



Norton
1961

Norton

Birmingham, where Norton motor cycles are made, is a city famous for its manufacturing skill and industrial progress. This great city, heart of industrial England, is now embarked upon a gigantic scheme of redevelopment and modernisation which the whole world is watching with interest and admiration.

In keeping with the spirit of progress so evident about them, Norton continue their policy of development in the light of experience; anticipating the future.

Three new machines are added to the range this year, all with parallel twin four stroke engines and all with unit construction; the Standard version of the Jubilee, of more sporting appearance and with considerably less enclosure, and two 350 c.c. Navigator models, in Standard and De-Luxe form, both with 'Roadholder' front forks and 8 inch brakes. The new slim 'Featherbed' frame becomes standard on all other machines, except the Manx. The full technical specification for all models is on Page 14. Norton, like the City of Birmingham, move forward with confidence.

We record our thanks to the following whose work is featured in this catalogue, and to the Planning and Development Office of the Public Works Department, Birmingham, for their co-operation.

Sir Herbert J. Manzoni, C.B.E., City Engineer & Surveyor
A. G. Sheppard Fidler, M.A., B.Arch., F.R.I.B.A., A.M.P.T.I.,
City Architect, for Highgate Development, page 5 and
Lyndhurst Estate Flats, pages 12 and 13
Philip Skelcher & Partners (in association with the City
Architect), for the Flatted Factory, pages 12 and 13
John H. D. Madin, Esq., Dip.Arch., A.R.I.B.A., for
Chamber of Commerce building, Birmingham, page 7
J. Seymour Harris & Partners
for Auchinleck House, Birmingham, page 4,
and Trafalgar House, Birmingham, page 6, on behalf of the
Murrayfield Real Estate Company Limited



Le Spécialiste des Motos Rapides

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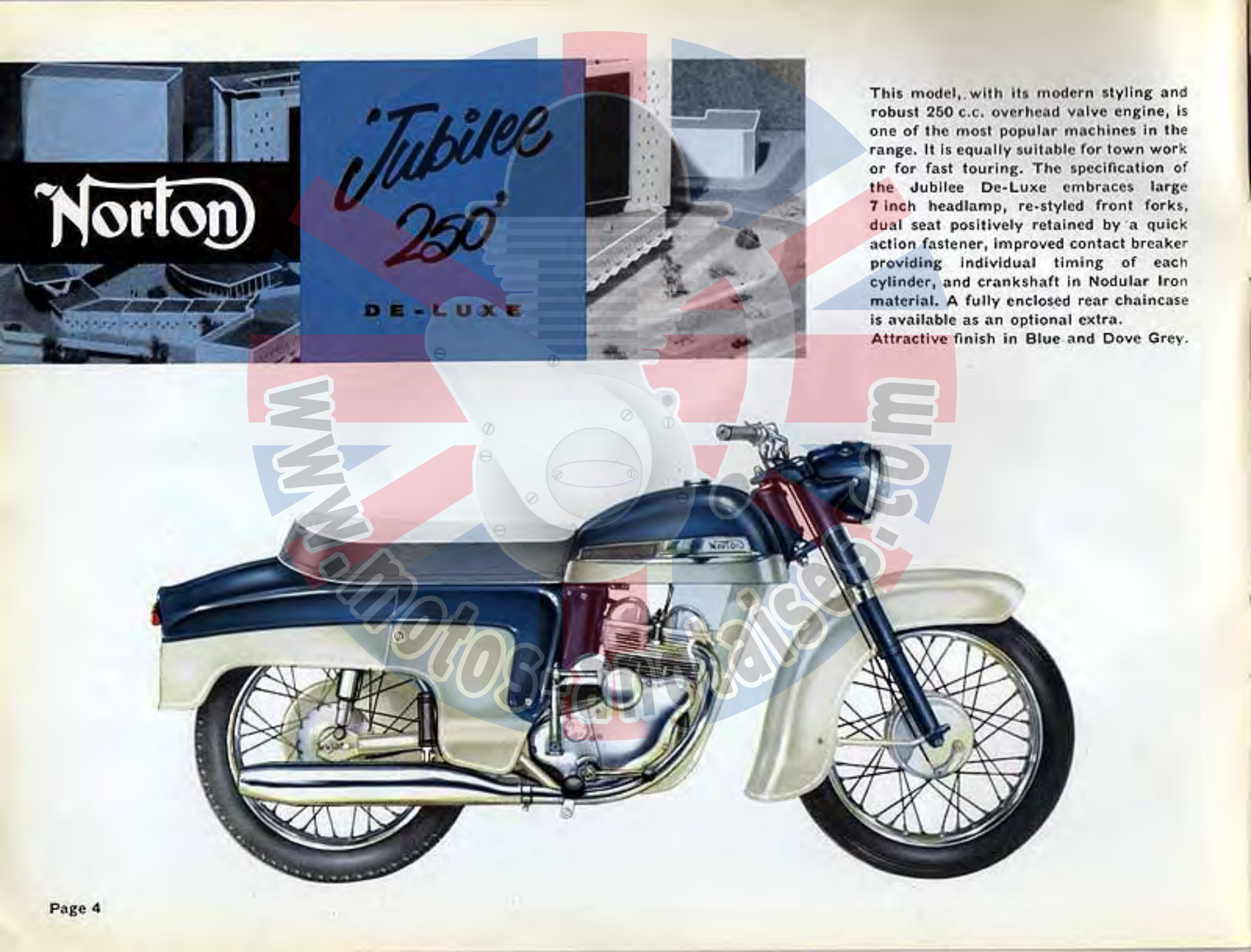
Norton lead the way
on ceremonial
occasions



Good looking,
powerful, immacu-
lately styled for the
big occasion,
Norton motor cycles
lead the way

This photograph shows the
Paris Police Detachment
under Captain Calon.





