



Purveyor of



Genuine Norton Factory Parts

Check out our website for products, online factory parts manuals, services and technical articles at:

<http://www.oldbritts.com>

**P.O. Box 472
Enumclaw, WA 98022**

Phone: (253) 735-2375

Fax: (253) 333-8026

Bracebridge St. Depot

INOA Regalia and other fine Norton Collectibles

*Visit our website at www.bracebridge-street.com
for item pictures & descriptions or send an SASE for our order form*

POPULAR ITEMS - all wearables feature the embroidered "Unapproachable Norton" logo

- \$15 - Cotton twill low profile cap in black, burgundy, navy, khaki, green, red, or camo
- \$15 - Sun visor in black, navy, red, pink, or natural
- \$40 - Long sleeve denim shirt in black, natural or stonewashed blue M, L, XL, XXL
- \$40 - Pak 'n' Go Hooded Windbreaker, black, burgundy, light blue or natural M, L, XL
- \$50* - Heavyweight Twin Rebuild, set of 2-DVDs, by the NOC with Mick Hemmings
- \$40* - Gearbox Servicing, DVD, by the NOC with Mick Hemmings
- \$25* - Forks, Wheels and Brakes Rebuild, DVD, by the NOC with Mick Hemmings
- \$40* - "Norton News Issues 1 - 155", DVD by the INOA, companion to Tech Digest
- \$15 - Earrings, pair, Norton Atlas badge Disc, loop style
- \$5 - INOA logo patch, Union Jack w/ "Norton", Atlas tank badge, iconic "Norton" flame

LAPEL PINS - all pins \$7

BIKES Commando, JPS, or "Yellow Submarine" racer profile

LOGOS JPS, "Norton" Script, Norton Disc, Norton "N", Patent Numbers

PHRASES "750 Commando", "850 Commando", "Roadholder", "Norton Oil Bath", "Unapproachable Norton", "Prince of Darkness", "Genuine Factory Parts"

T-SHIRTS, ETC - screen printed, front only, bike profiles ~11" wide, S, M, L, XL, XXL

- \$15 - Commando profile, black with gold ink or blue with navy ink
- \$15 - Manx profile, gray with black ink
- \$15 - Model 88 profile, green with black ink
- \$15 - International model profile, khaki with green ink
- \$15 - Ladies cut T-shirts w/Commando profile in Lime, Pink, or Yellow S, M, L, XL

AND MORE...

\$20* - Tech Digest, 3rd ed., tips from the pages of the *Norton News* and elsewhere

\$7 - Keyfob, leather with "Norton" logo

AND STILL MORE... pins, wearables, fun things...on the web site CHECK IT OUT!!

*All prices in US funds add \$2 for any wearable in size XXL, no shipping charges on items marked with asterisk *. add \$2 S&H for orders under \$10, add \$4 for orders between \$10 - \$20, add \$8 for orders between \$21 - \$40 and \$12 for orders \$41 and above, call for shipping charge outside continental USA. Send check or money order to:*

USNOA, c/o Jim Evans, 304 May Ave, Glen Ellyn, IL 60137

Phone inquiries 630-858-8192 email jim@inoanorton.com or JANDL@hey.com

Bracebridge Street Depot is a department of the INOA and is run on a volunteer basis for the benefit of the membership - all prices in US funds

The Ride 'em, Don't Hide em!
Norton
News

The Magazine of the International Norton Owner's Association



2025 RALLY ISSUE

Norton News #199

Keith Bennett loaded up and heading back to Georgia. (Lucas Haines photo)



BSA

Norton

TRIUMPH

BRITISH BIKE CONNECTION

"We don't just talk motorcycles - We ride them"

Jim & Karen Noll

58 Merwin Avenue
Rochester, NY 14609

www.britishbikeconnection.com

New & Used Parts

585-288-4546

Fax: 585-288-2772

Contents

Much Ado About Norton 3

Editor's Report by Art Bone

The Business End 7

Editorial by Nathan Kimble

Alan's Wrench 10

Editorial by Alan Goldwater

Norton Canadian 24

Editorial by Colin Kelly

Peyote Dreams 27

Editorial by Art Bone

Features

Knee Syndrome 13

by Donn Harvey

Let's Ride to the Rally, They Said 18

By Donn Harvey

The Way We Were 32

By Frank Del Monte



INOA Group <https://groups.io/g/INOALIST>
Facebook group <https://www.facebook.com/groups/1560836247556194>

Commercial Ad Rates: Full Page
Jacket Cover - \$150;
Full Page - \$120 per issue;
Half Page - \$60 per issue;
Quarter Page - \$30 per issue;
Eighth Page - \$15 per issue
Color ads: Double the cost per size.

