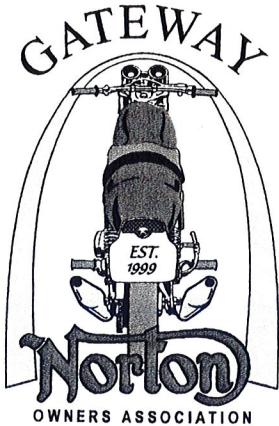


# Gateway Norton Owners News #19



## **"To Promote the Use and Pride of Norton Motorcycle Ownership"** Compiled by Marty and Peggy Dupree February 2004



### FROM THE PRES

*This is not what I call motorcycle weather!* I used to be pretty enthusiastic about trying to ride year round, but something is different; either it's getting colder, or I'm getting older, or both! I think my bike is still out in the garage, but honestly, I can't say I've set eyes on it since late November. Well, as they say, "Absence makes the heart grow fonder". And since I've sold my V7 Sport, I have one less bauble to draw my attention away from the Fatback. So hopefully I'll be riding my Norton more this year than last.

And I'm hoping that '04 brings lots of activity with our club. We traditionally start the season with a club-planning meeting at Mike French's & I believe this year will be no exception. Please plan on attending & bring some suggestions for club activities along too.

Speaking with Marty, it sounds as if he has asked a few of you to consider taking over the reins as club president, and I want to encourage anyone who is considering it. As I said in the last newsletter, I have lost steam & the club would benefit from a change in admin. The position can be whatever you want it to be - you couldn't do any worse than me! We will ask for nominations at the Planning Meeting.

Linda, Ryan, and I are finishing up our 3<sup>rd</sup> & final year of home-schooling and we are planning on celebrating by taking a long vacation up to Northern Idaho to participate in Ryan's graduation ceremonies. The curriculum we used is from Our Lady of Victory School located in Post Falls Idaho. The ceremony will take place in the Cataldo Mission Church, the oldest building in Idaho. Constructed in 1842-1845 by a Jesuit missionary & the Coeur d'Alene indians, it has been preserved & now is a state historic site. To transport us to Idaho I have purchased a 1-ton Dodge Diesel truck & a 30-ft 5<sup>th</sup> wheel camping (ha!) trailer, and we're planning a 3-week, 4000+ mile journey through the Black Hills, SW Montana, Wyoming, Colorado, & Kansas. Between planning for this trip, working out bugs in the Rig, and business travel, I've had very little time to dedicate to the club, and I guess it shows it. But as Spring begins to thaw us out, our energies will return.

We have had a couple new members joining our ranks this Fall/Winter and look forward to meeting them face-to-face. If you happen to see a new face at one of our get-togethers, please introduce yourselves & welcome them to the fold.

See you (and hopefully your Norton too) at Mike's!

## NORTON DAY AT MIKE'S

It's obvious that Spring is near because Mike French is again hosting the Club's "get ready for the riding season" event in his basement. For the new members, this is a fix-it day for minor jobs easily done in a couple of hours. Mike will be starting the overhaul of a noisy Commando transmission. This is something that, sooner or later, every bike needs. Come, watch and learn at the feet of the master. There will also be a Lucas mag/dyno that will get a going over. We hope to answer the age-old question, "Bad product or bad press?" Mike has threatened to use it to "zap" anyone who falls asleep in class.

<b>When?</b>	Saturday, March 27, 11:00 a.m.
<b>Where?</b>	861 Chestnut Oak, St. Charles (just two minutes off the Hwy. 70 bridge)
<b>Call:</b>	636-940-9365

Please call to let him know that you're coming so he'll know how much chili to make. If you're not coming on a motorcycle, be a good sport and bring some snacks or drinks to add to the feast.

Also contact Mike if you plan on working on your bike. Order your parts now!!!

**PLEASE HELP MAKE THIS NEWSLETTER POSSIBLE.**

**SEND SUBMISSIONS TO:**

**MARTY DUPREE, 2637 SNEAKWOOD LANE, FORISTELL, MO 63348**

**E-MAIL:** [madx2@worldnet.att.net](mailto:madx2@worldnet.att.net)

## GNOA Treasury Report 2004

updated 10-16-03

		<u>Debits</u>	<u>Deposits</u>	<u>Balance</u>
Brought Forward from 2003				\$ 479.14
January	12th	-----	\$ 10.00	\$ 489.14

### Record of Activities 2004

Jan	12 <sup>th</sup>	Received \$10 from Jason Dickus for club dues
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*Mel Heffron has the hots for a new bike and needs to sell this to make room for it. Call him at 618-466-5487.*

**FOR SALE:** 1989 HONDA GB-500: WITH PROGRESSIVE SUSPENSION, FULL FAIRING, SUPERTRAPP HEADER WITH NORTON MUFFLER, K+N FILTER AND HEATED GRIPS. THIS BIKE NEEDS NOTHING. \$3,500.