The advertisement features a large, stylized Union Jack watermark in the background. At the top left, the Norton logo is displayed in a white, gothic-style font on a black background. To its right is a blue rectangular box with the words 'Jubilee 250' in a white script font and 'DE-LUXE' in a smaller, white, sans-serif font below it. Further right is a black and white photograph of a city street scene with buildings and a motorcycle. Below these elements is a large, detailed illustration of the Norton Jubilee 250 De-Luxe motorcycle, shown from a side profile. The motorcycle has a dark blue upper body and a light cream-colored lower body. It features a large headlamp, a prominent engine, and wire-spoke wheels. A large, semi-transparent watermark reading 'www.moto3curdaises.com' is oriented diagonally across the center of the page, passing over the motorcycle illustration.

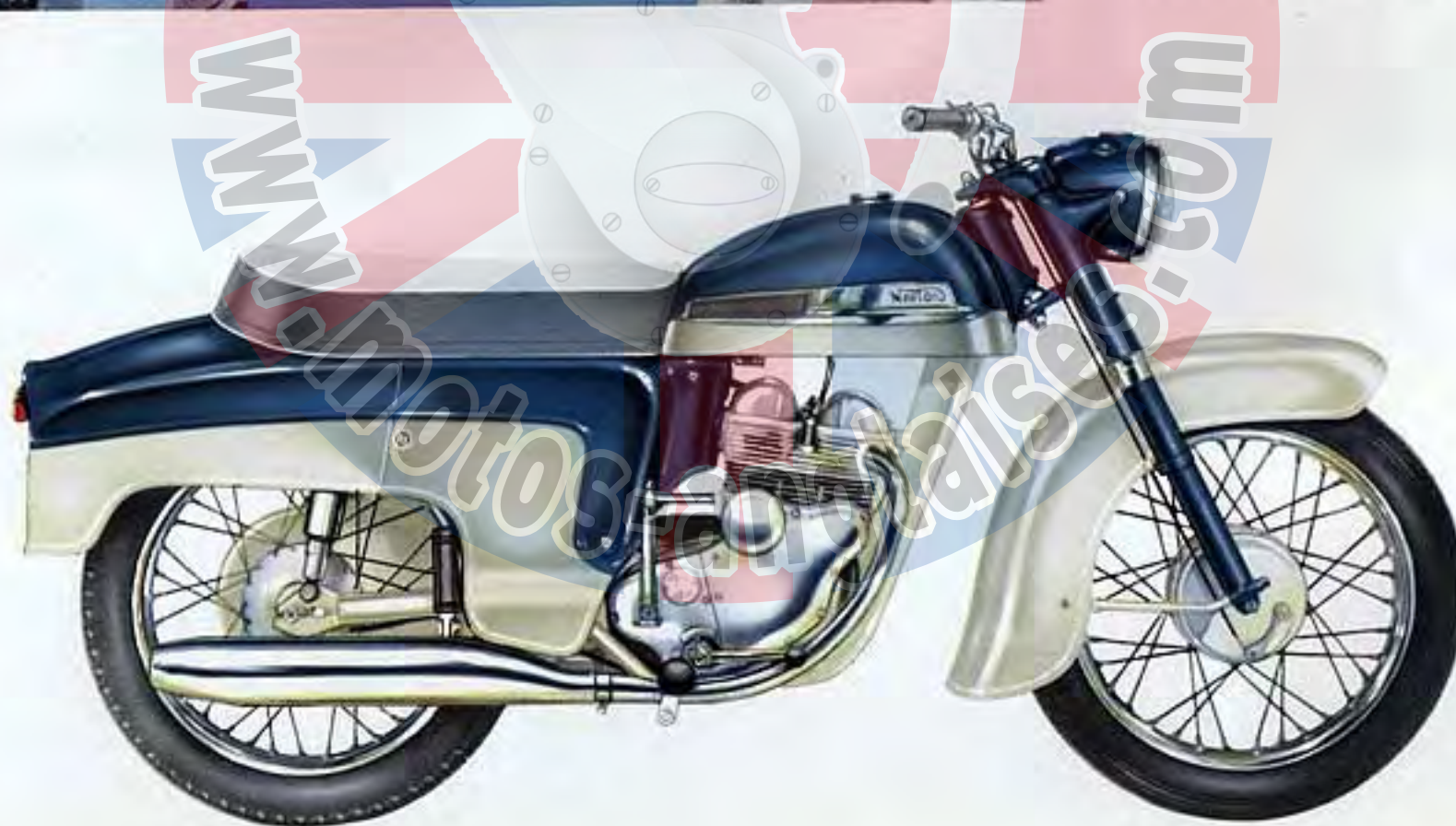
Norton

Jubilee
250

DE-LUXE

This model, with its modern styling and robust 250 c.c. overhead valve engine, is one of the most popular machines in the range. It is equally suitable for town work or for fast touring. The specification of the Jubilee De-Luxe embraces large 7 inch headlamp, re-styled front forks, dual seat positively retained by a quick action fastener, improved contact breaker providing individual timing of each cylinder, and crankshaft in Nodular Iron material. A fully enclosed rear chaincase is available as an optional extra.

Attractive finish in Blue and Dove Grey.