Elizabeth Trevisan's lovely Model 7,
Judge's Choice. Photo by Robert Smith

INOA NATIONAL RALLIES

- 1977 Frank's Rally**
Emmaus, PA
- 1978 USNOA Rally**
Bland, MO
- 1979 Rally in the Rockies**
Woodland Park, CO
- 1980 Rally in the Redwoods**
LaHonda, CA
- 1981 Smoky Mountain Rally**
Townsend, TN
- 1982 Downeast Norton Festival**
SW Harbor, ME
- 1983 Rally on the Rim**
Flagstaff, AZ
- 1984 Ozark National Rally**
Branson, MO
- 1985 Rally in the Valley**
Norton Hills, OH
- 1986 Norton South Rally**
Hiawasse, GA
- 1987 Big Four Rally**
Durango, CO
- 1988 National Thunder Rally**
Natural Bridge, VA
- 1989 Rally in the BC Rockies**
Kimberly, BC, Canada
- 1990 Great River Rally**
Prairie DuChein, WI
- 1991 High Sierra Rally**
Tahoe, CA
- 1992 New England International Rally**
Gilford, NH
- 1993 Little Rally on the Prairie**
Tapeka, IL
- 1994 Black Hills Rally**
Rapid City, SD
- 1995 Grape Country Rally**
Reading Center, NY
- 1996 Fearher Rim Rally**
Quincy CA
- 1997 International Norton Rally**
Hiawasse GA
- 1998 Pacific Rim Rally**
Olympia WA
- 1999 Blue Ridge Rally**
Natural Bridge, VA
- 2000 Red Rock Rally**
Torrey, UT
- 2001 Thousand Island Rally**
Ivy Lea, ON, Canada
- 2002 Norton Power Rally**
Bristol, NH
- 2003 Positive Earth Rally**
Lumby, BC, Canada
- 2004 Rally 'Round the Races**
Shreve, OH
- 2005 Norton Rogue Rallye**
Selma, OR
- 2006 Great Lakes Norton Rally**
Mancelona, MI
- 2007 Hell's Backbone Rally**
Torrey, UT
- 2008 Endless Mountain Rally**
Wellsboro, PA
- 2009 Rocky Mountain Rendezvous Rally**
Mancos, CO
- 2010 Nortorious Rally**
Lumby BC, Canada
- 2011 Norton Empire Rally**
Durham, NY
- 2012 End of the World Rally**
Brandon, VT
- 2013 Save a Horse, Ride a Norton Rally**
Buffalo, WY
- 2014 Rally in the Cascades**
Ashland, OR
- 2015 Norton Carolina Rally**
Asheville, NC
- 2016 Feather River Rally**
Quincy, CA
- 2017 Norton Thunder Rally**
Buena Vista, VA
- 2018 Tall Timber Rally**
Elma, Washington
- 2019 Pure Norton Pure Michigan Rally**
Brooklyn, Michigan
- 2020 Rip Van Norton Rally** - Postponed
East Durham, New York
- 2021 September** - Canceled
Lumby, British Columbia
- 2022 Rip Van Norton Rally**
East Durham, New York
- 2023 North Cascades Rally**
Winthrop, WA
- 2024 NorEast Rally**
Woodstock, NH
- 2025 Feather River Rally**
Quincy CA

INOA STAFF

President

Nathan Kimble

678-344-8509

nortonnut@aol.com

Vice President

Alan Goldwater

831-475-7505

magicsound@aol.com

com

Norton News Editor

Art Bone

404-953-1338

artbonemx@gmail.com

peyotedreams.com

USNOA Rep.

Lucas Haines

517-672-6583

lucanort2@gmail.com

com

CNOA Rep.

Colin Kelly

WestCNOARep@ino

anorton.com

Treasurer

Al Silvia

401-835-8355

Secretary &

Membership

Tari Norum

251-741-0110

tarinorum.

inoa@gmail.com

Commando Tech

Advisor

Brian Slark

205-527-1040

brian.slark@gmail.com

com

Lightweight Twins

Advisor

Jerry Jensen

937-947-0163

jjensenier@earthlink.net

net

Vintage Tech Advisor

& Club Librarian

Jeffrey Potter

(reprints only – no

NN back issues)

dotelman@gmail.com

com

Bracebridge Street

Depot

(Tech Digest Sales)

Jim Evans

630-858-8192

jevans@mvdv3.com



Much Ado About Norton

The Editor's Report

by

Art Bone

I've just returned from the INOA rally in Quincy California. It was a wonderful rally, blessed by great weather, fabulous roads and, as always, wonderful, interesting, and funny Norton owners. In the midst of all this joviality I found myself with a job. I retired thirty years ago, almost to the day, and haven't hit a lick at a snake in the interim so this comes as a shock to my system. But sure enough, now I'm editor of the Norton News. As such, let me share my plans for my new job.

Article Deadlines

Spring Issue _____ Feb 1

Summer Issue _____ May 1

Autumn Issue _____ Aug 1

Winter issue _____ Nov 1

Rally Issue 2025

Gary & Mary
Vogt, ready for
the group
Ride. (Lucas
Haines photo)



Frank Cheap, National Capital
NOA President and his
beautiful Interstate.
(Lucas Haines photo)



1. I'm planning to put the News on a regular schedule. I'm writing this in July and I want to have it in your hand before September. I may be a little late this issue because this is all new to me and I'm learning as I go but it won't be over a week or two. After that I plan to deliver the news to you every three months.

2. I would like to have a regular column with pictures of either your beautiful Norton or your first Norton or your favorite Norton. If you're taking the pictures yourself make them as arty as you know how. And, pro tip, a pretty girl never hurt a picture of a beautiful Norton. Remember the Cycle World ads from the seventies.

3. I want to have a Letter to the Editor column. Tell me what you think and, if it's not profane or illegal, I'll print it.

4. I want to have a Calendar page with events of

interest to Norton owners so, if your chapter is putting on an event, let me know and I'll post it.

5. And I need content. If you've done something interesting involving Norton motorcycle, let me know. Take pictures, and write what you did. If you don't think you're a writer just keep it simple. I'm a writer. I'll edit it for you and make it sound good. If you want, send me a recording and I'll transcribe it.

The first few issues are going to have a few rough edges. I know this, because I'm learning as I go. But, I'm not going to let perfection stand in the way of punctuality. My aim is to make the News better with each issue and, just as importantly, get it out to you **on time.**



Keys for collectible cars, motorcycles, and more.
Mention this ad for free code cutting on FS keys.
We ship worldwide.

www.MotoKeys.com
Call Eric at (425)298-3006
ej@motokeys.com

Class Winners



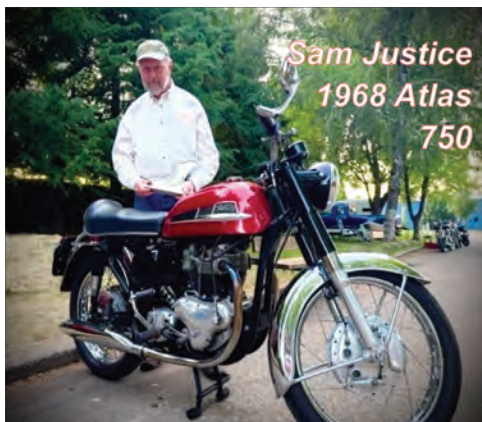
Richard Asprey 1923 Norton



Mike Tyler
Roadster
850



Jeff Koskie
Norton Custom



Sam Justice
1968 Atlas
750



Don Walkawski
1968
Fastback
750



George Kraus
LR Fastback
750

Folks: Somehow, I got roped into this job, like a coup d'etat in reverse. This came up at Bike Week when Maggie Elmore suggested that I be president, but I replied that someone would have to nominate me, which was unlikely.

