

The

# ENERGETTE

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

**In this issue:**

*Rides  
Look back on 2021  
Norton through history*



**Norton**

Issue No 137  
February 2022



<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:**

**Summer rides on Neil's Commando**





# Presidents-Editors Blurb

Donald Hosier

Dear Members,

Hello and welcome back! I hope you all had a wonderful holiday season, with a good amount of time with family and friends, and perhaps a bit of riding and spannering.

January 1st and 2nd saw the annual Historic Motorcycle Racing Register of SA state champs at Mac Park. I wasn't able to attend this year but it sounds like it was another great even. Barry went down with his new Nor-ton and pitted with Dan, apparently a good time was had by all. Once again, our Club sponsored the event with a 'Best Norton' trophy, which this year was one by our very own Dan Gleeson! Dan also won P3 700cc Championship on his Dommie, and P2 Unlimited on his Inter. And we know he did with a big smile on his face.

2022 has taken off with a bit of a shaky start now that the All British Day has been cancelled. But the Festival Of Motorcycling committee has stepped in and pulled together a last mi-nute British Motorcycle Day to be held in Balhannah on the 27th of February. How good is that?! The NMCSA will be there with our fancy marquee, so lets keep them machines polished and ready to go! Only a \$10 entry fee at the gate for bikes, \$5 for spectators, with all proceeds going to the SA Health and Medical Research Institute.



That same weekend is the Ballarat swap meet, so we can be sure Con will be making an interstate trip in a couple weeks. Hey Con, can ya bring me back a cheap 16H? I need a good trail bike.

Hm, what else is new? Not much with all this Covid stuff still going on, my daughter had it for a few days so our family was isolated for 2 weeks. 2 weeks off work and I couldn't even get out for a ride! It's a cruel joke, I tells ya.

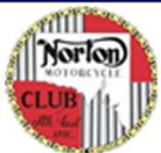
Well, hope to see you out on the roads and at the meetings, folks!

Your Prez,

Donald

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Norton

# Norton History



Here's a look back on some club history. These pictures were sent in by Tony for the vintage and veteran run from 2006. So at 16 years ago the club bikes seem positively new by comparison.

One thing that really stands out just how timeless these bikes are. The pictures could have been taken yesterday.

If you have any only pictures that you would like to be included in the magazine then send them into the editor. [editor@nmcsa.org](mailto:editor@nmcsa.org)



*Vintage Veteran Run 2006*



# Norton History





# Norton Bikes

September 27, 1951.

