



NORTON MOTORCYCLE CLUB  
of SOUTH AUSTRALIA INC.  
Est. JUNE 1999.  
ISSUE 72# JUNE 2011

# ENERGETTE





## MEETINGS

Held on the ;

*1st Monday of the month,*  
 Except Public Holidays when  
 the meeting will be held on  
 the following Monday.

NO MEETING IN JANUARY  
 8.00pm start.

We meet at the :

VELOCETTE CLUBROOMS  
 74 DRAYTON ST BOWDEN  
 ALL NORTON OWNERS,  
 ENTHUSIASTS AND THEIR  
 FAMILIES ARE WELCOME

ENQUIRIES TO SECRETARY  
 NMCC of SA  
 PO Box 327  
 HINDMARSH SA 5007  
 secretary@nortonownersclubsa.org.au

WEB SITE:

[www.nortonownersclubsa.org.au](http://www.nortonownersclubsa.org.au)

**Editor 's space,** Here we are almost half way through the year with club membership fees due at the end of this month. You will find a renewal form in this issue which can **be copied or cut out (I've put ad's on the back), and there should be some at the next meeting as well.**

I recently got a new tyre from GC motorcycles (see ad) a great bunch of blokes, but they did comment that I got **my money's worth out of the old one, mmmm!**

**Any way I noticed amongst their pile of mag's quite a few copy's of the Energette, it was a good thing to see and one I hope will be of benefit to the club, so to all the members that have helped with articles, Thank you, as all the small things combined, work together to present the club in a positive light and hopefully will encourage other's, along with the resurgence of Norton in recent years and the possibility being able to buy new ones in the near future, to look at Norton's as their preferred mode of transport.**

A work mate had a speedo for his XW repaired recently at Strathalbyn and was impressed with the job, it turns out it was the same bloke that fixed my Norton speedo when he was at Norwood, I have included his details on the next page and with the one Barry mentioned in the last issue at; *Gauge Works 1004 Port Rd. Albert Park 83470506,* that would give us a choice for instrument repairs.  
*So, till next time, be good at it. Ian D.*

## Committee

2010—2011

PRESIDENT	Barry Miller	8380 5240 / 0407 590004
VICE PRESIDENT	Con Desyllas	
SECRETARY	Bill Fisher	8351 0157
TREASURER	Jason Ward	8242 2036
EDITOR	Ian De Laine	83880217 / 0407 617256
LIBRARIAN	Mal Hamilton	
CLUB CAPTAIN	Steve Mulhern	0422 039 571
PUBLIC OFFICER	Rick Elliss	0422 364 640
FED REPRESENTATIVE	Andrew Brown	
CLUB HV REGISTRAR	Andrew Brown	
REGALIA OFFICER	Dave Meldrum	8251 3264
COUNTRY H V REGISTRAR	Andrew Friedel	8532 4728

### COVER SHOT:

**On the road again, heading to Myponga.**  
**{didn't they write a song about that?}**  
**Mal on his ES2 in front, Con on his**  
**650 SS next, with Steve A & Dave's**  
**Commando's struggling along behind.**

For Contributions, please contact editor;

Mobile >>>>>>>>>> 0407 617256

By email >>>>>>> iandelaine@y7mail.com

Postal >>>>>>>>> PO Box 346 Mt Barker SA 5251.

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

*To Bore or not to Bore, that is the question!*

As some of you know I have recently bought a complete 850 motor out of a John Player Norton.

My plan was to bore it out to a 920 and put a bit of a warm cam in it, with maybe a bit of head work. That way I could keep my good original motor to put back in my bike if so desired.

Unfortunately after some discussion with another club member who knows Commando's backwards I was told that it probably isn't a good idea. Reliability was the main reason given. It seems that the Norton motor has just about reached its limits at 828cc and another 90cc could be the straw that breaks its back.

What a shame, I had visions of wringing my bikes neck out of a corner in second gear and holding a nice little mono for a 100 metres or so. Oh well we all can dream.

