



*Newsletter
of the
Northwest
Norton
Owners
Since 1991*

Celebrating 30 years



In keeping with our 30th anniversary theme this issue's cover shot is a classic from one of club co-founder Garry Scheving's summer parties from back in the day. The small print on the right side says "The Infamous Norton Party"

Photo courtesy of club Librarian Dean Nissen

*Number
154*

*A Proud Chapter
of the International
Norton Owners
Association*

*July - August
2021*

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

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

Web Page: www.nwno.org

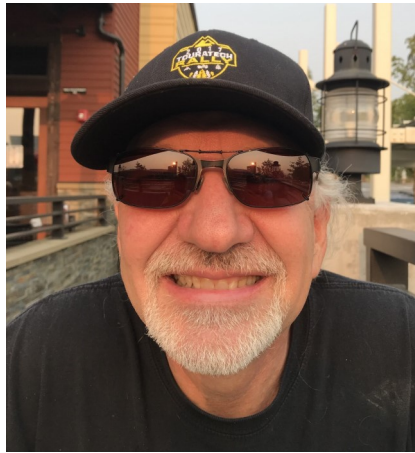
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Editor's Point of View

Donn Harvey

Ahhh, summer in the Northwest. I'm writing this in mid-July and the weather is about perfect for riding a motorcycle. Sun and seventies for the foreseeable future means the Norton will be getting a good workout. I just received word that club member Bruce Winegarden is organizing a weekday ride on the Eastside. Not that I need an excuse to ride, but this will guarantee I can put my Commando through the paces with other like-minded riders. Thanks to Bruce for putting this ride together. This is a good place to remind everyone that organizing a ride is easy, and the club is here to help get the word out through our e-mail system. If you have a favorite day ride you like that is close to your house, and you know the best roads, why not pick a time and date, and invite some NWNO friends to join you? A bonus item would be a stop at a restaurant somewhere in the beginning, middle or end of the ride. Send the details to me, (editor@nwno.org) and I'll make sure we get the word out.

It seems like the summer is starting out slow with events and ending in a whirlwind of activity as things that were postponed due to the virus are getting rescheduled into the fall. Be sure to check out the calendar in *The Atlas* and watch for updates on nwno.org and via e-mail. Shortly



after this issue is published, we have our annual Campout and Ride August, 13-15 in Winthrop, WA. This is a fun event at a great location, and we usually have a good turnout. If you haven't signed up yet and want to attend, contact Bill Thackaberry, it seems likely we can squeeze in some more tents and motorcycles. If you would be arriving in a huge motorhome... well, we can try to make that happen.

We are making progress planning our 30th anniversary celebration which is now scheduled for September 17 and 18. We are firming up plans for a Friday evening event and a Saturday ride that ends with a picnic on Whidbey Island. Watch for details in this issue and online.

We are still having monthly meetings on the second Thursday of the month via Zoom. I know there is a push for in person meetings, but we are struggling to find a suitable venue and cannot seem to

decide on a day of the week that works best for everyone. Suggestions are welcome. One really nice thing about having online meetings is the ability to include members who live further away that would not typically be able to attend an in-person meeting. I'm not sure, but I think we may end up with some type of hybrid meeting approach with online business meetings and in-person meetups for more social interaction. Did I mention suggestions are welcome? Send them to our President, Mark Zenor.

Speaking of Mark... at the deadline for this Issue Mark is out representing the Norton marque on The Cross Country Chase: *"A cross country challenge for riders with motorcycles that were manufactured between 1930-1960, The Chase will be a test of Endurance, Speed, Navigation, and Knowledge."* Mark did manage to submit a few pictures from the ride, and a short column for this issue. I hope we can get a full report on the ride for the next issue of *The Atlas*.

Many of you probably know by now that Old Britts has closed their doors. The final day of business was July 16, 2021. For years Fred and Ella were great supporters of this club, both financially and as friends. I suspect almost all of us owe Fred and Ella a debt of gratitude for helping us keep our machines running. Yes, we are sad to see them go but we are glad they can leave on their own terms. I talked to Ella last week and they are working on scheduling a "rummage sale" for club members

sometime in September. I think it would be a fun opportunity to properly say farewell and help them dispose of the last of their remaining inventory.

