

The

# ENERGETTE

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

**In this issue:**

*Distinguished Gentlemen  
Rides  
Tinkering*

**Norton**

Issue No 145  
June 2023



<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

***ALL NORTON OWNERS, ENTHUSIASTS AND THEIR FAMILIES ARE WELCOME***

**NORTON MOTORCYCLE CLUB of South Australia Inc. Committee 2023—2024**

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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 limelight then send over some pictures. Just make sure you submit it with a story.

**Cover photo:  
DGR Ride on the ES2.**







# Presidents-Blurb

Donald Hosier

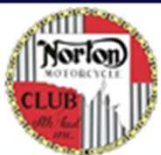
We've had a couple of rides rained off this this month, it was even wet for the Distinguished gentleman's ride, so, alas the rides are getting less as winter takes over and it's time to turn to the shed. For those who don't know the Avon factory is closing in the UK and some of our favourite tyres are no longer available. I think that the factory is being bought out so it may come back a new.



Anyway, I seem to have it wrong this year and worked on the ES2 during the summer and now it's all ready for some rough weather.



Working on the ES3 this last couple of months, giving it a total rebuild, Big 4 633cc piston, 14H high lift cams and a new sintered clutch, this should be good for a winter rider or two.

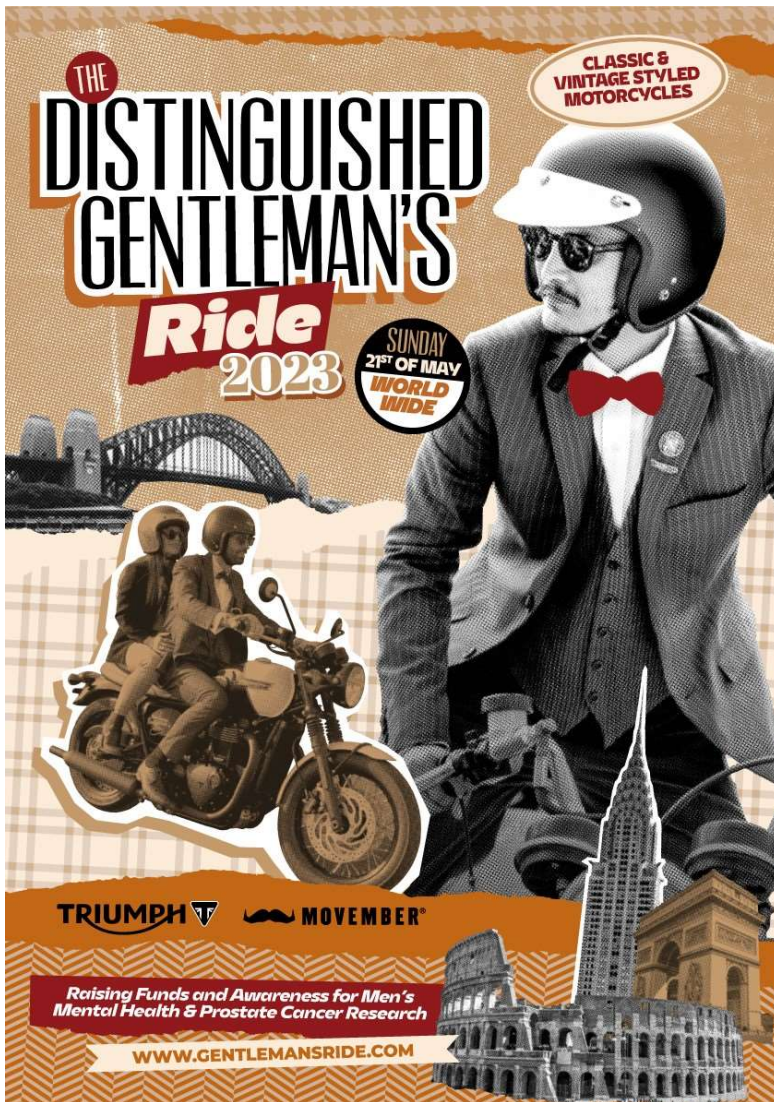


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# Norton ABD



So what is it like to have one of the rarest bikes in Australia? The Trusty old ES2 was the only Norton there. For the 2023 DGR.