So now the plan is to put a PW3 in it with maybe a bit of head work and a couple of little extras.

The PW3 cam was designed by Peter Williams a former Norton works rider and all round Norton Guru. It is supposed to give you more mid-range torque as well as more horse power. (Sounds too good to be true) I will keep you posted as to how the mods turn out and if they are worth doing.



*Regards El Presidento, Barry Miller.*

*ps. Dave R don 't count the number of fins on the barrels as there may not be enough.*

Andrew Brown is always looking for club related material to add to the clubs web site.

You can contact him at;

**AndrewB@freight-biz.com.au**

*Swap meets* .....June 19 @ Sedan, enquiries to Dennis McCarthy (08) 8565 2126  
.....August 21 @ Willunga, enquiries to Graham Leyson 0412 578 188  
.....October 2 @ Balhannah enquiries to Peter Yates 0408 019 950

*General events*....August 27-28 @ Mallala 3 hour production race, enquiries to  
www.phoenixmcc.org.au or Rick Dorsett 0403 386 788

*Barossa valley*....September 17 -23. Run by the VMMCCSA.\*\*\*

Contact by *email*. 55th@vmccsa.org.au

Or [http:// vmccsa.org.au/55th](http://vmccsa.org.au/55th)

**\*\*\* Please don 't confuse this with the Barossa Valley Classic Owners ride that we have done over the last few years, as it happens around the same time as the VMMCCSA has planned their rally.**

***I hope to have more info in the next issue as to what's going on.***

**sa Auto Instrument Repairs Automotive, Industrial & Cables**

Don & Judy Eldred mobile 0427 363 095

(08) 85363095

email: [eldred.don@gmail.com](mailto:eldred.don@gmail.com)

21 Albion Dr. Strathalbyn 5255

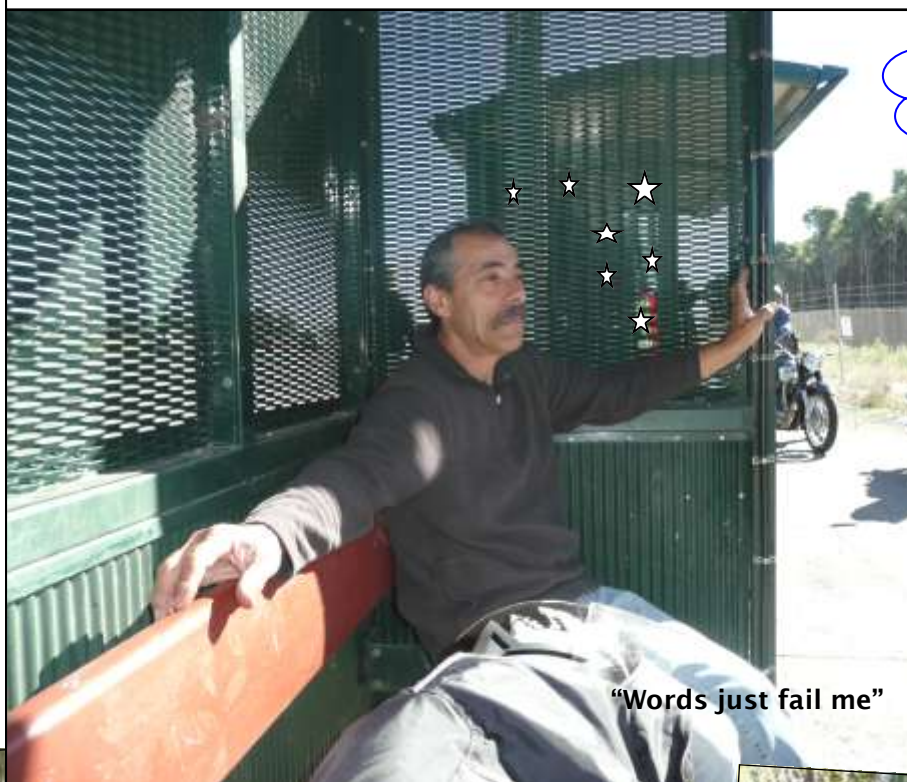
postal: Box 678 Strathalbyn 5255

Club Ride 17th April Southern hills ride.

