



Norton Notice

The Newsletter of The Northern California Branch

NO. 68

JANUARY 1984



JAMES LANSDOWNE NORTON
(1869 - 1925)

WHEN YOU GET RIGHT DOWN TO IT, IT'S ALL HIS FAULT

Norton Notice

The Newsletter of The Northern California Branch



is published monthly by the NORTHERN CALIFORNIA BRANCH of the NORTON OWNERS CLUB. Its sole purpose is to inform and entertain members regarding all aspects of the Norton motorcycle, including history, technical advice and preservation of the Marque.

NORTON NOTICE is a reflection of its readership who are encouraged to submit any article, technical tip, photograph (original or otherwise), so long as it is in good taste, so that other Norton enthusiasts can enjoy it. For Branch members who cannot attend meetings and rides, The Notice affords an excellent opportunity to share experiences and information with the membership at large, and to bring the Branch members closer together. Deadline for items to be submitted to this publication is the 21st of each month.

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DO NOT CALL THEM IN

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MEMBERSHIP IN THE NORTHER CALIFORNIA BRANCH OF THE NORTON OWNERS CLUB IS AVAILABLE IN THREE CATEGORIES.

FULL MEMBERSHIP \$25.00 per year.

ASSOCIATE MEMBERSHIP \$10.00 per year.

SOCIAL MEMBERSHIP \$10.00 per year.
(OVERSEAS ASSOCIATE OR SOCIAL MEMBERSHIP DUES ARE U.S. \$20.00 per year.)

ALL MEMBERSHIPS DUES ARE PAYABLE TO THE BRANCH TREASURER. RENEWAL DUES ARE PAYABLE AT THE END OF THE INDIVIDUALS MEMBERSHIP YEAR, THAT MONTH BEING DESIGNATED BY THE LAST NUMBER OF THE MEMBERSHIP NUMBER LOCATED ON THE MAILING LABEL OF THE NOTICE. FOR EXAMPLE:

828/2

DENOTES MEMBER NUMBER 828 WITH HIS DUES EXPIRING ON THE 1ST OF FEBRUARY. PLEASE SEND ALL CHANGES OF ADDRESS TO THE MEMBERSHIP SECRETARY/TREASURER ONLY.

FULL MEMBERSHIP give membership in the NORTON OWNERS CLUB with its benefits and privileges, such as bi-monthly issues of ROADHOLDER magazine sent directly from England, keeping members informed of Norton owners activities all around the world. Use of a low-cost Spares Program which allows one to buy Norton Spares directly from England at significant savings, and full voting privileges at all NOC and Branch meetings.

ASSOCIATE MEMBERSHIP is established for any Norton owner wishing to be associated with the Northern Californis Branch and are welcome at all meetings, rides and other functions. Members are urged to become Full Members once they become familiar with the NOC benefits.

SOCIAL MEMBERSHIP is established for Norton enthusiasts who have not as yet bought a Norton motorcycle but would like to be included in club functions. They do not have Branch voting rights.



TWISTIES

Elections were held at the December meeting, sort of. All of the candidates for officers ran unopposed so that there was no need for official balloting, the general consensus of those present being to accept the following people as new officers:

President: Scot Marburger
 Treasurer: Phil Radford
 Secretary: Harry Tom (below)
 Editor: Mike Heth
 Ride Leader: Gene Austin
 Tool Loan Outs: Harry Bunting
 Paraphernalia: Tom Borman

Many thanks to the previous officers for all their past efforts.

The Christmas party was great; thanks go to all those who brought food and to Phil for loosening up the purse strings and buying everyone a beer. Tom Horton played the IOM video tape, Tom Doble tipped the waiter; thanks to them both. Britallia graciously provided a \$25 gift certificate raffle prize and hats and T shirts for the parts ID contest.

