

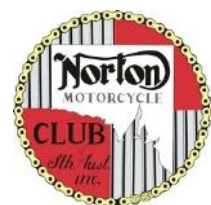
The **ENERGETTE**

newsletter for the
NORTON MOTORCYCLE CLUB of SOUTH AUSTRALIA INC.
Est. JUNE 1999



In this issue:
Historic Racing at Mac Park
Fixing Cracked Forks
Retirement Boredom Leads to Custom Bikes

Issue No124
Feb 2020





WEBSITE: www.nmcsa.org

MEETINGS held on the 1st Monday of the month, 8.00pm start
NO MEETING IN JANUARY and on Public Holidays
when the meeting will be held on the following Monday



We meet at the: VELOCETTE CLUBROOMS
74 DRAYTON STREET, BOWDEN

ENQUIRIES TO SECRETARY: NMCC of SA, 74 DRAYTON ST, BOWDEN SA 5007
Or EMAIL: secretary@nmcsa.org

ALL NORTON OWNERS, ENTHUSIASTS AND THEIR FAMILIES ARE WELCOME

NORTON MOTORCYCLE CLUB of South Australia Inc. Committee 2018—2019

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By email editor@nmcsa.org

Members wanting any events, services, classifieds, rides, etc. in the ENERGETTE please contact the editor with details for inclusion in future issues.

But don't stop there, this newsletter is about
The Norton Motorcycle Club of SA,
THAT'S YOU.

If you just want to have a picture of your bike in print, or a shot of the latest mod or repair, send it in! Supply as much info as you can and I'll do the rest. Look at Dave Meldrum's comparison of the different Commando tanks in issue #93. A passing observation in the shed filled a whole page and gives great perspective on different options for someone's bike.

Cover photo:
Can you believe these rogues
agreed to line up for a photo with
their bikes!



President's Blurp

Dear Members,

We ended 2019 at Mac Park for the HMCRRSA State Champs, which Barry, Molly, Jerome and myself attended, bit of a write up on the next page. Jerome's JPN wasn't ready for the ride and, quite frankly, it was too damn hot to bother with leathers so we drove down.

I've been out on the Norton several times since then, taking any opportunity I can to go for a ride. Making up for lost time after too long in the shed. I joined the guys for our January Club ride, and spent much of the past long weekend sneaking in blasts along some of my favourite local roads, between family and house duties. One day I was so keen I got out 3 times, coming home in between to take the kid out and do some gardening. It was a weekend full of vintage rides for me, as I also took the kid out for a drive in the old Land Rover. There was a lot of log book entering that weekend.



As suspected, the excess vibration on the Roadster was due to the Isolastics being a tad too tight, and there's no more evidence of the primary belt rubbing after fine tuning the gearbox alignment again. Steve Richter did an amazing job welding up my cracked fork (see page 9), but after freshening up the front end with new seals and bushes, it seems both legs are leaking! Worse yet, for the first time in over 20 years of Norton ownership, it would seem I neglected to do up the Dzus fastener on the left sidecover/tool box properly. It came flying off during a ride and has suffered dents and some serious road rash. Previous owner, Brian, to the rescue, he has obtained some of the original flake used in the respray and it is being posted to me all the way from Canada! Being one of the 'Fireflake' colours, my main concern was getting the right flake size. Also (does it ever end?) I'll be sending my speedo out to Energette sponsor Steve Lewis (see his advert below) to have the cracked glass and dented bezel replaced, which must have been struck sometime during the last 5 years of moving around in storage. While he's got it, he'll also be giving it a good clean and service. Unlike earlier 'chronometric' instruments with screw in bezels, the magnetic units on the Commando have a rolled on chrome bezel which requires a special tool. I've seen some homemade jigs to do this but for the money, it's worth having it done by someone with experience, and it's a good opportunity to have the gauge gone through anyway. Only reason I haven't already sent it is because I've been too busy riding, to be honest.

By now you should have received your entrant info pack for the All British Day, if you've entered. It's next Sunday, the 9th! We're looking good with about 11 bikes on display, and this year all the bike clubs will be corralled together in the middle of the main oval. Looking forward to it!

