



Newsletter of the Northwest Norton Owners

Since 1991

A Proud Chapter of the
International Norton Owners Association

Number 163

www.nwno.org

November 2023

Hosts of the 2023 INOA Rally

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Don't forget to take the 2023 Membership survey. You will be required to login into the NWNO website to verify you are a member, but all responses are anonymous.

<https://www.nwno.org/Sys/Poll/47624>



A Norton double-engine drag racer named "The Hogslayer", ridden by T.C. Christenson

Photo by: Jerry Kaplan



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

This is my annual fall column, and I'm left wondering, where did the summer go? On the first day of summer, we found ourselves in the midst of the Winthrop INOA rally. It was quite a feat for the club to put together the rally on such short notice, but it's widely considered a great success now. Afterward, it seemed like many club members needed a few weeks to recover, so we didn't schedule many activities.

In August, Bruce Winegarden and Paul McMurtry organized a group ride to the Castle Rock TT American Flat Track Race. While the turnout wasn't as large as expected, I'm hopeful they'll consider trying it again next year, as it does sound like a fun event. Bruce wrote a full report on the event in this issue.

In September, we had a good turnout at a Hangout organized by Dan Doersam at the new location of OXYD Motorcycles in the Motoshed location in Fremont. The owner, Walt Brown, manned the grill personally and treated the group to free hamburgers and hot dogs. We welcome Walt as a new member of the Northwest Norton Owners and look forward to supporting him in his endeavors at OXYD Motorcycles.

The Whidbey Island Norton Owners (WINOs) have had an active summer, and a big thanks to Ted Stanley for contributing a couple of articles about their adventures for this issue. I particularly enjoyed the WINO roadside repair using a big rock to fix a detached header pipe.

September also marked the annual Isle of Vashon motorcycle event hosted by the Vintage Motorcycle Enthusiasts club of Seattle. As usual, we had a good turnout of NWNNO members and motorcycles on the island. I wrote an article in this issue about the event and our own detached header pipe roadside repair. Maybe this should be a reminder to all of us to check our header pipes!

Our club President, Mark Zenor, was off riding his Norton in the Motorcycle Cannonball run in September. According to their website, Mark placed third in his category, which is quite an achievement. We hope to hear more about his experiences on these pages or at the next meeting.

On the last day of summer, Deby and I were riding rented motorcycles through the backroads



of Spain. Every road was a delight, especially the winding mountain roads, some of which date back to Roman times. We were pleasantly surprised at how affordable everything was due to the favorable exchange rate.

As I settle into my fall/winter routine, I have more shop time to get the motorcycles ready for their next adventures and more time for my other hobbies. I'm hopeful that the club can schedule more in-person events over the winter, as it's always nice to get together in person. If anyone wants to schedule a Hangout, just let me know, and I'll help get the announcement out. Saturday morning breakfast or an evening pub meetup? Let us know.

The club has put together a survey that I hope everyone takes the time to fill out. You'll find more details elsewhere in this issue. Kudos to Doug Saugen for taking the lead on this. We hope to use your feedback to make changes where needed.

I hope you enjoy this issue. Thanks to everyone who submitted articles and pictures, it's really fun to hear about what's going on with club members and share it in these pages. Our Treasurer even let ChatGPT the Artificial Intelligence program write his column. Since artificial intelligence is famously known for providing wrong information we should probably fact check our account balances!

From The President

Mark Zenor

Wow! What an incredible summer filled with fun and adventure! After our Italian escapade, I returned home, ready to catch up on some customer work and prepare the Mighty Norton for the upcoming cross-country Cannonball event. I encountered a couple of preparation challenges, but they were eventually resolved. With around 200 miles on the assembled bike, I set off for California to join Todd Cameron and Tom McBride for a cross-country RV journey to Virginia Beach, where the 2023 Cannonball would begin. Some last-minute entry rule changes allowed me to enter the Model 18, promising an exciting ride. It exceeded all expectations, despite a magneto failure just 25 miles from the finish line. We had a perfect score until that point, but as they say, "It ain't over till it's over!"

I intend to provide more detailed insights in a subsequent article, but I must mention that I recently contracted COVID and am just starting to recover.

There are a couple of essential things to note for all you fellow Nortoneers. First, please take the survey and invest a bit of your time to let us know your preferences. We aim to increase participation in all areas. Second, consider joining us for one of the planned get-togethers we're organizing. We have a gathering in Winthrop scheduled for June and another in July. There's also a possibility of adding a third one in Kettle Falls in September. Campgrounds have been reserved for us, and we'll share more information soon.

I'd like to see if we can assemble a group to attend the INOA rally in Woodstock, New Hampshire, from June 17th to 22nd, even though it coincides with the June Winthrop gathering. I'm also preparing to ride the Hansen Dam event organized by the SoCal Norton group. I've been looking forward to this for a while, and a family obligation in Phoenix means I need my truck there. A small detour will allow me to attend.

So, get your pencils sharpened and start planning for next year while making the most of what remains of this year. Remember, the



November meeting is when you can nominate yourself or others for club officer positions. Every position is open if someone is willing to step up. We're also looking for a volunteer to fill the Ride Coordinator position, which would greatly benefit the club and work in harmony with the rest of the Board of Directors. Please consider offering your assistance!

I eagerly anticipate seeing a full Zoom meeting in November.

Best Regards,

Mark Zenor



Treasurer's Report

Steve Craig



Treasurer's note: I wrote this article using ChatGPT. It's my very first foray into AI. It didn't speed up the process of longhanding my report much, and the result doesn't sound much like me, but it's an interesting first try. What do you think?

Dear NWNO Members,

I hope this newsletter finds you all in good health and high spirits. As the Treasurer of the Northwest Norton Owners (NWNO), it is my pleasure to provide you with an update on our financial status, which currently stands at a balance of \$6,482.51. Moreover, I'm delighted to announce that we have three new members who have joined our growing community.

Financial Update: A Strong Foundation

Our financial picture remains stable, with a healthy balance of \$6,482.51 in our accounts as of end of September. This balance is the result of prudent financial management, careful budgeting, and the generous support of our members and donors. It's important to highlight that your membership dues and contributions have played a significant role in sustaining our organization.

