

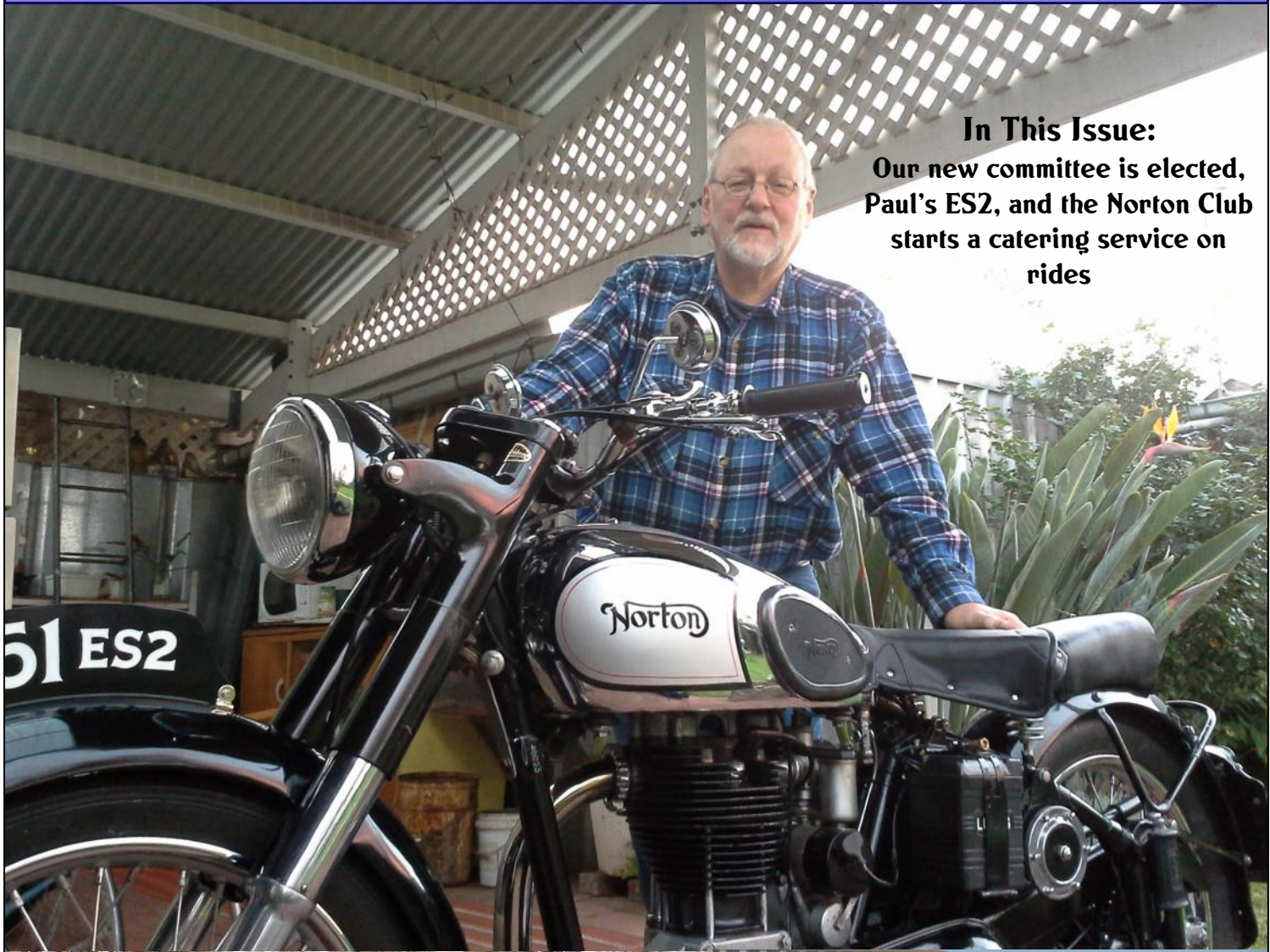


Norton

**NORTON MOTORCYCLE CLUB
of SOUTH AUSTRALIA INC.
Est. JUNE 1999.
ISSUE №92 AUGUST 2014**

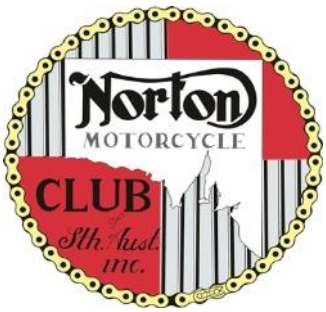


ENERGETTE



In This Issue:
Our new committee is elected,
Paul's ES2, and the Norton Club
starts a catering service on
rides





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: NMCC of SA, PO Box 327 HINDMARSH SA 5007
Or EMAIL: secretary@nmcsa.org

ALL NORTON OWNERS, ENTHUSIASTS AND THEIR FAMILIES ARE WELCOME

Hello Readers,

This issue marks a full year since I took over as Editor from Iain. I am sure glad I put my hand up for this one, it's truly rewarding and great to know my efforts can be enjoyed(?) for years to come as members look back into the archives. So thank you all for voting for me at the AGM, and giving me another year with the Energette.

