

P11 numbers

The records debate is now getting old, so these are the FACTS concerning the production run of all the Norton P11 models. According to all the brochures printed and issued by the Norton Matchless division of Plumstead South London, SE18, from March 1967 to October 1968, the following model, and machines were constructed and dispatched, to different parts of the world.

P11 High pipe models.

P11A

P11A Ranger

P11A Ranger 750

The first P11 made was 121007 and this one was dispatched to Berliner (ZDS Motors of Glendale) in Los Angeles on 13 March 1967. The last of the P11 series made was a P11A Ranger 750 129145 and was dispatched to Berliner, New York on 17 October 1968.

The P11 series was made in 8 eight separate batches, with the G15CS, N15CS, Atlas, 650SS, G15CSR, G15Mk2, AJS 33 std, 33CSR, and the Commando made in between. One of those batches consisted of only 3 machines, but as a matter of record this can be recorded as a batched produced and dispatched.

So the following sequence of production numbers are as follows.

P11 high pipe models. 1st 121007, last 123012 4 batches made.

P11A 1st 124372 last P11A, or P11A Ranger 126123. 3 batches made

P11A Ranger 750. 1st 128646 last 129145. 1 batch made.

The first Commando was 126125 and the last of these in this first batch was 128634. This last Commando in that batch went to Berliner, LA, 30 September 1968.

The above is not up for discussion, as these are the facts, according to the Norton Matchless divisions dispatch records from 1967 to 1968. Should any of you want, or need, or even covert, a fully integrated and in depth analyses of these records, then you will have to wait, till I publish my book, on the P11, and G15 series of machines. For this I have been collating data, and specific info for the last 25 years, and it is now over 6 inches in thickness, and I am still acquiring more detailed, and surprising facts, and info concerning the P11 series of machines.

There was also two handbooks printed, and issued. One was printed and issued in March 1967, for the G80CS, G85CS, P11. It was reprinted in January 1968, and issued for G85CS, G80CS, P11A. One had a Red coloured cover and back, (P11) and one was coloured Turquoise (P11A) There were also three spare parts books issued, for the P11 series. These would cover all models from engine frame number 121007 to 126123. There was never any handbook, or parts book issued for the P11A Ranger 750 models. The Ranger 750, had many modifications, and part numbers, that were never issued to the dealers selling them, or the general public. One such modification, was a fitting of an oil seal to the out side of the primary chaincases, and a change to the plates that attach the swinging arm to the frame. I have added the latter, just in case a question is posed on this particular subject.

The above should now answer all the questions, asked and posed in the last few days.

Anthony

PS 128645 is blank in the factory records, and was never issued to a machine. That number comes between the last Commando dispatched, and the first P11A Ranger 750 dispatched.