



Newsletter of the Northwest Norton Owners

Since 1991

A Proud Chapter of the
International Norton Owners Association

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August 2023

Hosts of the 2023 INOA Rally



Rally Edition!

Click on the image above to see a bigger version and
[HERE](#) for more pictures from the rally.



Vince and Lingli Johnston rode their Norton from Whidbey Island to and
from the rally

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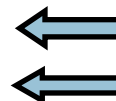
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Editor's Point of View

Donn Harvey

My personal bias aside, upon reflection, I believe our rally was the best INOA rally I've ever attended. Don't get me wrong; I thoroughly enjoyed the Elma rally, and truth be told, I've never exactly been to a "bad" rally before (if such a thing exists). I can't quite put my finger on the exact reason why this particular rally was so enjoyable, but I have a few suspicions.

First and foremost, the weather was nearly perfect. Although beyond our control, luck was on our side this year. There was no risk of heat stroke or freezing while riding, and I felt comfortable during the 100-plus mile group ride in my regular riding gear. Another contributing factor was the fantastic location. Initially, we had concerns about overcrowding at the Pine-Near campground, but it turned out to be just right. The campers were close enough to encourage



interaction.

Thanks to the smooth online preregistration system, registration was a breeze, and kudos to our registration team, consisting of Marie Deebach, Deby Harvey, and Ann Horton from Colorado, for seamlessly checking in over 200 attendees.

The rally organizers decided to try out a couple of new things that turned out to be big hits. Firstly, they included a poker run organized by our co-hosts, the Washington Vintage Motorcyclists, which attracted a strong turnout. Not only was it an exciting game of chance with cash prizes, but it also presented an unintended navigation challenge. As far as we know, everyone successfully found their way back to the campground. Secondly, we enjoyed live entertainment on Friday night, arranged by club member Jim Franzel. Hank Cramer and Michelle Cameron, the talented Winthrop-based musicians, performed popular folk music, creating a vibrant and enjoyable evening outdoors on the lawn, with attendees sipping cool beverages.

No NWNO rally is complete without Cuppa-Joe coffee, and we managed to coax Joe Smith out of retirement for the occasion. His special brew, imported just for the event, was a huge hit. According to Joe, we served the equivalent of 768 - 8oz cups of coffee, and his donations exceeded costs by \$4.73, which he gladly applied to his gas bill for the trip home. Thank you again, Joe!



Erin Reddy assisting with the installation of her CNW Electric Starter.



Hank Cramer and Michelle Cameron's music was a big hit with the crowd

As the "ride leader," I must admit feeling a little nervous about the group ride. Navigating 100 Nortons on the 102-mile route required safety precautions, so we dispatched riders in groups of around 30, spaced 15 minutes apart. At midpoint, we enjoyed a lunch stop with pre-prepared bag lunches at the Sweet River Bakery in Pateros, WA. We had two sag-wagons following the group, and they came to the rescue of six stranded Nortons. I won't speculate on whether that number constitutes a large or small number of breakdowns; I'll simply state it as a fact.

Among the Tech-Sessions, one notable success was the installation of a CNW electric starter on Erin Reddy's Commando. The work was carried out gradually throughout the rally, with final tweaks and a successful demonstration during the actual session. Kudos to Erin on the accomplishment!

The Concours held in Mack Lloyd Park was another major triumph. Motorcycles were displayed to the public in busy downtown Winthrop, creating an exciting spectacle. Towards the end, a brief rain squall scattered

participants but it cleared up in time for the banquet at the Red Barn Pavilion.

I was highly impressed with the quality of food throughout the rally. Mass-produced banquet food is often bland, but the caterers we hired did an exceptional job at both the banquet and the hosted BBQ on Friday night. Additionally, we hired a caterer for breakfast, offering a daily choice of breakfast burritos or eggs and pancakes. Personally, I found myself in line every day for their delicious food.

One unique aspect of this rally is a bit difficult to articulate. The general vibe was simply relaxed and smooth sailing from start to finish. Everything seemed to fall into place effortlessly, and it felt like everyone was genuinely happy to be together again after years without such an event.



Valerie Newsom happily assisting with the Poker Run



Ann Horton and Marie Deebach holding down the registration desk

I cannot overstate the invaluable contribution of our volunteers and planning committee. We were fortunate to have a fantastic turnout from the Westcoast chapter of the British Motorcycle Owners Club (BMOB) from British Columbia, Canada. Jim Bush's outstanding work in taking charge of the concours was commendable, and we had over 40 people crossing the border to join us and as expected, adding vivacity to the festivities.

Last but not least, I want to emphasize how vital the contribution of the Washington Vintage Motorcyclists organization and their President,

Bill Stevens, was to our success. Collaborating with their event at a nearby campground was a seamless endeavor. Bill and his team's complete running of the Poker Run made it a resounding success. I'm eagerly looking forward to coordinating more events between our two clubs.

While I haven't seen the final tally yet, it appears that we managed to cover all our expenses and even have a little extra to send to the INOA. Our T-shirts, featuring the spectacular artwork by Jessica Saugen, were a massive hit. Every shirt was sold, and there was a waiting list for any unclaimed extras, which were quickly snapped up. I'm certain they will become coveted collector items.