NWNO is committed to transparency and responsible financial stewardship. We maintain a detailed financial record, and our financial statements are available to all members upon request. We encourage you to reach out if you have any questions or would like to review the financial details.

Welcome to Our New Members

I am thrilled to announce that NWNO has expanded its family with the addition of three new members. Each new member brings unique experiences, perspectives, and passions that enrich our organization. We believe in the power of community and collaboration, and these new members will undoubtedly contribute to our shared mission of preserving and celebrating Norton motorcycles.

Let's extend a warm welcome to our newest members:

- Walt Brown Joined NWNO in August (2-year membership)
- William Newton Joined NWNO in September (3-year membership)
- Hoady Spencer Joined NWNO in September (1-year membership)

We look forward to getting to know them better and working together to advance our shared love for Norton motorcycles.

Personal Update: Beyond My Treasury Duties

In addition to my responsibilities as NWNO Treasurer, I've been actively involved in volunteer work, offering rides in a 1929 Ford Tri-Motor. It's been an incredible experience, sharing the joy of vintage aviation with enthusiasts and the public alike.

Furthermore, I'm excited to share that I'm on the verge of signing a contract for the construction of a 1000-square-foot shop on my property. This new addition will provide a dedicated space for my motorcycle collection, a shelter for my Sprinter van, and ample workspace for various projects. This expansion will not only enhance my personal endeavors but will also offer opportunities for future collaborations within our NWNO community.

I'm grateful for the chance to be part of this passionate community and look forward to

continuing our shared journey in the world of Norton motorcycles.

Conclusion

In closing, I want to express my gratitude for your continued support as NWNNO Treasurer. Our financial strength and the addition of new members demonstrate that we are on a positive trajectory. Let's look ahead with enthusiasm as we work together to celebrate and preserve the legacy of Norton motorcycles in our Northwest community.

If you have any questions, suggestions, or concerns, please don't hesitate to reach out. Together, we will continue to make a meaningful impact on our shared passion for Norton motorcycles.

Thank you for being a part of NWNNO, and here's to a successful and inspiring journey ahead.

Sincerely,
Steve Craig, Treasurer, Northwest Norton Owners (NWNNO)



Steve submitted a few pictures of a VIP passenger on a recent flight in Thermal, CA.

His passenger, Ruth, is 100 years old and was one of the last working flight attendants on the Ford Tri-Motor in the 1950's. Her friend on the left, is 95 years old.

Steve wrote that she had a teary-eyed reunion and it was an honor to be her pilot.

~ed

Vice President's Report:

Club Survey: Tell us what you think

Doug Saugen



A few months ago, I came across an article titled "The Decline of the Motorcycle Club". The author had several reasons cited for the decline and some empirical data to back it up:

- The average age of a motorcycle rider is close to 50 years old (an increase from an average age of 32 years old in the 1990's).
- The average age of a street club is in the mid -60's and members are retiring at a pace greater than new members are joining.
- Years ago when clubs were formed, physical connections were the only way to engage with members. Today social media has somewhat displaced the need to "get together" as the primary reason for a club's existence.
- Club Burnout- a few members do all the heavy lifting and eventually fade away leaving a void in the fabric of the club.
- Internal Politics turns some members off.

While the NWNO has enjoyed a consistent membership level, we are not immune from some of the realities stated above. The author also had several recommendations for ensuring a healthy, vibrant motorcycle club. These recommendations center around member participation, club relevancy and member satisfaction.

To better ensure that the NWNO is being responsive to its member's needs and preferences, we have distributed an electronic survey that was sent via an email blast to all members a few weeks ago. We tried to structure the survey for ease of completion covering the major topics of communications, meetings, social events, rides and member participation. It should only take 5-10 minutes to complete. At

the end of the survey questions we have left space for comments/suggestions and to explain your response to a specific question. PLEASE RESPOND. It is important that we get your feedback to confirm or adjust our programs and practices. We will be sharing the tabulated responses with you in the near future.

The author concluded his article with the thought that there is a high correlation of Club vitality with member participation and engagement. We would welcome the opportunity to get more members actively involved in the Club. We have two unstaffed leadership positions that we are seeking to fill (the survey is asking for an expression of interest). These are the positions of Event Coordinator and Ride Coordinator. Take advantage of this opportunity to get involved.

Regards, Doug

(Editor's Note: You can read the article mentioned [HERE](#) written by David Petersen, a local motorcycle enthusiast and owner of [Best Rest Products](#). His products are worth checking out as well.)

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THE STORY OF T.C. CHRISTIANSON AND HOGSLAYER

By Phil Babb & Dean Nissen w/ photos by Jerry Kaplan

(Thomas "T.C." Christenson died on September 21, 2023 at 80 years of age. ~ed)

In the realm of motorcycles, legends are born, and riders become icons. Thomas Christianson, affectionately known as "T.C.," embarked on his two-wheeled journey and etched his name in the annals of motorcycling history. This story only touches a few highlights of the life and legacy of T.C., and his partnership with John Gregory, all centered around the legendary Hogslayer.

T.C.'s journey began in Kenosha, Wisconsin, his hometown, and heartland. It was here, in the land of beer, bratwurst, and open roads, that he embraced his passion for motorcycles. His initiation into the world of motorcycling was marked by a 150cc Whizzer, a gift from his mother, who could see the fire of his future burning brightly. A \$10 machine that ignited a lifetime of adventure.

As T.C. graduated to more substantial machines, he quickly earned a reputation as "The Fonz" of Kenosha. Street racing became



his adrenaline-charged pastime, with run-ins with the local police punctuating his youthful escapades. One particularly daring chapter of his youth involved a chemistry class experiment that led to the creation of an explosive device. The climax? Detonating it right in front of the local police station, a move that only a fearless rider like T.C. could pull off.