Essentially a machine for the enthusiast, the Jubilee 250 Standard has the same brilliant power unit as the De-Luxe model. This extremely robust, twin cylinder, four-stroke, combined engine and gear box unit, provides abundant power throughout the speed range with excellent fuel economy and extremely easy starting. Front forks, large head-lamp, and dual seat are the same as the De-Luxe, but lighter mudguards and light styling panels combine to give a sporting appearance to this machine. Straight handlebars are available. Smartly finished in Red and Dove Grey.



Norton

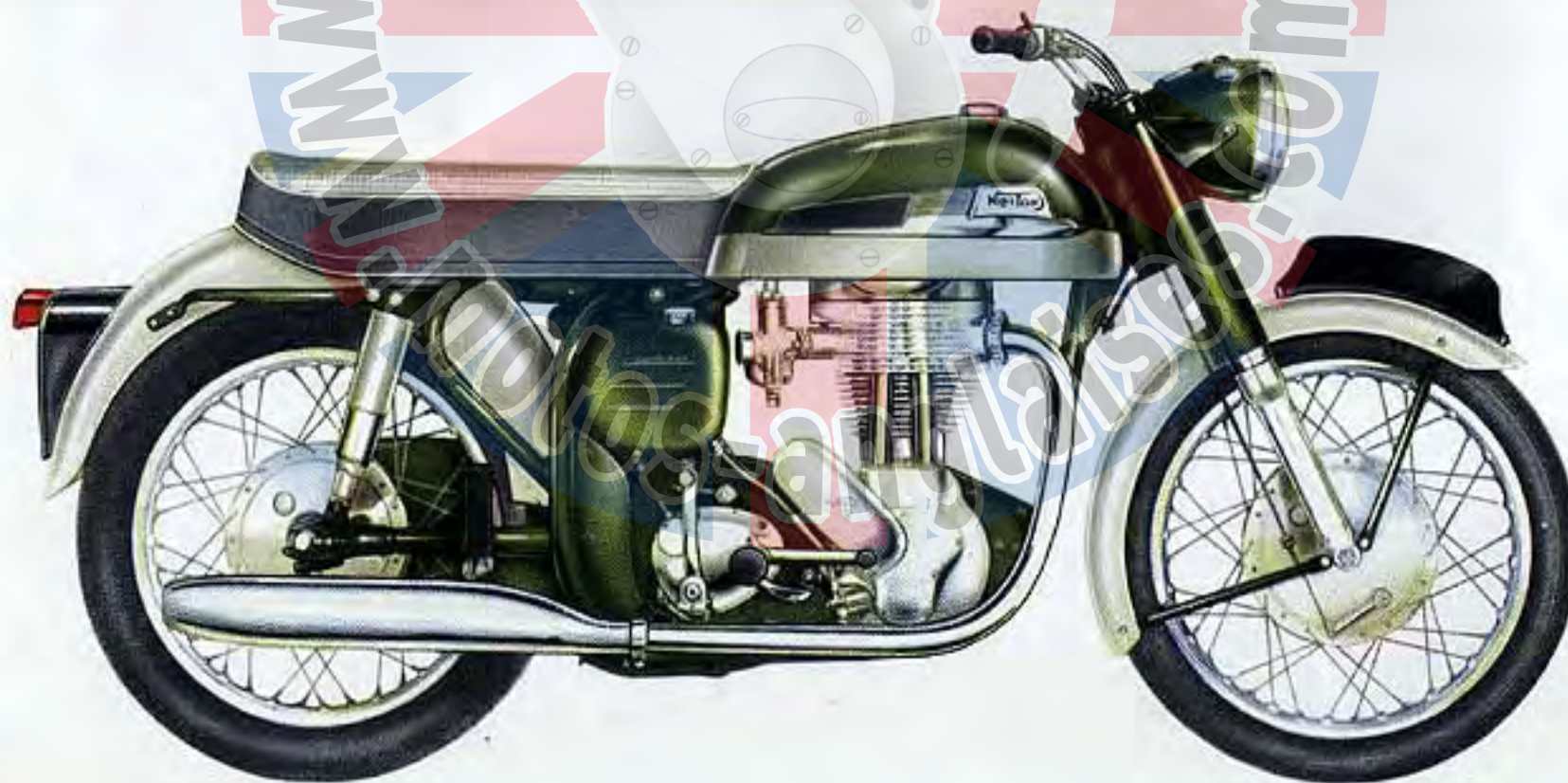
Jubilee 250'

