

The

ENERGETTE

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



In this issue:

*Hills Rides,
Evening Rides
Beach Racing
Getting your head straight*

Norton

Issue No 132
April 2021





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:
Or EMAIL:**

NMCC of SA, 74 DRAYTON ST, BOWDEN SA 5007
secretary@nmcsa.org

ALL NORTON OWNERS, ENTHUSIASTS AND THEIR FAMILIES ARE WELCOME

NORTON MOTORCYCLE CLUB of South Australia Inc. Committee 2021—2022

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For Contributions, please contact editor;

*By Mobile: 0447 545 339
Or 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're complaining that there's only commandos in these issues and your international needs more lime light then send over some pictures. Just make sure you submit it with a story.

Cover photo:
Hoonery on the beach with Tom





Presidents Blurb

Donald Hosier

Dear Members,
How good has the riding weather been this summer! As a Canadian, I usually find summer here in South Australia to be my least favourite time of year to ride, but this mild season has been perfect. Too bad I haven't got my Norton back on the road and I'm stuck riding modern crap. Ah well, can't rush these things. I took my barrel and head over to see John M for some advice. He reckoned the rust pitted rings in the bores could be deeper than just the surface so recommended I go 2 thou over. The valves and guides were in good nick, the followers only need a slight grind, and the head-to-barrel gasket surfaces are good, needing only a light going over with a straight edge and some emery paper. While we were waiting for the pistons, John bead blasted the head and cut the valve seats, it's looking brand new. The piston kit has just come in, and there's a large box of bits from Andover about to arrive any day now. The re-bore is a few weeks off due to a backlog at the shop, but that's ok because the family and I are taking a trip to Uluru. Looks like a night or two in the shed when I get home.

We've had a couple more social night rides over the past month or so, they're proving to be quite popular. The last one saw us leave from Hectorville, where Jerome rocked up on his freshly rebuilt ES2. Not having test ridden it since getting the final bits together the night before, he looked a bit nervous when we first took off. We head-ed up Montacute Rd, myself in the lead, followed by Tom (still feeling pretty chuffed after winning a trophy at Sellicks Beach on his ES2), Jerome, and Dicky.



A good run, taking in some less travelled side roads, that lasted about an hour and a half, until we ended up in Gilles Plains for some beautiful Afghan food at Salam Charcoal Kebab House. Murray met us there and we hung out until closing, all having a good laugh. Being the posh types we are, the evening was finished with a cup of tea.

I'd like to thank you all for the support you've shown me recently after my Dad passed away in Canada. Obviously, I couldn't get there to be with him during his, thankfully brief, illness. He was quite young (I was a scandalous pregnancy) and he hadn't yet fully retired. Our relationship was built on old bikes. My parents divorced when I was 5 and Dad wasn't always around, though I'm not lacking in good memories of times we had when I was a kid. As I got older, we grew apart, as I began to realise our world views and ideals were very different and he was a pain in the ass to be around. But then I bought an old Honda, coincidentally the same model Dad had when I was a baby, and who's engine rebuild left a gouge in the dining

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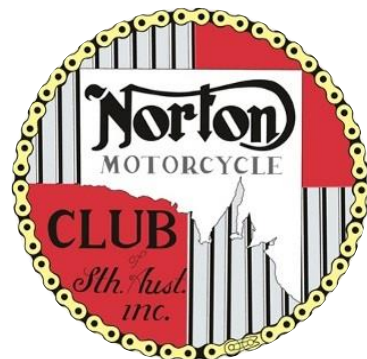
room table my Mom still uses to this day (precursor to the divorce?) He hadn't had a bike in years, having ridden quite a few in his youth. He once traded a VW for a Triumph Daytona, but then had to trade it back the next year when, surprise, he got my Mom preg-nant. Seeing me on a bike reignited his passion, and soon enough he'd bought one and we were riding together. Of course, my bike being older than me, meant I was soon in need of tools and a helping hand, so we'd spend time in the garage together. This was the most time we'd spent together than ever before, and having a task at hand kept us from getting into arguments about our differing values. When I showed up with my first Norton, a bike he had dreamed about when he was 18, there was even more time together. Hell, he was so pleased with me riding a Norton, he was only slightly pissed off when I ground down his Snap-On spanners to fit into the tight recesses around the cylinder base nuts. Heaps of rides followed, and lots of great memories, we even managed to talk about non-bike stuff and see eye-to-eye every once in a while. Dad was welcomed into my small band of riding mates, camping out at the vintage races with us, and his excellent welding skills came in handy for a few of us over the years. Without old bikes, my Dad and I probably would never have become close. Because of old bikes, we became mates. Because of old bikes, I have no regrets.

