

The

ENERGETTE

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

In this issue:

*Collingrove Hillclimb
One Step Forward
To modernise or not*



Norton

Issue No 141
October 2022



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



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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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:
Getting Ready for the climb**





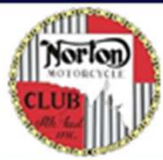
Presidents-Blurb

Donald Hosier

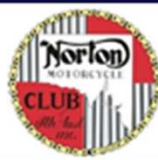


Dear Members, Spring has sprung!!!! Still a few rainy periods but the sunny days are sensational. I've been out on the bikes a couple times on the good days and it has really brightened up my mood. I'll tell what else has brightened my mood, riding a beautiful Featherbed ES2, what an honour that was. I've never ridden a Featherbed properly, only a couple bikes over the years around the block, so I've not got to see if the McCandless brothers creation truly lived up to its reputation. By gol-ly, it does! At first I found it a bit heavy to tip into corners, but once I pushed on the bars more deliberately, it held the line perfectly, no matter the road surface. I even got caught in heavy rain going up Greenhill Rd, with rivers flowing across the bitumen, and the Norton went around every corner without faltering. I am in love. As we know, the next few months are always packed with many motorcycle events. By the time you read this the Festival Of Motorcycling will have just ended its week of excellence. While the NMCSA wasn't directly in-volved this year, many of attended several events. Myself and a few others attended the Night Of Champions with talks with Jim Scaysbrook, Murray Johnson, and Isle of Man sidecar racer and Australian champion Gavin Porteus. It was good fun and it was great to catch up with a few people. The bike display at Harts Mill in Port Ade-laide had an excellent turnout of Australian built bikes, some of which I'd never heard of, and the Australian elec-tric motorcycle company Savic was also there. Congratulations to all clubs involved, and particularly Lew Hylton, who's brainchild the event is and spends a good part of 6 months working tirelessly to pull it all together. Of course, one event that didn't happen was the Balhannah swap meet, which has been rescheduled for October 30th due to the oval being too wet last week. We'll be there with the Club marquee and I'd love to get as many of you as possible to ride your bikes and park with us. I'll pack any parts you

find into my car and get them to you later, so no need to worry about lugging them home on your Norton. Also coming up is the Lion's Bike Show at Macclesfield on November 6th. We truly enjoy this show every year, come and go as you please, heaps of bikes to check out. Another day to set up our marquee, so make sure we have as many Nortons on display as we can! Go to www.lionsbikeshow.org for more info. Let's not forget the most important date, the NMCSA Christmas Lunch! This year we're heading to the Gumera-cha Hotel on the 20th of November. Keep an eye on your emails for the official RSVP request. Before I sign off, I just want to thank everyone who put their hand up for committee positions at the belated AGM in August. Pete Sinfield took on our new/modified role as Ride Coordinator, which will mostly involve being the central communication point for all ride activities. We now asking for any and all members to take on the fun task of planning and leading a ride, just put your name down for a free month on the calendar and give it a go. The only rules being that we obey the road rules and maintain a pace that riders and bikes are comfortable with. I'm leading the October ride on the 23nd, Pete is doing November. After that, it's wide open so come on people, take us for a ride! Your Prez, Donald



Remember to support our sponsors! It's good for their (local) business and keeps our Club newsletter going!



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Norton

One Step Forward....

It was evident that having lent my '59 ES2 to our president, 'Nora' was in desperate need of some TLC.

First task was to find a replacement tank strap after the old one 'sprung' a surprise on Donald while he was seeing how big a hole he could grind in the exhaust through the twisties. It was surprisingly hard to find a replacement strap and I ended up ordering a stainless steel replacement from Norvil for £63(!), only to receive an email from them informing me delivery would be an additional £50! ... At least it arrived promptly and looked awesome. However, I did note the new tank strap had a much larger 'loop' where it is fixed to the steering head by a clevis pin with 2 washers either side secured by small cotter pins. I didn't really want to modify my brand-new tank strap, so resolved the issue by fitting larger washers either side of the cotter pins. One problem solved.

Next, I replaced the rear brake/tail light as I noticed the bulb was askew due to a missing offset bayonet pin, but to my confusion the brake light was now the taillight and vice versa! Long story short, it seems the DPO (dreaded previous owner) must have realised he wired the rear brake/tail incorrectly and that the



Broken tank strap

simplest 'fix' was to chop off a pin from the bulb so it could be plugged in reverse... Yours truly duly spent ages removing the rear mudguard section and clearing away apparently decades of compacted dirt and chain oil to gain access to the two bolts that secure the number plate assembly and finally expose the befuddled wiring. At the same time, I took the opportunity to tidy up the earth wiring, which had come loose at a club meet some time ago. I was pretty proud of myself at this stage - until I broke the tail light lens while firming up the last screw! I'm still waiting for a Lucas repro to arrive. One step forward...