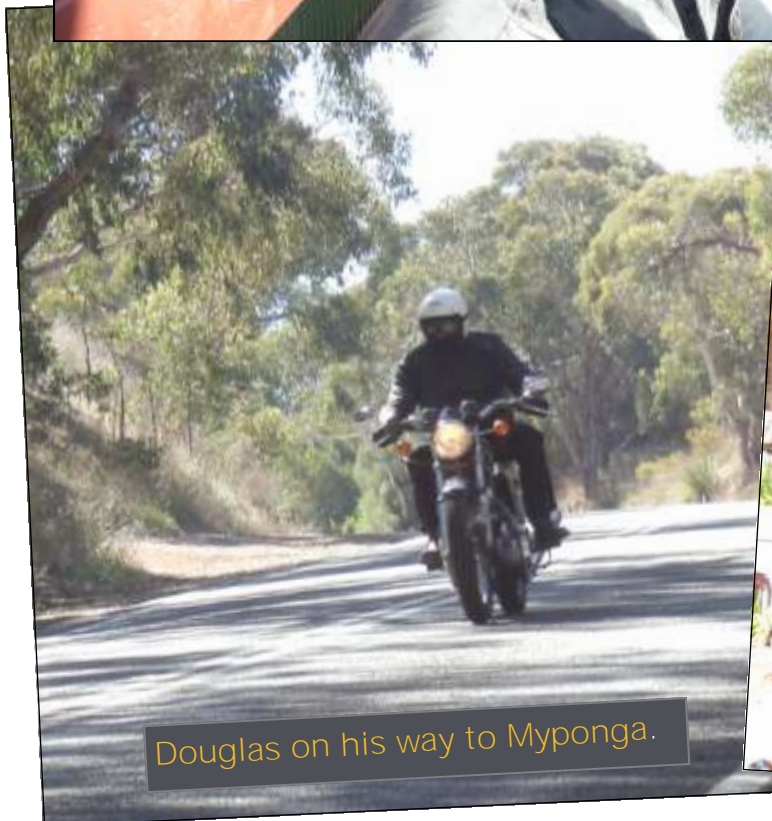
Sunday morning 7.30 the sun is shining, forecast 24c, a good day for a Norton ride. I arrived at Top of Taps weight bridge about 9.40, very soon there was nine of us, Con on his 650ss, Mal on his ES2, Jerome on his John Player Special, Rick, Dave M, Steve A, Ian D, Douglas and myself all on **Commando's**.

At about 10.45 we left via Happy Valley, Clarendon, McLaren Flat, stopping for petrol at Willunga, then onto Myponga stopping for coffee, food and a browse in the markets about 45 mins later Mal and Steve A headed home, Thanks to Steve for keeping Mal company on the ride home.

**The seven Norton's left headed to Victor Harbour for lunch and refreshments. Victor was** alive with motor bikes, cars, and people every where. After lunch Dave M headed for home leaving six. We filled up with petrol at set off for Mt Compass through Ashbourne stopping at Meadows for coffee and a chat about Norton. I said my goodbyes and headed for home, I covered 254km for the day. Steve M.



"Words just fail me"



Douglas on his way to Myponga.



Rest at Meadows Bakery.

Club ride 15th May Lower Lakes.

Sunday morning, once again weather looked good, cloudy, 16c, with no rain forecast. I arrived at Hazelwood Park at 10 to be greeted by Dave M, Con, and Rick. Plenty of talk about Norton and problem solving on our bikes. About 10.45 the four of us left via Greenhill Rd to Mt Lofty, Crafers into the back of Stirling, onto Mylor, Echunga, Macclesfield where Ian D was waiting with camera in hand to take action shots of us as we rode past, the five of us then stopped for a coffee break and petrol at Garage Motorcycles in Strathalbyn, a very friendly place for a break, Jerome and Nick arrived to join us for coffee, we all had a good look at all the bikes and you guessed it more talk about Norton.