Your Prez,
Donald



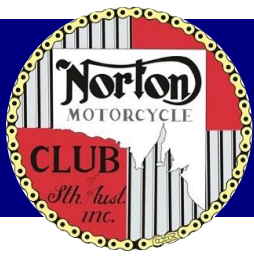
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Norton



Norton News



Sixty-Two races over two days of fast and furious action featuring a cavalcade of some of the most iconic, desirable, and historic motorcycles ever built, of course this is Sellicks Beach.

In addition to David Whitehead and his incredibly expensive Vincent Rapide bring thrashed down the beach we had entries from the NMCSA.



Norton Rides



Sunday, March 21st – Southern Vales Ride

I've been out on a few local rides over the past few months so thought I'd throw some of my favourite roads, and a few lucky dip selections, from down my way into a proper planned route and lead a Club ride.

Starting point was our usual at the 'Top 'o' Taps', at O'Halloran Hill. Phil was the first to join me, rumbled into the old weigh station on his gorgeous Featherbed framed Commando. We were soon joined by Dave, Bill, Dicky, Neil, and finally, Con. Everybody got a fresh, die-cut sticker from the Club's new batch, and then kicked the old bikes into action.

We set off and immediately turned towards Clarendon. Bypassing most of the village, along the top, via Potter Rd, we made our way on to Bakers Gully Rd, before turning off to McLaren Flat Rd.



From there we made a left and climbed the ever so delightfully twisty Whickam Hill Rd, which eventually turns into Range Rd, giving us some glorious views of the Gulf of St Vincent. Unfortunately, there's not much time for soaking in the sweeping vistas when you're roaring along a narrow, twisty stretch of bitumen. A wrong turn had us slowing down in the middle of a cycling event before coming out into McLaren Flat, which should be named McLaren Straight & Flat. Yawn. Though this early turn made us miss a few more minutes of good roads, we lost no time before rocking up out front of the Golden Fleece Café in Willunga for morning tea with a waiting Kate and young William, Dicky's wife and 7mo son. The throaty growls from the gaggle of air-cooled twins caught the excited attention a few kids on scooters, at the café with their parents. I made sure to give them a few of our 'Norton' stickers, because we gotta recruit the next generation of custodians for our machines.

While enjoying coffees and laughs, one of our newest Club members, Paul, showed up to say 'Hello'. We had a good chat and he ogled Neil's candy apple red Commando. He's not far off having his own Commando ready for the road, so we look forward to seeing him out on a ride with us soon.

We were having such a good time that we were there a bit longer than planned. Bill had to say goodbye, and Kate, Dicky, and William also bid adieu. Our now smaller gang made our way up Old Willunga Hill Rd then turned left until we came to a pleasant little road called Proctor and took a right. We took the long and twisty way to Mount Compass, and then popped back on the smaller, fun roads. Eventually we ended up in Ashbourne at the Greenman Inn. A few nibbles and more banter, then it was time for the rest of us to part ways. I had to get home to help my daughter make our Megan a birthday dinner, so I hurried along Bull Creek Rd to Meadows, and then from there over even more wondrous roads and to my doorstep in Coromandel Valley. Not a bad way to get home.

