

The

# ENERGETTE

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

**In this issue:**

*Distinguished Gentlemen;  
Winter Rides,  
View from the Shed  
Murray's 'new' Model 18*



**Norton**

Issue No 134  
August 2021



<http://www.nmcsa.org/>



**WEBSITE: [www.nmcsa.org](http://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](mailto: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](mailto: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:  
Murrays 1937 Model 18**





# Presidents Blurb

## Donald Hosier

Hello Nortoneers!

We are well and truly into the depths of winter now, I can't even walk out to the shed without getting soaked. At least I've been getting out there, with little chance of riding anyway. I've done my time riding in the rain after years of commuting on bikes, sometimes even during Canadian winters. I'm a fair-weather rider now, and I have no shame in that, if no other reason that I can't be stuffed cleaning in all the nooks and crannies when the ride is over. So yes, I've been spending these rainy days in the shed, slowly putting the Commando's engine back together, as well as doing projects for the kid who has decided she's a witch and needs to redecorate her entire room accordingly. Parenthood is interesting. It's been well over a year since the new Norton Motorcycles went bust then saved by Indian motorcycle company TVS. They've put an Englishman in charge of operations, CEO John Russell. He's a motorcycle guy, having spent many years as VP of Harley Davidson Europe, and he has been busy building a new purpose-built manufacturing facility, hiring more staff, and importantly, filling backorders for customers who'd been stuffed around by Stuart Garner. So far so good, it seems, and I'm looking forward to seeing Norton back in dealerships... again. As I've probably said before, I'm particularly interested in the Atlas 650 parallel twin that was introduced just before everything went awry back in early 2020. Who knows, perhaps that will get me on a modern bike. More Norton news to keep you busy during these dreary days, Andover Norton has added a 'Tech Database' on their website, [www.andover-norton.co.uk](http://www.andover-norton.co.uk). Also, if you've never checked out the tech articles by Norton specialist Fred of Old Britts, be sure to download them now before the website



expires. Old Britts was a US based shop run by Fred and his wife Ella for many years. They designed and manufactured many of their own parts and special tools, however they have recently retired. Check out their site [www.oldbritts.com](http://www.oldbritts.com) and have a look at their extensive technical library. And for a bit of entertainment, check out a short film/advert for NYC Norton, the race and restoration shop run by Kenny Cummings in New York. A great little bit of film which you can find here [www.az.studio/nyc-norton-pulse](http://www.az.studio/nyc-norton-pulse). Kenny's latest custom Norton graces the cover of Australian publication Retro Bike's current issue. A no frills 750 twin in a gorgeous Trackmaster frame. Be sure to pick up that mag before its sold out. That's it from me this month, I'll see you all at the meetings and rides, and don't forget the Australian Historic Road Race Championships coming at Mac Park soon, it's gonna be a good weekend.