MOTORCYCLING

## BRITISH MOTORCYCLES of TO-DAY

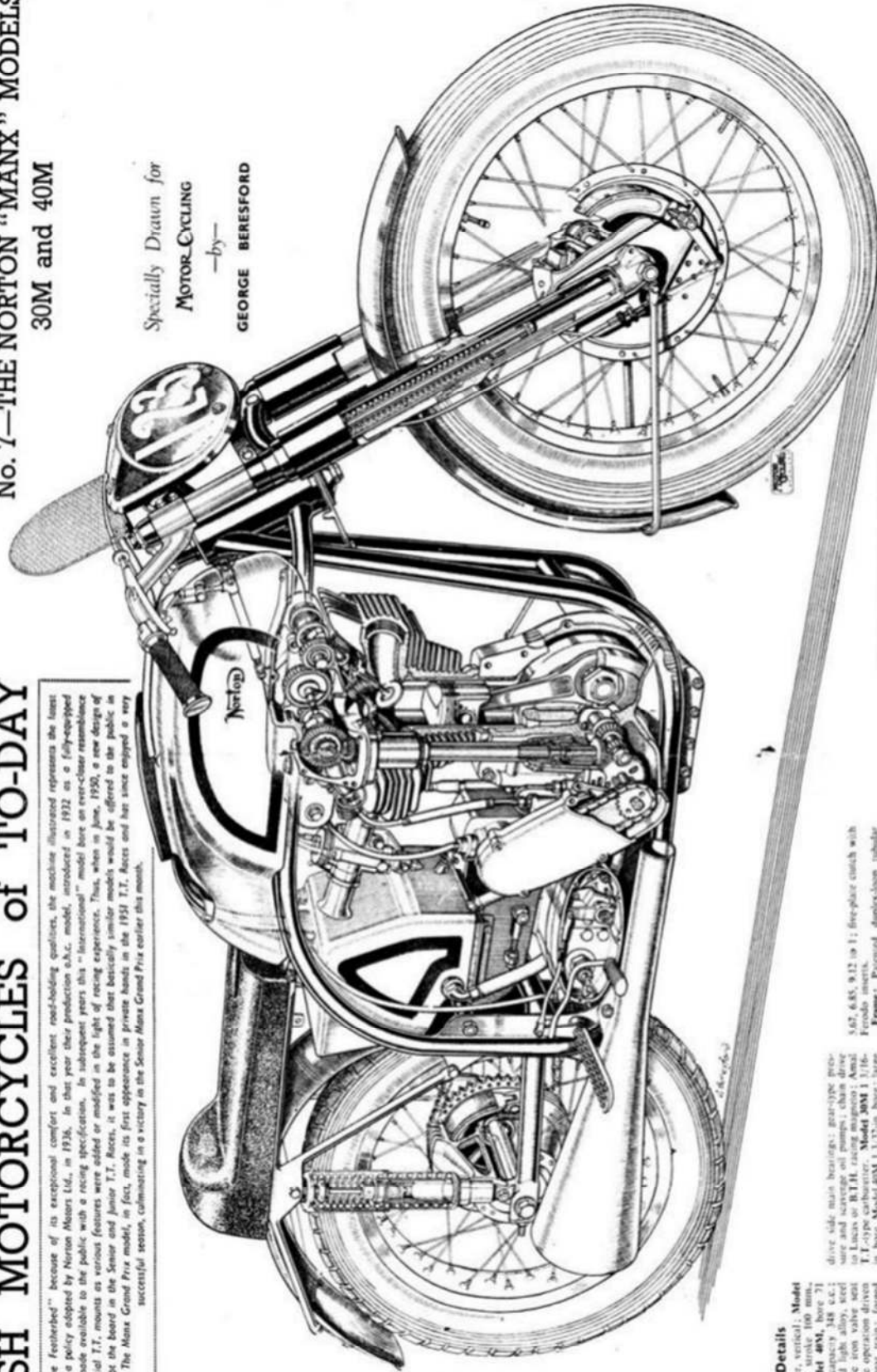
**N**ICENAMED "The Featherbed" because of its exceptional comfort and excellent road-holding qualities, the machine illustrated represents the latest development in a policy adopted by Norton Motors Ltd., in 1936. In that year their production s.b.c. model, introduced in 1932 as a fully-equipped roadster, was first made available to the public with a racing specification. In subsequent years this "intentional" model bore an even clearer resemblance to the factory's special T.T. mounts as various features were added or modified in the light of racing experience. Thus, when in June, 1950, a new design of "works" racer swept the board in the Senior and Junior T.T. Races, it was to be assumed that basically similar models would be offered to the public in the following year. The Manx Grand Prix model, in fact, made its first appearance in private hands in the 1951 T.T. Races and has since enjoyed a very successful season, culminating in a victory in the Senior Manx Grand Prix earlier this month.

## No. 7—THE NORTON "MANX" MODELS 30M and 40M

Specially Drawn for  
MOTORCYCLING

—by—

GEORGE BERESFORD



### Technical Details

**Engine:** Single-cylinder, vertical; Model 30M, bore, 79.62 mm., stroke 100 mm., capacity 499 c.c.; Model 40M, bore 71 mm., stroke 100 mm., capacity 516 c.c.; cylinder liner, Austenitic iron valve seat inserts; twin o.h.v. valve operation driven by vertical shaft and gear train; forged light-alloy piston, standard compression ratio; Model 30M, 8.67 to 1; Model 40M, 10 to 1; Models 30M and 40M, 13 to 1; forged and machined "H" section steel connecting rod, triple-row roller bearing with duralumin cage, 1.7/16-in. diameter hardened crankpin; deeply ribbed Magnesium-alloy crankcase and covers. Drive side mainshaft 1.125-in. diameter. Drive side mainshaft sprocket 27 teeth; side double ball bearing, ball and roller

drive side main bearings; gear-type primary and secondary oil pumps; chain drive to Lucas or B.F.H. racing magneto; Amal T.T.-type carburettor; Model 30M 1 1/16-in. bore; Model 40M 1 1/32-in. bore; large gear oil filter incorporated in timing side crankcase; lubrication: Primary chain (15-in. by 5/16-in.) with light-alloy chain guard; rear chain (11 in. by 1 in.) with light-alloy chain guard, lubrication to both chains by calibrated jet feed from main oil tank; four-speed Norton gearbox with removable mounted pop-up foot-actuated speed ratios, 4.64, 5.1, 6.18, 8.22 to 1; Model 40M with 18-tooth engine sprocket 5.16.