Mel

**FOR SALE:** \$10,000 WILL SECURE, FOR A VALUE-ORIENTED INVESTOR, TWO VERY PRISTINE AND ORIGINAL COMMANDOS:

1975 MARK III, 11K MILES, PAMPERED AND 100% ORIGINAL. RED.

1973 INTERSTATE 750, 8K MILES, PAMPERED AND 99% ORIGINAL; K&N AIR FILTER. BLACK.

THIS IMMACULATE SHOW QUALITY PAIR CAN COMPLEMENT OR START YOUR CLASSIC COLLECTION AND MAKE YOU THE ENVY OF NORTON ENTHUSIASTS EVERYWHERE.

Bill Rueckert 314-741-1022

[bills59t110@aol.com](mailto:bills59t110@aol.com)

## GEARHEADS IN THE PARK

By John Wuebbeling

The Lion's Club and St. Charles County Park Rangers sponsor one of the area's best car and motorcycle shows of the summer. This charitable event is held at McNair Park in St. Charles, MO in mid July.

The show is running on its 8<sup>th</sup> year, with 2003 being the 4<sup>th</sup> year that a group of GNOA members have attended or participated. There are 1<sup>st</sup>-3<sup>rd</sup> place trophies awarded in the 10-12 motorcycle classes. The folks that attend seem to appreciate the British/Euro bikes that are displayed.

The event gets bigger and better every year with a variety of machines to feast your eyes on. Sure, there were all sorts of Harleys, but they also had some cool mini-choppers. If you have a taste for sport bikes, they had those, too. Mike's red hot 900 Super Sport Ducati was a standout in this group. How about a super sized V8 powered Boss Hoss, or a fire

belching fishtailed hog? This show seems to have it all.

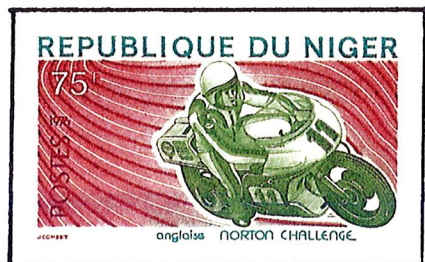
This year in the Vintage class, Bill Packs' recently purchased pristine BMW earned 1<sup>st</sup> place. "Big Smoothie" took 2<sup>nd</sup> and Monty's (Parsons) superclean Rocket Gold Star came in 3<sup>rd</sup>.

I thought 1<sup>st</sup> was between Monty and Bill as my ride is showing it's age on a 6 year semi-restoration. Apparently the judges have picked the Norton as their perennial favorite as our members have earned awards in several classes.

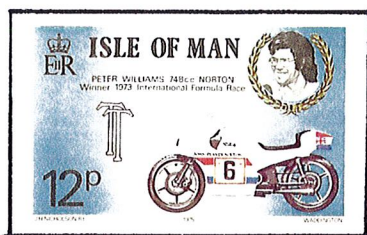
You may want to pass along info about this event to your other riding buds. If they don't care to show 'em, ride 'em in and just hang out. There is plenty of shade, food and drink. Call the St. Charles Parks Department for info. Hope to see you there in 2004.

## IN REMEMBRANCE. . .

Since I haven't done a color page in quite a while, I thought I would do a little homage to some of the bikes destroyed in the National Motorcycle Museum fire. According to Classic Bike, the racers depicted here are in the process of being rebuilt.

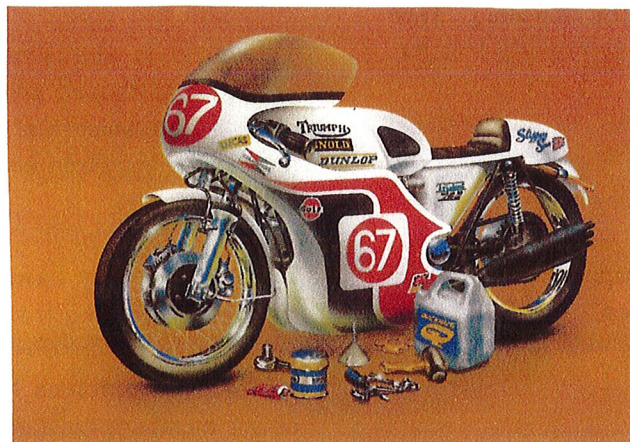


Two depictions of the Norton Challenge.



The small print says,  
"Peter Williams 748cc "Norton"  
Winner 1973 International Formula Race.

From the Cadet Sweets Series of Record Holders of the World, J. Allen's Triumph: On 25th Sept., 1955, this bullet shaped 650cc Triumph streaked across the famous Salt Flats at Bonneville in America at a much higher speed than any motorcycle had ever traveled before. It's rider, Johnny Allen of Texas, set up world records of 192.72 mph for the flying kilometer and 192.3 mph for the flying mile.



