

The

ENERGETTE

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

In this issue:

*Rides
Christmas lunch
Making your bike stop*

Norton

Issue No 136
December 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

PRESIDENT	Donald Hosier	0433 318 503/ editor@nmcsa.org
VICE PRESIDENT	Barry Miller	0407 590 004
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LIBRARIAN	Murray Norton	0438 682 215
CLUB CAPTAIN	Jerome Munchenberg Murray Norton	secretary@nmcsa.org 0438 682 215
REGALIA OFFICER	Lyndi Tietz	regalia@nmcsa.org
PUBLIC OFFICER	Barry Miller	salembri@adam.com.au
EDITOR	Dicky Lynch	0447 545 339 / editor@nmcsa.org
HV REGISTRAR'S	Ian DeLaine Dave Rocklyn	0407 617 256 0423 498 781
FEDERATION REP	Murray Norton	0438 682 215
WEBSITE ADMIN	Donald Hosier	admin@nmcsa.org

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:

Tom trying to hide the Italian bike in the row of Nortons





Presidents-Editors Blurb

Donald Hosier

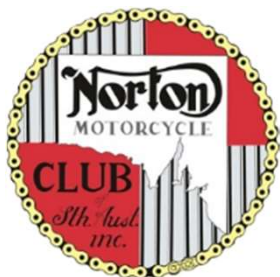
Well, what a year.

We've had lock downs, new strains, limitations on travel, vaccinations and nothing has limited the club. This year we've gone from strength to strength with cash in the kitty for starters at the Christmas party, new marquee and more members. Looking back over the year we've kept the club spirit going with many rides (often ending in a dirt road, the occasional U-turn) but always ending in a story.

As to the new marquee, have a look at this photo from the Lions club show, showing our pres' beaming by the show award for the best stand. Not bad. Not bad at all.

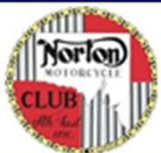
So here's to a new year, but remember there is not meeting in January, so see you in February, if not see you over a ride.

The editor, Dicky



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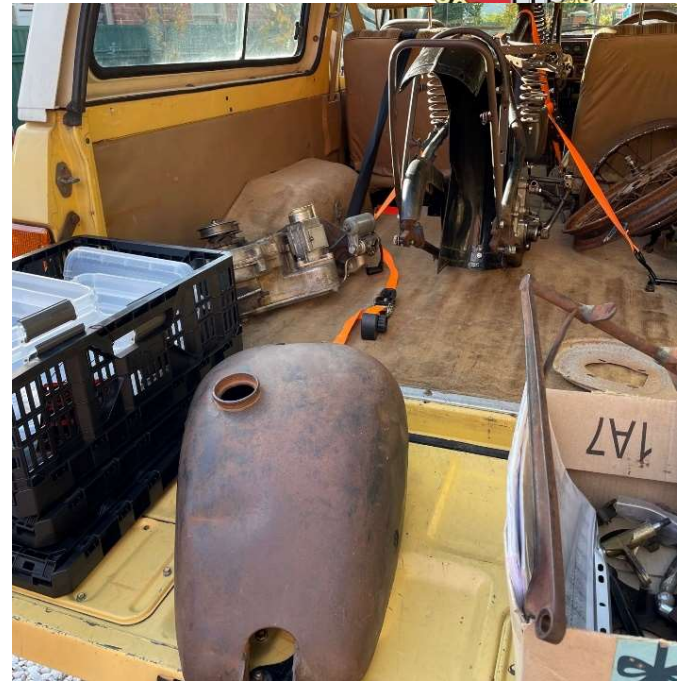
Norton Clubrooms



We meet each month at the Velocette Club Rooms, but who knows much about this marque?

Founded in 1904 by John Goodman (born Johannes Gütgemann) and then sadly defunct by 1971, the company was originally called Veloce Ltd and produced small two stroke motorcycles known as Velocette, or 'little speed'. Later on, they produced larger and larger motorcycles which they tried to market as Veloce... however, as people already knew the brand name Velocette and had no idea who Veloce was, the name returned to the marque we know today as the home of our NMCSA monthly meetings.

