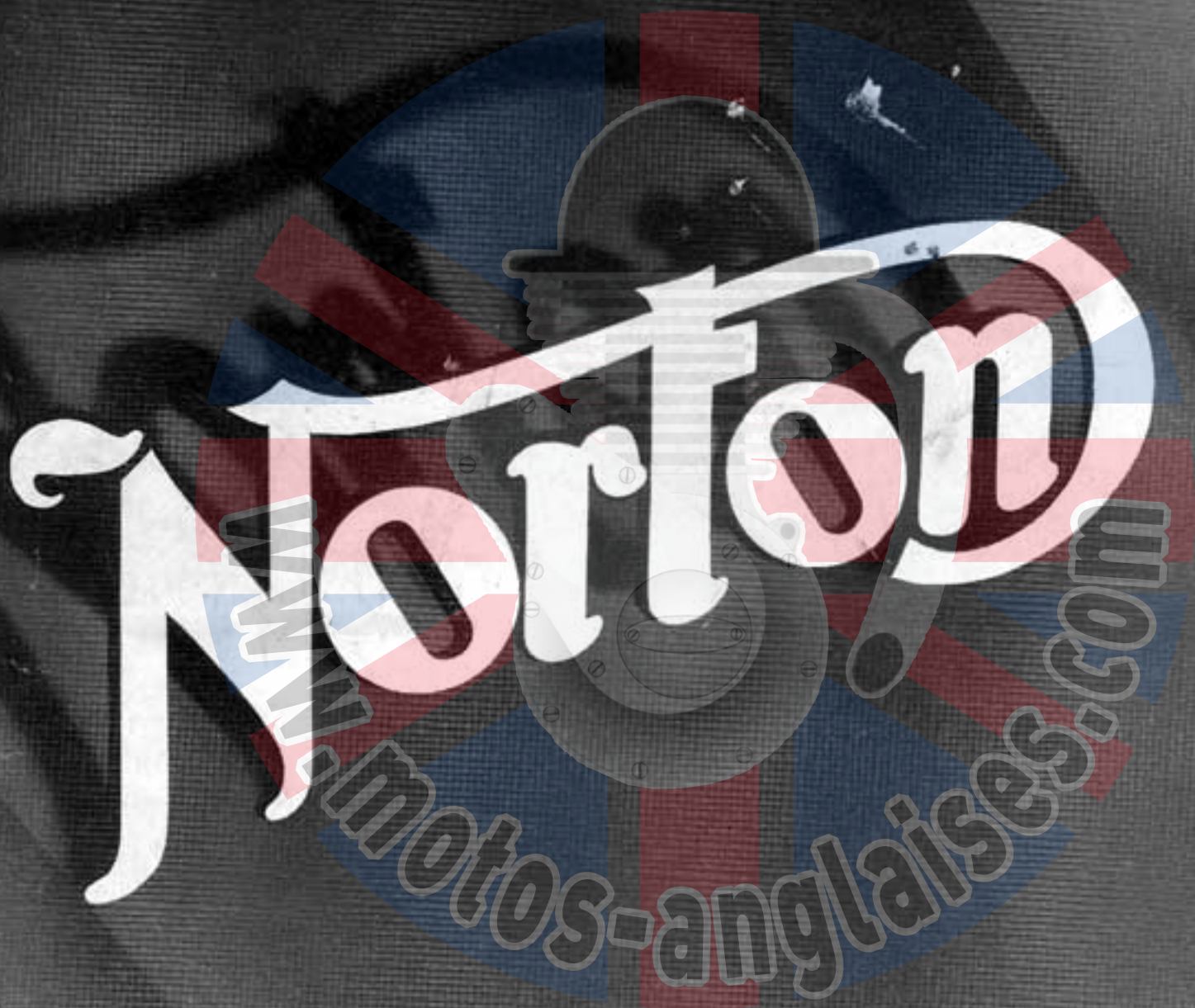




ABRIDGED PRICE LIST OF 1936 MODELS

IT is obvious to all that the NORTON record of performance during recent years in the Great Road Races and Reliability Trials indicates and proves a machine of exceptional merit. Never has one make of machine so dominated affairs in the arena of competitive motor cycling, and the results of the 1935 Tourist Trophy Races—the fiercest ever contested—prove more emphatically than ever the superiority of NORTON materials and workmanship.

In the Junior Tourist Trophy Race NORTON machines gained first, second and third places, and also the Manufacturers' Team Prize. Thus for the fifth successive year a NORTON machine won the Junior—a feat without parallel or approach in the history of motor cycling—magnificent proof of a magnificent machine.

In the Senior Race NORTON machines put up an even more amazing demonstration of high speed plus reliability. Each of the three official NORTON entrants, successful in winning for the third successive year the Manufacturers' Team Prize and Club Team Prize, averaged over 80 m.p.h. J. Guthrie achieved an average of no less than 84.65 m.p.h. and that over the most famous Road Race course in the World. He finished second . . . separated from the winner by but four seconds, with W. Rusk third at an average speed of 83.53 m.p.h., and John Duncan fourth.

This performance is in itself the hall-mark of mechanical perfection, and when it is realised that NORTON successes are not merely represented by a single isolated win here and there—not a mere flash in the pan, but by a long sequence of worth-while victories over a period of years, NORTON consistent brilliance of performance and unfaltering reliability are at once demonstrated to be in advance of contemporary standards.

But most important of all is the fact that the NORTON Company has never competed in races or reliability trials merely for the sake of winning them. NORTONS are entered in competitive events as a test of efficiency, as a means of progressing in design and to prove to the public the merit of NORTON motor cycles. The wisdom of the Company's policy has been abundantly confirmed. The amazing success of NORTON motor cycles in competitive events is only matched by the widespread popularity of NORTONS amongst the most experienced and exacting class of rider.

This is the true measure of NORTON superiority and supreme value to the tourist and ordinary rider.

