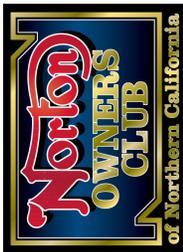




Northern California
Since 1971 "The Unapproachable"
Norton OWNERS CLUB

851B South McGlincey Lane, Campbell, CA 95008



Norton OWNERS CLUB
of Northern California



Norton
INTERNATIONAL OWNERS ASSOCIATION

Norton Notice

Since 1971 ~ "The Unapproachable"

The Newsletter of the Northern California Norton Owner's Club

No. 432

March 2022 & April 2022





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, photographs (original or otherwise). The Norton Notice prefers contributions submitted electronically. Send to sportsterdiana@yahoo.com. The NCNOC/ Norton Notice Newsletter accepts ads from qualified business for the purpose of information for the readership. Acceptance and publication of ads is in no way meant to be an endorsement of or a recommendation, for service. The Club does not accept any responsibility for the qualifications of or reliability of advertisers.

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.

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/>

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- Ken Armann (408-626-0061)

- KenArmann@gmail.com

VP/Treasurer/Secretary:

- Alan Goldwater

- treasurer@nortonclub.com

- vice-president@nortonclub.com

Editor:

- SportsterDiana (This Issue)

- editor@nortonclub.com

Members in Service:

Web Master:

- Ian Reddy 408-218-1087

- webmaster@nortonclub.com

Regalia Manager:

- Ken Armann

- quartermaster@nortonclub.com

Rides Coordinator:

- Margie Siegal

- Rides-coordinator@nortonclub.com

Highway Clean-Up Coordinators:

- Norman Truelove

Graphic Designer:

- Frederick Fortune

- Frederick@fortune2.com

Advertising:

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See us at www.nortonclub.com and join our Yahoo group for information and club activities at NorCal-NOC@yahoogroups.com

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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, announces and re-caps of club events.

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

Name _____

Phone _____

Address _____

City _____ State _____

Zip _____ E-Mail _____

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 as-signs, 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 Treasurer

Alan Goldwater 1780 Chanticleer Ave. Santa Cruz Ca. 95062

You can also join on line at nortonclub.com and use credit card through our pay pal account.

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

See us at www.nortonclub.com and join our IO group for information and club activities at <https://groups.io/g/NorCalNOC>

turned out to end in a parking lot instead of going through, the ride went off without a hitch. We stopped in Clarksburg, in a tiny park with a view of the slough and a food truck. Keith decided to eat there and go home, and the rest of us saddled back up and rode down Route 160 to Locke and Al the Wop's establishment.

Locke, now a Historic Landmark District was once the district set aside for Chinese laborers, and the hundred plus year old buildings are badly weathered but still standing. Al's, in the middle of Locke, features a bar, a basic menu, and loads of ambiance. The Fort Sutter chapter of the Antique Motorcycle Association was there with an assortment of Panheads and '60's Triumphs and we admired each other's bikes and settled in to bench racing, eating and drinking. The food was inexpensive and good. New Member Dan Gambini and old member (one of the original Norton Clubbers) Jerry



Kaplan met us at Al's and joined in the party.

6 Nortons, 3 BMWs, and 2 modern Triumphs were on the ride. Jerry on Norton, and Dan on modern Triumph Rocket 3 met us at the restaurant

Times like these is why we have a club. We'll be riding again next month, come out and join us.



Classifieds

Do you have something to sell? Want to Buy something?
Contact the Norton Newsletter Editor @ editor@nortonclub.com
(Club or Norton Related Please!)

Upcoming Events

May 15th

Gilroy ride starts at 10 am at the Parking Lot Formerly Known As Flights in Los Gatos

June 12th

Peninsula Ride starts at Alice's at 10am. Possibly another gathering place for South Bay People

This newsletter is made possible only through the contributions of pictures and stories from its members.

Please take the time to enrich the newsletter by adding your pictures and your thoughts!

After every ride, take a moment to email any pictures (full size images) you took during the ride to the editor.