After a period of rest and recovery in July, August is set to kick off with an exciting group trip to the Castle Rock TT American Flat Track Race on August 12. Bruce Winegarden and Paul McMurdy have been diligently working on organizing this outing, and more information about the event can be found in this issue.

Don't forget to mark your calendars for our regular online meeting on the second Thursday of each month, with the next one scheduled for August 10th. Moreover, we are actively seeking more opportunities to gather in person while the weather is favorable. If anyone is interested in planning a Hangout, please let me know, and we'll make sure to get it on the schedule.

Donn



From The President

Mark Zenor

I'm a firm believer that time flies when you're having fun! Since the last newsletter, we successfully hosted the INOA rally in Winthrop. Additionally, I had the opportunity to ride in the Milan to Taranto historic recreation of the race and spent three more weeks exploring Italy on a 650 Vstrom. Before I share my experience from the ride, I want to express my heartfelt thanks to the staff and volunteers who contributed to the rally's tremendous success. It truly was a NWN team effort.

The MiTa, as it's known, proved to be a soul-satisfying event. Last year, in 2022, I rode the same bike but was stopped just 25km from the finish line due to a mechanical failure. After investing time and effort, the bike underwent mechanical restoration, with upgrades including a new rear hub and brake, tires, electronic ignition and 12-volt alternator system, rebuilt front forks, and a more comfortable seat with extra padding.



This time, not only did we cross the finish line, but I also secured 3rd place in the 175cc class. Achieving this required completing every kilometer and excelling in the skills test, which involved hitting your departure time precisely through a time trap accurate to the tenth of a second. The event covered approximately 1800km and featured fantastic roads chosen strategically, mainly consisting of one and two-lane paved backroads. Moreover, the people and food during the event were magnificent.

After the MiTa, Janet joined me, and we toured Brescia, Italy on the Vstrom, indulging in tourist activities, exploring Roman ruins, museums, and the Castelle di Brescia, which displayed an impressive collection of armaments from the 14th and 15th centuries. This excursion allowed us to get familiar with the bike and Janet to acclimate to riding in Italy. The temperatures were hot down in the lowlands, exceeding 85 degrees F.

Subsequently, we spent a week touring the breathtaking Dolomites in the Canazei area. The roads and sights were awe-inspiring, and the higher altitude provided much cooler temperatures. I had upgraded our helmets with a Sena 2.0 intercom system, which worked well, though I was amused to discover how much I talked to myself while riding. It also revealed



Janet's opinions about various non-standard motorcycling maneuvers, which I was previously unaware of!

Italian riding and roads are a unique experience, and despite the thousands of rules in the licensing training manual, it seems that on the road, there are only two golden rules: don't get hit, and don't hit anyone else. We had numerous thrilling moments during our journey, but the most unforgettable one was getting caught in a thunderstorm while descending from the Prodoi pass outside Canazei. The temperature plummeted abruptly as the powerful gust front hit us, making it incredibly challenging to keep the bike steady on the road. Branches and debris were falling all around us, but we decided it was safer to keep going rather than stopping. As we rounded the next hairpin curve, trees began uprooting and falling across the roadway. Undeterred, we pressed on, passing under fallen trees while more came down above

and below us. Eventually, we encountered another obstacle—a motorist attempting to clear the path blocked by trees. We stopped, and I asked Janet to stand by the guardrail as the motorist and I worked together to clear a path. With enough debris cleared, I managed to maneuver the bike over the remaining obstacles. At the motorist's urging, we quickly loaded up and continued our descent down the mountain. Along the way, we witnessed trees as large as 12 inches in diameter snapped off 6 feet up the trunk. Then, the rain poured down, and lightning illuminated the sky, creating an epic scene! Despite ending up soaked, we were all safe and sound after the exhilarating experience.

Now, I'm back and preparing the Model 18 for my next adventure: a coast-to-coast ride from Virginia Beach, VI, to Oceanside, CA, in September, as part of the Motorcycle Cannonball.

Stay tuned for more updates!

Treasurer's Report

Steve Craig

Greetings to my fellow Norton owners, enthusiasts, wannabes and anyone else to whom these words present. This report is coming your way from remote Alberta, Canada, where I'm on a fantastic road trip. One recent highlight of said trip was driving from Jasper to Banff on Hwy 93, otherwise known as the Icefields Parkway, and described by Conde Nast Traveler as one of the top drives in the world. I hardly have adequate vocab to describe the drive, but in a nutshell, it's about 150 miles of threading your way between, around and amongst the towering shale and limestone megaliths of the Canadian Rockies, rising on both sides of the roadway, encompassing shapes and sizes of every description, dotted with glaciers, snowcaps, icefields, waterfalls, dramatic cliffs, with deer, elk, bear, bighorn sheep and other lesser beasts dotting the scenery. Last night was spent at Lake Louise, a very touristy but beautiful gem with a significant history and a fantastic walking path along its north shore. Note to all (and self); exploring here is probably best left to non-weekend days,



outside of peak tourist season.