We've got a few new committee members, including Lyndi and Owen who have taken up Regalia and Ride Captain respectively. Jerome has been working hard and doing such a great job on our website that we thought it only right to make it official by creating the new title of Website Administrator. Congratulations to all for doing your bit in keeping our club alive!

Looks like Con has got yet another project going, if his plunger frame acquisition and 'Wanted' ad are anything to go by. Steve A. is still looking for 16H parts and there's a rebuilt Commando gearbox for sale as well. Our little micro-economy is churning along nicely.

Keeping with the Club's good vibes, Rocky told me to get my ass over to his shed with my gearbox parts so we could get stuck into the rebuild. When I rocked up (the first time), I promptly got the beers out of my Esky and asked where the fridge was... priorities. Dave pointed to already well stocked beer fridge and said "Over there, and may as well get the bearings in there while you're at it". I was way ahead of him, "Good idea" I said, "In fact they're already in the fridge... at my house". Not keen on the 2 hour round trip to get them, we cleaned all the parts and did a dry build to see if I was missing anything other than my marbles.

I'm happy to say a second visit was more fruitful and I now have a rebuilt gearbox in my shed. Hopefully by next issue I can regale you with my adventures of getting it into the frame.

D. Hosier

NORTON MOTORCYCLE CLUB of South Australia Inc. Committee 2014—2015

PRESIDENT	Con Desyllas	8352 5050 / 0417 005 235
VICE PRESIDENT	Donald Hosier	0433 318 503
SECRETARY	Bill Fisher	8351 0157/secretary@nmcsa.org
TREASURER	Jason Ward	8242 2036
LIBRARIAN	Dave Meldrum	0423 191 620
CLUB CAPTAIN	Owen Greenfield	0401 211 256
REGALIA OFFICER	Lyndi Tietz	regalia@nmcsa.org
PUBLIC OFFICER	Rick Elliss	
EDITOR	Donald Hosier	editor@nmcsa.org
HV REGISTRAR'S	Ian DeLaine	0407 617 256
	Dave Rocklyn	0423 498 781
FED REPRESENTATIVE	Paul Knapp	0421 973 733
WEBSITE ADMINISTRATOR	Jerome Munchenberg	admin@nmcsa.org

Dear Members,

I would like to congratulate the committee members who retained their positions and also those that were elected to positions vacated by other members.

Most of the positions are fairly easy so next year I urge you to put your hands up and help relieve those that have been holding positions for a long time and those holding more than one position.

On the bike front things are going slow but I did visit Murray Johnston and picked up a few bits to build a 650ss Norton including seat, rear chain guard and a few sundry bits.

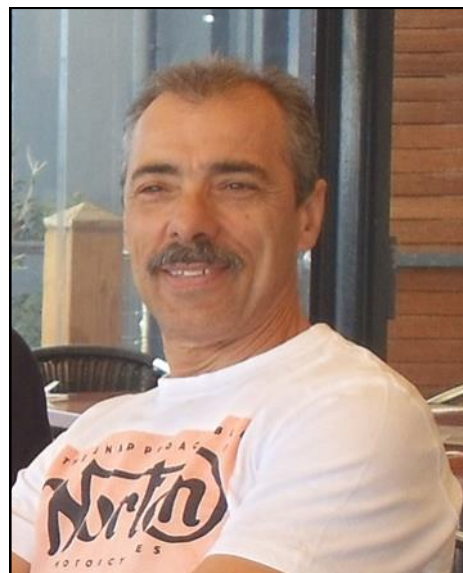
Thanks goes to members Steve Richter for selling me a Plunger Norton Frame to be used for another project.

What a July run! Was it 300km? I am sure Club Captain Owen will report on that.