# Norton Sheds



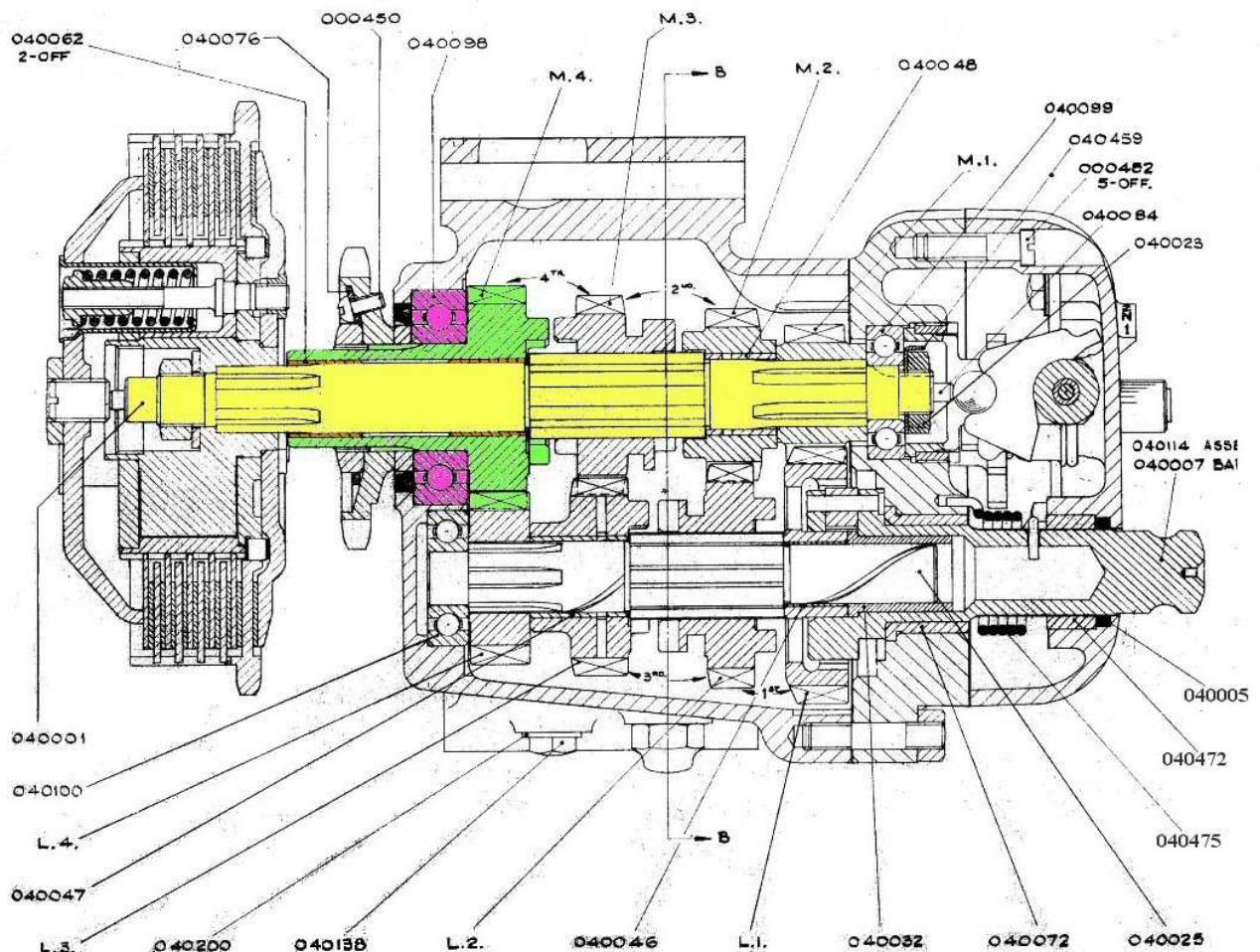
This winter I started to have some trouble with the dommie clutch where when I set off the clutch would grab then break free, grad one acain and break free and then finally grab before pulling away. I adjusted it, checked for run out, asymmetric rust pitting on the plates then nothing.

However, then I got the bike on the Centre stand and rotated the clutch without the primary chain on (and in neutral) there was an incredible

Amount of drag on the final chain. So why? Have a look below and see if you can figure it out before you turn the page?

Picture taken from access Norton with unknown copyright.

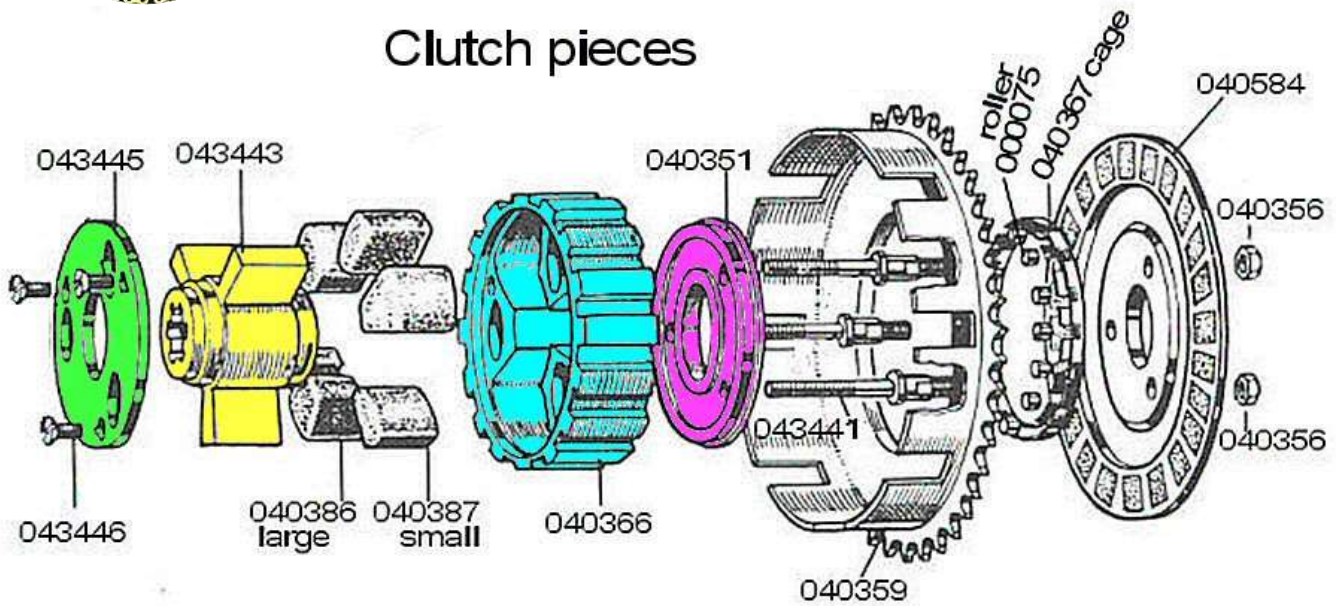
<https://www.accessnorton.com/NortonCommando/norton-amc-gearbox-4th-gear-bushes.20356/>