Don't forget to include any thoughts you had about the ride!



As I live in my own little bubble it seems to me the weather is cooperating with our ability to travel about, maybe even outside of my bubble as well. I hope to see you all soon at the upcoming club rides. The Quail Lodge motorcycle event on May 14th should be worth showing up for, even if they didn't see fit to have any British brands among the featured classes. It will be a good warm up for our club ride the next day (May 15). Art has come up with what looks to be a great ride route, hope to see you at Flights for the start. Lunch will be at Famous Dave's BBQ off 152 in Gilroy. Traffic seems to be running a little faster out there, so keep your eyes open, stay safe, play nice and I'll see you on the road!



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That was the last straw. I concluded that there were serious crankshaft and/or connecting rod bearing issues in a crankcase that, as far as I knew, had never been opened before. There was no way I was going to repair that in the parking lot of a motel in the middle of Missouri. Our time was going to run out and I had a business to run back in California. Disappointment being my middle name by now, I rode slowly over to the local Home Depot (yes, tie-downs) while Shirley negotiated a deal on yet another rental truck.

The rest of this voyage was going to be done from behind the wheel of Mr. Penske's Ford. It took the rest of the day before I was much of a conversational companion for my patient and long-suffering Shirley. Sometime in the afternoon we made a snap decision to stop in Branson, to see whether some musical entertainment would lighten the mood. It did, but not by much. Even though the "Sons of Britches" put on a pretty good musical comedy act, Branson wasn't the Branson that we remembered from our previous visit – on the Norton. After that it was Clearwater, Kansas (no bars, no restaurants, but prefab burritos at a local ice cream joint); a lot of rain while crossing the Rockies; Salida, Colorado, in order to line up for Highway 50 (but finding a Mexican place for dinner that had margaritas so good I had to pass on the offer of a second one for free); another dinner back in Delta, Utah, where our troubles had begun (this time, with Jose providing complimentary poppers); breakfast back at Kerouac's in Baker; an evening in Kirkwood in the lovely Sierras, and finally a return to Novato with 2,393 miles on this final truck. Not as stimulating as a ride on the bike, and it left me exasperated and disappointed. But you know Shirley. "Don", she said, "That Norton deserves a second chance."

April 24, 2022—THE DELTA RUN

By Margie Siegal

Eleven riders bounced along a levee road on a quiet Sunday in the Delta. Most of the few people we saw were in boats, pretending to fish. We rode across steel grate bridges (it's easier if you go slow and swerve a few feet from side to side) under newly green trees and past historic buildings. The sun shone and the air was comfortably warm.

Plans for this lovely time almost got derailed when Ride Leader, Dave Crader (the guy with the local knowledge) was stuck in Paris (there are worse places) due to a positive Covid test. Dave and spouse tested negative after a couple of days. They were cleared to leave immediately and got on the first available flight back. Once home, Dave issued a set of ride directions with eight turns. He also set an easy pace so the rest of us could just follow him around. Aside from one snafu, caused by a road that

Interstate, and took a wrong turn off highway 22, so we made a pit stop in Samburg to consider our situation. Now here was a scene that John Steinbeck had nailed so perfectly in Travels with Charley: sitting on a bench outside and next to the front door of the gas station office, picking their teeth were a couple of local farmers, gabbing with another elderly member of the species standing nearby. They were affable guys, who wondered what in blazes we were doing in those parts, being so far from the highway and all. They didn't seem likely to be in a hurry any time soon, so we had a pleasant conversation about this, that and the other thing, including the fishing prospects in the lake over yonder. What we eventually got was advice on how to find the ferry I was looking for. With that, we waved goodbye and rode around Reelfoot Lake, over to Hickman, Kentucky.

