

**THE
1959**

Norton

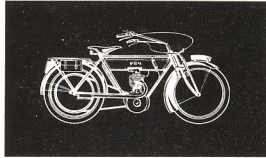
ROAD HOLDERS

DIAMOND JUBILEE

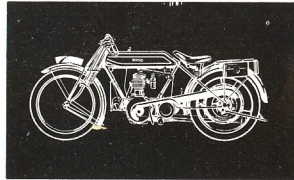
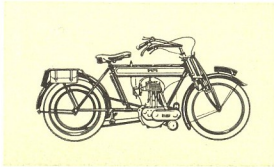
OF THE UNAPPROACHABLE



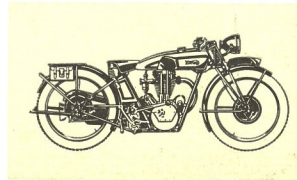
1899



1909

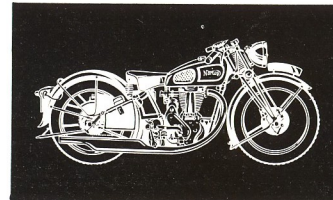


1919

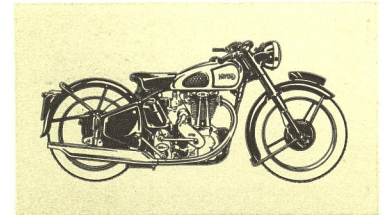


1929

1939



1949



1958 is Norton's Jubilee Year. Just think of it—sixty years of hard, practical experience and solid achievement goes into the World's Best Road Holder . . . winner of 32 T.T. races and hundreds of other outstanding successes all over the world. To celebrate this remarkable record—without parallel in the annals of motor-cycling—we proudly introduce the new range of unapproachable Nortons for 1959. Now read on . . .

