

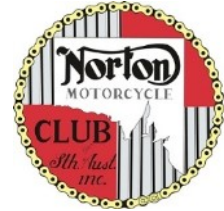
The **ENERGETTE**

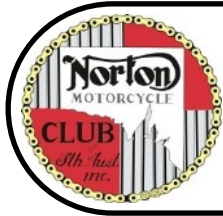
newsletter for the
NORTON MOTORCYCLE CLUB of SOUTH AUSTRALIA INC.
Est. JUNE 1999



In this issue:
**Bashing Alloy, Broken Paddles, 100,000 Miles
of Fun, & General Mechanical Incompetence**

Issue No126
June(ish) 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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For Contributions, please contact editor;

Mobile 0433 318 503
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: The happy couple, soon to be a trio! Kate & Dicky with their ES2



President's Blurb

Dear Members,

Not long now, folks! Soon we will meet again at the club rooms in Bowden. We have set a date of July 6th for our first meeting back since social distancing rules came into affect, on which date we will also hold our AGM. The evening will start with a sausage sizzle, so expect to show up from 6:45 onwards. I really can't wait to see everyone.

Just a reminder, we will not be processing membership and log book renewals at the meeting. Having said that, I'm pleased to see more than half our members have renewed online and had their log books updated via post. This has made the committees jobs much easier and we encourage everyone to continue this method whenever possible, rather than having a mass of people trying to get it all sorted at the June or July meetings.

Now if a meeting with sausages and actual people hasn't got you excited, check this out! Dave Meldrum, our outgoing Ride Captain, has organized July 19th for a long overdue Club ride. We will meet at Hazelwood Park for a 10am departure, see the back page of this issue and website for further details. Oh boy, riding in a group!

In the last issue I made a plea for more content, as it was proving hard to come by with no Club events or meetings. Simon Amos, from Andover Norton in the UK, kindly sent an article about his Nortons and the 100,000 miles he has enjoyed with them over the years. You will find his interesting story on pages 8 & 9. Thanks heaps, Simon! Also in this issue, you'll find a tidbit about Adrian's 'show and tell' and short lesson on panel beating and fabricating his own guard and muffler at our last meeting. You'll see Ian's woes with his rear axle and hub, and you'll hear me waffle on about my ongoing fun with the Roadster.

Recently, I "accidentally" ended up with 2 1/2 new bikes in my shed. A 1972 Yamaha CT2 175 enduro, belonging to a mate, crossed my sights and I thought that would be a fun project. It came with most of an AG175, which shares many parts. Then another mate caught wind I'd got that and asked if I was interested in his, a 1973 175cc. So within a week I had two 2-stroke road/trail bikes in my shed, with a pile of spares. Between the Norton and unpacking more boxes, I managed to get one of them going with a bit of electrical work, and the other is coming along nicely as well. Plans? Priority will be to get them sorted for lights and general road worthiness, as they are originally road legal models. Once through Transport SA and on historic registration, I reckon I might tear into one of them and perform a period 'hop-up', following some articles I've found in magazines from back when they were new. If you've got any Yamaha CT2 or 3 parts laying around, let me know!

Just a quick reminder that the Festival Of Motorcycling 2020 is fast approaching. Steve has been working closely with the other clubs involved, and I've shown up to a couple meetings as well. Our Club will be leading a ride on Tuesday, October 6th. It would be great to see some of you there. Check out the back page for more info.

And finally, the Australian Historic Road Racing Championship is officially a go ahead, with a date change to November 12th-15th. A few of us are riding down and staying in Mt. Gambier. I reckon after being cooped up and with most races cancelled over the last few months, this is going to be a big event, so I'd highly recommend getting down there to join us. Accommodation in town is booking out fast, so get on it!

See you at the AGM on July 6th!

Your Pres, The Editor,

Donald



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Norton Shed

Make It Yourself Panel Beating New Parts with Adrian

At our last meeting (back in March, in the 'Before Times'), Adrian brought in a guard and silencer he'd made himself from aluminium. He kindly took the time to tell us a bit about how he did it, using simple hand tools and an English Wheel he built himself. Adrian had not done this before but the results belie this fact. It was great to see what can be done and Adrian did an excellent job of explaining the techniques in a simple, matter of fact, way. I also enjoyed the personal style he has used in the process. Thanks Adrian!