On the back of this it says, "The artwork for our lithograph commissioned specially for this issue, is by Londoner Keith Anthony Duran whose distinctive style captures the essence of the renowned Triumph three-cylinder 750cc "Slippery Sam", so called because of its tendency to leak oil from the crankcase in the path of the following rear tire.



### The GNOA Website

For some time now, some of us have discussed building a new website for the club. A few months ago I registered the domain name: [www.gatewaynorton.com](http://www.gatewaynorton.com) for this purpose. Since then I guess I've been waiting for some divine guidance before starting any real work.

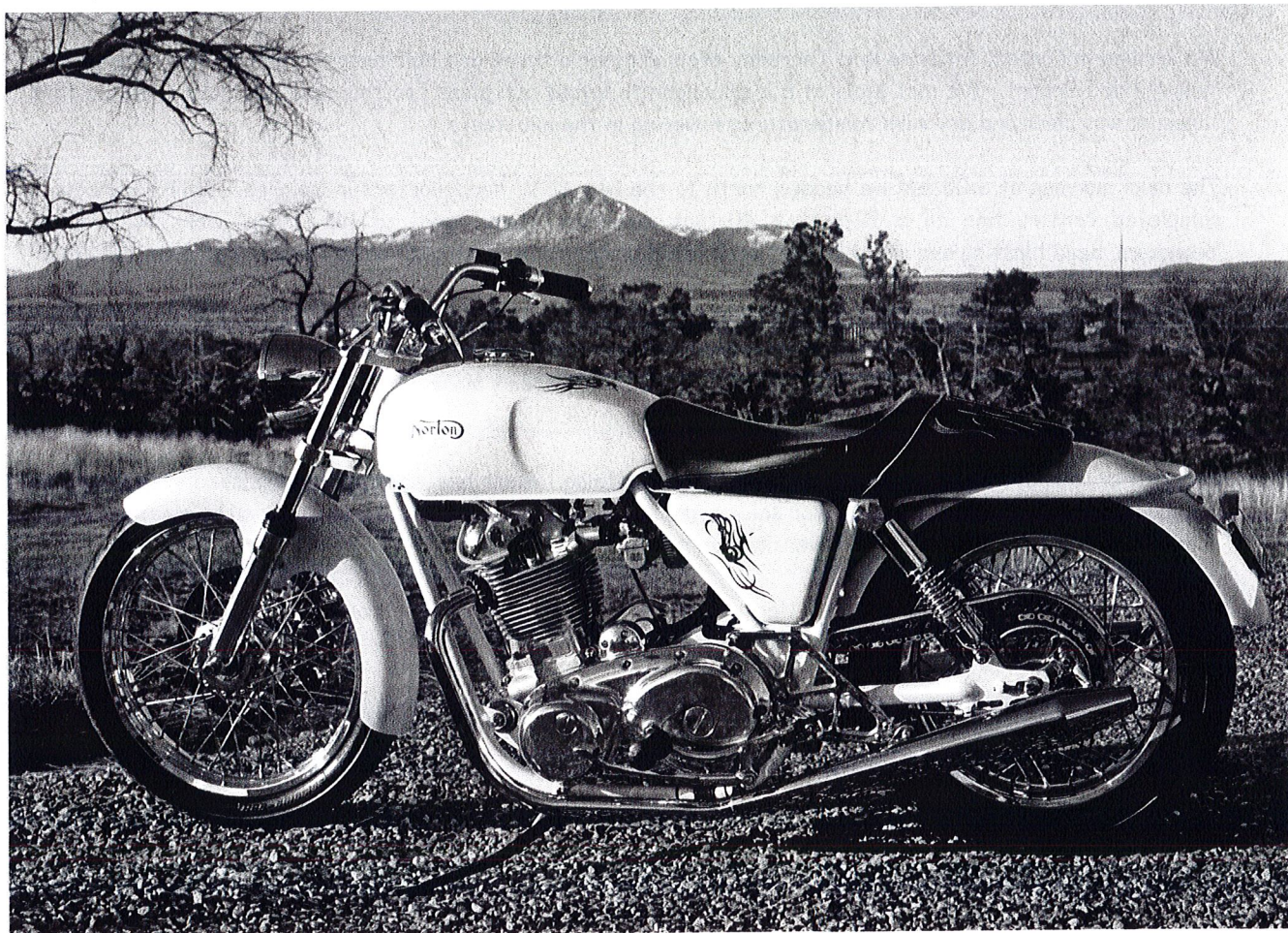
My initial thoughts are to construct a site that all GNOA members (and others interested in GNOA) could go to for practical information about the organization and our activities. Some initial ideas for the site could include:

1. **About GNOA.** A brief description of what we're about and how to join.
2. **News & Activities.** Details on upcoming rides, meetings and other activities.
3. **Bike Gallery.** A photo gallery of member bikes.
4. **Classified Ads.** Bikes and parts for sale, etc

