

The
1960
Bodystyled

Norton

Le Spécialiste des Motos Rapides
Range
C. GARREAU
DISTRIBUTEUR GÉNÉRAL
22, Rue Robert-Lindet, PARIS (15^e)
Tél. VAUGRÈVE 07-09 - R. G. Seine 492.852

THE MACHINE YOU WILL
BE MOST PROUD TO OWN

Introducing the 1960 bodystyled

RACE BRED FOR RELIABILITY

Unsurpassed reliability, incredible roadholding qualities, superbly designed for comfort and safety, and now—bodystyled for enhanced appearance, that is the Norton achievement for 1960.

Sixty years of practical experience and endeavour have gone into the production of the new range, during which time, Norton have won 32 T.T. races as well as hundreds of races all over the world, a record without equal in motor cycling and a tribute to the quality and reliability of Norton machines.

Look thoroughly into the new Norton machines and you will appreciate the superb craftsmanship, style and finish of these aristocrats amongst motor cycles. Ride one to experience the power, riding comfort and roadholding qualities for which they are so famous. This is indeed the machine you will be most proud to own.

Norton



NORTON RACING SUCCESSES, 1959

VICTORIAN GRAND PRIX

Senior Race

- 1st T. Phillis (Norton)
- 2nd E. Hinton (Norton)
- 3rd R. Miles (Norton)
- Fastest lap: Hinton & Phillis
- 78.26 m.p.h. (record)

NEW ZEALAND SENIOR T.T.

- 1st J. G. Hempleman (Norton)
- 2nd N. McCutcheon (Norton)
- 3rd R. Newbrook (Norton)
- Record lap: Hempleman & McCutcheon
- 88 m.p.h.

AUSTRALIAN T.T.

Junior

- 1st E. Hinton (Norton)
- 2nd T. Phillis (Norton)

Senior

- 1st E. Hinton (Norton)
- 2nd T. Phillis (Norton)
- 3rd D. Leadbetter (Norton)
- Record lap: 93.66 m.p.h.

INTERNATIONAL NORTH-WEST "200"

350 c.c.

- 1st A. King (Norton)
- Record speed: 97.01 m.p.h.
- Record lap: 98.26 m.p.h.

Class Handicap

- 1st J. Adam (Norton)
- 500 c.c.
- 1st R. McIntyre (Norton)
- Record speed: 101.21 m.p.h.
- Record lap: 102.57 m.p.h.
- 2nd P. Middleton (Norton)
- 3rd J. R. Holder (Norton)

INTERNATIONAL FORMULA 1 T.T.

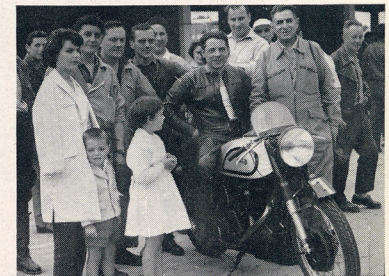
ISLE OF MAN

- 1st R. McIntyre (Norton)
- Record speed: 97.77 m.p.h.
- Nortons also 2nd, 3rd, 4th, 5th and 6th.
- Record lap: R. McIntyre 98.35 m.p.h.

SWEDISH GRANDPRIX (Kristianstad)

500 c.c.

- 1st R. N. Brown (Norton)
- at 90.22 m.p.h.



BOL D'OR 24-HOUR ROAD RACES MONTLHERY

- 1st: Briand/Bargetzi (Norton)
- Record distance: 1,840.79 miles
- 76.69 m.p.h.

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 big end bearings and pistons have been made. Lucas rotating magnet magneto and Amal weir type carburetters 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 with improved clutch spider; 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, megaphone, light alloy guards, steering damper, ball-ended brake and clutch levers.