# 2023 DGR Adelaide







# Norton DGR



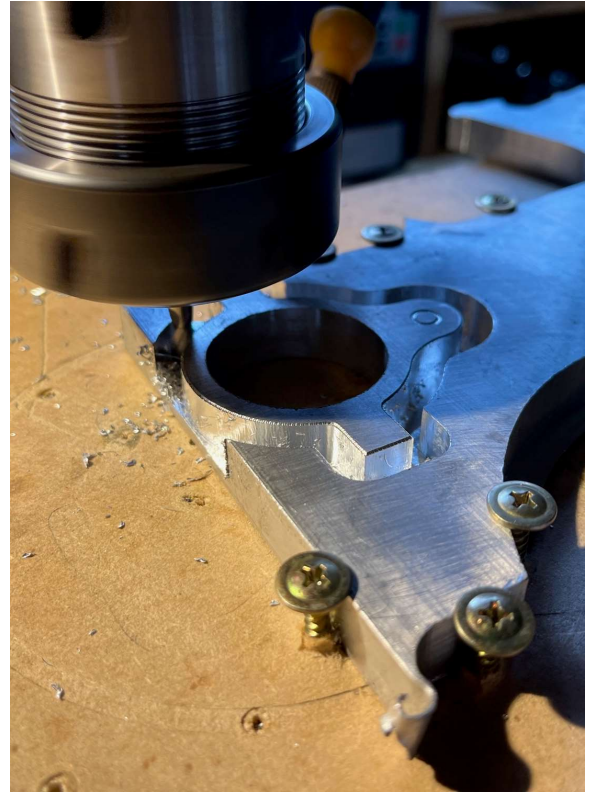




# Norton Sheds



*Making a new head steady*





# Norton Story



Some years ago in 2016, my son Scott said he would like to run at the Sellicks beach races in 2017, and as my dad had raced there in the late 1950s it would be a tribute to him.

We looked around for a suitable bike, and as Dad had raced in 1930 Velo, we looked for one of them, to no avail. We settled on the 1950 Matchless we bought from a friend, which required a complete rebuild. The beach racing was fun, after which the bike was sold. I thought that was that.

When 2019 rolled around, we decided to do it again, this time on a Velocette. The bike was a basket case and lots of pieces, which with time, money and patience, we managed to make the whole again in time for the racing. Again we had a fun weekend, with a missed gearshift, an overrev, and a bent exhaust valve, we were out.

Prior to the races in 2021, and with a Velo now all good again, I thought Scott was having too much fun by himself, so that I should have a go. How hard could it be? I'm only 73 and it should be easy, right?

Now to need to do bike, to hadn't ridden since my old speedway days in 40 years ago. I purchased Norton ES to laydown gearbox from the swap meet and had a good start. A 1950 4ES to swing arm frame was for sale on eBay, up in Ipswich, Queensland, so I bought it and have it sent down. I then put together a set of road hold of front forks from some secondhand engine parts. Next came on wheels which I made up with a trying front hub and brakes, and matchless rear hub and brakes, some secondhand, 19 inch rims with a new spokes and new Dunlop tires. The rest of the roller consisted of secondhand parts, mainly from Murray at British bikes.

Okay, all good so far but I don't have an engine. As the cut-off Sellicks Beach is 1962, and I like single cylinder 500, I start did to look for two valve, 50 speedway engine, which I found in Melbourne, but I had to buy the whole bike, which I did. After an engine rebuild, and a lot of hassle, the engine fitted in and I had a whole bike built from bits and ready to go. I didn't get to finish the two days of Celtics racing fit. Had a great time racing with my son. Welcome to 2023, I had taken the speedway engine out of the Norton frame, refitted it to the speedway chassis and sold it. DiVello is now retired from racing and rebuilt in Road twin, but what to do with Norton?

A mate, who is Dad James, to back Winn, had an engine in pieces under the bench, which I bought for \$500, but what to do with Norton?

A mate, who is Dad James, to back Winn, had an engine in pieces under the bench, which I bought for \$500 for engine has now had a complete redo – as follows a new crankpin and balance, Arriba, with high compression piston and rings, a pair of racing cams from the UK, cylinder, head, inlet, porting, new valves, and springs, and polish, a new Mikuni 30 mil carb.

I've updated the bike with no handlebars and controls, a small fibreglass tank brackets from BSI), a small flat, racing seat, a remote guard from the speedway bike and go fast red paint. Scott will ride it this year, let's see how it goes!