FOREWORD

*The World's
Best
Road-Holder*

The World's Best Road-Holder

NORTON 1935 SUCCESSES INCLUDE

Junior T.T. I.O.M. 79.14 m.p.h., 1st, 2nd, 3rd. *Manufacturers' Team Prize.*

Senior T.T. I.O.M. 84.65 m.p.h., 2nd, 3rd, 4th. *Manufacturers' and Club Team Prizes 3rd successive year.*

NORTONS have won 13 T.T. Races.

1935 Bol d'Or 24-hour race. Record distance covered 2056 kilos.

Swiss Grand Prix Junior 1st. 78.7 m.p.h.

" " " Senior 1st. 83.6 m.p.h.
10 Swiss Grand Prix Wins.

Dutch T.T. Senior 1st. Record lap 89.5 m.p.h.

" " Junior 1st. " " 85.3 m.p.h.
Eleventh Dutch Victory.

German Grand Prix Junior 1st. Record Speed 74.08 m.p.h.

" " " Senior 1st. Record Speed 78.8 m.p.h.

Belgian Grand Prix Junior 1st. Record Lap, 84.82 m.p.h.

" " " Senior 1st. Record Speed, Record Lap, 90.84 m.p.h.

Australian Grand Prix, Senior 1st.

Circuito de Sevilla, General Class.

South African T.T., Junior 1st. also fastest lap 80.55 m.p.h.

Grand Prix d'Andalucia, General Class.

Australian Sidecar T.T. 1st.

Leinster "200" Senior 1st.

" " Junior 1st.

North West "200" Senior 1st.

" " Junior 1st.

100 Miles Southport Championship.

Barcelona Grand Prix.

Milan-Rome-Naples High-speed Reliability Test for the Coppa Mussolini—

500 c.c. class. NORTON machines were 1st and 3rd.

350 c.c. class. NORTON machines were 1st and 2nd.

Grand Prix de Monza. 1st in 350 c.c. class.

Circuito de Forsana. 1st in the 500 c.c. class.

South African T.T. 1st and 2nd in Junior class, also record lap at 80.5 m.p.h.

Australian Grand Prix. 1st L. Tobin.

Cookstown "100." 1st and 2nd.

Dublin Hundred. 1st and 2nd, also fastest time for the race.

In every Continental race in which Norton Machines have been entered this year they have been successful in winning both Senior and Junior events.

PREMIER AWARDS IN FOLLOWING OPEN A.C.U. TRIALS:

Colmore Cup Trial—*Best Manufacturers' Team*

Kickham Memorial Trial—*Team Prize.*

Victory Cup Trial—*Team Prize.*

Mitchell Memorial Trial—*Team Prize.*

Cotswold Cup Trial.

Bemrose Trophy Trial.

Travers Trophy Trial—*Best Manufacturers' Team.*

Winners also of:—

Levis Trial.

1st Midland Centre Group Trial.

Streatham Half-Crown Trial.

WORLD RECORDS

1 Hour at 110.8 m.p.h.

This is the most important motor-cycle record to be held.

2 Hours at 104.07 m.p.h.

200 Miles at 104.17 m.p.h.

3 Hours at 102.17 m.p.h.

500 Kilos at 102.08 m.p.h.

50 Kilos at 113.23 m.p.h.

50 Miles at 113.39 m.p.h.

100 Kilos at 109.02 m.p.h.

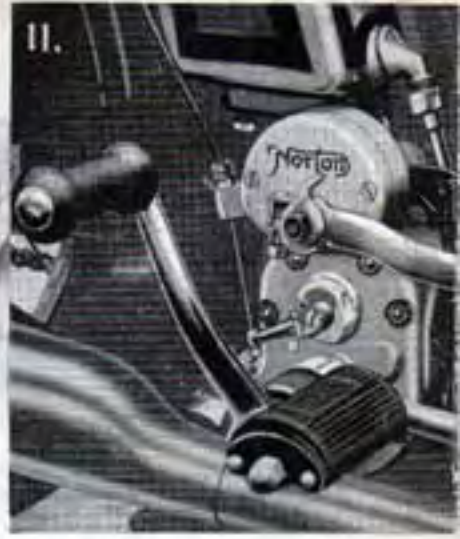
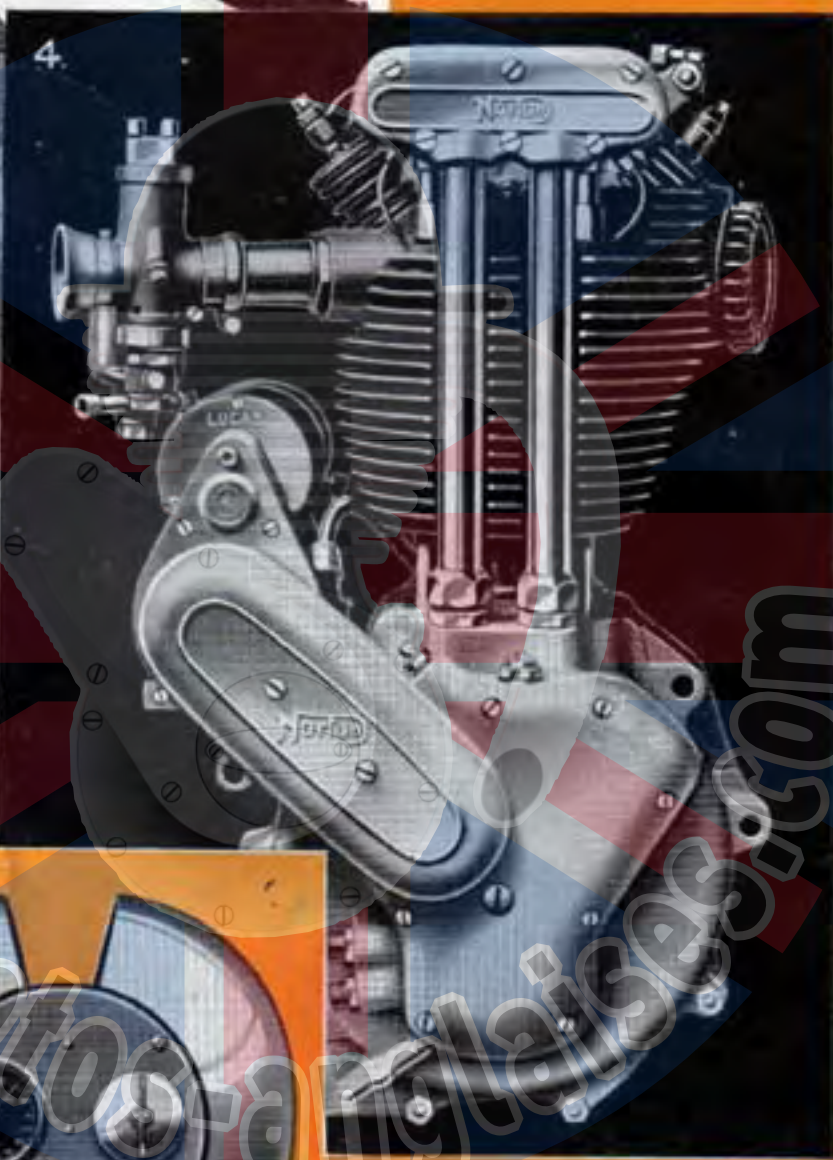
100 Miles at 110.83 m.p.h.