# Norton Sheds

## Clutch pieces



So, here's the culprit. The clutch spider (043443) had broached completely through and the full 60ft-lb was pressing clutch spider on the output shaft of the gearbox (shown in green in the previous diagram).



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Comparing the two the shoulder on the spider is clear to see in the new one. Strange fault!

Dicky

# Norton Rides



Sunday, July 18th 2021 'Southern Ride' A wet and windy day was predicted by the BOM, as had been the norm for most of the week, so I wasn't expecting anyone to show up. Nevertheless, as they say, "Neither snow nor rain nor heat nor gloom of night stays these couriers from the swift completion of their appointed rounds". Or in layperson's terms, the Ride Captain is obligated to show up at the start point regardless the weather. Surprisingly, I woke to birds singing in clear skies. Still, I made my way to 'Top o Taps' expecting to retrace my steps in a short while. Just as I was thinking I'd be enjoying fresh eggs for brekky in the comfort of my home, along comes our Treasurer, Neil, and after a quick chat and agreeing we'd take the day as the weather allows, we were off into the Hills. We followed a similar route as I'd plotted earlier in the year, with a few random variations as the mood took me. This had the unintended outcome of riding a few dirt roads, but we managed them with ease and with no noticeable decrease to our pace. Many roads were still wet from all the rain, but as luck would have it all the important roads, ie the twisty ones, seemed to have dried out for us. There was quite a bit of storm debris, along



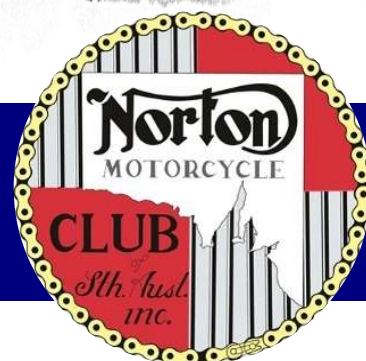
Range Rd towards Willunga, which kept us on our toes. We stopped for coffee and brekky at The Golden Fleece Café, as well as a lot of good banter. It is here I took the only photos of the day, enjoy, it's art. Moving along, we again followed the previous 'Southern' route towards Yundi. I love the farmland around there, it reminds me of the fertile valleys around my family farm back in Canada. Australia is so much more than deserts and beaches, and our little slice of heaven along the Fleurieu Peninsula and the Adelaide Hills is proof of that. Once again, I followed my instinct (or my ADHD riddled mind) and took some random roads that I'd not been on before, and once again we ended up laying tracks and kicking up rooster tails on gravel. At one particular ford crossing, we could see the distinctive marks

where the water had risen to recently. Had it been at that level on the day, we would've been forced to turn back as it was well up to our waists. I must admit we were a bit disappointed there wasn't at least a little bit of water on the crossing, it would've made for a great photo with the bikes in there. After an excellent run along Cleland Gully Rd, we followed Bull Creek Rd and inevitably found ourselves sitting on the deck at The Greenman Inn enjoying pint. Always a pleasure having a one-on-one convo with a fellow Norton Club member, it strengthens my belief that we are more than just a motorcycle club. Being responsible types, after once pint we back in the saddles to enjoy the home stretch along Bull Creek Rd to Meadows, then through to Kangarilla and Clarendon and finally Blackwood. The clouds held off and it was a most enjoyable day on beautiful roads. It was great to be out on the bike after a long spell of heavy rain, and especially looking back now after a couple more weeks of miserable weather. I'm looking forward to the coming finer weather



# Norton Rides

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# Norton Bikes

During this issue, Murray and Caleb kindly bought in their 'new' 1937 Model 18 to the July NMCSA club meeting.