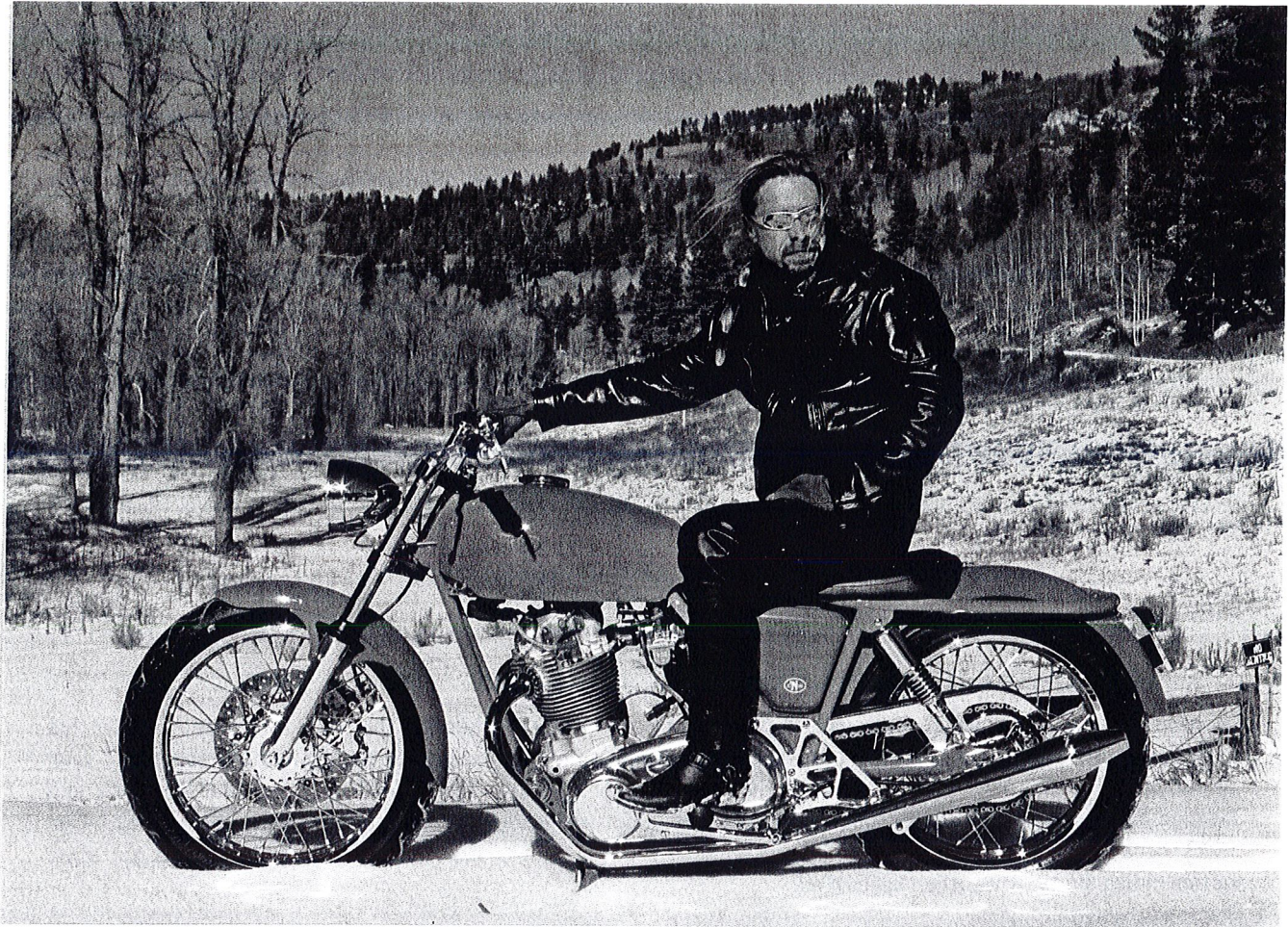
I like to know if other members that a web site would be valuable and what kind of content you would like to see included. Let's talk about this at the meeting at Mike's, or please feel free to email me any suggestions at: [roger.yount@brightonusa.com](mailto:roger.yount@brightonusa.com)

### Nortons on the Net By Roger Yount

In November, Matt Rambow, the owner of Colorado Norton Works, asked me to create a new web site for his business. For most of us, work is just work. But every so often you get to do a job that really gets your motor running. For me, this was one of those rare opportunities. I gathered up my production crew and headed to Dolores, Colorado on December 18<sup>th</sup>, not exactly the ideal time to photograph motorcycles. Our plans were to document the CNW Commando rebuild process, Matt's new tricked-out workshop plus get some action riding shots, if weather permitted.







