

NTCC 2005 Report

Posted By: Rex S. (Tx)

Date: Sunday, 12 June 2005, at 10:29 p.m.

Saturday started out all too early for me... My wife called and woke me up at 8am, telling me how her softball team did in the all-nighter tournament Friday night / Saturday morning...

Then Gary Schulte called me to see about breakfast... a little after 9am, the NTCC participants started showing up... Jeffrey Covington ('83 Maxim 750), Eric Wilbanks ('82 Seca 650), Gary Schulte (Maxim X), Scott Netherton (82 XJ650LJ Seca Turbo), Steve Kirkton ('82 Maxim 750), Frank Curtiss (Seca 750), Steve Fasano (81/82 Custom Orange Maxim/Fatboy), and Richard Sepan - well.. His 750 Project bike is already in my back yard... and then there's my '82 650 Maxim... (I didn't forget anyone here did I?)

We started out with color-tuning the cylinders with our various colortune plugs.... then synching the carbs with Frank Curtiss' mercury gauges, as well as with Gary Schulte's Morgan Carbtune II. It has to be said that we all agreed with Dwayne Verhey's recommendation that the mercury carb sticks offer a much higher resolution than the Carbtune II for synching the carbs... and also that the Carbtune II is much easier to transport, with its compact design, and lack of mercury to worry about spilling.

Each bike's work ended with the owner sporting a huge grin, as he hears the difference in his bike... In one case.. I even shed a tear as I watch a grown man jump across the work area, and embrace another man in the joy of having his bike idle again... (Names withheld to protect the participants <grin>)

We only encountered 2 bikes with anything that required more than the turn of a screwdriver to get running well.... Scott's Seca Turbo wasn't firing at all on cylinder #1 at idle.. but would fire above about 3000 RPM.. so it was suspected that there was a clogged pilot jet/passage on #1... Instead of pulling the rack, and cleaning the #1 carb, it was decided by Scott to try a Seafoam treatment (courtesy of the SeaFoam Corporation) to see if it would clear out the clogged passage - if that, indeed, was the problem...

I'd like to interject a note here, that may be of interest as an item for the next XJCD revision... If you are lacking a clear tube of correct size to fit within a Mikuni float bowl.. take a look at the battery overflow hose - depending upon size of the tube, it *may* fit the drain for the Mikuni carbs....

That little puppy fit perfectly in our particular instance, and we used it (and a funnel) to fill the #1 float bowl with SeaFoam... Then the pilot screw was removed, and Seafoam injected directly into the pilot screw opening... We let the bike set for about an hour.. then Scott fired it up and took a ride around the block... it still seemed to be missing #1 at low idle... So he shut it down, until our end of day ride....

The other bike that offered problems was my own... We set the pilot mixtures with the colortune.. but came into some BIG synch problems once we started playing with the synch screws... It seems that no matter what we did, it would want to idle WAY up at 3000 RPM. My first thought was that we had an air leak somewhere, so we used an unlit propane torch to see if RPM's would change.. no change at all.... So then we used a screwdriver again, and pressed down on the synch screws.. and suddenly the bike idled down to where it was supposed to be... I'm thinking that maybe the throttle shaft seals are leaking/loose... because when I let go of the linkages, it revved back up again... pressed down and it idled down again.. Not good, but I can live with it for our end of day

ride... I'll change the throttle shaft seals next week... and hopefully that'll fix the problem... If not - someone else on list can offer up some suggestions (maybe weak springs in the linkages?)....

(After-note - The problem wound up being that the butterfly valves were not closing together and completely -allowing air in for a lean mixture. Once they were set correctly - the bikes run just fine.)

The end of day ride took us for about a 32Km (appx 20 miles) ride - when we got back, Scott reported that it felt like the #1 cylinder was back! Whooo Hoo! Cleared up with the SeaFoam treatment and a ride to blow it all through.

I want to specifically thank each and every one of you for attending and participating with the carb clinic. I was nervous about offering up the time and space to meet a bunch of people that I've never seen before - but I tell you what... Every one of the participants offered up something for me to learn from. Jeffrey - Not only did you earn the XJ Iron Butt award for the carb clinic (almost an 800 mile round trip) - but you worked tirelessly on each bike to help get it running to it's optimal level - your help is greatly appreciated.

----- After the carb clinic... dinner notes....

Gary, Richard and Jeff stayed at the house for a few minutes to re-hydrate.. it was hot... I don't know how hot.. but it was hot... We decided to go out to dinner to talk about the day... Over a fantastic Indian meal at "KaBob & Curry", we talked about how pleased everyone seemed with the performance after tuning... We reminisced a little about Jeff Mountin.. we talked about Dwayne's seemingly endless knowledge of these bikes... we talked about the guys that didn't make it (De One De Only DeWayne Blanco, and Joe Youngblood).., and we talked about how the list will be different now - with faces and personalities behind the screen names... and we talked about the possibility of a 2nd annual NTCC. It'll be done.

That's my report... If I've erred in any of the descriptions or activities - feel free to offer up a revision....

Thanks again - You've all made it a great event! I'll post pictures later in the week....

Rex S. Richardson, Tx

Frank Curtis' Addendum

I will confirm that the clinic was a success and add that it was a great opportunity to meet people who appreciate both the motorcycles and the users group. I discovered that the only other Seca owner there is a neighbor of mine who lives less than a mile away. We have an agreement that I will provide him with some tools and experience in the future in exchange for the use of his un-air-conditioned garage.

There were 8 bikes that were in rolling running condition. The two secas did not receive any attention. Two bikes would require additional attention, the turbo and Rex's maxim. The other four bikes, I believe were tuned very much to their owners satisfaction.

Rex did not mention it, but more than one bike was running resistor plugs. This seems to be a common mistake, due to many of us accepting substitutions at the parts counter. ACCEPT NO SUBSTITUTES. Most of our bikes do not have radios to interfere with, and even if they did, running resistor plugs is probably not worth sacrificing that last little bit of idling smoothness.

The evening ride was a special event, and probably a very unusual collection of XJ's for anyplace, including North Texas.

Steve Fasano's custom should be an inspiration to anyone thinking of modifying their XJ. Hopefully some of the pictures that get posted will be detailed enough to do it justice.

Frank Curtiss 1981 xj750 Seca. (with bird crap on it).



Arriving



Working



Pulled the Carbs & Adjusted Butterfly Valves : Rex + Carbs



The Spirit of the Carb Clinic: Laid Back, Good Company, and Good Tuning



SeaFoam Treatment In Progress to Seca Turbo



End of Day Ride Pic