1.00pm time to ride again so the seven of us continued to Ashbourne, Currency Creek, Milang, stopping at Langhorne Creek for a well earned lunch break. Some of the BSA club members were in hotel car park with their bikes in excellent condition.

Lunch over, off we go via Woodchester, Wistow then Mt Barker, I bid my farewells to all and headed for home having travelled 260km for the day.

**My opinion is, it's a pleasure to ride a NORTON so any members who would like a goooooood day out please join us.**



Con with Steve in the background.



Rick.



Club members bike from Goolwa, {black & white does not do the bike's colour justice}, at Garage Motorcycles servo, Strathalbyn.



Ride Captain Steve M.

## OLD 055

After owning many motor bikes in the past, I thought it would be nice to have a go at restoring one. I had been in the process of playing with a *pre-unit Triumph*, but this had become a head-ache as it was a mish-mash of bits and pieces from the late forties to mid fifties, so it has been pushed aside for the time being.

My wife heard about 1955 *Dominator* that belonged to a co-workers father. After enquiring about whether he wanted to sell it I found out that it was to be a retirement project.

Time passed by and I got a message wondering if I was still interested and would like to have a look. It was still under a tarp, where it had been for the last twenty-odd years...

The complete bike came with three old cast iron incomplete motors. The bike itself was complete apart from rear light and a couple of switches.

Strip Down: This proved to be a straight-forward job, as most external nuts, bolts and studs were pretty much finger tight, confirming the previous owner had at some stage made a start at restoring the bike.

The only small hick-up I had was removing the rear tyre as it had welded itself to the rim, not surprising considering the length of time spent under the tarp.

After removing everything, including the front forks and leaving me just the bare frame, I noticed that the off-side bottom rail had been squashed in. This had to be cut out and a new section was inserted. Having done that, it was sent off to be powder-coated (it had previously been nickel-plated).

Before I touched the engine and transmission, I stripped the front forks down, replaced the bushes, seals and had the fork stanchions hard chromed. The upper fork cover tubes were in a bad way so I made a pair out of an aluminium tube, which served the purpose until Con came to the rescue with a good second-hand pair. I renewed the swing arm clay flex bushes on the suspension with the Manx type phosphor-bronze. This seemed easier and cost me nothing.



Having pulled the engine down I found the mains to be in good order, but the big-ends were shot. The late Bob Jolly reground the crank and fitted new shells for me, leaving me to clean out the sludge-trap. This proved to be a waste of time as it was pretty much spotless on the inside. As most of us know, Bob was an excellent engineer, especially with *Norton* motors. The bore was quite good, so a light hone and a set of standard rings got me out of trouble for over three years! A new set of valve guides and springs were fitted. The valves appeared to be quite good. I did note that the rocker shafts were loose in the head, but did nothing at that stage. This was corrected in due course. I replaced the dynamo and mag chains as a matter of course, but I still find it difficult to get the tension correct, maybe due to intermediate shaft being a very loose fit in the crankcase or too much play on gear bush. I hope to get this sorted one day.

Transmission: After dismantling the gear box internals, I noted everything to be o.k., apart from bushes. These were all shot, so I fitted new ones after borrowing a couple of reamers from friends and their employers.

The petrol tank is a story on its own and turned out to be the most expensive part of the bike...

After removing the Triton stickers (it once housed a bonnie motor) I found a large dent which had been filled with bog. This fell out while being sand-blasted. Eric, of the Barossa club, a very good tradesman, fixed this problem. Tony, of the same club, had the tank chromed and then painted in the correct *Norton* colours, another first-class job! But the problems had not yet started...