All the officers have assured me that they'll do their best to make this year one of the best. Rumor has it (Gene started this one) that we'll have more overnitters and maybe a summer rally on the coast. Phil's already ahead of the rest of us in securing Susan's help in putting together a membership list. Thanks, Susan. Michael Heth is an old hand at the Notice business and will be doing his usual bang up job. Harry and Tom are continuing in their positions, both have ideas for better service and expansion. For my own part, I'll try to keep things going, filling in where needed and taking care of loose ends. I'll also try to get in an occasional tech tip. I've been playing with Norton carburation for what seems like ages and a summary of my experiences may prove useful (read humorous). I'm also working on a few Norvil Kits and Lucas goodies. Keep your eyes peeled for the results.

I'd like to encourage anyone with ideas for activities or articles to get in touch with one of us officers so that we can make it happen. Ken Duffy and Dave Kerst are already at work on a Norton swap meet/show for sometime this summer and any suggestions/encouragement would be appreciated.

Last of all I'd like to remind us all that this is OUR club, and if you don't like the way things are done, don't just sit back and grumble, do something about it. The coming year will be as good (or bad) as the membership wants, all you have to do is decide and act.

Happy Trails,

Scot

MEMBERSHIP SECRETARY'S REPORT

I don't have many facts and figures for the treasury this month as I haven't had time to get to the bank. What I can say is that December's Norton Notice cost \$175 including postage and the membership directory was \$154. I will be sending out the directory to each member that wasn't at the Christmas Party. So if you don't receive a copy within the next couple of issues of the Notice let me know.

We drank \$78.75 worth of complimentary drinks at the Christmas Party and took in \$51 in the raffle. All the raffle prizes were donated by Britallia Motors, including a \$25 gift certificate won by Dave Cronin, a cap won by Dave Kerst, and a T-shirt went to the lovely lady accompanying Tim Coburn.

I sorted through the various answers returned in the NAME THAT PART competition at the party and the winner is Scot Marburger with 24 correct out of 32 items. In second place there was a tie between Art Sirota and Seth Patterson each with 19 correct answers. A close fourth was Craig O'Conner who gets 10 out of 10 for effort but unfortunately I can't read Hieroglyphics so I had to pass on that one.

Lastly, the NOC in England have been getting on my tail for not having members sign their membership form when renewing. So in the future will all "full" members of the NOC fill out the NOC form that I should be including with your Notice, and please include machine details including the serial number of your Norton and return it to me. Thanks.

CHRISTMAS PARTY COMPETITION ANSWERS

- 1) Muffler Bracket
- 2) Engine steady side plate
- 3) Horn mounting bracket/plate
- 4) Front engine isolastic mounting collar
- 5) Swing arm end cap
- 6) Stator stud spacer
- 7) Layshaft 3rd gear bushing
- 8) Piston snap ring
- 9) Transmission/Primary chain adjuster
- 10) Tach drive gear
- 11) Oil tank mounting
- 12) Clutch tab washer
- 13) Wheel bearing dished washer for felt seal
- 14) Outer primary cover timing inspection cap
- 15) Bottom fork tube bushing
- 16) Stator stud
- 17) Swing arm spindle oil wick
- 18) Inlet valve guide
- 19) Footrest support plate spacer
- 20) Crankshaft/ rotor nut
- 21) Layshaft bushing
- 22) Front engine isolastic mounting buffer
- 23) Clutch location snap ring
- 24) MkIII Seal hinge
- 25) Sump filter gauze
- 26) Engine steady spacer
- 27) Fork damper tube cap
- 28) Clutch adjuster
- 29) Rotor spacer
- 30) Layshaft 2nd gear
- 31) Transmission camplate plunger spring bolt
- 32) Protection for stainless rear fender when shipping new bikes

The Exhaust Note

or
The Return of the Son of the View
Through the Windscreen.

Well, back in the saddle again. Some may remember that I was foolish enough to edit this newsletter a few years ago and just to prove that lightning does strike twice I've got it again. Things are a bit different this time tho. I'm doing the typing on a little computer with a word processor so it shouldn't be such a big deal getting it typed. Last time Bart and Meda Rago typed the copy and we were running back and forth across San Francisco all the time which got to be a real drag. A real live place to lay out the pages has been set aside in my house so I won't have to keep everything in a shoebox this time. Should be easier all around. There is that one catch though; if you don't send in something for the Norton Notice then you'll have to read my rantings month after month. Shirley you've got something to say that everyone should hear, so send it in.

