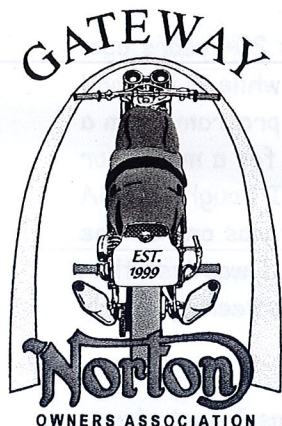


# Gateway Norton Owners News #22



## **"To Promote the Use and Pride of Norton Motorcycle Ownership"**

Compiled by Marty and Peggy Dupree

November 2004



### FROM THE PRES

The year is winding down. Summer has come to its end and the riding days are fewer and farther between. Baseball is over and the elections are done. There is no hockey this year and basketball is starting (who cares) and I can't get excited about the Rams. Downtime - a chance to reflect on past rides, plan new rides and make a list of things to do for the Commando.

I think we all enjoyed a great summer. I don't recall any days over 100° that were "just too hot to ride" days. We have done a lot together as a Club this year and we could do a lot more together next year. As you read this, if anything comes to mind that you think would be fun to do as a group, write it down because you won't remember it if you don't and bring it with you to the Spring meeting and tell me. I will try to make it happen.

This is a great time to look into the little things that cause big trouble with our bikes. One is the kill switch. That bugger can drive you crazy when it gets corroded. It's one of those things you never use much. I turn my bike off with the key, I don't know about you. So, when my kill switch went south it was hard to figure it out. The good news is it's easy to repair or rebuild. These things contain small parts and springs, so clean off the work area, go slow and be careful. Once I cleaned mine, my bike was back to starting on three or less kicks. Life is good once again.

Don't forget to tell your family members about anything you might want or need for Christmas. "Norton stuff" is always cool. I will include a couple things here, so you can show them the newsletter or highlight them and leave it lay where they can find it. Hats and jackets and gear: [www.NortonMotorcycles.com](http://www.NortonMotorcycles.com), 503-650-5390. A great new book *Norton Commando* by Mick Duckworth, 144 pages for \$30.00, MBI Publishing, 800-826-6600, or [www.motorbook.com](http://www.motorbook.com). Lastly, something for you to give to that brother-in-law or your friends - a nice set of six of our new coasters (see page 6). We use them for our sidestands, they (non-riders) can use them for their beers.

Happy holidays to all.

The Prez Steve



## Meet Our Newest Member

Bob Mareing

I'm sort of a new rider, again, as I rode a lot in the late 60's and 70's, but that's 20+ years ago. While I learned on small Japanese bikes, I had my first experience with real bikes while in England for part of a summer in '68. My buddies and I managed to learn of a sell-buy back program from a dealer, I bought a Triton 650. My friend had a Matchless 750, and we had a blast for a month, or so, on the winding roads of England. Have never been quite the same, I guess, as I bought a BSA Victor the next year in the US, and finally bought a Kawasaki 650 triple in '71. It was one of the fastest production bikes in the world, but absolutely exhausting on road trips (and I was less than 30 years old). I went back to grad school, and sort of came to my senses, at least as seen by family & friends.

After all these years, I began looking at bikes in '02, and watched for Nortons, as I just always loved the styling and the reputation for handling. I've never been able to get into the styling of large cruisers or sport bikes, for some reason. I found my current '72 Commando on KC in May, and just fell in love (in a figurative sense) with it immediately. It had 6400 original miles, 1 owner, and extremely well cared for. I've been tinkering with it since 2 weeks after bringing it home. Some of the tinkering has been costly (tank, paint, stainless mufflers, Boyer) but I'm learning. I did some work on my pre-75 cars, so I have to relearn common sense analysis of various problems, and I'm getting a bit more successful.

I'm a clinical audiologist, by training, and finished my doctorate at Pennsylvania School of Audiology. I'm a regional consultant for a Danish manufacturer of digital hearing aids, and travel some part of most weeks, so free time is only on weekends, I guess like everyone else. I live with my wife and 1 son just west of Lake St. Louis, but we have just purchased some acreage near Eolia, and hope to locate in the next year, or so.

I'm looking forward to meeting members, and learning from all of the Norton-specific knowledge of the group, along with the camaraderie. I've talked with Tom Moors and Joe Jump, and have picked up some great hints already!

