

Le Spécialiste des Motos Rapides
C. GARREAU
DISTRIBUTEUR GÉNÉRAL
22, Rue Roben-Lindet, PARIS (15^e)
Tél. VAUffard 07- 2 R.C. Seine 63 A 23814

1962

Norton



The World's Best Road Holder

MIKE HAILWOOD IN THE SENIOR T.T.





THE MOST FAMOUS NAME IN MOTOR CYCLING

Winners of 34 T.T. Races

The name 'Norton' is renowned amongst motor cyclists all over the world. No other name in motor cycling carries such a high reputation as these British machines. It is a reputation which has been built from a long and enviable record of successes in International racing; a reputation which is sustained by the race-bred handling, roadholding and reliability of every Norton machine.

Every feature of a Norton is the result of intensive research and progressive development coupled with engineering skill of the highest order, road tested and race tested over thousands of arduous miles before it is incorporated in a production machine.

The 1962 Norton range has been extended to cover all classes from 250 to 650 c.c. The Jubilee 250 in Standard or De-Luxe trim is now an established favourite and an ideal machine for the younger enthusiast who wants a lively, efficient and good looking machine which is economical to run and, at the same time, incorporates all the Norton qualities of superb handling, roadholding and reliability.

A new addition to the Norton range is the Dominator 650, in Standard or De-Luxe trim. These 650 c.c. vertical twins are machines with power and grace in every line; unapproachable examples of Norton engineering skill and design, they embody every feature of successful racing experience.

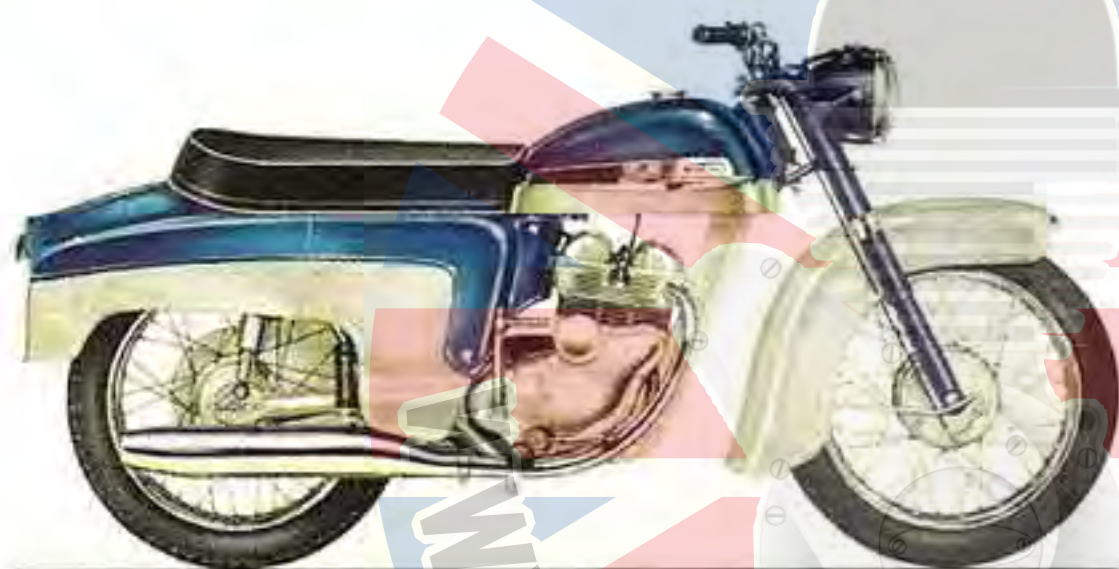
Norton also announce, this year, a new 650 c.c. Sports Special to join the very successful 500 c.c. Sports Special introduced during 1961. These Sports Specials are outstanding examples of Norton supremacy in fast and safe motor cycles, and they have earned the highest praise from the leading experts who have road tested them, not only for their high engine performance, but also for their roadholding, steering, braking and handling qualities which are in the finest Norton tradition.

Norton

Jubilee 250

250 c.c. High Camshaft Twin

A 250 c.c. machine with a brilliant engine which combines high performance with excellent fuel economy. Safe, lively, efficient, this machine is the ideal mount for the younger enthusiast. In Standard trim or with the modern, partially enclosed styling of the De-Luxe model, the Jubilee has no equal.



ENGINE. 249 c.c., twin cylinder, O.H.V. engine with integral gearbox; twin high-level camshafts; 60 mm. bore; 44 mm. stroke and a compression ratio of 8.75 to 1. Maximum b.h.p. is developed at 7,000 r.p.m. with a maximum speed of approximately 75 to 80 m.p.h. and a petrol consumption in the region of 70 to 90 m.p.g. New type contact breaker allows for individual timing of each cylinder. Ignition system incorporating an emergency starting device.

GEARBOX. Integral 4 speed gearbox unit driven by a duplex chain, with adjustable tensioner, through a multi-plate clutch with bonded friction plates and built-in, vane-type rubber shock absorber. Positive foot operation.

FORKS. Extremely efficient, multi-rate, telescopic type giving riding comfort at all speeds with roadholding and steering in the best Norton tradition.

FRAME. Duplex type with very rigid centre channel section and pressed steel front member. Two-way hydraulically damped rear swinging arm pivoting on bonded rubber bushes.

BRAKES. 6" dia. x 1", smooth acting, efficient with full width hubs front and rear and new chromium styling flanges.

LIGHTING EQUIPMENT. Crankshaft mounted alternator; 13 A.H. battery; powerful, quickly adjustable 7" headlamp with pre-focus double filament bulb. Speedometer, ammeter, lighting switch and ignition switch incorporated in the headlamp shell. Wide-angle rear/stop light with built-in reflector.

TWIN SEAT foam rubber cushion covered in black waterproof material with white piping. Quick release seat for access to tool tray and oil filler cap on De-Luxe.

TYRES. Avon matched 3.25 x 18.

OPTIONAL EQUIPMENT. Straight handlebars.

OPTIONAL EXTRAS. Fully enclosed rear chain case. Chrome guards (Standard model only).

COLOUR FINISH. De-Luxe: Blue and Dove Grey. Standard: Red and Dove Grey.

ENGINE. Twin cylinder, four stroke engine-gearbox unit of 349 c.c. capacity with high-level camshafts, 63 mm. bore, 56 mm. stroke and a compression ratio of 8.5 to 1. Maximum b.h.p. is developed at 6,800 r.p.m. giving a top speed of around 85 m.p.h. with a petrol consumption of 70 to 85 m.p.g. An exceptionally rigid forged crankshaft is fitted with big end bearings similar to those used on the 500 c.c. and 600 c.c. machines. Extremely efficient cooling is achieved by the air passages between the monobloc cylinder barrel and between the push rod tunnels. Very short push rods and light valve gear contribute to the outstanding reliability and efficiency of this remarkable engine. Ignition system incorporating an emergency starting device, is employed. Twin coils and contact breakers allow separate timing for each cylinder. Integral 4 speed gearbox with positive foot operation.

FORKS. Norton "Roadholder" forks, a name which is now synonymous with perfect road holding and hair line steering.

FRAME. A very strong bolted-up, tubular frame with aero-dynamic shaped front down member and a two-way hydraulically damped rear swinging arm pivoting on bonded rubber bushes.

BRAKES. Front, 8" x 1½", Rear, 6" x 1".

LIGHTING EQUIPMENT. Crankshaft mounted 6 volt, 50 watt alternator, 13 A.H. battery, quickly adjustable 7" headlamp with speedometer, ammeter, ignition switch and lighting switch incorporated in top of headlamp shell. Wide angle rear/stop light with built-in reflector.

TWIN SEAT. Slim-line foam rubber seat covered in black waterproof material with white piping. Quick release seat for access to tool tray and oil filler cap on De-Luxe.

OPTIONAL EQUIPMENT. Straight handlebars.

OPTIONAL EXTRAS. Totally enclosed rear chain case. Chrome guards (Standard model only).

