



The Newsletter of the Northern California Norton Owner's Club

350 Avenida Arboles, San Jose' Ca. 95123



The Newsletter of the Northern California Norton Owner's Club

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ACKNOWLEDGEMENT:

The Club gratefully acknowledges the work of Fred Fortune (Fortune2.com) for the designs used in this journal and on the club web site. Website program is thanks to club member Ian Reddy.

See us at www.nortonclub.com and join our Yahoo group for information and club activities at

NorCalNOC@yahoogroups.com
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NORTON NOTICE

Published by the Northern California Norton Owner's Club. Its purpose is to inform and entertain the club members. The Norton Notice is a reflection of the readership who are encouraged to submit articles, technical tips, photograph (original or otherwise) so that other Norton enthusiasts may enjoy them. The deadline for items to be submitted for publication is the 24th of the month preceding the issue. The Norton Notice prefers contributions submitted electronically. Send Lor-inguy@yahoo.com.

MEMBERSHIP

The Northern California Norton Owners Club is open to all British motorcycle enthusiasts. Membership and renewals can be paid for via our web site and is available for \$25 per year. Membership offers a wide range of benefits including the mailed Norton Notice, website, yahoo group, Social activities, Tech sessions and Monthly rides.

Advertising

Ads are \$100.00 per 1/4 page for the year. Contact the Editor for information and pricing on lager ads.

AFFILIATIONS

The NCNOC is affiliated with both the Norton Owner's Club of England (NOC) <http://nortonownersclub.org/> and the International Norton Owner's Association (INOA) <http://inoanorton.com/>

Honorary Members ,Brian Slark, Dick Slusher, Jodi Nickolas

Membership cost is \$25.00 per year and includes a subscription to the Norton Notice, a publication which provides an enormous wealth of information to Norton owners and re-caps of club events.

I hereby apply for Membership in the Northern California Norton Owners Club (NCNOC)

Name _____

Phone _____

Address _____

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This is a new _____ renewal _____ application.

Norton(s) owned: Year _____ Model _____

Year _____ Model _____

The undersigned applicant certifies that he or she is a legal resident of the US over the age of 18, has a valid motorcycle driver's license, and will use legally required safety equipment in connection with club activities. Participant does hereby execute this release, waiver, and indemnification for himself or herself and his or hers, successors, representatives, and assigns, and hereby agrees and represents as follows: To release the Northern California Norton Owners Club (the Club) and its officers, agents and members from any and all liability, loss, damage, costs, claims, and/or cause of action, including but not limited to all bodily injuries and property damage arising out of participation in the club's activities, it being specifically understood that such activities include the operation and use by applicant and others of motorcycles. The undersigned further agrees to indemnify the club and its officers, agents, and members and hold them harmless for the results of the undersigned's participation in those activities. This indemnification shall include attorney's fees incurred in defending any claim or judgment and incurred in the negotiation of any settlement. It is understood and agreed that the undersigned shall have the opportunity to consent to any settlement; provided, however, that such consent shall not be unreasonably withheld.

I have read and agree to the additional terms and conditions set forth on all parts of this application. Other affiliated clubs and organizations are also represented and protected by this release.

Applicants Signature and date (required)

Make your check for \$25 payable to **Northern California Norton Owners Club**. Send all applications & inquiries to Ron Bastiaans 708 Liberty Street El Cerrito Ca. 94530 You can also join on line at nortonclub.com and use credit card through our pay pal account.

Join our club Yahoo group at <http://groups.yahoo.com/group/NorCalNOC/>

*The NCNOC is associated with both the NOC and the INOA You can join the INOA and the NOC from our website at Nortonclub.com

Parkerizing Cont.