Rally Update

The following was sent to me by Erin Reddy our Co-editor and Canadian resident:

The rally has been confirmed for September 6-10 at the Lions Campground in Lumby, BC. It has been opened to all Canadian residents, and with the opening of the borders scheduled for August 9th to fully vaccinated travellers (two doses of the vaccine plus two weeks after the second dose) it is looking promising for those who wish to attend from outside of Canada! Anyone who does wish to attend as an international guest should ensure that their passport is valid and does not expire within 6 months of entering Canada. There are numerous group rides planned, including one of my personal favourites that includes a short ferry ride, field games, the INOA AGM, and of course the concourse event! There are multiple attractions to ride to and make a day out of, such as the Dreamcycle Motorcycle Museum or the twisty road leading to the Silver Star ski resort. Many eager motorcycle enthusiasts are ready to once again gather and celebrate the mutual interests that bring everyone together. September can't come soon enough, and I hope so many of you make it to Lumby!



From The President

Mark Zenor

Hello fellow NWNOS! I have been an advocate for ride 'em, don't hide 'em and that's what I have done again. I left Graham, with a bike that had only 139 miles on a rebuilt engine and ended the Cross Country Mini Chase with over 1,500 miles logged.

We were blessed with mainly dry weather, and only a couple of thunderstorms while riding. I caught the tail end of one on the morning of Stage 2 and the afternoon of Stage 5. We all got drenched during the awards ceremony and the ride back to the motel. More on that at a later date. Great riding, some of the roads were Epic.

In regards to the Organization, I hope you all had a good zoom meeting. I tried to dial in, but the motel speed was not up to it. We have the campout



in

Winthrop coming up and I am pumped. We will be there and ready to ride.

From what I have seen, email -traffic wise, plans are coming together for the Reunion, thanks to all involved! Great Job!

I am writing this from Iowa as I am spending some down time with my mother, some other relatives, and showing off the grandkids.

Stay well and safe and keep the rubber side down.

See you in Winthrop!



Mark Zenor (right) and riders at Mount Magazine, 2,753 above sea level. The tallest peak in the interior United States.

Secretary's Notes

Will Wachtel filling in.

NWNO - General Meeting Minutes **June 10, 2021**

Location: *Remote Meeting by Zoom video conference*

Number of Attendees: 21

Person recording Minutes: **Will Wachtel** (Secretary Chuck Peter was at work)

Call To Order: 7:04 pm.

Officers present: President **Mark Zenor**, Vice-President **Will Wachtel**, Treasurer **Steve Craig** (see Treasurer's Report), **Donn Harvey**.

Previous Minutes (corrections? approval?) It was stated that **Minutes for the April and May Meetings** were printed in the MAY-JUNE Atlas that had been mailed out and was available on-line. There was verbal consent to accept those Minutes as written.

President's report: Reports as mentioned in specific items. In the interest of time, Mark turned the floor over to Ian Reddy who then introduced **Nigel Whittaker** of the BMOG to update us on the **INOA Rally** that is scheduled for early September in Lumby BC. Nigel reported that a majority BC residents had received covid vaccinations and there are bright prospects for an all-Canadian rally in the event the border with the USA wasn't yet opened. He also stated that was usually a monthly meeting of Canadian authorities and that perhaps July's meeting would result in an Aug. or Sept. border opening. The rally might be an international one! There was some discussion of NWNO

assisting with the rally if our US members can attend. I noted "Field Games" as a possibility from

Vice-President's report: No specific report, V-P was taking minutes.

Treasurer's report: I don't have a Treasury Balance recorded in my notes by Steve's name, but in another spot I wrote **\$7109.01**, so I presume that was amount reported.

Editor's report: Stated the **next Atlas deadline** for submitting material is **July 15th**. Also see "New Business".

Old Business:

NWNO 30th Anniversary Celebration and Reunion: **John Hill** updated on the plans for the event on the weekend of Sept. 17-18 (Friday & Sat) and that he is working on a possible Fri. early evening brief gathering at *Teddy's* in Seattle to celebrate the club's first meeting venue. The plan for Saturday afternoon would be for a BBQ-picnic celebration on Robin Bee's property on south Whidbey Island.

Marie Deebach gave an update the **30th Year T- Shirt** project that will use the design of the first-ever NWNO shirt and with a 30 Year 'notation' added. The discussion included determining the number of t-shirts to order using various methods and the deadline to order the shirts to have them in time. A target date of August 15 was projected for placing the order with the vendor.

NWNO Ride & Campout in Winthrop: Mark reminded that this event is scheduled for August 13-15 and asked **Bill Thackaberry** to cover the details;

Bill stated to contact Pine Near RV Park directly for reserving a cabin, tipi or RV spot. He has been in contact with Anna at Pine Near to reserve a group of RV spots for tent camping in a common area. If you want to reserve a tent spot (\$25 per night), please contact Bill as soon as possible.