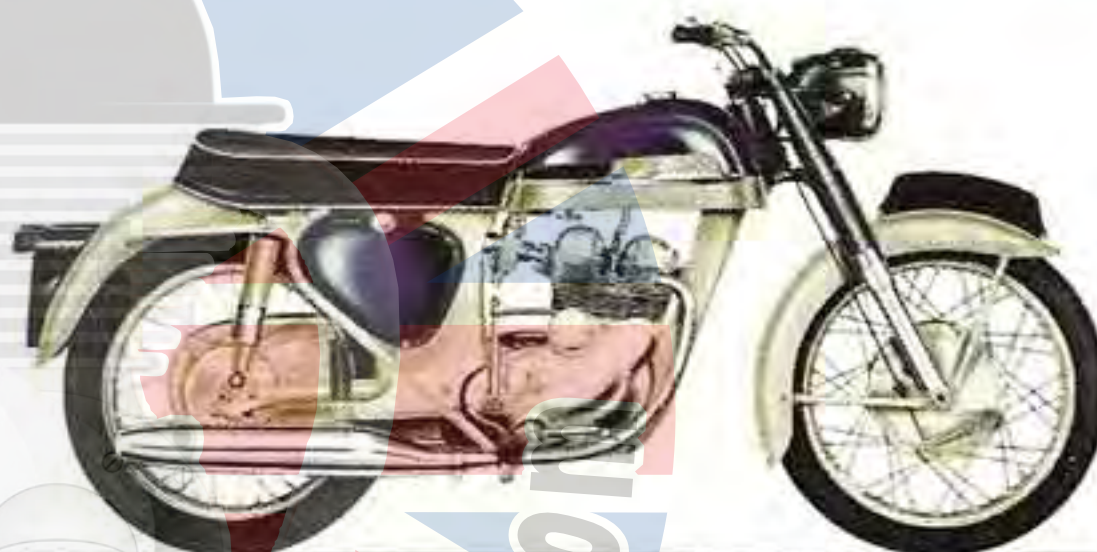
COLOUR FINISH. De-Luxe: Black and Dove Grey. Standard: Blue and Dove Grey.

Norton

Navigator 350

350 c.c. High Camshaft Twin

This 350 c.c. machine, with its twin cylinder, four stroke, engine-gearbox unit of unique design and dimensions, is outstanding in its class. Introduced last year, it received immediate acclaim by the experts as a middle-weight machine combining exceptional performance with traditional Norton handling qualities.





ES2

500 c.c. Single

50

350 c.c. Single

These outstanding examples of single cylinder machines are world renowned for their reliability and general performance. The E.S.2 is also noted for sidecar work and on these machines R.A.C. Patrolmen cover 10,000,000 miles every year.

ENGINE. Very reliable and robust single cylinder O.H.V. Light alloy head and cast iron barrel deeply finned for efficient cooling. Flywheel is a rigid, bolted up assembly using a double-row roller big end. Dry sump lubrication with Norton constant mesh force-feed oil pump. Model E.S.2, 500 c.c. with bore and stroke of 79 x 100. Model 50, 350 c.c. with bore and stroke of 71 x 88.

GEARBOX. 4 speed, positive foot change, driven through a multi-plate clutch with bonded friction plates and built-in vane type shock absorber. Single roller primary chain running in oil-bath case.

FORKS. "Roadholder" front forks.

FRAME. "Featherbed" frame with centre and prop stands fitted.

BRAKES. Smooth, very powerful, non-fade. Front, 8" x 1 1/2". Rear, 7" x 1 1/4".

LIGHTING. 6 volt, 60 watt, crankshaft mounted alternator; 13 A.H. battery; 8" adjustable headlamp with speedometer, ammeter, combined lighting and ignition switch in headlamp shell. Combined rear/stop lamp with built-in reflector.

WHEELS. Quickly detachable rear wheel. Tyres: Front, 3.00 x 19. Rear, 3.50 x 19.

OPTIONAL EQUIPMENT. Straight handlebars. Sidecar specification.

OPTIONAL EXTRAS. Fully enclosed rear chain case. Chrome guards.

COLOUR FINISH. Two-tone. Model E.S.2: Green and Dove Grey. Model 50: Black and Dove Grey.



ENGINE. Vertical twin, O.H.V. engine with unique crankshaft tapering in hollow section for perfect stress harmony; light alloy cylinder head with integral rocker boxes and easily accessible tappet adjustment; deeply finned barrel giving exceptionally efficient cooling. Dry sump lubrication with Norton, constant mesh, force feed pump. Ignition lighting system incorporating an emergency start device. Chain driven camshaft incorporating tensioning slipper. Dominator 99, 597 c.c. capacity with bore and stroke of 68 x 82 and a compression ratio of 8.25 to 1. Dominator 88, 497 c.c. capacity with bore and stroke of 66 x 72.6 and a compression ratio of 8.5 to 1.

GEARBOX. 4 speed positive foot change, driven by a single roller chain through a multi-plate clutch with bonded friction plates and vane-type shock absorber.

FORKS. "Roadholder" forks, hydraulically controlled with 2-way damping, single-rate springs housed within large diameter main tubes. Extremely efficient and robust.

FRAME. "Featherbed" frame giving incomparable roadholding and stability. Tubular, duplex all welded construction with great lateral and torsional rigidity. Swinging arm, 2-way damped, pivoting on bonded rubber bushes.

BRAKES. Front, 8" x 1½". Rear, 7" x 1½". Smooth, powerful, non-fade. Full width hubs in lightweight polished alloy well ribbed for efficient cooling.

LIGHTING. 6 volt, 60 watt, crankshaft mounted alternator; 13 A.H. battery; 8" headlamp incorporating 120 m.p.h. speedometer, ammeter and combined lighting/ignition switch. Combined rear/stop lamp with built-in reflector.

TWIN SEAT. Extremely comfortable, slim foam rubber cushion with waterproof covering. Quickly detachable for access to tool tray.

WHEELS. Quickly detachable rear wheel. Tyres: Front, 3.00 x 19. Rear, 3.50 x 19.

OPTIONAL EQUIPMENT. Straight handlebars. Sidecar specification.

OPTIONAL EXTRAS. Enclosed rear chain case. Chrome guards (Standard models only).

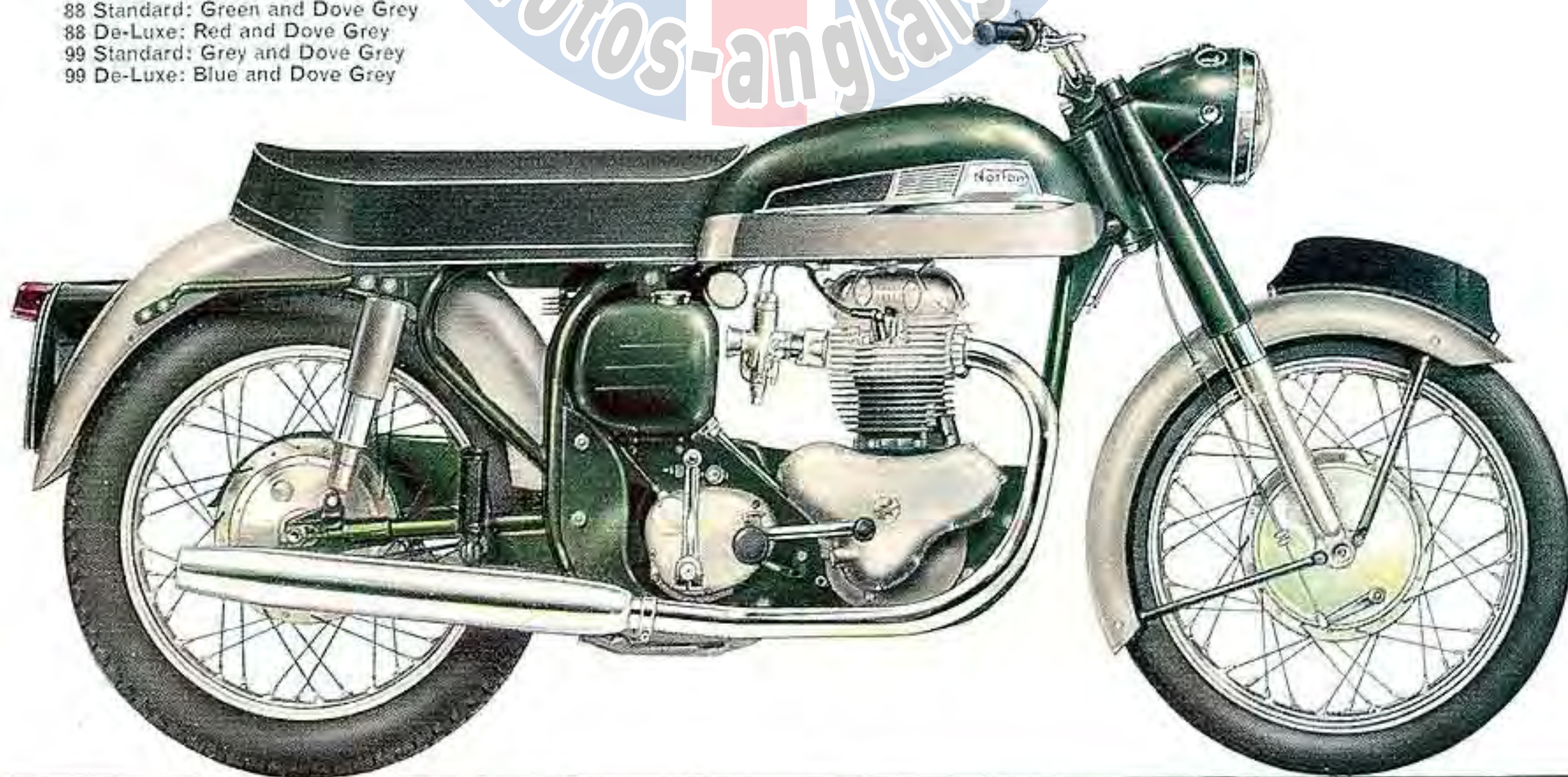
COLOUR FINISH. Two-tone.
88 Standard: Green and Dove Grey
88 De-Luxe: Red and Dove Grey
99 Standard: Grey and Dove Grey
99 De-Luxe: Blue and Dove Grey