Alan Jeffrey

*I'm only 73 and it should be easy, right?*



Club ride 4/6/23

After a beautiful Saturday we got an overcast Sunday for our ride.  
Five bikes left Cafe

Boungiorno just after ten. Three Nortons, one BMW and a Harley Davidson! We headed to the Wistow Bakery via various back roads including a short dirt section.

On the way there we stopped for a comfort stop at Macclesfield, then on to the Wistow Bakery. Here we picked up Tony and Lynne, had a coffee/cake and then on to the Langhorne Creek Hotel for lunch.

We ended up with six bikes, seven people and mild frostbite!  
Another great ride, good food and great company.

Neil



**Norton** What's on

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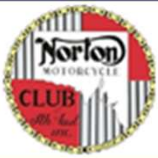




# Norton DGR







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# ***Murray's Britbikes***

**(Formally K & M British)**

**With over 25 years experience specializing in**

***Triumph - Norton - BSA Motorcycles***

***1950's thru to 1970's***

***Large range of Complete motorcycles and spare parts.***

***Basket cases and project bikes also available.***

**C.O.D. Australia wide**

**Email: kmbritbikes@internode.on.net**

**Mobile: 0408 833 511**

**Address: Unit 5, 5-9 Kingston Ave. Richmond SA 5033**

**Usually open 10am - 5pm, Tuesday, Wednesday & Thursday.**

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

## **OK2F**

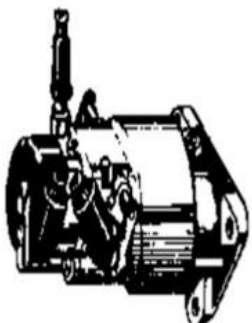
*"Keeping the past in the future"*

**Motorcycle Magneto  
Overhaul & Repairs**

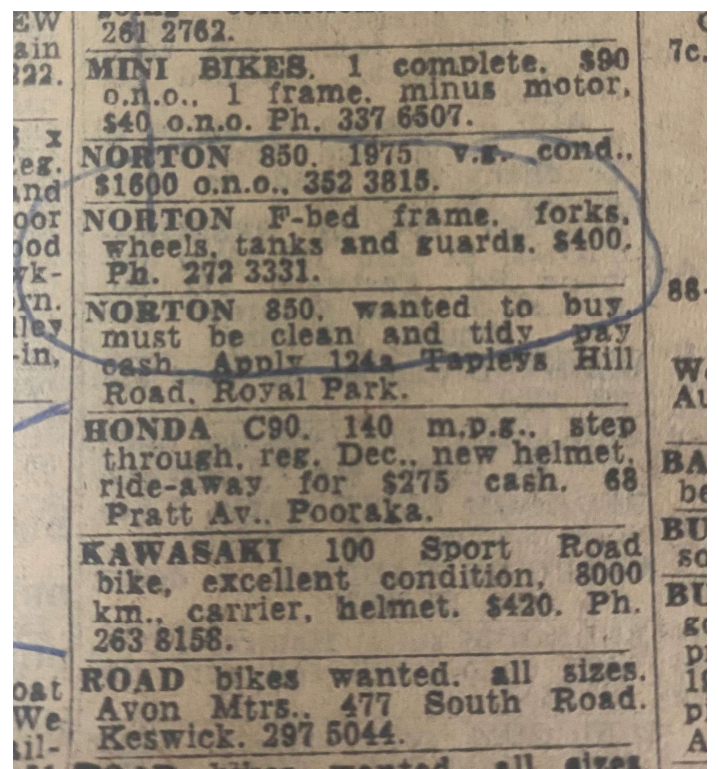
***BSA Motorcycle Engine & Gearbox  
Overhauls & Bike Restoration***

Distributor of  
Brightspark Condensers

David Robertson  
**0458 770 531**



*If only...*







# Norton Calendar 2023

## Norton Club Ride Calendar 2023

(Stands up @ 10am)

Date	Captain	Ride	Start Point
18 <sup>th</sup> Jun	Maybe You!	Wherever you want	Wherever you fancy
16 <sup>th</sup> Jul	Maybe You!	Wherever you want	Wherever you fancy
20 <sup>th</sup> Aug	Maybe You!	Wherever you want	Wherever you fancy

### Upcoming Events

### Norton Bike Parts



If anyone is interested, I have a Large Lycette seat for sale. \$100

Dicky

0447 545 339

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**