As for finances, I'm going to present a recurring theme here; I'm in the final stages of reconciling incomes and expenditures from the rally. Your club president and I have not crossed paths since the rally due to multiple travel commitments, and he holds what I believe are the final unrecorded receipts for rally expenditures. I can say with certainty that the club netted north of \$1000 on t-shirt sales, and that when all is said and done the club account balance should contain something in the

neighborhood of \$5000. This is good news.

In other good news, I'm 1500 miles into this road trip and my Mercedes Sprinter van has only caused alarm on one occasion, just a while back, when it decided that it needed to do some panic braking due to some ghost obstacle in its path. Fortunately, it recovered its senses in short order, so my heart only skipped a few beats and no harm done. Yay for small victories! Until next time...

Best regards to all, Steve



Steve's camper van and motorcycles at the rally

Vice President's Report: Rally Retrospective Doug Saugen

Well, the 2023 North Cascades Rally is a month behind us and I thought it would be beneficial to share my thoughts on the event. WE KNOCKED THIS ONE OUT OF THE PARK! Now don't just take my word on this exclamation. I had several participants come up to me during the Rally (unsolicited) to tell me how excellent the Rally is. The comments included: "Best Rally I have been to", "The artwork is amazing", "You guys really pulled this off", "Love the T shirts". It's great when the hard work and preparation comes to fruition and you get accolades like that. Well done everyone.

When we started to plan the Rally, we were thinking that Rally experience boils down to a few key factors:

-The Venue: Winthrop, WA and the North Cascades/Methow Valley were indeed a great backdrop for the Rally.

- The Facilities: Pine Near was perfect as the lead location and Anna was superb at accommodating our group. The Banquet site and Concourse site were also well-suited for our needs.

-The Food: The Caterer did an excellent job



with both the BBQ and the Banquet Meals. The morning breakfast truck was a hit with those that were early risers. Let's not forget the bottomless Cajun coffee delivered by Cup of Joe. Many thanks Joe for your service over these many Rallies in providing us the "jolt" to get our motors started.

-The Rides : I was able to ride (with my daughter Jessica as co-pilot) on both organized rides. The Group ride had about 115 riders that left in subgroups of 15-20. The route took us

over the spectacular Loup Loup pass and down to the Columbia River arriving in Brewster for a prearranged lunch. The weather was perfect for the ride and the scenario and roads were fantastic.

The second organized ride was the Poker Run. This event was expertly planned and managed by Bill Stevens and his gang from the WVM. The route had us riding throughout the Methow Vally to various checkpoints to get our Poker Card. While there were directions provided, several riders managed to get lost along the way (part of the fun ,right?). The good news is that the last card was picked up at the Rally site. So everyone managed to find their way home. The roads were perfect and the scenery picturesque. My only complaint is that I got a lousy poker hand.

The Weather: I would be great to think that we had the ability to influence this. The only strategy we adopted was to select the end of June in hopes that the weather would not be too hot and that there might be less risk of fires/ smoke (than later in the Summer). We were lucky. The weather was very comfortable and, except for a brief Thunder shower during the Concourse, dry.

Attendance : Our best case Planning Scenario projected Rally attendance at 225 and an expected level of 200. I believe we achieved close to 210 registered and attending participants. Additionally, we had great representation from the Vintage Motorcycle Clubs: NWNO, WVM, BMOC, ONE. Geographically, we had attendees from a broad area ranging from BC, Calif; Georgia, Colorado, Michigan, Montana. I would call this a success in both the level and quality of attendees.

So, was our Rally the best ever and has it set a new High Water mark for all future INOA Rallies? Who knows. Ultimately it is in the memories of the attendees and their reflection on the event. I do hope that 5 years from now some of the attendees will be talking about their favorable experience at the 2023 North Cascades Rally.

Well done and many thanks to all (you know who you are) who contributed to making this Rally memorable.

Regards,

Doug



*Nortons lined up at the concours
Photo by Jessica Saugen*

Concours Results

There was an excellent turnout for the Concours display at Mack Lloyd Park. Thanks to Jim Bush and his team for all their hard work pulling everything together.

NWNO club member Brian Doan's 1950 Model 7 was well recognized with the First Place Judges choice for the Best Norton in Show. Brian also received First Place for the Best in Show Peoples Choice Award and First Place in the Norton Pre-Commando Twin Category. Congratulations Brian!

A number of club members did well in the People's Choice balloting.

Doug Saugen was voted second place for his 1937 Vincent "A" Comet in the British Motorcycle category. Dan Doersam was voted first place for



Erin Reddy and Jim Bush counting ballots

Photo by: Joe Smith



First Place winner in both the Judges Choice Best in Show and Peoples Choice. Brian Doan's 1950 Model 7.

his 1959 Triumph in the Custom category.

Raul Biascoechea was tied for first place in the category for best Roadster with his 1974 850. Steve Craig's 1962 Manxman tied for second place in the Norton Pre-Commando Twin category.

In the Norton Single category First Place was awarded to Jim Bush for his 1951 International and to Mark Zenor for his 1945 Model 18.