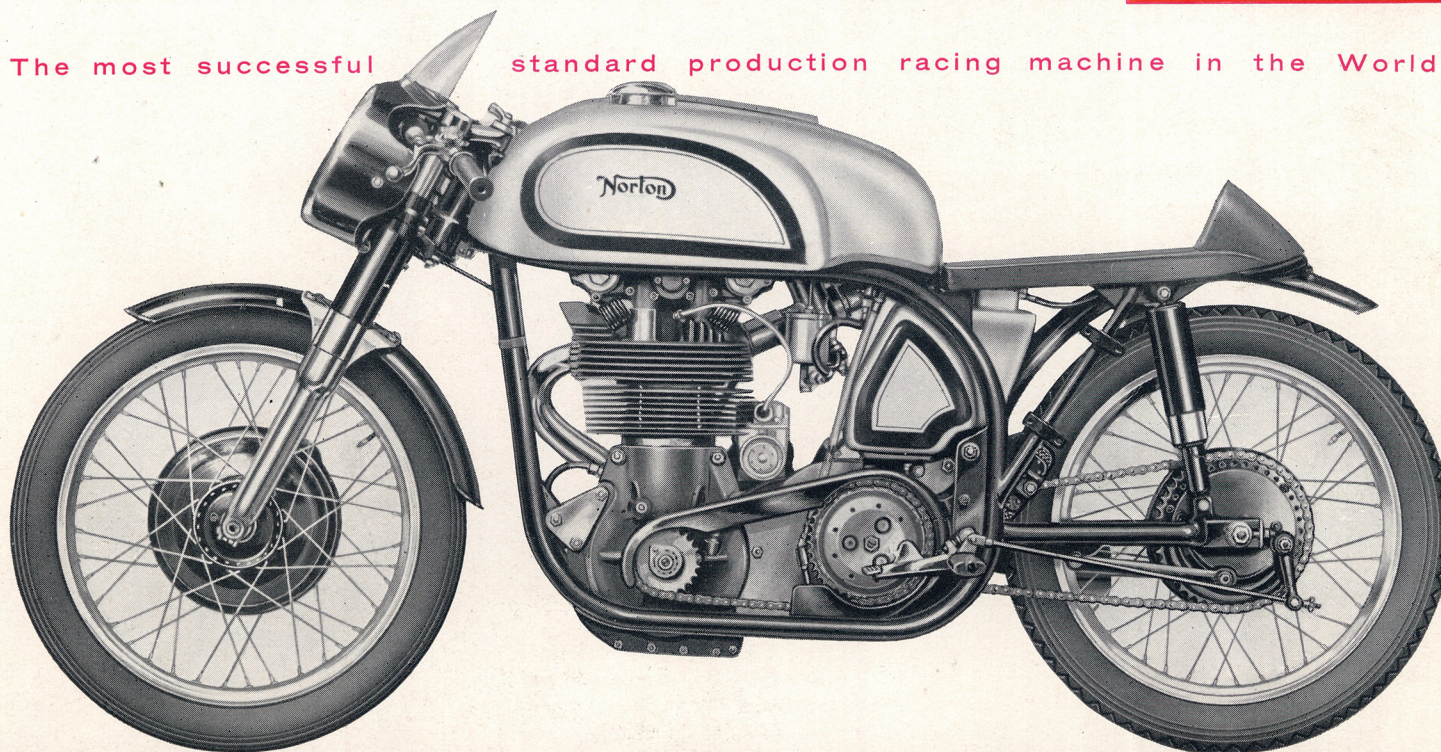
FINISH: Black and silver enamel with chromium plating.

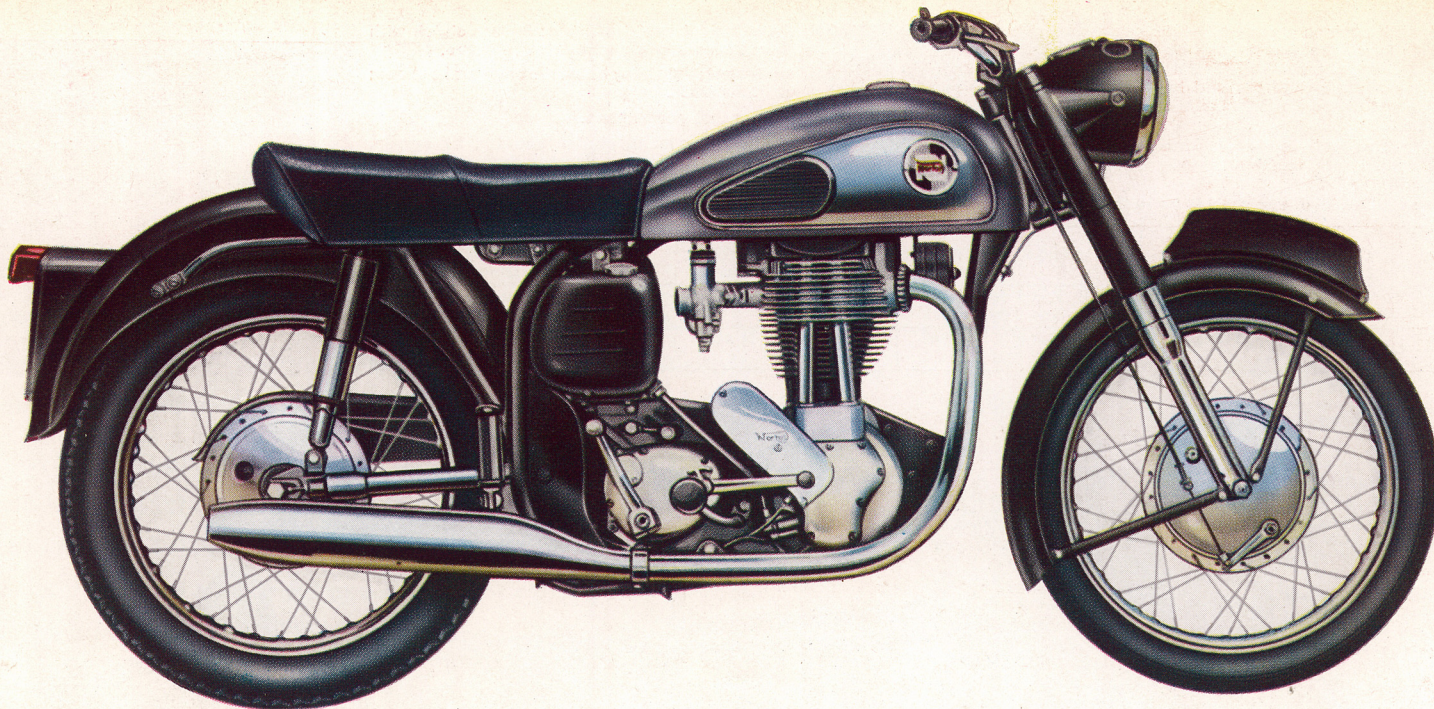
Models	Bore and Stroke (m/m.)	Cylinder Capacity	Compression Ratio	Gear Ratio	Weight	Petrol Tank Capacity	Oil Tank Working Capacity	Tyre Size	Brake Dimensions
30M	86×85.6	499 c.c.	11 to 1	Top 4-23 2nd 5-63 3rd 4-65 Bot. 7-52	313	5 Gal.	7½ pts.	F.3-00×19 R.3-50×19	Front: 8" dia.× 1¼" wide
40M	76×76.7	348 c.c.	11 to 1	Top 5-12 2nd 6-81 3rd 5-64 Bot. 9-11	307	5 Gal.	7½ pts.	F.3-00×19 R.3-50×19	Rear: 7" dia.× 1¼" wide