In the meantime, enjoy riding your Norton and Stay Upright

Your President,

Con Desyllas



For Sale/Wanted

For Sale Commando 750 Gearbox, fully reconditioned by retired Bike Mechanic (ex K&M). All bearings, bushes and seals replaced, new Kick Start Shaft, Main Shaft has been hard chromed. End Float set for Lay Shaft & Kick Start shaft, Clutch Lift aligned to Outer Cover. Available for inspection at Club Meetings. \$1500.00 ONO Steve 0410 690 658

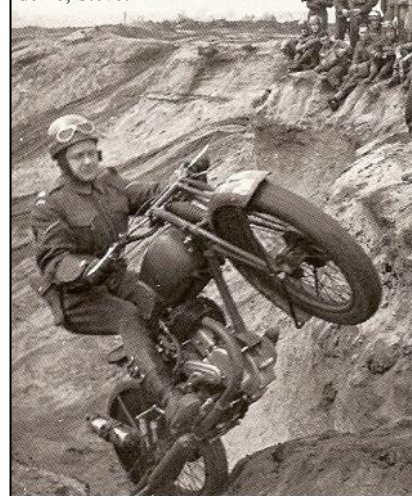
Wanted 16H parts, 1937-1947. Below is a sample list, but interested in ANY and all bits or large lots:

- Bolt up wheel
- Front and Rear brake plates and internals
- Smiths 80mph speedo and bracket
- Front wheel speedo drive gearbox
- Correct period levers for brake, clutch and exhaust valve
- Timing chain cover
- Valve gear cover and retain nut, the one-winged wing nut
- Mag/Dynamo mount and bolts
- All engine and gearbox mounting hardware
- Tool box and retaining nut, another one-winger!

Steve Adkins 0434 564 662
Adkins_s@bigpond.com

Wanted Norton 850
Norton Plunger rear wheel adjusters
Con 0417 005 235

A Canadian soldier showing us what a 16H can do. Looking forward to the demo, Steve!



General Events 2014

5/10/14 Balhannah Motorcycle Swap Meet - Balhannah Oval
From 7am. Contact Peter Yates 0408 019 950 after 6pm or secretary@vvmccsa.org.au

1-8/11/14 Norton National Rally — Presented by the Victorian branch of The Norton Owners Club
Hamilton, Victoria's Western District
Entries close April 30th! Contact them through their website www.nortonownersvic.org.au

Cover photo:

A righteously proud Paul Knapp with his 51 ES2

Murray puts on a feast for the June ride

A blast from the past as former Club President Barry takes off from the 2010 Xmas lunch

For Contributions, please contact editor;

Mobile 0433 318 503

By email editor@nmcsa.org

Members wanting any events, services, bike parts, rides, etc. in the ENERGETTE please contact editor with details for inclusion in future issues

Norton Bikes & People

Paul's ES2

On the pretense of picking up a vintage bicycle for my wife, I recently had the privilege of spending some time with Paul K in his shed. While I expected to see his beautiful '51 ES2, the first bike that caught my eye when he opened the door was a dusty old Honda SL100, which served as his main transport for many years, giving me my first clue this was not a one-marque man.

At first glance the state of the workbenches, shelves and floor is not unlike my own disaster zone of a workspace, but a more careful look shows it is the organized chaos of a man who has many years of home engineering experience and successes behind him.

As I spent the next couple of hours hearing the histories and personal stories of each bike, I realized there is a part of Paul in every one of them. There's not a single machine of his that he hasn't either rebuilt (some more than once), or made well thought out improvements to. I think that is probably my favourite thing about Paul, while his bikes could pass just about any strict concours judging panel for originality and correctness, he's modified them to make sure they can go out for a long ride at a moments notice, and get him home with no worries. Electronic ignition, external oil filters, modern regulators, all cleverly hidden away so as not to detract from the way the bike looked when it left showroom floor.

Aside from being a top bloke, Paul is a fan of bikes, riding them, working on them, and simply admiring them. But this is the Energette, so let's hear the story of Paul's ES2, in his own words...

Donald - Editor

I spotted an ES2 Norton in a local shop window around 22 years ago, where it apparently had stood in a large pool of oil for some time, and after enquiring about the selling price, decided the price was too high for such a challenge. The next time I saw it was when I went to see a 1951 ES2 that was being advertised in the paper and was not too far away. I immediately recognized it as the same one I had looked at months earlier in the shop, but once again, the asking price was far too much considering the work needed to bring it up to scratch.

I had kept the blokes phone number and about 9 months later, after watching the prices of similar bikes for sale, decided to ring to see if it was still for sale and to make an offer. To my surprise it was, and to his surprise that I still had his number. After a brief conversation with the owner, I made an offer, which he declined, so I told him my phone number just in case he had second thoughts and bade him farewell. I had just turned away from the phone when it rang, and when I answered this voice said that he would take the offer. It was a mad dash then down to this blokes house where the deal was done and I was on my way home on a spluttering Norton with a dragging clutch, dribbling oil as it went, with the wife following in her car "just in case". After a couple of weeks sorting the engine timing, fitting new cables and levers plus trying to get the clutch to fully disengage I registered it and had about 10 years reliable running out of it.