Several caveats:

1. Always be careful of any sort of acid, even such an innocuous one as phosphoric. I never deliberately inhale the fumes although there is no great odor to the process that I can tell. Just use common sense, wear gloves and eye protection anytime you are playing around with chemicals.
2. Be very careful not to cause any splashes with the boiling solution.
3. Prepare your area and your parts before hand, don't try to do this on the spur of the moment.
4. Once you have allowed the solution to cool, you are DONE! Re-heating simply doesn't work. Have everything that you want to Parkerize ready to go when you fire up the solution. You can keep Parkerizing as long as the solution is hot, but for some reason allowing it to get cold kills it ...you've have to brew up a new solution and start over from scratch.



5. If the surface is mottled, uneven or spotty it wasn't clean enough. Or if the steel is alloyed for hardness. You must start over with clean, raw steel...wire brushed and/or sandblasted...no rust, paint or oil film.

Use at your own risk. Your mileage may vary.

These are the before and after pictures



Ed. Note:

Development of the process was started in England and continued by the Parker family in the United States.

The terms *Parkerizing*, *Parkerize*, and *Parkerized* are all technically registered U.S. trademarks of Henkel Adhesives Technologies.

Various if similar recipes for stovetop kitchen Parkerizing circulate in gun publications at times, and Parkerizing kits are sold by major gun-parts distributors such as Brownell's.

RIDE AND EVENT DIARY: note: dates in bold are our club events those not in bold are other events.

March 8 Thursday: Club meeting Harry's HofBrau San Jose , Saratoga Ave. 8pm start.

March 10 Saturday: "bring out yur dead day" 851 B McGlincey Ln Campbell Ca. event leader Diana Pettijohn 10am start BBQ /BYOM.To help get your bike in shape for the "morning after ride" **April 1 Sunday.**

March 31 Saturday: Clubman Show, Santa Clara County Fairgrounds Sponsored by the NorCal BSA Owner's Club. 9am-6pm Also European and Asian Motorcycle Show, swap meets, bike show, awards.

April 1 Sunday: "Morning After Ride", details available at the Clubman's the is an all British Bike event.

April 12 Thursday: Club meeting Harry's HofBrau Redwood City 8pm start

April 15 Sunday: Adopt-a-Highway Clean up and the "Goldwater Ride" clean up starts 10am ride to follow. Highway 35 at 84 Alice's

April 21-22 BSA 2012 BSAOCNC/BSAOCSC, 11th ANNUAL MIDSTATE RIDE; Info: Frank Forster (831) 688-2120 or Barbara Barrett (661) 703-9249

May 4-5 Friday Saturday: The Quail Lodge Motorcycle Gathering , The Quail Lodge Golf Resort, Carmel Ca. (Show is Saturday the 5th). Details on website

May 10 Thursday: Club meeting The Swiss Park in Fremont Ca. see website for details starts 8pm.

May 20 Sunday: Mt Hamilton Ride, Tom Dabel ride leader and the start is from his house in San Jose , see website for details.

June 7 Thursday: Club Meeting Harry's Hofbrau in San Jose 390 Saratoga Ave. 8pm start

For event details see your club website at Nortonclub.com

President Message :

Life seems strange right now with it being February and 75 degrees outside with no rain in sight; this is making out to be an epic riding season. There are bikes coming from all over trying to get ready for the Clubman show.



The "Bring out yer Dead Day" being put on by Diane Pettijohn at my shop, will be upon us before you know it (March 10) and we are ready to help here at the shop should you need some wrenching or advice, a finger to point to the right fix or just a cheering section to help you get it done. Remember the "Day after Ride" is why we have this event, so you will get your bike going, show up and have some fun with us.

Speaking of which it would be good to know how many are planning on attending the "Bring out yer Dead Day", so my lovely wife (Cindy) can have an idea about lunch (I hear it's lasagna) so all can have some, give me a call. (408.626.0061).

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Speaking of the coming Clubman's event (March 31) We will have the Southern California Norton Owner's Club joining the show this year with their own booth for the first time. Hope we can put on a good show for all and have a welcoming fellowship so we can find some more new members to help with the self-inflicted labor of love we have gotten ourselves into.

Here's a tip: Remember when you are trying to get your bike going that a simple tune up of un-wet sumping the clutch, draining the carb bowls, quick charge on the battery and air in the tires works well, if you have the time and its been awhile adjust and lube the chain too.