In-person meeting venue:

The selection of a new meeting place was raised. Potential locations mentioned are the "Fuel Sports Grill" (moving into the old Crown Hill Broiler location) or "Lucky Liquors" that is located on E. Marginal Way S. near Boeing Access Road. **Chuck Peter** was able to join the meeting for a bit and posed the possibility of using the "The Shop" in Georgetown; someone replied that we need to be members of that organization to be able to use their facilities.

New Business:

Atlas deadline July 15: Donn reiterated the date for Atlas # 153 is one week after the July meeting and to submit any articles and/or photos by then.

Calendar items: as mentioned previously.

Announcements and Open

Discussion: Bill Thackaberry reported that the DGR (*Distinguished Gentlemen's Ride*) in the Tri-Cities raised \$900 for the cause. Chuck suggested checking spoke nipples as an inspection on his Commando found ones with cracks in them. **Bob Wood** reported that he re-acquired a Commando that he owned many years before and was doing some refurbishing on it; I think he stated that he was putting a CNW starter on the bike.

Meeting adjourned at: 7:45 pm

NWNO - General Meeting Minutes July 8, 2021

Location: *Remote Meeting by Zoom video conference*

Number of Attendees: 10 approximately

Person recording Minutes: **Will Wachtel** (Secretary Chuck Peter was working out-of-state).

Call To Order: 7:17 pm.

Officers present: Vice-President **Will Wachtel**, Treasurer **Steve Craig**, and Editor **Donn Harvey**

Absent was President Mark Zenor who was in Arkansas on his 1946 Model 18 in the "Secrets of the Ozarks" event run by "The Chase" as one of their vintage motorcycle competitions; averaging over 200 miles per day with only night time as maintenance time (except for roadside necessity).....no days off! More on that is elsewhere in this issue.

This note is applicable to both the July 8th and June 10th meetings: there was a start of a new meeting system as trial of doing club business more effectively. **Prior to the General Club Meeting**, there were Officers Meetings to deal with details that eat time in our general meetings. Many of the topics are the same and they get addressed in the larger meetings more expeditiously. So far, these officer meetings have been scheduled to start at 6:15 and to be over in time for the 7pm 'big' meeting start time.

Previous Minutes (corrections? approval?) It was noted that **Minutes for the April and May Meetings** were printed in the MAY -JUNE Atlas.

President's report: Not

applicable....see above.

Vice-President's report: No specific report, V-P was Presiding Officer for the meeting and focused on that.

Treasurer's report: Steve stated that Treasury balance was **\$6577.12** as of June 30th. Some general discussion that followed resulted in my notation of "\$500 for Atlas" which I think was in regard to printing, handling and mailing costs by the club's "all-in-one" provider for those services....we can review the recording of the meeting if more detail is needed. Steve, Donn and Will had a short exchange about the upcoming 25% increase in Wild Apricot's fee to host our website and 'member services' platform; the consensus seemed to be that their service would be worth the increased cost in comparison to our previous volunteer-effort intensive hybrid system.

Editor's report: Donn reminded us that the **next Atlas deadline** for submitting material is **July 15th**. There was a brief 'outline' of expected content; Will mentioned running a small piece he would prepare about the 15th anniversary of the NWN "Brush with Greatness" occurrence. He also to hoped to have a short update on how Cisco Gonzalez (Gonzalez Motors) is still going strong at age 85!

Old Business :

INOA 2021 "Nortorious 2" Rally: The rally in Lumby BC is still scheduled for Sept. 6-10th, regardless of the status of border with the USA being open or not. If not, it will be all-Canadian rally.

Raul Biascochea reminded us that the Canadian authorities will announce on or about July 21st the results of their monthly meeting to assess full re-opening of the border. Of course, NWNO will advise our members as soon as we have any new information. Another source of status updates is nortonrally.com

NWNO Ride & Campout in Winthrop: Will reminded all that this event is scheduled for August 13-15 and asked **Bill Thackaberry** to cover the details; Bill said to contact Pine Near RV Park directly for reserving a cabin, tipi or RV spot. He has been in contact with Anna at Pine Near to reserve a group of RV spots **for tent camping in a common area.** If you want to reserve a tent spot (\$25 per night), please contact Bill as soon as possible. Bill advised that there are 22 members and guests signed for the event and the tentative plan for that weekend is a Saturday ride of 80-90 miles, a social 'hour' that evening, and a Sunday morning ride. Will mentioned the possibility of doing collectively funded pizzas at Pine Near on Sat. nite (as happened at times before) and the usually available choice of eateries with walking distance of the RV park. There was a brief discussion as to whether the Duck Brand Inn (close-by restaurant and hotel) had closed permanently or not.

