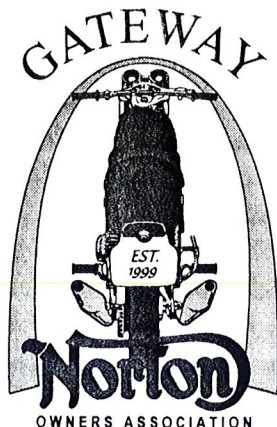


Gateway Norton Owners News #5



"To Promote the Use and Pride of Norton Motorcycle Ownership"

Compiled by J. Jump
AUG. 2000



EDITORIAL

Congratulations to us guys! This issue signifies the first anniversary of our club's existence. We have achieved a number of successes over the last twelve months and this anniversary poses new challenges for our club to be more and do more.

Now that we are entering the hot part of riding season, club activities have slowed down to almost nothing. I am partially to blame for this, being burdened with more business travel in the last 3 months than I've had in the last 3 years. So when I'm not on the road, my family responsibilities need attention, which limits my free time for things Norton. A report was submitted on the HoAME Rally (included in this newsletter) and a few get togethers in small numbers is about all that has been going on.

I have completely stalled out on producing a Club Banner. As I reported in the last newsletter I hit a snag and wouldn't have one available for the HoAME Rally. The snag is that to have one made by the sign makers I've talked to would cost from \$200 to \$300 dollars - more money than we have. I would really appreciate if someone would step forward and take on this challenge. Perhaps someone knows a sign maker or a seamstress who would be willing to make us a club banner for a reasonable price, like under \$125? Please give this some thought and step forward if you can help.

Certainly we were all shocked at the news of Steve Moose's passing - an untimely death of a true Norton enthusiast. I didn't know Steve too well, but I sure enjoyed talking to him when I got the chance. Steve was very much a supporter of our humble chapter, and I'm sorry his health prevented him from personally attending any of our events. My thanks go out to the members who made an appearance at his wake. I sent a sympathy letter to Steve's widow in behalf of the club.

I was looking at some old issues of the Norton News and noticed a large number of regional rallies being sponsored by different chapters around the country. It would be nice if we had a few more rallies to go to that were within an easy day's ride. I guess they have dwindled because putting them on became a lot of work instead of being fun. I bet they started out being just a bunch of guys loading down their bikes with gear and hitting the road for a camping trip. I used to do this every year up in Maryland with guys in the office-had a great time! I want to do this again except this time with you guys! I'm going to start planning a trip for late September/early October. I'm looking for suggestions on a destination-after about a 200-mile

indirect ride. Missouri, Illinois, Arkansas... I don't care, as long as it's good riding on back roads. Or perhaps a closer site; set up camp and depart from there on a day ride. If it works out we could make it an annual event, and perhaps it could grow into our own Norton Regional! That is where I'll be putting my efforts over the next few months.

I often have members ask me when the next meeting will be. My response has been "Why? What do you want to do?" Perhaps that was the wrong response, giving the impression that I don't want anything to do with scheduled meetings. I want this chapter to solidify, be active, and for it to be fun too. I am confident it can happen, but not without the membership's participation. Plan on seeing (or hearing) an announcement for a general membership meeting to be held sometime in mid August. I'll keep you posted.

One last note; since it is July annual membership fees are due. I see no need to increase the fee, so for now it will stay at \$5.00/yr. If you send a check, please make it out to me since the club does not have a bank account. Many members paid up for 2 years and I have a record if you might have forgotten. Of course you could just fork over the crummy 5 bucks and not bother yourself with the details.

RUMOR CONTROL

(Editors Note: Last issue I took many liberties and stretched the truth on many matters addressed in the Rumor Control section. It seems that it stirred up a lot of commotion and confusion. I apologize for taking such liberties and promise to keep this column based in the truth.)

Joe Jump, AKA "the Biggest Tightwad in the Club", reports that J.C. Whitney no longer sells the 4.10 x 19" K-81 clone tire he's been running on the Fatback for the last 3 years. Seems as though the supplier of the tire, Ching Ching of Taiwan has stopped producing the tire due to lack of demand. The news sent Joe into a tailspin, spending \$113.37 on long distance phone charges to track down the last C-199 in the country. In planning for the future, he has decided to pursue the 18" rear rim substitution, and continue to use the cheap tires offered by J. C. Whitney.