Parkerizing Cont.

.4. Now add your biscuit of steel wool. The steel wool will bubble and froth as it slowly dissolves. If your pot is too full of water, it may bubble over the sides.

Critical: The part(s) to be Parkerized should be totally "de-greased" and wire brushed, sand or bead blasted prior to finishing depending on the texture you desire on the finished part. Once you have cleaned the part, you should handle it with gloves, never greasy hands, and store them wrapped in clean paper towels awaiting the Parker Bath. Any grease or "patina" on the parts or wire will cause a variation in color...the parts will come out streaked and/or spotted.

Place a wooden stick across the top of the pot and suspend the parts in the solution using steel or iron wire. DON'T use painted coat hangers or any wire with grease on it! I've also just carefully plunked them in and stirred them around as they bubble with similar results.

The parts should be totally immersed in the solution, knowing that anywhere the wire touches the part or the part rests against the container will not become coated or may take a different tone. If you can't cover them completely, turn them over continuously or, with an old squeeze baster, baste them like a turkey.

I usually let the part remain in the solution for a total of 30 minutes (shorter times results in a lighter color, longer = darker). If you didn't suspend the part on wire, gently fish it out with clean pliers or wooden tongs. When you withdraw the part, immediately rinse it in hot running water to remove the solution. If you use extremely hot water the already heated part will dry itself. Let it dry, getting cool enough to touch, on some clean paper towels.

The next part is magic. You can do it minutes or, as far as I know, hours later but I've been too impatient to wait. Having the part warm as possible is best because things contract when they cool. Soak a clean rag in any type of clean motor oil and apply to the part, working the oil into the dark grey coating. Watch as the part takes on a deep, lustrous charcoal black color. Let it rest and completely cool down. When totally cool, take another clean rag and completely wipe down the part. A microscopic film of oil will remain embedded in the coating making the part virtually waterproof and rust resistant. Bolts and nuts will stand up to gentle wrenching without scratching, though it will scratch if roughly treated. If scratched sometimes a swipe of oil will heal the wound.

For more on the history and science of Parkerizing, visit here: <http://en.wikipedia.org/wiki/Parkerizing>

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Instructions For "Home-brew" Parkerizing By Fred Fortune

Parkerizing is a method of protecting a steel surfaces from corrosion and increasing its resistance to wear through the application of a chemical conversion coating. It was perfected in the US around the turn of the century and primarily used for arms and armaments in the military because of its durability, part to part lubrication qualities and its resultant ability to stand up to adverse climate conditions.

What it also does is provide a dark, beautiful, protective surface for small parts that rivals the weather resistance of more expensive plating or coating techniques such as cad plating and anodizing. Many early motorcycle components were parkerized as an inexpensive alternate to nickel, cadmium or later chrome plating. Unfortunately the process cannot be used on non-ferrous metals such as aluminum, brass, or copper. Nor can it be applied to steels containing a large amount of nickel, or to stainless steel or chrome. Everything else is fair game.

You need a number of things to do a home-brew Parkerizing, but only 4 ingredients.

1. Pure Phosphoric Acid (85% Solution), the active ingredient in rust removers, usually procured at a chemical supply house.
2. Powdered Manganese Dioxide (a very dense and heavy dark gray to black mineral powder) also available at any chemical supply house.
3. Distilled water (I use tap water, but the distilled supposedly gives more consistent results).
- 4 A biscuit of fine steel wool 000 or 0000...don't use soap pads or Brillo™ pads!

I do this on a portable electric heating element using a one gallon porcelain coated metal cooker. I'm told a Pyrex bowl would work better but they are expensive and breakable. Uncoated metal pots apparently won't work as well (if at all). You will also need a thermometer to gauge the water temp. While you're picking up the chemicals, the same supply house should have those inexpensive 12" long lab thermometers.

