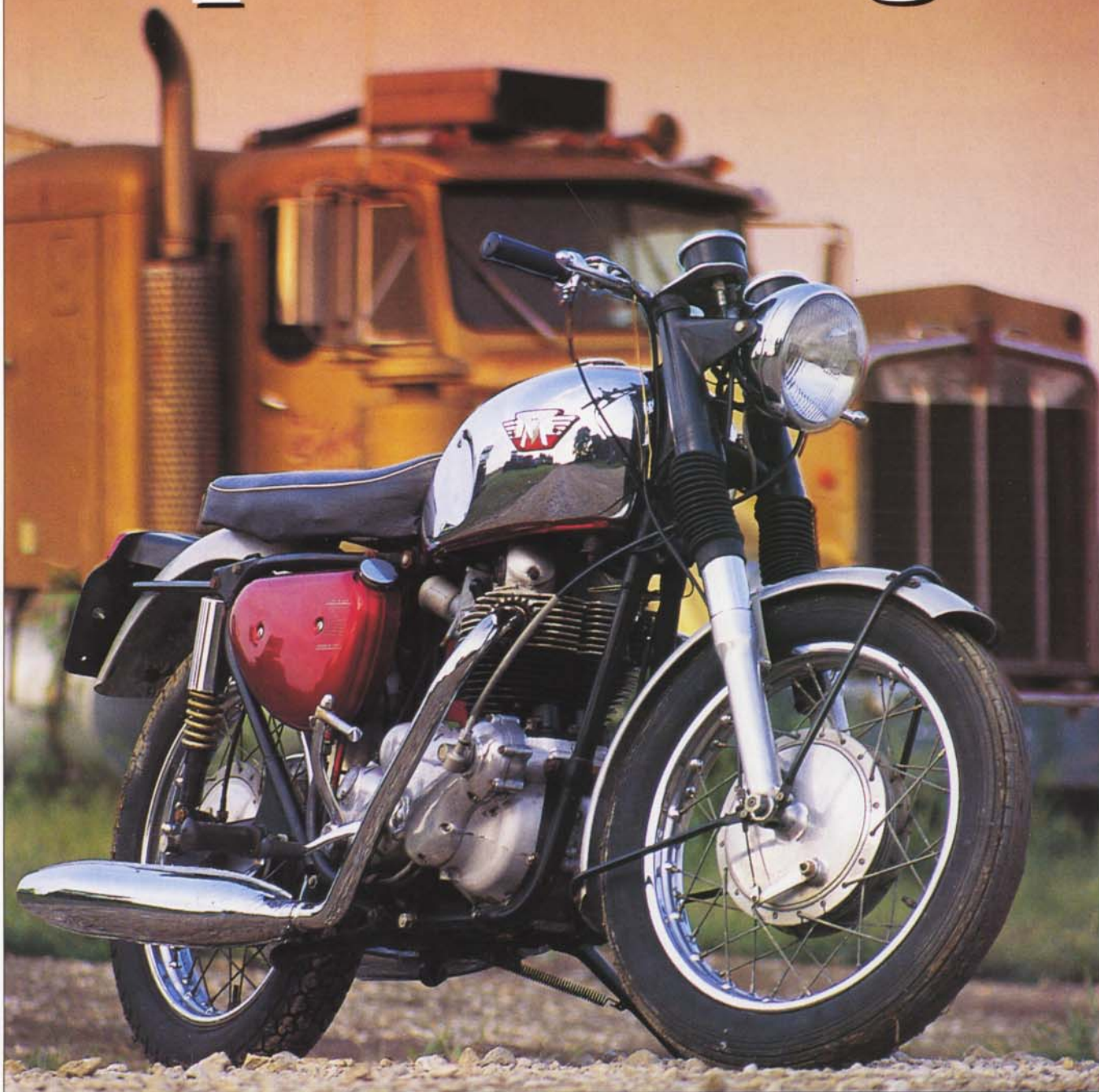


AUTHENTIC & UNRESTORED

Export strength



Wrap a Matchless scrambler frame around a 750cc Norton engine and you've got the street racer Americans wanted, says **Phillip Tooth.**

Nowadays, Lee Cowie is the American agent for *The Classic Motor Cycle*, and sells motor cycling books through his company, Motorsport. But although the name remains the same, Motorsport once carried out quite a different business. Lee's shop in St Louis, Missouri, sold British and European motor cycles, offering everything from AJS to Velocette roadsters, Francis-Barnett and Dot trials irons, Bultaco racers and Moto Morini tourers.

In the Sixties, the British twin was still big business. AMC — owners of the AJS,

Matchless, Francis-Barnett, James, and Norton marques — were mixing and matching the best bits of their range to produce new models for specialist markets. Bob Blair of ZDS Motors, the West Coast distributor for US importers Berliner, asked for a scrambler fitted with a 750cc Atlas motor. People really did scramble those big twins, but AMC said that they couldn't make one out of the Norton. So ZDS took an engine and shoehorned it into a Matchless scrambler rolling chassis. They sent it back to England with a note to the effect: If we can do it, why can't you?