So, onto the story. I thought that I would like a project while the lad was growing up and have loved this marque after riding out with my uncle as a lad myself. I bought the 1937 MAC a couple of months



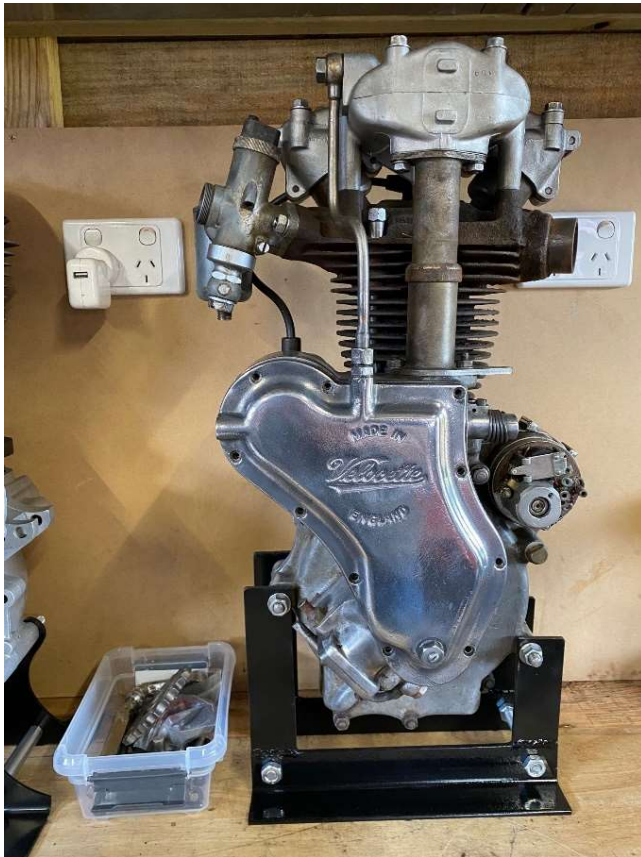
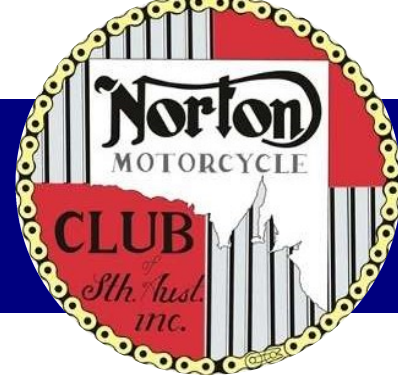
Darling, can I buy a motorcycle and put it in the house? Take it to bits in there too?



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Norton Clubroom

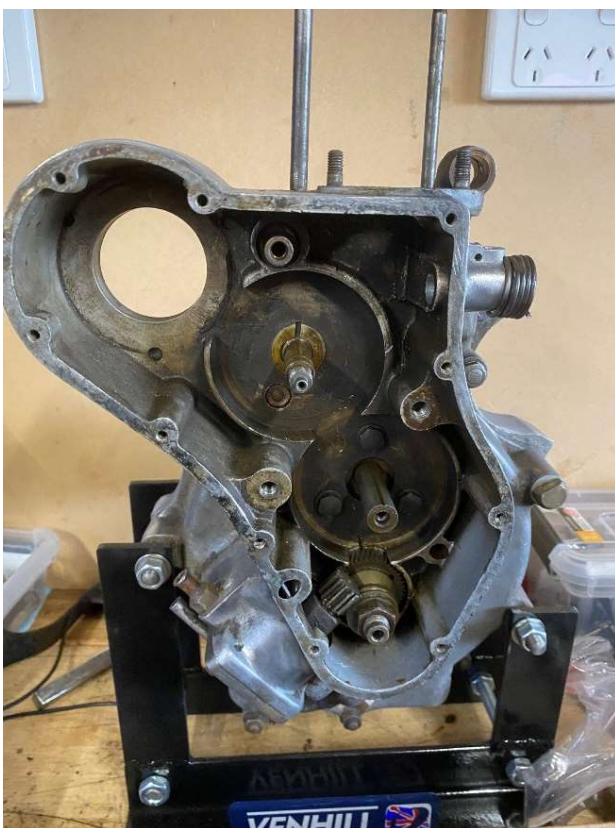


Ago from a Velocette club member and bought it home to the delight of the wife.

The good thing about being in the NMCSA is the network of people you have to help. These old bikes are not just for the older generation although the skills to repair them usually are. So, it's a benefit of the club where expertise and advice is on tap.