We arrived in Cortez, Colorado late Thursday evening after a three and half hour drive from the Albuquerque, New Mexico airport. We met Matt at a local saloon to layout our plans for the next two days. The weather forecast was clear and dry with temperatures hovering in the mid-teens.

The next morning at 6:00 AM we headed north to the new CNW headquarters in Dolores. Matt had recently completed construction on a 30-foot x 40-foot workshop where most of his "clean" work takes place. Teardown, bead blasting and other "dirty" work takes place at the original CNW workshop just down the road.

Matt's goal is to complete 12 Commandos per year. At any given time he may have three or four bikes in various stages of completion. Matt does everything except the machine work and painting and prefers to work alone. His long-term goal is to re-build fewer bikes per year but spend more time customizing and detailing each Norton to the specifications of the new owner.

One new aspect of the CNW site is a Norton parts catalog. Matt has sourced or developed over 30 unique Commando parts and will offer them for sale on the site. Some of the parts include: a Brembo master cylinder conversion; high output single coil conversion; custom billet Z-plates; custom billet triple trees; and more.

We did get to do some riding in the 17 degree weather. Norton's were built for the damp, cold climate in the UK and Matt's Commandos ran perfectly in the frosty temperatures.

These two photos are some of the snap shots I took while we were gathering material for the new CNW site. The new web site [www.coloradonortonworks.com](http://www.coloradonortonworks.com) is scheduled to go live by February 1, 2004.



## Why I Never Rode a Motorcycle Until 1970

by Robin Swaysland

I think this article was originally written sometime in 1993, for the Euro Epicurean newsletter, and as I seem to have the only copy, and Marty wanted to reproduce it for our newsletter, it gave me the opportunity to revise it and delete some of the boring stuff, so I hope that what is left isn't too sleep inducing!

I emigrated to the USA in 1966, after the near collapse of the British aircraft industry, and worked first at Boeing Vertol in Philadelphia, and then McDonnell Douglas here in St. Louis. I never owned a motorcycle all the time I lived in England - my father was against the whole idea, as he had been a motorcyclist in the 1920's and '30's and well remembered some of the close calls he had had. In fact he sold his New Imperial Blue Prince when I was born and never owned a bike afterwards. One of his favorite stories was when his brother told him not to ride a new outfit he had recently acquired as he thought my father needed some instruction on the peculiarities of riding a motorcycle with a sidecar attached. The sidecar was my uncles' pride and joy, in the shape of a boat, in polished aluminium, complete with red trumpet shaped air intakes on the deck! Well, naturally my father couldn't resist the temptation, and as soon as his brother wasn't around he fired up the bike and took off down the drive of his parents' house. The trip was short-lived, for the bike unexpectedly turned sharp right straight into a hawthorn hedge at the side of the drive. My father tried in vain to polish out the hundreds of scratches in the sidecar before his brother returned! He didn't look so good either, resembling the death of the 1000 cuts!

The closest I ever came to owning a motorcycle was when our next door neighbour tried to sell me an old hand-change 250cc BSA for 5 pounds (about \$30) on my sixteenth birthday, but my father persuaded me to wait until I was seventeen to drive his car - which he later regretted, as it was never in the garage when he wanted to use it.

In 1974 some of you may remember we had a gasoline shortage and a friend of mine persuaded me to buy a Honda 350 so that he had someone to ride with. From that point on I was hooked. The Honda lasted only three months before I discovered that there was a Norton dealer in town. I sold the Honda and bought a new 1973 Norton Commando from - Donelson Cycles. For those who never bought a brand new Norton, I quote this quaint statement from the owners manual: "After the 500 mile service the amount of throttle opening can be increased progressively but the cruising speed should still be varied. Full throttle should not be used until the machine has covered at least 1000 miles and even then only for short bursts until 1500 miles has been covered, WHEREUPON MAXIMUM PERFORMANCE MAY BE SOUGHT WHENEVER DESIRED".

Carls' salesman at the time (Val Ash) later convinced me that a well-rounded motorcyclist should be able to ride in the dirt as well as on blacktop, so I tried a Yamaha 360 Enduro for a season. I did try a poker run at Flat River, but only managed to complete the first leg before darkness and fatigue ended my effort. Carl and Val, who also took part, were later asked by some of the other riders why they spent so much time waiting around at the check points - it's called after sales service! By the way I hate rocks!



After deciding I was not cut out for that branch of the motorcycling sport, I traded in the Enduro for a 1975 Yamaha RD350. It was a terrific bike but did not lend itself to two-up riding, as the front wheel spent most of the time in the air if too much throttle was applied from rest, so it too was sold. I owned a 1970 BSA Rocket 3 and a 1975 Triumph Trident for a short time but was disappointed to discover that they both had a high frequency vibration which became annoying after a long ride (for me that's about 50 miles). I did ride the Trident to Kansas City one weekend with a strong crosswind blowing from the south - I had to lean the bike about 20 degrees to the left on the outward journey and 20 degrees to the right on the way back!