Well, look at what that woman did. So now I'm in charge of vice for the moment, while Alan shows me the ropes. About my history here:

I first learned about the club from a 1978 article in Cycle World. I copied Frank Del Monte's address down (too cheap to buy the magazine) and signed up. So I've kept the number of 569 all this time. I also became the first Accessory guy back in 1980, and stayed with that for the next 19 years.

My favorite part of INOA life is going to the rallies and other events. And about this year's national rally: Outstanding! Yeah, I admit I cheated by riding a modern Triumph Tiger 850 Sport. Matter of fact, I rode that thing to the two rallies before that.

Hey, my wife bought it for me a couple of years ago and seems disrespectful not to

The Business End

A Message from the President

Nathan Kimble



ride it.

But I believe that I have earned my stripes on that since I probably hold the record for riding a Norton to the most rallies, the first being from Charleston, SC to the Colorado rally in '79. In total 15 rallies ridden to on my 850 Commando and two - 2019 to Michigan and 2022 to New York - on my 750 Atlas (you gotta want to go pretty bad to ride that far on an Atlas).

About the ride out from Atlanta this year, four of us

Chapters

Central Ohio Norton Owners
Jeri Simmons
3010 Desert Turtle Ct.
Dayton, OH 45414
937-848-5857
jeri.jeanne@hotmail.com

Michigan Norton Owners
Dan Clark
8076 S. Seymour
Gaines, MI 48436
dmjlc@hotmail.com

SCNOC
Kevin Nerden
P.O. Box 61132
Pasadena, CA 91116

Greater Atlanta Norton Owners
Keith Bennett
1624 Mill Run Ct.
Lawrenceville, GA 30046
770-312-1814
kibproperty@gmail.com

Norton Colorado
Eric Bergman
1900 19th St.
Golden, CO 80401
303-278-7445
onenorton@gmail.com
www.nortoncolorado.org

British Motorcycle Owners Association of Houston, Texas
Jamie Farquhar-Rizzo, Pres
3014 Stally St.
Houston, TX 77092
713-320-6167
Jamie
@TexasBarracuda.com

New England Norton Owners
Gary Cole
43 River St.
Andover, MA 01810
201-204-8887
norvilnh@gmail.com

Northern Ohio Norton Owners
Mark Rense
12456 Bentbrook Dr.
Chesterland, OH 44026 or
Skip Broland
sbroland@yahoo.com

Gateway Chapter (St. Louis)
Steve Hurst
966 Weybridge Ct. W
St. Charles, MO 66304
shurst01@att.net

Western Pennsylvania Norton Owners
Joe Crowley
138 Edgewood AVE
Pittsburgh, PA 15211
412-782-1786
thumpintrumpet@aol.com

Delaware Valley Norton Riders
David Behnken
274 Route 578
Bloomsbury, NJ
908-351-9520
president@dvnr.org

New York Norton Owners
Jim Cudahy, President
Contact: Dominic Aiello
200 Maple St.
Rome, NY 13440
315-733-1586
dominicaiello@yahoo.com
www.nyntoa.com

Wisconsin
Anthony Albano
c/o 757 Euchd Ave.
Beloit, WI 53511-6004
262-828-7185

Indiana
Bob Goodpaster
403 N. Wisconsin St.
Hobart, IN 46342
219-942-2401
expertmcworks@msm.com

Nations Capitol Norton Owners
Don Broxson, President
president@ncno.org

North Florida Norton Owners
John Corbin
1842 Holly Oaks Lake Rd.
W. Jacksonville, FL 32225
904-398-4390

Ottawa Norton Owners Group
Fred Mohlmann
Box 583
Wakefield, Quebec
J0X 3G0, Canada
819-459-3103
mohlmann@istar.ca

Chicago Norton Owners Club
Bill Walters, President
P.O. Box 88411
Carol Stream, IL 60188
info@cnoc.org

Utah
Gordon Lyman
glyman@gmguy.com

Tri-State Norton Riders
Chuck Contrino
1215 76th Street
Brooklyn, NY 11228
347-881-6490
chucktri@aol.com

Western Slope Norton Riders
Charley Gremmels
Nonorions@gmail.com
970-946-1302

Northern California Norton Owners Club
Ken Armann
851 B South McGilncy
LaneCampbell, CA 95008
408-626-0061
KenArmann@gmail.com

Westcoast British Motorcycle Owners Club, Vancouver
Nigel Spaxman
nigelspaxman@gmail.com

North Texas NOA
Richard Asprey
Richard@NTNOA.org
NTNOA.org
678-428-2763
Northwest NOC

Mark Zenor
21104 108th Ave. Ct E
Graham, WA 98338
253-840-1536
zenornorton-services@gmail.com

Ontario Norton Owners
Peter Turner, Premier
553612 Glenelg Rd 23
RR#2 Priceville, ON
519-270-1289
bigturn322@gmail.com

Tennessee Norton Owners Association
TBA

Norton Owners Club of Nevada
c/o Bill Wellbaum
5717 Sliding Rock St.
Las Vegas, Nevada 89149
Home 702-645-2896
Cell 702-813-9781
wewellbaum@cox.net
www.nocnv.com

Twin Cities NOC
Greg Meyers
12822 Excelsior Blvd.
Minnetonka, MN 55343
321-282-4577
advq@comcast.net

Manitoba Norton Owners
David Pritchard
925 Wellington
Cres. Winnipeg, MB R3A 1M6,
Canada
204-488-8705
204-797-6698 (cell)
david@bardal.ca

British Motorcycle Owners of Kentucky
Steve Parsch, President
7119 River Road
Prospect, KY 40059
sdparsch7119@gmail.com
502-693-6479

Moto Classico de San Miguel de Allende
Pres. Art Bone
Calle Pablo Yanez 13
Colonia Independencia
SanMiguel de Allende
Guanajuato, Mexico
+1 404 953-1338
artbone1@yahoo.com
www.peyotedreams.com

Oregon Norton Enthusiasts
Mike Tyler
131 SE 49th Avenue
Portland, OR 97215
503-307-9085
sjustice6587@qwestoffice.net

rode out with Walt Steele meeting us in Tennessee on his 850 Interstate and Rabun Culbreath riding 750 miles in a day (on his Suzuki) to join us. Keith Bennett was the other one and repeated his 2023 trick by bagging the Long Distance award on his 750 Interstate. He had many more trials and tribulations on the return home, but that's a story for the campfire at Daytona.