## EDITOR'S EDITORIAL

I don't know how many of you have heard the bad news, but the Norton Owner's Club will not be selling a club calendar this year. A year ago, the calendar editor stated his desire to step down after 16 years on the job. With a membership as large as the NOC, no one stepped forward who was willing and able to handle all the responsibility. I'm telling you this to spur you on to submit something for our newsletter. It won't happen either without everyone's participation.

**Send submissions to:**

**marty dupree, 2637 sneakwood lane, foristell, mo 63348**

**e-mail: [madx2@worldnet.att.net](mailto:madx2@worldnet.att.net) Phone: 636-398-4049**



## Royal Enfield Family Reunion

Joe Jump

I don't know if any of you guys have noticed - this has been one of the best riding years that I can remember with regard to the weather! The weekend after Labor Day was no exception, and luckily for those who attended the Royal Enfield Family Reunion, we weren't disappointed. This was the third consecutive year for the reunion, and the theme was the late model Royal Enfield Bullets manufactured & imported from India, and sold by the host of the event, Interstate Motorcycles in St James.

The rally was held at Green's Canoe Rental located midway between Steelville & St James, who provided nice, clean, shady camp sites, live Bluegrass along with a huge campfire both Friday & Saturday nights, and a BBQ meal on Saturday evening. The location works out perfect for a rally-something we should remember if we ever decide to host a regional Norton rally some day.

I left Kirkwood Friday morning & had a meandering ride through rural Missouri ending up around lunchtime at the Bixby Country Store. There were a few bikes parked out front as usual, since the destination has been mentioned in numerous local motorcycle rags (including the 2003 Rocky Top Report). I struck up a conversation with a couple of the guys, told them of my route down there, and was promptly informed that I passed up almost all the good roads! They told me about DD, 11 miles to the East and a challenging route from there to Steelville. I had nothing but time so I decided that was for me! I found DD to be no disappointment! Shortly after getting started on DD I came across an interesting campsite called Council Bluff Lake. I decided to check it out & I'm glad I did.

The site is part of the Mark Twain National Forest. There are 36-40 campsites, some of them doubles & a few group sites. Like all national forest sites, they are considered primitive, i.e., they don't have electricity, water hook-ups, or showers but water spigots are dispersed throughout the campground & vault toilets are convenient. There is a pretty good-sized lake with a boat ramp & a 12-mile trail that goes all the way around. The nice thing about this site is its close proximity to excellent roads - some of the best I've ridden, right outside the park! We should keep this place in mind for future club camp-outs.

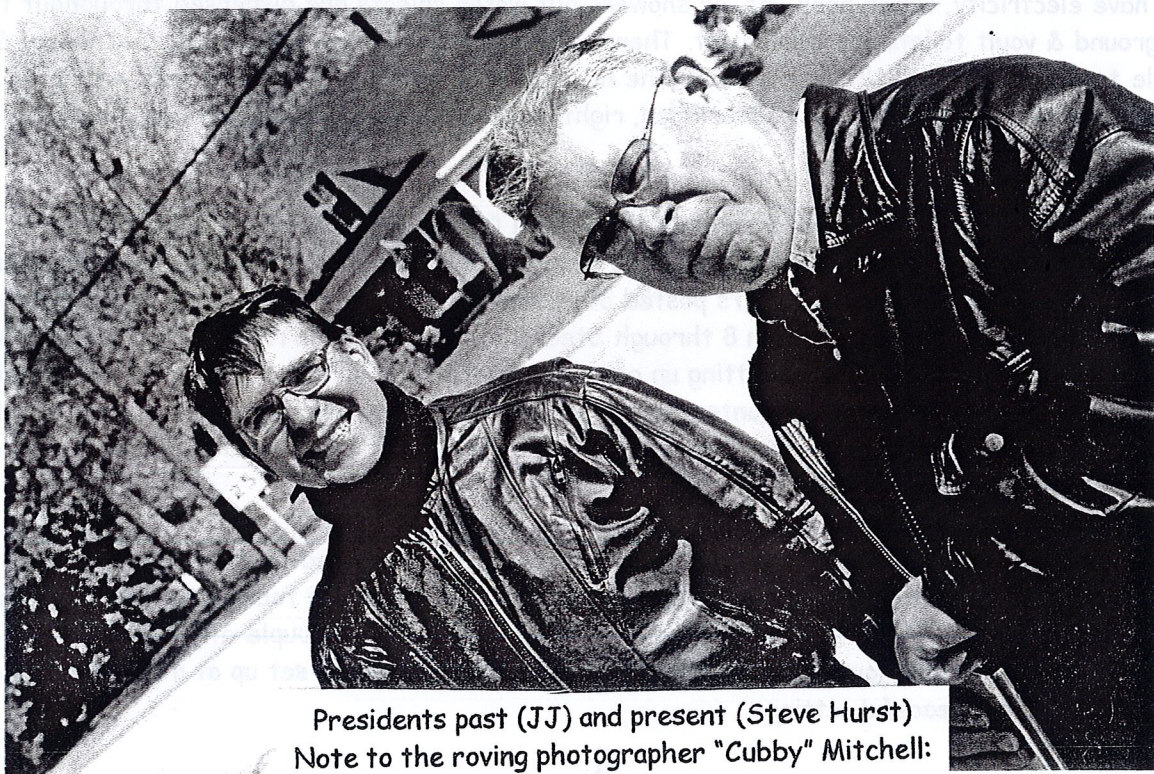
After checking out Council Bluffs, I continued North on DD to Hwy C, which I followed west to Y, then North to hwy 8. This is a great 40 mile ride that will challenge the best of us - good pavement, banked turns, well marked (most corners posted 30-40mph), and no traffic-I'm going back whenever I get the chance! I continued West on 8 through Steelville, then on to the rally site, arriving around 3pm. The rest of the day was spent setting up camp, going into St James to get supplies, and hanging out with the 20 or so other participants who had arrived on Friday. No better way to close out a great day of riding than to relax around a campfire sharing refreshments with like-minded fellers, listening to live bluegrass & swapping tales.