STANDARD



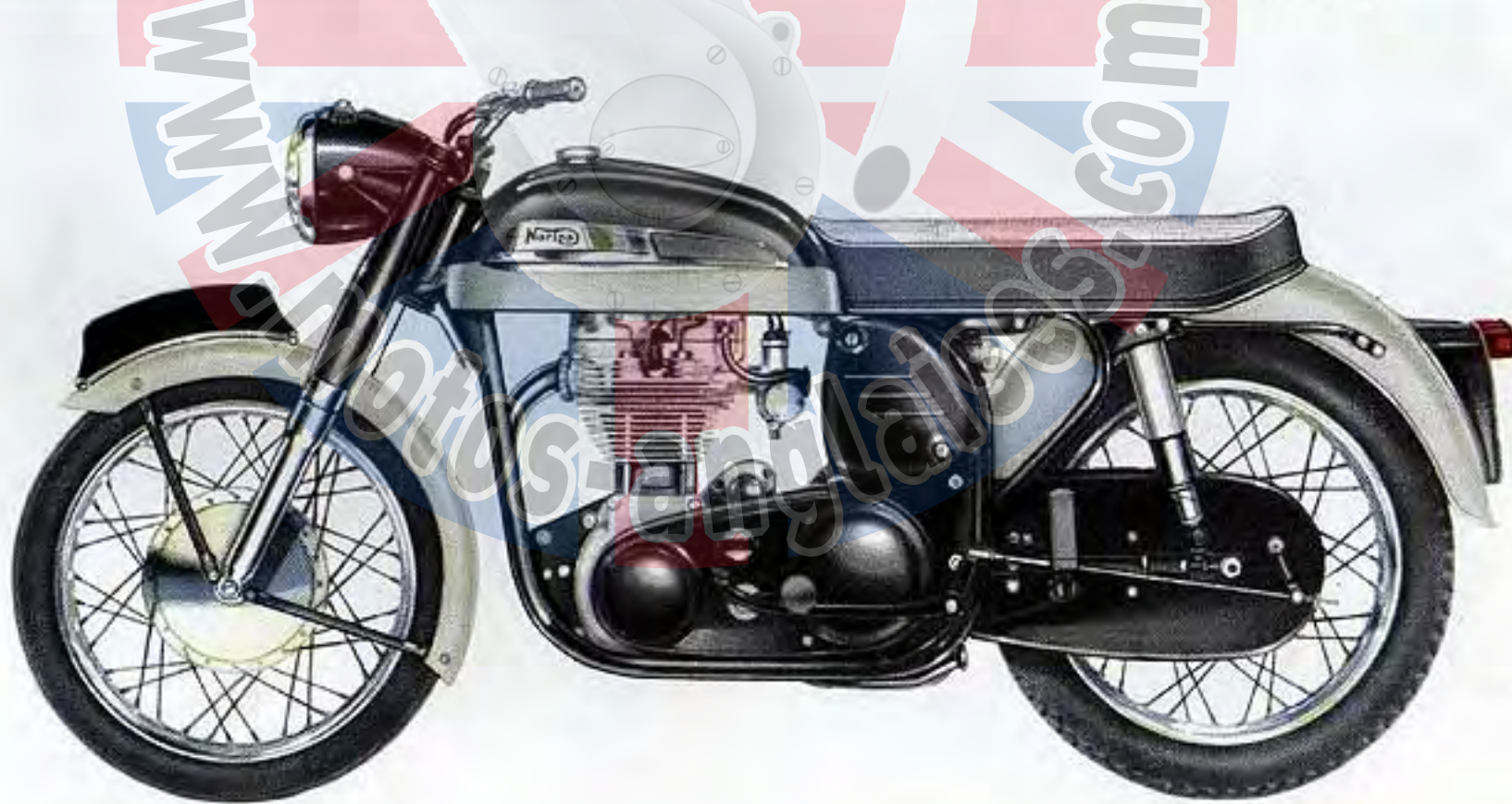


This remarkable single is world renowned for reliability and service. It is on these machines that R.A.C. patrolmen are covering, regularly, 10,000,000 miles every year. Greater comfort is achieved on this year's model by fitting the new waisted 'Featherbed' frame with narrowed petrol tank and a slimmer dual seat which is now locked in position by a quick action fastener. The bonded clutch gives wonderfully smooth gear changing which, with the well chosen gear ratios, enables full advantage to be taken of the lively single cylinder engine. Straight handlebars can be specified. Two-tone finish in Green and Dove Grey.