On a more somber note, the recent bushfires in the Adelaide Hills have had a direct effect on some of our members. Barry Miller has lost some critical vineyards in Lobethal, but luckily he and his boys escaped injury themselves while trying to save the property. One of newest members, Kim from Charleston, also suffered damaged and lost vineyards. Our long serving Registrar and former Editor, Ian Delaine, sadly lost his home just before Christmas. Our thoughts are with you guys and please holler if you need a hand with anything.

Well, welcome to 2020, and I wish all the best of luck in the forthcoming year. Hope to see you on as many rides as possible.

Your Pres, The Editor,

Donald

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Norton Racing

SA Historic Championship - MacNamara Park 28-29/12/19

The Saturday after Christmas Day Jerome and I headed out early in the morning towards Mt Gambier to take in some vintage racing. With the forecasted heat, we decided to head through the Coorong as it was going to be about 10 degrees cooler compared to the inland route through Keith, Naracoorte, etc.

We arrived at the track around noon, paying our money at the gate to an always smiling Dan Gleeson (not on the bike this weekend as he's still recovering from his crash while racing interstate), then quickly met up with Dave Meldrum, who'd arrived the day before. We caught the last couple races before lunch was called, and then headed over to the pits to check out some of the machines. We caught up with Murray Johnson (of Murray's Britbikes, Energette sponsor!), who was racing his Harley hand-shifter and Norton Manx there, both beautiful machines. The entrant numbers were a bit down this year, due to a big event in New Zealand, as well as the terrible bushfires, but there was still plenty of eye and ear candy around the place to keep our jaws hitting the ground. Several stunning Manxes, just as many Norton twins, as well as a slew of Featherbed framed specials, including a 'Nordian', a 'Norfield', and a well lightened ESO powered Norton chassis. What would you call that, a 'NorEso', 'NorSo', 'EsoTon'?

After a stroll and some tucker from the club rooms, Barry Miller showed up, and the four of us stood track-side, drinks in hand, watching and listening to the racing, while trying to keep out of the sun. I must say, watching that 4-valve Indian lift the front wheel off the line is wildly impressive, and the smooth, low rumbling sound emanating from the pipes was glorious. To be honest, I have a hard time keeping track of who's leading what races, as most of them are mixed classes, I just get caught up in the on-track action and sound of it all!

At the end of the day we were wondering around and checking out some of the spectators bikes, some gems and some oddballs out there! There was a daily rider Goldstar, another beauty period-correct BSA café racer, and mongrel BMW sidecar that was full of as much character as its owner. We also had a long chat with the owner of a well travelled Commando with many clever owner modifications, and I sat down and talked with the interesting rider of a Ducati Pantah for a good while. As always, vintage motorcycles are as much about the people as they are about the bikes.

We headed into Mt Gambier to the Central Caravan Park where Molly had already booked himself a cabin. Jerome and I decided that what more would Dave like than to have two vagabonds imposing themselves and staying with him for a couple nights. Dinner at the RSL was followed by a look at their own military museum, a must see when you're in Mt Gambier. A few more drinks at the bar, then the 3 of us (Barry was hitting the town with his partner) wandered around the streets until we found another pub that deserved our patronage. Mt Gambier has got an abundance of pubs to choose



from, I reckon there must be some sort of local law to have one on each corner! Naturally, we chose the grubbiest, beer-soaked-carpeted establishment we could find, after passing by countless, renovated 'posh' hotels. More drinks followed, more chitter-chatter about bikes, then we decided to hit the hay in anticipation of a big day of racing on Sunday.



Sunday was another great day of racing and banter, another day where I lost track of what was going on and who was leading what race. There were times when we wished there was more competition on the track, as it was almost always the same 1 or 2 riders way out in front, but this is most likely due to the unusually low entrant numbers. It should be noted, the Mount Gambier Motor Cycle Club runs an excellent event and venue, as far as I could tell there were no dramas during both days of racing, and the grounds and facilities are

kept in excellent condition.

