

**Minutes of Last Meeting** by Chaz & Mike

Greetings,

The meeting was held at the Gunstock Ski Area during the Belknap Classic weekend.

After folks had a chance to look around, Mike Frick called the meeting to order for an informal meeting.

Since this was an offsite meeting so-to-speak, Mike kept the meeting to just one important topic: the Rally.

- Mike Friel has been looking for a shelter, tables, and chairs and came armed with several choices. After a brief discussion we chose one and asked Mike to look into it. Being the proactive type, he promptly picked up his cell phone and called. His fast action got us a sweet deal... made right over the phone! Thanks Mike!
- Mike brought up American Motorcycle Association matters. We are working on getting *chartered* by the AMA. This will allow us to get event insurance through the AMA and save a bundle. This necessitates that at least 10 of us become AMA member. Currently four of us are AMA members--we NEED six more quickly. Any members who are AMA member or would be kind enough to join the AMA please e-mail your favorite NNENO officer.
- Speaking of the National Rally... it appears we have quite a few folks attending this years Rally in Ivy Lea. Paul Izzy is your contact for the planned ride to the Rally. I plan on driving my truck with bike, club shelter and paraphernalia. If you have anything ya need hauled to the Rally, give Mike Frick a call.
- With no further business to discuss, the meeting was turned over to Lee, the 2002 Rally Chair for his first of many discussions about the Rally. Please see Rally Update for more information.

**Rally Update***Rally T minus 13 Months*

In between our May and June meeting Mike Frick and I went up to Davidson's Campground in Bristol, NH. and talked over a contract with them, after a rough draft and a little polish Mike has sent the contract up to the management for their

approval.

A second pass of the logo incorporating the familiar **Norton** script and reference to the INOA seems to be the peoples' choice.

While at the June meeting at Gunstock Mike Friel contacted a vendor about a tent, table and chairs the price was reasonable and we requested a contract.

With three of the four big items in control the next big item is *Food*. The campground management is looking into local groups to do an on-site breakfast every day. As for the main meal on Saturday we are leaning to a Yankee Pot Roast or New England Boiled Dinner and a possibility of a Clambake Barbecue on Friday night. Any one with contacts in the Bristol NH. area, I would love to here from you. Harts Turkey Farm in Meredith was one suggestion. Contigiani's in Laconia was another. I contacted a local caterer that does the food at Gunstock. They have a pretty set menu and it did not look too flexible. They also ran out of food at the dinner Saturday night, which was not sold out.

Anyone interested in helping solicit sponsors please contact Chaz Proulx.

AMA membership numbers are still needed we may have just enough but a few extra would not hurt.

Thank You,

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603-887-4003  
71norton@mediaone.net

**Tweener Business**

This is club business and activities in *between* club meetings and as they happen, I will report them to you when possible. *REPEATED MESSAGE!*

- In order to make the Rally a success, we need inexpensive insurance. To obtain this, we become an AMA Chartered Club. To make this happen, the AMA requires that we have a minimum of 10 AMA members. I believe we're still one or two members short of our 10 member minimum. If your a current AMA member, please contact Mike Frick and tell him your

AMA membership #... along with the rest of the usual data.

- Mike Frick has contacted a caterer by the name of Contigiani's of Laconia. We should be receiving a quote from them before the next meeting.
- Mike Frick emailed the AMA requesting a "Club Kit" which has arrived. Once completed and we're an AMA Chartered Club, we can take the required "Risk Management" course.

**Membership Update**

NNENO would like to take this time to thank every single person who renewed their memberships and welcome our new members! You are the heart and soul of this club and we thank you for staying with us!

**New Members**

- Terry D. Cook  
480 Old Dare Road  
Delanson, NY 12053  
518-895-8210  
'71 Roadster
- Stanley Morrow  
4 Wind's Road  
N. Ferrisburg, VT 05473  
802-425-2277
- Robert Reynolds  
29 Cherokee Trail  
Oakland, NJ 07436  
201-337-7295  
Atlas, Manx, International
- Steve Shaban  
555 Garland Road  
Barnstead, NH 03218  
603-435-7394  
esponenton@totalnetnh.net  
'74 Roadster
- John Taylor  
376 Spencer Heights  
Delhi, NY 13753  
607-746-2938  
jtaylor@catskill.net  
71 roadster, 72 Combat
- Justin Whittaker  
24 Observatory Ave, 2nd Floor  
Haverhill, MA 01830  
978-985-1501 cell  
indians@gwtc.net  
'69 750 S Commando