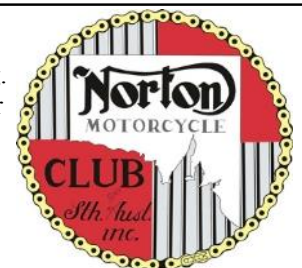
It was while I was freshening up the top end with valves and rings that I noticed that the big end had a little vertical play in it, so after a couple months more of running, I retired it to the shed while I restored my AJ twin. During the next few years I collected spares for the big mechanical restoration I had planned for the Easy 2 so I would have most bits ready when needed. I finally got started 2 years ago by completely stripping the engine,



Let us know what's going on in your shed! Full engine rebuild, restoration, chasing elusive mechanical gremlins, even just basic maintenance or race prepping. Share your experiences with us, it just might help someone else solve a problem or learn something new!

Contact us with the story, and pics if available.

Send your info to the Editor at noetics@hotmail.com



Norton Bikes & People

gearbox, clutch, forks, all electrics right down to brakes and wheel bearings. I had the cylinder bored to fit a new 16H piston which I cut back to clear the fly wheels, this gave me a bit higher compression with the domed crown and I fitted new big end and main roller bearings to the crank. Next came the transmission where new driving and driven clutch plates were fitted to the basket which had the driving dog slots re-machined. I also fitted new springs and made up better spring adjusters to try and get the pressure plate running true. The gear box was

fitted with all new bearings and bushes along with a couple of gear cogs. The plunger rear suspension was stripped and found to be in good order, so was re-packed with grease and assembled to the frame. Same with the front forks, with only a cleanup and new seals being fitted before re-assembled to frame. Repacked or replaced wheel bearings along with new brake shoes, which I machined to fit exactly to the drum. New tyres and a new chain were next assembled to the frame.

Next was the electrics, where I had the magneto bobbin re wound and fitted a new modern external type condenser under the points plate to replace the old troublesome encapsulated type which is inside the bobbin. A new generator armature along with brushes and bearings coupled to a modern electronic regulator took care of the battery

charging, a halogen head light globe for the front and a LED stop/tail light fitted at the rear, along with a stop light switch to bring the bike within the road traffic regulations (from 1935 onwards all bikes must have a stop light). Along with all new wiring, a new ampmeter was fitted and I also stripped the speedo to give the movement a clean and repaint the needle.

After all this fiddling and many hours in the shed, I decided to fit an oil filter to keep the engine oil a bit cleaner. I purchased the base from the Norton Club U.K. and mounted it in the tool box along with a small filter, the same as the wife's Mazda car uses, so they aren't very expensive to replace.

Easytwo Paul



Dealer plate from a well known old Adelaide shop



Clever factory feature (above) raises the slide just enough during starting so you don't have to 'blip' the throttle.

A few 'owner' features (right) to keep the old girl running into the 21st century.

Proudly displaying her credentials (above right), and what is that hiding amongst the Norton content?! Tsk tsk.



Have you got your ear to the ground? Got a firm grasp on the Norton grapevine? Whatever the news, if it's Norton related, we want to know. New parts available, Australian classic racing campaigns, what have you. Contact us with the story, and pics if available.

Send your info to the Editor at noetics@hotmail.com



New Norton Domiracer

For a moment, let's forget about whether or not Australia will ever see Stuart Garner's new Nortons from Donington Hall in England. Instead, check out what is quite possibly the most exciting machine they have teased us with so far. The *very* limited edition Domiracer.

This thing is sexy and looks the part of a 'factory bike'. Not surprising, since over 80% of it is hand built, using top quality parts like Ohlins suspension and Brembo brakes. The sculpted alloy petrol tank is hand-made, as is the stainless exhaust and curvaceous swingarm. The latter of which is made by former Spondon employees. The tubular steel frame is also made using Spondon equipment (Mr Garner bought the legendary frame makers), and is loosely based on the classic Featherbed design.

There are echoes of the Bracebridge Street 1961-62 Domiracers here as well. From the flowing carbon-fibre seat unit, the fluted side panels made to look like the original oil tank, a lone rev-counter as the only instrument, and a host of other tiny details throughout the machine.

According to those lucky enough to have ridden one, the excitement and authenticity runs deeper than it's gorgeous skin. The open megaphones roar as a twin should and the ride is raw and exhilarating like a proper classic racer, but with the added benefit of modern suspension, brakes and tyres. The Domiracer is nothing like a new Triumph Bonneville or Kawasaki W800. As Marc Potter said in the May issue of *Classic Bike Guide* after he test rode one fresh off the factory floor, "It's the antichrist" of retro twins. 'Nuff said, I want one.