In the meantime I'll probably resurrect this monthly column which as you may remember fizzled out just outside of Yellowstone National Park. When you live in Southern Smogland as I did while writing those columns it's hard to keep your mind on Nortons because there's virtually no place to go riding. The only riding I got in the year and a half I was down there were two trips I took back up to the Bay Area. Well, I live up here now and things are all better. I may continue with the View Through the Windscreen as I did have a nice visit at Yellowstone along with one of the funniest encounters with a Jap bike ever (just outside Yellowstone). The old Norton made it up to about 11,200 feet to Beartooth Pass without a change in jets on those alledged "outdated and inadequate" Amals, survived a tornado in the South Dakota Badlands National Park, stopped by the Vincent Owners National Rally at Nelson Ledges Raceway in Ohio, got as far East as Bar Harbor (Bah Hahbah) Maine, survived being backed into and knocked over in New York, and then made it on down to the USMOA Rally in Tennessee. Then it was the longest 2200 miles in the world back to Southern California with the first flat tire of the trip just 6 miles outside of my destination, something or someone was trying to tell me something. The only real failures on the machine were the rear wheel bearing at about 1300 miles into the trip and an Amal slide that fractured at 14,500 miles into the trip (over 25,000 miles of service out of the part). After a tally of 16,200 miles the total for parts lost through failure was about \$35 so you can see that Nortons are expensive to run.

As I travelled along on that trip I came up with some fairly interesting things about Norton Commandos that could only be noticed on an extended trip like I took. You have to be on the bike day after day with almost the same conditions each day to realize that changes in the bike that you thought were caused by one thing were really caused by something else entirely. To

pique your imagination and come up with something to put in this newsletter next month I'll just ask a few rhetorical questions; After it's fully warmed up when does the Commando run the coolest? What is the most likely culprit of poor running (on an intermittent basis) when taking a longer trip, say 500 miles or more? Is it beneficial for long engine life to down shift and increase the revs when climbing a long steady grade? Do the carburetors receive the same amount of fuel when the tank is half full as they did when the tank was full? Does the engine run hotter at high altitude? What is the one thing you can do to keep the vibration on a properly set up Commando to a minimum? Of all the special Norton tools that you can take that you wouldn't normally take on a short trip which tool will you need the most on a long trip? If you think you know the answers to these questions send the answers to me along with why you think your answer is right and if you're right I'll print your answers along with mine in the article where I talk about how the Commando runs on a long trip.

In preparation for the trip I took I spent about a year and a half researching camping equipment and outfitting a Norton for a long trip and in future issues I'll try to share some of the things I learned about that topic. Finally there are some helpful hints I'll pass on about planning a longer trip say 10 days or more or more than 2000 miles. There's a lot of little things that won't occur to you until you're out on the road a few days and then it's too late.

Just because this is the time of the year to start planning a nice trip for the summer I should point out that of all the motorcycles available for touring the Norton is undoubtedly the best. BMWs won't handle that well in the mountains due to their shaft drive and if they're one of the more powerful models they ping and lose power at high altitudes or if they try to run on anything less than leaded premium. Pretty much ditto for Guzzis, Ducatis and the other hot Italian bikes won't carry more than your hanky and toothbrush so you'd have to motel it which just doesn't count. Triumphs and BSAs don't have the needed low vibration for long tours otherwise they'd be a good choice. That's pretty much the end of the list of vehicles worth considering for a long tour and in every way the Commando is the superior choice. It'll carry a good load including a passenger, it'll handle well when loaded, it'll run at any altitude and on anything over 86 octane (with Amals anyway) and the bike is smooth when you have it tuned and adjusted properly. Of course this is just my opinion, but that doesn't mean it isn't true.

In the event this issue arrives just a few days before the next meeting I'll have to explain that in my business December is absolutely the busiest month and the two weeks before New Years is the very worst so this is being done when I can get to it. It should be arriving about the first of the month from here on out.