MANX

30/40

The most successful standard production racing machine in the World





Norton

MODEL

ES2

500cc SINGLE

The popularity of this remarkable machine continues all over the world. More than half of the production is exported each year and, as evidence of the confidence placed in its reliability, R.A.C. Patrolmen have covered over 100,000,000 miles on these machines during the last ten years. A bonded clutch and modified gear ratios have been introduced to make gear changing smoother and allow the rider to take full advantage of the flexibility of the famous single cylinder engine. Fully enclosed rear chain case is available as an extra; straight handlebars are optional. Colours: Forest Green or Black and Silver.



Identical in specification to the model ES.2 except for a smaller engine capacity, this machine is equally famous for its reliability and capacity for hard work. Modified gear ratios and a bonded clutch are improvements in this year's model. The lively single cylinder engine, 'Featherbed' frame and world famous 'Roadholder' front forks are features which contribute to the success of this splendid machine. Straight handlebars can be specified if preferred and a fully enclosed rear chain case is available as an extra.

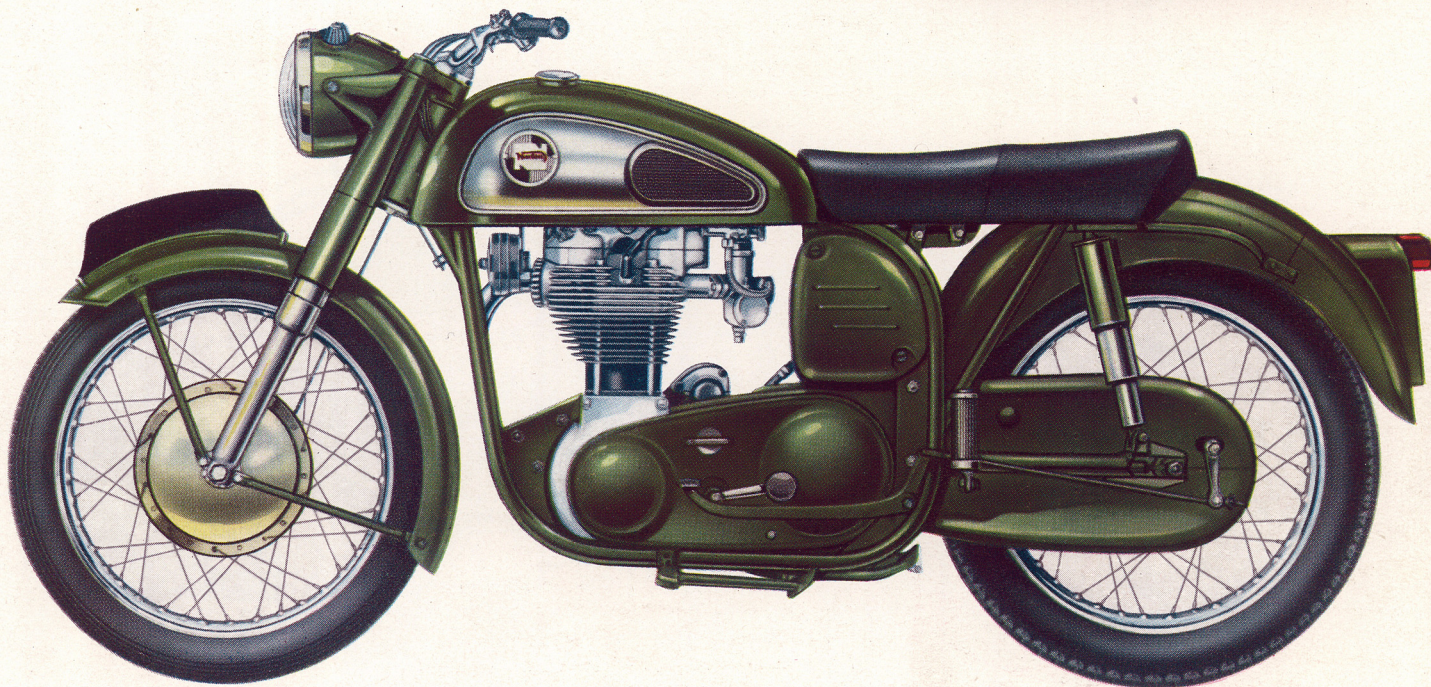
Colours: Forest Green or Black and Silver.