Complete results are on the following pages.



Winners were awarded these excellent handmade plaques designed by Mark Zenor



INOA 2023 CONCOURS



PLACE	Sticker NUMBER	Name	Motorcycle Entered
JUDGES CHOICE - BEST NORTON IN SHOW			
#1	70	BRIAN DOAN	1950 MODEL 7
JUDGES CHOICE - OUTSTANDING NORTON			
#1	15	JEFF KOSKIE	DOUGS NORTON (Doug Macadam)
#2	59	BILL ATKINS	JPN
#3	9	JIM WARE	RICKMAN RACER
#4	7	COLIN KELLY	1972 LR FASTBACK
FURTHEST DISTANCE RIDDEN TO RALLY (on a Norton)			
#1			
STATESMAN AWARD (Longest Original Mileage)			
#1		IAN WYLIE	140,000miles since 1982, same Owner
OLDEST RIDER (to Rally on a Norton)			
#1			
YOUNGEST RIDER (to Rally on a Norton)			
#1		LUKE WHITAKER	29-03-1992 (31Yrs Old)



INOA 2023 CONCOURS



PEOPLES CHOICE AWARDS

	BEST IN SHOW		
#1	70	BRIAN DOAN	1950 MODEL 7 - 500 Twin

1	NORTON COMMANDO ROADSTER		
#1 tie	72	JOHN KERR	1972 COMBAT 750
#1 tie	26	RAUL BIASCOECHEA	1974 850
#2	48	ERIC DIEHL	1972 750

2	NORTON COMMANDO INTERSTATE		
#1	24	STEVE DeBELLA	1974 850
#2	45	KEITH BENNET	1975 850
#3	35	MARK SCOTT	1975 850

3	NORTON COMMANDO FASTBACK		
#1	79	ANDREW DAVIDSON	1969 FASTBACK 750
#2	67	JASEN LEN	1973 FASTBACK 850

4	NORTON COMMANDO LOW PRODUCTION		
#1	59	BILL ATKINS	1974 JPN
#2	2	MATT BUSH	1969 "S"
#3	7	COLIN KELLY	1972 Long Range Fastback

5	NORTON PRE-COMMANDO TWIN		
#1	70	BRIAN DOAN	1950 MODEL 7
#2 tie	17	COLIN KELLY	1967 ATLAS
#2 tie	11	STEVE CRAIG	1962 MANXMAN

6	NORTON SINGLE		(Pre-War & Post War)
#1	10	JIM BUSH	1951 INTERNATIONAL
#2	77	MARK ZENOR	1945 MODEL 18
#3	37	GLEN PEDERSON	1942 WD MODEL 16H



INOA 2023 CONCOURS



PEOPLES CHOICE AWARDS

7	NORTON CUSTOM		
#1	9	JIM WARE	1968 RICKMAN RACER
#2	34	GUY FEALEY	1968 ATLAS CAFÉ
#3	43	DAVID OVERACKER	1963-1973 TRITON

8	NORTON MODERN PRODUCTION		
#1	15	JEFF KOSKIE	1971 DOUGS NORTON
#2	18	DOUG SAUGEN	1975 CNW
#3	29	SHANE METZ	2013 961 SE

10	BRITISH MOTORCYCLE		
#1	51	DAN DANMEIR	1939 LEVIS
#2	19	DOUG SAUGEN	1937 VINCENT "A" COMET
#3	76	GAYLEN BLISS	1959 PANTHER

11	EUROPEAN MOTORCYCLE		
#1	63	SIMON ABEID	1973 MOTOGUZZI V7 SPORT
#2	64	CARLO CALLODI	1973 BMW R75/5

12	JAPANESE MOTORCYCLE		
#1	39	KEVIN PETERSON	1975 HONDA CB200
#2	21	JANET DOLAN	1970 HONDA CB350
#3	68	MARK SCOTT	1981 HONDA CT110

16	CUSTOM		
#1	4	DANIEL DOERSAM	1959 TRIUMPH
#2	52	JOHN McKENZIE	1995 TRIUMPH

Flat Track Racing and the Castle Rock TT National

Paul McMurtry

Flat Track motorcycle racing is a quintessential American sport. It is the oldest form of motorcycle racing. Before the emergence of Motocross and road racing, flat track racing was the most popular type of motorcycle racing in the US. Especially in the Midwest, almost every state and county fairground had a dirt oval where races were held. The sport was at its peak in the early 70's to mid-80's but declined after tobacco sponsorship money and manufacturer participation waned.

In 2017 American Flat Track took over management of the sport from the AMA. Since then, there has been a resurgence with more motorcycle brands competing, improved spectator experience, expanded TV coverage and more and better venues. In addition, for the first time in the history of the sport a woman, Shayna Texter, has been competing and winning at the highest level, and this has helped draw more people into the sport.



Shayna Texter, feet up, on a mile track

There are four disciplines that comprise flat track racing, Short Track, Half Mile, One Mile and TT.