Presentations done, we made our back into town. Dinner this time was at one of the aforementioned 'posh' pubs but it was damn fine food. Of course, more drinks flowed and we were later joined by Barry and his partner Jane. Not sure what Barry has done to trick this classy lady into spending time with him, our conversations were certainly a bit more sophisticated that evening. Upon saying goodbye, however, she had the nerve to accuse us of being "erudite"! A slow walk back to the caravan park, as we took time to checked out one of the sinkholes, and were accosted by an ornery possum. Back at the cabin, there was a heap more bike talk and stories of 'the old days' told, some may have even had a bit of truth to them!

Molly was gone early the next morning, and Jerome and I checked out the famous Umpherston Sinkhole before having brekky in town. We did a few of the 'touristy' things on the way home along the coastal route, checked out Beachport, had lunch in Kingston SE where we saw large plumes of smoke from more bush-fires, took the ferry across at Wellington, then enjoyed a beer tasting at the Meechi Brewing Company. All while listening to the hilarious podcast 'My Dad Wrote A Porno', highly recommended.

I'm looking forward to heading back to Mac Park for the Australian Historic Road Racing Championships in November, from the 19th to the 22nd. This time I'll be riding the Commando, hoping to be joined by Jerome on his JPN. Dave has booked his cabin for that weekend, so we know he's keen, anyone else care to join us?
- Donald



Left: Toolboxes are for more than just holding tools. Quick bit of maintenance on this 'Norfield' between races



Above: We had a good chat with the owner of this well travelled Commando

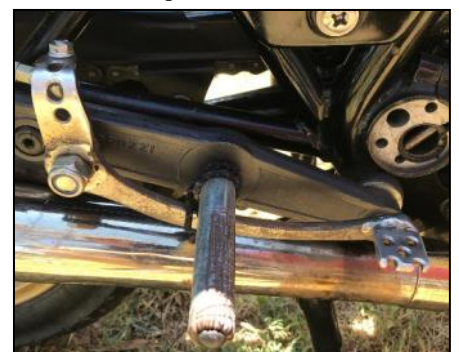
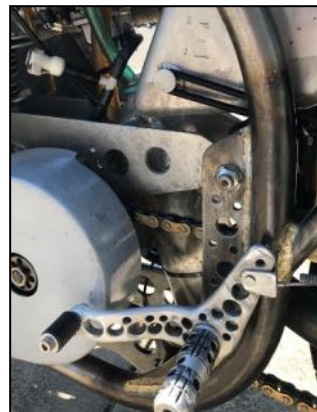
Left: When your parents are an Indian and a Norton, they call you Nordian.



Above: Ugh. Insides got outside

Below: "Simplify, then add lightness"
Drillium at its finest

Below: That there be a spanner for a brake lever on a splendid Ducati Darmah



Norton Marketplace

Wanted - ES2 single downtube, swinging arm frame/chassis 1950's to early 60's.
Contact Alan Jeffery adjpoppy@gmail.com

For Sale - 1958 Model 19S engine in a '53 Dommie Featherbed chassis. Older restoration, tidy and presents well. Very well looked after and starts readily. **\$13,000 ONO** Contact Greg Summerton gregss@bigpond.com

For Sale - Con has a restored ES2 and a rough but running 16H for sale. If interested, please contact him through the Club

Wanted - JOE SEIFERT CS650 After any magazine articles and pictures. Contact Dave Meldrum Ph: 0423 191 620

Wanted - to borrow to see if I like the fit. A set of 'Dunstall' style rearsets that mount to the original 'Z' plates.
Donald 0433 318 503



Random Nortony Goodness

Left: Progress by our founder and resident artist, Ricko's bitsa Commando. Look at that paint job!

Bottom Left to Right: The ever cool Clint Eastwood on a Commando 'S', and a sometimes cool Pres pretending to go fast.

Below: Is this ad an accurate representation of the class of riders in the NMCSA?





Oi, you lot!
Remember to support our sponsors! It's good for their (local) business and keeps our Club newsletter going!



