



THE SILVER SPOKE

THE NEWSLETTER OF THE GRAMPIAN CLASSIC MOTORCYCLE CLUB

February 2016

www.gcmcc.co.uk

Lang may yer lumb reek!

Barry's Conundrum

Member Barry Milliner wrote in requesting assistance to identify this engine (see photos to the right). Barry writes:

"Can anyone identify this engine
It was given to me by my late father in law for helping get rid of 7 early Sunbeam bikes plus many engines and parts !(why didn't I buy them ???) on delivering to new owner I was given a cardboard box containing an engine in bits, a bit disgusted I threw it up in the loft and forgot about it, this was 40 odd years ago, thinking it was about time to sort out the loft I dragged it down to my workshop and gave it a rough clean up, not knowing what it was I asked a Pal if he could identify it, he is still looking into it and said that someone in the club might recognise it.

Description:

Single cylinder overhead valve, 2 exhaust ports, side pushrods, CI flywheel, bore/stroke of 60mm dia X 60.1 stroke which I calculate as 175cc, it has "domed" piston, roller bearings on the rocker shafts, ball bearings on cam gears, crankcase is Aluminium Casting and the barrel is CI. Only marking is a pattern number and No 215 stamped on crankcase. Anyone any Ideas??"

Send you answers to Dave S and I'll send to Barry and publish any feedback in next month's newsletter.



EVENTS AND INFORMATION

MARCH MEET

Tuesday 1 March for DVD or Speaker night. Full list of events was emailed out by Nick W.

WANTED

Anyone happen to have a Type 276 Amal pre mono-bloc carb body in good, unworn or re-sleeved condition? My Big 4 carb is on its last legs. Contact Dave S.



WEBSITE

The GCMCC website has information on events; photos and more www.gcmcc.co.uk

CONTRIBUTIONS

Thanks for all the stories and photographs so far. Don't forget if you have a bike or parts for sale or wanted members can advertise here for free.

Material now needed for **MARCH!** Please send by email



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TONY'S NORTON REVOLUTION

You either dismiss them as a failed attempt at a revolution "excuse the pun" in engineering or once ridden nothing else can ever be the same again!

I have been a devotee of Norton big twins or heavy weights as they are known in the Norton Owners Club, for a very long time, my first encounter of a Dominator 99 was when just 18 and having been riding a various selection of bikes all used mainly as just a means of cheap transport I saw the Domy for sale, it was in the style of a cafe racer and had been made road legal where before in a previous life it had been extensively raced. Against my Mothers dire warnings of impending disaster and lengthy stays in hospital, I purchased the bike only to find that in my haste to own something so good to look at, I had bought a bike that was to say the least in need of some serious repair.

Getting the bike to run properly let alone to match its good looks with performance taught me a lot about fettling bikes and their engines.

Perhaps I was snared by Norton then, perhaps, but in any case the Domy started a lifelong interest in all things with the name Norton emblazoned the petrol tank.

That was a very long time ago, more recently and planning to attend the Norton National Rally in Morpeth I loaded up my 650SS with camping gear and left a wet and dreek (as the locals say) Aberdeen, early one Friday afternoon, the run via Dundee, Forth Road bridge and the Edinburgh by-pass was as uneventful as it was just a means to get somewhere quickly only when I joined the A68 and A698 did things start to look up. The 650SS was made for swooping into fast bends and accelerating hard ready for next one, having fitted a PW3 cam at the last engine rebuild the engine wanted to rev and as I approached Coldstream it was being given every opportunity to do just that and nudge towards the 7 marked on the dial of the chronograph rev counter. I arrived in Morpeth exhilarated but a little saddle sore, the 650SS is a great bike and does what it says on the tin, however as a sports special it does not do long distances well especially loaded with camping gear, I fleeting wondered if I should find a touring bike but how could I consider another bike that was not a Norton? The next day when we all assembled in the town square to show off our bikes to the gathering crowds I spotted my first Rotary, if truth were told I did not really know what it was, it certainly did not sound like any bike I had seen before and with an incredible amount of really nice looking bodywork it was quite hard to see what made the bike tick.

Keen to know more I approached the owner who like all bikers was more than happy to talk about his bike, when I was told his bike was a rotary I was transported back to when I was an apprentice working not far from an NSU dealership who did their best to sell the unsuspecting public cars called the Ro 80, disaster it was but the car gave me and my fellow apprentices a ...(cont'd on page 3)



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TONY'S NORTON REVOLUTION (Continued from Page 2)

.....great deal of fun, we always knew when one was coming as it was followed by a large cloud of blue smoke! I mentioned this to the owner of the Norton Rotary who said "don't have those problems with these engines" see the miles on this bike (the mileage was 150,000) I have done every one of them and never had a problem. Inspired by this revelation that I may have just found what I was looking for, a touring motorcycle with the name of Norton on the tank, as soon as I returned home I set about the search for a rotary in good condition.

This proved more difficult than I had expected with not more than a few hundred ever built Norton Rotaries are not exactly filling the for sale ads of the bike magazines, however posting a wanted ad on the Rotary Owners Club website got a result so taking a day off work my son and I set off for the far flung reaches of Preston in England with my bike trailer in tow and high hopes for eventually getting my first rotary. I have been a very happy rotary owner now for some time, they are great bikes, perfect for long distance touring of which I have done a great deal with this bike. Norton Rotaries need care and attention, if treated well they are a joy to own.