[Short Track](#)

Half Mile

Mile dirt oval

TT

Short Tracks – These are races on a dirt oval, usually $\frac{1}{4}$ mile in length. They are small venues and the spectators are close to the action. And there is a lot of action as the short straightaways don't give much opportunity for passing, so a lot of the passing occurs in the corners, often by one rider muscling another off the narrow groove and into the loose "cushion" dirt on the outside. Short tracks are sometimes built in municipal football stadiums and sometimes are indoors. There used to be a short track and TT National in the Astrodome and there is amateur flat track racing at the indoor track in Puyallup.



Brandon Robinson leads at the 2020 Daytona Short Track

Half Mile – dirt oval, the tracks vary in length from $\frac{3}{8}$ to $\frac{5}{8}$ mile. Track configurations vary, some are D-shaped, some have banked turns, some are long and skinny like a paper clip. Several AFT Nationals are run at the same venue as World of Outlaw sprint cars. Half-miles are considered to be the most dangerous flat track discipline.



AFT Singles at Charlotte HM

Mile – In this writer's opinion, a mile flat track race is the pinnacle of motorsports competition. 140 MPH in the straights, 90 MPH in the corners, drafting, slipstreaming, often multiple lead changes per lap. On the straights they tuck in "under the paint" and usually put their left hand on the fork tube near the triple tree.

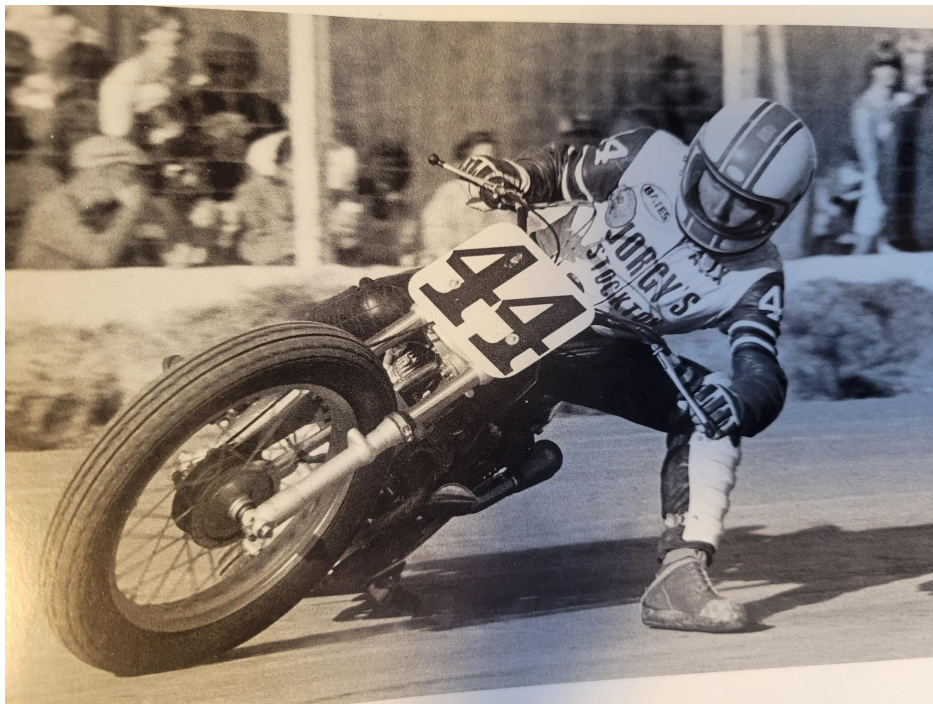
The Springfield Mile

TT – Irregularly shaped dirt course with at least one right hand turn and one jump. Most TT courses are made from short tracks with the right hand turn and the jump(s) built into the infield of the short track oval. There are also purpose-built TT courses, the most famous being the one at Peoria IL. Race bikes for the other flat track disciplines have only a rear brake but TT race bikes have both front and rear brakes. TT racing requires a different skill set than the other flat track disciplines and races are often won by TT specialists. Most national series champions are adept TT racers.



Jared Mees, the current National Champion at the Daytona TT

Castle Rock TT – The Mt. St. Helens Motorcycle Club own and operate the track at Castle Rock WA and they hold amateur short track and TT races in the summer. TT Nationals were held there annually from 1965 until 1979. After the eruption of Mt. St Helens in 1980 there was a hiatus of more than 10 years and the National there has been held sporadically beginning in 1993.



Alex Jorgenson on a BSA at Castle Rock, 1978

Riders from the Pacific Northwest have excelled at the Castle Rock TT National. Oregon TT specialists Sonny Burres, Chuck Joyner and Brad Hurst have won the Castle Rock National a combined 5 times. Sammy Halbert of Graham WA has won the Castle Rock TT National 3 times, and Randy Skiver of Everett WA once.

Most of the Flat Track National Champions were all-rounders, adept at each of the Flat Track disciplines. National Champions who have won the Castle Rock TT National included:

Mert Lawill

Dick Mann

Jay Springsteen

Gary Scott

Joe Kopp

Joe Kopp is from Mica WA and is one of only 19 riders to complete the flat track “Grand Slam”, that is to win Nationals in each of the flat track disciplines, Mile, Half Mile, Short Track and TT. Other members of the Grand Slam fraternity are Dick Mann, Kenny Roberts, Bart Markle, Jay Springsteen, Alex Jorgensen, Bubba Shobert and the current National Champion Jared Mees.