3.67, 6.85, 9.12 to 1; five-plate clutch with Ferodo inserts. Frame: Forged duplex-loop tubular construction with cross-over tubes at steering head, all tubes chromed; rubber pivot bushes, oil-damped spring and shock-absorber units; Norton telescopic hydraulic dampers front forks. Wheels: Alloy rims, magnesium hub castings front and rear with iron brake drum linings; single feather-like spokes. Rear: rubber sprung on top fork leg, fixed Avon racing tyres front and rear by 19-in., rear mudded 3.50 by 19-in.;

light-alloy rubber-mounted racing mud-protectors. Tanks: Light-alloy petrol tank of special shape with capacity of 5 1/2 gallons, located on sponge rubber strips fixed to top frame; tubes and secured by central strap; light-alloy oil tank, capacity one gallon, mounted on rubber buffers and through-outlet; Enros quick-action filler caps. Bearings: Shimmed on top fork leg, driven by cam-box level shaft; extension

**Other equipment:** Special sponge rubber racing seat with backrest; wire gauze fly screen; racing number plates; megaphone extractor; light-alloy racing front brake and clutch levers; fork stanchion-mounted racing handlebars. Dimensions: Wheelbase, 56 in.; overall length, 74 in.; overall width, 24 in.; overall saddle height, 30 in.; dry weight, 298 lb. Performance: Model 30M, maximum permitted r.p.m. with compression ratio of 8.67 to 1 on 80 octane fuel approximately 6,200; Model 40M, maximum permitted r.p.m. with compression ratio of 8.96 to 1 on 80 octane fuel approximately 6,800. Prices: Both models £136, plus £10 for accessories, total £146 14s. 5d. Made in Britain by Norton Motors Ltd., 100 Bridge Street, Aston Cross, Birmingham. #33

A detailed line drawing of the iconic Manx Norton. Drawn in 1951 by George Beresford for Motor Cycling Magazine



# Rides

We had a great ride yesterday and I am proud to say 5 of the 6 bikes that made the ride were Nortons (It would have been 6 out of 6 but Phil swears his Commando is making odd noises)! Anyway, an outstanding turnout! Joining me and my '59 ES2 at Basecamp Cafe were Neil Gloyn, Barry Miller, Phil Allen, Phil Cassidy & Ed Lowry.

Departing Basecamp Cafe, the ES2 spluttered and died at the roundabout! Embarrassing and very abnormal! I had to waddle over to the footpath to kick her back into life. She then proceeded to splutter up Greenhill Rd. An inauspicious start but, thank god, she quickly came good! We later decided later it was probably some detritus momentarily caught in the carb.

Nothing makes an ES2's heart beat faster than knowing a pack of hungry Commandos are chasing her tail, and I was proud of the way she often outfoxed them through the twisties on the run to Cudlee Ck via Corkscrew Rd. She is so nimble and (touch wood) her heart beats almost indecently strong!