It turned out that Catlett Street in Hickman ended abruptly on the shore of the river. There being no ferry in sight, we found some shade under a cottonwood tree and settled down to wait. Soon a car pulled up to wait as well, and then a young couple on a Harley. When the little ferry did arrive, we rolled the bike aboard with the car and the other bike and enjoyed a leisurely trip to Dorena, Missouri. Traveling over the water provided a welcome breeze. But we didn't shoot the breeze with the other riders, they just stood at the bow and ignored us. Well, it wasn't exactly a Huckleberry Finn sort of adventure, but it would have to do. We headed west and trying to get in a

few more miles for the day, I raised the ante showing on the speedometer until I had to tap the fuel reserves. But eventually we sailed into Poplar Bluff and found a service station. While filling the bike, I noticed a few drops of oil on the pavement beneath the primary drive. That was odd, because this bike was not a leaker. Until then. In the morning, I went down from our room and set about correcting a fast idle that I'd noticed back in Kentucky. Firing up the bike revealed that without my traveling earplugs in my head, a distinct clatter was emanating from the bottom end of the engine. And it was really leaking, just below the alternator. That is, the crankshaft.

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Electrical Tips and Tricks (Part 3)

Charging Systems

Most British bikes have one of these three charging systems:

Dynamo or Generator, Fitted until the late fifties (1957 for Norton Twins)

Unregulated alternator, Fitted during the early to mid-sixties

Regulated alternator, Fitted from the mid-sixties

Generators produce DC whereas alternators produce AC. Because batteries must be charged using DC, a component for converting AC to DC, called a rectifier, is required in alternator systems. Generators require brushes to maintain electrical contact with the armature and mechanical regulators that use contacts with moving parts. Unlike generators, alternators are maintenance free, produce higher output and add less weight to the motorcycle.

Dynamo and Generator

Most other British bikes up until the late fifties used a Lucas E3L(M) or E3N 6V DC generator and mechanical regulator. These were well made and are generally reliable. They are quite easy to rebuild with the trickiest part being extraction of the armature which requires a 3 leg puller. There is a great video of a rebuild on YouTube. It's in Italian but you get the idea without understanding the narration. Budget on \$200-\$300 for a full rebuild. All units after 1949 require no maintenance and overhauling is required at roughly 20,000 mile intervals.

6V Dynamos can charge a 12V system with a solid state 12V regulator. However, the engine speed at which you move into a positive charge is higher than normal. This can be improved by swapping in 12V coils and armature which are readily available. Modern solid-state regulators, such as the DVR series from Dynamo Regulators, are more reliable than the original items and reduce maintenance. The E3L(M) generators produce 60W with the E3N producing 45W. This is low considering a decent incandescent headlight is 55W. Unless you enjoy riding by candle power, the modern solution is LED lighting. Paul Goff in the UK supplies LED replacements for all bulbs giving better than original lighting consuming about 14W total leaving plenty left over for battery charging and electronic ignition if needed.

Unregulated Alternators (Lucas RM13 - RM19)

The move to Lucas RM series alternators in the late fifties helped reduce

the cost and weight of the electrical system. Another benefit was the elimination of all parts subject to mechanical wear. Alternators produce alternating current AC which is like a generator output that changes polarity (which wire is positive or negative) with every rotation of the rotor. AC cannot be used to charge a battery although it can be used for lighting. The solution is a rectifier that converts AC to DC (direct current). The first Lucas rectifiers used Selenium and are larger in size. The later black ones are smaller and used Silicon.



Selenium Rectifier



Silicon Rectifier

Selenium is bad news and should be replaced unless carefully tested. I've had good luck with original Lucas silicon rectifiers but many folks replace them with modern solid state units, often combined with a regulator.

Talking of regulation, a problem with the move to the Lucas alternator was that until the Zener diode was introduced in 1964, there was no cheap and easy way to regulate the alternator output.

Regulation is required to avoid overcharging or cooking the battery when the alternator output significantly exceeds the current being consumed by lights etc. A generator or dynamo achieves this with a clever mechanical method of weakening the magnetic field when the target voltage was reached. With the alternator, the magnetic field produced by the rotor is fixed so a new regulation method was required.