All the above records stand in the 500, 750 c.c. and Unlimited Classes.

Also the 100 Miles Class 'B' 350 c.c. Sidecar Record at 80 m.p.h.

WORLD'S FASTEST MOTOR CYCLE ROAD RACE.

GRAND PRIX DE L'EUROPE—ULSTER GRAND PRIX—won by J. Guthrie at the World's Record Road Race speed of 90.98 m.p.h. with World's Record lap—95.35 m.p.h.



A FEW DETAILS OF NORTON MECHANICAL REFINEMENTS



1. **HANDLEBAR.** Patent No. 419336 is mounted on an extension of the top fork clip in which are housed two rubber insulating rings in which the handlebar tube is located. By means of a flexible steel plate rigidly attached to the handlebar and the front of the fork clip positive and definite steering is obtained.

2. **REAR BRAKE & HUB.** A feature of NORTON machines is the efficient and safe braking, smooth and powerful in operation: of large diameter. Detachable and interchangeable wheels are fitted as standard throughout the range with the exception of International Models.

3. **CHAINCASE AND CLUTCH.** An oil bath chaincase, Patent No. 406599, is fitted as standard equipment on all machines. The cover can be readily removed, a single bolt fixing being provided. For chain examination an inspection cover is fitted. The two halves of the case are hermetically sealed by means of an oil-resisting rubber band. The illustration shows the clutch dismantled, it is a multi-plate type, employing a special Ferodo friction surface, giving a high coefficient when immersed in oil. A vane type shock absorber is incorporated, the drive being taken by large rubber blocks, ensuring smooth transmission at all speeds.

4. **PUSH ROD ENGINE.** This shows the improved crankcase used on all other than overhead cam shaft type machines. A bulbous panel cover is fitted to the timing chest. Larger diameter push rod cover tubes are used, enhancing the appearance of the engine considerably. Every NORTON engine is sturdy in construction, and built into every detail is a very high factor of safety, ensuring constant reliability and freedom from small continuous adjustments.

5. **REAR MUDGUARD ATTACHMENT.** This illustration shows the removal of the rear wheel, which is a simple operation. All models except International Models are fitted with detachable interchangeable wheels. On 1936 models the hubs are of a lighter type.

6. **FORK.** Patent No. 387,550, is fitted as standard equipment on all machines. On International Models, however, a narrower type is used, the front hub having a brake drum which is integral with the hub shell. This fork, fitted with rebound springs, was developed in the World's International Road Races and is the finest fork used in any motor cycle. In addition to the rebound springs a hand adjustable friction disc shock absorber is employed. In conjunction with the scientific frame design employed on all machines this fork enhances the wonderful road-holding qualities of the NORTON range.

7. **OIL PUMP.** A gear type pump, the gears of which are of large proportions and adequate width, is fitted to every NORTON engine, the return pump gears being of exceptional capacity. It is sturdy in construction and operates efficiently to supply just the required amount of oil to every working part. The low oil consumption is a feature of NORTON engines.

8. **PANEL TANK.** The panel fitted to the tank illustrated is of registered design No. 773,858, and can be fitted at extra cost where electrical equipment is specified. It is flush fitting, dull chromium plated and lacquered, houses a speedometer where required, ammeter and switch gear, the instruments being illuminated. If speedometer is not required a disc can be fitted covering the aperture. The capacity of the panel tank is approximately 2½ gallons.

9. **TANK.** A larger tank is available as an extra on all models with the exception of the International type. The capacity of this is approximately 3½ gallons, with panel fitted the capacity is slightly reduced to 3¼ gallons. All NORTON tanks are chromium plated and suitably panelled.

10. **RAISED EXHAUST PIPE.** This can be fitted on all models without extra charge if specified when ordering. It is fitted as standard on machines to Trials specification.

11. **POSITIVE STOP CONTROL.** The gearbox used as standard equipment on all NORTON models is another outcome of racing practice. The positive stop control is standard equipment; a quick and easy change is ensured. The mechanism is totally enclosed. The pawl is brought into engagement without movement of the lever, which simplifies the change. In operation it is light and frictionless.

12. **RODS PASSING THROUGH ENGINE.** On all overhead valve models the cylinder holding-down bolts are extended from the crankcase to the cylinder head. The fins of the cylinder are of a heavier and wider pitch and less resonant.

GENERAL SPECIFICATION

... while machine is in operation than ever and the finest value that has ever been offered.

FRAME—Of immense strength, built throughout in rigid, removing the slightest possibility of misalignment. Only best grade high tensile steel tube is employed and graduated section lugs are used.

FORKS—Patented Fork, Patent No. 387,550, fitted with rebound springs in conjunction with hand adjustable friction disc shock absorber, enhancing the already wonderful road-holding qualities of the NORTON range.