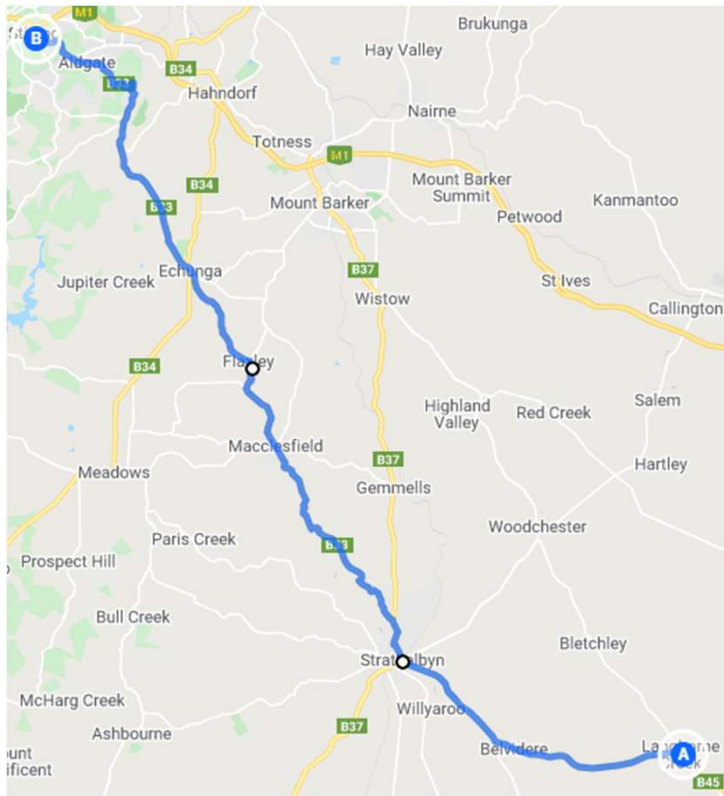
The Cudlee Ck Cafe was at its usual chaotic mess with drinks and snack orders getting badly screwed up. I won't be going back in a rush. Perhaps we should have stopped off at the Cudlee Ck Tavern, as there was a very tasty Vincent parked out front?!

From Cudlee Ck it was up to Lobethal (where Barry departed for work) and across to Woodside for fuel. By this stage the 'ol '59 was in dire need of a drink (22 litres!) before once again sprinting off with the Commando hounds hot on her tail.



*The ever nimble ES2*

## Langhorne to Sterling



Up through Brukunga and Callington we 'raced' (well, she takes her time getting up to pace - but maybe that's why her type are nicknamed the 'Easy 2?'), and onward to Wodchester, all the while maintaining a healthy albeit vibey (read: 'finger numbing') 65-70mph. A left turn, then another, and we were on the final sprint to Langhorne Ck - our lush, green lunchtime wateringhole - for a well deserved rest.

At The Bridge Hotel we met up with Gerry Roley on his very red and very clean Commando. It was good to see him looking so well after his recent cancer treatment. Anyway, we couldn't have asked for a better spot for lunch - lovely shaded outdoor seating, and delicious meals served promptly. Highly recommended!



# Norton Rides



Issue 137 February 2022



# Norton Rides



We somewhat reluctantly left the Bridge Hotel (I reckon we could have idled there for hours!) for Strathalbyn and another fuel pitstop. From there it was the classic ride back toward Adelaide via Macclesfield, Flaxley, Echunga, Mylor (where Neil and Phil Cassidy peeled off), Aldgate and, finally, Stirling - where Phil Allen and I officially closed the ride with a few celebratory brews at the Stirling Pub.

All in all, a magic day!

Please consider joining us in future as they are heaps of fun...

Regards,

Jerome





# Norton Logo

Ever noticed how the Norton logo has evolved over time? When it first appeared the text was strikingly different and barely recognizable as what we know and see today.

Over the years the brand has subtly changed from the more familiar 1921 logo to what we see today with the registered trademark and "motorcycles written below the logo.



Inspired by this I thought it was time to make some art for the man cave, so using the 1961 logo (right in the middle of the ES2, Dommie and Commando) I had three of these signs laser cut in stainless steel.



If you want one then let me know, you can have one at cost as we are a not for profit club.

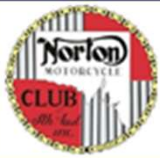
Dicky



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Please see the new Norton company website for further information on these trademarked signs.



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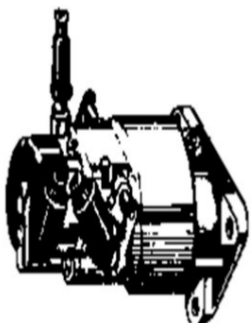
***Please ring Murray first & make an appointment***

# OK2F

*"Keeping the past in the future"*

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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.historicmotorcyclerracing.org](http://www.historicmotorcyclerracing.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](http://www.allbritishday.com)



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**