Paddles & Dummies It Always Start Simple

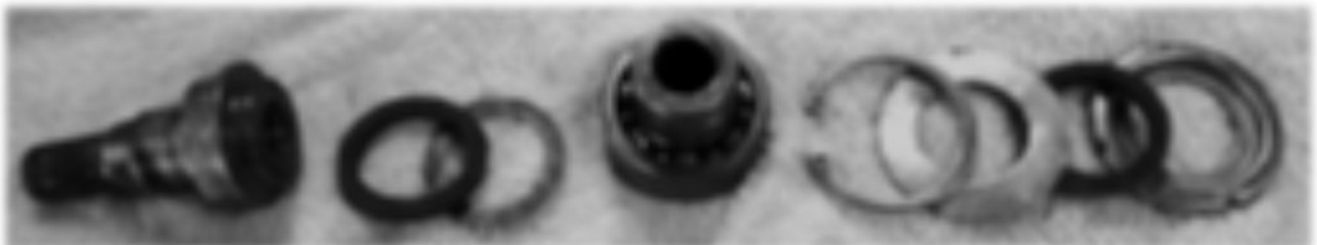
Farkkk,,, how a basic tyre change turned into a dummy axle rebuild. Just too much awesome horse power.

These are the bits after strip down, there was far too much silvery stuff in the bowl to ignore after washing the dummy axle assembly. And, of course, one of the cush drive 'paddles' has broken, so the entire brake drum has to be replaced.

The parts diagram shows a lot more stuff than what's here. But all the parts shown on the diagram have been ordered from Andover as well as a gearbox rebuild kit. Got a new chain waiting to go on, as well.

Parts arrived quickly, but the only thing I didn't order was a new front sprocket. Farkkk!

Once this is done I'll start on the front end with general maintenance that I've been putting off for tooo loooong... - **Ian D**



Norton Shed

Straps, Bushes, & Shafts

Life On The Tarmac & In The Shed... Mostly In The Shed

You'd think after over 20 years, I'd have paid my dues to the Norton Gods, and I could have by now been imbued with the sacred knowledge of all things Whitworth, Bracebridge Street, and 'Pa' Norton. But alas, these gods are insatiable and merciless. Every mile of riding bliss must be paid for with the blood of scraped knuckles, stripped threads, and hours locked away in the purgatory of a shed which is either blisteringly hot or numbingly cold, searching for an ejected detent spring or an ever elusive earth leakage, while sweat streams down your brow, blinding you, or your extremities have lost all feeling, bar stinging pain as frostbite sets in. There is no happy medium.



It's a tight fit getting the die and handle on there

I had a great summer on the Commando, there's no denying it. And to be honest, by the end of my next ride, I will have wondered what the hell had possessed me to write the preceding paragraph. But for the time being, while my bike is sitting in the shed with it's clutch on the bench, I can't help but wax philosophical. Let's look at the numbers, since December 1st the tail light

wiring has shorted, a fork leg has cracked, my side cover went sliding down the road, the rear oil tank mount has snapped, new fork seals have failed, a rear shock has come off its bushing, and now, the clutch has come off the main shaft while riding.

I've already touched on several repairs in previous issues of The Energette. The cracked fork, repaired to better than new by our master welder and VP, Steve, in Issue #124. The oil tank repair in Issue #125, which was as simple as cutting a new bracket from some thicker and wider steel strap, and welding it on. I'm not sure if I mentioned the mono-shock experiment. During a stop in Lobethal with Jerome, he noticed only one of my rear shocks was attached to the swingarm. The left shock had come off its lower bush. I reckon it had happened when we banged a hard right uey to pull up to the Amberlight Café, as I'd heard and felt a definitive 'clunk'. I had to remove the shock completely, and then carefully drove the bush back into the shock with the blunt end on my hefty King Dick shifter and the curb. Jerome sat, laughed, enjoyed his coffee and toastie, while mine got cold. I've already fitted new Hagon bushes since then.

As mentioned in the last issue during my 'President's Blurb', Treasurer Neil picked up my bike and I from the side of the road and got us home. Bloody legend, he is. On first inspection, I thought I'd have to replace the



Converting my Roadster back to twin shock after a brief experiment with a mono-shock configuration, while Jerome laughs, smug with confidence that his Ducati will never give him trouble

main shaft due to the end threads being damaged. Another Club member to the rescue! Phil Allen recently had the primary belt on his Featherbed Commando shred itself, and while replacing it he found the threads on his crank shaft to be a bit damaged. He fixed it up with the correct die and rang me to come and get it! The crank end and the main shaft share the same thread so I was able to carefully repair mine. I've picked up a spare clutch centre from Jerome so I'm just waiting on some new, better quality, fork seals and it looks like I'll be ready for our July 19th Club ride.