## Renewals

- Todd D. Seeley
- Dave Sheppard and Mary McFayden

## British M/C Meet @ Auburn

The British Motorcycle Meet, held on June 3rd, 2001 was another typical rainy New England day. As a result of the gloomy weather, the turnout was rather light. Despite that, NNENO had a pretty good attendance. Al Chappell and his fellow judges did a bang-up job of selecting the **Norton** trophy winners. Congratulations to the following winners!

- *Best Norton*  
1955 Dominator 88  
Tony Lockwood
- *Best Custom Norton*  
1971 Commando / Dunstall  
Alan Kooris
- *Ed Frankel Bowl*  
1971 Norton SS  
Kurt Tomolonius

We did manage to receive our new gray sweatshirts in time for the meet... and we managed to sell some shirts and sign up more membership. All in all, despite the weather, we had a good day at the booth.

## Belknap Classic

This annual event is getting bigger and better every year. We set up our booth at the usual Start/Finish, right in the "old timers" pit area. This year we planned to hold our monthly meeting at 2:00 o'clock on Saturday and a camp-over which was attended by Al Chappell, Lee Patterson, Ken Dubey, Rick & Marie Keller, Dave Comeau, Chaz Proulx, John Taylor and myself. The meeting itself was lightly attended cause several members rode into town for vittles and some were checking out parts. The details of the meeting are covered in Minutes of Last Meeting.

We managed to sell some shirts and club paraphernalia before some of us headed up to the clubhouse to partake of the banquet and listen to the "old timers" talk about days of glory past. Well, we tried to hear the "old timers" but some of the other "old timers", who are obviously hard of hearing, were carrying on a conversation that the campers in the next county could hear. After straining to hear what was being said, we gave up and went back to camp for adult beverages. We all had a great time sitting around consuming our refreshments and just shooting to shit.

Sunday found us greeting more members and customers in the morning before the practice sessions and racing started in the early afternoon. With the races taking place, if your looking to have a nice conversation at the booth, forget it! With all these vintage bikes being fired up right in front of us, there was no way you were going to talk and be heard.

Bob Coy, the organizer of the event, came by looking for corner workers and several of our members volunteered to help. The races took place without too much delay and were hot and heavy! These folks really know how to throw a bike around a track. Come close to the end of the day the skies opened up and dumped a healthy dose of wet on everyone and everything. This rain delay pushed everything back about 1 hour before the races were finally finished and the trophy ceremony held. I'd say all in all, it was a very good time. I hope everyone who came had a good time as well. With any luck, we'll have more members stay overnight next year!

## Vintage Races @ NHIS by Mike Friel

Vintage races at the New Hampshire International Speedway, (NHIS), were held on Monday June 11. I got a late start riding up to the track, left home about 11 in the morning. It was nice and sunny as I headed north on route 28, the temperature was great for riding, very little traffic. In Auburn, Rte. 28 passes between sections of Lake Massabesic, a fairly good sized and beautiful lake with good fishing. It is the primary water supply for Manchester NH, so there are very few houses on it and no swimming allowed. It has iceboat racing in the winter. Rte. 28 continues through some built-up/industrial areas with some open scenery along the way. The turn off to get to the track is Rte. 106.

At the vintage races the pits are always open to the public, you can ride right in and park almost anywhere. As I rode in I recognized Lee Patterson's bike next to a tent. Turns out he was working one of the corners for the races. Over in one of sheds I found Dave Sheppard and his machines. Al Chappell was there along with Dave Roberts (are those dark clouds off to the west?). Later on a large number of cycles came in on an AMA gypsy tour, trailing the pack was Jack Alexander and his son. Jack's Commando looked real nice, clean and polished. That would not last.

It is interesting to watch the vintage bikes compete, quite a bit different than

the super bike races a week later. The sidecar racers are especially fun to watch. Sandy Harris won races at Gunstock on Sunday and at NHIS on Monday. She is the owner of the side-hack and the one who hangs off the sides in the corners, banging head on pavement. Good job Sandy!