After fitting the tank and putting in some fuel, I noticed a drip from the bottom near side front corner. It had a bloody leak! I **won't repeat the choice words I said at the time** but I rang Tony, who sold me a tank-liner kit, which worked perfectly. However, after it had cured I put in some fuel to swirl out any of the compound that may have lodged around the tap outlet. I returned to the garage after having a beer with my son-in-law to find that I must have left a small amount of petrol in the tank and where I had left it upside down on a piece of carpet, it had burned some of the silver paint off!

\$%#@!!!

I rang Tony again, who repainted the top and explained that the paint is petrol splash proof, but does not take kindly to laying in it for a period of time...



Assembly: After getting the parts back from the metal-platers, who did a terrific but very expensive job, I was able to make a start, the wheels were re-spoked using the original spokes and nipples, bearings were reclaimed after a good soaking in kero for a few days. The missus came up with some felt for the bearing dust-covers. The kids brought new tyre and tubes, the other tyre has since been replaced. Everything went together without a hitch. Dave Basham made me a new head stem, complete with lock and adjusting nuts as the original one had badly worn threads.

Electrics: Magneto fitted with new points and brushes as a matter of course. Dynamo, picked the best of **three, fitted new brushes, voltage control regulator. This wasn't working properly, so I got Mal to have a look** at it, all is fine now. Not realising that looms are available for this bike, I wired it myself. I did not realise that very few wires are required and was quite amazed that everything worked, even the 12v horn (the 6v bugged). After dropping in the motor transmission, I fitted all other bits and pieces, fuelled up the bike and gave it a kick. To my amazement, it fired up immediately, which is characteristic of the bike to this day!

I have had only a few problems to date, the bike used to over-run when shutting down. Fitting the correct size carbie, a 376, fixed this problem. A 389 had been fitted previously.

Magneto seal let go on a club run. Some members might remember pushing me around the car-park at **Seppeltsfield. I managed to get home, in spite of maggie being half full of oil. Don't think I ever had the gears synchronised from day one, as it would not always go into top gear. It seems to be o.k. now (I hope).**

To sum it up, I enjoyed the project. My only regret is not paying enough attention to the engines internal bushes. I am sure the motor would have been a lot quieter.

I would like to thank all the members who have helped me along the way. Thanks one and all!

Ray Simms.

# K & M MOTORCYCLES

10 Deacon Avenue, RICHMOND, SOUTH AUSTRALIA

PH: 08 8234 1090 Fax: 08 8234 2417

email [kmmotor@internode.on.net](mailto:kmmotor@internode.on.net)

HUGE RANGE OF NEW AND USED HARD TO FIND PARTS.

Full restoration services available - Bead Blasting, Alloy Welding, Wheel Re-Building, Plating, Painting, Powder Coating, Precision Engine Re-Builds & Machine Shop.

A large range of bikes available from Original to Concourse Condition through our in-house restoration shop.

**CHECK OUT OUR WEBSITE - [www.kmmotorcycles.com](http://www.kmmotorcycles.com)**

**SPECIALISING IN AMERICAN & BRITISH MOTORCYCLES AND SPARES**

*10% discount to all NMSCA Inc. Members*

**VISA and MASTERCARD Accepted**

*Here's a few words from Don, in follow-up from the May meeting regarding a friends business in North America, at which he proudly displayed one of the T-shirts.*

"He has been in business for over 10 years now and has an excellent reputation for high quality. His business has grown from his basement to employing 10 people in a large warehouse and office space. Most of his range is targeted towards classic Japanese and European bikes, but since buying my old '72 Roadster from me, has started doing Norton decals as well. He also carries parts, both NOS and repro for a wide range of bikes, sells tools, is a Sudco Mikuni dealer, and as I showed everyone at the meeting, designs and sells a line of T-shirts." Don H.

Review the product line at; [www.reproductiondecals.com](http://www.reproductiondecals.com).

Don's Norton is due to arrive in Australia shortly, and once he has gone for his first ride, has promised an article for the Energette about his introduction to Nortons, his previous Commando in Canada and the experience of purchasing and importing his next Roadster. ED.