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Norton Rides

Hills Ride - 19/01/20

Only my second Club ride since getting the bike back on the road in November, can't tell you how excited I was to rock up at the meeting point in Hazelwood Park. I'd first stopped by the Cars & Coffee Unley meet to have a gander, was a bit disappointed to be only 1 of 2 bikes, the other being a new Honda 'Monkey'. There were some excellent cars there, however, including a BMW Isetta bubble car, and several early MG's. There was an immaculate Steyr-Puch Haflinger. Bloody hell, I thought my old Land Rover S3 lacked creature comforts!



Dave York was already waiting on Hawthorn Cres. when I turned off of Greenhill Rd. I was soon followed by our Ride Captain Dave, then all the way from Balaklava came Greg, and eventually Barry rolled up on his Roadster sporting the slick new front brake he bought off of Ian Robertson. 320mm disc and a 6-piston caliper, be careful Barry. A bit of a chin wag, the usual good natured slagging, then we were off up Greenhill Rd into the hills. The sky was overcast but the roads dry at this point, and it felt damn good to roll the throttle on up the familiar steep inclines and sharp bends after a few years in the shed. The exhaust notes of four other Norton twins reverberating off the rocky walls on one side, and carrying on down into the open sky on the other made this section all the more sweet.

Passing through Summertown, I made sure to slow down and pull up in front our Secretary, Jerome's house and give the engine a few revs to let him know what he was missing out on. Then the group of us decided to stop in at 'Uraidla's Worst Pub' (consequently, also 'Uraidla's Best Pub') for a coffee and snack. Ok, so we hadn't been on the road that long but we had the whole day ahead of us. Naturally, being summer and only a few days before The Tour Down Under was set to begin, the place was teeming with lycra, but we still managed to get a seat and talk more crap about bikes, roads, and the world in general.

Chit-chat over with, it was time to ride again. We continued along Greenhill Rd for a while then turned South onto some of the smaller side roads until Beaumont Rd which brought us out to Verdun. From there we made our way towards Aldgate via Mt Barker Rd, and then Dave led us along some smaller twisty valley roads that, despite being so close to home for me, I've not been on before. Eventually we came out onto Strathalbyn Rd at Mylor and made our way through Echunga, where encountered a spot of rain, and on to some more side roads. We crossed through the South side of Mt Barker then on through Nairne and Brukunga. It was here we first saw some of the devastation caused by the latest bushfires, with so many buildings, trees, and paddocks destroyed. A not-so-subtle reminder of what our own Club members are dealing with right now, Barry having lost several of his vineyards and Ian Delaine losing his house and home just before Christmas.

Moving at a snails pace through Woodside, we stopped for petrol and decided to carry on a short distance along Onkaparinga Valley Rd to the Charleston Hotel for a pint. Once again, doing what our Club does best, we stood there drinking beer (and a cider for our resident coeliac), laughing, talking, getting friendly with the locals. Before we parted ways, I asked the guys to line up the bikes across the road at the old Charleston Garage, under an original Ampol sign. Despite a few grumbles, they agreed and I think we got a couple good pictures. I mean, check out that cover shot!

After that, we said our goodbyes. Molly and made our towards Lobethal, where the Amberlight Motorcycle Café was bursting at the seams with bikes, then along the sweeping bends of Cudlee Creek Rd. Dave turned off at Tippet Rd, and I assume he would have enjoyed the ride along Chain Of Ponds to get home. I continued along Gorge Rd all the way to the suburbs and eventually back into the Hills and home.

It's great to be back on the road with you mongrels, looking forward to next time. - **Donald**



Top: Rough looking bikers scaring the locals in Hazelwood Park
Right: You gotta check out Greg's bike in person, the paint is sumptuous and the gold-outlined graphics are a tasteful touch

Norton Shed

Don's Crack

It was an unusual start to the December meeting, when our President said he wanted to show me a photo of his crack! Thankfully, the crack was on his fork leg, where over tightening of the pinch bolt had broken away part of the casting. Rocky had pointed this out to Don on the Xmas/20th Anniversary Ride, apparently not an unusual problem, and quite a few miles were probably done with the fault unnoticed. Con had a similar problem about 40 years ago, and said the repair he had done had lasted. Back then, it would have probably been welded by Oxy, a bloody difficult art to master, today TIG is generally used. Once you have a bit of practice, it is a good process producing strong welds, it was originally developed for aircraft frames, but has a wider use in later years, with the use of aluminium spreading.