In the last newsletter it was reported that **John Wuebbelling** had discovered the secrets to time travel. As it turns out, the High Rider he found in his garage was a new addition to his stable, acquired by his wife & daughter, and presented to him as an early Fathers' Day present. Since that time John has been busy shining it up and getting it running. He has decided to keep it as a High Rider, citing it will fit right into the theme of his 2nd job; riding escort to the little car at the circus that the 10 clowns climb out of.

Marty Dupree, Tom Mitchell, John Wuebbelling, & Mike French, hosted a visit from an out-of-town INOA member on July 8th & 9th. The visitor from Detroit was passing through town on his way out to the Norton National at Red Rock, Utah. Our representatives met up with him at his motel, and took him out for a night on the town, and eventually talked him into staying for a big car/bike show held in McNair Park in St. Charles the following day. After shaking him down, they decided to let him proceed westward to the National. Kudos to those members for promoting their Charlie Town hospitality and leaving their guest with an indelible impression!

Last word on that Dynamic Duo, **Ted Hoyer & Bill Henderson** is they had completed the first leg of the Iron Butt Rally relatively unscathed and in good spirits. As reported in the last *GNOA News*, our mates had entered in the Two Up class on Ted's E-Start Roadster. The 2500 mile first leg had them departing from Trenton NJ, down the East Coast, along the Gulf Coast, through the Texas Hill country on into New Mexico. Ted informed me by phoncon that the bike is running great, and Bill is recovering nicely from his Peyote trip. He (Ted) is looking forward to Bill's return to normalcy; "We had to sit out a day for Bill to recover, but we *really* made some time while he was up, so we're still in good standing!"

LETTERS FROM THE MEMBERSHIP

HoAME RALLY REPORT

Submitted by Bill Bluemel

The GNOA and EMU combined efforts for a successful rally adventure at Lake Clinton KS May 19, 20 & 21. Mike French trailered our two Commandos to the HoAME Annual Rally, arriving mid- afternoon on Friday. Registration was well organized, non-stressful, and we had our choice of campsites. After unloading and visiting with a few old friends, we began a discussion on a dinner ride to Lawrence KS. Doug Fox had previously made reservations-good thing! It was graduation weekend at U of K. Mike chose to stay and wait for the rest of the group who rode out. Although he would not admit worry about his friends, nor loyalty, I'm sure that's what motivated him to stay back. The rest of our group arrived safely about 7:30 PM and all ate from the collection of coolers that had been assembled. On my ride back from dinner in Lawrence, I had an opportunity to ride with the infamous "Pig Farmer"; he being aboard his Tony Rice built Vincent. Noticing that his kickstart lever being parallel to the ground below the rear sets, I inquired about its effectiveness. I watched as he folded up the foot peg, and while astride the machine, pushed the kickstart through no more than 4 inches of travel to start that beautiful machine! Dale is a soft spoken, non-pretentious fellow, a good spirit. Upon my return I found assembled the rest of our group, including Gary Creech, Dennis Spencer, Mel Hefron, John Moser, Brent Jones, John Wuebbeling, and Mike French, a pick up truck, a van, 2 trailers, 8 motorcycles, and no credit card, push button riders. It was cold that first night causing most everyone to wear everything they brought, however these chilly temperatures severely suppressed the butterfly and mosquito infestation experienced in years past.

On Saturday morning John Moser and Mike French began to cook breakfast amid a discussion of who was snoring the loudest or the most during the previous night. Our next door neighbors (Mike & Debbie?), who trailered from St. Louis, came over to say *"ALL YOU GUYS SNORE; WE HEARD YOU ALL NIGHT LONG!"*. Breakfast was delicious, except for Brent's grits 'n' dirt. We all had bacon, eggs potatoes, O.J., coffee, and Spam for the true carnivores. The rally organizers offered bagels, rolls, donuts, and coffee at the pavilion.

Later that morning Mike led an exploratory ride around the lake, attended by John M., John W., Gary Creech, and myself. Three big sweepers, twelve 90° turns, and miles of flat level pavement comprised the ride. We returned to a nearly full campground. Also present was a box van equipped with a lift gate and a huge enclosed trailer, both containing show bikes (that had never been started) to compete in the show. The judging of the show is peoples' choice, and is always the highlight of the rally.