Norton Sheds



At this time, I noticed the headlamp no longer had a high beam, and sure enough the filament was broken, so I ordered a replacement bulb - a 'genuine' Lucas BPE (British pre-focus) bulb. These bulbs have a notched collar that correctly locates the bulb in the headlamp shell. I installed the bulb and was pushing the headlamp wiring harness into place when the bulb shot out of its collar and into the headlamp itself! Turns out these collars are not secured onto the bulb with anything other than pressure and prayer. Bloody heck! Anyway, I retrieved the bulb from the headlamp and soldered the collar to the bulb itself. What a poor (and dangerous) design.

Old vs New Tank Strap Loop



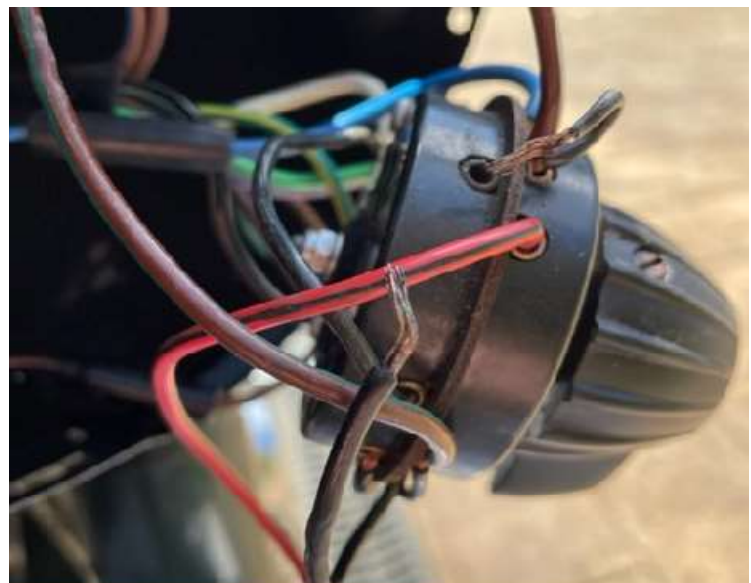
Norton Rides

While on the topic of headlamps, mine looked like it had been the side of a brick wall at some stage, with scuffing to the rim and scratches to the glass. So I decided to replace both with 'genuine' Lucas items. Sure enough, I found the repro parts sufficiently different from original to be a right pain, but not before I had the pleasure of removing the five small headlamp clips (which have an uncanny ability to spring off in all directions) from the old headlight and securing the new headlamp to the new chrome rim. Only to have to remove them again, when I found no amount of gentle persuasion (rubber mallet) would get the new rim to fit onto the headlamp shell. Yep, it was too small by a poompteenth... So now the new headlamp is attached to the old chrome rim - even though the new headlamp's pilot light hole is different enough that the pilot light sits loose enough to flicker. Argh!

It was then I noticed the tail light went dark whenever I attempted to refit the headlamp unit back into the headlamp shell! What now, I wondered? Well, one thing led to another and before I knew it, I had the headlamp switch out and was rewiring it. But not before I blew a fuse (not me, the bike). Finding a replacement fuse required a visit to three shops (after which I almost did blow a fuse)! But at least now all the switch connectors have fresh, clean copper going to them, and I am glad to report everything works correctly. Fingers crossed it stays that way!



Old vs New Headlamp Rim - Just a poompteenth off, but enough so it won't fit.



Finally, I added some new mirrors, handlebar grips, and kick start rubber and Nora is looking (and hopefully feeling) grand once again! Now I just need to find a way to stop the grand dame drooling gearbox oil over the floor of my shed... Lessons learnt? Small differences in repro parts can make for big(ish) issues. Oh, and small jobs often unexpectedly lead to bigger jobs.

Thank god it's fun! Jerome



Collingrove Hillclimb

The Sporting Car Club owns and operates the Collingrove Hillclimb track in the Barossa Valley. It is situated approximately 7km south of Angaston, off the Angaston to Mt Pleasant Rd. It has been in operation since the early 1950's and has seen some of Australia's most famous hillclimb vehicles and competitors run its testing course.

