent rally is \$350.

General Meeting

General meeting is called to order at 7:11PM

No new members

Paul McMurtry was recognized as the club secretary.

Minutes from the November general meeting were read, some updates were made. Paul made the updates to the November minutes, and minutes were accepted as modified and these minutes are now confirmed. The present

practice is to include the minutes in the newsletter. In the future the minutes will be sent out in advance of the meeting. Regarding that, Mark asked Donn to coordinate with him.

Treasurer's report: Steve Craig said the current balance of the club's account is \$3201.52. The balance has been declining.

Past Events: The Renton Hangout was a success, a good turnout with 12 members attending, a handful of motorcycles and some arrived via cars. It was held at the Classics Sports Bar which worked well, and the food was really good. It was a fun event overall. However, this venue would not be suitable for a general meeting. It was noted that the new battery in Chuck Peter's Porsche failed and required a push start from some of the members.

Future events: No news regarding the Damn it's Cold Ride, need to reach out to the WINO's to get an update on the status of that activity.

Steve Craig is considering hosting a NWNO holiday gathering.

WVM is having their holiday party on 10 Dec in Burlington at the Community Center there.

The VME motorcycle show is the weekend 10-11 Dec at The Shop, one of Gary Griffith's bikes will be exhibited. Marie D is owed some drinks as she was stuck with the bar tab at last year's show.

Old Business: The club officers are still wrestling with the newsletter printing cost issue; nothing to announce yet. It is noted that the VME annual dues are \$40 and those of the WVM are \$30. NWNO and INOA are both at \$25/yr. If an NWNO member would volunteer to do the mailing of the newsletter that could save the club some money. The last invoice we received from the printer showed a \$1.12 per copy handling fee, over and above the \$1.05 per copy postage fee. That would help the club finances but wouldn't solve the club's financial woes.

New Business - Rally planning status

The rally planning committee met and established the rally fee at \$120 per participant and Includes a group ride with lunch provided, ice cream and movie night, poker run, concours, BBQ picnic Friday night and fully catered banquet on Saturday. Plan on making accommodation arrangements on your own, it is not included in the fee.

Donn will be the ride captain. There will be a ride guide booklet for self-guided rides. We will also host a poker run with prizes for the top 5 hands.¹

Testing has been done on the registration website where registration fees are collected and deposited into the club's account. Steve C set up a separate account for the rally and he will make sure the funds go into the correct ac-

count. We also need to test the refund process and we should be good to have the registration system up and running by the first of the year.

We will have a concours at the rally. To have a bike entered into the concours one needs to be registered for the rally.

An advertising campaign needs to be developed, including social media and other club's website.

The floor was opened for questions. It was stated that there is a lot of interest from other vintage motorcycle clubs.

Meeting was adjourned at 7:41PM

NWNO Monthly Meeting via Zoom February 9, 2023

Minutes by club Secretary Paul McMurtry

Business Meeting

Attendees: Mark Zenor, Donn Harvey, Doug Saugen, Jim Bush, Raul Biascochea, Steve Craig, Bill Stevens, Bill Thackaberry, David Morton

Rally Planning

Mark Z sent the proposed rally budget to the INOA, and they accepted it. The budget was adjusted from what was previously reviewed. \$1000 was added to budget for contingency. The breakeven point is around 225.

Signs have been made for the concours. Mark will send Jim B a list of the concours signs. Allen in north California has the signs along with metal stakes and he will bring them to the rally. The budget line item for concours signage will remain on the budget and although the money is allocated it will most likely be unspent.

We have estimates for pins, stickers and posters. Doug S has been working hard with Jesse to finalize men & women's T-shirts and these can be seen on the website. The cost to the club will be approximately \$16, with the women's V-neck shirt a little less and XXL sizes a little more. The minimum order from the supplier we have been working with is 150, which Doug feels we can attain that number easily. Sales of T-shirts have picked up and about 60 people have signed up for the rally so far.

All the cabins and fixed-structure type accommodations have been rented at the Pine Near resort. The nearby Del Rio Hotel is also fully booked for the rally dates. There are a couple of other hotels nearby that still have rooms. And there are tent sites and RV sites still available at Pine Near.

