

Minutes of Last Meeting by Chaz & Mike

Greetings,

The meeting was held during our annual "Dyno Day". Dave Comeau again hosted the event at his house in Ipswich Mass.

After dining at on grilled dogs, sausage and burgers, Mike Frick called the meeting to order in Dave's motorcycle intensive garage.

- Mike reviewed events dates (which can be found in the April newsletter).
- Mike brought up American Motorcycle Association matters. We are working on getting *charted* 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.
- Ron Pare suggested that we would do ourselves a huge favor by sending two of the above AMA members to the AMA's annual *RISK MANAGEMENT* seminar. To be blunt--the course teaches how not to get sued, and also insures a safe and enjoyable event.
- Ron Pare (who is instrumental in organizing the Annual Auburn British Meet) made a motion that we *kick in* \$120 for **Norton** trophies for this years event on June 3rd. The motion was seconded and passed.
- A motion was made, seconded and passed to make Ben Hart, Mike Vanson, and Don Stanford complimentary lifetime members. This was done in recognition of often-unseen efforts by these three members that *above and beyond the call of duty*
- 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.

- The first event of the year where we setup our club booth is the British M/C Meet at the Auburn Elk's in Auburn, MA. on June 3rd. Prior to that, we have in invitation form the BIA of NH to ride with them on their annual 6 State Run which concludes at the Auburn event. Please contact Al Chappell if you'd like to ride on the NH BIA 6 State Run.
- 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

Lee Patterson opened up our 2002 Rally meeting with a recap of where we are and what we need to accomplish next. He pointed out that we still need quite a few volunteers to fill out the Rally roster. **Please** step up and help with this very important event. Below is a copy of the letter penned and mailed by Lee to members who were in attendance when we decided to do the 2002 Rally; (This letter applies to all of us when it comes to the Rally itself. *Ed.*)

Hello,

After the last club meeting in April we had a short *Rally* meeting that covered the info in the April news letter. In addition to this a couple of items were discussed. One of them being the cost of the tent rental, and the cost of building a permanent shelter with the help of Davidson's. Mike Friel had been looking into the rental cost.

For the May meeting at Dave's I had a list of items to cover.

To Do:

- Setup contract with Davidson's Campground to insure we have a place to hold the rally. Also get Davidson's feed back on building a shelter there. *Mike and Lee will be going up to Davidson's in the near future.*
- Have logo and theme ready to go. Mike Frick is working on this with Jon Sellew, another club member. *Mike forwarded the logo to me a few days later, it is quite unique, I'm sure he will include it in the May newsletter.*
- Look into setting up a checking account just for the rally and a mailing address,

as suggested in the rally manual. Bob McKittrick is setting up a separate account in his name and has supplied an address.

- Get names of AMA members. This is needed for insurance to cover the rally. *We still need names!*
- Find out the cost of what we need to print for promoting the rally. Do we have anyone in this line of work? *Mike Frick said he has access to some of what we will need*
- At the meeting a few ideas were kicked around...
 - One of them was sponsors / vendors, Chaz volunteered to make contacts.
 - If you know anyone interested let him know.
 - A raffle was brought up and a little bit about the wording that should be on the tickets
 - Ken Dubey volunteered to be Road Captain. Road Captain will mark out a road course for the Rally
 - Ron Pare' volunteered to be MC for the bike show
 - The British M/C Committee has offered the use of their sound system *Thank You Ron Pare'*

- Paul Izwicki began shooting the Promotional film and after many takes of my piece, he said he was happy with a couple of them. I think he was being nice.

With the 2001 Rally just two months away we kicked things into a higher gear so we will be able to promote the our 2002 Rally there.

I'm sure I have missed a few things so please inject your thoughts

Thank You,

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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!*

- A reminder to our members... 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... if my memory serves me correctly. If your a current AMA member, please contact Mike Frick and tell him your AMA membership #... along with the rest of the usual data.

Editorial by Mike F.



It gives me great pleasure to present our first-pass of the 2002 Rally logo shown above. The logo designers are experimenting with using the Norton script typeface in place of the block typeface you see. I'm sure you agree that this is going to be a killer logo. Stay tuned!

This editorial, we'll get a little technical... and I do mean a little!

Some of you know I've been trying for the last several years to replace the wheels on my '75 Commando. I went through the ordeal of ordering replacement rims from Central Wheel in England. They kept telling me they made front and rear rims for my '75 but could never seem to get those rims into a box to ship to my house. After sending them back twice, I gave up and bought good used wheels. I disassembled them, bought stainless steel spokes, tubes, tires and had the rims striped and re-chromed. Ok, all that took place last year and the year before. Now this year I have attempted to have the new rims laced with the SS spokes, mount the tires and have the wheels trued and balanced.

The rear wheel went together without a hitch. I brought the wheel home and installed it like it was brand-new. One down - one to go. That was easy... or so I thought.