About this time I aquired a 1967 G80CS Matchless which had been left on the owners front porch for a number of years and was naturally in a poor state of repair. Thus began my hobby of motorcycle restoration. I rebuilt the Matchless over the winter of 1975, and was quite pleased with the result. I rode the bike during the following summer but soon discovered that the foam I had chosen for the re-upholstered seat was a bit too dense, for once it was covered, the seat had the consistency of a plank of wood! It was particularly bad at about 60mph where the engine vibration was transmitted through the seat to the rider, causing double vision! My usual test run is on Route 94 north of St. Charles, passing through West Alton, which is where I seem to have the most problems. The kids throw rocks at you, dogs chase you (they run diagonally across their yards to intercept you as you ride by) and just outside the city limits is where the chain snapped during a blurred vision high speed run on the Matchbox. The chain jammed around the gearbox sprocket and the engine stopped in a nanosecond! So there I was gliding along silently at 60mph wondering what had happened.

During the summer of 1976 at an MCRA race meeting at Wentzville, I met a guy from Ohio who had a 1967 Velocette Thruxton for sale for \$1800 (those were the days!), and he threw in a 1967 Scrambler for spare parts. The Thruxton was also rather sad looking, especially as it had been raced and had been kept running with cannibalized Scrambler parts. Another winters toil, plus help from Carl Donelson, restored the Thruxton back to its former glory. One ride on the Velo' and I realized that the Matchless had to go. The Thruxton was so much smoother, due in part to the bore/stroke being equal (not the softer seat), and the handling was superb (for those days), but I must admit that I preferred the gearbox on the Matchless, which is of course the same as the Norton. Another bit of trivia - the Velocette did not have a short stroke/big bore to reduce vibration, it was designed that way to fit in an existing earlier frame (the MSS I think) to save tooling costs!

At another MCRA race meeting in 1978, one of the participants told me he had a 1930 Scott Flyer for sale, and he was willing to take the Matchless in trade. He lived in Iowa, so at the earliest opportunity I paid him a visit, taking the Matchless with me. The Scott was in worse shape than I expected, and I didn't feel that my restoration capabilities were up to the task. He did however have a used 1976 MV Augusta America, which I decided to trade for instead, as it seemed a shame to drag the Matchless all the way back to St.Louis. This was in spite of the ape- hanger bars installed, for comfort on long trips! He said he had ridden it to Daytona, and by the condition of the bike he hadn't cleaned it yet. I later saw a road test in Walnecks' Classic Trader of a 1967 Matchless G80CS, where the rider complained of the terrible vibration at 60mph. The photo confirmed that it was my old bike! I think I paid \$4000 for the MV, which included an \$1800 allowance for the Matchless.



My memories of the MV are not that pleasant. There was a lot of mechanical noise, due mainly to a train of seven straight-cut gears in a central tunnel that drove the overhead camshafts from the crankshaft. It had a Bosch "Dynastart" - a belt-driven dynamo that doubled as a starter motor, obviously the easiest way of modifying a race engine for street use without making new engine casings. All castings were sand cast, which increased weight due to the thicker walls. For some strange reason MV used a shaft drive system, which also added weight. Although derived from MVs' GP race bike, which won 37 Grand Prix, it was detuned so much that it was slower than a 750 Honda. That central gear train almost proved to be my undoing, for whilst adjusting the valve clearances (which required the camshafts to be removed), I dropped a bearing cap nut down into the gear train tunnel. It took 3 weeks to find that nut, using the end of a pencil magnet attached to a length of lockwire, plus a steel rod to guide it down the tunnel. Every evening I would descend to the basement and fish for a couple of hours. Finally patience was rewarded and I was able to avoid a complete engine strip-down, as there was no removable oil pan, the engine internals being loaded from the top of the crankcase. To sum up the MV, it was noisy, heavy, slow and spares were very expensive. I was afraid of dropping the bike, as the hand beaten aluminium fuel tank would have cost a fortune to replace. The engine was of course a mechanical masterpiece, but the rest of the bike was poorly finished, especially in view of the cost when new. I decided to sell the MV after weighing up the pros and cons and sold it through Hemmings to a guy in Augusta Maine, coincidentally. I made a \$400 profit on the bike, now you can't get one for less than \$25,000.

During the winter of 1978 I completed the restoration of the Velocette Scrambler, having acquired sufficient parts to complete the project. I had no title for the Scrambler as it had been turned in to the Ohio licence office as scrap. When I contacted them I was told that as 7 years had passed since the title was surrendered it had been destroyed, so they couldn't help. Missouri couldn't help either, all I could do was title the bike as a "homebuilt", which would hurt the resale value. Then I saw an advert in Hemmings from a guy in Alabama who could title any bike built before 1970, I think, for \$25. It seems that that state had no title system before 1970, the bill of sale serving as proof of ownership. For \$25 he would (on paper) sell you your bike and provide a bill of sale. I did this and turned it in to the Missouri licence office, and later received a title for a 1967 Velocette Scrambler!