MODEL
50

350cc SINGLE

COLOUR · COMFORT · RELIABILITY

Norton



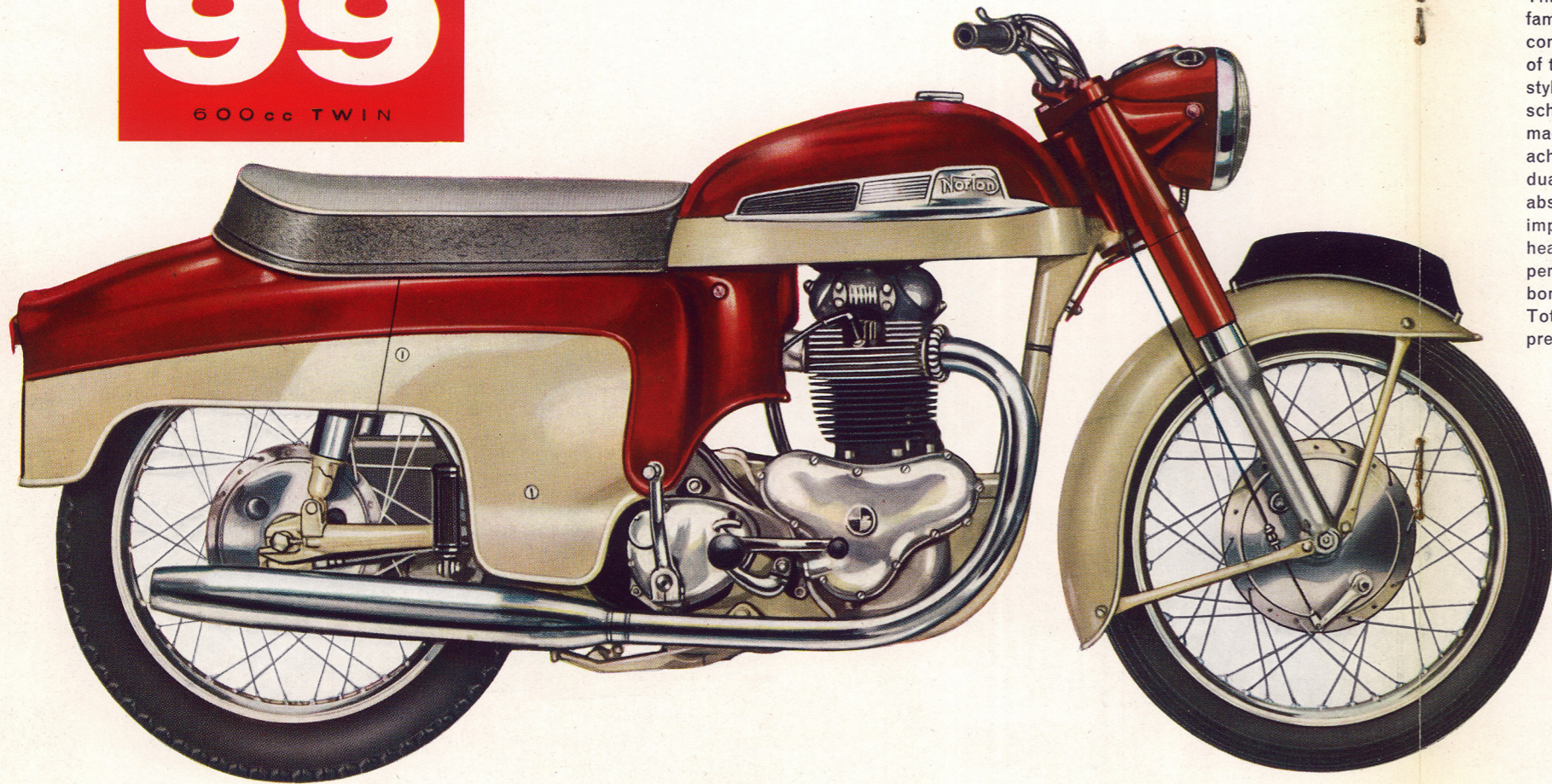
World renowned for continuous hard service

Norton

MODEL
99
600cc TWIN

The new **bodystyled** Norton Dominators

DE-LUXE



This year Norton introduce the De-Luxe model of the famous Dominators; better looking, more powerful, more comfortable than ever. By partially enclosing the rear end of the machine, this model has been given the new body-styled look which, together with the smart two-tone colour scheme, makes the Dominator De-Luxe a very attractive machine. A more comfortable riding position has been achieved by slimming the new two-tone tank, frame and dual seat. Engine performance has been improved by fitting absorption type silencers, a modified valve lift curve, improvements to inlet manifolds and a restyled cylinder head and barrel. Full advantage is taken of improved engine performance by modified gear ratios and by introducing a bonded clutch. Straight handlebars can be specified. Totally enclosed rear chain case, polished ports, high-compression pistons, 8.2 to 1, are available as optional extras.

The 88 De-Luxe is a 500 c.c. version of the 99 De-Luxe, incorporating all the new features with the exception of the new cylinder barrel. High compression pistons 9.0-1 available as an extra.

Norton

MODEL
88
500cc TWIN

T H E W O R L D ' S B E S T R O A D H O L D E R S

YOUR

Norton Red: Combines with Dove Grey for the two-tone trim on the 88's, 99's and Jubilee.