WHEELS

able and inter-lated, black

HANDLEBARS—Patent No. 419,336. The handle-bar is mounted on an extension of the top fork clip inside of which the rubber insulation is on the steel plate is rigidly attached to the front of the top connection and maintains quick and smooth front brake and

BEHIND THE SCENES IN THE NORTON FACTORY

Every NORTON machine is an individual production. Mass-production methods are not good enough for NORTON! The result is that every machine leaving the works has character and individuality all its own . . . every machine is a perfect production . . . the result of utilising only the finest tested materials and the most highly paid skilled labour. The factory—views of which are shown above—is the largest devoted to the specialised production of motor cycles, and every part, except proprietary components, is manufactured throughout in the NORTON works. The equipment of the factory is of the most costly, and is being constantly replaced in order to maintain the highest standard of efficiency and quality.

These are facts to consider when it is realised how much alike modern machines look. It is only after months of service that the true qualities are revealed. NORTONS have quality built into them, so that years of really hard service serve merely to emphasise the thoroughbred performance inherited from the

machines that have proved so successful in competitive events.

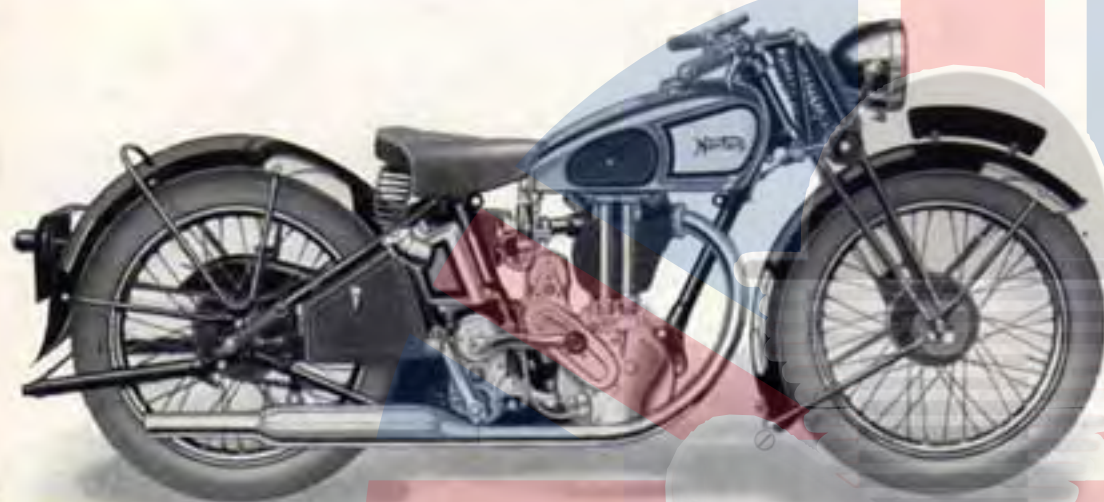
THE VIEWS OF THE WORKS SHOW :—

- (1) An operation being carried out on Clutch Sprockets.
- (2) A Lumsden grinder at work on the cylinder head facing. This is an all-electric machine with magnetic table.
- (3) Microscopic examination of gudgeon pins.
- (4) A multi-spindle machine drilling all holes in the outside of the crankcase is seen at work in a corner of the aluminium casting machine shop.
- (5) A corner of the general machine shop showing the capstan and automatic section. This shows approximately one-tenth of the total machine shop area.
- (6) A bay in the drilling section. The illustration shows cylinder heads, pistons, hubs and brake shoes in the process of drilling.

THE UNAPPROACHABLE
Norton
REGD. TRADE MARK

The World's Best Road-Holder

MODEL

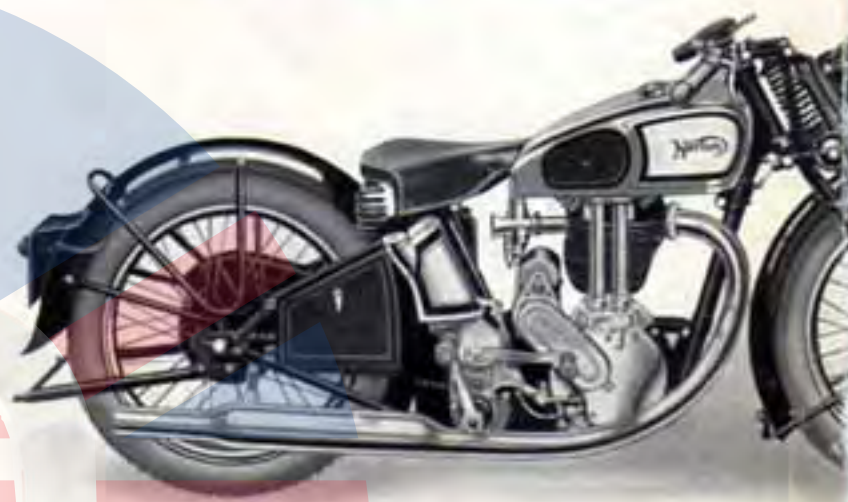


MODEL No. 18.

4.90 H.P. O.H.V. Code Word : ASCOT

Engine—79 mm. bore x 100 mm. stroke, 490 c.c. Push Rod operated. Frame—Semi-loop type. Norton Four-speed Gearbox, with ratios of : Solo 4.44, 5.37, 7.85, 13.2 ; Sidecar 4.93, 5.96, 8.7, 14.7. Ground clearance—approximately 4½ in.

£59 10 0 or Deposit **£14 17 6**, balance over 12 or 18 monthly instalments.



MODEL No. E.S.2.

4.90 H.P. O.H.V. Code Word : CHIRK

Engine—79 mm. bore x 100 mm. stroke, 490 c.c. Push operated. Frame—Triangulated cradle type. Norton speed Gearbox, with ratios of : Solo 4.44, 5.37, 7.85, Sidecar 4.93, 5.96, 8.7, 14.7. Ground clearance—approximately 4½ in.