Norton

Dominator 88/99

500 c.c. and 600 c.c. Twins

Powerful, good looking and comfortable, these superb machines, in Standard or De-Luxe trim, are established favourites with the enthusiast who demands high performance plus the built-in stability of the unapproachable Norton roadholding and handling qualities.





Packing tremendous power, yet wonderfully docile in traffic, the Dominator 650 is a joy to ride. "Featherbed" frame and "Roadholder" forks give to this machine roadholding, steering and general handling attributes unequalled in any other machine. Its reliability is founded upon more than fifty years of successful racing experience. The riding comfort and good looks of the Dominator 650 are in keeping with the magnificent performance of this fine machine. Smooth, graceful, powerful, with stylish two-tone finish this is a machine you will be most proud to own.

Norton Dominator 650

DE-LUXE
STANDARD

650 c.c. Vertical Twin

Built originally for the export market where they have proved tremendously successful, these fabulous 650's are now offered to the British rider in Standard or De-Luxe trim. The surging power of the vertical twin engine is coupled with roadholding and steering characteristics which Norton alone, with their vast experience of fast and safe machines, can produce. This is a machine for the experienced rider who insists upon the very best in motor cycles.

ENGINE. 647 c.c. vertical twin, O.H.V. with bore and stroke of 68 x 89. New type cylinder head with parallel inlet tracts and wide splayed exhaust ports for extra performance and increased cooling. Special multi-rate valve springs; light alloy tubular push rods; new high performance camshaft; high compression (8.9 to 1) solid skirt pistons; crankshaft assembly based on the very successful 88/99 components but with larger diameter journals and greater flywheel effect. Twin exhaust pipes with specially tuned silencers. Ignition/Lighting system incorporating an emergency start device.

GEARBOX. 4 speed, positive foot change driven through a heavy duty multi-plate clutch with bonded friction plates and vane-type shock absorbers.

FORKS. "Roadholder" forks, 2-way damping, hydraulically controlled single rate springs housed within large diameter main tubes.

FRAME. "Featherbed" frame famed for road holding and stability. Tubular, duplex welded construction with great lateral rigidity and torsional resistance. Swinging arm 2-way damped, pivoting on bonded rubber bushes.

BRAKES. Front, 8" x 1 1/2". Rear, 7" x 1 1/2". Smooth, powerful, non-fade. Full width light weight polished alloy hubs.

LIGHTING. 6 volt, 60 watt, crankshaft mounted alternator; 13 A.H. battery; 8" headlamp incorporating 120 m.p.h. speedometer, ammeter and lighting/ignition switch. Combined rear/stop lamp with built-in reflector.

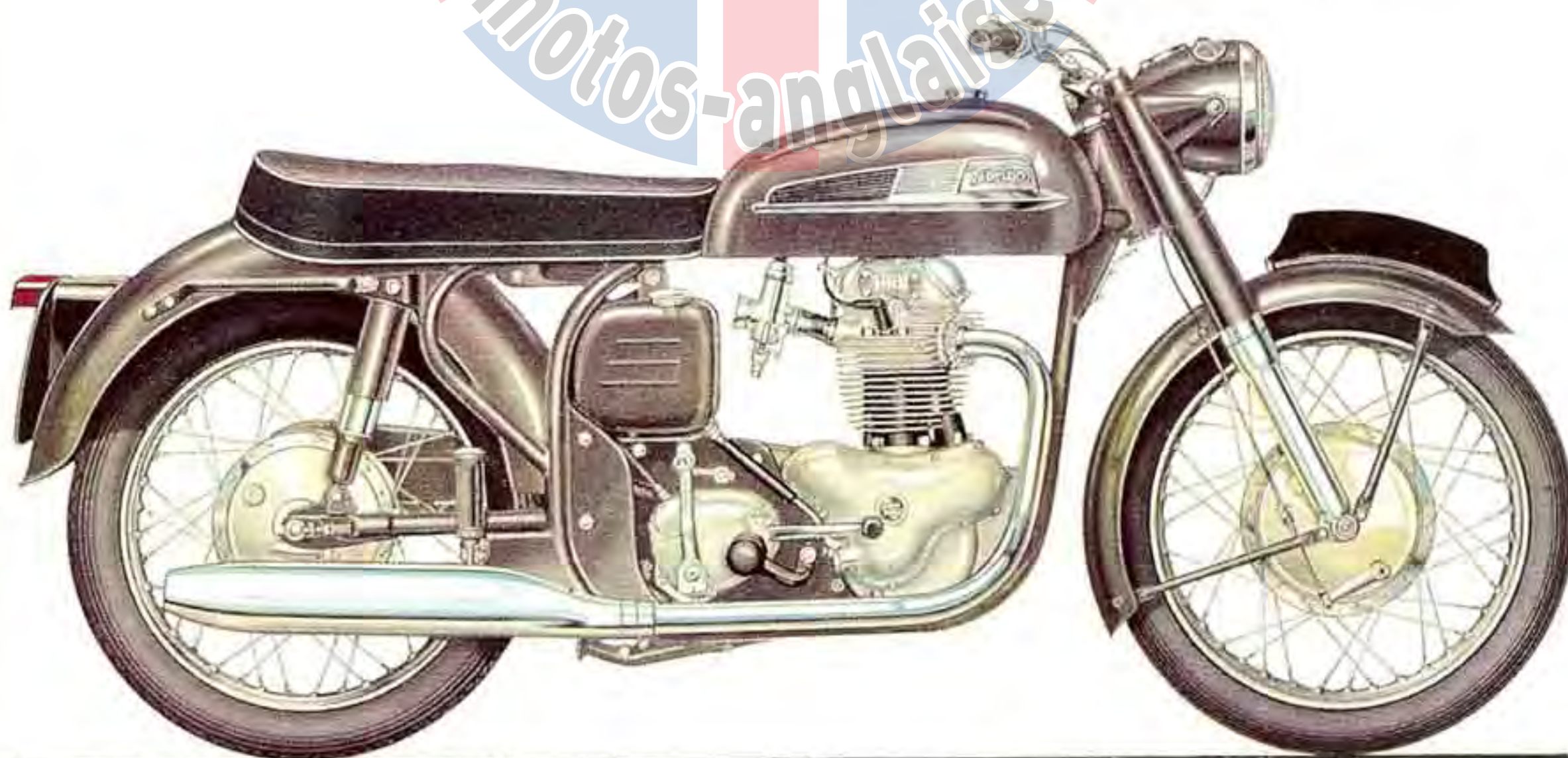
TWIN SEAT. Comfortable, slim, foam rubber cushion with waterproof covering. Quickly detachable for access to tool tray.