Fate had it that T.C. would cross paths with John Gregory, a drag racing aficionado, and owner of a local motorcycle shop. T.C. brought his ride in for some fine-tuning, and the rest, as they say, is history. The two kindred spirits quickly bonded over their shared love for all things on two wheels. John, inspired by the popular TV show "77 Sunset Strip," named his motorcycle shop "Sunset Motors." T.C. found himself drawn into the world of speed, power, and the allure of drag racing.

With John at the helm, the pair embarked on an audacious journey. John constructed a formidable single-engine Norton drag bike, while T.C. tested his mettle and speed in his first top fuel race, a race that earned him an impressive second place. Amid the roaring engines and the scent of burning rubber, T.C. had an epiphany. A twin-engine Triumph roared onto the scene, and John made the decision to build a twin-engine Norton, a beast that would challenge the supremacy of Harley Davidson in the drag racing circuit. The name they chose was just as bold as their ambitions - Hogslayer.



Photo of his first single engine Norton from Phil Babb. I suspect the AMC gearbox didn't last long. Hogslayer had a 2 speed automatic and a clutch borrowed from an AMC car. John Gregory worked for AMC in Kenosha before opening his bike show. Dean.

The legend of Hogslayer spread like wildfire. From the early to mid-'70s, it conquered the drag racing arena, winning the majority of races it entered. The dual fuel-injected engines belted out an astonishing 300 horsepower, powered by the nitro methane fuel coursing through their veins. It was a trailblazer; the second top fuel drag bike to break into the elusive 7-second barrier. T.C. and Hogslayer had become synonymous with victory and dominance on the drag strip.

However, as the saying goes, all good things must come to an end. In 1975, Berliner ceased importing Nortons to the United States,



and this marked a turning point in T.C. and Hogslayer's storied journey. The roar of their engines gradually faded, but their legacy remained indelible.

T.C. took the reins of Sunset Motors, becoming its steward and guide for decades to come. In July 1995, Jerry Kaplan, who is well known in the INOA and a member of the NorCal chapter, captured T.C. in all his glory at Daytona, Turn 6 Norton club event and in July 1995, at the British Bikers Coop event in Concord, WI. The images captured the essence of Hogslayer, with T.C. unleashing a few iconic burnouts. Jerry reminisced that the sound and smell of that moment were nothing short of intoxicating.



Today, Hogslayer finds its home at the National Motorcycle Museum in Birmingham, England, a testament to the enduring legacy of T.C. and John Gregory. Their story lives on, a symbol of passion, power, and the undying spirit of the open road.

We remember and honor John and T.C. in this tribute. Ride in peace, legends.

Further Reading

Much has been written over the years about T.C. Christensen and the Hogslayer. Here are a couple of links for further reading: [CycleNews](#), [YouTube](#), [UltimateMotorcycling](#), [Obituary](#).

You can download or buy a DVD of the recent Hogslayer movie [HERE](#).

News from the Whidbey Island Norton Owners

Ted Stanley

It's been a fantastic summer for the WINOs on Whidbey Island, affectionately known as "The Rock." We extended open invitations to all club members and guests, resulting in several memorable rides around Whidbey.

On a recent sunny day, the WINOs had the pleasure of welcoming our Co-Founder, Gary Scheving, along with Gary Griffith, his brother Greg, and John Deebach for an exhilarating ride through the serene and scenic back roads of the island.

Under the bright sun, with all our bikes performing flawlessly, we set out on a leisurely journey up the island's western side, tracing the picturesque Holmes Harbor shore. Along the way, we passed the renowned Nichols Bros. boat works and ventured onto Honeymoon Bay Road. Our route took us past Fisherman's Alibi, and we eventually joined the highway.

A brief sprint helped us dodge the speeding commuters on the highway as we made our way to North Bluff Road and Greenbank Beach. Our journey was not only a ride but also a fascinating exploration of local history.

We cruised past concealed coves that once served as the landing points for shipments of rum and whiskey smuggled in from Canada during the Prohibition era. These clandestine operations supplied the thirsty markets of Seattle. Baby Island, which used to cover about four acres, now sits uninhabited, weathered by a century of storms to less than half an acre. It's clearly visible from John Hill's waterfront residence.

In its heyday, Roger, a resident of the island, maintained a keen watch with powerful binoculars for Revenuers, running hopped-up Christ Craft speedboats. In exchange for his services, he would extract a decent payment in hooch from the smugglers. This kept the locals well stocked with fine Canadian whiskey.

Continuing our journey, we found ourselves in



central Whidbey, passing by TC's waterfront turn and cruising past Shangri La Shores. As we ventured farther, we entered the vicinity of the outlying U.S. Navy carrier landing practice field, meticulously designed to mimic a carrier deck.

The roar of jet engines filled the air. If you've ever been in proximity to these aircraft, the thunderous sound of an F18 Super Hornet in full afterburner passing overhead can make you believe your bike has spontaneously exploded.



Ted Stanley, John Hill, TC Goff



We were fortunate to witness some practice touch-and-go landings at the mock carrier field. Typically, a trio of F-18s, affectionately known as the Growlers, zooms around the 6-mile racetrack pattern for about an hour. Observing the tires smoke as the planes make contact with the cement and then feeling the rush of full power during liftoff is an awe-inspiring experience in every sense. Damn glad that those are our jets, piloted by some of the most skilled young aviators in the Navy.

After the spectacular display, we turned around, heading south past Smugglers Cove, and concluded our ride at the Penn Cove Brewery and beer garden. It's a charming rustic venue nestled beneath ancient walnut trees, even if the beer prices lean towards the steeper side.

From here, we savored a few final twisty stretches, bidding farewell to our friends from the mainland as they headed back to the boat. The sun still bathed us in its warm glow.

WINO Tech Session

A midsummer gathering of the WINOs featured five Norton Commandos during a recent ride through the northern part of the south end of the island. When you have that many Nortons on a ride, the likelihood of encountering some mechanical issues rises exponentially.

As we ascended a steep hill, one of our recent members, Alan, on his newly acquired 850, suddenly experienced his right-side exhaust pipe header separating from the engine block. Fortunately, it remained attached, emitting the distinct roar of that open cylinder. The group promptly came to a halt on this quiet, isolated road.