NWNO 30th Anniversary Celebration and Reunion: **John Hill** updated on the plans for the event on the weekend of Sept. 17-18 (Friday & Sat): he is still working on a possible Fri. early evening brief gathering at *Teddy's* in Seattle to celebrate the club's

first meeting venue. The plan for Saturday afternoon would be for a BBQ-picnic celebration on Robin Bee's property on south Whidbey Island.

There was a short discussion of the **30th Year T- Shirt** project status. **Marie Deebach** had planned to give an update on that project, but an early email from here advised that she might have to miss the meeting. We are still assuming a target date of August 15 was projected for placing the order with the vendor.

John Hill justifiably put out a call for volunteers and the recruitment of more if needed to make this celebration happen as planned that weekend!! He also emphasized the effort to have both NWNO Founders **Steve Neal** and **Garry Scheving** be in attendance!!! (Will's note....Garry called on July 20th and he mentioned speaking to Steve; I mentioned to Garry about us having a plan to make sure that Steve is there. I think that Garry was already on that objective!)

In-person Meetings and venue selection: The search for a selection of new meeting places was addressed as a continuing endeavor. See the June Minutes for some potential locations mentioned previously. The possibility of an August meeting and ride was put on the 'table' and while not rejected, Will observed that the second Saturday is the 14th, which is the same weekend as the Winthrop event.

New Business:

Atlas deadline July 15: Donn noted the date for Atlas # 154 is one week away and to *now* submit

any articles and/or photos for consideration.

Any other new business was postponed until the return of Mark Zenor.

Calendar items: as mentioned previously.

Announcements and Open

Discussion: Raul discussed the possibility of having an August ride on a weekday and getting the word put out.

Member spotlight: Present in the Zoom meeting were two men that returned to "official" NWNO status were **Bob Hollingsworth** and **Brian DeFoel**. Thanks!

Also present were **new members Jon Kenyon** and **John Lucas**! Both men spoke briefly about some basic info on their personal and Norton status. John lives in Olympia and is rebuilding a '71 Commando (750). Jon lives Sequim and has a 850 Commando with quite a story: a rebuilt barn-find travels to Germany when Jon and his wife move there, gets ridden on der deutsche strassen over there and some work done by a German mechanic. Then all three of them come back to USA!! Mr. Kenyon inquired about finding some Norton knowledge in his area and both Will & John Hill advised that we will get back to Jon with some possibilities. *Thanks for joining NWNO and the meeting!*

Meeting adjourned at: 8:05 pm

Will Wachtel

Treasurer's Report

Steve Craig

Hello. If you've come here looking for something related to the treasury you've come to the wrong place. That's because I'm less and less motivated to keep the books and more and more interested in telling about all the dumbass things one can do while trying to have a good time on a motorcycle. As I foretold in my last report, a group of us NWNs embarked on a 2-week ride to California and back, seeking fun and adventure. It was a lot of fun, definitely an adventure, but like a lot of adventures, not all went flawlessly. Since our *Atlas* is only 20 or so pages long I'll have to leave out some details in order to squeeze in all the major dumbassery I managed along the way. These, in no particular order, are some of my takeaways from the ride: First, when setting out from a cold and rainy climate toward one of the most widespread and epic heatwaves in recent western USA history, it makes little sense that the majority of your gear consists of triple-insulated, heavy, bulky, Gore-Tex-enhanced outer layers; Secondly, if you feel like you absolutely must bring your laptop computer with you on an adventure ride then by all means do so, just make sure you don't carry it in the same luggage as your beverages, cooling vest and other liquids, as moisture and electronics don't play well together; Third, when rounding a bend on loose gravel it makes absolutely no sense to give a last-



second application of rear brake, no matter how good an idea it may seem at the time; Fourth, well-worn street tires are not an ideal selection for extended off-road riding, no matter how carefully you monitor your tire pressure (see previous point). Note: no animals nor machines were harmed in the unfolding of these snafus, with the exception of some mild consternation, embarrassment and possibly a bit of heat-stroke.

And, notwithstanding any of the above, a great time was had by all. 2000 miles in 15 days (+/-; we all had different escape routes at the end) without major mishap and countless hours of sensory bliss was the reward for our efforts. One highlight for me was a morning ride through Yosemite in light traffic. I don't need to try describing that; I'm sure you get the point! My earlier prediction about this costing about \$113 per mile turned out to be pretty accurate; I'd do it again in a heartbeat.