There are always a number of eye-popping motorcycles in the show, many you have only read about, and at least one you have never seen before. The highlights this year included a red, white, & green T-3 Guzzi (named Circus Bike), a supercharged Boxer BMW, an early '60s DOHC 50cc Honda (never started from new), a dBd Goldstar, a beautiful Vellochette, a fully dressed Ducati single racer, a '49 Garden Gate International, an original Vincent, a Gilera Saturno, Dale's Tony Price Vincent, and John Moser's '59 BSA A-10. Other bikes in the show were various BMWs, Ducatis, Nortons, Triumphs, and a few from the orient. Mel won an award in the late model Norton class with his Lucas GPS equipped E-Start. First and second prizes were awarded in each category, and almost everyone else won a prize (of questionable value) in the door prize drawings following the awards presentation.

Brent kept himself busy during morning ride and the show by performing Guzzi antics complete with other folks kids, and by encouraging any and everyone else to join in the fun. These activities included

mounting a set of authentic Texas Bull Horns to the chair of his rig, and shortly there after, breaking them off in a crash. The highlight of Brent's afternoon was when his brother-in-law showed up (from a neighboring Kansas town) on a 900 Honda: now the brew began to flow in earnest! A warm afternoon inspired the now inebriated brothers to go for a swim in the lake. No suits? No problem-au Natural! Only problem was they forgot to put their clothing back on before riding back to camp! Rumors began to spread quickly about those two naked young men on the same motorcycle. One mother was overheard telling her child " God loves gay people too, even if we don't understand them. Love the sinner, hate the sin!" You really helped our image- THANKS GUYS!!! This debauchery was followed up by the boys falling fast asleep in chairs at the campsite. They awakened in time to stand at the back of the dinner line. We all enjoyed barbecue, beans, corn, slaw, and iced tea. Now all kinds of bench racing tales flowed as freely as the liquor. We all drank too much and stayed up too late, gazing into the campfire.

Sunday we awoke to a rainstorm- I stayed in bed until I rolled over and put my foot into the wet part of the sleeping bag. We all packed up in the rain with coffee & leftover bagels. As Mike and I headed for St. Louis, and the riders headed for breakfast, we all agreed: although we hate Kansas, we all had a lot of fun & would definitely be back

How I Became the Owner of the 101st Norton Classic

By Robin Swaysland

In the early part of 1990 while working at McDonnell Douglas, I transferred to a joint program with British Aerospace to build a Navy training aircraft, which later became the T-45 Goshawk. Part of the work required a 5-month stint in England at the Warton plant near Blackpool for 5 engineers. For those aircraft buffs, that is where the English Electric Lightning was built, and more recently the BAe Tornado. Naturally I volunteered and was picked, not for my engineering skills so much as my knowledge of the language, although being from the south of England, even I had trouble understanding English spoken with a Lancashire accent!

At that time Norton were building only air-cooled rotary engined motorcycles for the police, called Interpols, plus were involved in superbike racing with water-cooled rotary engined bikes. These bikes were very competitive as they had a capacity advantage because the organizers weren't sure how to rate a wankel rotary engine to a normal internal combustion engine. Consequently the 600cc rotary produced more power than a 750cc 4cyl engine. Norton went to water cooling because the air-cooled version was less powerful - the intake charge is also used to cool the engine internals, so the charge was hotter and less dense. Norton also built a short run of 100 civilian rotaries called Classics, and later produced a road version of their race bike called an F1, which produced 95BHP at 9500RPM and weighed only 421lb.

I became fascinated with these rotary-engined bikes and decided I had to have one. There had been two previous attempts at building similar powered motorcycles, by Hercules and Suzuki. The Hercules looked like an electric motor had been stuffed under the bikes' frame, whereas Suzuki produced probably the ugliest motorcycle of all time. I think the Norton rotary is almost as stylish as a Commando, even if it was designed by an ex-BSA designer - Doug Helle I think was his name.