The solution was to use 2 alternator outputs and switch in the additional output when the headlight is turned on. The electrical system is designed to use slightly less than the maximum alternator output leaving enough to charge the battery but not too much to cook it. These systems work OK as designed but are inflexible. If changes are required that affect the amount of current consumed then some form of regulator should be added. Electronic Ignition systems also require regulation. This change is often combined with the move from 6V to 12V. The two 6V alternator outputs (Green/Yellow &

That evening and the following day was spent with my three sisters, reminiscing and getting caught up on family gossip. It so happens that their county was "dry", so no drinking hanky-panky, no sir, not in the only state in the USA where the term "Bourbon" can truly be attributed to the whiskey produced there. So, we drove over to Bowling Green to pick up some

wine for the purpose of lubricating the conversation. The night before our departure, we piled into sister Mary's car and went out for a fine dinner over in Glasgow. In the morning we headed off to Nashville, one of our favorite haunts. That ride was a breeze; not very long (78 miles), in perfect weather. We met a guy at our lunch stop who noticed the Norton and mentioned that he'd had a 1969 BSA. I don't remember whether he told us why he still didn't have it, but I'm sure that Shirley had asked him about that. We checked into the Millennium Maxwell and in the evening caught a cab to Broadway. In between stops at a couple of bars, we had a barbecue dinner at Jack's, and eventually worked our way over to Ernest Tubb's record store before settling in with a beer at the Legends. The street was largely populated with youngsters out for a good time (as were most of the other places we sampled), but I don't think they were necessarily looking for what I consider American heritage music. So, when the band sailed into "All My Exes Live in Texas", we knew we'd found the right joint. The bandleaders at those gigs usually try to extend the entertainment beyond the music with a little humor. In this case, some of the gems that were tossed out included "I love you more than vodka....Just kidding", and "We're here to cure sobriety, three drinks at a time". The crowd was exhorted to "Swallow and holler". Classy stuff like that. Presumably, it encouraged like-minded souls to pitch money into the tip jar up there by the microphone. We also found some good music and a lively crowd at A.J.'s before heading back to the hotel.

The following morning while gassing up the bike, we met a guy and his wife at the next pump who were on a Honda Gold Wing, equipped with side bags and a top box besides, and pulling a trailer. While his wife was using the facilities, I commented on his commodious payload capacity. He was a little sheepish about it, but admitted that "Well, you know, she has to have her stuff." He couldn't quite believe that we were living out of a couple of Eclipse saddlebags. We'd left relatively early, and I screwed up our exit from town, but eventually found highway 70, the Charlotte Pike. With a great road and cool weather, we had a pleasant ride to Camden, where we stopped for breakfast at the Down Home Café. Continuing west, we passed into the town square of Huntingdon, which had an eerily familiar feel to it, until I realized that we'd been there before – but going in the opposite direction – in 1999, with Bill and Linda Whalen.

I was hoping to find a way across the Mississippi River without using the

Resources

There is a great guide to testing generators here: <https://www.matchlessclueless.com/electrical/lucas/testing-lucas-dynamo/>

E3L Rebuild in Italian: <https://youtu.be/3HDL7ZxYaiE>

Paul Goff for LED lighting: <http://www.norbsa02.freeuk.com/>

Dynamo Regulators: <https://www.dynamoregulators.com/>

General Description of Lucas Range of Alternators and their Functions in Service - https://partsbooks.britishonly.com/partsbooks/PDF_Files/lucas/Lucasservicemanualcombined.pdf

Loads of great information on charging system design here: <https://granttiller.com/>

TRAVELS WITH SHIRLEY

2017: Part 6

Don Danmeier

There was no problem departing Chuckey, Tennessee in the morning, because there was no traffic to speak of. We rolled through the rather delightful countryside in fine form, until making a pit stop in Williamsburg. While I was fueling the bike, a rain squall passed through which held us up for a bit. A young gal noticed us, and on learning where we were from, introduced herself as Nancy from Barbourville, and she made an odd request: Would we please take one of her rocks back to California? And like, you know, have somebody, like, post a picture of it on their Facebook page? "It would be, like, so awesome that it showed up way out there!" No kidding, she actually had some little rocks that she'd painted and lettered on them "Barbourville". Well, that somebody wasn't going to be either of us; we don't have Facebook accounts. But what a way to get your thrills! We old folks are missing a lot of pretty heavy action, we could see that. I promised to give it to my younger daughter. We'd see what happens. By then the sky was clearing a bit, so I started my awesome Norton and once my totally awesome girlfriend was aboard, headed for Kentucky.