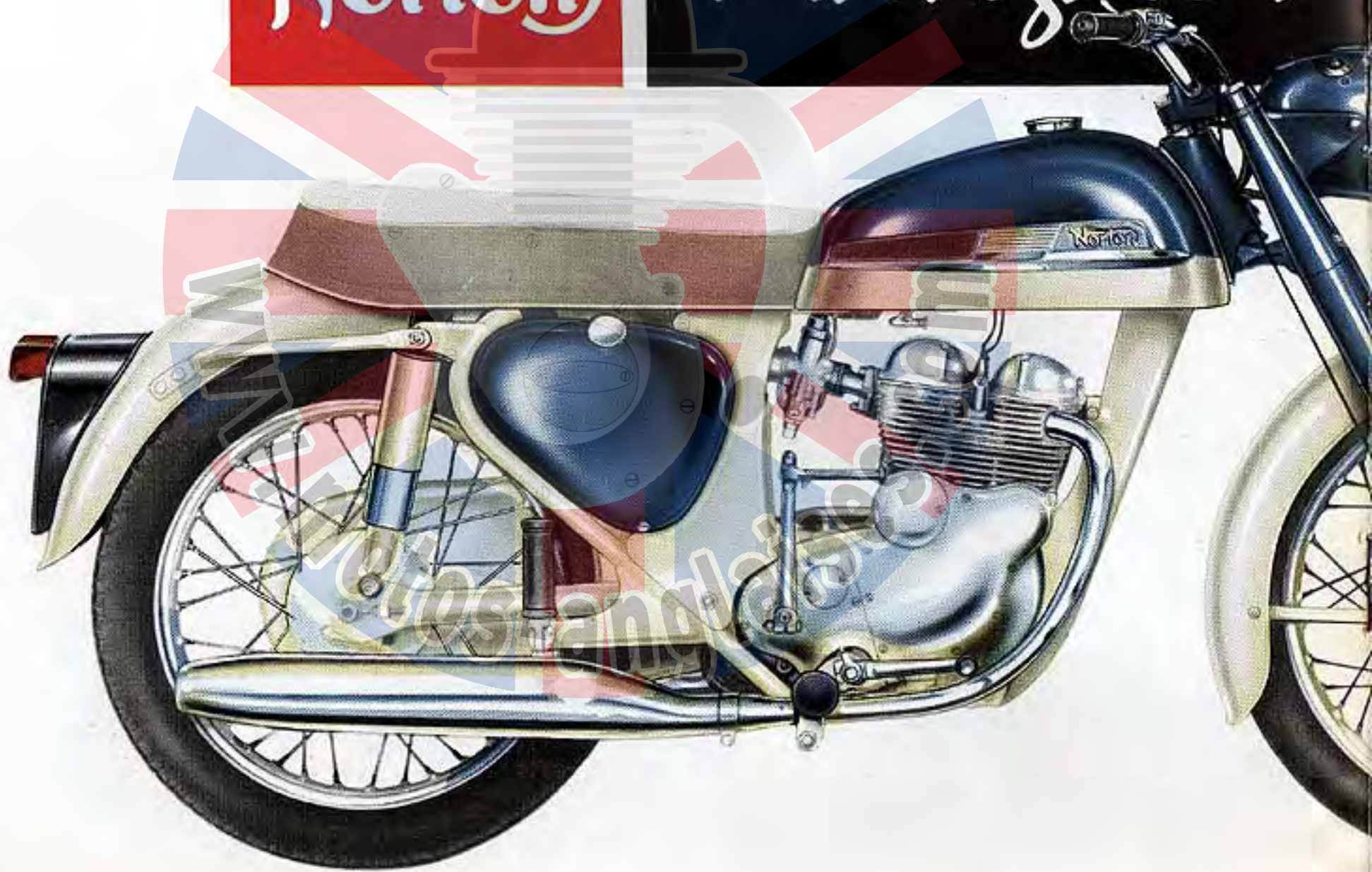


Identical in specification to the Model E.S.2 except for the smaller engine capacity, the Model 50 is also famous for its reliability and capacity for hard work. The new waisted 'Featherbed' frame with narrowed petrol tank and slimmer dual seat introduced this year gives added style and, combined with the superb 'Roadholder' front forks, lively engine and bonded clutch, makes this a most comfortable and responsive machine to ride under any conditions. This is a big machine with a big performance combined with excellent fuel economy. Straight handlebars can be specified. Smart two-tone finish in Black and Dove Grey.



Norton

Navigator



350 c.c. HIGH CAMSHAFT TWIN



A brilliant

newcomer to the Norton range

Following their policy of progressive development, Norton introduce with pride this brilliant newcomer to the range. The Norton Navigator with its twin cylinder, four stroke, engine-gearbox unit of 349 c.c. capacity, provides smooth, effortless power by virtue of its unique design and dimensions. It has a forged steel crankshaft and mono-bloc cylinder barrel. An outstanding feature of the Norton Navigator is the 'Road-holder' front forks incorporating 8 inch diameter brake, which adds superb handling and fatigue free steering to the powerful performance of this magnificent machine.

Available in Standard or De-Luxe form.

The Standard model, illustrated on the left, is finished in Blue and Dove Grey. The De-Luxe model, illustrated above, is in Black and Dove Grey.

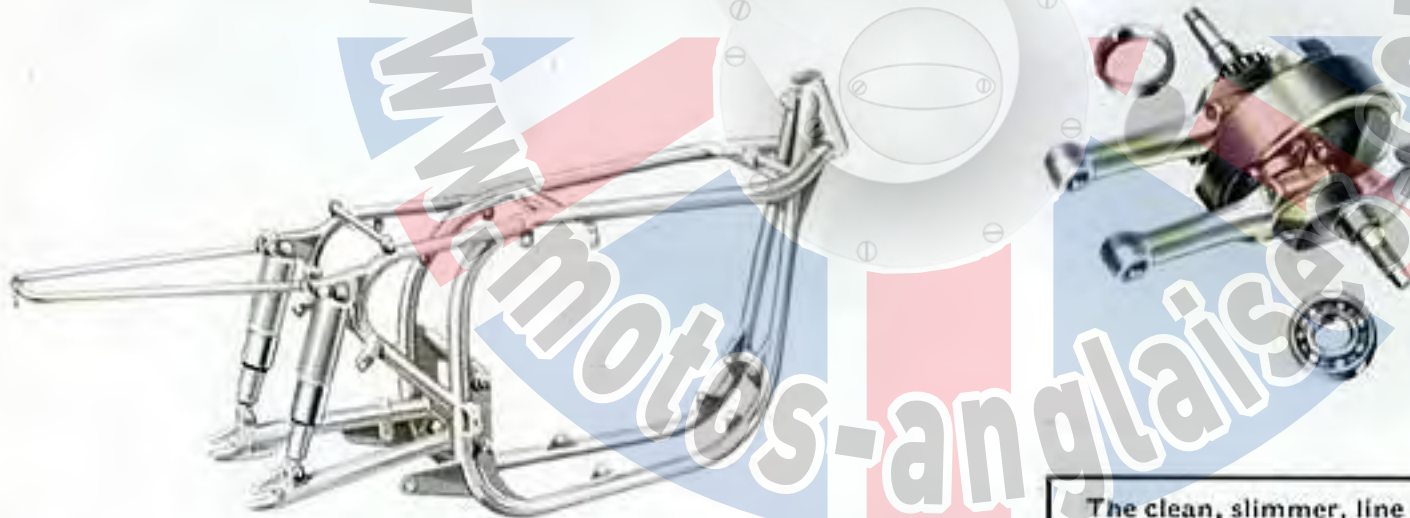
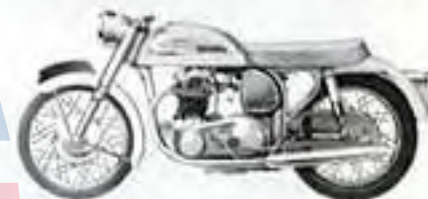


This light alloy cylinder head and deep finned barrel of unique and patented design incorporates integral rocker boxes and the most efficient cooling and valve layout.