American Flat Track Nationals

Since 2017 AFT has been responsible for running professional flat track racing. AFT has two professional classes that compete for the national championship based on a series points system.

AFT Classes

The two main National Championship classes are AFT SuperTwins and AFT Singles.

The SuperTwin class is a mix of purpose-built race bikes and modified production street bikes. Engine capacity limits are 900cc for production-based and 750cc for racing-only engines. There are specific model-based limit on throttle body sizes and AFT imposes inlet restrictors on some bikes to ensure parity between makes. The dominant bike is the Indian FTR750, a purpose-built race bike. Production-based Yamaha MT-07's are very competitive, and the KTM 790 and 890 Dukes are improving. Also in the mix are the H-D XG750R, Kawasaki Ninja 650 and Royal Enfield 650.

AFT Singles are based on motocross bikes with minimal modifications permitted. The motorcycles must be available for purchase in a US dealership with a 400-unit homologation requirement.

Making the Program

In flat track, the field for the main event is winnowed down with a series of preliminary races. Initially time trials are held with riders racing against the clock to establish their starting positions for the subsequent heat races. Unlike auto racing where the fast qualifier gets the inside “pole position”, in flat track the fast qualifier gets first choice of position on the front row. This is because the racing surface varies across the track. Often a groove develops with looser dirt on either side of the groove. The loose dirt on the outside of the groove is called the cushion.

American Flat Track events are comprised of championship points-paying Main events for each class. The fastest 32 riders from timed qualifying in each class will transfer into the Evening Program where they will qualify for the Mains through Heat races and a Last Chance Qualifier (“LCQ”).

In general, the event format for all Championship classes at American Flat Track events is as

follows (other non-championship support classes are run differently):

- i. Practice: One Practice, 4-6 laps
- ii. Qualifying: Two Qualifiers, 4-6 laps Top 32 advance to the Heats
- iii. Heats: Two Heats, 8 laps, 16 riders Top 6 to the Mains, 7-16 seeded into Last Chance Qualifier (LCQ)
- iv. LCQ: 8 laps Top 6 advance to the Main
- v. Main Event: 18 riders, Timed race

National Numbers

A rider is assigned a national number after scoring points in a National main event. The number belongs to the rider, unlike many forms of auto racing where the number is assigned to the car and belongs to the car owner. Single digit numbers are reserved for past National Champions. The current National Champion has the number 1 plate. AFT SuperTwins use white number plates and AFT Singles have yellow number plates.

Support Classes

In addition to the AFT SuperTwins and Singles classes, there are usually two supporting races at an AFT National event, Hooligans and Royal Enfield Build Train Race

The Hooligan class is for amateur races on mostly stock twin-cylinder bikes. H-D Sportsters, Triumphs, KTM 890 and Ducati Scramblers are popular.

Build Train Race is an entry-level program for women that is sponsored and administered by Royal Enfield. The participants are women who apply to the program. If accepted, the women are given stock Royal Enfield 650cc and they convert their motorcycles into race bikes. Most of the work must be done by women. Royal Enfield provides the women with flat track training, and they race at selected AFT Nationals.

Click the link below to see the presentation on Flat Track Racing shown at the last Zoom meeting:

<https://www.nwno.org/resources/Documents/NWNO%20Motorcycle%20Flat%20Track%20Racing.pdf>



**Join NWNO at the
Castle Rock TT American Flat Track Race
Saturday August 12
Ride and Meetup**
Organized by Paul McMurty and Bruce Winegarden

The world's premier dirt track motorcycle racing series returns to the Pacific Northwest and Castle Rock Race Park in Castle Rock, WA. **Saturday August 12.** Join us for Round 16 of the 2023 Progressive American Flat Track championships. The national riders are coming, and we should see some good racing.



Click on this link to buy tickets and for more information:

<https://www.americanflattrack.com/events/2023/view/castle-rock-tt-2023>

Tickets are \$40. Paul doesn't think we need pit passes.

Race Schedule was still TBD. I contacted the Mt Saint Helens Motorcycle Club, and they said club racing starts at 3 pm. The main event gets going that evening.

We are planning a **group ride** to the event that will arrive in Castle Rock around 5 pm on Saturday. The ride will start at 1:00 PM in Issaquah at the East Sunset Way Trailhead just off I-90.

There will be three additional stops along the way if it's easier to meet the group then.

1:30 pm (26 min) - Ravensdale Park

2:00 pm (56 min) - Buckley, Washington – Wheeler Ave

2:50 pm (1:41 min) - Shell gas station Eatonville

This [Google Maps link](#) shows 3 additional stops to pick up more riders

If you plan to join the group ride at one of these later stops, please email me at brucew@eagleeyevue.com to let us know to look for you. If you don't want to go on the group ride, show up anyway and enjoy the racing with NWNO friends.