At this point in time the new Triumph company had just begun to build motorcycles but it would be 5 years before they were available in the USA, and they didn't appeal to me so much as they had too many cylinders - any more than two is too many. (I did in fact buy a Trident from Donelson in 1995, and still find it heavy and cumbersome). Anyway, the Nortons were cleaning up at the races so they were the hot item to have! I began searching the papers for used ex-police Interpols because they were being sold off to the public. I went to see a couple but was disappointed in their condition. Also they both had a rough engine idle

and rather abrupt off-idle acceleration, which probably explains why the police were selling them off. I decided to pay a visit to Carl Rosner near London because he was a Norton/Triumph dealer and had advertised rotaries for sale. I learned from him why the police bikes behaved so badly at low speeds. It seems that in police use with long periods of idling, the Interceptors were overheating. So the Norton engineers came up with the "ingenious" idea of adding an ignition cutout to the throttle so that one chamber (the engine has two) was shorted out until the throttle was opened slightly, when the second chamber cut in. This explained the unrequested bonsai starts! Rosner had a Norton Classic for sale, but it was out of my price range, however he said he had converted a police bike into a Classic by installing all the necessary hardware and fixing the throttle! This bike became the 101st, and was 1000 pounds cheaper. It was still too expensive for me but he was also dealing in used Norton Commandos and Interstates, and I had two Commandos sitting in my garage back in St Louis! He agreed to take them in trade for over 1 1/2 times their value over here, provided they were in good condition. So I put down a deposit and left wondering how the hell I was going to make it all happen.

Fortunately I had a few days R&R coming up so when I returned to St Louis I went to see a friendly dealer who agreed to crate and airfreight my two Nortons to Carl Rosner. This dealer also agreed to bring the Norton "Classic" into St Louis through his shipping agent.

Back in England my Nortons arrived and were accepted in trade. I asked Carl Rosner to put racing plates with numbers on my bike and list it as a production-racing bike for off-road use only. I knew that this was the only way I could get the bike into the USA without emission certification etc., and even then I thought I was pushing my luck. This is what happens when owning a rare Norton becomes an obsession. But you all know that feeling. I crossed my fingers and completed my stint in England. It is interesting to note that by the time I had paid for crating and shipping the two Nortons, paid import duty and VAT in England, I could have sold them in St Louis for about the same amount! But that would have been too easy!

My "Classic" duly arrived in St Louis, where I had to pay the shipping agent, import duty and I think sales tax, but there was no turning back now! One good thing about Missouri is that off-road vehicles must have their titles registered, so I registered my off-road bike at the Florissant Motor Vehicle Bureau. I asked casually as I left that if I converted my off-road bike so that it would pass the safety inspection for on-road use could I get license plates, and was told I could. A month later I went back with my inspection certificate and was given my plates. So now my Norton was street legal!

I never did get to ride my "Classic" in England, so I wasn't sure what to expect on my first ride over here. Well, the engine is completely vibrationless, it speeds up like an electric motor, and on closed throttle it feels and sounds like a two-stroke, complete with zero engine braking. The manual says it produces 79BHP at 9000RPM, which isn't too shabby! The bike weighs 498lb but it doesn't feel that heavy, perhaps because the CG is low down. The frame is a welded sheet steel box; similar to a Vincent, with the engine suspended underneath, except that the box is also an intake chamber. The front forks are rather harsh, and could probably do with thinner oil; the rear suspension is conventional with a spring shock unit on each side of the swingarm. It does however, have a fully enclosed chain. It sits in the basement right now, waiting for some TLC, but I have a few honeydo jobs to do first!

TECHNICAL

READING SPARK PLUGS: Part 2 by Gordon Jennings

(Editor's note: This is the second and final part of a great article on reading plugs and fine tuning your heat range/ timing. This is the real meat & potatoes-Good Doppel!)

The worst, most destructive, combination of mistakes we see begin with two widely-held assumptions: first, that a cold spark plug will help fend off that old devil detonation; second, that more spark advance -not less- is the thing to try when reaching for power. Try to use a too-cold spark plug and you very likely will have to jet for a lean mixture to avoid plug fouling - and as you lean an engine's air/fuel mixture down near the roughly-14.5:1 chemically-correct level it becomes *extremely* detonation-prone. Excessive spark advance is even worse in its ability to produce detonation, and when combined with a lean mixture it's enough to quickly destroy an engine.