Next up: Sprinter van. As I'd hoped, I'm now the proud owner of a 2021. Bought new from Mercedes of Lynnwood. I'd almost gotten it home from the dealership before the first ominous message about some pesky brake failure began flashing in my dash. Since

these vans are now built primarily out of electrons which have been morphed to resemble a vehicle carcass, it's not totally unusual that a few of them get headed off in the wrong direction from time to time. Apparently, once this happens, it's difficult to corral them and send them back to their original pathways. That's why, according to the dealer, they still haven't got it sorted after 10 days of trying. I just hope they get it worked out in time for Winthrop and LUMBY !!! which I'm happy to say, looks like a go at this point, as the Canadians have announced a border opening for vaccinated travelers from the USofA. Yay!

And now, just because I know some of you would be disappointed otherwise, I'll include a short message pertaining to my "official" duties as treasurer: 6/30/2021 \$6577.12

That is all. Best regards,
Steve



*In the jargon of Adventure Riders, this is what's called a
"dirt nap"*

Photo unashamedly submitted by author.

From the NWNNO Facebook Page

Editor's note: Ok, not everyone is on Facebook very often (including me) so we've decided to occasionally publish some of the highlights from the NWNNO Facebook page.



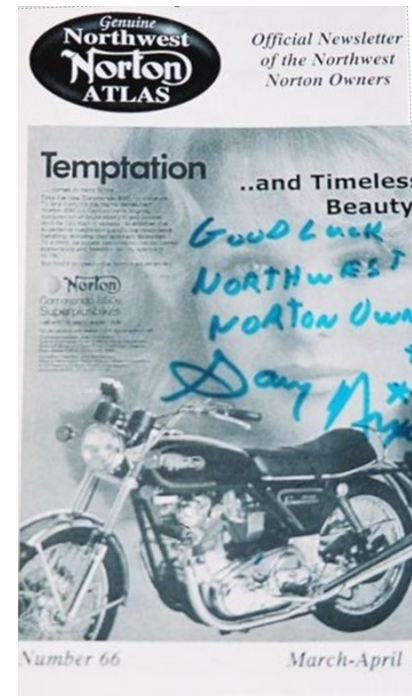
Posted on June 11, 2021 by Will Wachtel

15 years ago yesterday (June 10th).....from the 2006 SOTP (Sounds Of The Past) vintage races at SIR (now PRI). AMA Grand National Champion **GARY NIXON** (1967 and '68) with then NWNNO President John Hill on the right and then V-P yours truly on the left."

"Here's one of the autographs that Gary gave that day..... I think that Dean Nissen has the original among the archives he has assembled."

Posted on July 11, 2021: "Will Wachtel shared a link. About Mark Zenor's finish in the vintage bike competition "Secrets of the Ozarks"

Mark and the only Norton competing put in a brilliant



effort in the Mini-Chase that just finished in the Ozarks!!

He came in the **6th spot overall** with 1388.5 cumulative points; the overall winner and winner of the class that Mark was in had 1406 points. The Overall & Class I winner had 10.5 more Handicap points because he was riding a 1930 Velocette KSS (350cc), that's a large "head start" to overcome. The winner (Todd) scored 47 quiz points and Mark scored 40; very competitive! I count 7 riders that had a higher or the same quiz score as Mark did and they finished in an overall lower spot.

Here is a great illustration of how tight it gets: The rider (Doug) in 2nd spot overall had a 1/2 Handicap point less than Mark but his breadth of knowledge gave him 54 quiz points and his net cumulative total at 13.5 points higher than Mark's was.

Also: the 3rd spot rider (Mike) had the same engine size as Mark

(both 500cc), but his 1930 bike (BSA Sloper) gave him 8.5 more Handicap points than Mark. Since they both scored 40 quiz points, the only margin of difference was that additional 8.5 handicap points that Mike had.

Finally, the only other Class I competitor to finish ahead of Mark had only 3.5 cumulative points more. Paul did have one more quiz point and his '46 Triumph 3T (350cc) made for the additional 2.5 points because of the handicapping.

The final stage and Complete event results can be found at themotorcyclechase.com.

Well done Mark, I can't wait to read and hear about your experiences!!

P.S. The website listed above also has videos and still photos of this event.



Cross Country Chase bikes on the Peel Ferry across Bull Shoals Lake, Arkansas on the morning of Stage 2. Photo by Mark Zenor.

30 Year Reunion Update John Hill

We are still trying to locate our alumni! If you have contact information for any former NWNO member, please send any contact information to John Hill jchill3@whidbey.com or Donn Harvey editor@nwno.org

Time is running out on trying to locate those who helped make NWNO what it is today.