WHEELS. Quickly detachable rear wheel. Tyres: Front, Avon 3.00 x 19; Rear, 3.50 x 19 G.P.

OPTIONAL EQUIPMENT. Straight handlebars. Sidecar specification.

OPTIONAL EXTRAS. Enclosed rear chain case. Chrome guards (Standard model only).

COLOUR FINISH. De-Luxe: two-tone, Blue and Dove Grey. Standard: single tone, Norton Grey.



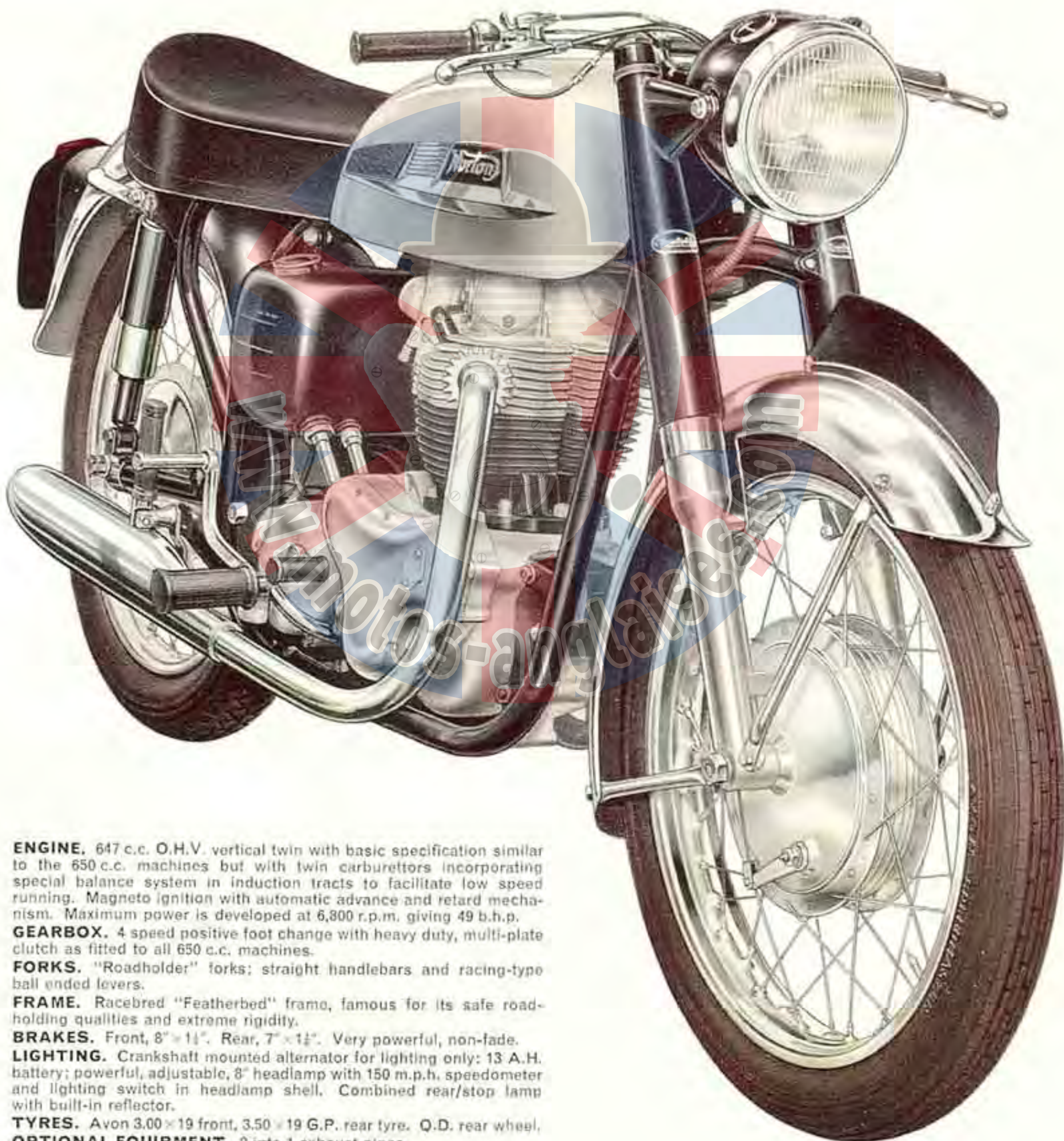
Norton

Dominator 650

650 c.c. Vertical Twin

SPORTS

Specially designed for the rider who wants extra performance, these really powerful machines have been produced to give, not only high performance but also the highest degree of safety. For high speed cruising and motor-way travel, or production machine racing, these Sports Specials are the tops.



ENGINE. 647 c.c. O.H.V. vertical twin with basic specification similar to the 650 c.c. machines but with twin carburettors incorporating special balance system in induction tracts to facilitate low speed running. Magneto ignition with automatic advance and retard mechanism. Maximum power is developed at 6,800 r.p.m. giving 49 b.h.p.

GEARBOX. 4 speed positive foot change with heavy duty, multi-plate clutch as fitted to all 650 c.c. machines.

FORKS. "Roadholder" forks; straight handlebars and racing-type ball ended levers.

FRAME. Racebred "Featherbed" frame, famous for its safe road-holding qualities and extreme rigidity.

BRAKES. Front, 8" x 1 1/4". Rear, 7" x 1 1/4". Very powerful, non-fade.

LIGHTING. Crankshaft mounted alternator for lighting only: 13 A.H. battery; powerful, adjustable, 8" headlamp with 150 m.p.h. speedometer and lighting switch in headlamp shell. Combined rear/stop lamp with built-in reflector.

TYRES. Avon 3.00 x 19 front, 3.50 x 19 G.P. rear tyre. Q.D. rear wheel.

OPTIONAL EQUIPMENT. 2 into 1 exhaust pipes.

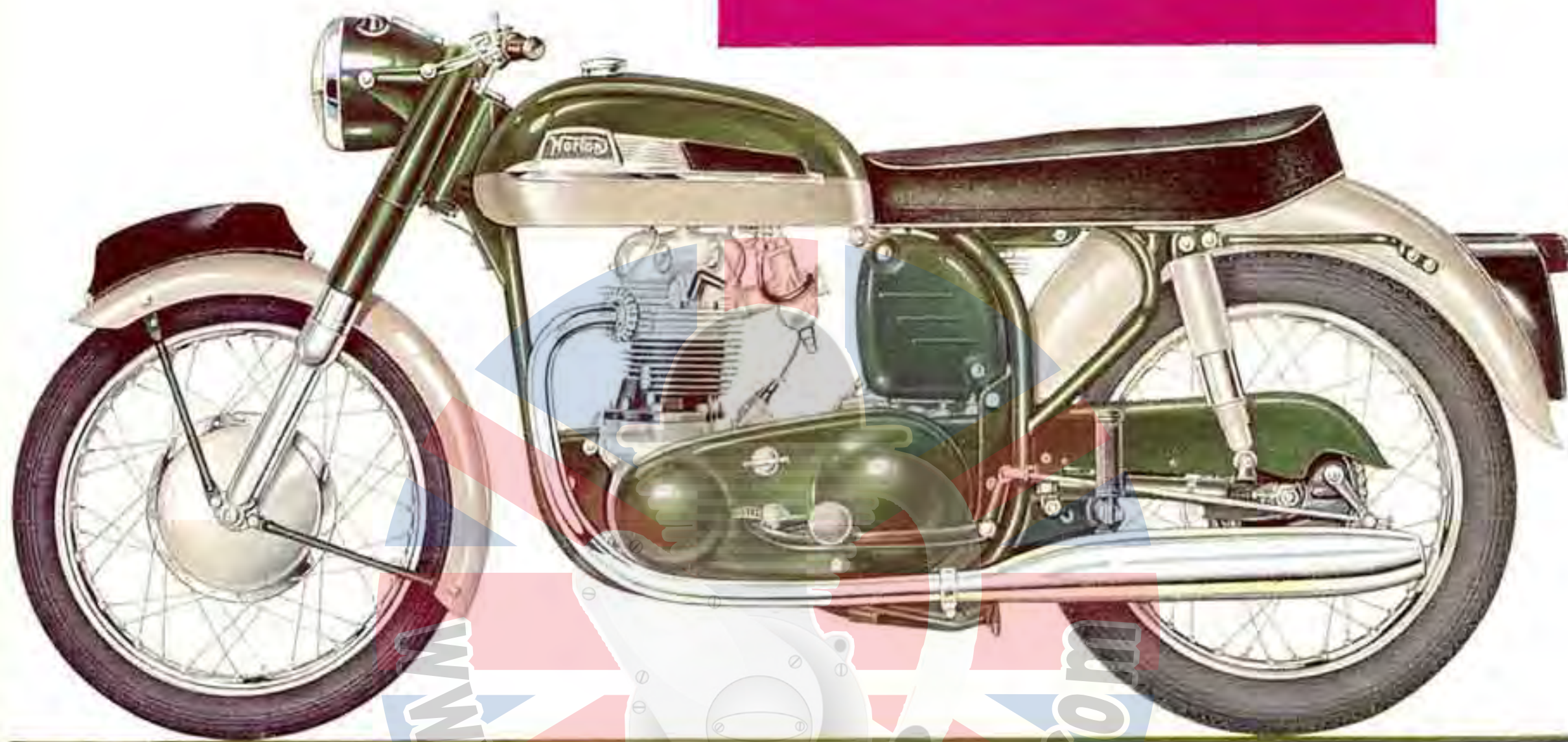
OPTIONAL EXTRAS. Folding kick start. Rev. counter. Chrome guards. Fully enclosed rear chain case.