And to add to other surprises and stories, while Keith Bennett and I were talking on the speakerphone to David Brock, my wife, Laura, strolls right into camp having made the 3,000 mile trip on her own.

If she was trying to surprise me, she succeeded.

So a few of you out there have asked me about my - and our - goals for this club. The obvious ones are to get the Norton News out on schedule on a timely basis - at least four a year.

Get the club's membership back up and get us toward a better financial standing.

I will admit that there are many issues facing the vintage bike owner - fewer parts and accessories, fewer

shops and loss of the knowledgeable people that keep these bikes running.

One long range goal is to get younger people into the club and riding these old bikes. This was brought up back in 1983 by Brian Slark at the Arizona staff meeting so it's not a new problem. Any ideas? I welcome feedback from everyone.



Classic Oil Supply

Specializing in oils for
pre 1970 and early 1970's
Classic British Motorcycles.



Recommended by the VMCC
Vintage Motor Cycle Club, England

The correct low detergent additives and
anti-wear protection combined with
traditional oil films & viscosities

20, 30, 40, 50 & 20W-50

For a brochure or ordering call:
Classic Oil Supply (804) 261-4140
Richmond, Virginia

Alan's Wrench



Alan Goldwater
INOA Vice President

The INOA Feather River Rally was one of the finest in recent memory, superbly planned and well run. We owe big thanks to Rally Chairman Ian Reddy and to Garwood Jorgenson and Gary Vogt who provided registration management and local liason. The advance planning in detail really worked well, with the rides, tech sessions and catered meals all going smoothly without any real problems. In the end, everyone had a great rally experience, and all expenses were covered with even a small profit for the

INOA.

One rally event in particular that I found gratifying personally was the general meeting of the INOA chapter representatives and members. When I took over as President following Suzi's passing, I set myself a goal of bringing the INOA's business and organizational status up to date, and finding new key people to fill out the executive board of the club. And when Lucas Haines agreed to step in as US Chapter representative, I knew he would bring new energy and enthusiasm to the roll, and he has surpassed my expectations.

I had hoped that Erin Reddy could bring a similar fresh energy to the newsletter, but unfortunately her new career and life commitments didn't leave her enough time to do it all. So when Art Bone offered to take on the position of Editor, Erin graciously stepped aside. Art has been an important contributor to the INOA for many years, as a

past President and in running the GANOA and more recently the Moto Classico chapters. His clear vision of how the magazine should serve the membership will be evident in this, his first issue.

When I took over as President at last year's rally, I made it clear that I needed a time limit of one year for the job. To my great relief, at the staff meeting another stalwart club member Nathan Kimble offered to serve as President, which the executive board approved to my pleasure and relief. Nathan is also from the GANOA chapter, and

provided the Accessories and tech tips column in the Norton News for many years. His long history of helping to run the club and one of its largest chapters gives me great confidence that my stepping down will leave you in good hands.

Finally, I want to thank Al Silvia and Tari Norum for their support as I took up the reins, and for the guidance and experience they continue to share so willingly in keeping the INOA going. As Suzi would say, it's all about the people, and you are the best!



Stripping
Dent Repair
Fiberglass Repair
Optional Vinyl Logos
Optional Vinyl Pinstripes

Precision Motorcycle Painting

Classic & Late Model Motorcycle Restoration

Durable Painted Stripes & Logos.
Factory perfect.
Breathtakingly beautiful.

Norton

USA 1.574.298.2199

<http://www.PrecisionMotorcyclePainting.com>

Forking by Frank

FRANK'S MAINTENANCE & ENGINEERING, INC.

*Replacement fork tubes
for most motorcycles.
Stock, over or under.*

945 PITNER AVENUE
EVANSTON, IL 60202
847-475-1003



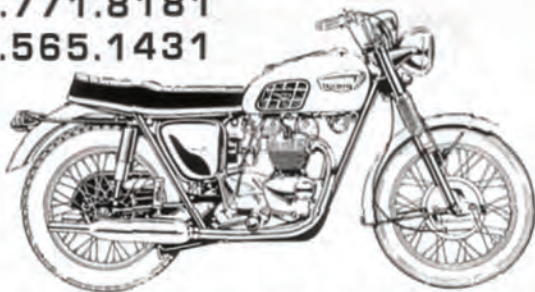
Wes Scott Cycles Inc.

**EXPERT ENGLISH MOTORCYCLE REPAIRS
PARTS FOR: TRIUMPH, NORTON, BSA**

**WWW.WESSCOTTCYCLES.COM
EMAIL: WESSCOTT33309@YAHOO.COM
PHONE: 954.771.8181
FAX: 954.565.1431**

HOURS:

**M.W. F. 10 - 6
T. TH. 10 - 10
SAT. 9 - 6**



4608 N.W. 8th Terrace, Fort Lauderdale, FL 33309

Knorton Knee Syndrome

by Donn Harvey



Knee Syndrome: A Historical and Epidemiological Overview

Abstract: Knorton Knee Syndrome, clinically referred to as *Unilateral Patellar Puffitus*, is a rare pathological condition predominantly affecting the right knee. This review examines its historical documentation, epidemiological trends, and potential etiological factors.

Introduction: Initially documented in early 20th century England, Knorton Knee Syndrome reached its prevalence apex in 1974. In the United States, the condition was first identified in the late 1950s and early 1960s, followed by a significant decline to near-zero

incidence over the past two decades.

Etiology and Pathophysiology: The etiology of Knorton Knee Syndrome remains elusive. The British Knee Association, established in 1964 in Birmingham, England, was dedicated to investigating this rare syndrome. The condition exhibits a marked gender disparity, with a higher prevalence in males, suggesting potential links to lifestyle factors traditionally associated with men, such as occupational hazards, physical exertion, questionable pastime activities, dietary habits and (Continued on page 19)

People's Choice

*Brian Doan's
magnificent
Model 7*



Ride Fast – Take Chances

consumption of single malt scotch.

Epidemiological Trends:

Despite a notable decline in the late 1970s and 1980s, recent data indicate a slight resurgence, particularly among older male demographics. This resurgence prompts further investigation into possible changes in lifestyle, healthcare access, YouTube viewing, or environmental influences.