WE HAVE A DATE AND VENUE!!

There are 3 events planned for the Reunion weekend.

September 17 Friday evening reception at Teddy's Tavern 1012 NE 65th Seattle WA 4-6 PM (time subject to change) Teddy's is one of the first and longtime venues for NWNO meetings. Beverages on your own. We are working to have some food provided for the event.

September 18 Group ride starting in Snohomish Everett area ending at our Whidbey Island picnic location (via Mulkiteo Ferry) Mid-morning thru noon -1 PM Route and departure time to be determined. Watch for updates!

September 18 Reunion picnic hosted by Robin and Margo Bee: [3819 Log Cabin Road, Clinton WA 98236](https://www.google.com/maps/place/3819+Log+Cabin+Road,+Clinton+WA+98236) Main dish and Beverages provided, attendees are welcome to bring a side dish appetizer or dessert.

Non riders are encouraged to bring their lawn chairs. We also would welcome any member to bring a pop up canopy.

WANNA VOLUNTEER?

We will need persons to assist on the ride and at the picnic. If interested please contact John Hill jchill3@whidbey.com or 206 251 6714

D.U.H. Ride

Damn Unbelievable Heat

Donn Harvey

Every year the club has a ride called the D.I.C ride: Damn It's Cold. I'm going to call what I did the D.U.H. ride for Damn Unbelievable Heat.

Two weeks ago, I rode a modern motorcycle in 115-degree heat for the first time. Believe me, I don't recommend it. It was not fun and enormously dangerous.

Deby and I were on the last leg of a 3,000-mile trip with some other members of NWNO. Six of us met in Lewiston, Idaho and rode south, taking the long way to the resort/house/motorcycle B&B home of NWNO members, Kim, and Kris Kristensen in Ahwahnee, California, where we added three more riders to the group. All nine of us had signed up for an

adventure ride put on by my friend [GPSKevin](#).

Kevin organizes rides that are mostly self-guided using GPS tracks that can be ridden at one's own pace. The nice thing is, he makes all the hotel reservations for each night and it is up to the individual riders to find their way to the evening stops. We signed up for a ride called the California Northwest Passage Ride. The ride was fun and full of its own adventure. The NWNO crew joined about 15 other riders who were mostly from California, and we kept up with the best of them. Or, should I say they kept up with us. It didn't matter, at the end of the ride we had new friends and headed for home with a sense of accomplishment. On June 26th our



John Deebach, Gary Griffith, Donn Harvey, Michael Hansen and Greg Griffith taking a break in the shade.



The warm days usually ended up poolside with cool drinks. We saw a lot more of each other than most trips. (insert whale joke here.....)

group split up to find our own way home. Some of us needed to be home sooner and others wanted to take a less direct route. All of us in one way or another, ended up being caught on our motorcycles in the record-breaking heat wave that engulfed the West that week.

Deby and I choose to stay along the coast as long as possible, from the Bay Area to home. We were grateful for the cool ocean to our left as we rode north in comfortable temperatures, but nightfall was a problem. The hotels along the coast were full of heat refugees from further inland. The first night we were in Eureka, California, where even the Holiday Inn was charging \$420 per night, if they had a room. We were fortunate and got a less expensive room for \$250 at the historic Eureka Inn and we were glad to pay it. The next day we travelled early because we couldn't book a hotel along the coast and decided to follow the coast as far north as

we could before cutting inland where we had a hotel reservation in Cottage Grove, Oregon. We weren't more than 10 miles from the coast outside of Reedsport when the temp gauge crossed over 90 degrees. It only went up from there, and soon we were in 110+ degree heat with 50 more miles to go. That hour of riding seemed like an eternity. The slow twisty roads were not fun at all, and the construction stops were seriously dangerous. Deby and I constantly sipped water from our hydration packs but never needed to stop to pee. A bad sign. My mind was drifting.... I was actually contemplating how well my Norton would fare under those conditions. An air-cooled motorcycle in 115-degree heat? Heck, I was wondering how I Deby and I would fare. Was my driving, ok? Was my judgment slipping? Deby and kept up a constant banter in our helmet communications devices as much for her to check on me as for me

to check on her. Fortunately, in the middle of the day we arrived at the Village Green hotel and immediately made tracks to the pool. We made it.