Hall-Burdette

MOTORCYCLES

Norton


MOTO GUZZI

DUCATI

We have been selling and servicing Nortons since 1948 and have a good supply of parts and accessories, both new and used. Our mechanic, Bob Bennett, has been repairing Nortons for over 20 years and is a recognized expert. Thor Berke, our parts manager, has a thorough familiarity with all Norton parts and accessories.

2010 DEL PABO BLVD.
SACRAMENTO, CALIFORNIA 95815
PHONE (916) 925-1797

Norton

I would like to thank the dealers who have advertising on this page for their support of our club. To the members I would like to say, drop in and check them out; and, if you buy, mention that you saw their ad. Your patronage is appreciated!

Also, there is more space available for anyone out there who might like to advertise. The rates are \$35 for 6 months and \$60 for 1 year. Who could ask for a better deal.

Call or write: Dave Kerst, 371 Hickory Ave., Tracy CA. 95376 (209) 835-7468 until 2PM or (415) 443-6300 between 4PM and 10PM.

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Norton Owners - T.T. specializes in European motorcycles and offers complete parts, service, and machine shop for all the wonderful bikes we sell.

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Valve jobs and port work
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Munroe has three mechanics that are familiar with Nortons and have been for a number of years. We can replace exhaust ports with the head on the bike and don't know of anyone else who can. The job looks like original factory! Call for a quote on shop prices. We also have a good Norton parts supply.

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SAN FRANCISCO 94103
PHONE 626-3496

1983 INTER BRANCH QUIZ

Remember the inter-branch quiz that was mentioned in the letter from NOC Chairman Phil Cox, that was used on the cover of the December 1982 Norton Notice? The subject was also brought up at that December's club meeting, but due to the usual apathy the idea went no further in this branch. Other branches went on to participate in the competition, which was eventually won by a member of the Bristol Branch at the NOC Annual Rally in July. I wrote to Phil Cox a few months ago to ask him if we could have a copy of some of the questions so that we could see what we missed out on by not participating. The questions below are from the first round of competition. You'll have to do some research to come up with the correct answers, however. We can't make this too easy, can we?

- 1) Which of the current branches is the oldest?
- 2) In which year did the spares service start?
- 3) A famous racing motorcyclist was a founder of the N.O.C. Who was he?
- 4) Name the last stately home, but one, at which the club's annual rally was held.
- 5) Who preceded John Hudson as N.O.C. president?
- 6) The 1938-1954 sidevalve Model 1 is often referred to as the _____.
- 7) After which year did Norton discontinue the sidevalve range?
- 8) Which overhead valve single model appeared in 1955?
- 9) The above model appeared in two forms. Please explain.
- 10) Which model has a bore and stroke of 82x113mm?
- 11) What are the bore and stroke of the Model 50?
- 12) What was the fuel tank capacity of the 1956 road singles?
- 13) What was the dynamo serial number for those fitted to singles from 1938 onwards? (e.g. later Nortons had the E3LM model).
- 14) At what voltage does the 6 volt regulator begin to work?
- 15) Where does the battery hide on the singles produced in 1956?
- 16) Roadholder telescopic forks with hydraulic damping were fitted as standard to singles from which year?
- 17) Give the contact breaker gap on Magdyno models.
- 18) Give valve clearances (cold) for singles produced 1938-1954 for a) side valve engines b) ohv pushrod models.
- 19) Why must care be exercised when filling the oil pump worm on road going Norton singles?
- 20) Name two models in which you find a double roller big end.
- 21) The Model 7 was produced from 1947 until 1957, true or false?
- 22) In 1952 a major "cycle parts" change occurred which was to enhance roadholding forever. What was it?
- 23) State the models to which alloy cylinder heads were fitted in 1955.
- 24) In which year did the rear deluxe enclosure first get fitted to a slimline frame?

- 25) The 745cc engine with AMC frame provided a basis for further models. Name two such models.
- 26) In 1972 the Commando had a fundamental change which was to stay until the demise of the model. What was that change?
- 27) Why did the frame numbering position on Commandos differ from Featherbed models?
- 28) How many Commando models were produced? (e.g. 745 Roadster, 850 Interstate etc.)
- 29) What was the disc diameter on the Norvil brake?
- 30) In which year did the navigator model appear?