The Scrambler was an attractive little bike, with its lean lines and chromed peanut tank, but too good to ride in the dirt, which if you recall I don't do anyway, so I added a small brake light powered by a 6 volt dry cell battery, plus a set of universal tyres, had it inspected (no lights required for day only use), and rode it for a while. However it was later sold to finance future projects.

Carl Donelson sold the BSA Rocket 3 for me and I traded the Triumph Trident to him for a 1976 Moto Guzzi T3, to be later traded back for a 1978 Ducati Darmah. The T3 was too touring oriented for me, complete as it was with matching saddle bags and crash bars, but I was impressed by the smooth running engine, low maintenance and clean shaft drive, plus its mechanical simplicity. I later replaced it with a V7 Sport, the archetype which led to the Le Mans series.



The Darmah came with a factory kit of hop-up parts - two 40mm Dellorto carburettors and inlet manifolds to replace the 32mm stock system, plus a set of Conti mufflers to replace the Silentiums. Of course these items were installed the moment I got home. The bike probably didn't go a lot faster, but it sure sounded like it did, and I loved the backfire and blue and orange flame that shot out of the right hand muffler on the over-run, due I think to the angle of the front cylinder's carb, which compromised the fuel level in the float bowl. I later modified the bike by raising the forks through the triple-tree far enough to install clip-ons (the bike seemed to be too high at the front), and added a Mike Hailwood replica fairing. I should never have sold that bike!

Meanwhile, back to the MV Agusta and the advert in Hemmings. Well, the magazine always sends the issue in which your vehicle is advertised, and in it I saw a Scott Flying Squirrel for sale in Jerseyville, Illinois. It was a 1957 model, with a 1947 engine, but had the later coil ignition and crankshaft driven dynamo, in lieu of the original MagDyna. It later turned out to be one of a few bikes assembled in Leeds for Matt Holder, who had bought the old Scott company when it went into liquidation. The bike was a bit scruffy, having been brush painted in black, but it ran, and the owner who had acquired it as part of an antique car deal, was willing to take a deposit until the MV was sold, so we struck a deal.

When I rode my new acquisition down to Donelsons to show it off, Carl commented that the Scott had broken a long standing record for British motorcycles - it not only leaked oil and gasoline on his floor, but water was seeping from the radiator as well! The Scott took over twelve years to restore, but it was not all due to waning interest on my part. I had decided to have the engine professionally rebuilt in England by a company called Silk, who produced a modern version of the Scott for a few years, and rebuilt Scott engines as a sideline. I took my engine to Silks' during a vacation trip to England in 1981 (as excess baggage), and it wasn't ready until 1985 when I picked it up during another vacation. It took another two years to get the front forks converted from compressed air suspension to coil springs and oil damping, because the machinist in England went sick. This retrograde step was made necessary by leaking air seals and non-availability of replacements. Of course since having converted the forks a company in England is now producing the required seals. I say retrograde because the unique air suspension was fully adjustable by means of a bicycle pump. It was progressive and had damping. The only drawback was if a seal failed the forks would sink to their stops (the two fork air chambers were inter-connected) which meant a downhill boneshaking ride home.

Back in 1981, frustrated by the Scott inactivity, I looked around for another project. One of the engineers I worked with also had a small collection of British motorcycles, and told me he had acquired a completely disassembled 1953 Vincent Black Shadow from a guy in southern Missouri a couple of years previously, and was thinking of parting with it. It seems that the previous owner had taken it apart 20 years earlier and had stored it in the loft of his house. The new owner wasn't sure that there were sufficient parts to complete one motorcycle, but was willing to part with what he had. I took a chance and bought it from him.

The Vincent took a lot longer to put together than any of the previous bikes (except of course the Scott), due to a number of factors: I had only ever seen photos of an assembled Vincent (I didn't know Merlin Libby well back then), a number of parts were missing, some parts were



duplicated, and a few Vincent Comet parts were thrown in for good measure. It took over two years to put the Vincent together, the missing and worn parts being replaced with spares from the VOC Spares Company, who had and still have the best spares inventory of any out of production motorcycle. The company was in fact founded by the Vincent Owners Club members after the Vincent company went into liquidation in the late 1950's. Carl Donelson assembled the engine crankcase and bored the cylinders, for which I was grateful because he hates Vincent's, and I did the remaining assembly and painting.