The next day was scheduled to be just as hot and maybe hotter. We could have made it home from Cottage Grove in a mere 5 hours of freeway blasting, but why. 120 forecast degrees at our house? No air-conditioning? Riding in misery and danger for 5 hours on the interstate? No way. I decided to abuse my charge card and booked a room at the swanky Skamania Lodge along the Columbia River, which was a more reasonable three hours away. We left early to avoid the worst of the heat, but it didn't help much as we struggled with Portland traffic under the abusive sun. We arrived at the hotel before noon, and I hoped they would let us check in early. They did. Us and the line of other heat refugees who had the same idea.

We rode out the storm, so to speak, and made it home the next day. Those in our group, Gary and Greg G., Steve C., John D., Kris K., and his step/half (or whatever) brother Todd, all made it home with similar stories. I encourage you to ask them about it next time you get together for a beer. For Deby and I, we learned riding in extreme heat is not only dangerous it can be fatal. I'm not willing to sacrifice safety so we kept all our gear on. We both had mesh jackets that helped and hydration packs that were mandatory. I used an evaporative cooling vest but Deby didn't. I own mesh riding pants with armor but don't recommend them. I know



Gary G. showing off his healthy eating habits.

from past experience that the flow of hot engine heat will burn your legs through a mesh pant. I kept on my heavy Klim riding pants and just opened the rear vents so the blast of heat from the engine was effectively blocked. Our water-cooled modern bikes seemed to run ok but we kept an eye on the temperature gauge.

I've ridden in extreme conditions many times over the decades, but this was the first time in 110+ degree heat. As I think about it, I'm pretty sure I've never even been in 115- or 120-degree heat in my lifetime up to that point. GPS Kevin has this quote on his website:

"There is some magic between the thrill of riding and discovery. It's about the ride, discovering yourself, and your passions You know the feeling, when you say: This is so cool!"

That was the hottest cool ride I've ever had!

LeMay Motorcycle Days

Paul McMurry

This past Father's Day weekend LeMay Collections at Marymount held its annual Motorcycle Days event. The event included a vintage observed trials, field events and a demonstration by the Seattle Cossacks drill team. It also included an exhibit of vintage and specialty motorcycles and NWNO member Paul McMurry volunteered to bring three bikes from his collection. One of his bikes displayed was the 1971 Rickman Enfield Metisse that some of our members saw at this years Spring Workshop at Mark Zenor's place. The Rickman Enfield was the only turn-key street bike produced by the Rickman brothers and only 136 were produced. Paul also brought his '79 Laverda Mirage. The Mirage was a Europe-only version of the 1200 that used the exhaust and 4C cams from the Jota. The third bike he brought was a 2002 Honda CRE500, a street-legal version of the CR500R motocross racer. The final year of



two-stroke Honda motocross production, the Australian Honda importer contracted with an engineering firm to make CR500R race bikes (barely) street legal. 250 CRE500's were produced and only sold in Australia.

Above is Paul's Rickman Enfield in the foreground with another Rickman Metisse from the exhibit a CR rolling chassis powered by Honda CB750. The Laverda Mirage below was prominently displayed at the entrance to the exhibit.



Out of the Archives

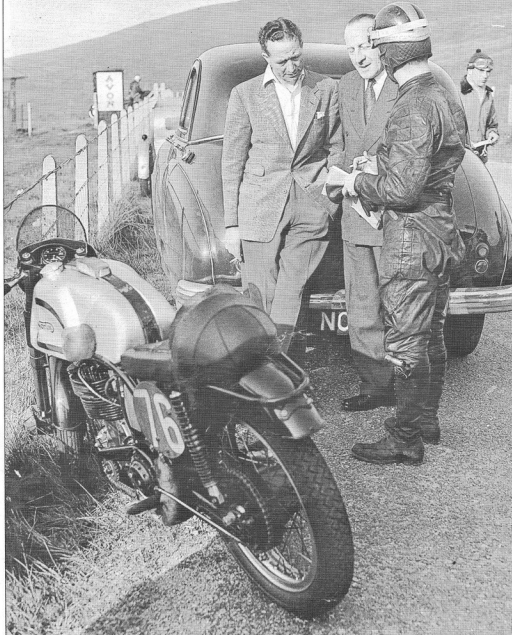
Carleton Palmer

Legendary Irishman Joe Craig (center) who for decades was Norton's Race Team manager "holds forth on the wonders of the Cammy Norton." Or so some writer for The Classic Motorcycle April 1992 wrote in the teaser heading in the table of contents. Two years later, after retiring from Norton, Craig was killed in an auto accident.