Historical Context and

Ethical Considerations: In the late 1970s, a significant ethical breach was identified within the British Knee Association. Substantial financial resources designated for research were misappropriated for non-academic activities, such as attending scientific conferences that coincided with MotoGP events. The individuals involved were later discovered to be factory workers posing as researchers, exploiting funds intended for knee research. After paying nominal fines and serving short jail sentences, the responsible individuals regrouped and attempted to revive a struggling British motorcycle company.

Case Study and Current

Observations: Currently, this condition is infrequent, though sporadic cases continue to align with established epidemiological patterns. Notably, there appears to be an increase in the age of affected males. The latest case was documented in Quincy,

California, involving a mature male presenting with severe symptoms. Local medical professionals, unfamiliar with such a presentation, were initially perplexed. An amputation was proposed by a local surgeon, formerly employed in the local logging industry. However, the nursing staff, concerned about the patient's well-being, discreetly facilitated his departure to seek alternative care. Subsequently, the nurses convened at the Quincy fairgrounds to monitor the patient's condition and provide necessary assistance.

References:

1. Norton, J. & Fowler, R. (1975). *The Rise and Fall of Knorton Knee Syndrome*. *Journal of Rare Medical Conditions*, 12(3), 45-58.
2. Greenway, S. & Wachtel, W. (1980). *Gender Disparities in Unilateral Patellar Puffitus*. *British Journal of Orthopedic Studies*, 8(2), 102-115.
3. Bone, A. & Hailwood, M. (1985). *Environmental and Lifestyle Factors in Knee Syndromes*. *American Journal of Medical Anomalies*, 5(4), 200-213.
4. Christenson, T.C. (1990). *The British Knee Association Scandal: A Historical Review*. *Ethics in Medical Research*, 3(1), 12-25.

2025

International National Rally Pro California Norton C



al Norton Owners Association esented by The Northern Owners Club.





Let's Ride to the Rally, They Said. It'll be Fun, They Said.

By Donn Harvey

Should I ride my trusty Commando from Seattle to the Quincy INOA Rally or not? That question had been on my mind since the rally location was announced almost a year ago. I asked around in the Northwest Norton Owners club, but the enthusiasm wasn't what I remembered from 2016, when a small group of die-hards made the trek. After some back-and-forth, I decided to tempt fate and ride the Norton the roughly 1,000 miles to the rally. How hard could it be?

My Commando is now nine years older than the last time it was ridden to Quincy, but it's never run better thanks to loving care and diligent maintenance. I, on the other hand, am also nine years older, with my own parts showing signs of wear. My wife, Deby, agreed to ride along on her modern BMW. She half-joked that she'd bring a camp chair for the inevitable roadside breakdown. I hoped she'd be disappointed.

I planned a three-day ride to arrive by Sunday evening for the Monday, June 16 opening. I posted our route in our club newsletter, The Atlas, and got two takers: John Deebach, planning to ride his Commando, and Tony Smith, who would tow a trailer with bikes, tools, and extra gas—just in case.

On Friday the 13th at 8 AM, we met at a Park and Ride off I-90. John's Norton had last-minute issues, so he showed up on a 1972 BMW R75/5, bored out to 900cc, the biggest displacement in our group. So there we were: headed to a Norton rally, with BMWs outnumbering Nortons two to one. Fitting for a club once joked about as "Northwest Norton Owners—who ride BMWs."

We rode east over Snoqualmie Pass, aiming for our

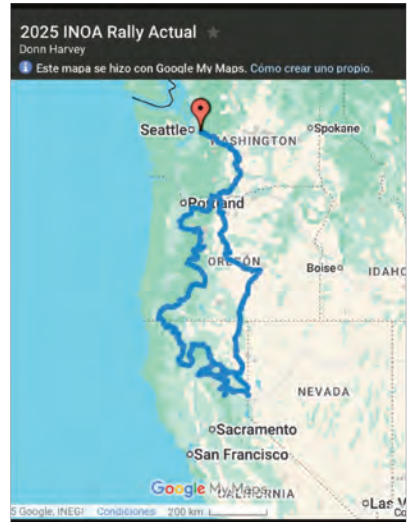
first stop in Maupin, Oregon—just under 300 miles. I led, Garmin GPS guiding me on a route of favorite roads.

My Commando was set up for touring with a windscreen, Mosko saddlebags, Airhawk seat pad, and heated liner. On the interstate at 70 mph, the bike felt solid. The windscreen kept airflow comfortable, and the voltmeter assured me I wasn't overtaxing the Lucas alternator. Deby, behind me, radioed that everything looked fine—could I go a little faster?

Over the pass, we turned onto Old Highway 10 along the

Yakima River, through the Yakima Canyon—a top Washington motorcycle road

The Roadholder suspension and my new



Comstock headsteady made for smooth cornering. Later, I'd camp next to Jim Comstock himself and thank him in person.

We rejoined Highway 97 toward Goldendale, stopping briefly at the St. John's Monastery and Bakery for water and a hello to the nuns. Then it was west on twisty Route 142, following the Klickitat River to the Columbia. Crossing into Oregon, we climbed away from the Gorge winds on scenic Highway 197. A detour took us to White River Falls

Snow's Cycles

Missoula, Montana
snowsnortontriumphbsa@
aol.com

Restoration and Service

Norton-Triumph-Royal
Enfield-BSA

406-274-8679

*All Work Done to Exacting Standards
Since 1974*

Visit Our Web Page:

snowscycles.com

Joe Hunt Magnetos

JOB CYCLE

BSA TRIUMPH Norton

New & Used Original & Reproduction Parts

service

Complete Engine & Transmission Rebuilding
Valve Jobs, Cylinder Boring
Welding, custom machining,
chroming (Powder Coating) Frames, Etc.