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AGM 2014**2 / 6 / 14**

Chair Tony Gillam opened the meeting at 8.25 pm. Committee positions declared open. Nominations called for.
The following were elected:

President:	Con Desyllas	Vice-President:	Donald Hosier
Treasurer:	Jason Ward	Secretary:	Bill Fisher
Club Captain:	Owen Greenfield	Editor:	Donald Hosier
Librarian:	Dave Meldrum	Regalia Officer:	Lyndi Tietz
Federation Representative:	Paul Knapp	Public Officer:	(Rick to be invited)
HV Registrars:	Ian DeLaine & Dave Rocklyn	Website Administrator:	Jerome Munchenberg

Meeting 168**2 / 6 / 14**

OPENING: President Con opened the meeting at 8 pm & welcomed members & friends & new member Richard.
PRESENT: Bill, Bo Isberg, Owen Greenfield, Tony Gillam, Richard McCarthy, Steve Adkins, John Hunter, Tim, Fella, George Kinsey, Steve Richter, Murray Norton, Eddy Spear, Trevor King, Lyndi, Dave M, Paul Knapp, Jerome Munchenberg, Dave Rocklyn, Ian DeLaine, Donald Hosier, Con, Jason Ward, Barry Miller, Peter Sinfield, Mick Pratt.
APOLOGIES: Les Bell
MAIL IN: Vet & Vintage Motorcycle-only Swap Meet, 5th October, Balhannah Oval; Vintage Collingrove Hillclimb 5th October.
MAIL OUT: nil
TREASURER: (Fin Year) \$2,512.80 in; \$3,342.25 out; Balance \$1,338.79
(\$700 went to Regalia as float, just returned, making balance now \$2,038.79)
CLUB CAPTAIN: Next Club ride June 15th, from Gepps Cross Go-Karts 10 am; Dave retiring so June ride to be led by new CC.
LIBRARY: Outstanding items: please return them.
EDITOR: The website going well, but doesn't come up on search engines; Doug sent in some good stuff on a rally; comments welcome, suggestions welcome
REGALIA: Donald stepping down, Lyndi taking over, has achieved a lot already – check out the great beanies, already selling like hotcakes, great for winter; also patches, excellent quality, lots of top quality stuff at bargain prices.
FEDERATION: nothing to report.
GENERAL BUSINESS: Workbench for sale, mate of Paul's, \$175 negotiable, strong bench, good value; Donald looking for Sturmey Archer gears & spares for his bicycle, Barry's son works at Standish, will connect him with Donald; Barry went to the Commando auction on Saturday – it was rubbish, asking \$5000, not running, not worth it.
Raffle raised \$38. Stubby holder & patch won by Richard. T-shirt won by Lyndi, donated back.
Bottle of sparkling white & T-shirt won by Trevor. Meeting closed 8.25 pm.

Meeting 169**7 / 7 / 14**

OPENING: President Con opened the meeting at 8 pm & welcomed members & friends.
PRESENT: Bill, Jerome M, Paul Knapp, Dave Meldrum, Ray Hughes, Steve Richter, John Hunter, Peter Sinfield, Trevor King, Ricko, Richard McCarthy, John McNaughton, Steve Adkins, Owen Greenfield, Jason Ward, Lyndi, Con, Ian.
APOLOGIES: Dave R, Donald, Murray, Les Bell.
MAIL IN: Drive/Ride it Day is September 1st: the Federation encourages you to take your historic vehicles out so the public can see them – ride them to work, go shopping, go for a ride, organise a run; Gawler VV&C Club is having a picnic at Bethany Reserve, 12.30 pm, Sept 1st, all historic vehicles welcome, must be accompanied by driver.
MAIL OUT: nil
TREASURER: \$1,317.50 in \$533.40 out Balance \$2,263.63
CLUB CAPTAIN: Good ride last month, went from north to south, ending up at Strathalbyn, all told about 200 miles, Murray put on a BBQ ready to eat at Mt. Pleasant, great BBQ, very welcome after long ride, 5 bikes along, wet & foggy at start, then fine; next run from Hazelwood Park, 10 am, July 20th, River Murray ride, petrol at Mannum, map of ride on website.
LIBRARY: nothing coming in.
EDITOR: no report
HVR: Ian needs to send in report by end of August to notify Department who isn't financial; pay your subs now!
WEBSITE: Some additions to the website, check out the 3 new images galleries; the Committee has an email address; also a Google account for the Club, you can subscribe to the list; planning to get more links to our site, raise profile on search engines.
REGALIA: New patches available, both Club patches & Norton patches, ideal for riding jacket or whatever; Lyndi showed the meeting a great display of the new mugs, ideal for beer or coffee, also stubby holders & pins; check this stuff out – on the web site soon; tell Lyndi what other regalia you want, Lyndi has found a manufacturer who will take small orders, does very good quality work; you can get a photo of your motorcycle on a cup or mug, do your own design on computer, the guy making the cups & mugs is fast, does good quality work, very reasonable prices. Meeting vote of thanks to Lyndi.
FEDERATION: The Fed mostly talks about cars; the route of Bay to Birdwood is changing again; log books will be audited, they're working out the procedure now; we have HR going well.
GENERAL BUSINESS: Norton National Rally, over 50 have registered; they are still accepting registrations of interest; Owen, Dave, Con & John are going, John setting off on the Friday morning; www.victoria.nortonownersclub.org great rides planned, fantastic country around Hamilton; checking out Tungkillo pub as likely venue for Christmas Dinner; discussing setting up register of good traders recommended by members; 1968 trials bike on e-bay, Atlas 750, good value.
Raffle raised \$27 Stubby holder & patch won by Paul; Stubby holder & patch won by Trevor. Meeting closed 8.50 pm