Overnight

I am planning to book a motel room in Kelso which is about 10 min south of the track. There are many affordable options. I haven't booked yet but will update when I do. The cheapest I saw on Google was:

Americas Best Value Inn Kelso, 505 N Pacific Ave, Kelso, WA 98626: \$68 - \$82 w tax & fees
Return Ride

Sunday, Aug 13 - 9:30 Leave from motel to ride back.

Contact me if you have any questions: brucew@eagleeyevue.com

Bruce Winegarden

Register for the event on the NWNO site: <https://www.nwno.org/event-5354291>

Long Distance Rally Rider

Keith Bennett from Atlanta, GA was the long-distance champ. He rode to and from the Rally on his 1973 Norton Combat. Keith is the President of the Greater Atlanta Norton Owners Association (GANOA). He arrived in Winthrop, WA for the 2023 INOA NORTON RALLY on his 1973 750 Combat! He left Lawrenceville, GA on Monday, June 5th and on the way attended the GABMA (Greater Atlanta British Motorcycle Association) 38th British in the Blue Ridge Rally. He continued his adventure from there to Winthrop, Washington, arriving June 20.



Above left: Keith at the start of his trip leaving Lawrenceville, GA.

Upper right: Leaving Georgia Mountain Fair Grounds - 38th British in the Blue Ridge Rally

Left: Toasting his Arrival at the INOA Rally in Winthrop, WA.

Kudos to Keith!

The following was sent to me from Bill Stevens. Interesting.... ~ed



Dear Bill,

Today is a very big moment for everyone here at Norton, as we're finally able to show the world the finished production version of the V4CR.

It's the first new bike that's been designed here since we began afresh just over three years ago and it's a big moment for us. Not only does it represent all the hard work from everyone here at Norton, it also reaffirms our commitment to you – the Norton fan – that we will always strive to create the finest motorcycles we can and for many years to come.

So without further ado, we'll invite you to read more about the bike, see its every detail and even watch it in action

[**LEARN MORE**](#)

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Norton Commando For Sale

\$7,500

Contact Jim Franzel: (425) 281-1614

jrfranzel@msn.com

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

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

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



Getting 1972 Norton ready for sale

I received an e-mail from Randy R. in South Seattle to let me know he is getting ready to sell his Norton of 45 years. At the newsletter deadline he hasn't had time to pull it out of his garage and take better pictures but I said I would make mention of it in this issue with more details later. Here is his description:



1972 Norton 750 Commando, fiberglass tank, front drum brake.

The bike has 18,500 original miles on it and ran good and strong the last time I rode it, 45 years ago, before parking it in the garage to sit. Besides the one cross-threaded plug hole, the side stand is sheared off, the taillight assembly is cracked, and most of the chrome is pitted. She came that way, from the prior owner(s). Those are the main downsides, but the good can offset a lot of that. I was going to sell it on Craigslist, but if it's possible to list it to guys who will desire & love it, like in a Norton owners group, even better.

I'll be asking \$4300 as is, or at least 4600 if I go ahead and repair the cylinder thread and side stand.

Randy Richardson

woodsnow4me@yahoo.com

South Seattle - 98144

(206) 725-2996

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

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

Thank you Fred and Ella for making this available.



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.

Monthly Meeting June 8, 2023

Business Meeting Attendees: Mark Zenor, Donn Harvey, Doug Saugen, Jim Bush, Steve Craig, Bill Stevens, Joe Smith, Raul Biascoechea, Chuck Peter, Paul McMurtry, Bill Thackaberry

Rally Planning:

Maria will help at the registration. The plan is to have people arrive at the Pine Near resort, get signed in with the resort, and after they get parked at their campsite, they can go and register for the rally.

Rally registration will be at the pavilion.

Need everybody that goes on the group ride and/or the poker run to sign a waiver.

Volunteer T-shirts – need to adjust quantities per size, compare to rally T-shirt orders.

Mark Z, print INOA waiver forms.

Mark to get envelopes to out rally pins, stickers, etc., to give out to rally attendees.

Bill and Bill will handle the banquet setup. We will get volunteers from the WVM, as well as a couple of NWNNO people who have volunteered for that.

Action item – Bill T. to contact breakfast truck person to share estimates on how many customers to expect.

Mark to bring long tables.

We want a whiteboard for communication and to post messages. Doug to bring, with accessories.

We are going to have a 50/50 raffle at the rally. Chuck Peter will conduct that. Bill S to bring tickets and also bring the wristbands and poker run cards.

Action item to check with Mike at Thriftway regarding procuring drinking water and ice.

Mark to bring banners, zip ties, and screwdriver & screws.

Steve to make 50 3" x 3" OSB side stand pads.

Posters will be handed out with rubber bands

(action item – to get rubber bands) Bill S.

Dean Nissen (SIC) will put on a game.

111 Have signed up for the group ride.

Make sure Anna is well stocked with ice.

Also, we can consider doing a virtual raffle in conjunction with the monthly Zoom meetings.

There will be a meeting for rally planning on 13 June, Doug to send a meeting invite.

General Meeting: Called to order at 7:17 PM.