The track itself is 750 metres of challenging asphalt, climbing nearly 70 metres from the start line to the finish. The club has recently upgraded the return road with an asphalt surface. For spectators the track offers numerous vantage points and picnic areas while the new Clubrooms and deck provide an elevated vantage point of the start line!



bikes lined up to start at the 02nd of October event



Norton on start line

Norton Hillclimb



Keith Wissel with his Indian special.

Any sort of car or bike may run in competition as long as it passes a safety check – so your daily driver is OK. Some categories have more defined requirements – though to start with, an ordinary vehicle will do and you don't need to have the racing bikes that these guys have.



Paul Dempsey & Dan Gleeson discussing the merits of Norton 50



neat car no56 Peter Saglietti with his Ford V8 special, fresh from the Red Dust Revival in WA.

Photos from Thelma, Thanks!



When does practicality outweigh history?

So I've finally bit the bullet and decided to fix the oil leak on the ES2. Each time I parked the old girl there was oil everywhere from a crankcase leak.

So while I was at it I decided to make a complete renovation of the bike. When I bought it, the ES2 was a frankenbike, 1947 engine, 1952 frame, hand painted frame, front wheel wrong way round, bits missing, gearbox didn't match the engine... It will still be a frankenbike so I thought what the hell. I'll fix a few things that annoy me.

Since I bought the bike I've had issues with clutch drag where I can't take the bike out of gear when I'm at the lights unless I take it out of gear whilst rolling.



Nah, Dad that's 5/6" CEI



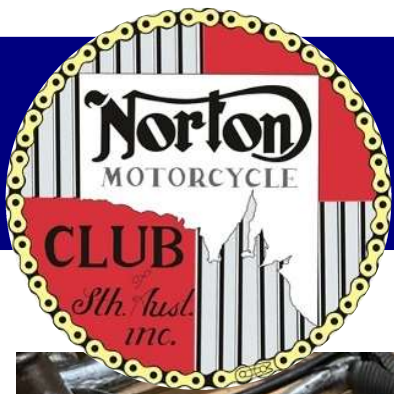
Infamous cork clutch

The bike had the old cork clutch and the corks had seen their best. When I took the clutch out, some of the corks fell on the floor. So... I've bought one of the new sinters bronze type clutch chain wheels from RGM, which is designed as a replacement for the old cork type.

Norton Upgrades

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Upgrades



Even wine bottles don't use them now



Modern times

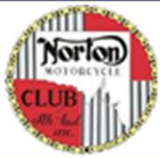


Moving with the times

As the engine is now out, the frame is in for stove enamelling and the frame components are going to be powder coated to get rid of the old hand paint; I can't ride it yet, but I'll let you know what the result is soon.

Happy tinkering this very wet spring.

Dicky



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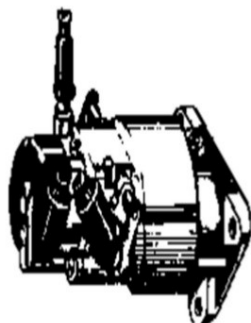
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Norton Calendar 2022

Norton Club Ride Calendar 2022

(Stands up @ 10am)

Date	Captain	Ride	Start Point
23 th Oct	Maybe You!	Wherever you want	Wherever you fancy
20 th Nov	Maybe You!	Wherever you want	Wherever you fancy
18 th Dec	Maybe You!	Wherever you want	Wherever you fancy
15 th Jan	Maybe You!	Wherever you want	Wherever you fancy
19 ^h Feb	Maybe You!	Wherever you want	Wherever you fancy

Upcoming Events

W/C 2nd October Festival of Motorcycling week
13th October 2022 - All British Day - Cancelled
Christmas Lunch 20th November, Gumeracha Pub
An of course the Christmas Ride.

!!!!!! Logbook renewals for 2022/23 !!!!!!!

Reminder to all members with Logbooks - please ensure you renew your Club Membership prior to October 30th and get your Logbook stamped for the new financial year . If your book needs replacing it will cost you \$5. Please present your old logbook at the time.

Logbooks are valid to 30th October each financial year . If your membership is not paid up by 30th October , your Club rego is not valid. The Club is required to notify the Govt of Logbook holders whose Memberships lapses more than 2 months in arrears , which may result in you losing rights to the Club Rego scheme .

There will be no logbook processing at the July meeting - its our AGM. You will be too busy vying for votes to be elected to one of the Committee positions up for grabs.

Logbooks can be updated at other monthly meetings or by Post to one of the Club Registrars. Please call Ian or Dave if you wish to arrange this.

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**