Very few riders carry the special rosette wrench required for this repair, except for Alan Orr, who always had one stashed beneath his seat. So, with necessity being the mother of all inventions, we channeled our inner caveman spirit into action. John Hill, after a bit of searching along the roadside, unearthed a sizable granite rock. With the assistance of a rudimentary tool from his original 1975 Norton toolkit, several riders embarked on the unconventional task of carefully tightening the rosette.

Despite initial skepticism, it's entirely understandable that the new member Alan was cringing as he observed a group of men employing unorthodox methods to mend his beloved bike. Remarkably, that roadside repair held up for the remainder of the ride and all the way back home to Coupeville.

A quick shout-out goes to the Island County sheriff, who pulled over his cruiser to inquire if everything was okay. Imagine his surprise as he crested the hill and came upon a gang of elderly, white-haired geezers on equally elderly motorcycles camped by the roadside. We

shared some WINO humor, asking if he might have a six-pack or perhaps a plumber's pipe wrench on hand. He did his best to stifle a laugh while maintaining an official demeanor, clearly enjoying the encounter. It was all in good spirits.

Once again, the WINOs demonstrated their ingenuity by utilizing locally sourced materials for a Norton fix. Our next tech session will be contingent on the severity of the breakdown, but rest assured, we'll all be equipped with chewing gum, shoelaces, epoxy, baling wire, and JB weld to tackle the next challenge. And if we don't have the right tools, we'll find a way to get them. So, if you suspect your bike might have a few quirks, come and ride with us for 50 miles, and we'll find a way to mend your bike at no cost.



WINO ingenuity at it's finest

Get Them Young

During a recent WINO outing featuring several Commandos, we made a stop at Maxwellton Beach and Park for a well-deserved rest. As we rolled into the parking lot, our attention was drawn to a young boy accompanied by his mother, jumping with joy at the sight of our motorcycles.

After parking and ensuring that our bikes were in good condition with nothing fallen off, the little boy was still enthusiastically waving his arms in our direction. TC signaled for his Mom to approach with the young lad.

As they neared our motorcycles, you could clearly see the child's absolute excitement on his face. Without hesitation, we scooped up the little guy and placed him on John's Norton. The sheer delight in his eyes would have been enough to melt the Arctic ice pack. To add to the memory, we secured a helmet on his head and encouraged him to hold onto the handlebars. Now, he was squealing with delight, making motorcycle sounds.

His Mom, understandably a bit apprehensive

about the whole affair, was urged to get on behind her son, and she reluctantly obliged. With a playful quip, she said, "When he's 18, I'm going to curse you guys." We all shared a hearty laugh because we knew, in truth, it was already too late.



So, at the tender age of 6, Finlay had his first taste of a real motorcycle, and we're certain he'll carry the memory of that day with him for a lifetime.

New WINO Members

As the WINO membership continues to expand, we are delighted to announce the induction of Dan Doersam and Kelly Mueller into the WINO Hall of Fame. Their induction comes as they've relocated to Whidbey.

One thing that's crucial to understand about the WINOs is that we operate without any rules, dues, official membership roster, planned meetings, bylaws, or officers. Therefore, the fact that we had a clandestine ceremony, unbeknownst even to Dan and Kelly, aligns perfectly with our non-club ethos.

The sole requirement for being a WINO is a fondness for Norton motorcycles, whether you

own one, have owned one in the past, are contemplating a purchase, or even just possess a vintage motorcycle magazine cover featuring a Norton. Alternatively, if you have any other make of motorcycle, you're more than welcome.

Dan and Kelly are true aficionados, with a beautiful Norton Model 50 residing in their garage, affectionately known as Sluggo. However, Sluggo has an intriguing quirk, likely due in part to a bent frame; it prefers making right turns over left. Nevertheless, it's the quintessential WINO machine and a prime candidate for the type of roadside fixes that the WINOs have mastered.

So, with open arms and warm enthusiasm, we extend a heartfelt welcome to Dan and Kelly!



WINOs at the home of Vince and LingLi Johnston's house on Whidbey Island



A Day at the Isle of Vashon: Another Norton Header Story

Story and photos by: Donn Harvey

This year's Isle of Vashon motorcycle ride graced us with a gorgeously sunny and warm Sunday in September. Organized by Seattle's Vintage Motorcycle Enthusiasts club, the annual Isle of Vashon event typically takes place toward the end of summer on a date only disclosed to the club's members. Fortunately, many of our NWNO members are also part of the VME, so word inevitably gets around. Over the last few years, it's become an informal tradition for a group of us to gather at the West Seattle home of the club's founder, Garry Scheving, for an early cup of coffee in his shop before we embark on the ride to the nearby Vashon ferry as a united group.

This year's event held a special significance, as it coincided with my birthday. What better way to celebrate than by putting around 100 miles on my beloved Norton? I reached out to Garry, who informed me that we'd be gathering at his house "around 8:00 AM." It was early for my liking, but I was undeterred. I discussed the plan with Deby, and as always, she was more than eager to join us on her BMW. I also messaged a new club member, Frank Dowling, to invite him along. Some of you might recall that we encountered Frank somewhat serendipitously when the club assembled for the Will Wachtel memorial ride in Issaquah. We were in the parking lot near the XXX Root Beer Stand, alongside about 20 Nortons, when Frank rolled in on his black Norton Interstate. He seemed a bit perplexed about what was happening and was unfamiliar with the club. So, naturally, we promptly invited him to join us on the ride and also at our house for the informal memorial service for Will. As it turned out, Frank lived quite close to me in Preston and was genuinely enthusiastic about his Norton, so I was delighted when he accepted my invitation to



Motorcycles at Garry's shop

come along. This was to be his inaugural ride to the Isle of Vashon.