COLOUR FINISH. All black with silver tank.

SPECIALS

Norton 88/99

500 c.c. and 597 c.c. Vertical Twins



88 SPORTS SPECIAL

497 c.c. vertical twin, O.H.V. with basic specification similar to the Model 88 Standard but using twin carburettors; new type cylinder head as fitted to the 650's; multi-rate valve springs; light alloy push rods; high performance camshaft; high compression pistons of 9.5 to 1. Manually operated magneto ignition. Low output, crankshaft mounted alternator for lighting only. Straight handlebars with racing-type, ball ended levers. Quickly detachable rear wheel. Avon G.P. tyre on rear wheel.

OPTIONAL EQUIPMENT. 2 into 1 exhaust pipes.

OPTIONAL EXTRAS. Folding kickstart. Rev. counter. Chrome guards. Fully enclosed rear chain case.

COLOUR FINISH. Smart two-tone finish in Green and Dove Grey.

99 SPORTS SPECIAL

597 c.c. vertical twin, O.H.V., similar in general specification to the Model 99 Standard, but with twin carburettors; special valve springs; high performance camshaft; light alloy push rods; polished parts. Compression ratio, 8.25 to 1. Straight handlebars with racing-type ball ended levers. A machine capable of sustained high average speeds.

Quickly detachable rear wheel. Tyres: Front, Avon 3.00 19; Rear, 3.50 19 G.P.

OPTIONAL EQUIPMENT. 2 into 1 exhaust pipes.

OPTIONAL EXTRAS. Folding kickstart. Rev. counter. Chrome guards. Fully enclosed rear chain case.

COLOUR FINISH. Stylish, two-tone finish in Grey and Dove Grey.

GUARANTEE

TERMS AND CONDITIONS OF SALE AND GUARANTEE

In this Guarantee the word "machine" refers to the motor cycle, scooter, motor cycle combination or sidecar, as the case may be, purchased by the Purchaser.

In order to obtain the benefit of this Guarantee, the Purchaser must correctly complete the attached registration form and return it to us within fourteen days of the purchase.

We will supply, free of charge, a new part in exchange for, or, if we consider repair sufficient, will repair free of charge any part proved within six months of the date of purchase of any new machine, or within three months of its renewal or repair in the case of a part already renewed or repaired; to be defective by reason of our faulty workmanship or materials. We do not undertake to bear the cost of fitting such new or repaired part or accessory.

Any part considered to be defective must be sent to our Works, carriage paid, accompanied by the following information:—

- Name of purchaser and his address
- Date of purchase of machine
- Name of dealer from whom the purchase was made
- Engine and Frame numbers of machine

This Guarantee shall not extend to defects or

damage appearing after misuse, neglect, abnormal stress or strain, or the incorporation or affixing of unsuitable attachments or parts and in particular:—

- Hiring out
- Racing and Competitions
- Adaptation or alteration of any part or parts after leaving our Works
- The attaching of a sidecar in a manner not approved by us or to an unsuitable motor cycle

This Guarantee shall not extend to machines whose trade mark, name or manufacturing number has been altered or removed, or in which has been used any part not supplied or approved by us, or to tyres, saddles, chains, speedometers, revolution counters and electrical equipment or to parts supplied to the order of the Purchaser and different from our standard specification.

Our liability and that of our dealer who sells the machine, shall be limited to that set out in paragraph 3 and no other claims including claims for consequential damage or injury to person or property, shall be admissible.

All other conditions and warranties statutory or otherwise and whether express or implied are hereby excluded and no guarantee other than

that expressly herein contained applies to the machine to which this Guarantee relates or any accessory or part thereof.

REPAIRS GUARANTEE

Whilst the highest standard of workmanship and materials is aimed at, we cannot accept liability for any defects appearing more than three months after the machine, assembly or component has left our Works after being repaired.

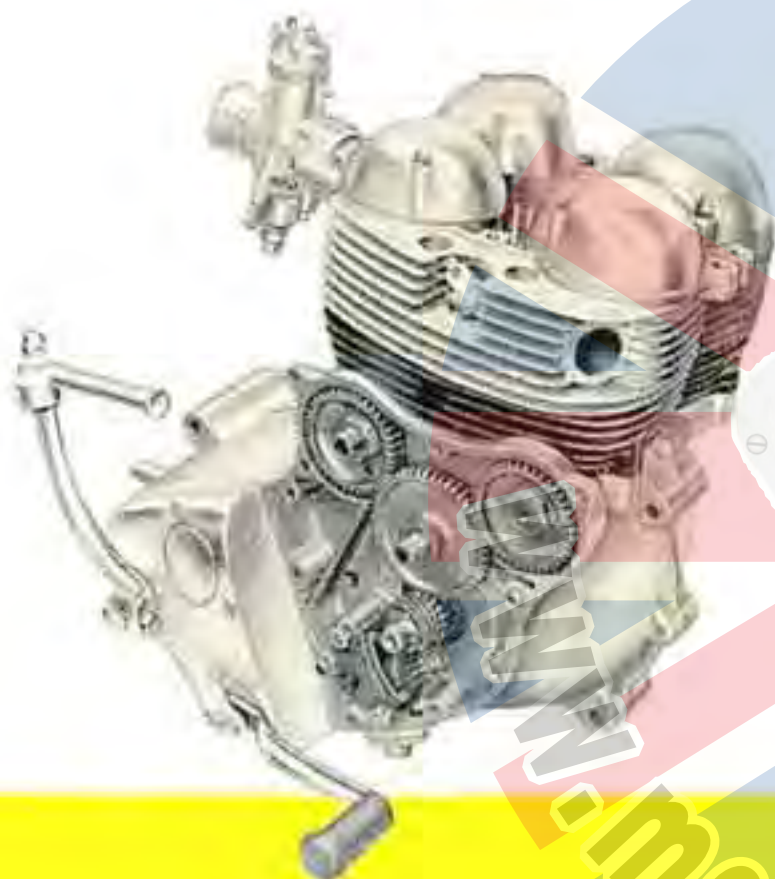
We will repair or replace at our option free of charge any defective work, materials or parts relating to the repairs carried out by us appearing within that time but shall not be under any further or other liability for any other loss or damage whether direct or consequential and our liability shall be limited to the cost of so making good.

We do not accept liability in respect of parts of proprietary manufacture, e.g. tyres, saddles, chains, speedometers, revolution counters and electrical equipment which may be used by us in effecting a repair. All other conditions and warranties statutory or otherwise express or implied are hereby excluded.

Some features which contribute to **Norton** safety,

JUBILEE ENGINE

This 250 c.c., parallel twin, O.H.V. engine and gearbox unit is an outstanding example of Norton design. The high camshafts permit super light valve gear giving smooth, turbine-like, high revving characteristics. Simple and positive valve adjustment is provided by eccentric rocker spindles. A new-type contact breaker allows for individual timing of each cylinder. The whole unit is elegantly finished with bright polished, timing side covers, primary chaincase and rocker covers. Kickstart and gear-change levers are in durable, bright chrome plate finish.