Proceed as follows:

1. Use one whiskey jigger of Phosphoric Acid per gallon of water. ALWAYS add the acid to the water, and it is best done by pouring it down a glass rod.
2. Add one whiskey jigger of the powdered Manganese Dioxide per gallon of water to the solution.
3. Bring the solution to an extremely sloooowwww rolling boil. Best results are at or just under the boiling point.



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Polar Bear Ride,: Electric Starters, Kill Switches and a HD Sportster. By Harry Bunting ride leader

With our 60 mile minimum ride length in place (for ride leader points), we changed the starting point of the Polar Bear ride from Alice's to Hobe's in Los Gatos. The night before I put on a 06-4791/B High Power Starter Motor (Mark III) and confirmed my original Lucas starter was in fact caput or as the English say "Bugged Up". If you have a Mark III, I highly recommend this upgrade; it actually starts the bike without finding TDC. Make sure you have a good battery and your electronic ignition should operate below ~ 7-8volts, do not use the old analog black Boyer because at low voltage it goes full advance and the kick starter might break your leg.

The Norton had been running great but occasionally and randomly, it would not start after turning the bike off. After waiting a few minutes, it would start again and run fine until the next time. The Polar Bear ride was no exception, I pulled up to Hobe's and the damn thing wouldn't start, even with the cool new electric starter. Lucky for me, Ken Armann and Sportster Diane were there to save the day. Diane walks over and nonchalantly offers up her Harley Sportster. Diane, thanks for being so generous and for trusting me with your bike, I owe you one! The ride was ON with 8 riders.

We jumped on Hwy 17 South, up to Bear Creek Road, crossed over the freeway back North on Hwy 17 to the Lexington Damn road exit. By the way, there is a great Picnic area for our AGM right next to the lake but it might have the same parking issue as Huckleberry Flats. We traversed the entire length of the lake and connected to old Santa Cruz Highway up to Summit Road. We jumped on Skyline and turned on Bear Creek road to Boulder Creek, drove to Brookdale and took Alba Road up to Empire Grade. The important turn is right on Pine Flat Road to Bonny Doon, the road changes name to Bonny Doon road and ends at Hwy 1. We turned right on Hwy 1 and drove the 35+ miles to Cameron's in Half Moon Bay. We were greeted at the door by Jerry Grainger, Frank and Elizabeth Recoder and Mike Sullivan. It was a cold ride but the weather was perfect and Cameron's food was good as ever.

I jumped back on the HD and drove it home, cleaned it up and filled its tank for Diane. Not only did it run great has lots of torque, I had no trouble pulling away from some of the Norton riders, OMG, what did I just say!

Ken and Diane stayed at Hobe's after we left, had some coffee, shot the breeze and the Norton started up. Diane drove it back to Ken's shop. A couple days later, Ken cleaned the infamous "kill switch", (It showed corrosion on the little brass contact) and the bike seems to start all the time now. Thanks to all for a great day.

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Editor's Note:

It's a known fact that every club or organization regardless of the type has what's known as the "core group" these are the individuals who do about 80% or more of all the work for the club. Some like to call them the "overachievers" but without them clubs and organizations would fall tattered by the wayside. The majority do it for the pure joy and because they get some pleasure from the club or organization and so put in the hours to make it all happen, few if any do it for the recognition or all the "perks", not that there are any; but from time to time it is kind of nice to hear from a member who appreciates all the hard work and hours. Here's a letter we received just recently:

To the Stalwarts of the Northern California Norton Owner's Club:

This is a small homage to all the lively souls who exemplify the spirit of the Northern California Norton Owner's Club. You, collectively, are the heart of the organization and rarely receive the recognition you deserve for the energy, effort, and commitment you make to the club.

The NCNOC is the primary reason I enjoy my major recreational passion - riding my Commando amid a crew of like-minded comrades. You have extended warmth, passion, advice, and mechanical abilities to members such as I who hang on the periphery, giving far too little back to the club.

You have the kindness to visit friends in the hospital, the smarts to fix the quirky Norton things, and deliver the joy of companionship when we swap stories.