15th June - Northern Ride

The Northern Ride that Went North, East, South, West and North Again

7:45am Morphett Vale

Roll out of bed, shower, breakfast and look out the front (south facing) window - "Not too bad - some clouds, sun trying to break through, looks cool: engine will love that"

8:45am Morphett Vale

On bike, tank mostly full, sunglasses on, onto South Road heading north - "Oops - looking a bit bleak in that north direction"

8:50am Reynella

Drizzle begins, pull into Shell servo, on with wet weather trousers, off with sunnies, on with normal glasses - "It is a bit cool - better put the thick scarf on as well"

9:20am Adelaide Parklands

Drizzle persisting - "Farout (or similar) - actually looks a bit foggy this morning" (Heard later that airport was closed)

9:50am Gepps Cross (Go-carts)

Drizzle persisting - "That's a good idea - the others are next door under the Pheonix Society verandah"

10:05am Gepps Cross (Pheonix Society)

Four bikes in all. Rick, Dave M, Doug and myself. Rick came hoping to get his papers stamped but not for the ride. Murray has a barbie organised for lunch at Mount Pleasant.

10:20am Cavan (Port Wakefield Road)

Drizzle has eased off but the view to the east is grim so the Northern ride actually heads north - "WooHoo - the sun breaks through the clouds for a while as we hit the Northern Expressway (M20)"

11:15am Nuriootpa

What a lovely day, sun glimpsed a few times, bikes are loving the cold air and the 110 kph run - "It's a long way from Morphett Vale now - on reserve - I'd better grab some fuel here"

12:00pm Mount Pleasant

Still overcast with the occasional drizzle, three bikes running as if on rails, John has arrived after going to the Sedan Swap meet this morning, Murray has lunch already cooked - "Fabulous feed - even the rolls have been heated and he's got the kettle on for tea and coffee"

1:05pm Tungkillo heading toward Mannum

Beautiful day, sun is shining, hardly any breeze, Dave M had to head off so it's now Doug, John and myself - bikes purring around 4000 rpms

2:00pm Mannum

John and Doug refuel, off we go towards Murray Bridge - "Bugger - this visor is blurry, no wait, I haven't got my glasses on". Back to the Mannum servo - "Yep - there they're near the petrol pump, lucky no-one ran over them"

2:40pm Murray Bridge

We bypass the town centre and head toward Callington on the old Princes Highway - "This is a very nice road - the bikes are cruising"

3:20pm Strathalbyn

Got to Callington and it just made sense to go to Strath. "Bugga, the Garage servo has shut at 3:00 pm and we really do deserve coffee now - oh well, just have to retire to the Robin Hood verandah on High Street to stand in the sun drinking a Coopers Stout and talk Norton talk"

4:00pm Strathalbyn (High Street footpath)

One drink down and Norton admirers (i.e. fellow hotel & footpath patrons) questions answered - "All good days must eventually draw to a close - John and Doug head off - I'll go home via Meadows and Willunga for one last high(er) speed run

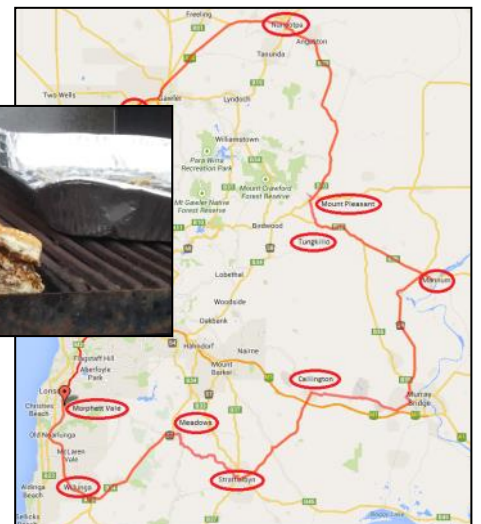
5:00pm Morphett Vale

The run from Meadows to Willunga Hill was shaded amongst the trees, traffic on the the Victor Harbor road was light but the sun is shining over the sea, - "You rippa - just hit reserve at Old Noarlunga so now I'll have a full tank (filled up at BP on South Road) ready for tomorrow"

Total distance travelled - 291 km Actual riding time - 5H:39M



Nortons, eggs 'n' bacon, and some serious distances covered. Perfect day, me thinks



20th July - River Ride

The planning for future rides were mapped out using the "RAA Travel Planner" on the internet and then modified to show distances and fuel stop info. Jerome added the map links to the website under "Events" and also linked this ride on the homepage.