'ROADHOLDER' FORKS

These world famous forks use large diameter main tubes and two-way hydraulic damping. The fork legs are designed to give the utmost rigidity for attachment to the wheel hub and strength at brake torque stop anchorage. The full width, 8" die cast hub is deeply ribbed for maximum cooling, and has an 8" x 1 1/2" cast-in brake drum.

INSTRUMENT GROUP

The (optional) instrument group on the new Norton 650 cc. Sports Special shows the standard 650 cc. engine and gearbox unit, mounted in a frame designed to be used as a basis for the whole group. The whole group is ready to be fitted to any Norton 650 cc. engine.

Q.D. REAR WHEEL

A feature of machines using the "Feather-bed" frame is the quickly detachable rear wheel which is speedily and easily withdrawn without moving the brake drum, rear chain or chaincase by simply taking out the 3 rubber plugs on the off-side of the rear wheel hub, removing the 3 sleeve nuts with the tubular spanner provided and removing the wheel spindle from the offside, leaving near-side nut untouched.

G.P. TYRE

This is a new type of rear tyre specially designed by Avon for high speed motoring, using a racing pattern tread on a nylon casing. Fitted to all 650's and Sports Specials.



'FEATHERBED' FRAME

This famous, race-bred frame is a high quality, high grade steel tube, all-welded, duplex loop construction, liberally gussated at the rear for optimum rigidity of the swinging arm. Note the unique head construction giving rigidity in all planes, one of the main reasons for the wonderful steering characteristics of Norton. The rear fork ends are solid forged for maximum strength.

Norton racing successes in 1961

VICTORIAN GRAND PRIX, AUSTRALIA

500 c.c. 1st T. Phillis
2nd E. Hinton
3rd J. Ahearn
Equal record lap T. Phillis 79.41 m.p.h.
Junior "A" 1st B. West
2nd K. Rumble
3rd E. Hinton
Senior "A" 1st T. Phillis
2nd E. Hinton
3rd R. Blackett
Record lap T. Phillis 80 m.p.h.

PIETERMARITZBURG, AFRICA

500 c.c. Commonwealth Invitation Race
1st Dickie Dale (record lap 76.9 m.p.h.)
2nd Jim Redman
350 c.c. Commonwealth Invitation Race
1st Dickie Dale
2nd A. Harris

KILLARNEY, CAPE TOWN, AFRICA

500 c.c. Race 1st Dickie Dale
2nd Jim Redman

VICTORIAN T.T. RACES, AUSTRALIA

350 c.c. 1st E. Hinton 72.37 m.p.h.
2nd R. West
3rd K. Rumble
500 c.c. 1st R. West 75.13 m.p.h.
2nd T. Phillis
3rd E. Hinton

NEW ZEALAND T.T.

Junior Race 1st Forrest Cardon
Senior Race 1st Forrest Cardon

NEW SOUTH WALES GRAND PRIX

Senior 1st J. Ahearn 76.28 m.p.h.
2nd R. West
3rd B. O'Connor

PAU ROAD RACES, FRANCE

500 c.c. class 1st R. Rensen 58.6 m.p.h.
2nd R. Fitton
3rd T. Pound
350 c.c. class 1st R. Rensen 57.8 m.p.h.
2nd J. Findlay
3rd T. Pound

THRUXTON COMMONWEALTH TROPHY MEETING

1000 c.c. "Daily Herald" Commonwealth Trophy
1st S. M. B. Hallwood
71.78 m.p.h. and fastest lap 74.45 m.p.h.
2nd R. Dale
3rd P. Driver

WIRRAL HUNDRED M.C. INTERNATIONAL

351-500 c.c. 1st D. W. Minter 87.79 m.p.h.
and record lap 89.22 m.p.h.
2nd P. W. Read
251-350 c.c. 1st D. W. Minter 85.48 m.p.h.
and record lap 87.19 m.p.h.
2nd P. W. Read
3rd J. Hartle

INTERNATIONAL 500 c.c. LE MANS

1st R. B. Rensen
2nd J. Findlay
3rd R. Bogaardt

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

350 c.c. B.M.C.R.C. Championship
1st D. W. Minter Record speed 95.39 m.p.h. and fastest lap 96.99 m.p.h.
2nd P. W. Read
500 c.c. B.M.C.R.C. Championship
1st J. Hartle Record speed 98.37 m.p.h.
2nd R. McG. McIntyre
Record laps J. Hartle and D. W. Minter, 100.51 m.p.h.

EIFELRENNEN, NURBURGRING

350 c.c. 1st R. H. Dale 72.5 m.p.h.
500 c.c. 1st F. G. Perris 75.5 m.p.h.
2nd P. R. Dawson
3rd B. Schneider

INTERNATIONAL MEETING BELGIUM

500 c.c. 1st T. Robinson 73.35 m.p.h.
2nd R. Bogaardt
3rd V. W. Cottle

INTERNATIONAL "BRANDS 50" MEETING

350 c.c. 1st D. W. Minter 84.81 m.p.h.
and record lap 86.41 m.p.h.
2nd P. W. Read
500 c.c. 1st D. W. Minter 87.54 m.p.h.

AUSTRIAN GRAND PRIX

500 c.c. 1st H. R. Anderson 75.62 m.p.h.
2nd P. Pawson
3rd J. Findlay

Fastest lap B. Schneider 77.08 m.p.h.
INTERNATIONAL NORTH WEST "200"
500 c.c. 1st R. McG. McIntyre Record speed 105.44 m.p.h. and record lap 106.86 m.p.h.
2nd P. W. Read

SAAR GRAND PRIX

500 c.c. 1st E. G. Driver 75.43 m.p.h.
2nd F. Perris
3rd R. Rensen

ELAINTARHANAJA, FINLAND

500 c.c. 1st P. Pawson
2nd T. Robinson

INTERNATIONAL CIRCUIT DES FRONTIERES, BELGIUM

350 c.c. 1st R. Thalhammer 98.66 m.p.h.
and fastest lap 99.97 m.p.h.
2nd R. B. Rensen
3rd T. N. Pound
500 c.c. 1st R. B. Rensen 103.08 m.p.h.
and fastest lap 105.39 m.p.h.
2nd P. G. R. Pawson
3rd R. R. Miles

RUSSALON T.T., FINLAND

500 c.c. 1st P. Pawson

BLACKMORE VALE M.C.'S

INTERNATIONAL MEETING, THRUXTON
350 c.c. 1st D. W. Minter 79.15 m.p.h. and record lap 80.29 m.p.h.
2nd P. W. Read
3rd A. M. Godfrey

500 c.c. 1st D. W. Minter 82.15 m.p.h.
2nd P. W. Read

JUNIOR T.T. RACE, ISLE OF MAN

1st P. W. Read 95.10 m.p.h.

SENIOR T.T. RACE, ISLE OF MAN

1st S. M. B. Hallwood 100.60 m.p.h.
2nd R. McG. McIntyre 99.20 m.p.h.
3rd T. Phillis (Twin) 98.78 m.p.h.
4th A. King 97.52 m.p.h.

25TH KAYE DON TROPHY, CANADA

500 c.c. 1st T. Lloyd 76.79 m.p.h.

THRUXTON 500-MILE PRODUCTION

MACHINE RACE
500 c.c. 1st D. Greenfield/F. Swift
(Norton Dominator 88 SS 2nd year running)

YUGOSLAVIAN ADRIATIC GRAND PRIX

500 c.c. 1st R. Miles
2nd T. Pound

INTERNATIONAL, CZECHOSLOVAKIA

500 c.c. 1st Paddy Driver
2nd Bert Schneider
3rd Peter Pawson

INTERNATIONAL 1961 A.C.U. BRITISH CHAMPIONSHIPS, OULTON PARK

350 c.c. Junior Championship
1st J. Hartle 85.13 m.p.h.
2nd R. McG. McIntyre
3rd P. W. Read

350-500 c.c. Senior Championship
1st D. Minter 86.43 m.p.h.
3rd S. M. B. Hallwood

250-500 c.c. Les Graham Memorial Trophy
1st A. King 88.13 m.p.h.
2nd D. Minter (Record lap 90.03 m.p.h.)
3rd J. Hartle



PHIL READ IN THE T.T.
Photo by courtesy of Motor Cycling.