So that's about it from my shed, aside from continuing to unpack boxes from our move two years ago, and finding homes for everything. A never ending task, it seems. - **Donald**



Left: The oil tank after removing the remains of the broken bracket and a bit of light wire wheel action.



Right: My welds are best left unseen. Found a tin of gloss black enamel paint left in the shed by the previous homeowners. Brushed it on, looks so good I almost want to run with the side cover off!

Norton Marketplace



For Sale - 1950 ES2 Fully restored \$14,00
Con 0417 005 235



For Sale - 1940 16H Rough but running \$8,500
Con 0417 005 235

For Sale - 2008 Triumph Thruxton. 4700kms, one owner. Air injection & emissions mods. Aftermarket guards, turn signals, & reverse cone exhaust. \$8500 contact Donald editor@nmcsa.org (selling for a mate so he can buy Con's 16H)

Wanted - JOE SEIFERT C652 After any magazine articles and pictures
Dave Meldrum 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. Also searching for an alloy 'scrambler' type tank, eg AJS Stormer, BSA B50MX, etc.
Donald Hosier 0433 318 503





Oi, you lot!
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Norton World

Getting to know Norton big twins

100,000 miles by Commando

By Simon Amos - Andover Norton

A motorcycling milestone occurred for me in 2020 - one I couldn't have foreseen in 1988 when I bought a Norton Commando. The new purchase was side-lined by other motorcycle projects and four houses moves and it was 16 years before my Commando was ready for the road. I realised my mistake during the first ride - this machine was so much better than the bikes that had taken precedence. My enthusiasm for Norton's 'Isolastic Super-Ride' had begun. Three other Commando joined the first one. I have now travelled over 100,000 miles on them.

Machine	Year																	Total
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
JDE 714L	3,770	7,495	7,720	3,611	3,235	2,105	3,259	3,890	894	956	1,107	4,043	1,100	2,650	3,984	2,170	443	52,432
HPN 55L									4,485	1,303	2,847	3,011	1,574	1,471	2,366	1,992	151	19,200
RPB 519L										3,198	3,628	1,298	3,387	3,381	2,293	4,893	2,409	24,487
KEK 469J													2,014	569	403	913		3,899
Total	3,770	7,495	7,720	3,611	3,235	2,105	3,259	3,890	5,379	5,457	7,582	8,352	8,075	8,071	9,046	9,968	3,003	100,018

I keep records of services, overhauls, and distances covered. Here's how the miles were accumulated:

How long have you owned your Commandos?

My first Commando was roadworthy in 2004. A late 1972 750MkV, with less than 16,000 miles on the clock, it was bought from a work colleague as a basket case. The engine was in good condition and only needed new big end shells and piston rings. The gearbox shell had been damaged by a broken layshaft bearing so was replaced with a good second-hand one.

I sprayed the tanks and side panels with cellulose Canary Yellow paint in my garage using a homemade compressor. The wheels were rebuilt with Akront rims (19" front/18" rear). However, with hindsight I should have retained the originals. The Commando riding experience was a revelation - easily superior to my previous British bikes. Three more Commandos followed in 2011 and 2017.

How did you clock up so many miles?

Not living close to my workplace has its advantages - i.e. plenty of riding opportunities. The majority of mileage has been commuting to three work locations my Wiltshire home. (Swindon 40 miles daily, South Wales 70 miles and Andover 80 miles). The route to Andover is especially scenic and very pleasant in Spring and Summer. I occasionally ride at weekends with friends. My Commando and I have twice visited to the Isle of Man for the road races.

What modifications or upgrades have you fitted?

Not many. I prefer to keep my bikes in standard condition. A 13mm front master cylinder improved the braking performance. I have electronic ignition systems, either Tri-Spark or Pazon Surefire. I use Podtronics or Boyer Powerbox to replace the rectifier and Zener diode. All my bikes have new Amal Premiers carbs, as old carbs often spoil the performance. The gearbox layshaft inner bearings are all roller versions. I have recently fitted an LED headlamp bulb which lights up the country roads very well, although the £40 price tag was hard to swallow.

Is a Commando a reliable daily ride?