The Isle of Vashon ride had, by now, become a well-practiced routine. It entailed a morning of coffee and friendly banter at Garry's, followed by a ferry ride crowded with hundreds of other motorcycles to the island. There, we'd park along the main street, register for the poker run, and perhaps purchase a shirt or poster. The rest of the day would be dedicated to exploring Main street and admiring the impressive array of vintage motorcycles of all types. Subsequently, a small group of us would embark on the poker run, during which cards were drawn at five stops, with the aim of putting together the best hand. It seldom proved successful for me, but it was always great fun. This year, Frank experienced his first poker run, and his luck, it



Left to Right on the Vashon Ferry: Steve Craig, Garry Scheving, Gary Griffith, Frank Dowling

ingenuity within our small group. In Frank's case, the weld between the flange and the pipe had broken, with the nut still securely attached. This was going to be a challenging roadside fix.

We all scoured our modest toolkits in search of a potential solution to reattach the scorching-hot pipe. After some rummaging, Deby unearthed a versatile multi-tool from her trunk. Perhaps due to a hint of superstition regarding Lucas, I always carried a small roll of red hookup wire with me. And so, we decided to put these resources to good use. We wrapped the wire around the pipe near the

engine and along the frame, securing it somewhat in place. It wasn't perfect, but it seemed sturdy enough to potentially get us to the next checkpoint or find a more suitable

seemed, mirrored my own.

The poker run concluded at the Vashon Island Sportsman Club, where attendees could enjoy food, a miniature concours, and various motorcycle "games" testing riding skills. It was also another opportunity to stroll around and admire the multitude of bikes.

Everything was proceeding smoothly, following the established plan, as had been the case in most years, until it wasn't. I happened to be leading our small group when I noticed one of the Nortons in my mirror, pulled over to the side of the road. I stopped and waited for a minute, soon realizing it was Frank. He had dismounted from his bike, and some other members of our group had joined him, circling around his motorcycle.

Curious, I turned around to see what had gone awry, and to my astonishment, I observed that the right-side header pipe had separated from the engine. As I'm writing this I'm reminded of reading, in these very pages of The Atlas, about a similar incident involving Alan's 850 Commando on Whidbey Island, The WINOs had managed to engineer a clever repair using a hefty rock. Now, it was our turn to test our



Red hookup wire holding the pipe. No rocks necessary for this repair!



After verifying the exact match, the new donated pipe was ready for install.

had encountered mechanical issues during the ride. John wasn't present at the moment; he had headed out in his truck to retrieve another broken-down bike. The wait didn't bother us, as we stood around in the sun, conversing with fellow riders and admiring John's well-equipped shop. Frank commenced the removal of the red wire from his scorching exhaust and began contemplating ways to potentially drill out the pipe and fasten it to the flange with sturdy wire, a bolt, or maybe even attempt a welding job.

When John eventually arrived and assessed the situation, he only took about five seconds to declare, "I think I have one of those." Frank pointed out that his particular exhaust system on the Interstate differed from a standard Commando, so the odds of John having a matching pipe just lying around seemed slim. Unfazed, John

ascended to his attic and rummaged around for a mere few minutes before descending with the exact match pipe. Frank was astounded, and we all burst into laughter. To make the story even more incredible, John handed the pipe to Frank and said, "Here, you can have it."

Ten minutes later, the new pipe was successfully installed on Frank's Interstate, and we were back on the road, rejoining the other riders at the Sportsman Club. Frank expressed his gratitude for the assistance and generously treated us to a round of hamburgers as a token of appreciation.

I'm delighted to report that Frank and I rode our Nortons on the interstate to Preston, with both bikes purring in perfect synchrony throughout the journey. The day served as a heartwarming reminder of the camaraderie that flourishes within the vintage motorcycle community and I'm looking forward to next year.

Donn

location for a proper fix. Understandably, Frank was disheartened that his cherished Commando had let him down during his first Vashon ride. It was evident that he couldn't ride the Norton in that condition all the way back to his home in Preston.

One of the group members contemplated the situation for a moment and realized that we were probably only a mile or two away from John Vangolen's house. John, a long-standing club member with a deep appreciation for Nortons, was featured in [Issue 159](#) of The Atlas, where we counted 14 Nortons in his shop. During the Isle of Vashon event, he typically opened his home and shop for friends to visit and enjoy a cold drink. It was an easy decision; we shared the idea with Frank, who seemed somewhat skeptical. "You mean there's someone just a couple of miles away who could fix my pipe?"

We abandoned the rest of the poker run and made a beeline for John's house, where we were welcomed by two other motorcycle riders who

The TM-400

Raul Biascoechea

Many years ago, my buddy Bill and I embarked on a trail ride through the forest. During our journey, we encountered a fellow rider who found himself stuck in a ravine, desperately trying to kickstart his Suzuki TM-400. We observed him repeatedly starting his bike, only to have the engine sputter out as he attempted to exit the ravine. On a couple of occasions, he even looped the bike and tumbled off. Concerned, we shut down our own bikes and extended an offer to help, but our good intentions were met with a barrage of expletives, and we were sternly told to mind our own business.



A few miles later, we decided to take a break and pulled over. Shortly afterward, the TM-400 rider passed by us. It was apparent that he was struggling to control the bike on the narrow, technical trail. We resumed our journey and, once again, encountered the stuck rider about half a mile down the trail. This time, we chose not to stop, but we couldn't escape the stream of

expletives that followed as we rode by. This peculiar cycle repeated itself a couple more times: we'd pass him when he was stuck off the trail, and he'd eventually overtake us as we rested.

After he had passed us yet again, we decided to take off and rode a few hundred yards. It was then that Bill noticed something lying on the side of the trail. He came to a stop, dismounted, and discovered that the object was a motorcycle kickstart lever. Bill secured the lever to the back of his bike with a bungee cord, and we continued our ride. A few miles down the trail, we once again stumbled upon the stranded TM rider. This

time, we stopped, but before we could offer any assistance, the rider curtly declared that he didn't need any \$%#@* help from us. At that moment, Bill brandished the kickstart lever, waving it in the air, and humorously remarked, "Oh, but it seems you do need our help."

Further reading on the Suzuki TM400

I wasn't very familiar with the TM400 so I did a little research and found an interesting article about it on Off-road.com.