Please know that you are valued. You have committed to being officers, advocates and caretakers of the NCNOC and the Norton brand. You have rallied us to the cause of Clean-up Days and showcase venues where insiders acknowledge the professionalism of the club.

We have the good fortune to be riding "Superbikes" of our era into the twilight of our years and our declining abilities to kick start our bike, squeeze that clutch, and use our vintage brakes with mild abandon.

May we always enjoy chasing Jerry K on the back roads of Northern California and thrill in the beauty of a throbbing motor and sweet sound of a "Snortin Norton!"

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The Law and You ; By Bindar Dundat: CHP

Hey Norton people it's Bindar, you remember me I'm your friendly California Highway Patrol motor officer. Well it's been a while since I've written I know, but the CHP rotates its motor officers to Southern California every so often, mine was a four month stint. It's believed to be a great training and tune up area for all patrol officers. I have to agree there is a lot going on down there on the highways and roads. Then it was off to India again to see family for two weeks. I want to thank Lorin and Kathryn for allowing me this space in your newsletter for my notes.

So the new 2012 riding season is coming and I want to say a few things about safe riding and let you know about some new California DMV laws regarding motorcycles.

So the first new law is **SB 1318**, Senate Transportation & Housing Committee. This bill also amended **Section 5201 of the Vehicle Code** : **to require license plates to be mounted parallel to the ground so the characters are upright and display from left to right.** So this is now the law as defined, no more sideways plates on your bikes ok? Makes my neck sore having to read it sideways.

The next new law is **AB 1848**, Garrick, which makes it a misdemeanor to:

- (1) possess, give, or lend a device designed to bypass the factory-installed ignition of a motorcycle in order to start the engine of a motorcycle without a manufacturer's key,**
- (2) possess, give, or lend a motorcycle ignition, or part thereof, with the intent to unlawfully take or drive, or to facilitate the unlawful taking or driving of, a motorcycle without the consent of the owner, or**
- (3) possess, give, or lend any item of hardware, including, but not limited to, bolt cutters, electrical tape, wire cutters, wire strippers, or allen wrenches, with the intent to unlawfully take or drive, or to facilitate the unlawful taking or driving of, a motorcycle without the consent of the owner.**

In other words it's illegal to steal, borrow or otherwise take, or assist someone in stealing, borrowing or otherwise taking a motorcycle without the consent of the owner. You'd think this was obvious but.. hey that's why we have laws.

Riding season is now a yearlong deal it seems since we've no winter to really speak of here in California and because of that we should all be mindful of good maintenance habits for our treasured motorcycles. Check your tyre pressures often, lube your chains and always wear your full safety gear, armored jacket, helmet, gloves and boots. If you have a full riding suit the better. I'll be working on my Commando and I hope to make a ride or two this year. See you on the Road,

Office Bindar Dundat CHP ED.Note: Officer Dundat is a California Highway Patrol Motor officer who rides the Highway 35 areas



Left: Club member's gather at Harry's Hofbrau for the monthly meeting. President Ken Armann with gavel kicked off the meeting with a look at bylaw revisions.

Below: In Los Gatos for the end of the Valentine's Day, Sweet-Heart/Memorial Ride. See Liz Sain-Dable, Frank & Elizabeth Recorder and Past President Harry Bunting.



Ed Note: Long time club member Robert Briscoe has been admitted to St. Mary's Hospital in SF- Visitors and emails are welcome, The Club would like to send a hearty "Get Well Soon!!!" To Robert, it was great seeing him at a number of events this last year and we are hoping for more

February 12: The Sweet Heart/Memorial Ride: Ride leaders Tom and Liz Dabel took us on a fantastic route that started in the historic town of Niles CA home of some of the earliest motion pictures and once called Northern California's "Hollywood". We were 12 as we left on this cool but clear February morn. Winding up through the eastern hills and off into the back country we were met with little or no car traffic and the weather was clear and cool. The roads were clean and some had been repaved since our last foray into this region. The "Sweet Heart" ride is called such because of its proximity to Valentine's Day, a ride we encourage all to bring your spouse or significant other along. The added, nomenclature "memorial ride" this year was asked for by current President Ken Armann. The ride made it through the back roads of Livermore over the hill to Los Gatos for our lunch stop at CB Hannegan's. Again a fanciful ride, well thought out and all had a great time.