Raul B reported to Mark that he has sent solicitation letters to potential suppliers. Raul has heard from some of those

he sent letter to and he will be reaching out to those he hasn't.

Mark and Jim B developed a concept for awards utilizing a half piston and connecting rod. Instead of using actual hardware for each award, Mark is fashioning a mold and will cast replicas in plaster of paris to be affixed to the award plaque.

Mark has started to make a list of volunteers needed at the rally. We need someone to be in charge of movie night, a couple of people to map out the self-guided rides, folks to help with registration and run the rally information board, and we need someone to organize tech sessions. Raul said he would contact Mark Geddes about doing tech.

Bill T contacted a person that does cleanup for Red Barn events, and we will probably contract for that service, but according to Bill they don't perform setup/teardown of tables and chairs for the banquet. Bill contacted Anna to see if someone could be hired for that, but she hasn't gotten back to him. The cleaning person charges \$35/hr. for the cleanup.

Jim B spoke with John Thompson of Winnipeg to help with the Concours. Thompson would help with his knowledge of earlier singles. Thompson could also do a tech session. There was a glitch with the concours sign-up, one person entered a bike and then tried to enter a second bike but the website wouldn't let him do that so his info was taken and will be entered in manually.

Additional Business

Steve C has been working to unwind the NWNO club account ownership from Will Wachtel and John Curry, both of whom are no longer active members.

During tonight's (9 Feb) general meeting it will be presented to the membership that changes are being made such that ownership of the club's Wells Fargo checking and savings accounts is being transferred to the Northwest Norton Owners as an organization with Treasurer Steve Craig and President Mark Zenor as authorized signers. To accomplish this, Wells Fargo has received a copy of Will's death certificate and has ascertained that Will does not have any outstanding creditors. Furthermore, the bank requires that the account transfer is approved by the club membership and accordingly we will hold a vote during the general meeting.

The cost of the Wild Apricot website service is increasing by 25%. Mark Zenor feels that Wild Apricot is helpful to the club officers, but Mark would like to see us use it more. Wild Apricot makes up most of the club's overhead cost, also the Zoom account is a part of the overhead. There is a small annual payment to the State of Washington for renewal of the club's LLC license that Marie D

pays.

Raising the club dues \$5 to \$30/yr. was discussed and leadership decided against it. However, to save money it is proposed by the club leadership that the printed version of the Atlas newsletter be discontinued and that it be distributed in an electronic format only.

It was noted that Steve Craig is the administrator of the NWNO Facebook page and that there are 230 members.

General Meeting

Called to order 7:05PM

No new members at the meeting, but Steve reports a few new members have joined the club.

There was no January 2023 meeting due to schedule conflicts with the club officers. The minutes from the December meeting were previously sent out in an e-mail blast. No changes or corrections were voiced, and a motion was adopted to accept the December 2022 minutes as written.

Treasurer's Report: Steve C noted that the club savings and checking accounts are frozen Due to Will Wachtel's passing. Steve is working hard to transfer the accounts to his name. Steve is unable to report the current account balances but since no money can go in or out, the balances are approximately as he last reported them.

Past Events: The club had a holiday party with lots of good food, but no pictures were taken. Some members went to the January VME event at The Shop, and it was reported that about 15 vintage bikes were on display.

New Business: The ownership of the NWNO club bank accounts needs to be transferred to the Northwest Norton Owners as a registered Washington Non-profit Corporation. Signature authority will be assigned to our current Treasurer, Steve Craig and club President, Mark Zenor. The club checking and savings accounts are currently assigned to Will Wachtel and John Curry, neither of whom are active members. To conduct the transfer, Wells Fargo Bank requires that this be done under the cognizance of the club membership.

Accordingly, the club is instructing Wells Fargo Bank to remove the current owners of the club checking and savings accounts and assign account ownership to the Northwest Norton Owners, a registered WA Nonprofit Corporation. (UBI Number: 602-359-903).

To accomplish that, Bill Stevens made a motion that the club accept and approve the removal of Will Wachtel and John Curry as owners of the club checking and savings accounts held at the Wells Fargo Bank and assign the current NWNO Treasurer, James S. Craig to be the new key executive of the accounts. Bob Wood seconded the motion.