Designed prewar by James Lansdowne Norton himself, and prototyped in 1922, the overhead-valve Norton made little impact in that year's Senior TT. Although at Brooklands O'Donovan raised the world 500cc kilometre record to over 89mph using the new motor.

*Brooklands record breaker*



From this success a road-going version - the Model 18 - was designed for 1923, establishing a reputation for both speed and reliability.

TT success did finally come when Bennett won the Senior TT for Norton in 1924 and, demonstrating that racing really did improve the breed, the Model 18 gaining Webb 'heavy weight' forks with double sided friction dampers and better brakes for 1925 as a direct result of the works team's experiences.

The Model 18 had a very 'Vintage' look until 1931 when the range was extensively redesigned with additions such as dry-sump lubrication and rear-mounted magneto being standardised, the most obvious external alteration in its appearance before then being the adoption of a 'saddle' tank for 1929. There were numerous improvements made to the engine throughout the 1930s, including enclosure of the valve gear, while Norton's own four-speed foot-change gearbox replaced the old Sturmey Archer in 1935. Production of an essentially unchanged 1939 model resumed after WW2.



*Straight from the shed in Cornwall UK.*



# Norton Bikes



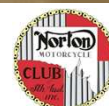
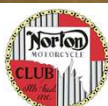
Murray found the bike over in the UK in Cornwall and bought it (full covid conditions) without actually seeing the bike. Brave. Very brave.

Murray bought the bike from Cornwall, however bringing it over is not for the faint hearted at \$3000. However, the bike arrived in great condition (thanks to Shippo) – even with a little ramp inside the crate.

Once into Australia, the cost wasn't over as customs want to get their share of the bike actually runs.

So what does Murray have planned? Leave alone or total restore? Well that's his choice to make.

But if you're deciding on a restoration yourself, like Murray, then getting a young enthusiast to help you and get the helper trained up themselves to pass the skills down from generation to generation. The federation supports this by providing grants for the purpose if you need.



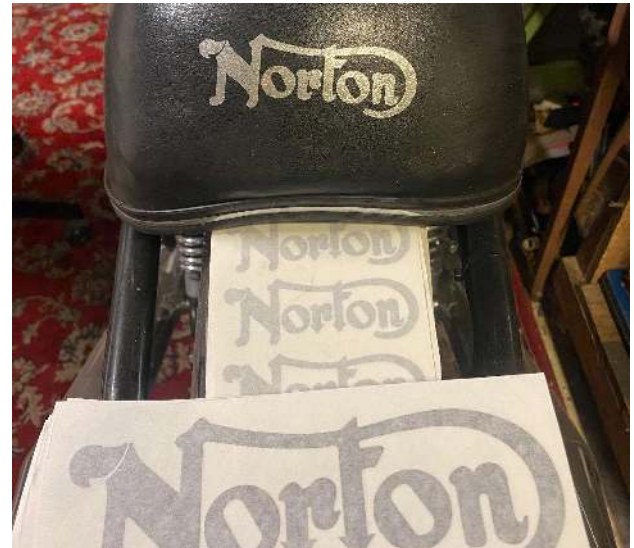


# ENERGETTE

## Marketplace

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.



### Buying anything?

### Norton Stickers

If you want to buy anything then you will find that the post is crippling. As a club if you want to buy anything then reach out to other members in the club as they may need things too. Sharing the postage is a pretty good idea these days.... I've just bought a set of stainless rims and spokes from the UK to the cost of £160 (more than the cost of a single rim and spokes), so well worth sharing the postage.

**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.**

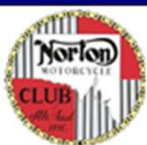
**Wanted** - JOE SEIFERT C652 After any magazine articles and pictures  
Dave Meldrum 0423 191 620

**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



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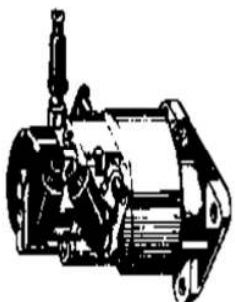
*Please ring Murray first & make an appointment*

# OK2F

*"Keeping the past in the future"*

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# Norton Calendar 2021

Date	Ride	Start Point
15 <sup>th</sup> August 2021	TBA	TBA
19 <sup>th</sup> September 2021	TBA	TBA
17 <sup>th</sup> October 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](http://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**



Oh look another commando.

Inspired by Murrays model 18, bring out your Internationals, Jubilees, ES2s, Dommies... lets celebrate the early times with the next rides.



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**