Saturday morning started out with a bottomless urn of coffee provided by the hosts followed up buy a quick jaunt into Steelville for some breakfast. Upon my return I found Jack Geers & Mike French unloading their bikes. We decided to do the poker run with a couple other Enfield riders, which was about a 60-mile jaunt through the local area with checkpoints set up at a number of local wineries; nice ride & peaceful settings.



Back at camp, all the poker run participants straggled back into camp & set up a line for their bikes to be judged. Though we didn't have Enfields, we were invited to participate. The judging was done by the guy who imports the Enfields into the US - pretty decent of him to show up & support the rally. It was interesting to look at these machines & talk to their riders. One guy rode all the way from the Eastern Shore of Virginia - in two days! Another guy from the St Louis area had ridden his Enfield to a bunch of National Parks around the country & set up a display of all the pamphlets he picked up & his "passport" which was date/time stamped at each destination. The same guy had this wild '50s-vintage East German motor scooter (IMZ?) that towed a matching one-wheeled cargo trailer behind - he rode it on the poker run! The pig roast that was to be didn't happen. Seems as though the butchered hog fell out of the delivery truck, and the results left the carcass unacceptable. It was replaced with a meal of pulled pork BBQ & coleslaw, which was not great but adequate. Frenchy cleaned up at the awards, earning a trophy for oldest bike (or was that rider?) & winning the poker run with three-of-a-kind. Soon the sun was going down & the band was setting up; meanwhile the hosts prepared the fire pit - another nice night talking to folks, listening to music, & enjoying the fire. I promised my wife I'd be home in time to take her to 10am Mass Sunday morning, so I planned for an early wake-up to break down camp, pack up the bike & blast home. My ride was greeted with heavy fog between Steelville & Cuba, but the interstate was wide open. I made good time home-something like 1hr 45 min.

This was a real nice, kicked back event. Nobody got stupid or hurt, there wasn't too much of an agenda planned, the hosts were friendly & helpful, and the attendees were interesting. As Mel has said before, "These guys are so weird we fit right in". I really liked the fact that I didn't have to go 400 miles to get to the rally; it was right in our back yard. The rally is scheduled again for next year at the same time - 1<sup>st</sup> weekend after Labor Day. Let's try to make this one in 2005. My calendar is already marked!



Presidents past (JJ) and present (Steve Hurst)  
Note to the roving photographer "Cubby" Mitchell:  
Stand up straight next time!