£62 10 0 or Deposit **£15 12 6**, balance over 18 monthly instalments.



MODEL No. 19.

5.96 H.P. O.H.V. Code Word : BRIAR.

Unless otherwise specified when ordering,

Model No. 19 is equipped with sidecar gear ratios.

Engine—82 mm. bore x 113 mm. stroke, 596 c.c. Push Rod operated. Frame—Semi-loop type. Norton Four-speed Gearbox, with ratios of : Solo 4.44, 5.37, 7.85, 13.2 ; Sidecar 4.93, 5.96, 8.7, 14.7. Ground clearance—approximately 4½ in.



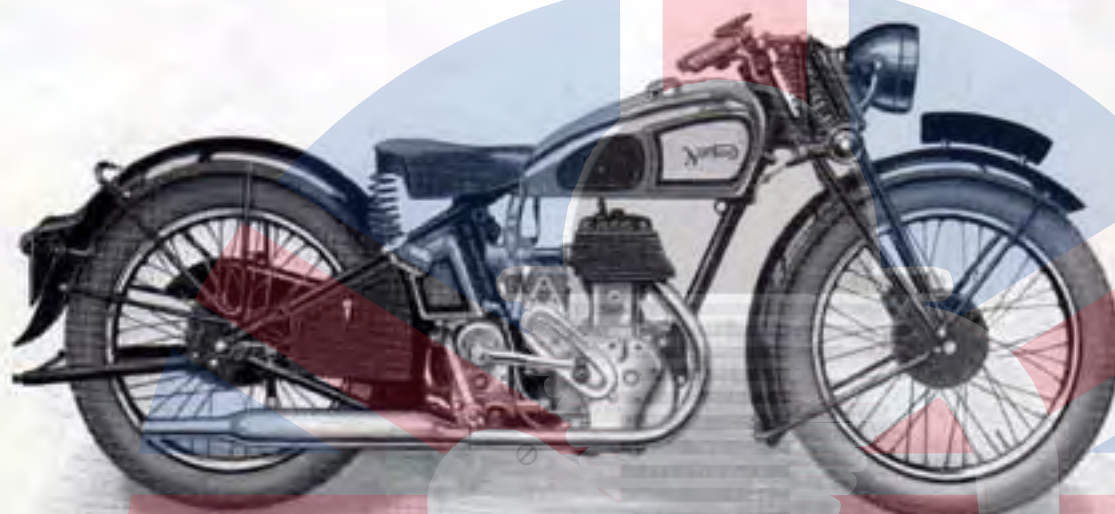
MODEL No. 20.

4.90 H.P. O.H.V. Code Word : KIRBY

Engine—79 mm. bore x 100 mm. stroke, 490 c.c. Push operated. Two port. Frame—Semi-loop type. Norton Four-speed Gearbox, with ratios of : Solo 4.44, 5.37, 13.2 ; Sidecar 4.93, 5.96, 8.7, 14.7. Ground clearance—approximately 4½ in.

£62 0 0 or Deposit **£15 10 0**, balance over 18 monthly instalments.

LS FOR 1930



MODEL No. 16H.

4.90 H.P. S.V. Code Word : ACTON

Engine—79 mm. bore x 100 mm. stroke, 490 c.c., with detachable cylinder head. Frame—Semi-loop type. Norton Four-speed Gearbox, with ratios of : Solo 4.66, 5.64, 8.25, 13.9 ; Sidecar 5.17, 6.26, 9.12, 15.1. Ground clearance—approximately 4½ in.

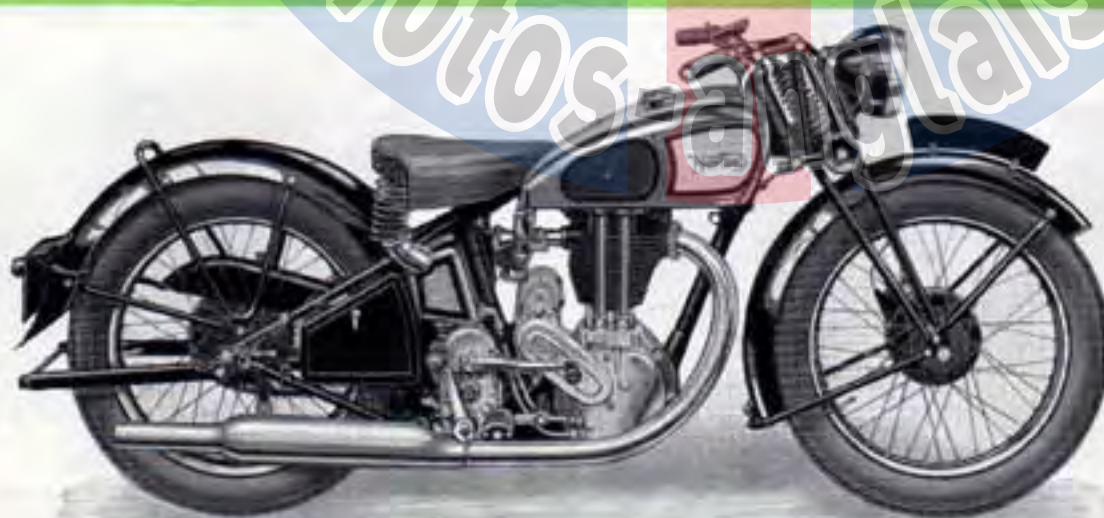
£49 15 0 or Deposit £12 8 9, balance over 12 or 18 monthly instalments.

MODEL No. 1. "2"

6.33 H.P. S.V. Code Word : ACTON

Unless otherwise specified Model No. 1 is equipped with :
Engine—82 mm. bore x 120 mm. stroke, 633 c.c., with detachable cylinder head. Frame—Semi-loop type. Norton Four-speed Gearbox, with ratios of : Solo 4.66, 5.64, 8.25, 13.9 ; Sidecar 5.17, 6.26, 9.12, 15.1. Ground clearance—approximately 4½ in.

£54 0 0 or Deposit £13 5 0, balance over 12 or 18 monthly instalments.