<<<<<A little bit of info I read in the March issue of the Motorcycle Trader >>>>>

Pierre Terblanche, a 54 year old South African designer, had recently joined Norton after moving from Italy to Great Britain, to head the product development and design operation. In the past, he has worked for Ducati, Cagiva and Moto Guzzi, and was the driving force behind the Ducati 999.

**"Pierre's brief"** from Stuart Garner (Norton's CEO) is to oversee the design of the new Norton models which will be powered by modern liquid-cooled OHC engines, and he feels that his experience in bringing innovative new products to the market place will be a vital factor in developing the Norton range, while paying due respect to it's tradition's, and with his ability to think outside the square while respecting the image of the marque he's working with, will make it a very exciting time for Norton.

# Murray's Britbikes

**Ph. 0408833511**

Unit 5 5-9 Kingston Ave. Richmond SA 5033  
(Formerly K&M British)

Over 25 years  
Experience

Specializing in Triumph-Norton-BSA Motorcycles  
1950's thru to 1970's

Complete motorcycles and spare parts  
(LARGE RANGE)

Also basket cases and project bikes  
C.O.D Australia wide

E-mail. [kmbritbikes@internode.on.net](mailto:kmbritbikes@internode.on.net)

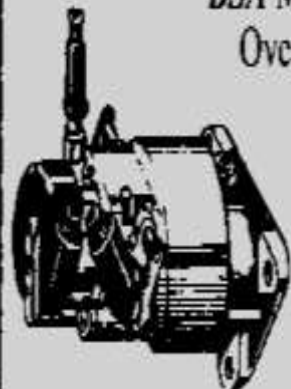
Now Open PART TIME - by appointment - Ring Murray 0408 833 511

## OK2F

*"Keeping the past in the future"*

### Motorcycle Magneto Overhaul & Repairs

BSA Motorcycle Engine & Gearbox  
Overhauls & Bike Restorations



Phone David Robertson on

**08 8344 9274**

**g scooter's**

KYMCO

Vmoto



**g tyres**

**Don't Slip, Grip!**

The tyre fitting specialists.

Over 1000 tyres in stock, 18 different brands.  
Free Ride-In Ride-Out fitment (in most cases).  
Brake pads, batteries & ATV tyres.  
Custom built wheels, rims & spokes.  
Servicing & tuning.  
Accessories. Helmets, jackets, gloves.

SAVON

DUNLOP

BRIDGESTONE

MICHELIN

PIRELLI

METZELER

OPEN TILL 4PM SATURDAYS.



**g motorcycles**  
gcmotorcycles.com.au

**8344 7888**

122 Main North Road Prospect

# MEMBERSHIP RENEWAL / APPLICATION

The Club's subscription fees are for the Financial Year and are due and payable on or before the 30th June each year.



NORTON MOTORCYCLE CLUB OF SOUTH AUSTRALIA INC.  
PO BOX 327  
HINDMARSH S.A. 5007

FULL NAME .....

ADDRESS .....

.....P/C.....

TELEPHONE .....MOBILE.....

EMAIL .....

ANNUAL MEMBERSHIP FEES ..... \$30.00 (includes family)  
FIRST TIME JOINING FEE ..... \$ 5.00  
OPTIONAL MAGAZINE POSTAGE ..... \$10.00

TOTAL .....\$.....

**NB: The Club magazine's are now available for collection at the monthly club meeting.**

*Also available on the club web site.  
[www.nortonownersclubsa.org.au](http://www.nortonownersclubsa.org.au)*

Membership no:...../Or I wish to cancel my membership:.....

*PLEASE MAKE ALL CHEQUES/ POSTAL ORDERS PAYABLE TO >>>> NMCSA INC.*

For new and existing members wishing to register a Historic Vehicle for the first time on the Conditional Registration Scheme with the club, the following information needs to be supplied.

MAKE .....MODEL.....YEAR.....COLOUR.....