~ed

[SUZUKI TM400 CYCLONE - The most dangerous bike ever built?](#)

Nov. 01, 2005 By ORC STAFF

A Rally I'll Never Forget

Lucas Haines

Reprinted with permission from the July- September issue of the
Michigan Norton Owners quarterly newsletter

The 2023 Norton Rally was something I will never forget. It was my first time in an airplane and my first time riding a Norton, you read that right. Suzi and I flew into Spokane to avoid the Seattle traffic. Until we got to the mountains the drive was rather mundane - miles and miles of barbed wire with some cattle sprinkled throughout.

At the campground we met Anna, the owner. She was always walking around and ready to assist us with whatever we needed. She helped many people park their RVs and trailers. She always wanted to know what we were up to, she made popcorn for the movie night, "I Bought a Vampire Motorcycle", which of course we watched. Anna was even at the concours, which had 85 motorcycles.

There were many great tech sessions during the rally: long distance touring on Norton, basics of how to video tape motorcycle rides and even the finishing touches of installing a cNw (Colorado Norton Works) E-start kit. More on that last one, Erin Reddy, during the rally, installed a cNw E-starter, with minor guidance from her father Ian and Mark Zenor. This is something you wouldn't see unless you spent the \$3,200 that this cost. Many people would walk by and remark that she hadn't made much progress in the 30 minutes since they walked by. Erin works in a veterinary clinic, so all of these people were just loud cats and dogs to her. Regardless, she did complete the job and had the Norton running, but lacked a low-profile air filter and rain at the start of the concours deterred them from exhibiting their finish work.

The group ride toured over 100 miles of the best roads that wrap around the North



Lucas Haines, the youngest riding member of the Michigan Norton Owners about to get on John Deebach's Norton for his first ever Norton ride.

Cascades. I was riding John D. Bach's 1975 Norton 850 Roadster. The riding position and handling felt way different from my Honda and the braking seemed not as good as the Honda. That being said, I thoroughly enjoyed riding the Norton. While it was very hot and dry that day, once after being stopped because of construction the bike stalled. Panicked, I used the electric start and my worries over as the bike roared back to life; never a dull moment. There were 113 other riders separated into groups of 15-20. Once again, we were treated to some of the best scenery I have ever had the pleasure of witnessing.



NWNO Flat Track event October 26, 2023

Bruce Winegarden

Castle Rock AFT TT National

Paul McMurtry and I went on the club ride to the TT National flat track race at Castle Rock. I mapped out the ride down there with lots of fun twisty roads and very little traffic. We got great seats in the grandstand on the start/finish line and the racing action was excellent.

The Ride

I met with Paul in Eatonville. The best part of getting there is after South Prairie, turning south on Orville Rd and along lake Kapowsin. Riding from there to Elbe had us carving some great curves through the forest. We enjoyed more great roads from there to Castle Rock.

The Race

The flat track TT was an interesting event with a tight turn into the middle for a jump the racers would land just in time to turn a quick right and longer left leading to the home straight. The racers made some cranked motor music flying down the straight in front of us.

A couple of highlights for me

The most exciting racing was "Dash for Cash". The championship points races had very little passing. Whoever got the hole shot into the first corner generally won the race. I don't think anyone wanted to make a mistake and miss out on points. "Dash for Cash" race was just a few laps but there was elbow to elbow passing as the lead went back and forth. The top four qualifiers raced for \$5,000 to the winner, WA native JD Beach.

I was also glad to see a couple of Royal Enfields racing. One of them was pretty competitive running third or fourth most of the night.

Paul was a great companion for this trip. His insights into the history, bikes and racers was great commentary.

Racer to watch

A few weeks after the flat track TT race I was riding my VFR down to see the final Reno Air Races. I spent a night in La Pine, Oregon at a Best Western that had cable. While browsing channels I found the Texas Superbike race to watch. I didn't notice JD Beach on the grid because he was back in the pack, but the an-



AFT Singles Heat Race – Castle Rock

nouncers started to mention him as he moved up. After the flat track season ended, he was riding the back up Yamaha R1 to the race winner and season champion, Jake Gagne. It was exciting to watch JD race to a third place finish. He was pushing the second place bike the last couple of laps.

Sticky front Caliper

Bill Thackaberry

Lately, I noticed an issue with the front disk caliper on my black Commando Mk3—it wasn't fully releasing. Upon inspection, I found that the caliper pucks were worn down to almost metal. My initial assumption was that the caliper seals were the root of the problem. So, I replaced the seals, but encountered difficulty in bleeding the system to make the brake functional.

It turned out that the lower rubber hose had become blocked due to corrosion debris or some other obstruction. Although the master cylinder could push brake fluid past the blockage, it wouldn't allow the brake to release. Fortunately, I had an old but unused lower hose, which I promptly installed on the bike.

However, I discovered that when I left the caliper dangling by the hose, it would twist when I squeezed the brake lever. I interpreted this as a sign that the aged hose was expanding when subjected to pressure. To rectify the situation, I replaced the lower hose once more, this time



with a new one. With the new hose in place, I was able to successfully bleed the system, and now the brake works like a charm.

THE
MOTORCYCLE
AND POWERSPORT SHOWS

**THE 2024 MOTORCYCLE
& POWERSPORTS SHOWS**

TAKE PART



January 12-14, 2024

<https://motocanada.com/shows/vancouver/>

Minutes from NWNO 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.nwno.org.

Monthly Meeting August 10, 2023

Business Meeting

Attendees: Mark Zenor, Steve Craig, Joe Smith, Doug, Bill Thackaberry, Paul McMurtry, John Lucas

Some discussion about the ideas floated at last month's general meeting regarding getting younger people participating in club activities. At this meeting it was noted that a Norton is not the ideal beginner motorcycle, and it is a challenge for us as a single-marque club.

Mr. Geddes has about 24 motorcycles that he is interested in divesting from his collection. Mark will send a list of the bikes up for sale.

Steve C said that a post-rally analysis of the club's finances indicates that we have \$8100 in our checking account and currently have 96 paying members.

It would be great if someone would volunteer to do a short talk on a relevant topic at our monthly Zoom meetings.

The Club leadership would like us to have monthly extra-curricular activities like rides or hangouts.

Also is there a way we could use the club's treasury surplus as a way to foster club activities.