MODEL No. 50.

3.48 H.P. O.H.V. Code Word : FROME

Engine—71 mm. bore x 88 mm. stroke, 348 c.c. Push Rod operated. Single port. Frame—Semi-loop type. Gearbox—Norton Four-speed. Ratios : 5.17, 6.25, 9.15, 15.4. Ground clearance—approximately 4½ in.

£53 0 0 or Deposit £13 5 0, balance over 12 or 18 monthly instalments.

MODEL No. 50.

3.48 H.P. O.H.V. Code Word : FROME

Engine—71 mm. bore x 88 mm. stroke, 348 c.c. Push Rod operated. Two port. Frame—Semi-loop type. Gearbox—Norton Four-speed. Ratios : 5.17, 6.25, 9.15, 15.4. Ground clearance—approximately 4½ in.

£55 0 0 or Deposit £13 5 0, balance over 12 or 18 monthly instalments.

1936 IMPROVEMENTS

INCREASED TANK CAPACITY. On all models with the exception of International type, which remains as hitherto, the tank is of approximately $2\frac{1}{2}$ gallons capacity. Where specified a panel can be fitted in the tank, this reduces the capacity to approximately $2\frac{1}{2}$ gallons. A larger tank is available as an extra on all models with the exception of the International type, the capacity is $3\frac{1}{2}$ gallons. With panel the capacity is reduced to approximately $3\frac{1}{2}$ gallons. The tank is deeper and wider at the nose, considerably enhancing the appearance of the machine. All tanks are chromium plated and suitably enamelled panels are employed.

A new crankcase is fitted to all except overhead camshaft models. The timing gear chest has been built up, bulbous panel cover is fitted to this. Larger diameter push rod cover tubes are employed.

All side valve models are fitted with an improved valve cover. Grease gun lubrication is provided to valve guides.

Heavier and wider pitch cylinder fins, which are less resonant, are employed.

Oil trap preventing leakage of oil from tappet guides is used on all side-valve models.

Improved timing gear, ground profile of improved contour for the cams.

Duplex type valve cups fitted to all International Models, enabling valves to rotate, minimising valve seat and stem wear.

On International Models 30 and 40 light alloy cylinder heads and barrels can be fitted at an extra charge.

Hub bearings afforded better protection; lightened hubs with exposed wheel fixing bolts.

Tanks on all models fully insulated by rubber buffers, there being no metallic contact with the frame.

On International Models the cradle has been raised at the nose giving increased clearance.

Steering damper on International Models fitted direct to the frame, being more positive and effective in use.

Front brake adjuster brazed on fork girder, adjustable while machine is being ridden, fitted on International Models.

The specification of the 1936 NORTON is better than ever and the finest value that has ever been offered.

GENERAL SPECIFICATION

FRAME—Of immense strength, built throughout in jigs, removing the slightest possibility of mal-alignment. Only best grade high tensile steel tube is employed and graduated section lugs are used.

FORKS—Patented Fork, Patent No. 387,550, fitted with rebound springs in conjunction with hand adjustable friction disc shock absorber, enhancing the already wonderful road-holding qualities of the NORTON range.

WHEELS—NORTON quickly detachable and interchangeable, employing journal bearings (on brake side double row rigid). Rims chromium plated, black centres, lined out in red.

PETROL TANK—Chromium plated, capacity approximately $2\frac{1}{2}$ gallons. Suitably enamelled panels: fitted with improved filler cap. Large resilient knee grips fitted as standard equipment. Where tank panel is fitted the capacity is reduced to approximately $2\frac{1}{2}$ gallons. A larger tank of approximately $3\frac{1}{2}$ gallons capacity can be fitted at extra charge. With panel, the capacity is slightly reduced to $3\frac{1}{2}$ gallons.

OIL TANK—Mounted on seat tube. Chromium plated and suitably lined. Of large capacity, with adequate filter.

SADDLE—Flexible top, incorporating forward pivotal mounting, providing an exceptionally comfortable seat with low position.

FRONT CHAIN CASE—An oil bath chaincase is provided for the primary driving chain, of simple and unique construction, two halves of the case being hermetically sealed by means of a rubber hand passing

greater portion passing through a single variable spiral baffle and emerging into an extension of a perforated tube, the smaller portion passing directly into the tube, providing an extremely efficient silencer without loss of maximum speed or acceleration.

HANDLEBARS—Patent No. 419,336. The handlebar is mounted on an extension of the top fork clip which houses two rubber insulating rings on the inside of which the handlebar is located. A flexible steel plate is rigidly attached to the handlebar and also to the front of the top fork clip, providing a direct connection and maintaining positive steering. Twist grip throttle control is employed with outside cable, quick and smooth in action. Outside levers fitted for front brake and exhaust controls.

TOOL BOX—All metal, with comprehensive kit of tools, including 15in. X $\frac{1}{2}$ in. inflator, grease gun and canister of grease.

UPSWEPT EXHAUST PIPES—can be fitted to all models without extra charge.

ENGINE LUBRICATION—By means of full dry sump; gear pump, pressure feed to bearings and piston. Additional sump is incorporated in the base of the crankcase for trapping any particles of foreign matter. Valve guide lubrication incorporated in all overhead valve models.

MAGNETO—High tension waterproof, placed at rear of engine.

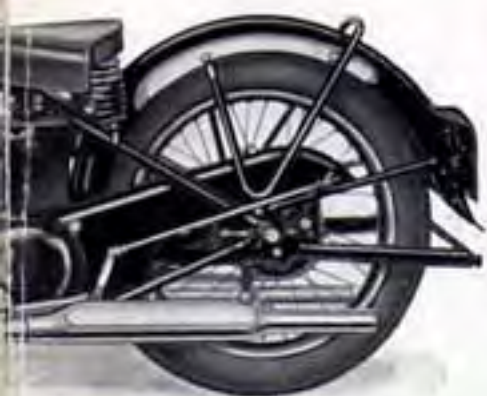
CARBURETTER—Amal needle jet, semi-automatic. Twist grip control.