FEATURES

88

99



The design of this frame incorporates all the experience gained in the successful participation in world-wide racing.

This unusual, patented, crankshaft is unique because it tapers in hollow section, from large to small, in perfect stress harmony.

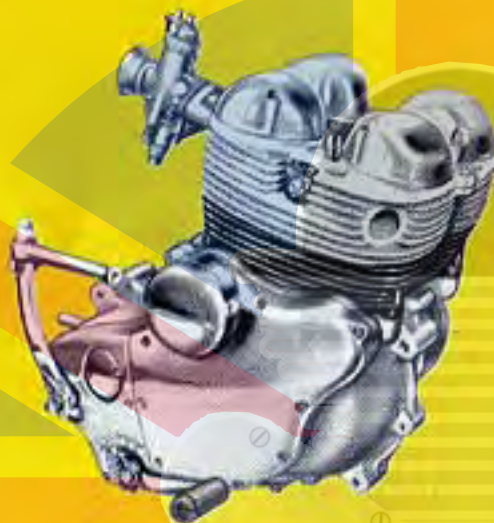
The clean, slimmer, line of the new tank with its smart, two-tone colour scheme and stylish motif, adds to the good looks of the Dominators.



By fitting the famous 'Roadholder' front forks and 8 inch dia. brake to the Navigator, this modern machine has been given all the superb handling attributes of the Norton Dominators.



The rigid, one piece, crankshaft of the Jubilee, made in Nodular Iron type material, contributes much to the smooth efficiency of the power unit.



The overhead valve, parallel twin cylinder, four-stroke engine-gearbox unit with light alloy heads is a supreme example of Norton craftsmanship and design.



250 c.c. and 350 c.c. TWIN

FEATURES



Simple and positive tappet adjustment is provided by eccentric rocker spindles.



Powerful, good looking, comfortable to ride, the Dominator 99 De-Luxe is a big machine with a big performance. The 600 c.c. vertical twin engine is the most powerful in the Norton range. This model has a large following of enthusiasts who demand, not only high performance, but the built-in stability of Norton roadholding and braking qualities. A larger reserve of petrol is available and the slimmer dual seat is secured by a quick action fastener. Straight handlebars can be specified and a totally enclosed rear chain case is available as an extra. The compression ratio is now 8.25 to 1. Finished in Blue and Dove Grey two-tone colour scheme.



MODEL 99

600 c.c. TWIN

Identical in specification to the 99 De-Luxe, the Dominator 99 Standard is for the enthusiast who prefers his machine in a less enclosed form. The same optional extras can be supplied. The 99 Standard is finished in two tones of Grey.



The Norton logo is displayed in a stylized, white, serif font on a black rectangular background. To the left of the logo is a small, black and white photograph of a building with a grid-like facade.