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NCNOC 2012 Calendar of Events :

- January 12 Thursday – Meeting at Harry's Hofbrau in Foster City
- January 15 Sunday - Polar Bear Ride, Hobbies' Los Gatos Ca. - Harry is ride leader
- January 29 Sunday - Adopt-a-Highway clean-up at Alice's
- February 9 Thursday - Meeting at Swiss Park in Fremont
- February 12 Sunday - Sweet Heart Ride~ Memorial Ride – Niles CA. /Tom Dabel ride leader
- March 8 Thursday - Meeting at TBA see web site
- March 10 Saturday - Bring Out Your Dead / Diana Pettijohn event leader
- March 31 Saturday - Clubman Show, San Jose.
- April 1 Sunday - Morning After Ride (club points) Start Los Gatos
- April 12 Thursday - Meeting at / on peninsula TBA see website
- April 15 Sunday - Adopt-a-Highway clean-up and "Goldwater ride,"
- May 4 & 5 Weekend - Quail Motorcycle Gathering and Ride
- May 10 Thursday - Meeting at Swiss Park, Fremont
- May 20 Sunday - Mount Hamilton Ride, Tom Dabel leader
- June 7 Thursday - Meeting at Harry's Hofbrau in San Jose
- June 10 Sunday - Bikes on the Bay in Capitola
- **** TBA Over-nighter Ride TBA – Tom Dabel is leader, details to follow
- July 12 Thursday - Meeting at Harry's Hofbrau in Foster City
- July 15 Sunday - Alice's Restaurant Ride TBA
- July 17- 20 – INOA End of World Rally in Vermont
- August 9 – 12 - Dardanelles Camp-out (20th Anniversary) and Ride (no meeting)
- August 26 Sunday- Adopt-a-Highway clean-up
- September 13 Thurs Meeting at Swiss Park, Fremont
- September 16 Sunday - Delta Ride, Dave Crader leader
- October 7 Sunday - AGM and Ride (location TBA)
- October 28 Sunday - 49 Mile Ride w/ the antique motor cycle club
- October 21 Sunday - Adopt-s-Highway clean-up
- November 3 Saturday - All British Ride in Novato
- November 8 Thursday - Meeting at Harry's Hofbrau in San Jose
- November 25 Sunday - Turkey Ride from Alice's to Gazos Creek
- December 2 Sunday - NCNOC Holiday Party and Board Meeting
- December 30 Sunday - Adopt-a-Highway clean-up and Freeze Ride

NOTE: Check Website for updated information on all events:

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Alan's Wrench Norton Parts Reviews and Tech Tips ©2011Originally printed in INOA Norton News #166

This issue marks 20 years year since I started writing this column. I've tried to make it interesting, and fortunately new upgrades and improved Norton parts keep appearing. In fact, from the standpoint of parts access, there's never been a better time to own a Norton. There are now two different E-start conversions for pre-1975 Commandos, and many choices for alternators and electronic ignitions. With new cylinder heads, alloy barrels, improved and durable carbs and even fuel injection available, the list seems endless.

This year also marks the 11th year for the INOALIST, our national email chat group. There are now around 1000 members and over 55,000 messages in the group. I've backed up the entire archive to a searchable database, with the intention of including the best of member tips in a revised INOA Tech Digest. Since electrical system problems are pretty common, that topic seems to come up regularly. Below are a couple of good ones.