The first task was to clean the break, there was some oil residue on the faces of the break, showing the fork leg had been cracked for some time, and to ensure a good repair, aluminum must be absolutely clean before welding, as any impurities can lead to the weld cracking again. To start, I cleaned the surfaces with metho, and a light brush with a stainless steel brush, not too heavy, as all the edges need to be left to assist with the alignment of the break. Putting the pieces back together, the fit-up looked good, so the next problem was how to hold the parts in place while I tack welded the ends before grinding out the "weld prep". In the bowels of my tool collection, I found a small clamp, suitable to hold the parts together, I also needed to hold apart the gap which the pinch bolt works on, as well as align the holes for the axle to pass through. After a few minutes of rummaging I found a piece of round bar the right size for the axle hole, and the gap was held by a couple of washers left over from a job somewhere in the past. Satisfied the alignment and fit were good, I clamped everything together and using a square file, made grooves at the sides of the break for the tacks.

With the sides tacked, using my trusty 5" angle grinder and a cutting disc, I beveled out the crack to about 2mm from the axle hole, at around a 30 degree angle, to allow penetration of the weld metal. I took out the bar aligning the holes, but left in the spacer washers holding the gap, and left the clamp on. Around 4 layers of weld went in to fill the bevel and leave a reinforcement bead on the top. Aluminium is best welded when hot, sometimes pre-heating is required, but as I was worried about distorting the bore of the fork leg, I decided to go in cold, but found the part heated up pretty quickly anyway. With the weld done, I left the part to cool down slowly, still with the clamp and spacers in.

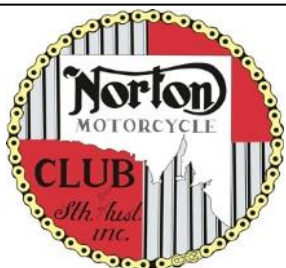
After cooling, the final finishing to make the piece look like original. Back to the angle grinder with a flap disc, to take off the bulk of the build up. Then using a round file, the bores of the holes were tidied up. Back to the outer surface, which had the contours finished with a ½ round file and emery cloth, followed by a Scotch-Brite pad, also wrapped around the file.



Don's Crack. Good idea to do regular safety checks, Rocky won't be there to save you all the time



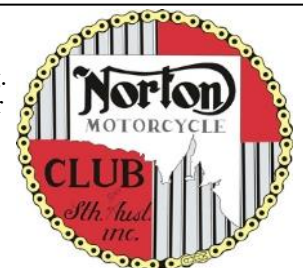
I met Don at the pub a few days later, and presented him with his repaired fork leg. He was pleased with the results, as well as over the moon to be able to get his bike back on the road, without a possible crash causing defect. During the process I took numerous photos, none were on the camera when I went to download them for this article. Technology - a wonderful thing if you understand it. Anyway, next time Rocky checks out Don's forks, he will see they are in a bit better condition than last time.
- **Steve Richter**



Let us know what's going on in your shed! Full engine rebuild, restoration, chasing elusive mechanical gremlins, even just basic maintenance or race prepping. Share your experiences with us, it just might help someone else solve a problem or learn something new!

Contact us with the story, and pics if available.

Send your info to the Editor at editor@nmcsa.org



Norton(?) Shed

Now For Something Completely Different

No! I know its not a Norton but it is something I recently took on as a project. As can be seen this 1987 BMW K100 looked pretty sad after sitting in Peter Marshals shed for five years slowly decomposing.

Peter had the dream of rebuilding a pretty stock looking K100 into a café racer, so, as it hadn't progressed and it was taking up shed space I bought it off him (for a song he will tell you..... a bloody GIFT!) and proceeded to breath some life back into it. Peter assured me it was running when he laid it up which was a good sign. But overall it was in a lot of a mess.