Norton

MODEL

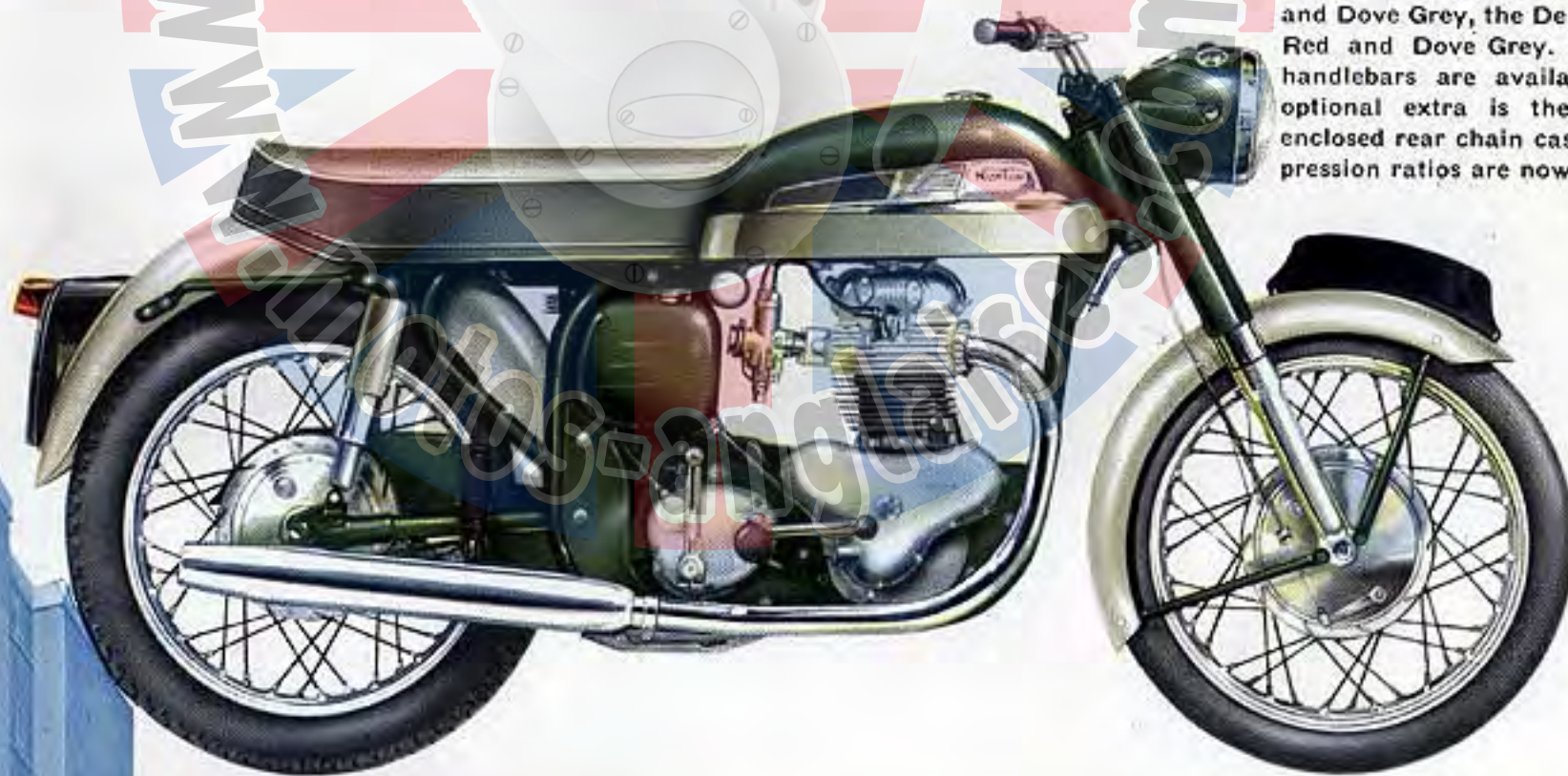
88

500 C.C. TWIN

Smaller in engine capacity but with all the attributes of the Dominator 99, the Dominator 88 is a favourite with all experts who want high average speeds over long distances with comfort and absolute reliability.



Like the Model 99, the Dominator 88 is available in Standard or De-Luxe form. The 88 Standard is finished in Green and Dove Grey, the De-Luxe in Red and Dove Grey. Straight handlebars are available. An optional extra is the totally enclosed rear chain case. Compression ratios are now 8.5—1.



TABULATED SPECIFICATION

MODEL	JUBILEE STANDARD	JUBILEE DE-LUXE	NAVIGATOR STANDARD	NAVIGATOR DE-LUXE	50	E.3.2	88 STANDARD	88 DE-LUXE	99 STANDARD	99 DE-LUXE
CAPACITY C.C.	249	249	349	349	348	490	497	497	597	597
ENGINE TYPE	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.
BORE AND STROKE M/M	60 x 44	60 x 44	63 x 56	63 x 56	71 x 88	79 x 100	66 x 72.6	66 x 72.6	68 x 82	68 x 82
COMPRESSION RATIO	8.75	8.75	8.75	8.75	7.3	7.1	8.5	8.5	8.25	8.25
NO. OF CYLINDERS	2	2	2	2	1	1	2	2	2	2
GEAR RATIO: TOP	6.76	6.76	5.72	5.72	5.59	4.75	5.0	5.0	4.75	4.75
THIRD	8.8	8.8	7.44	7.44	6.8	5.8	6.1	6.1	5.8	5.8
SECOND	12.5	12.5	10.6	10.6	9.5	8.08	8.5	8.5	8.08	8.08
FIRST	19.7	19.7	16.7	16.7	14.28	12.16	12.75	12.75	12.16	12.16
REAR CHAIN	1 1/2" x .305"	1 1/2" x .305"	1 1/2" x .305"	1 1/2" x .305"	1 1/2" x 1/4"	1 1/2" x 1/4"	1 1/2" x 1/4"	1 1/2" x 1/4"	1 1/2" x 1/4"	1 1/2" x 1/4"
FRONT CHAIN	3/4" DUPLEX	3/4" DUPLEX	3/4" DUPLEX	3/4" DUPLEX	1 1/2" x .305"	1 1/2" x .305"	1 1/2" x .305"	1 1/2" x .305"	1 1/2" x .305"	1 1/2" x .305"
TYRES: FRONT	3.25 x 18	3.25 x 18	3.00 x 19	3.00 x 19	3.00 x 19	3.00 x 19	3.00 x 19	3.00 x 19	3.00 x 19	3.00 x 19
REAR	3.25 x 18	3.25 x 18	3.25 x 18	3.25 x 18	3.50 x 19	3.50 x 19	3.50 x 19	3.50 x 19	3.50 x 19	3.50 x 19
CARBURETTOR: AMAL.	MONOBLOC 375	MONOBLOC 375/36	MONOBLOC 375	MONOBLOC 375	MONOBLOC 376/68	MONOBLOC 376/17	MONOBLOC 376/66	MONOBLOC 376/247	MONOBLOC 376/67	MONOBLOC 376/248
CHOKE SIZE	25/32"	25/32"	1/8"	1/8"	1"	1 1/16"	1"	1"	1 1/16"	1 1/16"
MAIN JET NO.	130	130	170	170	210	270	240	240	250	250
THROTTLE SLIDE NO.	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	4	3 1/2	3 1/2	3	3
BRAKES: FRONT	6" dia. x 1"	6" dia. x 1"	8" dia. x 1 1/4"	8" dia. x 1 1/4"	8" dia. x 1 1/4"	8" dia. x 1 1/4"	8" dia. x 1 1/4"	8" dia. x 1 1/4"	8" dia. x 1 1/4"	8" dia. x 1 1/4"
REAR	6" dia. x 1"	6" dia. x 1"	6" dia. x 1"	6" dia. x 1"	7" dia. x 1 1/4"	7" dia. x 1 1/4"	7" dia. x 1 1/4"	7" dia. x 1 1/4"	7" dia. x 1 1/4"	7" dia. x 1 1/4"
PETROL TANK CAPACITY	3 GALLS.	3 GALLS.	3 GALLS.	3 GALLS.	3 1/4 GALLS.	3 1/4 GALLS.	3 1/4 GALLS.	3 1/4 GALLS.	3 1/4 GALLS.	3 1/4 GALLS.
OIL TANK CAPACITY	3 1/2 PTS.	3 1/2 PTS.	3 1/2 PTS.	3 1/2 PTS.	4 1/2 PTS.	4 1/2 PTS.	4 1/2 PTS.	4 PTS.	4 1/2 PTS.	4 PTS.
WEIGHT (LBS.)	320 LBS.	325 LBS.	330 LBS.	335 LBS.	377 LBS.	384 LBS.	390 LBS.	395 LBS.	395 LBS.	400 LBS.
OVERALL LENGTH	80"	81"	80"	81"	85"	85"	85"	85"	85"	85"
OVERALL WIDTH	26"	26"	26"	26"	27"	27"	27"	27"	27"	27"
SEAT HEIGHT	29"	29"	29"	29"	31"	31"	31"	31"	31"	31"
GROUND CLEARANCE	5 1/2"	5 1/2"	5 1/2"	5 1/2"	6 1/4"	6 1/4"	6 1/4"	6 1/4"	6 1/4"	6 1/4"
WHEELBASE	52 1/2"	52 1/2"	51 1/2"	51 1/2"	55 1/2"	55 1/2"	55 1/2"	55 1/2"	55 1/2"	55 1/2"