NORTON

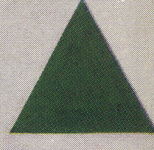
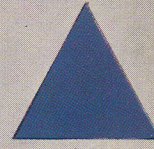
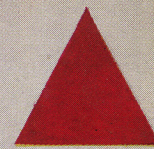
Norton Blue and Dove Grey for the two-tone trim on the 88 & 99 De-Luxe & Jubilee.

COLOUR

Forest Green: Models E.S.2 and 50 are available in this colour which also combines with Dove Grey on the 88 & 99 De-Luxe and the Jubilee 250.

CHOICE

The Norton Dominator was selected for the Design Centre, London; a tribute to its fine classic line.

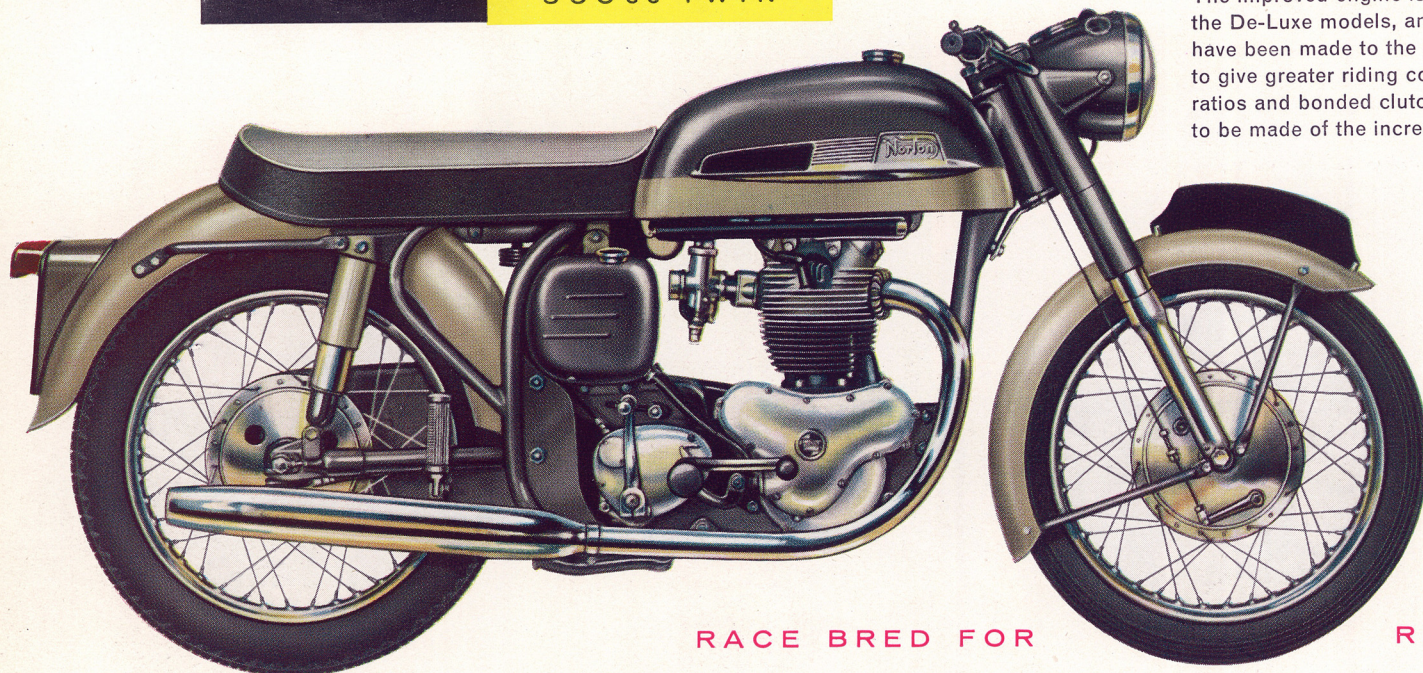


Norton

STANDARD

88

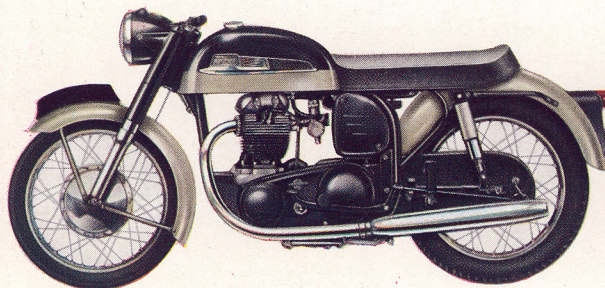
500 cc TWIN



RACE BRED FOR

RELIABILITY

Both models are now available in modern two-tone colour schemes of Red and Dove Grey, Black and Dove Grey, or Two-tone Grey, with the new contemporary tank motif. Optional extras: Fully enclosed rear chain case, polished ports, high compression pistons. Straight handlebars (illustrated), optional.