REGISTRATION NO.....ENGINE NO.....VIN..... SOLO / OUTFIT.  
(circle one)

A current green registration slip needs to be shown for Log Book endorsement by the Club's Authorised officer. Log Book cost \$2.00

*If you have a vehicle on Conditional Registration with the NMCSA Inc. you must be a current financial member. IF NOT your vehicle is unregistered and is uninsured, and your LOG BOOK cannot be endorsed.*

***If the club does not adhere to the CONDITIONAL REGISTRATION SCHEME's Code of Practice the club will lose its right to operate under the scheme.***

## OFFICE USE ONLY

DATE PAID .....MEM NO. ....

AMOUNT PAID \$.....

**POSTAGE REQ'D** Y / N

DATE ENTERED IN RECORDS ..... SIGN .....

Meeting 133

4 / 4 / 11

OPENING: President Barry Miller opened the meeting at 8.10 pm & welcomed members & friends & new members Peter & Bill.

PRESENT: Mal Hamilton, Tony Gillam, Ian DeLaine, Darren Meldrum, Andrew Meldrum, Ray Hughes, Con, Jason Ward, Barry Miller, Dave M, Steve Mulhern, B Svenson, Ray Sims, Bo Isberg, Bill James, Ricko, Fella, Tim, Dave R, Steve Adkins, Peter S, Bill F.

APOLOGIES: Andrew Brown, Paul Knapp, Don.

MAIL IN: Redback Tourers Rally, Coonalpyn, 8-10 April, \$15, gate prizes, trophies, gymkhana, raffles, camping, catering; McLaren Vale Vintage & Classic, grand concourse, wineries, entertainment, 9-10 April; Kernewek Lowender Classic Cavalcade May 15, from Wallaroo 10 am, to Kadina Oval Funfair, food & drink, stalls, rides, Rock & Roll.

MAIL OUT: Request for log books to Federation.

TREASURER: \$311.15 in: \$412 out: Balance \$1833.55

CLUB CAPTAIN: Last ride had 19 bikes to Barossa V, Mt Pleasant & Angaston, all met up at the end; next week Victor run & Myponga.

LIBRARY: BSA Mag, 2 Roadholders

EDITOR: no report.

REGALIA: Dave will get new stuff in soon.

FEDERATION: no report.

GENERAL BUSINESS: We need up-to-date Club leaflets printed – Ian will take that on;  
**latest news from the UK Norton factory: there's an 18-month waiting list for 961 Commandos (Garner's new model);** last year 80 were produced, this year production will be in the hundreds, next year in the thousands;  
recent Federation discussion of calling out RAA to stricken vehicles on events/ runs, advice is when calling RAA out, **don't mention you're on a club run, Mal disagrees, says RAA won't come out to Bay to Birdwood & similar events, but club runs OK;**  
discussion of Ian also becoming Historic Registrar to spread the work-load, also Ian suggests if possible a HV Registrar go on club runs to enable bike inspections on the spot, general feeling is the more HV Registrars the better;  
Dave M chatting to riders says word is there are only 30 entries for the Big 4 Rally, disappointing numbers;  
the JP Norton on the last club ride was a beauty.

Raffle raised 41; Bottle of Stonemason Riesling won by Andy Meldrum  
*Meeting closed 8.40 pm.*

Meeting 134

2 / 5 / 11

OPENING: President Barry Miller opened the meeting at 8.10 pm & welcomed members & friends & new members Glenda & Rob who are the proud owners of a 1947 ES2 with dusting sidecar in outstanding condition.

PRESENT: Bill, Andy M, Mal Hamilton, Ian, Andrew, Ray Sims, Eddy Spear, Steve Mulhern, Tony Gillam, Dave Rocklyn, Tim Edwards, Peter, David Welsh, Rob Ritchie, Glenda St. John, Dave Meldrum, Barry Miller, Jason Ward.

APOLOGIES: Steve Adkins, Darren M.