We found that highway 92 offered a fabulous ride, better even if slower than "Scenic" 90. Somewhere along the way, I'd missed the 90 turnoff and we wound up in Columbia (in 102 degree heat). And in the final run up to Smiths Grove, where my sisters live, we ran into more rain. Being relatively close to our destination, I said what the hell, I ain't stopping to put my rain suit on again. So, although sensibly-clad Shirley was OK, I got a little wet, and the Norton was beginning to sputter. It wasn't happy, either. Maybe water was getting into the coil wires? I never found out – I rolled it into my sister's barn at the end of the day and let it drip-dry.

Green/Black) can be tied together and regulated to either 6V or 12V but a popular choice is fit the later RM21 (120W) or RM23 (200W) single phase/output alternators. For regulation either a Zener diode or combined solid state regulator or rectifier can be used with the latter being the most reliable and popular. Typanium and Podtronics are two popular brands of regulator/recitifer. Make sure the wattage rating of the regulator matches or exceeds the output of the alternator. These units must be placed in a position with good air flow, especially with the higher output 200W alternators.

Regulated Alternators (Lucas RM21 - RM24)

The RM21 is the most common Lucas alternator. It produces 10A (120W) and was generally fitted with a Lucas silicon black multi-disc rectifier and a Zener diode for regulation. The 75 Electric start models were fitted with the higher power 16A (200W) RM23 unit. This can be retrofitted to earlier models if it is matched with a regulator designed to cope with the higher current. Alternators are a constant current source which means that all spare power generated by the alternator must be dissipated by the regulator. In the case of the RM23 this can be a lot of heat so it's important to place these high power regulators in the breeze. It is also important to make sure the wires between the alternator and regulator are thick enough to cope with 16 amps of current. To improve charging at low rpms, a three-phase system can be used. This requires a three-phase alternator such as an RM24 and three phase rectifier. While is it tempting to fit a 200W system to allow more accessories to be fitted, a cheaper and easier approach is to fit LED lighting. Modern LED bulbs reduce lighting consumption from 80W down to less than 20W. However, check the beam pattern before using LED headlamps at night.

More thoughts when planning upgrades

With a 6V system an important decision is whether to upgrade to a 12V system. At the cost of originality, the benefits are significant. For example, the availability of sealed AGM 12V batteries or being able to use 12V electronic ignition systems. Two popular options when upgrading charging systems is to fit higher power alternator and/or LED lighting. Fitting either of these tends to result in a system that is not balanced because much more power is being produced than consumed. The excess power must be dissipated somewhere and puts additional strain on the regulator or Zener Diode and wiring. When choosing between alternators, determine maximum power consumption of the bike from specifications and/or measurements and select an alternator rated at slightly more to allow for battery charging. Always remember to make sure wiring is thick enough to cope when running a high power system.



March 6th - Highway Cleanup

By SportsterDiana

It was a beautiful brisk morning and the Mercury started on the first kick. There were a few wet spots on 9 and 35, with only a couple of them leaking water from the recent rains. Traffic was light and for the most part I had the road all to myself. That changed as I came around a turn and found a large rafter of turkeys crossing the road. Thankfully with the disk front brake on the Mercury I was able to stop easily.

I small but devoted group showed up for the highway cleanup, most riding Nortons. There was very little in the way of trash to be picked up which was welcome, but seemed odd. With the cleanup done several members headed into Alice's to eat, while others headed home. Talking to Norm I mentioned the turkeys, and that since it was after 11 they shouldn't be a problem now... less than 10 minutes later I was dodging more turkeys!