Norton

STANDARD

99

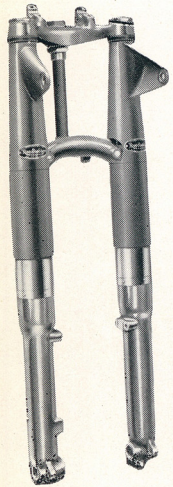
600 cc TWIN

88

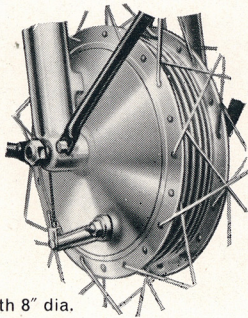
99

F E A T U R E S

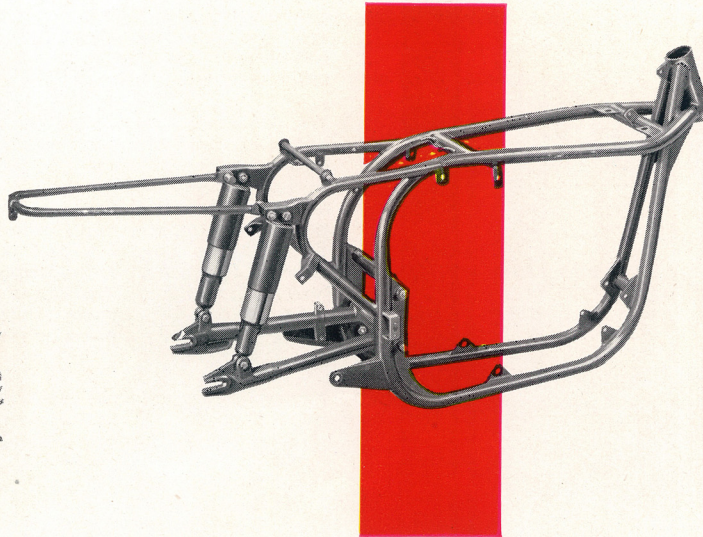
which make your dominator the most outstanding machine in the world



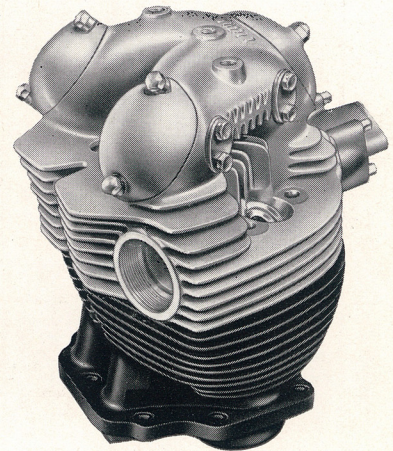
World-famous 'Roadholder' front forks contribute to the superb handling and fatigue-free steering of these powerful machines.



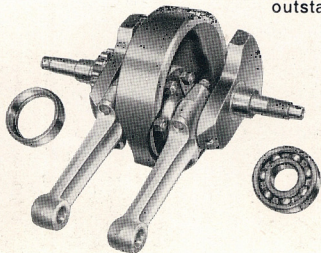
Front Hub: full width 8" dia. in lightweight polished alloy, extremely efficient and well ribbed for quick heat dispersal.



This famous 'Featherbed' frame is slimmed slightly to improve riding comfort. Its great lateral rigidity and torsional resistance is mainly responsible for the outstanding road-holding qualities of the Dominators.



A clean, efficiently cooled, light alloy twin head with integral rocker boxes, and on the 99's a new type cylinder barrel having deeper cooling fins.



Rigid crankshaft with built-up flywheel carried on ball and roller bearings.

Restyled two-tone tank with the smart new Norton motif.



TABULATED SPECIFICATION

MODELS	JUBILEE 250	50	ES2	88 STANDARD 88 DE LUXE	99 STANDARD 99 DE LUXE
BORE & STROKE (mm.)	60×44	71×88	79×100	66×72.6	66×82
No. of CYLINDERS	2	1	1	497	2
TOTAL CAPACITY	249 c.c.	348 c.c.	490 c.c.	8-1	597
COMPRESSION RATIO	8.75	7.3	7.1	O.H.V.	7.6
VALVES	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.
GEAR RATIO: TOP	6.76	5.59	4.75	5.0	4.75
THIRD	8.8	6.8	5.8	6.1	5.8
SECOND	12.5	9.5	8.08	8.5	8.08
BOTTOM	19.7	14.28	12.16	12.75	12.16
SEAT HEIGHT	29"	31"	31"	31"	31"
WHEELBASE	53 $\frac{1}{2}$ "	55 $\frac{1}{2}$ "	55 $\frac{1}{2}$ "	55 $\frac{1}{2}$ "	55 $\frac{1}{2}$ "
OVERALL LENGTH	81"	85 $\frac{1}{2}$ "	85 $\frac{1}{2}$ "	85 $\frac{1}{2}$ "	85 $\frac{1}{2}$ "
OVERALL WIDTH	28"	29"	29"	29"	29"
GROUND CLEARANCE	5 $\frac{1}{2}$ "	6 $\frac{1}{2}$ "	6 $\frac{1}{2}$ "	6 $\frac{1}{2}$ "	6 $\frac{1}{2}$ "
WEIGHT	325 LB.	377 LB.	384 LB.	STANDARD 390 LB. DE-LUXE 400 LB.	STANDARD 395 LB. DE-LUXE 400 LB.
PETROL TANK CAPACITY	3 GALLS. 3 $\frac{1}{2}$ PTS.	3 $\frac{1}{2}$ GALLS. 4 $\frac{1}{2}$ PTS.	3 $\frac{1}{2}$ GALLS. 4 $\frac{1}{2}$ PTS.	3 $\frac{1}{2}$ GALLS. 4 $\frac{1}{2}$ PTS.	3 $\frac{1}{2}$ GALLS. 4 $\frac{1}{2}$ PTS.
OIL TANK WORKING CAPACITY	3 GALLS. 3 $\frac{1}{2}$ PTS.	3 $\frac{1}{2}$ GALLS. 4 $\frac{1}{2}$ PTS.	3 $\frac{1}{2}$ GALLS. 4 $\frac{1}{2}$ PTS.	3 $\frac{1}{2}$ GALLS. 4 $\frac{1}{2}$ PTS.	3 $\frac{1}{2}$ GALLS. 4 $\frac{1}{2}$ PTS.
TYRE SIZE: FRONT	3.25×18	3.00×19	3.00×19	3.00×19	3.00×19
REAR	3.25×18	3.50×19	3.50×19	3.50×19	3.50×19
BRAKE DIMENSIONS	6" DIA. × 1"				
FRONT & REAR	6" DIA. × 1"				
CHAIN: FRONT	$\frac{3}{8}$ " DUPLICATION				
REAR	$\frac{3}{8}$ " × .305"				