Gene Austin

GREETINGS FELLOW NOCCERS

Couldn't wait to use my new stationary! Here's an update on the new British / Euro show and swap.

I have sent off a few letters to some clubs to see if there is any interest in helping, also I located a guy who heads the B.S.A. club here in the Bay Area, the club is loosely knit and there is no local newsletter. But Tom Fyfe, of Novato, has offered to show a few examples of BSA's and will tell his friend who has some nice Goldstars. With the B.S.A. marque well covered, all I need now is the rest, so how about it?

Anyone out there want to show their Nort? Please don't feel that yours won't qualify this is not going to be some "high brow" "concours show of the century", but a display of the local clubs pride and joy! Your bikes! It would be nice to get a least one example of every model that our club has but don't wait for spring! Call me or write me and speak up - also if you want to sell parts or sell memberships let me know. Thanks again, (this won't happen without you).

David Kerst

Dear Phil,

You may remember my story of hitting a deer a few miles from home while on the way to the USNOA rally in July. I have been so disgusted with that bad luck, that I parked my bent and scratched Norton under a tarp in the corner of the garage. Time heals all wounds, including my physical ones, so I'm ready to begin rebuilding the bike yet again (had a 1000 miles on a complete restoration at time of the accident).

I've lost my "fair spares" price list etc. SAE enclosed for another, thanks.

By the way, Thanks also for the work you and the others put into the club and the Notice. It has kept my interest up for a few months now, and reading about others enjoying their Nortons has finally goaded me off my duff.

Bob Wilson

STEERING HEAD BEARINGS

Have you checked your steering head lately? The best way to do it is to support your bike under the crankcase area with the front wheel off the ground. I use a hydraulic jack on the frame cross-tube beneath the engine, but any type of jack would work, as would the correct combination of blocks of wood. If you have a steering damper installed, disconnect it so that you can get a better feel of the condition of the bearings. Turn the handlebars or clip-ons left and right from center and check for any binding, notchiness, or detents in the steering particularly near the centered position where the steering assembly spends most of its working life. Don't let any cable or wiring drag confuse you. Take your time and repeat this until you reach a clear decision.

The steering head bearings on the '71 to '75 Commandos are non-adjustable, but for the pre-Commandos and earlier Commando models the adjustment is checked by standing astride the front wheel (which is still off the ground) and grasping the fork legs and attempting to move them backwards and forwards against the steering head races. Another method is to stand beside the front wheel and put one hand on the upper fork yoke and hold the forward edge of the front fender with your other hand while attempting to rock the steering assembly fore and aft. A loose fender or excess clearances in the fork sliders might make you think you have a problem, but by carefully looking to see where the movement exists you can eliminate these two areas. The steering head bearings can be adjusted on the pre-'71 bikes by referring to the manual and if after adjustment the movement of the bearings is not smooth, you just might want to take a closer look at your steering head bearings.

Disassembly of your front end is accomplished by referring to the manual for your particular machine. The '71 to '75 Commandos have sealed ball bearings with a spacer tube between them. The pre-'71 bikes usually have loose ball bearings with separate inner and outer races. In other words, on the pre-'71 bikes you'll find that the ball bearings will fall out while you're separating the yokes (or triple clamps). You can update the pre-'71 bikes (including Featherbeds) with the sealed ball bearings (bearings #6205) but you'll need to get a spacer tube of the correct length. The Commando shop manual gives the correct length or you can get Commando part #0700100. The earlier loose ball bearings weren't sealed and the ball bearings themselves were of a smaller diameter and didn't seem to last as long as the later type.

While you have your upper fork yoke removed you might want to consider securing your fork lock with a setscrew like Tom Mullen mentioned in his Tech Tip that is in the April '82 Norton Notice.