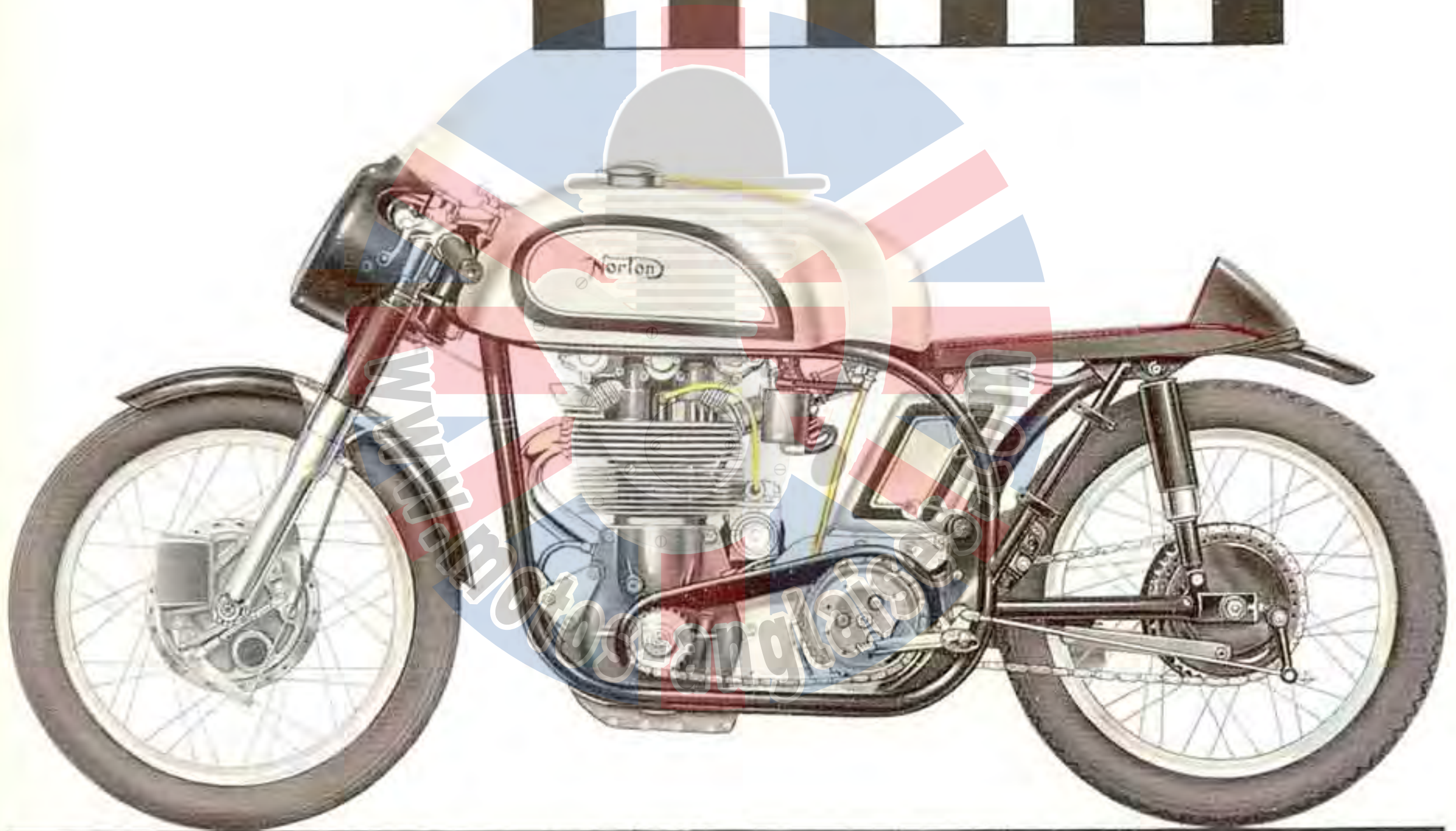
WINNERS OF THE 1961 SENIOR T.T.
A Daily Express photograph.



D. GREENFIELD LEADING AT THRUXTON.
Photo by courtesy of The Motor Cycle.

Manx 30/40

The most successful standard production racing machine in the world.



ENGINE. Both engines are of basically similar design employing bevel driven double overhead camshafts; light alloy heads; "Alfin" barrels; electron crankcases; high tensile steel connecting rods and crankshafts; and forged light alloy pistons. The compression ratio of 11 to 1 is suitable for International racing fuels. "Lucas" rotating magnet magnetos and "Amal" G.P. type carburettors are fitted.

TRANSMISSION. Close ratio four speed gearbox together with a three-plate clutch employing bonded inserts; primary chain oil is carried in the frame tube.

FRAME. Double loop, bronze welded "Reynolds" 531 tube

Brackets are fitted for the attachment of a fairing.

SUSPENSION. "Roadholder" telescopic front forks employing hydraulic damping; swinging fork rear controlled by "Girling" suspension units.

WHEELS. Light alloy serrated rims, electron hubs, brake plates and shoes. The new front brake is a "twin" type employing two leading shoes on both sides. The surface area is 71½ sq. in. and large air scoops are fitted.

TANKS. Light alloy, rubber mounted, with quick action filler caps.

FINISH. Black and silver enamel with chromium plating.

Models	Bore and Stroke (mm.)	Cylinder Capacity	Compression Ratio	Gear Ratio		Weight	Petrol Tank Capacity	Oil Tank Working Capacity	Tyre Size	Brake Dimensions
30M	36 x 85.6	499 c.c.	11 to 1	Top 4.23 3rd 4.65	2nd 5.63 Bot. 7.52	313	5 Gal.	7½ pts.	F.3.00 x 19 R.3.50 x 19	Front: Double 7" x 1½" wide
40M	76 x 76.7	348 c.c.	11 to 1	Top 5.12 3rd 5.64	2nd 6.81 Bot. 9.11	307	5 Gal.	7½ pts.	F.3.00 x 19 R.3.50 x 19	Rear: 7" dia. x 1½" wide

TABULATED SPECIFICATION

MODEL	JUBILEE STANDARD	JUBILEE DE-LUXE	NAVIGATOR STANDARD	NAVIGATOR DE-LUXE	MODEL 50	MODEL E.S.2
CAPACITY c.c.	249	249	349	349	348	490
ENGINE TYPE	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.
BORE STROKE	60 x 44	60 x 44	63 x 56	63 x 56	71 x 88	79 x 100
COMPRESSION RATIO	8.75	8.75	8.5	8.5	7.3	7.1
No. OF CYLINDERS	2	2	2	2	1	1
GEAR RATIO: TOP	6.76	6.76	5.72	5.72	5.59	4.75
" " THIRD	8.8	8.8	7.44	7.44	6.8	5.8
" " SECOND	12.5	12.5	10.6	10.6	9.5	8.08
" " FIRST	19.7	19.7	16.7	16.7	14.28	12.16
REAR CHAIN	$\frac{1}{2}$ " x .305"	$\frac{1}{2}$ " x .305"	$\frac{1}{2}$ " x .305"	$\frac{1}{2}$ " x .305"	$\frac{3}{8}$ " x $\frac{1}{4}$ "	$\frac{1}{2}$ " x .305"
FRONT CHAIN	$\frac{1}{2}$ " DUPLEX	$\frac{1}{2}$ " DUPLEX	$\frac{1}{2}$ " DUPLEX	$\frac{1}{2}$ " DUPLEX	$\frac{1}{2}$ " x .305"	$\frac{1}{2}$ " x .305"
TYRES: FRONT	3.00 x 18	3.25 x 18	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
CARB: AMAL	MONOBLOC	MONOBLOC	MONOBLOC	MONOBLOC	MONOBLOC	MONOBLOC
CHOKE SIZE	375/43	375/36	375/48	375/47	376/68	376/17
MAIN JET No.	$\frac{3}{32}$ "	$\frac{3}{32}$ "	$\frac{7}{16}$ "	$\frac{7}{16}$ "	1"	1 $\frac{1}{16}$ "
THROTTLE SLIDE No.	130	130	170	170	210	270
BRAKES: FRONT	3 $\frac{1}{2}$ "	3 $\frac{1}{2}$ "	3 $\frac{1}{2}$ "	3 $\frac{1}{2}$ "	3 $\frac{1}{2}$ "	4
REAR	6" dia. x 1"	6" dia. x 1"	8" dia. x 1 $\frac{1}{4}$ "	8" dia. x 1 $\frac{1}{4}$ "	8" dia. x 1 $\frac{1}{4}$ "	8" dia. x 1 $\frac{1}{4}$ "
PETROL TANK	6" dia. x 1"	6" dia. x 1"	6" dia. x 1"	6" dia. x 1"	7" dia. x 1 $\frac{1}{4}$ "	7" dia. x 1 $\frac{1}{4}$ "
OIL TANK	3 GALLS.	3 GALLS.	3 GALLS.	3 GALLS.	3 $\frac{1}{2}$ GALLS.	3 $\frac{1}{2}$ GALLS.
WEIGHT	3 $\frac{1}{2}$ PTS.	3 $\frac{1}{2}$ PTS.	3 $\frac{1}{2}$ PTS.	3 $\frac{1}{2}$ PTS.	4 $\frac{1}{2}$ PTS.	4 $\frac{1}{2}$ PTS.
OVERALL LENGTH	320 LBS.	325 LBS.	330 LBS.	335 LBS.	377 LBS.	384 LBS.
OVERALL WIDTH	80"	81"	80"	81"	85"	85"
SEAT HEIGHT	26"	26"	26"	26"	27"	27"
GROUND CLEARANCE	29"	29"	29"	29"	31"	31"
WHEELBASE	5 $\frac{1}{2}$ "	5 $\frac{1}{2}$ "	5 $\frac{1}{2}$ "	5 $\frac{1}{2}$ "	6 $\frac{1}{2}$ "	6 $\frac{1}{2}$ "