It was discussed that it could be desirable to have a second name on the account. Consequently, Richard Mattrass offered an amended motion to include current NWNO club Treasurer James S. Craig as the key account executive and to make current club President Mark A. Zenor as an additional signer on the club bank accounts. Bill Stevens seconded that motion. The motion was unanimously approved. Steve C recorded the names of the club members attending the general meeting.

To facilitate timely incorporation of changes to the club business with Wells Fargo, an addendum to the meeting minutes was requested. The addendum will be attached to these meeting minutes. The text of the addendum was recited. Raul made a motion to approve the addendum that will be attached to the regular NWNO meeting minutes of 9 Feb 2023. Bill seconded the motion. A vote to approve the addendum was taken and the motion passed unanimously.

(Editor's Note: The following is the above mentioned addendum as transcribed from the video recording of the meeting.)

"As John Curry is no longer Treasurer and Will Wachtel is deceased, we find it necessary to remove them from the account and add the current Treasurer James S. Craig as the new key executive of the account. In order to facilitate these changes, Wells Fargo banker, Tristen A. Zimmerman, requested that we discuss, approve and record these proposed changes at this evening's meeting.

So, the motion is to approve changes to the Northwest Norton Owners bank accounts held at Wells Fargo bank as outlined in the preceding paragraph that I read."

Old Business

As noted in previous meetings, production costs for the printed version of the Atlas newsletter have increased and are expected to go up in the future. It is noted that about 50% of the club membership already opt for receiving the *.pdf version of the newsletter via e-mail. After discussion, Raul made a motion to discontinue the printed newsletter and distribute it electronically. Doug seconded the motion and was unanimously approved by the members present at the meeting.

Doug recommended that we consider a drop box account, others suggested using Google Drive.

A question was raised – do we backup or archive the club's content on Wild Apricot? Donn Harvey says he has copies of everything, but we should consider means of backup... possible buying some cloud storage?

Rally Planning

Mark is looking for volunteer help to map out some rides in the Winthrop area. Doug said that he already has some.

Ian Reddy asked about the feasibility of installing a CNW electric start system on one of his Commandos at the rally, and this idea was well received. This could be the basis for a tech session.

Upcoming Activities

The possibility of an NWNO Hangout at Café Veloce in Redmond was discussed. Café Veloce is an Italian motorcycle-themed eatery that has a private room which they would let us use free of charge. Club members indicated a preference for Saturday lunchtime meeting, and this will be pursued.

Doug S mentioned that there is a motorcycle-themed bar/restaurant possibly opening in Tacoma and that could be a potential hangout venue.

Meeting was adjourned at 7:50PM

NWNO Monthly Meeting via Zoom March 9, 2023

Minutes by club Secretary Paul McMurtry

Business Meeting

Attendees: Mark Zenor, Donn Harvey, Doug Saugen, Jim Bush, Raul Biascochea, Steve Craig, Bill Stevens, Bill Thackaberry, Joe Smith, John Lucas

Rally Planning

Mark Z sent a draft of rally volunteer positions to the rally planning committee. The positions and tasks were reviewed and once finalized it will be sent out to the club membership to solicit names of people committing to fulfill these roles.

For movie night Anna has the popcorn popper and there is a pull-down screen. Donn needs to send the format of the movie to assure compatibility with the player. Anna is buying a projector.

Bill S has a map of the poker run route and is developing a list of WVM people to man the stops.

Jim will need a registration table for the concours.

We will need to both set up and take down tables and chairs for the banquet. We can set up tables the afternoon of the banquet.

Joe Smith will be doing coffee each day of the rally. He will pay for coffee and supplies and the net proceeds from his tip jar will go to the club(s).

Do we need a focal point for security? A method of communication is needed so the rally officers can keep each other informed – maybe set up a WhatsApp or GroupMe

group chat?

Mark showed a prototype of the first-place award that he made. He made a plaster of paris replica of a Norton connecting rod and a piston cut in half and it looks really cool. He is considering a couple of different concepts for the "bent valve" award.