Another option concerning bearings is to update any Commandos or pre-Commandos to tapered roller bearings. The advantage of the tapered roller bearings is that they provide a larger bearing surface and, at least in theory, longer life. On the Commandos with a spacer tube normally installed between the bearings you have to leave the spacer out when installing tapered bearings so that you can adjust them. So on the pre-'71 bikes it's just a matter of replacing the old style loose type with the tapered roller type. The Timken part numbers are 07204 for the outer races and 07907 for the tapered bearings. I bought two bearing sets for my Commando last year and they cost \$15 for both sets from a bearing supply house.

The only disadvantage of these tapered bearings is that they are not sealed bearings. There is a dust cover presently located above the upper bearing on Commandos and Featherbeds and the lower bearing can be protected by making a flat washer that is 1" I.D. by 2 1/16" O.D. out of some thin metal. I used some hardened .025 aluminum and left out the thin washer that is normally installed between the upper dust cover and the upper bearing to compensate for the added thickness of the new washer at the bottom. By adding a homemade dustcover between the lower bearing bearing and the lower yoke you effectively increase the distance between the upper and lower yokes. This makes for loose headlight ears if you want to use the stock units. By leaving out the upper washer I was able to maintain the correct distance between the yokes, but this wouldn't be a problem if you have clamp on type headlight mounts or no headlight at all. After installing tapered roller bearings they must be adjusted per the manual on the pre-'71 bikes. On the '71 and later commandos they are adjusted by using the nut and tab washer at the bottom of the steering head stem to maintain the correct setting. A little Loctite on the threads wouldn't hurt to hold the adjustment either.

A few words of caution to end this. Don't mix different types of bearings, especially the '71-'75 Commando bearings with either of the two types. These bearings are cheap enough that you ought to be able to buy two of the same type.

Gene Austin

Another Quick Quiz.

1) Without looking back up to the article, Quick, which word appeared in the tech tip the most times? Bearings? Yokes? Commando? Spacer?

2) When you don't brace the bike properly before jacking it up off the ground and it falls over is the yoke on you or on the bike? Think hard.

WM

WANT ADS

WANTED

Parts for 1952 BSA C-11 Model 250cc single cylinder rigid frame
 1) Front fender with stays
 2) Rear license bracket and tailpiece
 3) Tool box (triangular for rigid frame)
 4) Chain guard (plus small pieces)
 Will pay modest finders fee
 Dave Kerst

FOR SALE

Commando 750 gearbox,rebuilt, \$150
 Bolt up type rear wheel with sprocket \$20
 Lucas headlight shell ,post 1970 with three indicator lights \$15
 Pair of Commando fork top nuts \$5
 Bumper mount motorcycle carrier \$10
 WM 4x18 Sun alloy rim. 36 spoke, fits Yamaha \$20
 David Crader Hm-295-4968
 Wk-446-1466 San Jose

SWAP MEET NORTON PARTS

**T.T.
MOTORS**

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 tear up the lawn or make demands for the
 family car on friday nights. what a deal.

Contact Mike Rettle or dealin John at
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T.T. will be closed,this is a sidewalk
 event in the event of bad weather we will
 move it inside.

So come on down! bring your old parts
 and trade them for somebody elses.

FOR SALE

1978 400 Suzuki
 Clean, reliable, a good commuter
 \$575 Margie 654-1933 eves.
 (Need the money for a British bike)