One of the other interesting races is the slow race, correction!, the 50cc racers. He took second place with his "liquid cooled" Bennelli racer. The reason it was liquid cooled is because it started to rain, and continued to rain all the way home. It got real interesting riding south through Pembroke NH, all the power was out and the traffic lights were not working. We can only hope for a dry week when we go to Ontario, but bring your rain gear.

## Editorial by Mike F.



In our May issue, I showed you our first pass of the 2002 Rally logo. As I stated in that issue, the logo designers were going to experiment using the **Norton** script typeface in place of the block typeface. So far, everyone who has seen both logos has preferred the above logo to the previous logo. Please let me know which you prefer.

This months editorial will provide you with the answer to my wheel saga, which is quite short.

I brought my wheel back to the shop I had my wheel laced and trued. At this point, all he had to do was true the wheel with the correct offset, which I provided. After 'bout 2 weeks, I received the call I've been waiting for... the wheel was ready! Of course, my first question was, did the wheel true properly with the correct amount of offset? The answer was yes. So, I drove home and installed the wheel. Much to my relief, the wheel bolted in like it belongs there, which it does! All I need now is enough time to adjust my left carb. I replaced the throttle body over the winter but I've been spending all my time screwing with the front wheel! Anyway, I hope all this will allow me to ride the bike... for a change!

## INOA Thousand Island Rally

The 2001 National Rally is NEXT MONTH! If you plan on attending, buy

your tickets now and while your at it, let the club know. We are planning a ride up to the Rally as a club. With this years Rally being hosted by the The Ontario Norton Owners and taking place in Ivy Lea, Ontario, just over the NY state border on Interstate 81, it's very close and if you can, you should attend.



I have really enjoyed the two Rallies I have attended. There is nothing like being surrounded by Norton people and Norton motorcycles!

### Tech Session

Dave Comeau, our major tech dude, holds tech sessions at each meeting. There will be no formal *Tech Session* per se' at meetings because of lack of attendance. Anyone who knows Dave knows he prepares extensively for the tech sessions. He doesn't just show up. When attendance increases to a point where Dave feels it worth prepared sessions, he'll start them again. Until then, if you have a technical question, **please** come to the meeting and ask Dave! I know many of us enjoy the tech sessions and would like them to continue.

### Upcoming Events

- *July 14*—Club Meeting @ the Loaf & Ladle, Exeter, NH.
- *July 18-21*—INOA Thousand Island Rally, Ivy Lea, Ontario. Hosted by the Ontario Norton Owners. A NNENO sponsored event.
- *Aug 26*—Brit-Jam @ K of C Hall, 1831 Main St. E. Hartford, CT. sponsored by BIA of CT.
- *Sept 15*—Camp-over at Davidson's Countryside Campground, Bristol, NH. A NNENO sponsored event.
- *October 18*—Lars Anderson Classic @ the Larz Anderson Museum, Brockton, MA. Club Booth will be present! A NNENO sponsored event.

### For Sale

- 1970 Norton Commando 750 Type S. Completely rebuilt/restored to a very

high standard. Please call Bob McKittrick for a spec sheet, photos, and/or an appointment to view it. Asking \$7,500.00. 978-807-3386

- 1966 Norton Electra—Missing tank badges, foot pegs & mufflers. \$750 obo Jason Reisins 631-399-1260 Long Island
- 1972 750 Norton Commando—It has run and I took the front forks off and started to restore it. Unable to complete project. Paul 401-265-3181or paulraducha@hotmail.com
- 1972 Norton Commando 750 Interstate—A beautiful black example. Very nice bike with all the right pieces. \$5,000 Contact Frank at 603-323-3319 or E-mail at fbholmes@landmarknet.net
- 1973 Norton Commando 850 Roadster—Nice unmolested black bike that is all there. Needs some work, paint and some TLC. \$3,000 Contact Frank at 603-323-3319 or E-mail at fbholmes@landmarknet.net
- 1974 Norton 850 Roadster—Original red bike with only 7K miles. Not restored, exceptional condition! \$6,000 Contact Frank at 603-323-3319 or E-mail at fbholmes@landmarknet.net

**Boyer Evolved III** by David Comeau, Jan 2001

### Lucas Rita- Electrical Duress, Jitter, Current Draw, Advance Curve

The ignition module was subjected to electrical duress at an idle/starting speed. The coils used were the same stock Norton commando 6V units. The LR made consistently repeatable timed pulses until finally at 5vdc, the unit quit making sparks. It had NO visually observable voltage duress induced jitter.