Totally enclosed rear chain case is available on all models as an optional extra.
Sidecar specification is available on all models except the 250 c.c. and 350 c.c. twins.

A FEW OF THE NORTON RACING SUCCESSES DURING 1960

NEW ZEALAND T.T. RACES

350 c.c. class 1st H. R. Anderson
2nd R. Newbrook
500 c.c. class 1st H. R. Anderson
2nd R. Newbrook

AUSTRALIAN GRAND PRIX

Junior G.P. 1st E. Hinton
2nd R. Brown
3rd R. Miles
Record lap E. Hinton 87.3 m.p.h.

Senior G.P. 1st L. Urquhart
Record lap L. Urquhart 79.8 m.p.h.

Unlimited c.c.
G.P. 1st J. Ahearn

SPANISH GRAND PRIX

500 c.c. class 1st J. Redman
2nd P. Ferbrache

B.M.C.R.C.'s HUTCHINSON "100"

500 c.c. 1st R. McIntyre
championship 2nd S. M. B. Hailwood
3rd F. G. Perria

PAU ROAD RACE, FRANCE

500 c.c. class 1st E. R. Fitton

AUSTRIAN GRAND PRIX

500 c.c. 1st D. V. Chadwick
2nd R. H. Dale

3rd J. Hartle

4th J. Hempleman

Record lap R. H. Dale 77.65 m.p.h.

SWISS MOTO-CROSS

1st L. R. Archer

NORTH-WEST "200"

500 c.c. 1st D. W. Minter

ELAINTARHANAJO RACES, HELSINKI

500 c.c. class 1st T. Phillis

METTET ROAD RACES, BELGIUM

350 c.c. 1st R. N. Brown
2nd D. V. Chadwick
3rd E. G. Driver

500 c.c. 1st R. H. Dale
2nd E. G. Driver
3rd J. Stander

INTERNATIONAL MOTO-CROSS MEETING

1st L. R. Archer

RUNSALA T.T. MEETING, FINLAND

350 c.c. class 1st P. Ferbrache

INTERNATIONAL THRUXTON "500"

350-500 c.c. 1st D. Greenfield and F. Swift
(Norton Dominator 88)

INTERNATIONAL EIFELRENNEN

350 c.c. class 1st R. H. F. Anderson

2nd R. N. Brown

3rd J. G. Hempleman

Record speed R. H. F. Anderson

80.53 m.p.h.

500 c.c. class 1st R. H. F. Anderson

2nd R. Glaeser

3rd R. N. Brown

INTERNATIONAL RACE, CZECHOSLOVAKIA

500 c.c. class 1st R. Dale

ULSTER GRAND PRIX

500 c.c. 1st J. Hartle

Basically identical, both engines employ bevel-driven twin overhead camshafts, light alloy heads and barrels, and high tensile steel connecting rods. A compression ratio suitable for international racing fuels is standard. Modifications to tappets and pistons have been made. Lucas rotating magnet magneto and Amal weir type carburettors are used.

SUSPENSION: 'Roadholder' telescopic forks with improved handlebar fixing, pivoted fork rear suspension with hydraulically damped shock absorber units.

FRAME: Double loop, all welded, equipped to carry fairings.

TRANSMISSION: Close ratio 4 speed gearbox; 3-plate clutch, primary chain oil carried in frame.

WHEELS: Serrated wheelrims; light alloy hubs, rims and brake shoes; two leading shoe type front brake.

TANKS: Light alloy with quick action caps.

OTHER EQUIPMENT: 9,000 r.p.m. revolution counter, fly screen, improved megaphone, light alloy guards, steering damper, ball-ended brake and clutch levers.

FINISH: Black and silver enamel with chromium plating.

Models	Bore and Stroke (m/m.)	Cylinder Capacity	Compression Ratio	Gear Ratio	Weight	Petrol Tank Capacity	Oil Tank Working Capacity	Tyre Size	Brake Dimensions
30M	86 x 85.6	499 c.c.	11 to 1	Top 4.23 2nd 5.63 3rd 4.65 Bot. 7.52	313	5 Gal.	7½ pts.	F.3.00 x 19 R.3.50 x 19	Front: 8" dia. x 1¾" wide
40M	76 x 76.7	348 c.c.	11 to 1	Top 5.12 2nd 6.81 3rd 5.64 Bot. 9.11	307	5 Gal.	7½ pts.	F.3.00 x 19 R.3.50 x 19	Rear: 7" dia. x 1¾" wide

MANX

30/40

The most successful standard production racing machine in the world