Rain earlier in the week looked like it might persist until the end of the week but on Sunday 20th July the weather forecast was 14°C with high cloud - no rain!

Sunday morning at 7:00am was as cold as was forecast and a pair of jeans with thermals was not going to cut it. On went the waterproof legs, a scarf, and the thick gloves - to keep the chill out at speed. Thirty km's later with a stop for fuel; no-one had arrived at Hazelwood Park so I took a

quick nip up Glyneburn Road looking for coffee and found a late model Triumph mob gathering at a cafe. Twenty minutes later, coffee thirst quenched, I returned to Hazelwood Park and Derek and Greg had arrived. Within minutes, Con and Doug joined us and after discussions of things Norton we all headed off.

First leg headed us into the hills where we caught John up just outside Tungkillo while Rick was waiting for us there at the pub, which now has a sign on the door that says "Private Residence - Hotel closed". Next stop Mannum for fuel at the BP, and pie/coffee at the shop in the main street. Derek had to veer off in another direction at this point so the rest headed for Walkers Flat.

Rick stopped off at Walkers Flat but the rest got a ferry trip across the river then headed toward Blanchetown. I've not been this way before and was surprised how little of the river is visible from the road: maybe a million years ago they were at the same level. I thought if I got ahead of the rest that I might get a chance to stop, get the camera ready, and get action photos of the other bikes as they passed. No such luck. My mirrors were filled all the way with Con's 650SS and the three Commandos behind him. As we turned off the highway into Blanchetown we picked up a police car tailing us in to town but they lost interest when we stopped at the deli for our refreshments. The pub may have actually made a better coffee though. We fuelled up again at the highway servo before Con headed toward home via the Northern Expressway.

The four riders remaining turned off at Halfway Road and headed into Sedan then Keyneton. About now Greg parted company for his trip home. Doug, John and I stopped at the Mount Pleasant Hotel for some brass warming beverages as the temperature felt like it dropped 10°C when we re-entered the hills. My trip to end the day from Mount Pleasant was via Tea Tree Gully to down south and home - another 80 km's.

Going through Balhannah probably accounts for the extra 6km of the actual distance travelled from Hazelwood Park to Mount Pleasant, via Mannum and Blanchetown, compared to the RAA calculation of 266.3km. I'll just need to calculate arrival/departure times so riders can meet up at various waypoints or refuelling stops.

Thanks John for that suggestion.