75 YEARS
OF
COMBINED
EXPERIENCE

Visit our website:
www.jobcycle.com
EMAIL:
info@jobcycle.com

All types of motorcycle
literature and memorabilia

Complete restoration
and repair service

"WHEN YOU WANT IT DONE RIGHT THE FIRST TIME"
86 Boston Turnpike
Willington, CT 06279
860-848-0607
info@jobcycle.com

Daily Shipping
Worldwide

Updated Engine Rebuild Video

The Norton Owners Club heavyweight twin engine strip and rebuild video has been brought up-to-date with the expert help of Norton specialist Mick Hemmings and is available on DVD in the US. Mick takes you through every aspect of stripping and rebuilding the entire range of famous engines, sharing his vast experience and giving hints and tips on how to get the very best out of your engine, as well as advising the best practices for reliability. Separate discs cover stripdown and rebuild (both are included).

To order please send \$50 in check or money order to Jim Evans at Bracebridge St. Depot (inside front cover) Shipping and handling included.

State Park, then along the Deschutes River into Maupin.

Our lodging, the Oasis Cabin Resort, offered “charming” ex-railroad-worker cabins and vintage trailers. Deby, Tony, and I had cabins; John was in a small trailer. Beers from Tony’s cooler capped off our 287-mile day—8.5 hours riding, 54 mph average, with a suspicious GPS “max speed” of 135 mph.

Day two’s goal was Lakeview, Oregon—just over 300 miles. After an uninspired breakfast, we headed south, soon leaving 97 for Madras and the Crooked River Highway, a twisty gem ending at Bowman Dam. Faced with a gravel shortcut, I passed—Tony’s trailer and my Norton weren’t the best for it, though Deby’s BMW GS was itching for dirt.

On Highway 26 and later 395, we rode hard into a headwind. Twice I had to switch to reserve before 100 miles and top up from Tony’s truck. At our final gas stop outside Lakeview, I spotted a six-inch puddle of oil under my primary case—oil in my dry belt-drive primary meant a bad main seal. To make matters worse, my electric starter spun uselessly.

Fortunately, I’m well-practiced at kick-starting. Two kicks and the Commando fired. Our overpriced motel, the Neon Cowboy, offered remodeled rooms and a steakhouse—good enough to forget the hot springs-fed pool that didn’t appeal. My GPS read 307 miles, 62 mph average, with “max speed” now 133 mph.

Sunday’s ride to Quincy was 229 miles. We planned oil checks every 40 miles. To my surprise, the oil stayed full—no drips. After a few checks, we decided to run 100 miles between stops. From Susanville, the route climbed into the mountains, past Lake Almanor, and down into Quincy.

At the rally fairgrounds, I parked the Norton on concrete to watch for leaks. None appeared all week, even after

www.BritishWiring.com

British Wiring

Suppliers of Wiring Harnesses, Wire, Terminals & Sundries
for British Classic Cars and Motorcycles

Toll Free: 866-461-9050
Fax: 610-845-3518
email: sales@britishwiring.com
P.O. Box 185 • 617 Walnut St., Bally, PA 19503



daily rides. Stranger still, the starter worked again.

Asking around, I got the best explanation from Jim Comstock: at prolonged high speeds, the scavenger oil pump might not keep up, letting the crankcase fill with oil. Pressure builds until the engine “burps” oil out the main seal, then returns to normal. The oil likely soaked my starter’s Sprague gear, making it slip until it dried.

In all, I put about 1,200 miles on the Norton, and Deby never had to use her roadside chair. The

only other mishap was hitting a hidden pothole hard enough to knock my headlight lens off—duct tape to the rescue. Later, I found a bent rear rim but no blown tire.

For the return, Gary Griffith trailered my Norton home, while Deby and I swapped to our BMW for a vacation ride. John rode his classic BMW home solo, without incident. Another INOA rally done—my seventh on a Norton. I’ll be ready when it’s back in the West, and I’ll start recruiting riders now.

Ride it like you stole it!



**Large
Stock on
hand!**

The highest quality 100% British Made Chrome and Stainless Rims from the Devon Rim Company.



Stainless spokes from Buchanan's won't rust or flake and can be polished to a chrome-like finish!

Price and Availability Lookup!

Visit our website for "Price and Availability Lookup" showing current price and quantity on hand - searchable by part number and description.

Check out the website for new products and news!

40th Anniversary!
BRITISH CYCLE
SUPPLY COMPANY
Call:

IMPORTERS AND DISTRIBUTORS OF
* ORIGINAL * REPLACEMENT * SPEED * CUSTOM *
PARTS AND ACCESSORIES FOR CLASSIC

TRIUMPH - BSA - NORTON

604 DAVISON ST. ROBINSON CORNER,
WOLFVILLE, NS, CANADA, B4P 2R3

Canada and Overseas Call (902)542-7478

& 50 CONNECTICUT ROAD, LORING COMMERCE CENTER
LIMESTONE, MAINE, USA, 04750

USA Call (201)880-0366

www.britcycle.com - info@britcycle.com

Fax: (902)542-7479

Warehouses in Canada and U.S.A.

CC, prepaid and Paypal orders shipped worldwide.

C.O.D. available in Canada and U.S.A.

Dealer enquiries invited!

Supplying parts worldwide for 40 years so far!

Calendar

August

17/25 Manx Gran Prix
Classic TT - Isle of Man, UK

September

12/14 Goodwood Revival
Chichester, England

October

3/5 Barbers Vintage Days
Turn 6 - Leeds, Alabama

10/12 Lake o' the Pines
Norton Rally - Yellow Rose Campground, TX

January

3/17 Dakar Rally
28/31 Mecum Motorcycle
Auction - Las Vegas

February 27/
March 8

Daytona Bike Week
Nortona



I am feeling a little out of touch with club events, especially after not attending the Quincy California rally, it was a hard decision for me to make, I researched my route and where I like to stay and it was absolutely ridiculous prices plus tax plus exchange rates, it was a none starter for me. Thankfully we are blessed with Mike Tylers fantastic You Tube videos of motorcycle events so I got to spend a few hours taking everything in. I decided to limit my motorcycling to British Columbia this year, I recently attended the annual Riondel rally in the BC Rockies, a beautiful ride and destination, I met with friends and we had a great ride, the weather has

been an issue this summer, we managed a dry ride there and a blue sky weekend.

This rally used to be a Norton event, these days it's open to all British bikes and enthusiasts, it was the usual magic weekend with friends, there were three commandos, Nigel Whittaker's commando didn't make it, although he tried hard to make several roadside repairs, Brad Sutton's commando had an ignition switch issue, Mark Bird's commando ran like a watch as always, the Saturday dinner was well organized plus great food. Thanks to the Okanagon BMOC chapter for making it happen, especially the ladies who worked very hard.