1 new member – Alan Johanson (see his introduction below). Attendees same as the Business Meeting, minus Jim Bush and Bill S., plus Jim Franzel, Bob Wood, Sam Justice, Bob Actis, Marie Deebach, Richard Matrass, Bob Hollingsworth, Alan Johanson, Bruce Winegarden. The minutes from the May meeting were accepted as written. Treasurer's Report: There is \$1500 in the club checking account. Steve estimates that we will net about \$3000 from t-shirt sales from the INOA website. He projects we will have about \$6K after the rally. Editor's Report: Donn Harvey published the latest newsletter, and he thanked all those who submitted material. The next one will be in August, and it will be the rally edition, and everyone is encouraged to take pictures and submit articles. Past Events: The Spring workshop was held at Mark Zenor's workshop with good attendance, and lots of assistance was provided. And burgers were good.

New Business:

We are going to hold a 50/50 raffle at the rally and considering having a virtual raffle at our monthly Zoom meetings.

Old Business: None

Rally Planning:

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

Upcoming Activities:

INOA National Rally!

We need to plan some hangouts in July and August. Bruce Winegarden suggested a club ride down to the flat track National race at Castle Rock, WA. He is going to investigate further as several members at the meeting expressed interest.

Alan Johanson introduced himself to the club; he just purchased a 750 Commando, his 9th Norton that he has owned and currently owns 5.

Meeting was adjourned at 7:36 PM.

Monthly Meeting Minutes July 13, 2023

Business Meeting

Attendees: Donn Harvey, Doug Saugen, Bill Stevens, Joe Smith, Paul McMurtry, Bill Thackaberry

The official headcount at the rally was 211. The 2024 National Rally will be near Laconia NH, and in 205 it will be in Quincy CA

The club had about \$1700 net proceeds in rally T-shirt

We have 90 days to settle financials with the INOA

General Meeting

Called to order 7:00PM

No new members.

Attendees same as for the Business Meeting, minus Bill T, Joe S, plus Jim Bush, Sam Justice, Bob Actis, Alan Johanson, Bruce Winegarden, Carlo, Bob Hollingsworth, JT Bowers, John Lucas

The minutes from the June meeting were accepted as written.

Treasurer's Report: None given, but financials are known to be in good shape. The costs for the rally are passed through to the INOA and the club gets the net proceeds from rally T-shirt sales of \$1700.

Editor's Report: The next issue of the Atlas will be the rally issue. Don is asking for people to submit articles about the rally experiences, stories and photos. Cutoff for inputs is 20 July. Donn will also arrange a method for members to upload their rally photos.

Past Events: The North Cascades Rally was a great success.

New Business:

It was mentioned that it would be desirable to bring new younger members to NWNO and vintage bike community in general. Bill Stevens said that WVM has looked at their club demographics and has actively recruited new and younger members.

Another idea to promote youth interest is to come up with a "rolling thunder" road show to take to high schools or community college automotive education programs.

The possibility of doing a group buy of electric start kits from CNW was discussed.

Old Business - none

Upcoming Activities

Bruce Winegarden has planned a club ride down to the flat track National race at Castle Rock WA. There is a route plan with several stops to pick up additional riders along the way. As a preamble, Paul McMurtry gave a brief talk on flat track racing, Nortons in flat track and the impact that PNW riders have on the sport.

Meeting was adjourned at 8:00 PM.



Random Rally Pictures - Click [HERE](#) for more





John Lucas arriving at the rally with his Norton in tow.

Corrections: (What, we're not perfect?) In the previous edition of The Atlas the editorial staff mis-labeled the riders on the WINO ride. Second from left is Jim Bowers who rode his Atlas on the ride. Apologies to Jim. ~ed.



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

Monthly Meetings via Zoom

6:15 Business Meeting 7:00 General Meeting

All are welcome to both meetings
Second Thursday of every Month

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

Art Brass Plating

5516 – 3rd Ave. S. Seattle

206-767-4443

<http://artbrassplating.com/>

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Restore, Repair, Race

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Graham, WA 98338



Fabrication of all types and sizes

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www.moonmotorcycles.com

425 985-1078

Gonzalez Motors

1311 B East 25th St.

Tacoma WA

253-627-1818

Better Brits

Erik Jaderquist

By appointment: 206-923-2234

erikjaderquist@msn.com

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

Material wanted for *The Atlas*

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

Send all submissions to editor@nwno.org

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

2023 NWNO Calendar

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

All are welcome to both meetings
Second Thursday of every Month

- August 10** Monthly meeting via Zoom
6:15 Business Meeting 7:00 General Meeting
<https://zoom.us/j/98973763102>
- August 12** Castle Rock TT American Flat Track Race and club ride
<https://www.americanflattrack.com/events/2023/view/castle-rock-tt-2023>
- Sept. 14** Monthly meeting via Zoom
6:15 Business Meeting 7:00 General Meeting
<https://zoom.us/j/98973763102>
- Sept. 28** Atlas Article Deadline
Send articles and pictures to editor@nwno.org
- Oct. 12** Monthly meeting via Zoom
6:15 Business Meeting 7:00 General Meeting
<https://zoom.us/j/98973763102>



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

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

The Back Page

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

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