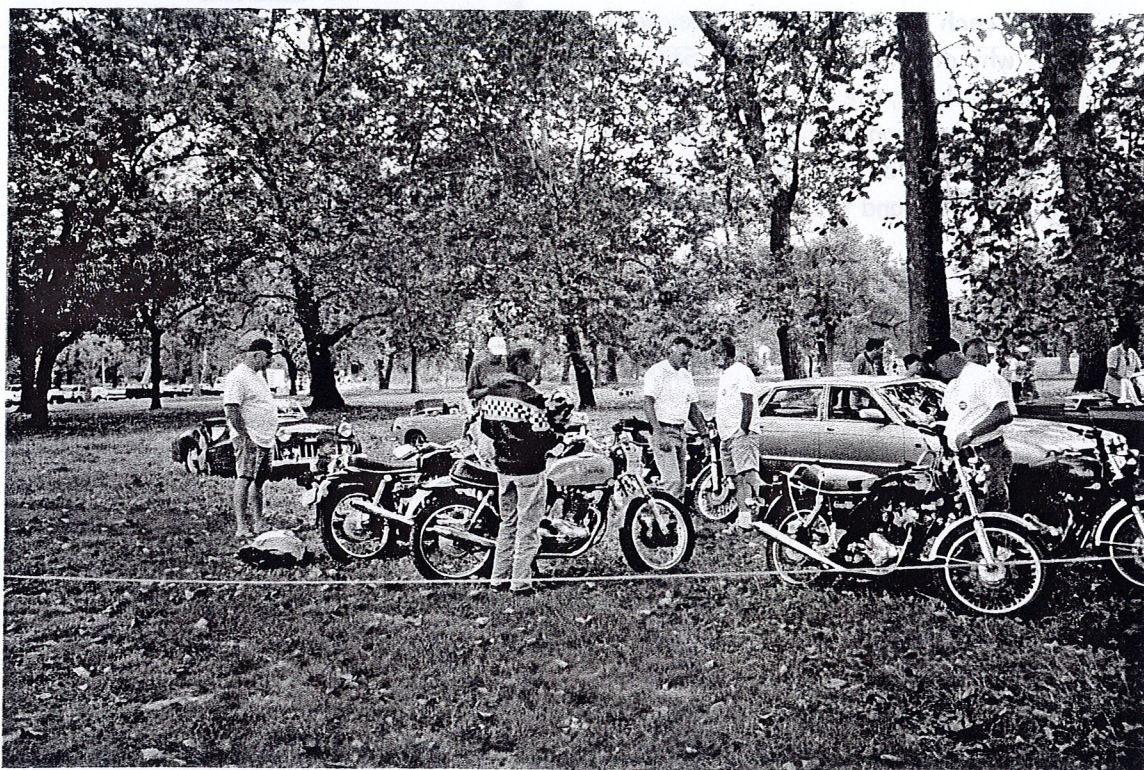


## Forest Park Balloon Race Caravan

Marty Dupree

On Saturday, September 18, the St. Louis MG Club sponsored a British vehicle caravan to Forest Park for the Great Balloon Race. This sounded like a good way to expose our club to the public at large and possibly get new members. Riding their Commandos were Bill Bluemel, Mike French, President Steve, John Wuebbeling and Jack Geers. I borrowed a friend's '61 Triumph TR3A (seen in background to the left of the picture) so my wife Peggy was able to join us. We met at Red Roof Inn at Westport and paid our \$5 to join the caravan. We then enjoyed free donuts, coffee, juice, etc., courtesy of the MG club while admiring the cars gathering in the parking lot.

The police escorted us on to Page Avenue where we proceeded to Forest Park as a group with the motorcycles and me at the end of the line. Upon arrival at the Park they led us to reserved parking under the trees next to the Grand Basin. We had a beautiful view of Art Hill and were in the shade to boot! There were approximately 25 British cars, mostly MG's, and admirers took pictures of cars and bikes all day. Several people stopped to look at our bikes and two people were interested enough to ask for a free newsletter.



We had a very nice time looking at the cars, walking the grounds, partaking of the vendor's offerings, and watching the balloon teams take their positions on Art Hill. It was a bit windy and when the announcement was made at 3:30 that the launch time was being pushed back at least another hour, we bailed out.

I hope next year we can have a larger contingent and possibly make it a "must do" event.