It was noted that Steve C is the administrator of the NWN Facebook page and that there are 230 members.

General Meeting

Called to order 7:08PM

Attendees same as for the Business Meeting, minus Donn H, plus Chuck Peter, Bob Wood, Bob Hollingsworth, Joe Smith, Jim Bowers, Jim Franzel, Richard Matrass, Marie Deebach

No new members at the meeting.

The minutes from the February meeting have been compiled and will be sent out to the membership in an e-mail blast and will be voted at the next meeting.

Treasurer's Report: Steve Craig was not at the meeting.

Past Events: None

New Business:

Since we are going to an online-only newsletter and the

Atlas is the official record of the club business and activities, a method of archiving digital media is required.

Old Business

Mark Z reported that ownership of the club's bank accounts was transferred from Will W. to Steve C. This was documented in an addendum that will be sent to Paul M. to attach to the February meeting minutes.

Rally Planning

80 people have signed up for the rally so far. There are still tenting and RV sites available at the Pine Near resort.

Mark reminded folks to go on the rally website and purchase a T-shirt if they have not done so already.

Richard M had offered to be rescue service, but he will not be able to do that as he will be out of the country the weekend of the rally.

Upcoming Activities

Mark is proposing dates for the Spring Workshop to be 29 April or 6 May at the Zenor residence.

The WVM Northwest Motorcycle Classic is 22 April

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

Meeting was adjourned, the time was not noted.

MY "UNAPPROACHABLE"

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Backfire Moto

Wednesday, April 19, 2023

4:00 PM 9:00 PM

Shelter Lounge 4910 Leary Avenue Northwest
Seattle, WA, 98107 United States [\(map\)](#)

Check your battery, add some air and dust off your ride ! It's been a long hard winter and next week it's time to take to the streets and exercise your freedom again. Backfiremoto Spring Opener and the weather is looking decent. PLEASE help spread the word by sharing this with your friends. It really helps! Backfiremoto Spring Opener Year Twelve. Rain or shine, All bikes welcome, 4pm-10pm

Backfire Moto, 3rd Wednesday of every month. 4-9pm.

Don't Miss it. Perfect Weather Forecast. Hang out a bit around 5pm -8ish, check out some sweet bikes and head over to @backfiremotobar for some good times. @shelterloungeballard 4910 Leary Ave NW, Seattle, WA 98107 to [#backfiremotobar](#) 7701 Aurora Ave N. Sea, WA 98103

<http://www.backfiremoto.com>

This event has no affiliation with Northwest Norton Owners and is posted as a public event

33rd

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Material wanted for *The Atlas*

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

Send all submissions to editor@nwno.org

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

2023 NWNNO Calendar

Monthly Meetings via Zoom 6:15 Business Meeting 7:00 General Meeting

All are welcome to both meetings
Second Thursday of every Month

- April 13** Monthly meeting via Zoom
<https://zoom.us/j/98973763102>
- April 15** Eastside Hangout. Plum Delicious Family Restaurant
3212 NE Sunset Blvd. Renton, WA 98050
10:00 AM. [Click HERE](#) for information and to register
- April 19** Backfire Moto 4:00 to 9:00 PM
Shelter Lounge 4910 Leary Ave NW. Seattle, WA 98107
- April 22** Northwest Motorcycle Classic
Vintage Motorcycle Expo
<https://washingtonvintagemotorcyclists.org>
- April 28 - 30** ONE Motorcycle show , Portland, OR
<http://the1moto.com/>
- April 30** 33rd Classic & Vintage Motorcycle Swap Meet
Abbotsford Exhibition Park, Abbotsford, BC
<https://www.classicbikeswapmeet.com/>
- May 11** Monthly meeting via Zoom
<https://zoom.us/j/98973763102>
- May 18** Atlas Article Deadline
Send articles and pictures to editor@nwno.org
- May 20** Spring Workshop
Zenor's Norton Services Garage - watch website/emails for details.
- May 21** Distinguished Gentlemen's Ride
<https://www.gentlemansride.com>
- June 8** Monthly meeting via Zoom
<https://zoom.us/j/98973763102>

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

The Back Page

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

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