MODELS 50, ES2, 88 & 99 (NOT DE-LUXE)
AVAILABLE WITH SICAR SPECIFICATION TO ORDER.

N O R T O N G U A R A N T E E

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

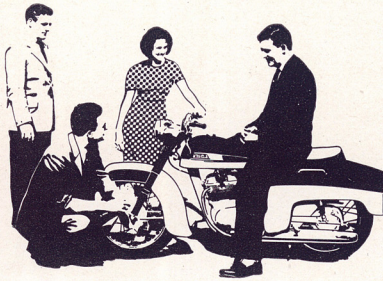
- Whilst the highest standard of workmanship and materials is aimed at, we cannot accept liability for any defects appearing more than three months after the machine, assembly or component has left our Works after being repaired.
- We will repair or replace at our option free of charge any defective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

Norton

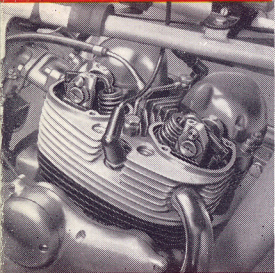
Introduced last year, this addition to the Norton range achieved immediate popularity. An attractive two-tone bodystyling is combined with a robust 250 c.c. twin cylinder four-stroke engine-gearbox unit to create a machine which is an outstanding advancement in motor-cycle design. Proved under the most arduous conditions, it provides abundant power throughout a very wide speed range, combined with excellent economy in fuel and extremely easy starting. The modern two-tone trim is available in Red and Dove Grey, Blue and Dove Grey, Green and Dove Grey.

Jubilee 250'

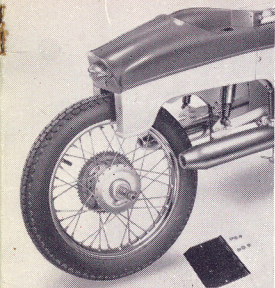
OVERHEAD VALVE
PARALLEL TWIN



The rigid 'one-piece' crankshaft contributes to the smooth power of this outstanding unit.



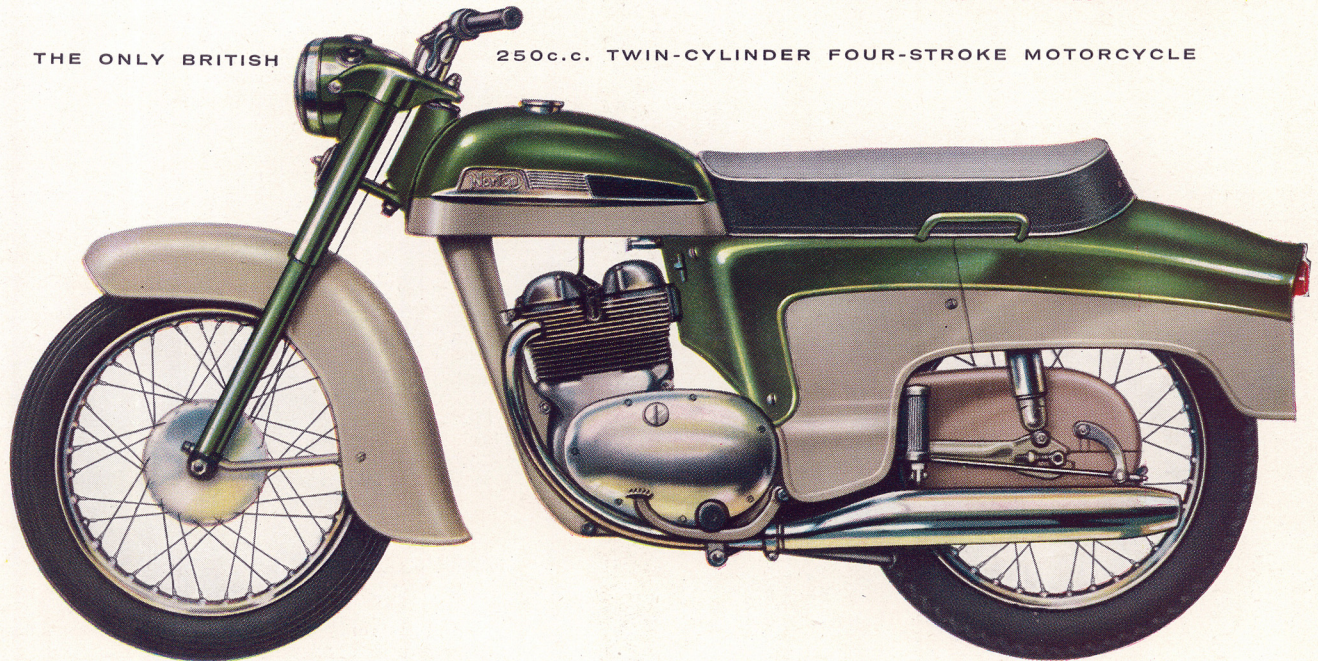
Simple and positive valve adjustment is provided by eccentric rocker spindles in the polished alloy head.