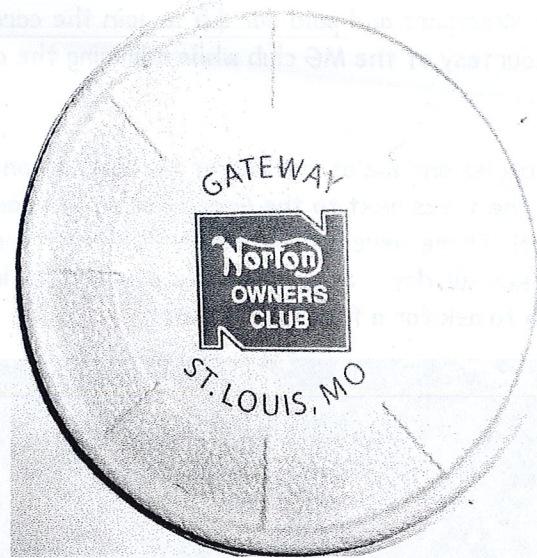


## Club Regalia

In the last newsletter I mentioned some motorcycle coasters for the club that could be laser cut from stainless steel by a friend of mine for about \$15 each. I asked for feedback and got one reply. I took that as a vote of "not at that price." Steve mentioned that a customer of his sold promotional items, and among these were coasters. They are made from plastic resins and recycled money, newsprint, sawdust, scrap denim and yellow pages. As owners/recyclers of old motorcycles, I find this to be a nice touch.

We have ordered 250 as shown here. They are 3-3/4" in diameter, light grey in color with a red logo. Since this was not run past the club in advance, no club money has been spent. I have paid for them, and once sales have covered my costs, all proceeds will go to the club coffers.

The price is \$2 each or six for \$10. I know what you're saying - why do I need six? Like Steve said in his President's column, use them under a beer in your house. To order, contact Steve @ 636-928-3391 or Marty at 636-398-4049. We will also have them at club rides and the spring meeting.



## Rocky Top 2004

Joe Jump

This year's event, held the weekend of Oct 1-3, may have been the best yet. We had a change of venue to Council Bluff Lake Campground, which is about 25 miles southwest of Potosi, located on Hwy DD between C & US 32. Although the turn-out was small (and what's that all about!??), the weather, campgrounds, the roads, and the camaraderie made this outing unforgettable.

Marty & I decided that Friday was a good day to proceed. He towed down his pop-up camper & I rode down on Junkyard (the Fatback's tank is sick). We met at the campsite early in the afternoon, and after getting camp set up, we took a walk on part of the trail that encircles the lake. The campground hostess mentioned to me that there was an off-road bicycle meet held there the previous weekend, and they raced along the 12-mile trail. You know what I say - Dirt's for 'taters! Later we decided to drive into Bixby, where I called my wife to let her know I had arrived safe & sound. She told me that Gary Creech had called & said he wanted to go camping. Knowing that he hadn't gotten the message of the campground change, I made a call to his cell phone & left a message that detailed our location. At about 8:30 PM I heard something...."Marty, that's Gary!" Sure enough, about 5 minutes later, here comes Gary riding up with his daughter Jennifer, her two daughters, and Chuck in a car right behind him. Turned out he was on his way riding down to Silver Mines when I called, and he didn't get the message until he was at Fredricktown. But Gary & his '75 Interstate made light of the 40-mile ride to Council Bluffs and arrived in the best of spirits!



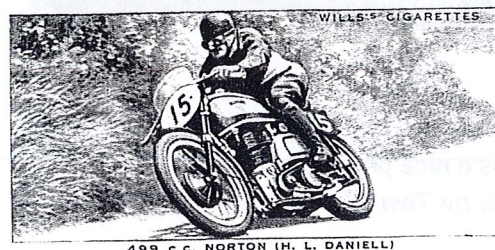
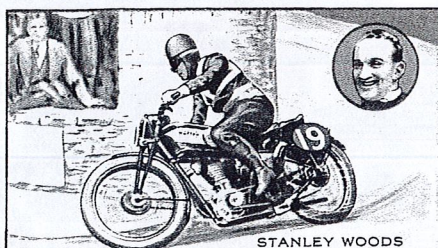
Saturday started off pretty chilly, getting down into the mid-40s the previous night. John Wuebbeling and Tom Mitchell were expected to show up around 10 AM as was Bill Bluemel. John & Tom were about an hour late, but there was no sign of Bill by Noon, so we decided to saddle up lest the day get away from us.