We left on Sunday morning and rode into numerous showers and wet roads, greasy road surfaces totally freak me out these days, guess I'm totally spoilt with mostly dry riding these days.

The Vancouver BMOC have had their usual chain of events including the 40th anniversary

celebration event at Nigel&Allisons property in Tsawwassen. I rarely attend Vancouver events so can't enlarge on my Vancouver BMOG report. I'm hoping that there will be a replacement for the annual Vancouver swap meet, show and shine, Since Todd Copan retired from being the organizer, it has not been held, again spiraling costs have been a factor.

The next upcoming event is my own rally event in beautiful Williams Lake BC, we have a regular attendance by enthusiasts from Vancouver, the Okanagan and Vancouver island, plus Hornby Island. Our group ride is only twenty miles but is fantastic with a range of riding challenges ending at a viewpoint overlooking the Fraser Canyon.

My tech part for this issue is firstly, the deteriorating quality of rubber parts, commando battery straps being of note. They seem to be already deteriorating when new. Luckily they are easy to pry apart and upgrade with better quality fabric reinforced rubber. It seems wrong to me

that we pay inflated prices for parts and have to remanufacture them ourselves. A battery strap is a simple component, it's simply not acceptable in my opinion. There are similar issues with fork gaitors, isolastic gaitors being among them. Many 50 year old isolastic gaitors are still in better condition than what is being supplied to us now. Lets hope that oil pump rubbers don't suffer the same fate.

Why were rubber parts better years ago? Maybe its the throwaway times we are living in.

My next item is a very simple cleaning tip. How many of us get burnt oil particularly on the L/H exhaust pipe which gets worse over time and is a pain to remove especially without removing the pipe and rubbing it off with solvol autosol or similar? An easy and efficient way to remove burnt on carbon is to use spray on oven cleaner, no risk of scratching or rubbing away the chrome, leave it on for five minutes and wash off. Try not to get it

on aluminum or painted surfaces. It doesn't really damage aluminum but it will take the shine off which will require buffing out, as I discovered due to not being careful and thoroughly cleaning it off.

My last thing to mention is fork oil. How many of us rebuild our forks, clean everything and fit new parts, add new oil and then forget it? I stripped my commando forks to rectify a leak issue and was agast to find that the oil was absolutely black, seems ridiculous as it was clear when I poured it in.

I'm in touch with a friend in the UK that has recently bought a new 961, he already has tales of issues that are appearing in his bike and others bought

from his local dealership including a total engine replacement, I've invited him to put an article together that I can include here.

As always I can't really report anything from the Ontario chapter, I get the Ontario newsletter but I still don't feel that I have the relevant information to say anything in my article, I encourage you to use this platform and tell us stories of your adventures.

Thats all from me, stay loose and be safe. *The road is still a place of peace.*

The logo for TRITON, featuring the word in a stylized, outlined font with a swoosh underneath.The BSA logo, featuring the letters in a bold, italicized font with a winged figure above the 'B'.The Norton logo, featuring the word in a stylized font with a swoosh underneath.The Triumph logo, featuring the word in a bold, italicized font with a swoosh underneath.

BRITISH BIKE CONNECTION

"We don't just talk motorcycles - We ride them"

Jim & Karen Noll

58 Merwin Avenue

Rochester, NY 14609

www.britishbikeconnection.com

New & Used Parts

585-288-4546

Fax: 585-288-2772

Suzi Greenway

One of the motorcyclists who had a tremendous influence on my life was Suzi Greenway. I met Suzi at the Norton South Rally in Hiawassee, Georgia, in 1983. We sat across the table from each other and fell in love at first sight—or, in my case, first laugh. Suzi had a great laugh, and it happened often. When I got back to our cabin, I told my wife Ann (the Cat Lady) that I had just met the funniest woman at breakfast.



She said, "I'll bet you were flirting with that woman."

ROYAL ENFIELD**TRIUMPH**

BAXTER CYCLE

Your British Bike Superstore!

www.baxtercycle.com



sales@baxtercycle.com
712-781-2351
712-781-2355 fax

311 4th St
PO Box 85
Marne, IA 51552

I said, “You’d win that bet.”

She met Suzi later that day. They became great friends.

Before the 1993 rally in Illinois (The Rally in the Corn), I decided to run for president of the INOA. Suzi and I talked at that rally, and she said she’d been thinking about running too—but if I was serious, she’d go for vice president instead. We ran as a team.

Later, after the Cat Lady passed away and I met CJ, my life changed completely. I resigned the presidency, and in 1998, Suzi became president of the INOA. She went on to serve for 26 years—the longest-serving president the club has ever had.

Over the years, I’ve written a lot of obituaries for Norton News, but when Barry asked me to write one for Suzi, I hit a wall. Complete writer’s

block. I couldn’t find any words to express the emotions I was feeling. Then I remembered to check my Sacred Text—the one book that’s never failed to help me solve the seemingly unsolvable. The book that’s lifted me up when I was down and shined some light when things felt darkest.

I’m referring, of course, to the **Clymer Service and Repair Manual for 1969 through 1975 Norton Commands, Including Electric Start.**

I can’t tell you how many times the exact answer I was looking for turned up in its well-thumbed, oil-soaked pages.

You’re probably asking, “What advice about human relationships and leadership could possibly be found in a motorcycle repair

manual?”

Well, there it was—in Chapter 3, page 23, under Operating Requirements:

“An engine requires three basics to operate: fuel, compression, and ignition.”

And I submit to you: the International Norton Owners Association is just like that engine. It needs these three things to run well:

1. Fuel is the membership—the people who pay dues, volunteer their time, and keep the machine going. Without

fuel, nothing moves.

2. Compression is the coming together. That shared space of rides, meetings, “Bring Out Your Dead” days, and rallies—those moments of real human connection with people who share the same strange, beautiful passion for these old bikes.

3. And finally, ignition—spark. That flash that turns potential into motion.

Suzi was that spark.

Her boundless energy, her laughter, her presence—ignited this club for over two decades. She inspired. She pushed. She encouraged, led, organized—and yes, sometimes she nagged, bitched, and complained.