Owen



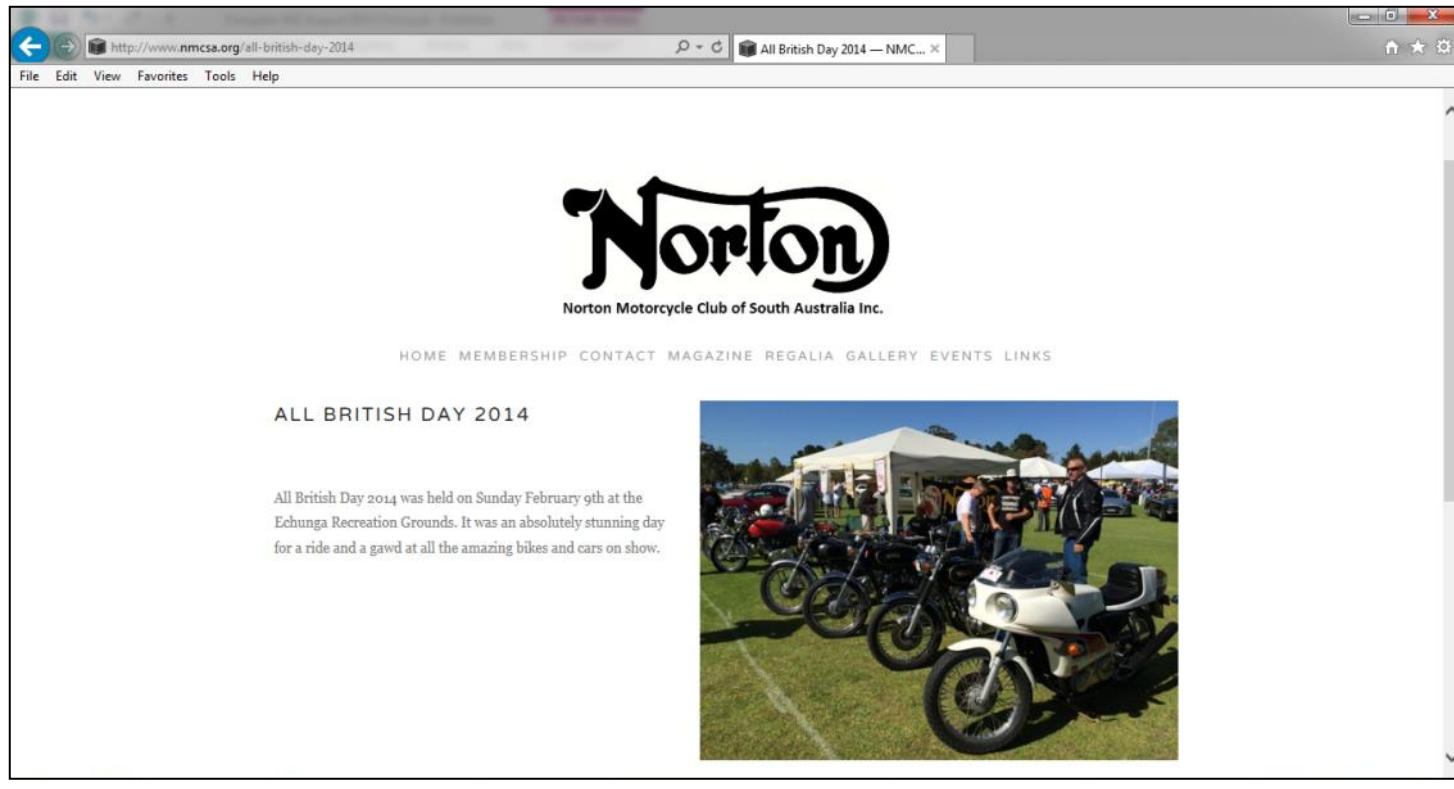
Norton Motorcycle Club of SA's new website!

Jerome has been taking our new website from strength to strength lately. On it you can find our membership form, guidelines and stat dec for Conditional Rego, Club contacts, back issues of the Energette, a Regalia page and Club gallery.

With the help of our new Club Captain, Owen, he's also been updating it with maps of upcoming rides which show waypoints and distances, allowing members to join our rides along the way and plan their fuel.

Crikey, that's some 21st century stuff there, guys!

Check it out at WWW.NMCSA.ORG

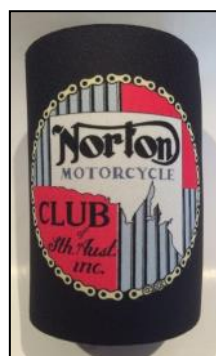


REGALIA

Lyndi has taken over as Regalia Officer this year and is off to a flying start! Already she's introduced beanies, leather patches and mugs! Everyone at the Club thanks you Lyndi, we look forward to seeing what else you bring us. Feel free to contact her at regalia@nmcsa.org



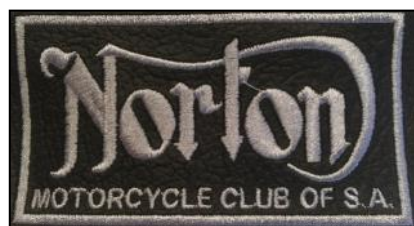
Leather Patches \$5



Stubby Holders \$10



Beanies \$15



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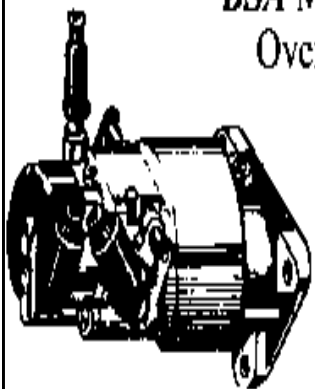
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Ride Calendar 2014



17th August	Shell Servo, Gawler	Barossa Ride
21st September	Hazelwood Park	Lower Lakes Ride Petrol at Strathalbyn
19th October	Gepps X Go Karts	Barossa Valley Classic Owners Rally Williamstown Oval
9th November	Hazelwood Park	X-mas Lunch Venue TBA
14th December	'Top of Taps' Weighbridge	Southern Ride

Ride calendar and maps are also posted on our website: www.nmcsa.org

NOTE!! All rides start at 10am unless otherwise noted.
Ride calendar is prepared in advance & is subject to change.
Please check club notices in Thursday's Advertiser
or call the Club Captain @ 0401 211 256



Norton