Most people who've had some experience with racing bikes (especially those with two-stroke engines) know that detonation is a piston-killer. Few really know the phenomenon for what it is: a too sudden ending to the normal combustion process. You may imagine that the ignition spark causes an engine's mixture to explode, but it actually burns. There's a small bubble of flame formed at the spark gap when ignition occurs, and this bubble expands - its surface made a bit ragged by combustion chamber turbulence - until all the mixture is burning. This process begins slowly, but quickly gathers speed because the mixture beyond the flame_ bubble is being heated by compression and radiation to temperatures ever nearer the fuel's ignition point. When the initial spark is correctly timed the spreading flame bubble will have almost completely filled the combustion chamber as the piston reaches top center, and all burning will have been completed by the time the piston has moved just a millimeter or two into the power stroke. But the final phase of this process can be shifted from simple burning into a violent detonation of the last fraction of the whole mixture charge.

Starting the fire too early will produce detonation, as it gives the mixture out in the chamber's far corners time enough to reach explosion-level temperature. And a slightly lean mixture detonates at a lower temperature. It's all a function of ignition timing and mixture in any given engine, and spark plug heat range plays absolutely no part in it.

Your engine's spark plug doesn't cause detonation but it can tell you when and why the phenomenon has occurred. Moreover, the spark plug can tell you with remarkable precision how much spark advance and what jetting your engine needs. Those are things you can "read" in a spark plug, and all that is written there will be revealed very clearly when the heat range is right.

So how can you tell whether you've chosen the right heat range? It's easy: a spark plug should be getting hot enough to keep its insulator nose completely clean, with all deposits burned away, but not so hot that its electrodes show signs of serious overheating. These are things to look for on a new plug that has been subjected to a few minutes of hard running. After many miles of service insulators acquire a coating of fuel deposits, with some coloration from oil in two-stroke applications, and there will be some erosion of the electrodes even when everything is normal. Don't try to read old spark plugs; even the experts find that difficult. New plugs present unclouded information about what's happening inside an engine, and can give you a complete picture after just minutes of hard running. At least they will if they're running hot enough, and that should be hot enough to keep the insulator clean.

It's impossible to separate the question of ignition advance from the primary evidence of spark plug overheating, which is most strongly shown on the plug's center electrode. If you inspect this electrode's tip with a magnifying glass and see that its edges are being rounded by erosion, or melting, then you know there's overheating. You should also have a close look at the tip of the ground electrode, checking for the same symptoms. Finally, inspect the condition of the insulator, which should be white but with a surface texture about like it was when new; a porous, grainy appearance is evidence of overheating. If the signs of overheating are confined mostly to the center electrode you can bet you're using too much ignition advance. Retard the spark timing in small (two or three degrees) increments and as you get close to the optimum advance you'll find two things happening: first, the whole plug will be running colder; second, the center electrode will begin to acquire a film of fuel deposits extending out from the insulator nose toward its tip.

The fuel film mentioned here is what you watch when making fine adjustments in ignition advance. In an engine that's been given just a few degrees excessive advance (as most have) the fuel film will only extend outward along part of the center electrode's exposed length, ending abruptly a couple of millimeters from the tip. The portion remaining won't be filmed over simply because it has been hot enough to burn away the fuel salts dusted on the rest of the electrode, and you'll see that sort of localized overheating created by too much spark advance even on a plug that is two or three heat ranges too cold. And you'll have the correct spark advance when the center electrode's fuel film continues right out to within a hair of its tip. There are a couple of caveats to be observed in this matter. An overly retarded spark timing won't show except as an absence of any evidence pointing

to too much advance. Also, the spark itself will blast clean spots in the electrode's fuel film, and when there's enough combustion chamber turbulence to blow the spark sideways into a curved path you'll get a cleared area on one side of the electrode. This lop-sided spark blush shouldn't be mistaken for the more sharply defined ring associated with the electrode tip overheating produced by excessive spark advance.

Once you have brought your engine's ignition timing close to optimum you'll almost certainly have to make a further change in spark plug heat range. Manufacturers' specifications for racing models very often advise you to use too much advance and a too-cold plug, and when you shorten the spark lead to suit commonly available fuels it almost certainly will be necessary to use a warmer plug. Then, when you have found plugs of a heat range that will keep that insulator nice and clean you can start adjusting your engine's air/fuel mixture - a task that will be easy if you can forget everything you thought you knew about this aspect of plug reading.