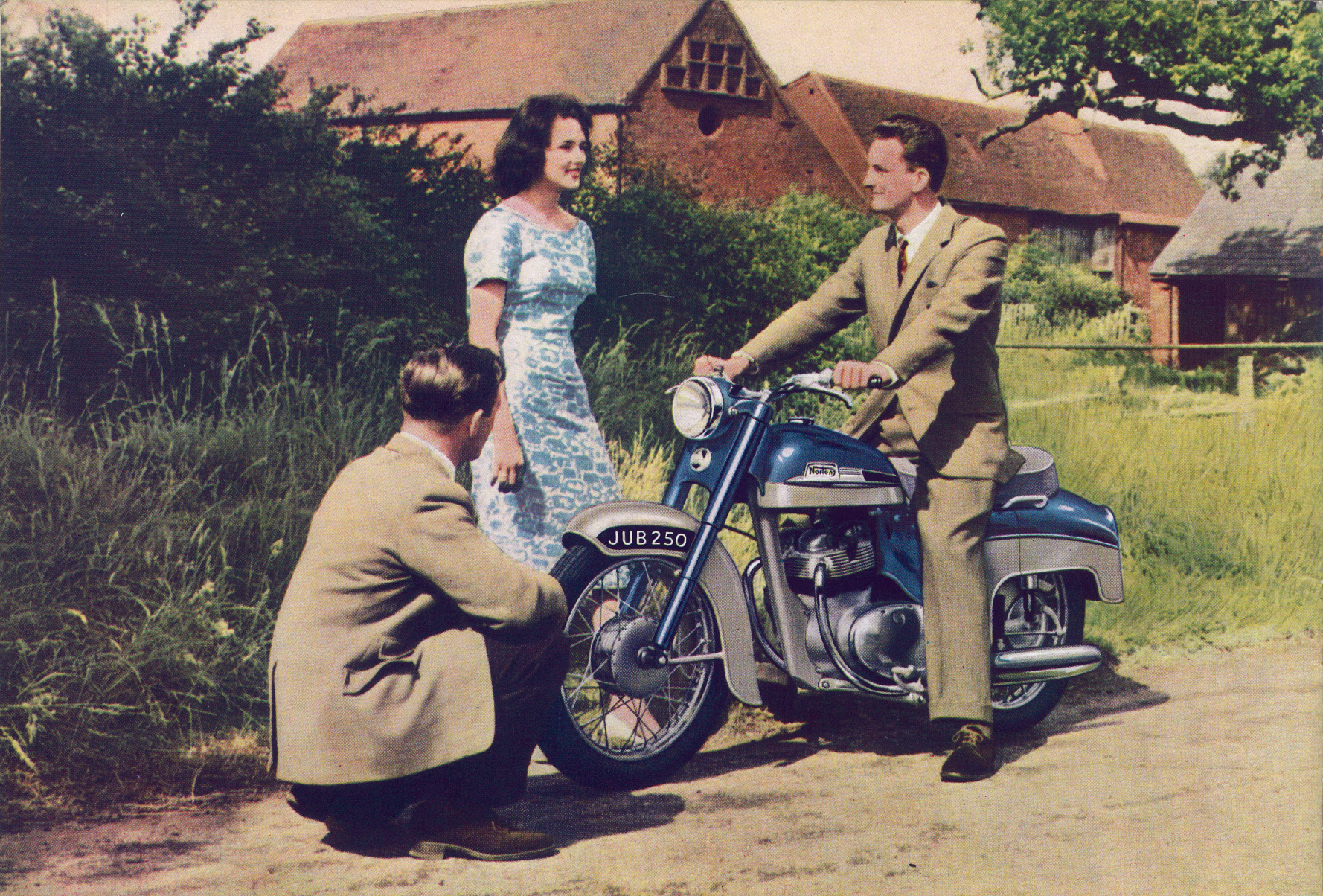
The rear wheel is easily withdrawn when the quickly detachable rear number plate has been removed.

THE ONLY BRITISH

250c.c. TWIN-CYLINDER FOUR-STROKE MOTORCYCLE



A supreme example of NORTON craftsmanship



NORTON MOTORS LTD., BRACEBRIDGE ST., BIRMINGHAM, 6.
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