The biggest potential flaw I have found with the LR is that the rotor supplied does not always seat reliably in the taper of the camshaft. Then as the LR rotor wobbles the gaps differ between the two rotor tips and the stationary pick-up. This causes the two cylinders to fire at different degrees. On mine, once both gaps were made the same by filing one rotor tip the firing was absolutely the same for both cylinders.

The LR "is" electrically the hungriest ignition unit tested. The Lucas Rita current draw changes very little as the RPM goes up, it does go down slightly due to decreased duty cycle. The coil drive is off for a fixed 0.16 milliseconds.

When the LR is cold, it draws a little over 3amps. As it warms up, at 14.3vdc it draws 2.7Amps reflecting the high coil drive duty cycle that is 99.2% at idle, and reduces to 98% at 5000rpm.

The production repeatability appears to be quite good as evidenced by the advance curves from my two spare units.

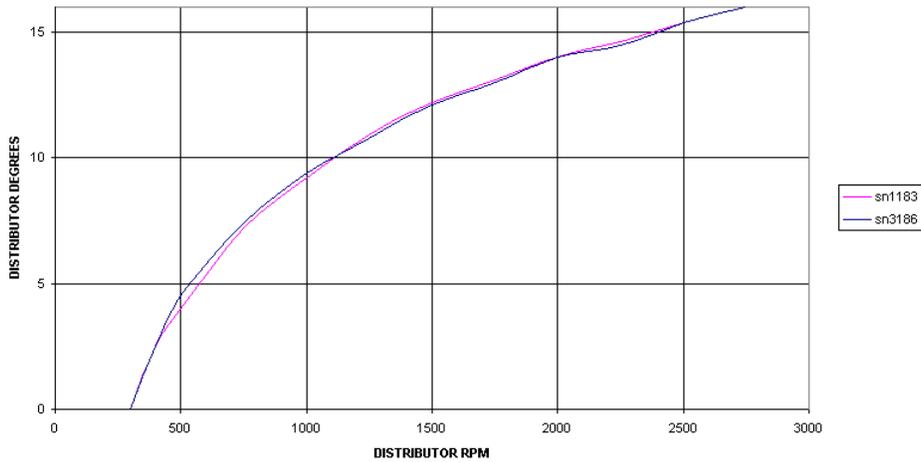
### Boyer MicroDigital- Coil Drive Dutycycle, Current Draw, Timing Advance Curve

This ignition was run up on the distributor machine and when 2850 rpm was reached the spark intensity visually went down. This certainly sparked my curiosity. A look at the voltage supplied to the coil quickly showed the reason for this phenomenon.

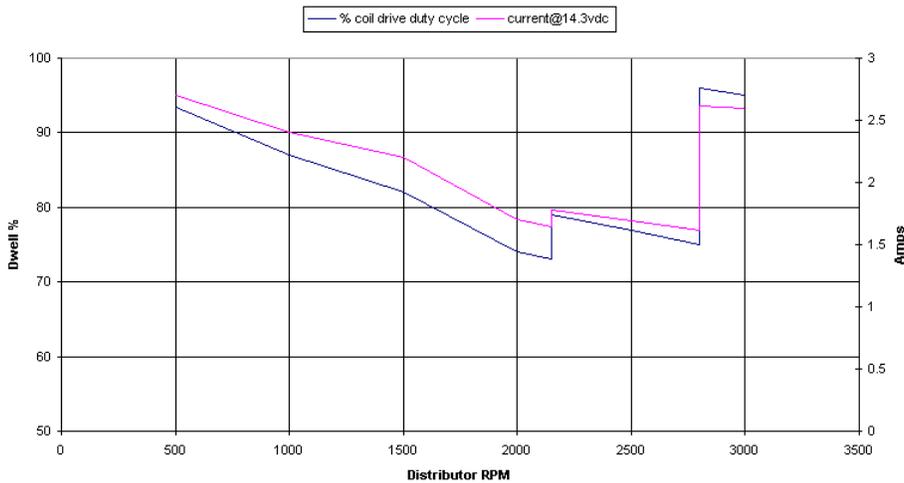
The coil drive control is quite simple. However, this digital coil drive must be thought of in terms other than conventional dwell and therefore is not expressed in degrees. The coil NON drive time is fixed in a series of stepped time periods.