Yes, if the bike has first been thoroughly 'sorted' and is then maintained on a weekly basis. I dismantle and rebuild all my bikes after purchasing them, stripping them down completely to replace worn parts. Every few days I check the bike for items that may cause a breakdown (e.g. oil leaks, loose fixings/wires or cables that need replacing).

What caused your most frequent breakdowns?

I carry a spare clutch cable and have changed many by the roadside. Punctures from screws or nails are a nuisance - thankfully only effecting the rear tyre so far, with the inevitable long wait for a breakdown van. I have been given coffee and offered sandwiches by friendly folk while waiting by the roadside. Several ignition black



52,432 miles covered

1972 Commando 750Mk5. Engine/frame 230558. Registration JDE 714L. The original pistons and un-reground crankshaft are still in service, although I have replaced the piston rings several times. This late 750 shares some features of the early 850's: 32mm carbs, box section top engine mount, rectangular rear light, sintered bronze clutch plates, long black clock holders and reinforced swinging arm.

boxes have failed, although they were both subsequently pronounced good by the manufacturer. Two drive chain links have broken and I'm now careful to re-new chains at around 7 to 8,000 miles. Rear wheel cush drive rubbers have melted a few times because of too little slack in the brake cable operation.

Why don't you own an 850?

No reason other than the bikes for sale at reasonable prices were always 750's. I would like an 850 but my garage is full.

What do you think are a Commando's best features?

Vibration doesn't spoil the performance, which can be fully used. (Try changing up a gear at 5000rpm+ on other British twins). The isolastic mounts work well. The engine is torquey with plenty of 'grunt' meaning infrequent gear changes. The gear change is smooth and noiseless. I prefer the one up, three down right side shift of the pre 1975 bikes. The one piece cylinder head and rocker box mean there is one less joint to keep oil tight and the internal pushrod tunnels have the same effect. The primary drive chain hardly ever needs attention. Good quality, reasonably priced spares and readily available. I have owned BSA and Triumph twins and triples but Commandos are easily my favourites. The bikes are good looking; inclined engine, polished aluminium and chrome and complementary lines

What do you least like about a Commando?

There's not much to dislike: the pros far outweigh the cons. The original front disc brake lacks 'feel' and needs a hard pull to be effective. A 13mm bore master cylinder is the solution. The rear drum brake performance is usually poor. The method of securing the 1971 to 1974 battery is not robust. The horn location is inaccessible. The 1971 onwards rubber mounted oil tank brackets are prone to fracturing. Rear tyre life is only around 4,000 to 4,500 miles unless the bike is ridden very gently.

How do you deal with 'wet sumping'?

I live with the wet sumping situation. I have bowl, funnel and wrench to hand and drain the crankcases after my bikes have been standing for more than five days. I prefer not to risk a valve or tap in the oil feed pipe.

What engine oil do you use?

Mostly 20/50 multigrade or sometimes 10/40. I have rarely used monograde oils. I have not experienced any mechanical problem that could be related to the oils I have used.

What maintenance tips can you offer?

Buy a factory workshop manual and follow the service schedule. I do annual oil changes to the engine, gearbox and primary drive. An external spin on oil filter can be fitted to pre-1973 bikes by drilling two holes in the gearbox cradle. The bike shouldn't be hard to start: a new electronic ignition and carburettors are a worthwhile investment and makes for first or second kick starting. Regularly check the engine timing with a strobe. The cost of the correct imperial spanners and special tools are soon forgotten as maintenance becomes quicker and less stressful.

... turn over to see Simon's 1970 Mk1 Roadster



24,487 miles covered

1972 Commando 750 Combat. Engine/frame 208925, Registration RPB 519L. My 'Winter bike'. Commuting to work over wet, muddy country lanes means this bike gets extremely dirty. A new Andover Norton 850 style barrel was fitted after a piston circlip came out and wrecked the standard bore cylinder barrel. It's in need of some attention soon as the fork seals and barrel base gasket are leaking.



19,200 miles covered

1972 Commando 750 Roadster. Engine/frame 200908. Registration HPN 55L. Another basket case purchase it was originally an Interpol bike used by the East Sussex police. The drum front brake is quite adequate for daily use and the semi-western 'bars are comfortable for relaxed riding. I have had no issues using GRP petrol tanks once they are treated with Caswell two pack sealant. I failed timing side crankshaft bearing necessitated a second engine re-build in 2017.