Currently, the cylinder and head is with John Mac for rebores out to plus 60, and a head makeover involving the replacement of the valve guides. Other experts (thanks Adrian) are on hand to provide good sources of information to avoid pitfalls. Other people provide recommendations on where to get powder coating, water blasting (see the results below! They look brand new. And others provide mocking amusement to keep you sane during the process.

Recognise this from the NMCSA club wall?



Water blasted cases



Norton Clubroom

So where am I now? Have a look at the picture to the right. It's slowly getting there. The pleasure of doing the tinware (cutting and grinding out the rust, welding in new sheets, making cominents you just can't buy (see the friction adjuster below) and sitting on the floor with a beer staring at the bike until the plan forms.

For whatever you are working on in the shed I'm looking forwards to getting on the bike and heading out for a ride. See you at the next club meeting.



Dicky.

Progress so far (picture above)



Best Mechano kit ever.





Christmas Ride

After meeting up at the Basecamp café and loading up on coffee we were ready to start the ride, with Donald at the helm. It was an excellent turn out, with many people bringing their Nortons along for the ride.

Of course, the ride didn't quite go as planned. With a few obligatory U-Turns, dirt roads missed turns, breakdowns and finally abandoning the last part of the ride to get to the pub on time, but it couldn't spoil a perfect day on the bike.



President 'flat out' working

Stopping for repairs



After one breakdown (well noticed in a petrol station) and other near breakdowns (my ignition timing had wandered my 1960 Slimline Dommie was idling like a pig) we made it to the pub.

Anyway, a huge thanks to Lyndi for rocking up early and setting up the room, organizing out raffle prizes. You brought some magic to the festive season for us.

Here's to the end of a very strange year impacted by covid and to many future rides in the next year.

Happy Christmas one and all, Dicky

Fantastic Christmas



Norton Rides



Norton Brakes



Norton Commando Disc Brakes

A common question from “new” owners of Commando’s is why doesn’t the disc brake work? If you have an Electric Start - its twice the question.

There are many reasons , and most long term owners have improved their machines braking with a variety of ways.

Firstly, I would say - the below is from my experience and I am capable of performing the tasks required.

The Club welcomes the opportunity to assist members in all ways and this article should be used as a guide to known issues and options that should be considered if you have a 40 year old motorcycle and find the braking performance lacking. If you are not mechanically minded, find someone who is competent and qualified to be doing anything that involves your brakes.

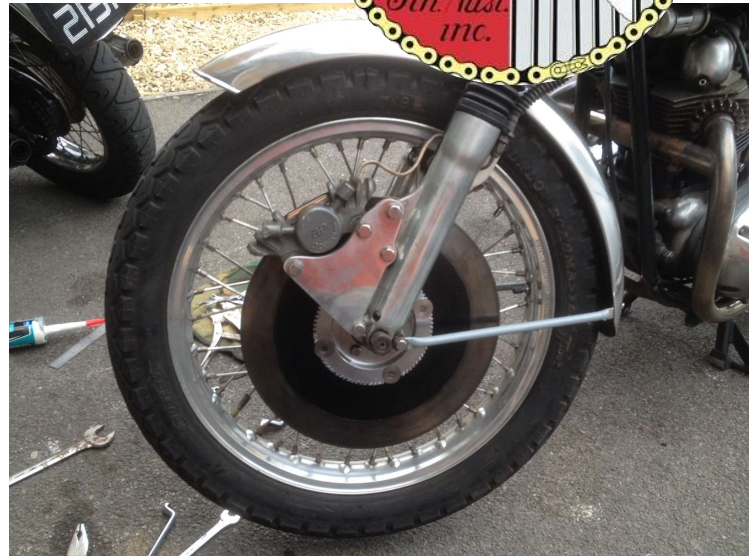
First off. the Norton Commando was one of the first British bikes to introduce a front disc brake.

At the time the design was a huge improvement over the drum set up. This lead to concerns that new owners were going to grab a handful of front brake and go head over heels. The original design was softened mainly by the fitment of a master cylinder lever that reduced the pressure (mechanical advantage) on the Master cylinder piston. It gave a very wooden feel to the brake and certainly achieved the goal of reducing the power of the disc brake. Diminished power is further created by lack of maintenance as many bike were little used or sat in American sheds for 30 years before being liberated to a new life here in Aus !

Brakes require servicing. Yes just like you would service and adjust your tappets or primary chain or carbs etc.

First off , the condition of the disc should be checked . If in doubt - take it to the experts.