A lot of amateur tuners, some of whom are fairly successful, will look at some plug freshly removed from a two-stroke engine and offer advice based on the color of the oil deposited on the insulator nose. In fact, if the plug is hot enough there won't be any color, and if there is that still has nothing much to do with air/fuel mixture. If you think about it you'll realize that the only color you can get from an air/fuel mixture is the color of soot. When the mixture trapped in an engine's combustion chamber has more fuel than can be burned with the available air, then combustion will be incomplete and the excess fuel will remain as soot, which is not brown or tan or magenta or any color other than black. And if your engine's mixture is too rich, the sooty evidence will be present on the spark plug's insulator, in a very particular area.

This sectioned plug body provides a clear view of the "mixture ring" (arrow) on the insulator's nose.



You won't find any soot out near the insulator nose, on a plug that's running hot enough to keep itself from fouling, because temperatures there are too high to let soot collect. But the insulator is much cooler deep inside the plug body, and coolest where it contacts the metal shell, which is precisely where you "read" mixture strength. Look far inside a plug, where its insulator joins its shell, and what you'll see there if your engine's mixture is too rich is a ring of soot. If this ring continues outward along the insulator to a width of even a millimeter you can be sure the mixture is rich enough to be safe, and too rich for maximum output. In most engines best performance is achieved when the mixture contains only enough excess fuel to make just a wisp of a "mixture ring" on the plug insulator. Air cooled two-stroke engines often will respond favorably to a slightly richer mixture, which provides a measure of internal cooling; some four-stroke engines give their best power when the mixture is leaned down to such extent that the last trace of soot deep inside the plug completely disappears.

Never try to jet too close to a best-power mixture until after you've taken care of spark advance. As previously noted, the air/fuel ratio that yields maximum power is only a shade richer than the one that is most detonation-prone; fortunately, the plug will tell you when there has been even slight detonation inside your engine. The signs to look for are pepper-like black specks on the insulator nose, and tiny balls of aluminum concentrated mostly around the center electrode's tip. Severe detonation will blast a lot of aluminum off the piston crown, and give the plug a gray coating-which is a portent of death for the engine. A few engines will show just a trace of detonation when jetted and sparked for maximum power, but that never produces anything more than a few miniscule spots of aluminum gathered on the center electrode's sharp edges. If you see more aluminum and an extensive peppering evident on your plug, you're in trouble.

We cannot stress too strongly the need to give spark advance your closest attention, because excessive spark lead is the most frequent cause of detonation, which is a real engine killer. You can't stop advance-produced detonation with a cold spark plug, nor with anything but a wildly over-rich mixture. Also, excessive ignition advance has a bad effect on performance. We ran a 250cc road racer at the drags a few months ago, and found that retarding the spark about five degrees from the manufacturer's setting raised the trap speed from 106 to 110 mph. Similarly, there's a 125cc motocross machine residing in our shop which runs a lot stronger and cleaner since it has been retimed for less advance, jetted leaner, and been given a hotter spark plug.

Even touring bikes sometimes benefit from revised spark timings. Only rarely will their carburetion be off enough to need attention, but the ignition advance they get represents a compromise between the optima for power and economy. For some riders, especially those who use a lot of throttle much of the time, stock ignition advance is too much advance. And of course many riders find that their specific requirements are better met with non-standard plug configurations.

The trick in all this is to know enough about spark plugs to be able to choose the right basic type, and to understand what the plug has to say about conditions inside your bike's engine. It's not an altogether easy trick to perform, with so many things to be remembered all at once; it's a terrifically effective trick when you get it right.

I had to read this article a number of times to figure out how to use the info to tune a bike. One obvious thing it doesn't mention is that it assumes all the mechanical parts are in good shape, i.e., good compression, no oil burning, valves adjusted, clean air filter, good coils/plug wires/caps, etc. This is the way I would go about tackling the chore:

1. Get access to an area where you can run the piss out of your bike (Road trip to Bonneville anyone?), install a new set of factory recommended plugs, run at WFO for a few minutes, chop the ignition (make sure to pull in the clutch), coast to a stop, empty drawers as needed, re-install old plugs and drive home with the old ones in your pocket.