I brought the front wheel to my wheel builder, like I had the rear wheel and told him to repeat the effort. About a week later I get the call and go pick up my front

wheel. Looks good! I go and attempt to install it and it doesn't really fit. The tire is rubbing on the non-disc side of the front fork leg. This can't be right! So, before I call and tell him the wheel is wrong, I feel it important that I be able to explain *why* it isn't right and what to do to fix it. I had to wait a few weeks before I had the time and the connections to do this. I called Mike Friel and asked if I could scope out his front wheel. Mike said sure, so off I go to his house. After looking over the situation, we both determine that the wheel is indeed laced incorrectly with the incorrect amount of wheel offset. For those of you who don't know what I'm talking about... the front hub on disc brake Commandos is offset... i.e. off-center to accommodate the disc brake. This offset is approximately .8 inches from the end of the hub to the edge of the wheel on the non-disc side.

Anyway, once Mike and I determined that my wheel was incorrect, he suggested that I disassemble the wheel and re-lace it. In order to get the wheel laced correctly, you're going to need to identify the 4 spokes and make sure they go into the correct holes. This wheel has 3 spoke lengths and 4 spoke types; meaning that one length has two bends. It's great fun trying to figure out which spoke goes into the correct hole. So, for the next 3+ hours, I screwed with the wheel. One of the reasons for the extended length of time was that I laced in one side of the wheel and then turned it over to lace in the spokes on the other side. To my amazement, you cannot lace one side and then the other... NO! You must install ALL the spokes then THEN lace them into their respective holes in the rim.

I wish that were the end of the story... but it's not. When I was at Alpo's house, We took a good look at his front wheel. I noticed that his spokes were laced on the opposite side of the hub than Mikes and mine. I hope that doesn't make a difference on my wheel cause if it does, then I'll have to re-lace the wheel again.

INOA Thousand Island Rally

The 2001 National Rally is now coming into view. If you plan on attending, buy your tickets now and while you're at it, let the club know. We are planning a ride up to the Rally as a club. With this year's Rally being hosted by 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

- June 3—23rd Annual British M/C Meet @ Auburn Elks. *Club Booth will be present! A NNENO sponsored event.*
- June 9-10—**Club Meeting** and Overnite Campout @ Gunstock Recreational Area for The Belknap Classic, Belknap, NH. *Club Booth will be present! A NNENO sponsored event.*
- June 9-17—Laconia Bike Week.
- June 11—Vintage Road Racing @ NHIS.
- June 13—M/C Hill Climbs @ Gunstock Recreational Area.
- June 22-24—24th Annual Jampot Rallye @ Bucksteep Manor, Washington, MA. Contact John @ 413-623-5535 or tuscra59@webtv.net.
- 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 401-265-3181 or 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

A Rebirth

By Robert S. McKittrick

Three years after entering my basement as a very rough derelict my 1970 Norton Commando Type S emerged back to sunlight this past Friday. After many delays caused by, but not limited to completing my degree program at Northeastern University, seeing my daughter through Syracuse University, getting my son off to Harvard University, delays at the platers, lapses in vision and ambition, etc., I made the final assembly push this past week and completed the

rebuild/restoration on Thursday night.

Friday morning I gathered the necessary muscle to roll it up the bulkhead steps and got in into my garage. Saturday I spent five hours doing tasks on the “completed” machine including securing the wire harness and control cables with nylon ties, installing the heat shields on the exhaust system, installing the fuel tank, putting the necessary fluids in the oil tank, gearbox, and primary drive, and doing a final tightness check on all fasteners (it is amazing how one or two can loosen up all by themselves!).

Late Saturday afternoon I put the battery in, put fuel in the tank, and did a final check for leaks. None found it was time to fire the machine up. I rolled it out of the garage and away from all other vehicles and got the fire extinguisher ready. The fuel cocks were opened, the Amals tickled, and the key turned on. I appealed to Pa Norton, held my breath, and gave the kick-start a good kick andit fired right up on the first kick. Once warmed up, settled down to a decent idle!

I checked to make sure that the oil was flowing and then shut down for an inspection. No leaks initially! I restarted and went for a short ride through my neighborhood. The motor ran very strong and everything worked great. The only leak noticed was coming from the ignition points cover. I will need to remove the timing cover and replace the suspect camshaft seal. I will then retighten all fasteners, apply Loctite Afterlock threadlocker, and go for a much longer ride. Once cooled down, I will retorque the head and readjust the valves. Another successful project completed.

This machine is now for sale. See my ad in this newsletter.

Full restoration including:

- Complete teardown, cleaning, and inspection
- Frame and ancillary parts stripped and painted black
- Tank and side covers painted yellow with black lettering. The lettering is painted (not a decal) and then clear coated
- All original chrome parts including wheels, headlight shell, fenders, fender stays, etc. stripped and replated to a show standard
- All aluminum parts including sliders, wheel hubs, timing cover, primary

cover, gearbox cover, etc. polished to a high standard

- Motor rebuilt. Cylinder bored and new Hepolite pistons installed. Head rebuilt with new valves, springs, guides, etc. Crank turned. New Superblend bearings, cam chain, gaskets, seals, etc. Machine shop work done by T. C. Christensen at Sunset Motors
- Gearbox rebuilt. New bearings, bushings, gaskets, and seals
- Primary drive rebuilt. New stator, rotor, primary chain, and clutch
- Brakes rebuilt. Work done by Heinz Kegler. Factory performance kit installed in front brake
- Forks rebuilt. New tubes, bushings, seals, etc:
 - New Hagon rear shocks
 - New wire harness
 - New control cables
 - Stainless steel spokes
 - New tires
 - New old stock exhaust (excellent condition)

The only items that are not new/restored are the seat (it was too nice to do over) and the oil lines (in good shape).