Any remnants of the factory chrome flashing should be removed.



A disc that is badly scored rust pitted or worn should be replaced. <https://andover-norton.co.uk>
The caliper must be stripped and inspected and cleaned thoroughly .

Old ones are invariably filled with mud. Yes brake fluid will absorb water and after donkeys years it becomes sludge. Original pistons were chrome plated which go rusty and seize up. Usually at least one piston will be seized, no floating brake set up here .

First soak the bleed nipple in penetrating lube and see if you can get it out. Both penetrating lube and heat may be required if it hasn’t been off in 30 years. It may break off . once loosened , just nip it up again. We will remove it a bit later.

The caliper end cap is best loosened whilst still on the bike with the correct peg spanner.

Both penetrating lube and heat may be required again to expand the aluminium around the steel cap. Once loosened , nip it up again.

Now disconnect the brake line and remove the caliper from the bike. Remove the pads.

I have just replaced my Lockheed pads that were in there since the 80’s . I kid you not.

They work and I put in a pair of NOS i still had in the drawer :)

Correct pads make a difference.

Andover Norton stock current offering Lockheed pads





ENERGETTE

Set the caliper up in your vice and fire up a decent compressor.

Put a bar across the outer piston to stop it moving inwards and blow compressed air into the fluid inlet hole. I put a short piece of clear hose on the end of my air gun and shove it in there. With any luck the inner piston will pop out.

Then remove the end cap . push out the outer piston , remove the seal and then push through the inner piston. Remove the inner seal . All ready to be cleaned.

Replace the pistons as well as the seals.

I put in stainless steel pistons donkeys years back , never a problem with corrosion since. I just service the caliper as part of my maintenance routine.

If your brake lines are still original, replace them. PBR in Holden Hill are still doing this kind of work or buy new from Andover. I have seen old brake lines blocked internally like a 40 a day smokers arteries.

Once you have done all this - your master cylinder at least has a chance of performing the job it is meant to do.

Here the choices start.

Of course - minimal is strip , clean and replace the piston / seals .

But if you want to really improve the brake's performance there are options.

Some owners have simply fitted a lever with a more curved blade - gives increased pressure on the piston.

There is a theory that the master cylinder bore needs to be sleeved and enlarged to 13mm , however the Triumph Bonneville set up of the era uses the exact same bore piston and seals as the original Norton set up, so I debunk that theory based on experience.

Triumph had different lever and pivot point , it all bolts up to the original Lucas switch gear and makes a huge improvement. The brake light switch needs to be changed from the pressure type to Triumph mechanical type - the Norton one usually blocks up after many years of no maintenance and stops working anyway. Often sold these days as Les Harris Bonneville master cylinder.

Some owners fitted Brembo Master cylinders sourced from the USA , also great improvement , but loses some originality and doesn't bolt up to the Lucas switch gear.

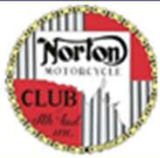
Andover Norton offer brand new updated master cylinders because your old one probably has a worn bore anyway and stainless pistons , discs and all the service parts you would need to keep your bike working well whilst still looking original .

You can buy direct or through one of their authorised Australian stockists .

Rocky

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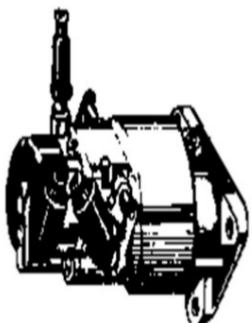
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Norton Calendar 2022

Date	Ride (Stands up @ 10am)	Start Point
16th January Hills	Basecamp Café	541 Glynburn Rd Burnside
20th February	Fleurieu & South Coast	Old Weighbridge SE corner of South Rd & Black Rd

Upcoming Events

1st & 2nd January 2022 - SA HISTORIC CHAMPIONSHIP - Mac Park The Historic Motor Cycle Racing Register of SA annual championship. NMCSA supported event, great track, great bikes, great people. Go cheer on some of our own, Dan Gleeson, Barry Miller, plus a whole bunch of other fast Nortons. More info at www.historicmotorcyclercing.org

13th February 2022 - All British Day - Echunga Another event where the NMCSA makes a good showing. C'mon, let's put our new marquee to good use and try for a record entry this year. You can even enter your 'project' bike. Entries close soon! More info at www.allbritishday.com

Veterans Rally WA



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**