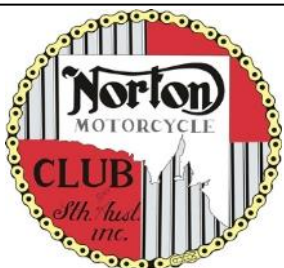
So in order to assess the fundamentals of the bike before spending too much on it, the wiring had to be fixed. I realised I was in the proverbial shite when I found it even had an interior light and a vast array of dials and gauges. Anyway (very short version), wiring fixed, the beast sprang to life and sounded quite healthy especially without a silencer. The clump of un-needed wiring, gauges, lights and assorted things that don't seem to do anything was quite amazing.



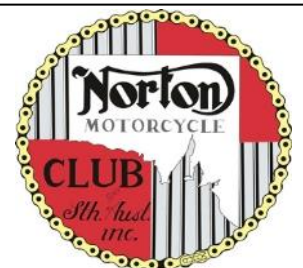
It was named the Messerschmitt by Peter Sinfield after hearing it chortling in the shed. So, serious work commenced. The frame was cut and the seat loop shortened to take a single seat. The frame was powder coated, a new four into one exhaust purchased, and vast amount of surplus metal and plastic removed. This was a serious weight loss of around 45 plus kilos.

An Acewell digital speedo/rev/temp/indicator/light gizmo thingy was fitted. The tank, headlight cowl, and front guard were painted and slowly the bike was checked over and put back together. The end result looked pretty good (I and others thought so anyway).

Probably not everyone's cup of tea but definitely worth putting back on the road. I have since sold it. I did take it out on the road several times and must say I was quite impressed by its handling and power. It is the only 4



Have you got an interesting Norton, be it a race bike, custom, or early model? Or do you just want to show off your pride & joy? Why not bring it along to a Club meeting and tell us a bit about it? Wheel it into the club room for all to see and drool over



cylinder I have owned or ridden and it was great fun to work on and to ride. It is a well over-engineered motorcycle with many features that were advanced for its year of manufacture. They are fast gaining popularity as they can be purchased quite cheaply and some of the conversions on the Global Interweb look quite stunning.... Google it if you don't believe me. - *Tony G*



Left: Just a small part of the instrument cluster that was binned, along with all the associated wiring, in favour of the slick after-market Acewell unit (Below)



Right: What the K's looked like when they were new

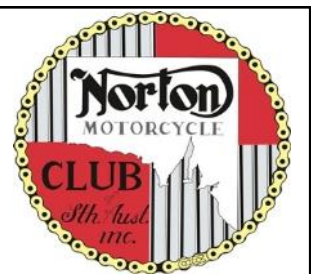
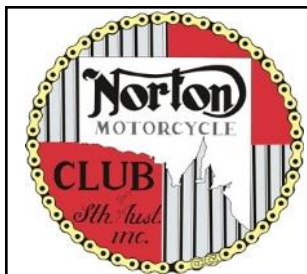


The BMW K100 was nicknamed "The Flying Brick". With this knowledge, it's pretty damn cool what Tony has done with this one!

Previous Page Clockwise from Top Right: A giant lump of an engine; In progress with new seat; Fresh powder coat and paint; A mess of wiring and cables

Left: BEFORE. This is what Tony started with

Below: AFTER. What a result! Nice job, Tony. The boredom of retirement has served you well. What's next?





Ride Calendar 2020



Date	Ride	Start Point
9th February	All British Day	Howard Tce & Greenhill Rd Hazelwood Park
15th March	Southern Ride	“Top of Taps” South Rd & Black Rd O’Halloran Hill
19th April	TBA	TBA
17th May	TBA	TBA
21st June	TBA	TBA

For ‘Catch Up’ points & further details, check at Club meetings, the NMCSA.org website, or with the Ride Captain

Events

- Feb 9th **All British Day - Echunga** The Norton Motorcycle Club of SA will again have a display on the oval for this massive show of British machinery. Always a great time
www.allbritishday.com
- Nov 19th-22nd **Australian Historic Road Racing Championships - MacNamara Park, Mount Gambier**
Make the trip down and cheer on our local riders. A few of us are riding down and good times will ensue both at the track and on the town
www.ma.org.au



All rides start at 10am unless otherwise noted.

Calendar is prepared in advance &
is subject to change.

For further information, ring the Club Captain @
0423 191 620 or check our website **NMCSA.ORG**