3,899 miles covered

1970 Commando 750 Roadster Mk1. Engine/frame 141975, Registration KEK469J

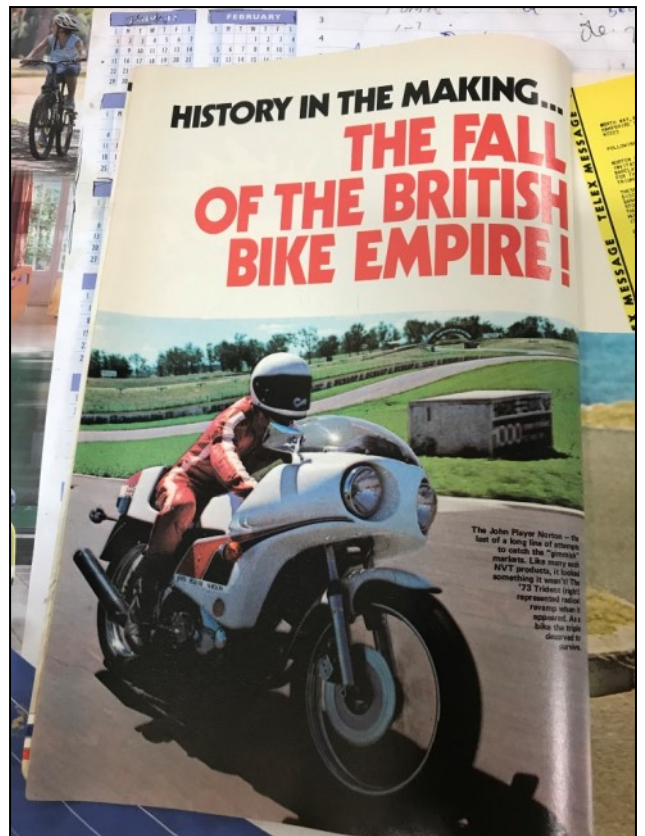
With just 25,000 miles on the clock, this Norton had been stored for over 20 years and cost £4,500. A full mechanical rebuild was undertaken. The original metal flake blue finish was revealed once a layer of dull lacquer was removed. Despite the low mileage the engine had previously been rebuilt but not in very capable hands, as one piston was missing a large piece of skirt. The first Roadster was identical to the 'S' type except for the exhaust system, so conversion is easy and mine currently wears both pipes and silencers on the left side.



Peter Williams on a new 830cc Norton leads "Race of Year" winner Phil Read.

From 'Motorcyclist Dec 73'
Peter Williams on the "new" Norton race bike,
leading Phil Read on his 3 cyl. MV,
at Mallory Park

Do you think they chose
the leading photo for this
headline on purpose?
It's a bit harsh