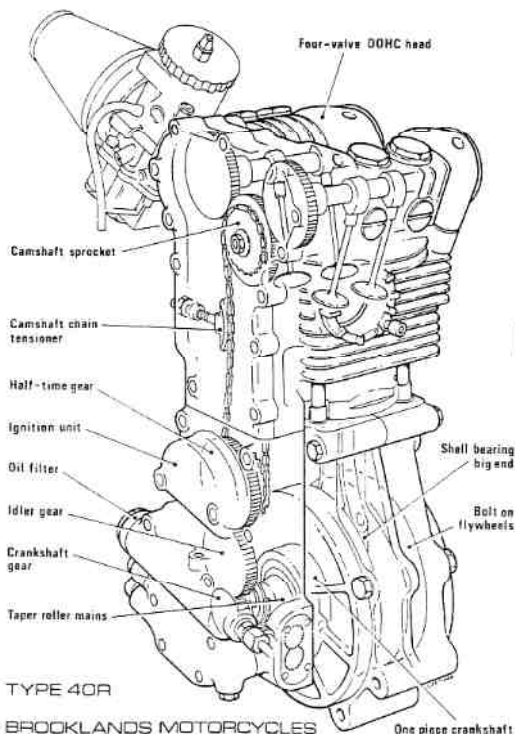
FOR SALE

1) '72 Norton 750 Interstate-
 Complete-not running. \$495
 2) '48 Norton 500 Model 18 -set up for
 dirt track- not running \$595
 3) '74 Triumph Trident 750
 Complete-Running-2850 actual miles-tags
 for '83 \$1295 Jim Craig (619) 571-3493

FOR SALE

1) Set of new chrome clip-on bars for
 35mm fork tubes (same as your
 roadholders)\$30
 2) Set of four new Commando pushrods
 \$30
 3) One used Commando connecting rod \$30
 4) Used early ('57-'62 or thereabout)
 AMC inner gearbox cover. This inner
 cover takes the early type kickstart
 spring and shaft, is in perfect condition
 and has been bead blasted clean. \$10
 5) Used complete Commando 750 head with
 good exhaust port threads. Will
 disassemble for inspection. \$75
 6) New Commando timing inspection plugs
 \$2 ea.
 7) 750 Commando crankshaft with standard
 size rod journals that do not need to be
 ground. Cleaned and torqued, ready to
 install \$100
 8) Used Dunstall 2-1-2 exhaust pipes
 with clamps (no mufflers),chrome is poor
 \$20
 9) New 20 tooth countershaft sprocket
 for Commando \$20
 10)Used Commando SS exhaust pipes, in
 good condition, \$35 the pair. These are
 not S pipes. Gene Austin (415)
 573-9559

BROOKLANDS
MOTORCYCLES



MODEL 40

TYPE 40R

BROOKLANDS MOTORCYCLES

One piece crankshaft

ORDERS

Pre-production Model 40M's are available in the UK for inspection by prospective customers by prior appointment only. It is not our policy to give "estimated" delivery dates, and September 83 we shall be in a position to discuss orders against a deposit for production machines for shipment on specific dates. Please write to our Dutch address.

SERVICE

Development of an after sales spares and service network will be complete Autumn 83. Within the European Economic Community, sales, service and backup will be operated by ourselves direct to customer, sole agents are being appointed in other selected countries, they will also operate direct with customers only.

PRICE £5,485 UK sterling



SPECIFICATION

Number of cylinders	One
Bore/Stroke	85.8/85.0mm
Capacity	888.7cc
Compression Ratio	8.5:1
CI/FI/P	SOHC 1400 (rpm standard)
Max R P M	10,500
Induction/Exhaust	Two inlet and two exhaust valves, twin overhead camshafts
Carburettor	48MM Concorde
Air cleaner	Reusable cartridge
Fuel type	Unleaded 91 octane (12 start) or unleaded 95 octane
Oil supply	Two point system 80cc x 1 at 10 crankshaft
Oil Filter	Tekalite
Ignition	Brooklands modular electronic
Spark plug	12mm NGK
Alternator output	170 Watts
Headlamp	7 and 11 Watts
Headlamp bulb	60/55 Watts, Heligen integral with front and rear actuation
Starter	170cc petrol with electric gear drive
Rim & tyre, front	WM 2.410 x 19
Rim & tyre, rear	WM 2.410 x 15
Wheel	Integral casted hub and drum, single compensated beam leading shock
Brake, rear	Integral casted hub and drum, single leading shoe
Fuel capacity	5.74 gallons (24 litres incl. reserve)
Dry weight	370 lbs
Seat height	26"
Wheelbase	54"
Overall length	82"
Handlebar width	35"
Owners Pack	Operating and service book, Maintenance and spare parts lists, Ergonomics report, Rider record booklet, Dealer's club data, Provision for firing news sheets, Warranty
Machine finish	Painted parts, black gloss epoxy, silver metal hardware, anodized, high lustre polished alloy, Natural finish stainless steel fittings, heavy duty chrome