MODEL	88 STANDARD	88 DE-LUXE	88 SPORTS	99 STANDARD	99 DE-LUXE	99 SPORTS	650 STANDARD	650 DE-LUXE	650 SPORTS
CAPACITY c.c.	497	497	497	597	597	597	647	647	647
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.
BORE STROKE	66 x 72.6	66 x 72.6	66 x 72.6	68 x 82	68 x 82	68 x 82	68 x 89	68 x 89	68 x 89
COMPRESSION RATIO	8.5	8.5	9.5	8.25	8.25	8.25	8.9	8.9	8.9
No. OF CYLINDERS	2	2	2	2	2	2	2	2	2
GEAR RATIO: TOP	5.0	5.0	4.75	4.75	4.75	4.75	4.53	4.53	4.53
" " THIRD	6.1	6.1	5.8	5.8	5.8	5.8	5.52	5.52	5.52
" " SECOND	8.5	8.5	8.08	8.08	8.08	8.08	7.57	7.57	7.57
" " FIRST	12.75	12.75	12.16	12.16	12.16	12.16	11.6	11.6	11.6
REAR CHAIN	$\frac{1}{2}$ " x $\frac{1}{4}$ "	$\frac{1}{2}$ " x $\frac{1}{4}$ "	$\frac{1}{2}$ " x $\frac{1}{4}$ "	$\frac{1}{2}$ " x $\frac{1}{4}$ "	$\frac{1}{2}$ " x $\frac{1}{4}$ "	$\frac{1}{2}$ " x $\frac{1}{4}$ "	$\frac{1}{2}$ " x $\frac{1}{4}$ "	$\frac{1}{2}$ " x $\frac{1}{4}$ "	$\frac{1}{2}$ " x $\frac{1}{4}$ "
FRONT CHAIN	$\frac{1}{2}$ " x .305"	$\frac{1}{2}$ " x .305"	$\frac{1}{2}$ " x .305"	$\frac{1}{2}$ " x .305"	$\frac{1}{2}$ " x .305"	$\frac{1}{2}$ " x .305"	$\frac{1}{2}$ " x .305"	$\frac{1}{2}$ " x .305"	$\frac{1}{2}$ " x .305"
TYRES: FRONT	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	3.00 x 19
REAR	3.50 x 19	3.50 x 19	3.50 x 19GP	3.50 x 19	3.50 x 19	3.50 x 19	3.50 x 19GP	3.50 x 19GP	3.50 x 19GP
CARB: AMAL	MONOBLOC	MONOBLOC	MONOBLOC	MONOBLOC	MONOBLOC	MONOBLOC	MONOBLOC	MONOBLOC	MONOBLOC
CHOKE SIZE	376/66	376/247	376/288 + 9	376/67	376/248	376/220	389/71	389/72	376/288 + 9
MAIN JET No.	1"	1"	1 $\frac{1}{16}$ "	1 $\frac{1}{16}$ "	1 $\frac{1}{16}$ "	1 $\frac{1}{16}$ "	1 $\frac{1}{16}$ "	1 $\frac{1}{16}$ "	1 $\frac{1}{16}$ "
THROTTLE SLIDE No.	240	240	250	250	250	250	320	320	250
BRAKES: FRONT	3 $\frac{1}{2}$ "	3 $\frac{1}{2}$ "	3 $\frac{1}{2}$ "	3	3	3	3	3	3 $\frac{1}{2}$ "
REAR	8" dia. x 1 $\frac{1}{4}$ "	8" dia. x 1 $\frac{1}{4}$ "	8" dia. x 1 $\frac{1}{4}$ "	8" dia. x 1 $\frac{1}{4}$ "	8" dia. x 1 $\frac{1}{4}$ "	8" dia. x 1 $\frac{1}{4}$ "	8" dia. x 1 $\frac{1}{4}$ "	8" dia. x 1 $\frac{1}{4}$ "	8" dia. x 1 $\frac{1}{4}$ "
PETROL TANK	7" dia. x 1 $\frac{1}{4}$ "	7" dia. x 1 $\frac{1}{4}$ "	7" dia. x 1 $\frac{1}{4}$ "	7" dia. x 1 $\frac{1}{4}$ "	7" dia. x 1 $\frac{1}{4}$ "	7" dia. x 1 $\frac{1}{4}$ "	7" dia. x 1 $\frac{1}{4}$ "	7" dia. x 1 $\frac{1}{4}$ "	7" dia. x 1 $\frac{1}{4}$ "
OIL TANK	3 $\frac{1}{2}$ GALLS.	3 $\frac{1}{2}$ GALLS.	3 $\frac{1}{2}$ GALLS.	3 $\frac{1}{2}$ GALLS.	3 $\frac{1}{2}$ GALLS.	3 $\frac{1}{2}$ GALLS.	3 $\frac{1}{2}$ GALLS.	3 $\frac{1}{2}$ GALLS.	3 $\frac{1}{2}$ GALLS.
WEIGHT	4 $\frac{1}{2}$ PTS.	4 PTS.	4 $\frac{1}{2}$ PTS.	4 $\frac{1}{2}$ PTS.	4 PTS.	4 $\frac{1}{2}$ PTS.	4 $\frac{1}{2}$ PTS.	4 PTS.	4 $\frac{1}{2}$ PTS.
OVERALL LENGTH	390 LBS.	395 LBS.	390 LBS.	395 LBS.	400 LBS.	395 LBS.	398 LBS.	403 LBS.	398 LBS.
OVERALL WIDTH	85"	85"	85"	85"	85"	85"	85"	85"	85"
SEAT HEIGHT	27"	27"	26"	27"	27"	26"	27"	27"	26"
GROUND CLEARANCE	31"	31"	31"	31"	31"	31"	31"	31"	31"
WHEELBASE	6 $\frac{1}{2}$ "	6 $\frac{1}{2}$ "	6 $\frac{1}{2}$ "	6 $\frac{1}{2}$ "	6 $\frac{1}{2}$ "	6 $\frac{1}{2}$ "	6 $\frac{1}{2}$ "	6 $\frac{1}{2}$ "	6 $\frac{1}{2}$ "

Sidecar Specification, which is available on all models except 250 c.c. and 350 c.c. Twins includes:— Heavier rate front fork springs, crown and column of different angle for trail variation, heavier duty shock absorbers, engine sprocket of reduced size.

NORTON MOTORS LTD, BRACEBRIDGE STREET, BIRMINGHAM 6

Telephone: Aston Cross 3711 (6 lines)

Telegraphic address: "NORTOMO BIRMINGHAM"