2. Examine the tested new plugs for heat range. This article blows holes in everything I thought I knew about reading plugs. I always looked for a tan-brown color on the insulator nose: by this article's definition, that would indicate a way cold plug. I've seen folks with their magnifying glasses looking at plugs-I guess I never knew what to look at! Might as well take a look at the end of the electrode for signs of erosion. Make necessary adjustments to heat range by using steps in same brand of plug, or switching to a different brand (refer to Part 1).

3. Repeat step 1 with newly selected plugs. Once the insulator stays clean, work on getting ignition timing correct. Once close, it may take a couple more checks changing to hotter plugs and/or less ignition advance to put it spot on.

5. Lastly, work on mixture.

I really need to do this to the Fatback, but I don't know if I'll ever get around to it. Last September I think I was on the verge of seizing it up during a hard romp-even had what appeared to be piston powder blowing out the l/h muffler. It probably was due to detonation, perhaps caused by the use of mid-grade fuel. Maybe the presence of oil in the combustion chamber (leaking past the rings) added to or caused the problem. According to Mike, oil burns hotter than fuel, and my slightly blued l/h header pipe seems to confirm this. After the incident, I took off the head & cylinders to inspect the pistons and ring lands-all seemed ok?! Big mystery, but I think I found my oil-burning problem while replacing the rings. I used the 3 piece oil rings (two thin rails over an expander) and I had a heck of a time preventing the expanders from overlapping their ends while installing the rails (they should butt up against each other). I probably didn't notice it happening when I put the first set on 5 years ago, because I don't remember it being difficult then. Well, after putting it back together, instead of burning a quart every 400-500 miles, I go 1000 miles between oil changes without having to replenish the oil tank. I've thrashed it hard a few times since with no indication of "Doing the Tighten Up", but now it wants to misfire a little while running WFO in top gear going past 4700-5000. Maybe the plug is fouling out because it's too cold? I really don't get the opportunity to do that very often, but when I do I want it right!

So maybe I'll do the plug-tuning thing sometime soon, after I replace the tires, and the carb needles & needle jets (4K over the 10K recommended replacement interval). If anyone else is interested in sorting out his machine, I'll be glad to assist. That would make a great follow up article! As always, your opinion is welcomed-please share your knowledge with the membership.

TREASURY REPORT

Not much to report this quarter-nothing taken in and only expenses for publication/postage of the last newsletter.

Balance(5/22/00)	\$ 218.68
Money taken in	(+) .00
Money Spent	(-) \$ 28.00
Total as of 07/13/00	\$ 190.68

UPCOMING EVENTS

Going Away Party for local vintage roadracer **Don Fromm**, to be held **July 29**. Sponsored by ex-EMU president, Ernie Trakas & Dave Cromer. To be held at the Scout Pavilion in Kirkwood Park, located at the corner of Adams and Geyer Roads. The party is scheduled to run from **4 PM until 10 PM**, and participants are encouraged to bring their bikes as sort of an impromptu bike show. Don has raced Ducatis for years with AHRMA, but until recently has maintained his membership in the INOA, so Nortons are certainly welcome. This could be an opportunity for us to increase membership and get the word out about our humble club. Please help me in bidding Don a fond farewell. Call me (314-909-0712) for details/directions and wear your club T-shirt.

Another Ride/Feast and/or Campout: Sponsored by Joe Jump. Date, location, & activity to be determined soon. Probably sometime in July-September timeframe. I'll let you know when I get my act together.

FLEA MARKET A free service to members in good standing, or to those who have a bunch of good stuff we all want! Send me a note and I'll put it in here for as long as you want. Give your club mates first stab at your stash!

Wanted: Seat for a High Rider to fit a '75 E-Start frame. John Wuebbeling (636) 928-3268.

Wanted: Atlas rear wheel assembly. Will consider just the WM-3 x 18" rim alone (has different spoke pattern than the Jones rim below), but prefer complete assembly. Joe Jump (314) 909-0712

For Sale: A bunch of '71 BSA Firebird Scrambler bits left over from a chop. Front wheel complete with TLS brake, rear WM-3x18 Jones rim, rear fender, and some other bits. Come and get it! Trades for Norton or Guzzi junk accepted? . Joe Jump (314) 909-0712