If you attended a previous Rocky Top, you should be familiar with US 32, which was the best road we traversed on those outings; DD exceeds what you may have experienced on 32! Heading north towards C was 7 miles of brand new, velvet smooth pavement, sweepers left hand & right, banked turns, elevation changes, and no traffic; a better Norton road there never was! Following C west to Y, and then Y north to Hwy 8 was 30 more miles of the same - this was the best riding I had ever done in Missouri, and perhaps anywhere else before! We proceeded west on 8 through Steelville, then on to St. James where we stopped by Interstate Motorcycles, a shop run by an old MCRA buddy Bill Dunkas. I had seen Bill recently at the Royal Enfield Rally on Sept. 10-12, which he had sponsored. Sadly, he wasn't in the shop the day we visited, but we did spend a few minutes checking out the new Enfields & Guzzis he had on display. From there we decided to grab a bite, then make haste back to camp since it was already 3PM and the days are certainly shorter than they were just a few weeks earlier. Consequently, there was no direct route back to camp, so it was back through Steelville, then south on 19 to Cherryville, where we caught 49 south through Viburnum to 32 at Bixby. The 11 miles east on 32 from Bixby to DD is exceptional and renowned for it's challenges - you just have to experience it! And then we finished up with the 3-mile blast up DD from 32 to Council Bluffs - it just doesn't get any better!

Back at Camp we were greeted by Bill, who had gotten a late start out of St Louis - better late than never! And naturally Marty had done some grocery shopping, so there was a mess of food to cook up; chicken on the grill and a medley of fresh green peppers, onions, and mushrooms which I sautéed up in a pan with tons of real butter. Jennifer brought over some steaks & cheesy potatoes she had prepared, and we all had a huge feed. The rest of the evening was spent shootin' the breeze around the campfire, enjoying refreshments, and listening to Bluegrass music on the boom box.

I had promised my wife I would be home to take her to 10 AM Sunday mass, so I set the alarm for 5:30. I hit the road by 6 and was in the Hardees in Potosi at about 6:40, warming up with a cup of coffee. I made short work of the ride up Hwy 21 to 270 to 44/Watson Rd, then up Geyer to my home in Kirkwood. I walked into the kitchen at 7:45.

My thanks to Marty, who shouldered most of the work while I got to play. And thanks to those who made time in your schedule to attend - I hope you weren't disappointed. For those of you who couldn't break away, hopefully you will get a chance to attend one of these outings in the future. You know, it just like sex: once you miss an opportunity you can never make it up!





## John's Fall Ride Spectacular

Tom Mitchell

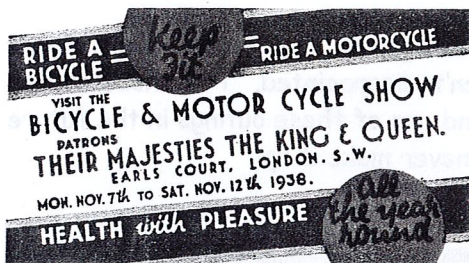
As usual, Ruth and John Wuebbeling's fall ride was a special treat! Anyone attending would agree and the members present were: Sue and Merlin Libby, Lisa and Tom Moors, Bill Langer, Steve Hurst, Gary Creech, Mike "the Bike" French, the illustrious Joe Jump, plus a few others. Unfortunately, this was also the Sunday for the Columbia, IL Airport Show which everyone likes.

The ride was maybe 90+ miles through scenic St. Charles, Lincoln and Pike Counties, north of I-70 starting at Lake St. Louis. John always picks out fine roads with rights, lefts, ups and downs. Certain sections almost had a rhythmic quality with the change of pace and direction. It was very fun, as you might expect. The weather was fine although it started cool. Along the way we stopped twice, kicking tires and admiring various bikes, especially Bill Langer's immaculate Interstate that is now running very well courtesy of Mike "the Bike." Happy riding, Bill! Gary Creech's Interstate did act up on this ride but he nursed it to John's house and fixed most of the problem. He rode home later with Joe.

Finally, the reason for the ride, in my mind, was arrival back at Ruth and John's place with the sumptuous spread of food and drink put out by Ruth, her two daughters, and one granddaughter and grandson. Brats, burgers, chili, chips, homemade desserts, crackers, etc., beer and cola were all consumed with great speed.

To round off the day we all ridiculed Gary as he worked on his Norton and took turns riding John's trail and mini bikes all over his land. We had a fine time.