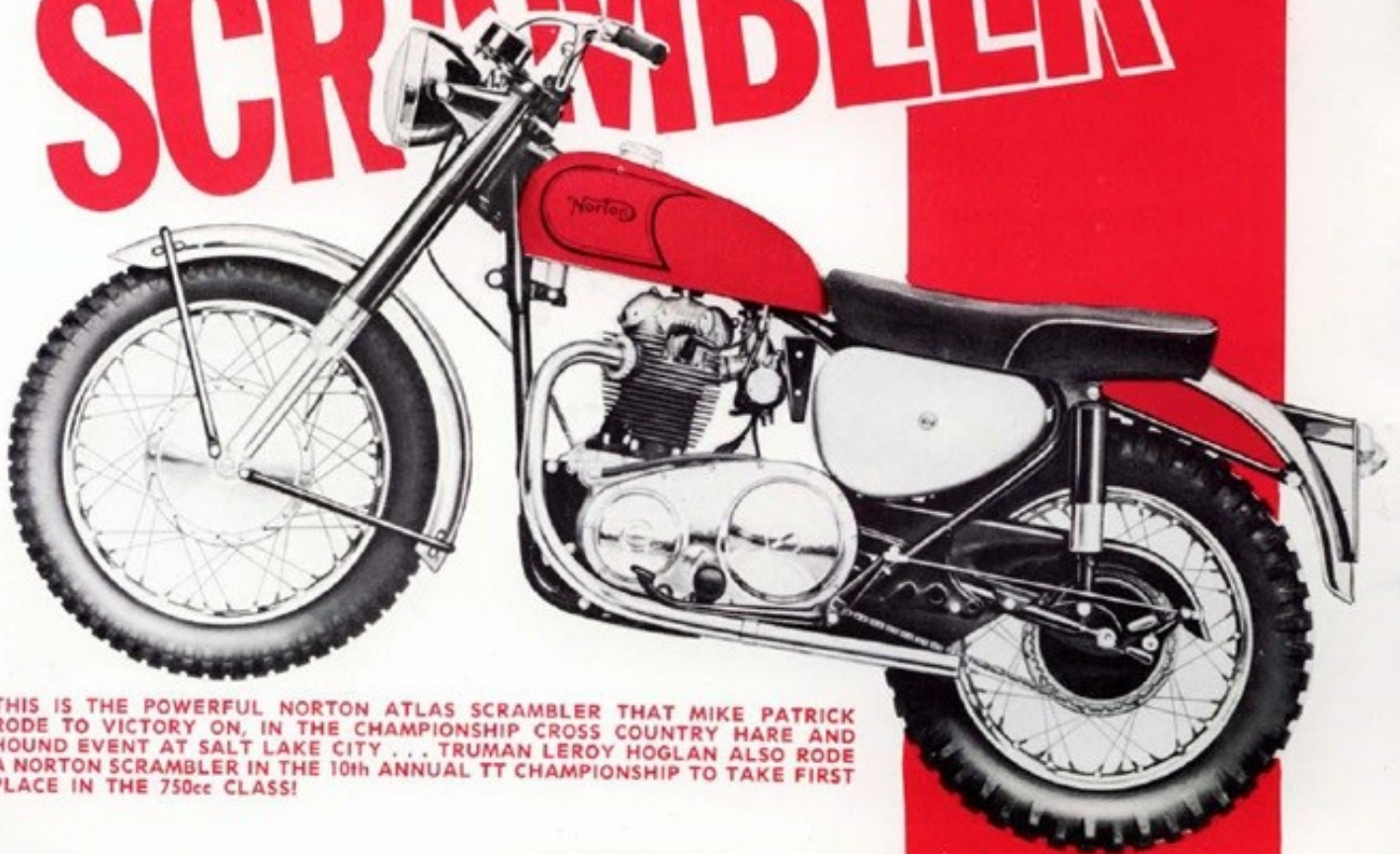


750CC

Norton



Sports SCRAMBLER

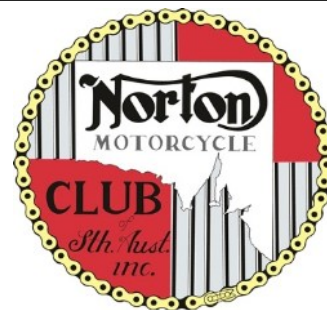


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I've recently been given a large collection of motorcycle magazines, ranging from the 50's to the 70's. What catches my eye the most are the adverts. While some are downright boring, others really stand out for their creativity, outrageous claims, or sometimes, like the one above, their simple playfulness. There's nothing special about this ad, but to me it manages to express the fun and freedom motorcycles must've meant back then, while at the same time letting us know that these machines will win you races. If you can hold on.



Ride Calendar 2020



Date	Ride	Start Point
19th July	Hills Or wherever we like	Hazelwood Park Cnr Greenhill Rd & Hawthorn Cres
16th Aug	TBA	TBA
20th Sept	TBA	TBA

We are looking forward to seeing who our new Ride Captain(s) will be after our July 6th AGM

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

Events

- Sept 27th **The Distinguished Gentleman's Ride** - Ebenezer Place, Adelaide
I know it says "Gentleman's" ride, but yes, even us Norton Club members can attend. Throw on your most dapper bag of fruit and raise money for men's health. See if you can beat Rocky's grand total from last year
www.gentlemansride.com
- Oct 3rd-11th **Festival of Motorcycling**
Organised by the Classic Owners Club in partnership with several other local clubs, including the **Norton Motorcycle Club of SA**. A full week of events, day and night, culminating with the popular 'Classics At Hart' show. Steve Richter and Donald Hosier of the **NMCSA** have organised and are leading a ride through the hills on Tuesday, Oct. 6th, so please book some time off and support us. Check out the full itinerary of what is sure to be a great week for the South Australia motorcycle community
www.classicowners.org/festival-of-motorcycling-2020
- Nov 12th-15th ****Notice - Change of Date****
Australian Historic Road Racing Championships - MacNamara Park, Mount Gambier
It's officially on, so book your accommodation! 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/australian-historic-road-racing-championship-rescheduled-for-2020



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**