But it was always for one reason:

To keep the engine that is the INOA running as smoothly and beautifully as a well fettled Norton.

Let's all do our part to keep it running a while longer!

European
Japanese

Owner

CYCLE CRAFT



MOTORCYCLES

Full Service Motorcycle Repair

10 Old Route 23

(973) 219-0872



FluidSix

*"Guys that love their motorcycles
just as much as you do."*

Custom Brake Discs

Norton TRIUMPH



BENEFITS:

- * Heat Reduction and Venting
- * Prolonged Pad Life
- * Better Wet Weather Performance
- * Unique to Your Bike
- * Less Weight
- * They Look Awesome!

Check out our website below for design options and more information
or email us anytime at ian@FluidSix.com

www.FluidSix.com

THE 
CLASSIC BIKE
EXPERIENCE

**Vintage British
Motorcycle
Restoration**
Essex, Vermont
802-878-5383







**OEM NORTON
REPAIR & REBUILD
FACILITY**

*There's old riders and there's bold riders
but
There's no old bold riders*

Walridge Motors Ltd.
27 Years of Business
British Motorcycle Parts, Accessories & Literature

A lower Canadian dollar means huge savings for US Customers.

**Subscribe the best sales and promotions
by emailing sales@walridge.com**

33988 Denfield Rd. RR2, Lucan,
ON, N0M 2J0 Canada
Email: sales@walridge.com
Ph: (519) 227-4923, FAX: (519) 227-4720



www.walridge.com

THE WAY WE WERE.....

INOA HISTORY by INOA #1, Frank Del Monte

I n the Beginning . . .

I never planned the USNOA/INOA. It just happened. And it grew, and grew, and grew, and oh my, look at it now! You see, back in the 60's and 70's my brothers and I rode Triumph choppers, as did all our riding buddies. And life was good as we "terrorized" (ha!) Northern Virginia. But all our Triumphs were geared for acceleration not cruising, so our terrorizing was mostly loud stoplight drags.

And then one day I saw a red Norton Roadster, and my eyes popped out of my head, and in short order I was sitting on an identical bike at Red House HD. And I took it home. That was in 1974, and I still have the bike. One owner, one rider, with one small 15-minute exception.

However, there was now a mismatch in the riding group. My Norton had "long Legs" and loved 70, 75, 80 mph while the choppers . . . didn't. So, I had to throttle back, or they had to struggle to keep up. I decided I needed some new riding buddies. I sent a letter to the NOC in England asking if they would mind if I started an NOC chapter in the DC area but didn't receive a reply in what I thought of as a timely manner, so I put up some 3x5 cards at local bike shops and shows with "Norton Club Forming" and my phone number. I got six replies, plus one from an irate mother who was mad at me for inviting her 10-year-old son to join a biker gang.

The six Norton owners came to my house in Sterling, Virginia and we named ourselves the United States Norton Owners



Photos by Frank DelMonte

Association. The “United States” was to differentiate us from the NOC, as was the use of “Association” rather than “Club.” And I insisted on the “United States” descriptor because I had been one of the founders of the Capitol Hang Gliders Club a few years earlier and that had gone national in a very short time. So, with hubris in hand, I went national from the get-go.

We did a few rides, and my wife and I cut & pasted a few newsletters together and the USNOA was born. I ran the club myself for a few years until the 1978 rally in Bland, Missouri, where, with my marriage crumbling, I announced that the club needed someone to take it over or I was going to have to shut it down. Luckily some fine folks did and that’s the reason you are reading this now.

The early years were a fun adventure, and the memories linger. I’ve met hundreds of fine people and watched the club grow. I love the USNOA/INO and consider starting it to be one of the best things I’ve ever done. Even if it was unplanned.

Ride On! Ride Safe!

Frank #1

UK Version

**£2595
(with battery)**

**Part Number:-
NORVILSTART**

**VAT will be added
for UK orders**



Overseas Version

**£2550
(no battery)**

**Part Number:-
NORVILSTARTOVER**

**Postage will be added
for all deliveries**

DIRECT DRIVE ELECTRIC START KIT

The Norvil Motorcycle Co proudly presents the best direct drive electric start kit that is suitable for all pre MK3 kick-start Commandos



**This is the long awaited full kit that comes complete with
starter motor, belt drive, engine cradle & battery carrier**

**Subscribe to our Norvil News & keep reading future Roadholder
magazines for more info, pictures, reviews & a video coming soon**

Web : www.norvilmotorcycle.co.uk

Email : norton@norvilmotorcycle.co.uk

Tel : 01543 278008

INTRODUCING
NORTON
BY
KLEMPF'S
BRITISH PARTS

NEW COMPREHENSIVE WEBSITE



TONS OF PICTURES & TECHNICAL INFORMATION
SEARCH YOUR NORTON PART NUMBERS EASILY!

№1 EXPERTISE

№1 CUSTOMER SERVICE

COMPLIMENTARY SHIPPING

ON \$300+ ORDERS

DOMESTIC CONTINENTAL US ONLY

BEST ORDER FILL

In These United States

KLEMPFS.COM 507.374.2222

FIRST CLASS
PRE-SORT
U.S. POSTAGE
PAID
COLUMBUS, OH
Permit No. 7167

INOA
276 Butterworth Lane
Langhorne, PA 19047

Are you Expired?
Check the date on
your mailing label!



Return Postage Guaranteed

INOA Membership Form

DUES: \$25USD per year US, \$25USD for Canadian, \$10US Associate (same household—vote, but no NN) if you need further information, call: 215-741-0110. You can also pay electronically through PayPal on www.inoanorton.com.

New USA Membership: ☐
US Renewals: ☐
Former member (expired): ☐
All Change of Address: ☐
All Corrections: ☐
All Associate Memberships: ☐

Send to:

INOA
276 Butterworth Lane
Langhorne, PA 19047

New Canadian Memberships: ☐
Canadian Renewals: ☐

INOA
276 Butterworth Lane
Langhorne, PA 19047

You are welcome to sign up for two or more years at a time. Make checks payable to INOA. Please check the category of membership and send your remittance to the appropriate address with this form.

Member # (USNOA or CNOA) _____

Name _____

Street _____

City, State, Zip _____

Country _____

Telephone _____