Thanks Ruth and John!



This is a nice photo of our hosts for the day.  
(Photo by Tom "Cubby" Mitchell)





## My Green '74 850 Interstate

Bill Langer

As some of you may know, I have been having trouble with my bike, '74 850, fouling spark plugs. In fact, they foul in just a few miles. I have been plagued with this situation for more than a year. Others have had their own ideas, but nothing seemed to work.

Finally late this summer I left the bike over at Mike's. We both agreed when he and I had the chance he would take my bike and I would drive his. Of course he didn't believe me. He thought it was the way I was driving, or the carb, or a bad ground, etc. I thought it was the timing since my timing mark/bar is broken inside the primary case. After sitting at Mike's for 2 months he was really tired of looking at it. I told him green was a lucky color, but he didn't believe me. We finally went out for a ride, and sure enough within a few miles.....fouled plugs and heavy soot buildup. It hurt Mike's pride to admit I might be right.

Now that he had seen the end result, he went looking. He put my carburetor on his bike. The bike worked fine. We checked the timing - 29 degrees BTDC, close to the 31 degrees recommended for a Boyer. He added another ground wire. Mike felt that the powder coating on the bike parts might be affecting a good ground.

Still no effect. Still fouling plugs. Okay back to square one.

After a long Saturday, Mike found the problem. I had purchased a high output dual coil and the plug wires for the coil from Rocky Point Cycle. They were non-resistor wires and caps, so I therefore needed resistor plugs. But I was using what everybody recommends, BP7ES.

Not correct. I needed resistor plugs. You see Mike I understand! Mike changed the wires and caps to resistor wires. I could therefore use the regular BP7ES plugs. Problem Solved. It works fine. Still a slight bit rich, but much better. I'll get it.

Now the bike can idle without fouling the plugs. I will see everyone on the next ride. Now I need to chase down that exhaust leak.....

*(Editor's Note: While sitting around the Rocky Top campfire I asked, to no one in particular, "What do you think is wrong with Bill's bike? Most people are leaning towards carburetor problems." Gary Creech said, "I've found that 90% of all 'carburetor problems' are electrical." He's a wise man.)*



This man was taking photos of bikes at Mid-Ohio for possible inclusion in a calendar. I know nothing about this man and am not endorsing him in any way, shape or form. I'm just including this information in case someone is interested in what he has to offer.

PAUL SMITH / FREELANCE PHOTOGRAPHER

(419) 543-1351



Please contact me at this number today if you are interested in having your motorcycle featured in a future Browntrout Calendar



## "WHAT'S MIKE SAYING" CONTEST



Everybody who's been to Kurt's "Spring Fixit Day" knows of the Commando shed. His house is Civil War era and in an earlier life this shed was a summer kitchen. As you can see below, we've had several submissions with the same train of thought. They are listed in alphabetical order with the winners revealed at the bottom.

- Bill Bluemel: *Which one of you chumps will bring me my next beer.*
- Gary Creech: *But Marty, Tom told me this was the outhouse.*
- Marty Dupree: *Mike, are you "aroused" again?*
- Mike French: *If you want to come into the Commando shed, you have to know the secret handshake - you guys he-man woman haters?*
- Steve Hurst: *No thanks, Tom, I haven't smoked from a bong since the 70's!*
- Brent Jones: *I like my tiny house. It makes me feel like a giant.*
- Joe Jump: *Yeah, this is the woodshed - which one of you chumps is first?*
- Bill Langer: *C'mon, I don't need any help in the outhouse. Is there paper?*
- Tom Mitchell: *Dumb sh\*ts! Leave me alone and never come back!*
- Bill Rueckert: *If I had known there was going to be such a long line I wouldn't have brought my Playboy in with me.*
- Robin Swaysland: *Hey Marty, please don't pee on the lawn.*
- John Wuebbeling: *Is that "Dueling Banjos" I hear?*

And the winners of a free one year subscription are Brent Jones and John Wuebbeling.