See you at the next ride!! Don

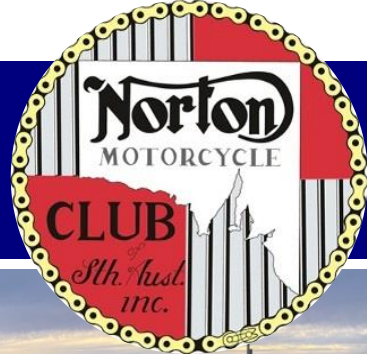


Norton Rides

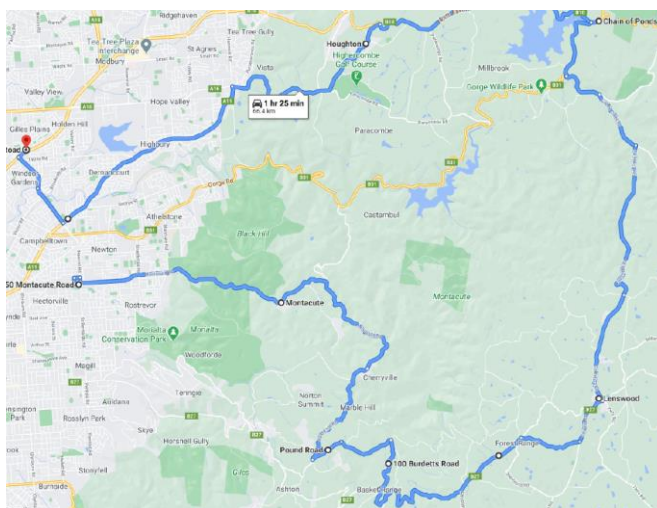
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Evening delights with 6V lights



You have to ask Lyndi why she is laughing.



Since the last mag we've had some stunning rides courtesy of ill president Don. If you ever need to know the best places to eat then just follow Don on one of his rides. The Burritos were superb and if you're lucky then he'll treat you to one of his (now trademark tea making ceremonies). Although if you do come along make sure your battery is charged or you will be sat at the lights part way home in the dark *cough* so they tell me.

Man of the month certainly goes to Jerome who somehow managed to keep up with Don's Ducati, my commando and Tom's Harley in the hills...



*Universal Sign of Hope
(Starting an ES-2 in a crowd)*



Norton Rides





ENERGETTE

Marketplace

Got a bike you want to sell? It doesn't have to be a Norton, anyone who is part of the club can post any type of bike.

Wanted - JOE SEIFERT C652 After any magazine articles and pictures
Dave Meldrum 0423 191 620

Wanted - pair of Mk3 crank cases to complete a 'spare engine' or at the very least have somewhere to keep all the bits in one place. Dicky 0447 545 339



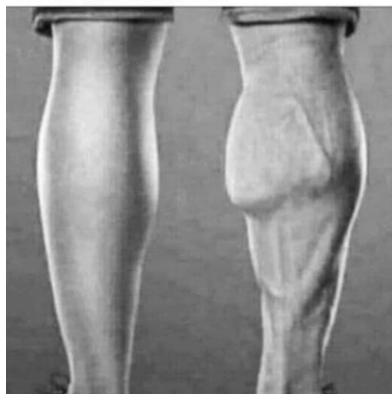
Norton Stickers

Remember last months hats? Well now we have Norton Stickers to add to the list.

If you would like hats (caps, buckets hats, beanies), shirts, stubbie holders, badges, and now some very fancy whisky glasses engraved with the famous Norton logo, or now that it's summer and over 40°C you can treat yourself to a nice thick black Norton Hoddie... or not.

For information on merchandise please contact Lyndi at the next club meeting.

**When you own a motorcycle
with kickstart ...**



Anyone got any Mk3 Cases?

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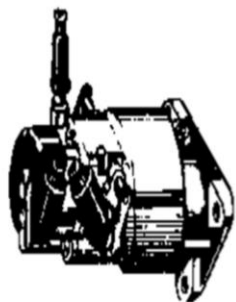
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Norton Ride Calendar 2020

Date	Ride	Start Point
18 th April 2021	TBA	TBA

AS ALWAYS 3RD SUNDAY OF THE MONTH - UNLESS WE DECIDE OTHERWISE ! OR COVID FORCES A DECISION ON US !

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

Recently Donald has been organising evening Thursday rides too so keep your details up to date on the mailing list



IN LOVING MEMORY OF

Peter John Williams

27th August 1939 – 20th December 2020

Friday 15th January 2021

at 3:30pm

MENDIP CREMATORIUM

News and Events

Sadly last year noted the passing of the legendary John Player Norton rider Peter John Williams.

As a Norton employee from 1969, Williams entered larger-capacity races on Norton Commando twins. He teamed with Charley Sanby to win the 1969 Thruxton 500 endurance race and was placed second in the 750 cc class Production TT race in 1970.

Williams won his only world championship race in 1971 in the 350 cc Ulster Grand Prix, and also won the 1973 Isle of Man Formula 750 TT race on a John Player Norton Special with a semi-monocoque frame, in the role of team designer/rider.

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**