PREVIOUS MINUTES: Kernewek Lowender Classic Cavalcade May 15, from Wallaroo 10 am to Kadina Oval Funfair, food & drink, stalls, rides, Rock & Roll; United Motorcycle Council of SA/NT Poker Run May 28, leaving Whitmore Square 10 am, family event, trade stalls, catering, all Club members & friends invited; petition online for a Bill of Rights <http://www.gopetition.com/petition/43001.html>

MAIL IN: Strathalbyn Swap Meet October 16 from 6.30 am, large range of parts, collectibles, catering, \$5, children free, camping available, car park free, Show & Shine, prizes, supports charities; Swap Meet June 5, National Military Vehicle Museum, Sturton Rd, Edinburgh Parks, 7 am, \$2 entry, motorcycle parts, catering; Cannonball Carnival May 21, Angas Rec Park, Angaston, family event, jumping castle, clowns, live music, supporting debra [www.debra.org.au](http://www.debra.org.au) raising funds for children with skin disease, get an EB nurse in every state, riders arrive Noon;  
**Warby Tools, supply Whitworth/BS spanners, sockets, taps & dies, new address & 'phone** [www.warbytools.com.au](http://www.warbytools.com.au) email [sales@warbytools.com.au](mailto:sales@warbytools.com.au)  
Robert Shannon Foundation encourages people under 30 to restore vet, vintage, classic vehicles, provides funds for **approved projects, must be nominated by Hist vehicle club (that's us), see** [www.motoring.org.au](http://www.motoring.org.au) for details & get young people involved;  
Morris Register Display (Morris, Wolseley, Riley, MG) May 21, cnr Harrison Rd & Simpson Ave, Devon Park, 10am-4pm.  
Tweed Heads M/C Club Border Swap Meet, Border Park Raceway, Kirra, June 12, bikes, cars, \$2;  
Latest Roadholder has all things Dommie, all about Dommie engine, lacing wheels, electrical fixes & Atlas crankshafts.

MAIL OUT: letters to new members.

TREASURER: \$46 in: \$445 out: Balance \$1,615.63

CLUB CAPTAIN: Lower Lakes ride May 15, from Hazelwood Park 10 am, stop Strathalbyn 11.30.

LIBRARY: new Roadholder

EDITOR: All good; new membership renewal forms available now.

REGALIA: plenty of ideas for new regalia.

FEDERATION: Historic Scheme is likely to cut off at 1978; possibly also annual checking of vehicles

GENERAL BUSINESS: Barry has another 850 motor, problem is getting it back here from Texas;  
Dave M raised past practice of donating prize-money to historic racing, to the 500 Single event, which is almost always won by a Norton, good publicity for the Club, will pass this onto Con to get it started again;  
**Discussion of changing the constitution at next month's AGM, will organise new wording by next meeting;**  
[www.reproductiondecals.com](http://www.reproductiondecals.com) do really good T-shirts, Ian will look at it, maybe put more details in "Energette"

Raffle raised \$33; bottle of Wolf Blass Merlot won by Bill.  
*Meeting closed at 8.55 pm.*



# RIDE CALENDAR 2011



19 June:           **NORTHERN RIDE.**  
                          Depart 10.00am Gepps X Go-Kart Track.

17 July:           **HILLS RIDE.**  
                          Depart 10:00am Hazelwood Park.  
                          MANNUM >>> MT. PLEASANT etc.

14 August:       **BAROSSA RIDE.**  
                          Depart 10:00am Gepps X Go-kart Track.

18 September:   **HILLS RIDE.**  
                          Depart 10:00 am Hazelwood Park.

16 October:      **BAROSSA VALLEY CLASSIC RALLY.**  
                          Depart 10:00am Gepps X Go-kart Track.  
*This ride date & venue need to be confirmed.*

20 November:   **XMAS CLUB LUNCH AND RIDE.**  
                          Depart 10:00am mystery tour???????????

11 December:   **SOUTHERN RIDE.**  
                          Depart 10:00am Top of Taps.

NOTE!! Ride calendar is prepared in advance, subject to change if a clash of dates occurs.  
Check Thursdays Advertiser, club notes or call the club Captain.....