# GNOA Treasury Report 2004

Updated 10/26/04

|                           | <u>Debits</u> | <u>Deposits</u> | <u>Balance</u> |
|---------------------------|---------------|-----------------|----------------|
| Brought Forward from 2003 |               |                 | \$ 479.14      |
| January 12 <sup>th</sup>  | -----         | \$ 10.00        | \$ 489.14      |
| February 20 <sup>th</sup> | -----         | \$ 5.00         | \$ 494.14      |
| March 27 <sup>th</sup>    | -----         | \$ 75.00        | \$ 569.14      |
| 29 <sup>th</sup>          | \$200.00      | -----           | \$ 369.14      |
| April 1 <sup>st</sup>     | -----         | \$ 5.00         | \$ 374.14      |
| May                       |               |                 |                |
| July 8 <sup>th</sup>      | -----         | \$ 15.00        | \$ 399.14      |
| 9 <sup>th</sup>           |               | \$ 15.00        | \$ 414.14      |
| 15 <sup>th</sup>          |               | \$ 20.00        | \$ 454.14      |
| Aug 2 <sup>nd</sup>       | -----         | \$ 20.00        | \$ 474.14      |
| Oct 26 <sup>th</sup>      | -----         | \$ 10.00        | \$ 484.14      |

## Record of Activities 2004

Jan 12<sup>th</sup> Received \$10 from Jason Dickus for club dues

Feb 20<sup>th</sup> Received \$5 from Jerome Ray for club dues

Mar 27<sup>th</sup> Received: \$5 each from Kurt Baue, Zoltan Horvath, Tom Mitchell,  
Mike Prosser and John Wuebbeling for dues  
Received: \$10 each from Ernie Trakas, Scott Dowler, Ernie Stanley,  
Jack Geers and Mike French for dues

29<sup>th</sup> Dispersed \$200 to Marty Dupree for reimbursement of printing/postage  
costs associated with publishing the newsletter.

Apr. 1<sup>st</sup> Received \$5 from Frank Fessler for club dues (new member).

July 8<sup>th</sup> Received: \$5 from Dan Woener for club dues  
\$10 from Bill Reukert for club dues

9<sup>th</sup> Received: \$5 from Mel Hefron for club dues  
\$10 from Ed Perry for club dues

15<sup>th</sup> Received: \$10 each from Joe Jump and Bill Bluemel for club dues

August 2<sup>nd</sup> Received \$20 from Marty Dupree for club dues.

October  
26<sup>th</sup> Received \$10 from Bob Mareing for club dues (new member).



## NORTON NOTES

Steve Hurst

In 1964 the 750cc Norton Atlas was the largest capacity vertical twin in the world. It's price was 359 £. In September they announced that the single cylinder Nortons were to be dropped. Smaller models were available only in touring guise and the larger ones only in sports trim.

This cut the range to five - the 250cc Jubilee, 350cc Navigator, 400cc Electra, 500cc Dominator 88SS and the 650SS. The 750 Atlas was in production for export only. Both SS twins were fitted with 12v electrical systems. The Manx and the 7R AJS and G50 Matchless racers were finished, none would be built in 1964. Later the 750cc Atlas came off the export only list and was offered for sale in England. Both in England and abroad the big twin Atlas was proving popular.

But there was bad news for the British industry when Honda unveiled the CB450 Black Bomber in September 1965 - the first direct challenge to the Brit big bike market. It was only 450cc but with a double overhead camshaft engine, neat styling, it was fast and powerful. The top speed was over 100 mph, faster than all but the top Brit machines. It was also a few £ cheaper than the 88SS.

In 1966 things came to financial crunch with 2.2 million £ in debt. In October 1966 a new company was formed called Norton Matchless Ltd. And the range was cut to two models - the 650SS and the 750cc Atlas. In December, yet another company was formed. They called themselves Norton Villiers. Under this company was a row of four circles. The names Norton Villiers Matchless, Norton Villiers Norton, Norton Villiers AJS and Norton Villiers Royal Enfield. Behind the scenes a brand new machine was taking shape - the Norton Commando.

A new design team was headed by Dr. Stefan Bauer, previously with Rolls Royce. He had working for him two down-to-earth motorcycle men, Bob Trigg and Bernard Hooper. By June 1967 a prototype was on the road and in September the Commando was launched at the Earls Court Show. The Commando is born.

Greeting

A Merry Christmas and  
a Happy New Year

is assured if you ride

"THE UNAPPROACHABLE"

**NORTON**

Motorcycle through 1911.

You will find no weak spots by winter riding. The Norton is an all the year round machine. Ride it every day from January 1st to December 31st

Lists Free - THE NORTON MANUFACTURING CO., LTD.  
Derwent Bridge, Floodgate Street, Birmingham.