The first major trip on the Vincent was not a success. On the way to a Vincent rally in Iowa with Merlin Libby in 1983, the engine seized. After cooling down it restarted and ran, but didn't sound at all healthy. We returned from the rally with the bike in Merlin's van. A strip-down revealed that the cylinder sleeves had rotated in the finned muffers, due to an insufficient interference fit, which was not apparent until the engine reached operating temperature. The rotation had closed off small holes drilled into the cylinder walls from the oil passages which provide additional lubrication to the pistons. New oversize sleeves were fitted and the problem cured. I was never able to improve the poor starting until I converted to 12volt electronic ignition, but the change meant that the battery had always to be well charged - not easy with Vincent dynamos. An alternator has been developed by a French Vincent owner which I believe works well, but that is now the problem of the new owner of the Vincent, who also has to find out why the rear cylinder is oiling the sparking plug. I did make one other trip with Merlin to a Tennessee Vincent Rally, and made the round trip, however on the return I had a new problem of my own doing. The electronic ignition has its own advance curve which requires the mechanical advance to be disabled, which I had done by wiring the weights shut. Of course the wire broke and I had to ride home below 40mph to keep the timing within reasonable limits.

In 1981 I bought a new 1979 Triumph Bonneville from Donelsons. Carl converted it to a right hand shift, plus reversed the shift pattern so that it shifts the same as the Norton, Guzzi, Velocette, Scott, Sunbeam, and Douglas. I really like this bike.

In 1982 I obtained a partially assembled 1953 Sunbeam S7 from Outpost Motorcycle Sales in Redbud, Missouri. The previous owner to Outpost had spent a fortune on chrome - wheels, forks, headlight, battery box, and toolbox, to name only the major items. It was painted candy-apple red instead of the correct leaf green, and the engine and gearbox were painted matt black. The money should have been spent correcting the mechanical deficiencies, like the worn valve gear, cylinder bores, bearings, gearbox, and rear axle, complete with missing gear teeth. I corrected everything except the chrome, which does dress-up what was originally a rather drab bike. I remember taking the crankshaft to Donelsons puzzled by the "D" shaped hole running through its centre, visible after removing the brass plugs at each end of the crank. I think it was Denny who attacked the flat side of the "D" with a hammer and chisel, releasing rock hard sediment. Apparently prior to improved filtration to motorcycles, the manufacturers would cast oversize holes in the crankshafts, so that sediment would be thrown out of harms way by centrifugal force, until the hole was completely filled, that is.

The S7 design came from BMW's given to BSA after the war, but to disguise the origin, the cylinders were "folded up" into an inline twin. This caused two problems, excessive vibration and a drive shaft so low that a worm and wheel axle had to be used in lieu of the normal ring and

pinion. This caused another problem. The worm and wheel was too weak for the engine power, so the engine was de-tuned by revising the cylinder head from cross-flow (inlet and exhaust on opposite sides) to non-crossflow (inlet and exhaust on the same side). I guess BSA thought this was the simpler approach! The vibration was reduced by rubber mounting the engine. The placement of the ignition switch and ammeter in the right hand side cover is also an unusual feature. Carl Donelson remembers this very bike, because the first owner bought it from him in the early sixties, sold it back when he was short of cash, and bought it back when he was better situated. This happened two or three times, I believe.

I owned a 1966 BMW R69 for a short time in the mid -80's, the one with the Earles forks, but I became bored with it as it never required any maintenance. Crazy but true!

I imported a Triking kit car in the late 80's, and assembled it with an automatic Moto Guzzi drive train. I sold it to Dave Williams who now lives in Florida, after discovering that it drove like a car with one wheel missing. Surprise, surprise!

Tom Mitchell has the Triumph Daytona that I never got around to putting together, and you all have seen the Norton Rotary that I brought back from England after a 5 month stint working at British Aerospace for McDonnell Douglas in 1990. Carl Donelson shipped over my two Norton Commandos to trade-in on the rotary whilst I was over there. This Norton is the smoothest running bike I have ever ridden. It is a shame that this bike was the last hurrah of such a great motorcycle company. The rotary is presently "hor's de combat" after the May ride, but just needs some new seal springs and a de-coke on the left rotor.

## EDITOR'S EDITORIAL

The Club owes a great debt of gratitude to Joe. Not only has he been President for 4 years, it was Joe's hard work that got the Club started in the first place. He has also kept track of the finances and membership roster. For the first 2-1/2 years he even published the newsletter. You can see why he states in his President's column that he has lost steam and needs a rest. Thank you, Joe, for everything you've done.

When we meet at Mike's on Norton Day, we need to select a new President. As you know, this is a pretty loose bunch of guys and no one is expecting you to break a hard sweat in running the Club. As Joe said, the position can be whatever you want it to be. If you want to be President, please don't be shy - step forward and let your desire be known.

On a different note, if you will notice after your name on your mailing envelope, there is a month-year date in parentheses, i.e. (7/05). This is the date your membership expires. Please renew your membership at Mike's or by mail if you won't be attending. Dues are \$5 per year. If paying by check, make check payable to "Joe Jump" and mail to the Club address on the envelope. Thanks!