This was rebuilt for both show and go. It has all of the correct Type S parts including the exhaust system, metal flake taillight fairing, wide seat, chrome fender stays, etc.

Massachusetts title

Boyer Evolved II

by David Comeau, Jan 2001

Boyer (Analog) - Current Draw

Many wild claims as to the current draw for the boyer have been proclaimed. So I made some measurements.

The first measurement was basically with the distributor machine at idle speed, then the current draw through two stock 6V commando lucas coils. See coil descriptions for details. Of course, other coils would not give exactly the same results, but would be proportional.

The measurement was at the 14.3vdc voltage from idle then increasing the speed to full running RPM with the current noted. The coil drive on-time % goes down as the whole ignition cycle “time” gets shorter. This results in a ever decreasing duty cycle and therefore, average current. This is likely the opposite effect of what is really desired.

These current measurements are the result of averaging together the peak current during coil drive on time and zero current during off time. Otherwise, in non-ignition electronics terminology this on/off ratio would be called duty cycle.

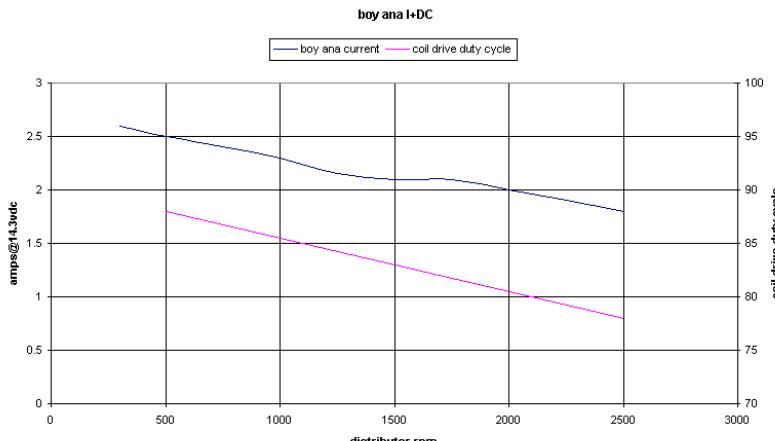
Boyer MK III (Analog)

Voltage Duress Induced Spark Jitter

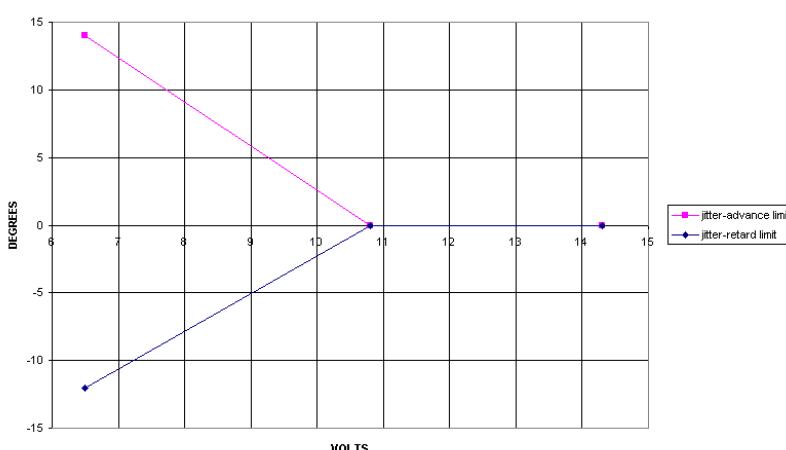
I was curious to find out how low, in supplied voltage, the boyer would continue to operate and provide a spark. The test I performed was to provide a decreasing voltage to the box while running the distributor machine at basically a cranking speed or low idle. I was surprised to find that as the voltage was run down, the boyers output started to trigger the spark in an erratic advanced and retarded display of timing (jitter). So the claimed lower limit of 10.8vdc, for “proper” operation, is verified. The spark jitter is of main concern primarily for E-start machines where an over advanced ignition pulse may cause kick back. Of course the E-starts ignition low voltage is caused by the use of the starter and then loads the battery down. There is then the additional line loss between the battery and the ignition module.

A fellow with a BSA twin Boyer with a low battery, who broke his ankle in front of his bar buddies, may also be interested in this data as to why the kickback/backfire may have happened and then causing some discomfort and embarrassment.

The ignition ultimately quit sparking at 6.5 volts.



Boyer Analog Current Draw and Duty Cycle



Boyer Voltage Duress Jitter

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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