General Meeting Called to order 7:14PM

No new members.

Attendees same as for the Business Meeting, plus Jim Bush, Richard Mattrass, Ian Reddy, Arlo, Bob Hollingsworth, JT Bowers

The minutes from the June meeting were accepted as written.

Treasurer's Report: Steve C. reported that the club has \$8117.64 in the checking account.

Editor's Report: The next issue of the Atlas will be the rally issue. Donn 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.

Old Business – none

New Business:

Is there enough interest in the CNW electric start kit to get a discount on a group buy for club members?

Upcoming Activities

Bruce Winegarden has planned a club ride down to the flat track National race at Castle Rock WA Saturday August 12. There is a route plan with several stops to pick up additional riders along the way, the route is in the NWNO e-mail blast and also posted on the club website.

Meeting was adjourned at 7:38 PM.

Addendum

21 August 2023

From Mark Zenor

I wish to add this to the minutes as an opening disclaimer if you will.

NWNO members, in our last meeting, a vote was taken pertaining to our yearly NWNO group campout gathering. As things have developed this was premature and inappropriate. The vote was to hold our NWNO campout in conjunction with the WVM's Over The Pass event, which is being held June 27-30th at Pine Near campground. The WVM reserved the entire campground. To be able to attend the OTP event, one must be a pre-registered member or a pre-registered guest and includes a rally fee to cover food costs. There is an effort being made to see if the NWNO could be invited as guests. Should this come about, I am sure this will be a great event. However, as the campground has been reserved, there isn't an opportunity to reserve cabins or tipi's. As our group does make considerable use of these facilities, we as officers do not feel it best serves the club to hold our traditional campout in conjunction with the WVM's OTP event.

However this has encouraged us to think out of the box and fits in line with one theme that our

officers meetings have identified, building momentum within our organization. By this we mean, identifying in advance, guest speakers, future events to our membership to encourage their participation.

As such, we have worked up 3 possible events for next years riding season and will be presenting them at the September meeting. Jim Franzel and Doug Saugen offered other possible locations of Copalis Beach and Kettle Falls

Information only at this time as officers and editor, for Officers meeting in September.

Possible events would be, June in Winthrop during the week not including a weekend.

I have had Anna block out all the cabins, except Tipis for us for the 16th -20th of June 2024. This is an arrive on Sunday and depart on Thursday. She will hold these until after our next meeting in September. There is plenty of RV and tent sites also.

Jim's offer, as stated below, for end of July or first of August. I contacted Echo of the Sea and have placed the whole campground and rooms on hold for both July 20th and August 3rd. See campground here.

<https://www.echoescopalis.com>

Also, Doug has had a great riding experience in the Colville area, and I found this:

<https://www.columbiapointresort.com> hotel, combination of RV, tent and bungalows in Kettle Falls. They are also willing to give us the whole place, just need some dates. I am also thinking why not do this also this year in October?

From Jim Franzel

Mark - i looked at 2024 tides and the best tides are: july 20 (sat.) to July 25 (Thursday) and Aug 3 (sat) to Aug 7 (wed).

The "hog wild" event in Ocean shores is July 27 -28. It's mostly a bunch of Harley riders. Lots of tats and ugly women. Since the city fathers insisted that they do away with the wet t-shirt contest a few years ago, attendance has dropped off.

I know some of our rallies try to encompass a weekend. I think it is better to have the rally on weekdays - since the availability of motels would be better and damn near everyone in the club is retired! Rita and I would host a dinner. The Green Lantern Pub could be the day ride start point. Rides to Taholah/ Lake Quinalt and the Devonshire road to Lake Wynoochee are excellent. Jim.

Monthly Meeting September, 14, 2023 Submitted by Paul McMurtry

Business Meeting

Attendees: Mark Zenor, Steve Craig, Doug Saugen, Raul Biascochea, Jay Kuehny, Paul McMurtry

Mr. Getty has about 24 motorcycles that he is interested in divesting from his collection. Mark will send a list of the bikes up for sale.

Steve C said that a post-rally analysis of the club's finances indicates that we have \$6263.28 in our checking account and currently have 96 paying members.

The idea of a holiday party was discussed. We have sufficient funds to have it at a restaurant, but it would be better if we could have it some member's home.

At the August NWNO meeting it was voted that we have our annual campout in conjunction with the WVM's gathering at Pine Near Resort. It turned out that the vote was held prematurely as our club had not been formally invited by the WVM at that time. Since then, the WVM has extended on invitation to the NWNO but we would have to tent camp or RV as the WVM people have reserved all the cabins and teepees.

Jim Franzel has offered to host a crabbing event near his place at Copalis Beach. There are specific dates that would work for that event because ideally the crabbing should be conducted during certain tidal conditions. the best tides are July 20 (sat.) to July 25 (Thursday), and Aug 3 (sat) to Aug 7 (wed). There is a campsite near Jim's place.

Another idea is a gathering near Kettle Falls in the Okanagan sometime after Labor Day. Doug went there for an AMC event, and he speaks highly of the roads and the scenery.

We also have the Pine Near Resort reserved in June for an NWNO group campout.

Mark Z Gave an update on his progress in the Cannonball. Mark also expressed interest in going to the 2024 National Norton rally in New Hampshire.

General Meeting

Called to order 7:06 PM

Attendees same as for the Business Meeting, plus Carlo, Richard Matrass, Bob Wood, Bill Thackaberry, minus Mark Z.

No new members present. Steve C reports that a few new members have joined lately, a few have not renewed. In total we have 97 paying

members.

The minutes from the July meeting were accepted as written. We need to send the minutes out in advance so they can be reviewed before voting on them.

Regarding the summer camp out, as stated in the business meeting it was premature to have voted in the August meeting to have our campout jointly with the WVM. It was proposed that we have our own summer event, and NWNO members are encouraged to join the WVM event at Pine Near if they are so inclined. Instead, we would have our own summer gathering, and in fact we have three possibilities. The club voted to disconnect our outing from the WVM's and explore the other three options outlined in the business meeting. At least some of the members present expressed interest in each of the options.