"BIG FOUR"

Model: AVOCA
When ordering, specify decar gear ratios.
Engine, 633 c.c. with multi-loop type. Norton Solo 4.66, 5.64, 8.25, Ground clearance—

100, balance over 12 instalments.



55.

Model: DOVER
Engine, 348 c.c. Push Rod multi-loop type. Gearbox—4.25, 9.15, 15.4. Ground

150, balance over 12 instalments



No. 40 INTERNATIONAL MODEL

3.48 H.P. Overhead Camshaft. Code Word : TENBY

Engine—71 mm. bore x 88 mm. stroke, 348 c.c. Inclined off-set inlet port and off-set exhaust port, fitted with hairpin valve springs made under Patent No. 259,870. Specially tuned. Aluminium alloy cylinder barrel and head can be supplied at an extra charge if specified when ordering. Special alloy crankcase and overhead rocker box. General specification as Model 30. **Petrol Tank**—3½ gallons (approx.) capacity. **Gearbox**—Norton T.T. four-speed with large diameter shafts and gears in special alloy steel. Ratios : 5.17, 5.68, 6.86, 9.15. T.T. quick operating foot change speed lever. Unless otherwise specified a Kick-starter is fitted. Gear Ratios when Kickstarter is fitted are 5.17, 5.68, 6.86, 12.0. Unless otherwise specified when ordering, International Models are equipped with oil bath chaincase.

£82 10 0 or Deposit **£20 12 6**, balance over 12 or 18 monthly instalments.



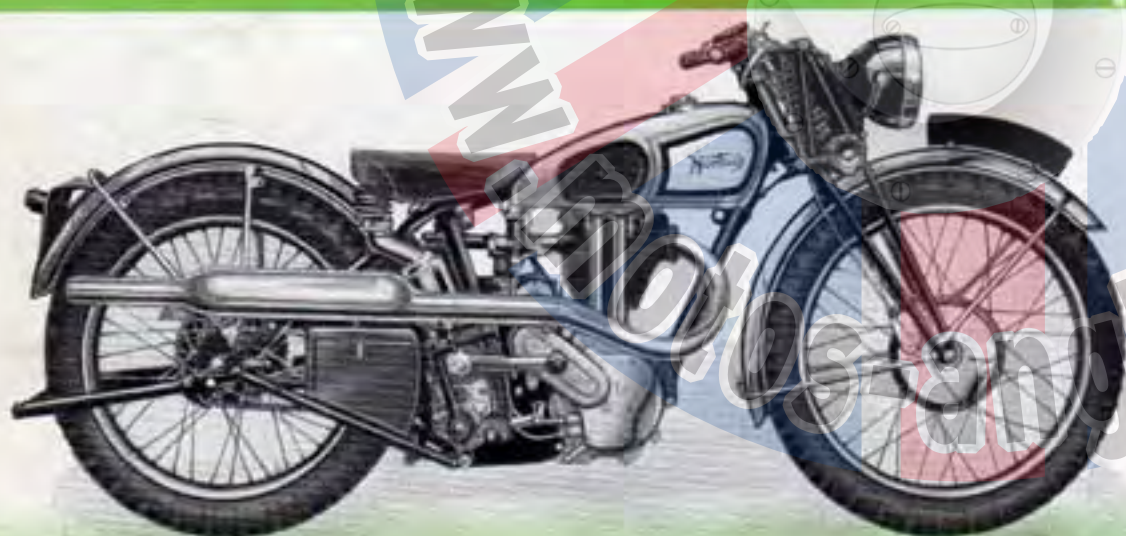
MODEL No. C.J.

3.48 H.P. O.H.C. Code Word : DERBY

Engine—71 mm. bore x 88 mm. stroke, 348 c.c. Overhead Camshaft. **Frame**—Triangulated cradle type. **Motor**—Norton T.T. Four-speed **Gearbox**, with ratios of : Solo 5.48, 6.6, 16.33. Ground clearance—approximately 4½ in.

£67 10 0 or Deposit **£16 17 6**, balance over 12 or 18 monthly instalments.

PRICES ARE SUBJECT TO CHANGE



TRIALS SPECIFICATION

EVERY MODEL OF THE NORTON RANGE CAN BE HAD AS A TRIALS MACHINE, AS ILLUSTRATED ABOVE to the SPECIFICATION which includes the following :—

High ground clearance frame ; Raised Sports type exhaust system ; Folding Kick-starter ; Competition Tyres (Nobbles) ; Narrow front fork and integral hub shell and brake drum to front wheel ; Rubber mounted handlebars, Patent No. 419,336, Outside long levers ; Trials ratio gearbox ; Chromium plated rims and spokes ; Chromium plated chaincase ; Chromium plated chainguard ; Chromium plated mudguards ; Quick action twist grip.

All other details are in accordance with standard catalogue specifications.

The Price is **£5 0 0** extra on any model.

THE 1936 range of NORTON sidecars is better than ever before, no expense has been spared in providing bodies which are perfect in every detail. Comfort has not been sacrificed for the sake of appearance.

The well-known NORTON double triangulated chassis is available as before, together with a simpler design of single triangulated chassis. Cradle wheel is still employed on both types of chassis—quickly detachable and interchangeable with the machine wheels.

NORTON MOTORS



MODEL No. C.S.1.

4.90 H.P. O.H.C. Code Word : CLENT

Engine—79 mm. bore x 100 mm. stroke, 490 c.c. Overhead Camshaft. Frame—Triangulated cradle type. Norton Four-speed Gearbox, with ratios of : Solo 4.44, 5.37, 7.85, 13.2 ; Sidecar 4.93, 5.96, 8.7, 14.7 Ground clearance—approximately 4½ in.