Chris Ghent wrote: > On my own machine I recently replaced all the connectors in the big lump under the tank. I bought ten double bullet females and ten singles. I used all the doubles and most of the singles. To get the old ones apart I used sidecutters to remove the rubber and needle nose pliers to bend the female barrels away from the bullet ends. I cleaned the terminals and put them in the new female connectors. The difference was pronounced, ie. the indicators became faster, smoother ignition, everything seemed to work better. I intend to do the same inside the headlight some time, but it is all in better nick under there, no oil etc.>

John Stephens wrote in 2001:Checking for a bad Zener. The first thing to do is disconnect your Zener Diode and run the engine a minute with a fully charged battery that you know (ha ha) is good. If you get over 14 volts everything's o.k. If you reconnect it and battery voltage goes down below 13, replace your Zener.

Rick Larsen commented: Though John's suggestion certainly is on point, I feel the need to elaborate. First, John is correct that a good alternator should be putting out 13+ volts with the motor running at idle. This is what I would put money on as being the culprit. Batteries for Nortons are relatively cheap and can go bad very quickly. Alternators can go bad too, but I have never experienced one dying in my 25+ years of ownership of various Lucas components. Nor have I ever had a Zener fail, though for kicks I did buy a Radio Shack rectifier for <\$3 and it works just as well, too. That said, for all the bashing that Lucas stuff takes, their components are made well, it's just the wiring and bullet connections (ha) that suck. Go to Sears and spring for a new battery and charge it on a trickle charger, then install it. That should fix it. If the problem persists, look at the leads coming from the stator, checking for cracks in the insulation or loose bullet connectors. The beauty of these bikes is that the charging circuit is so simple: a rotor, a stator, a battery, rectifier and the Zener Diode regulator. These things rarely if ever fail and most problems can be traced to corroded wiring connectors and a bad battery.

Alan's Tip Cont.

The standard test for the alternator coil is to measure voltage at full load. A 1 ohm resistor is specified for this. Someone asked. << Do I just go to the electronics store and ask for a 1 ohm resistor? >>

These things rarely if ever fail and most problems can be traced to corroded wiring connectors and a bad battery. The standard test for the alternator coil is to measure voltage at full load. A 1 ohm resistor is specified for this. Someone asked. << Do I just go to the electronics store and ask for a 1 ohm resistor?

I replied: The 1 ohm resistor is connected directly across the two alternator leads, which are detached from the bike's wiring harness at the connector just above the gearbox. Make sure you don't short the leads to each other when the bike is running, as this can fry the alternator coil. The resistor should be at least 25 watts capacity. It will get pretty hot when the bike is running, so don't touch it or let it contact the plastic insulation of the wires. Look for a suitable resistor at commercial electronics parts distributor or online - local stores are unlikely to have one. Or you can use a headlight with both high and low beam connected. On the Warning Light Assimilator can

1/21/2002:Dennis wrote: >> Experts please help! Have installed new wiring harness with just a few glitches. The main one is that the Warning Light Assimilator does not go on sometimes when ignition key is switched on (new Assimilator) but when slightly moving the unit, the light in the headlight will come on, many times just a faint glow and then out.

Rick Larsen replied: Check the indicator lamps in the headlight shell do not have their wires crossed or touching. This can feed the headlight via the high beam indicator. If so, then the problem would be an intermittent fault at the assimilator. The new ones are crap (I could be plainer), the terminals are not rigid in the mica and when they waggle or are pulled sideways due to strains on the wiring harness they markedly affect the structure inside, which is delicate. They need absolutely no strain on the wires.

I commented: The light is supposed to be on whenever the output of the alternator is lower than the battery voltage. You should at least see it flicker with the headlight on at idle. If the alternator fails while under way, the warning light (if working) will tell you something's wrong so you can turn your headlight off in time to get to a gas station. The MKIII used a solid-state assimilator that's much more robust (p/n 06-6393). This unit can be substituted, and there are directions in the MKIII factory workshop manual for doing so. To use this part you have to connect both of the alternator wires to it. On pre-MK3 bikes one of the wires for this is missing and has to be added. If you connect to only one stator wire the red light will never go out. One other important note -, if the Zener becomes disconnected with the engine running, the MKIII assimilator will be fried.