Starting mode appears to be 9 milliseconds of coil drive OFF time before the coil drive voltage is turned on in preparation for firing. From 250/500 rpm to about 2200rpm, the next coil drive OFF time is reduced to a 4 millisecond period. Thereby increasing the coil drive ON time. From 2200rpm to 2850rpm, the next step for coil drive OFF time is reduced again to 3 millisecond period, again increasing the ON time.

At 2850rpm the coil drive OFF time is decreased quite a bit to .5milliseconds. At 2850 distributor RPM the sparks visual intensity goes down. What gives? My theory is as follows. Well, I noticed that a spark plug quite frequently sparks a second and sometimes a third time upon shutting off the coil drive. When left alone, the coils tank circuit primary continues to oscillate, but when this last step (.5Msec coil drive OFF time) is achieved the coil drive is turned back on during the period these "residual" sparks might otherwise occur. This obviously eliminates any possibility for these residual sparks to occur. The coil is not allowed to cease oscillation on it's own. The coil drive is turned back on right away right after the first plug firing. You no longer see the second or third spark so the visual effect is then understood.

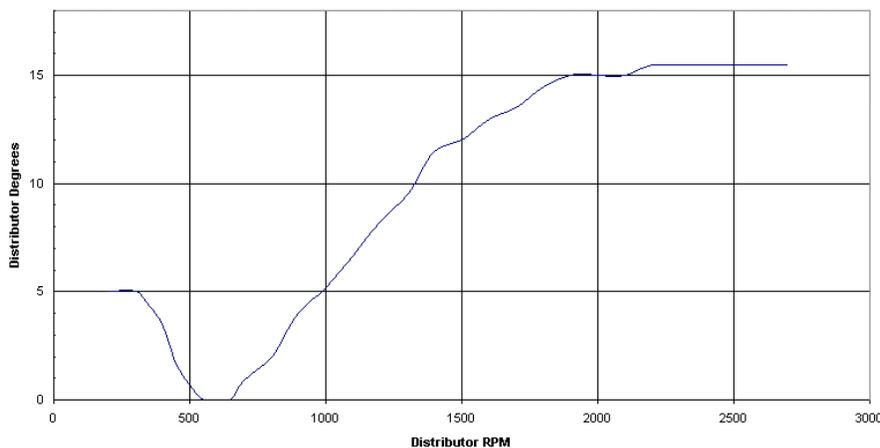


### Lucas-Rita for Norton



### Boyer MicroDigital Dutycycle and Current Draw

The operating advance curve data that I obtained was virtually the same as what they published.



### Boyer MicroDigital Advance Curve

Their published literature stating control of over timing angle (advance/retard), ignition coil energy, tickover stabilization, and rev limit. Are now better understood. The meaning of their term "starting speed" still eludes me. Their ability to custom make a curve to order is a very good feature.

The NNENO NEWS is published monthly by the Northern New England Norton Owners club to inform and entertain its members.

Members are encouraged to submit articles, tech tips, photographs, classified ads, or other material. The deadline for submissions is one week after the monthly meeting.

The Northern New England Norton Owners' principles are to promote the use and pride of Norton motorcycle ownership, and to provide an arena for the exchange of technical information and parts availability in an effort to extend the useful life of Norton Motorcycles.

Membership in the Northern New England Norton Owners' club is available for \$15.00 per year. Annual membership fees are due Dec. 31st. NNENO holds monthly meetings for members on the second Saturday of each month.

NNENO is a chapter of the International Norton Owners Association. Members are encouraged, but not required to join the INOA.

NNENO's mailing address is: 30 Woodland Drive, Nashua, NH. 03063. Home page: <http://members.aol.com/norvil850/nneno.htm>

Group rides are not sponsored by NNENO, and participants ride at their own risk. Motorcycling is a dangerous sport and NNENO will not be responsible for individual rider's conduct or safety. Anyone riding on public thoroughfares is responsible for maintaining liability insurance. NNENO assumes no responsibility for the acts or omissions of its members in connection with club activities.

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