£75 0 0 or Deposit **£18 15 0**, balance over 12 or 18 monthly instalments

No. 30 INTERNATIONAL

4.90 H.P. Overhead Camshaft.

Engine—79 mm. bore x 100 mm. stroke, 4 and off-set exhaust port, fitted with half Patent No. 259,870. Specially tuned. Aluminium head can be supplied at an extra charge. Special alloy crankcase and overhead rockers, fitted with Petrol Tank—3½ gallon large T.T. Oil Tank with large filler cap. Magneto—Special Racing T.T. Type. Frame type. Gearbox—Norton T.T. Four-speed gears in special alloy steel. Ratios : 4.4 operating positive foot change speed lever kick-starter is fitted. Gear ratios when 4.88, 5.91, 10.3 Tyres—27 x 3 ribbed from Dunlop Heavy Cord. Ground clearance—guard fitted with Pad. Unless otherwise specified, international Models are equipped with oil bath.

£90 0 0 or Deposit **£22 10 0** instalments.

CT TO INCREASE WITHOUT NOTICE



FULL TOURING MODEL "M" SIDE CAR Code Word : LAXEY

This is a capacious model with coach-built body, sprung back and laced sprung seat, is finished in black and attractively lined. The equipment includes screen with side members, collapsible hood, large capacity rear luggage boot with lid suitable for carrying suit case or other luggage. Body is mounted on 4-leaf springs. Dimensions : Overall length of body, 6ft. 6in. ; overall width, 25in. ; inside width at seat, 17in. ; seat size, 16in. x 16in. ; depth of seat, 21in. (Child's Dickey Seat for rear locker can be supplied at an extra cost of **£1 0 0** if specified when ordering).

Fitted with double triangulated chassis **£22 10 0**

SPORTS TOURING SIDECAR MODEL "G" Code Word : ARRAN

This is an attractive coach-built body. Overall length 74in. ; length inside from back squab to toe board, 43in. ; width, 20½ in. ; height at front 30in. Deeply sprung upholstery is employed in best quality rexine. A water-tight hinged scuttle is fitted, a large locker is incorporated at rear with hinged lid, fitted with screen and quick-lift hood operated by passenger from inside. This is a comfortable body of sporting appearance. Can be supplied either with single or double triangulated chassis. Body mounted on double triangulated chassis **£21 10 0** Body mounted on single triangulated chassis **£19 10 0**



MODEL "H" Code Word : HALL

A perfectly designed and well-built sidecar for the rider who prefers a sporting passenger is carried, to a pillion seat. It is fitted with sports type windscreens to the passenger. Overall length is from back squab to toe board, 3ft. height at front, 32½ in.

Body mounted on double triangulated chassis **£21 10 0**

Body mounted on single triangulated chassis **£19 10 0**

EXTRAS :
Chromium-plated Hand Rail **£1 0 0**
Step for fixing to chassis **£1 0 0**
Chromium-plated Luggage Grid **£1 0 0**
Special Side Screens **£1 0 0**

Models "G" "H" and "J" are supplied in dual colour scheme : black top panel with aluminium

LIMITED • ASTON



INTERNATIONAL MODEL

Code Word : CLYDE

c.c. Inclined off-set inlet port in valve springs made under aluminium alloy cylinder barrel and if specified when ordering. Machine of racing specification (approx.) capacity. Special petro-flex oil and petrol pipes. Frame—T.T. Triangulated cradle with large diameter shafts and 4.88, 5.91, 7.86. T.T. quick. Unless otherwise specified a kick-starter is fitted are : 4.44, 27×3.25 triple stud rear, approximately 3½in. Rear Mud-guard specified when ordering, International chain case.

balance over 12 or 18 monthly

of the vane type, the drive in either direction being taken by large rubber blocks giving an exceptionally smooth transmission.

GEARBOX—NORTON Four-speed, standard on all models. Positive stop T.T. type control fitted as standard equipment, gate control available if specified when ordering.

STANDS—Front and rear wheels are fitted with stands, the rear a spring-up type.

BRAKES—7in. internal expanding front and rear 1½in. wide, smooth and positive in operation.

SILENCER—A circular silencer, extremely efficient and euphonic, of unique design. The gases from the exhaust pipe into the silencer, are spread

employed working directly on to an extension of the change speed lever. This is fitted on a serrated shaft giving an almost infinitely variable number of positions for individual requirements. Gate change speed lever is supplied as an alternative if specified when ordering, mounted at side of tank.

MUDGUARDS—Affording adequate protection are fitted to all models. These are heavy car type, pointed section, with mud channels, on all except International Models. The rear mudguard is detachable to facilitate wheel removal.

TYRES—Dunlop heavy cord tyres are fitted as standard to all models, 26×3.25 except International 27×3 front, 27×3.25



Code Word : ISLAY

sidecar that satisfies type of sidecar when. Body is coach-built, set an at angle close ft. 2in. ; length inside 7in. ; width, 19½in. ;

£21 10 0

£19 10 0

... 7 6
... 10 6
... £1 5 0
... £1 5 0 each

um side panels, lined in red, or alternatively red top panel and black side panels.

MODEL "J" Code Word : SANDA

This is the most attractive sidecar that has ever yet been put on the market. Beautifully streamlined body is supplied with cut-away sides, deeply upholstered, having an overall length of 76in. ; length inside from back squab to toe-board, 43in. ; width, 20in. ; height at front, 34in. It is fitted with metal framed windscreen, is an extremely comfortable and sporting type of sidecar.

Body mounted on double triangulated chassis £24 10 0

Body mounted on single triangulated chassis £22 10 0

EXTRAS:

Hood	...	£1 5 0
Special Side Screens	...	£1 5 0 each
Hand Rail	...	7 6
Luggage Grid (Chromium-plated)	...	£1 5 0



This illustration shows the double triangulated chassis which is recognised on all hands as the finest design of sidecar chassis on the British market. It has immense strength ; the cradle wheel as fitted on both types of chassis is clearly seen. The wheels of NORTON chassis are interchangeable with the machine wheels, are quickly detachable, and every sidecar of the NORTON range is fitted with fourth point attachment without extra charge.

A good motor cycle deserves the attachment of a first-class sidecar—the NORTON range gives you adequate choice of designs, and reduced insurance rates are available for sidecar machines.

BIRMINGHAM