Treasurer's Report: Steve C reported that the club has \$6263 in the checking account.

Editor's Report: The next issue of the Atlas will be issued in November. Donn is asking for people to submit articles and photos. Cutoff for inputs is mid-October.

Past Events: Bruce Winegarden and Paul McMurtry went on the club ride to the TT National flat track race at Castle Rock. Bruce mapped out a great ride down there with lots of fun twisty roads and very little traffic. We got great seats in the grandstand on the start/finish line and the racing action was excellent. Trevor Brunner won the AFT Singles main event with Tacoma resident Tanner Dean on the podium in 3rd place. The series points leader Kody Kopp of Mica WA could have clinched the 2023 National Championship but did not do so as he had a mediocre performance. The AFT Twins class was a showdown between the two series points leaders Dallas Daniels and reigning national champion Jared Mees. Daniels took the win over Mees, but the fastest rider was WA native JD Beach who bobbled a couple of times on the tight turn into the infield and he finished 3rd. Beach also has been competing and winning in some Moto America superbike road races and he is someone to watch in the future.

On September 7th there was a NWNO hangout at the former Motoshed shop. Motoshed is temporally closed while it reconfigures into a different motorcycle related business.

Old Business – none

New Business: - none

Upcoming Activities - none

Meeting was adjourned at 7:55 PM

Monthly Meeting October 12, 2023 Submitted by Paul McMurtry

Business Meeting

Attendees: Mark Zenor, Doug Saugen, Bill Thackaberry

Mark Z showed a slide show of the Milano Taranto historic motorcycle event he participated in Italy where he rode his vintage Moto Morini.

Mark and Doug reviewed in detail the proposed club member satisfaction survey. Several revisions were made to the draft survey. Regarding the topic of a Ride Coordinator leadership position, we want the survey to state that we are looking for someone to fill this position. According to our club by-laws, at even years members interested in leadership positions can seek those positions.

The club campout at Pine Near will be 16 -20 June 2024. The Copalis Beach gathering is 21 – 25 July at the Echoes of the Sea resort. The club is also considering a gathering at the Columbia Point Resort a in Kettle Falls WA.

General Meeting

Called to order 7:06 PM

Attendees same as for the Business Meeting, plus Bob Hollingsworth, John Lucas, Eric Hokanson, Bob Actis.

New members: Eric was attending the meeting, and he is very interested in joining the club. William Newton of Sisters OR, has joined the club but he was not at this meeting.

The minutes from the September meeting were reviewed. Mr. Getty is incorrectly stated as Mr. Geddes, this will be corrected (ed, corrected in this issue). It was voted to accept the revised minutes.

Regarding the summer camp out, as stated in the business meeting it was premature to have voted in the August meeting to have our campout jointly with the WVM. It was proposed that we have our own summer event, and NWNO members are encouraged to join the WVM event at Pine Near if they are so inclined. Instead, we would have our own summer gathering, and in fact we have three possibilities. The club voted to disconnect our outing from the WVM's and explore the other three options outlined in the business meeting. At least some of the members present expressed interest in each of the options.

Treasurer's Report: Steve Craig was not

attending but he provided info that we have 99 active members and \$6482.51 in the club accounts.

Editor's Report: Donn Harvey is travelling in Spain, so he was unable to attend.

Past Events: No events in October but September events were mentioned, including Tenino swap meet, Isle of Vashon

Future Events: John Lucas contacted Robert and will invite others to a Hangout at his place. The club is looking for someone to organize a holiday party. Doug is contacting the local AMCA chapter about their holiday party near Kingston WA.

Old Business – e-mail blast will be sent out regarding the June campout in Winthrop, the Copalis Beach gathering and a gathering near Kettle Falls. See business meeting above for

dates.

New Business: - Question was raised about how the Oregon Norton Enthusiasts club was doing, and it was stated that the ONE is doing well with good attendance at the Horse Brass Pub meetings.

Also, it was noted that the Matchless Club produces a full color printed newsletter, 6 issues per year and a member was wondering how they could do that when we couldn't.

The meeting was adjourned at an appropriate time so that Mark could share the Milano Taranto slide show.

Minutes were prepared by Paul McMurtry who was not at the meeting but transcribed them from a recording of the Zoom meeting.

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.



Old Britts

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

Old Britts products	Changed: 02/11/11	Products manufactured by Old Britts.
Our products	Changed: 02/12/11	A credit through our shop showing our products.
Seats	Changed: 02/11/11	Seats and Seat Covers for Norton that are Made in England for Old Britts.
Stainless Steel Products	Changed: 02/12/11	Stainless Steel Replacement Parts, Kits, Braided Lines and Hardware.
Books and Manuals	Changed: 02/11/11	We stock a large selection of motorcycle books, factory manuals and other market manuals.
Technical Articles	Changed: 08/04/07	Technical articles for the novice, racer or enthusiast.

This page was created and designed by P. D. Davis & Associates.

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>

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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](#) or visit www.nwno.org

2023/24 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

- November 9** Monthly meeting via Zoom
6:15 Business Meeting 7:00 General Meeting
<https://zoom.us/j/98973763102>
- December 14** Monthly meeting via Zoom
6:15 Business Meeting 7:00 General Meeting
<https://zoom.us/j/98973763102>
- Dec/Jan.???** NWNO Annual Holiday Party. Watch you email for details
Interested in Hosting?? Contact Mark Zenor

2024

- January 11** Monthly meeting via Zoom
6:15 Business Meeting 7:00 General Meeting
<https://zoom.us/j/98973763102>
- Jan. 19-21** Vancouver Motorcycle Show
Abbotsford, BC <http://www.vancouvermotorcycleshow.ca>
- February 8** Monthly meeting via Zoom
6:15 Business Meeting 7:00 General Meeting
<https://zoom.us/j/98973763102>
- June 16 - 21** NWNO Winthrop Campout. Save the dates and watch for details.
- June 17-22** INOA Rally in Woodstock, New Hampshire <https://nortonrally.com/>
- July 21 - 25** Copalis Beach Campout. Save the dates and watch for details.

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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