The period costumes are a fun thing. Note the spark plug wrench stuffed into the top of Vic Willoughby's boot. For the tech crowd note the long progressively wound rear shock springs. Chin pad atop the tank and (knee grip foam cushion pads at the tank transition point). The tank is the extra wide high capacity TT tank with large concave indents at the front to clear the clip on handle bars at full lock.

There appears to be a shroud behind the primary chain drive to catch oil from spraying the rear tire that would spin off the exposed primary chain. The chain used a metered oil drip feed. The reason for running the chain and clutch exposed was to allow for cooling. Additionally, oil would seep out of the cylinder head's dual overhead cambox at the point that the cam buckets protruded from the casting.

Absorbent foam packing was



Roadside at the 1955 Isle of Man TT course. Norton factory rider Jack Brett, left to right Jack Brett, Joe Craig & Vic Willoughby.

often wrapped around the cambox to lessen oil blowing back over the rear of the motorcycle. It's hard to determine how far forward the shroud extended underneath the engine.

There is not a chance that such a machine would pass any tech inspection today.

Carleton is a member of the INOA affiliated Motoclasico group in Mexico. This article was originally shared with that group and is used here with permission. ~Ed

New NWNO Work shirts available in NWNO store.



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

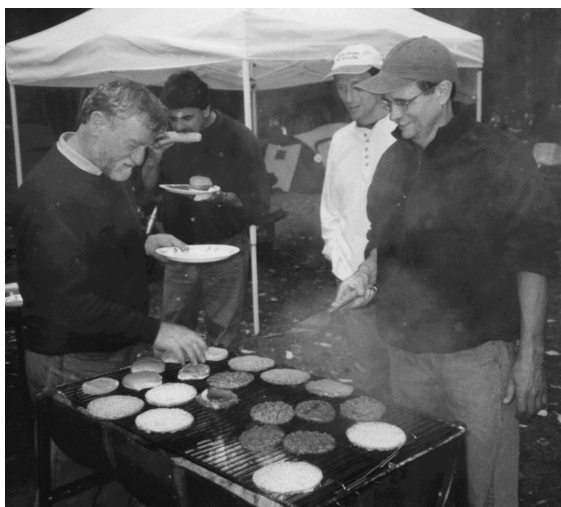
New shirts are on order, we will have a limited quantity of S,M,L, and XL arriving soon. Right now, we have two XL, and 2XXL. [CLICK HERE](#) to order online or visit www.NWNO.org.

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

Long Sleeve \$35.00

Short Sleeve \$30.00

Hoodie \$45.00



Master chef Robin Bee at the grill at the NWNO "Rendezvous III" event held in 1999. Pictured are John Hill, Steve Craig and Dan Doersam. 20+ years later and we will be doing it again at Robin's house celebrating our 30th anniversary September 18th.

Photo from the archives of The Atlas #41.

Art Brass Plating

5516 – 3rd Ave. S. Seattle

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<http://artbrassplating.com/>

Zenor's Norton Service

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Thank you,
Fred and Ella



Northwest Norton Owners Membership Renewal / Application

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

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

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

Make checks payable to "NWNO" and mail to:

NWNO, c/o Steve Craig

13009 158th Av SE

Renton, WA 98059

Or via secure Credit Card at www.nwno.org

International Norton Owners Association Membership Application

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Annual Dues are **\$25.00** Make checks payable to "INOA" and mail to:

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276 Butterworth Lane

Langhorne PA 19047

Or through PayPal online at www.inoanorton.com

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

- Watch for E-mail announcements -

August 12: Monthly meeting via Zoom (see times above)
NEW: No need to register to get the sign in link because here it is! It's also on the website and in your e-mail announcement.

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

August 13 - 15: **NWNO Campout and Ride!** [Sign up now!](#)
Pine Near RV & Campground, Winthrop, WA
See www.nwno.org for information

August 20 - 21: 41st Annual Tenino Swap Meet
Evergreenamca.org

August 21: **The 2021 Western Washington All British Field Meet is on!** St. Edwards State Park, Kenwood, WA. More info: <http://wwabfm.com/>

Sept. 6-10 **Nortorious II INOA Rally.** Lumby B.C.
Updates at: <https://nortonrally.com/>

September 9: Monthly meeting via Zoom
Same link as always.....
<https://zoom.us/j/98973763102>

September 16: Atlas Article Deadline
Send articles and pictures to editor@nwno.org

September 17: NWNO 30th Anniversary social.
Teddy's Tavern 4-6 PM

September 18: NWNO 30th Anniversary picnic and ride.
Watch www.nwno.org and e-mail 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.

Dedicated to the preservation of
The Norton Motorcycle



13009 158th Ave SE
Renton, WA 98059



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