60 YEARS OF MOTOR-CYCLE HISTORY . . .



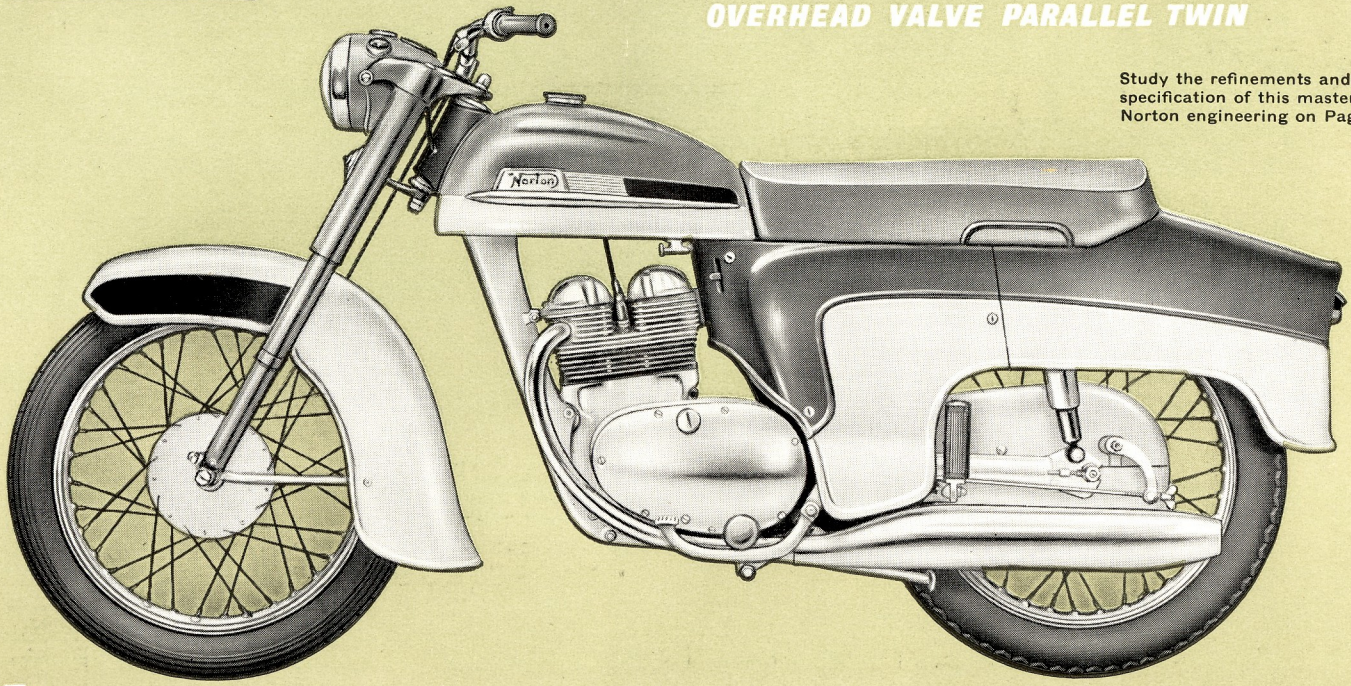
1959

INTRODUCING THE NEW

Norton leads again—and proudly presents the only British motor-cycle powered by a 250 c.c. Twin-cylinder four-stroke engine, with unit construction gearbox.

Norton 'JUBILEE 250'

OVERHEAD VALVE PARALLEL TWIN



Study the refinements and specification of this masterpiece of Norton engineering on Page 9.

'THE MOST COLOURFUL NEWCOMER FOR 1959'

SOME OF THE NORTON **SUCCESSSES** IN 1958

GREAT BRITAIN

I.O.M. Tourist Trophy Races.
350 c.c. class—13 in first 14 places.
500 c.c. class— 8 in first 9 places.

AUSTRALIA

New South Wales T.T. Mount Druitt.
350 c.c., 500 c.c. and Unlimited
classes—1st & 2nd.
Queensland T.T. Brisbane.
350 c.c. & 500 c.c. classes—1st,
2nd & 3rd.

AUSTRIA

Austrian Grand Prix.
350 c.c. class—1st & 2nd.

CZECHOSLOVAKIA

Piestany Race Meeting.
350 c.c. & 500 c.c. classes—1st &
2nd.

FRANCE

French Grand Prix.
350 c.c. class—1st & 2nd.
500 c.c. class—1st to 6th inclusive.

IRELAND

North West "200".
350 c.c. & 500 c.c. classes—1st,
2nd & 3rd.

SOUTH AFRICA

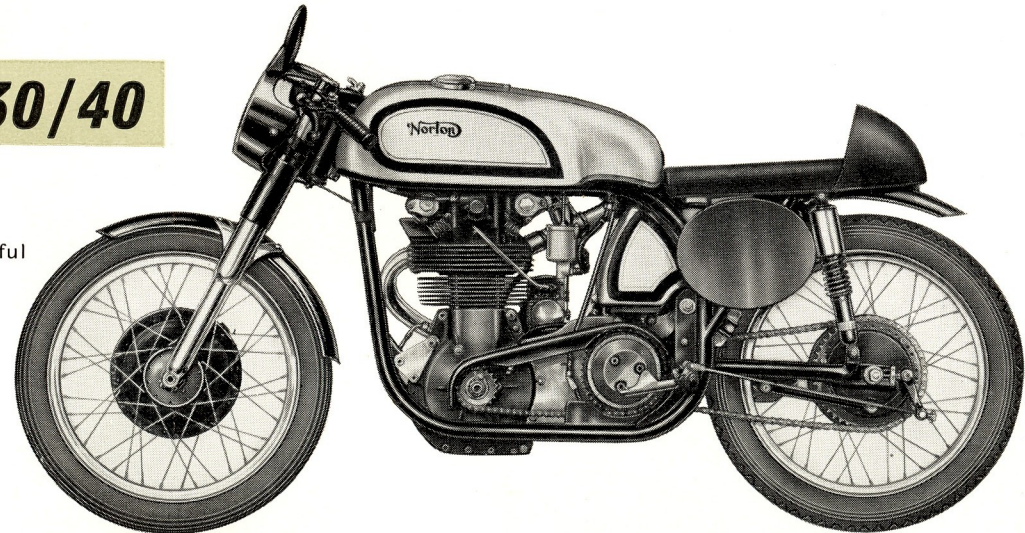
Port Elizabeth "200".
350 c.c. class—1st & 3rd.
500 c.c. class—1st, 2nd & 3rd.

SWEDEN

Swedish Grand Prix.
350 c.c. class—1st to 7th inclusive.
500 c.c. class—1st & 3rd.

Manx 30/40

The most successful
standard
production
racing machine
in the world.



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. Lucas rotating magnet magneto and Amal G.P. weir type carburettors are used.

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

SUSPENSION: "Roadholder" telescopic forks with clip-on handlebars. Pivoted fork rear suspension with hydraulically damped shock absorber units.

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

TANKS: Light alloy with quick action caps.

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

OTHER EQUIPMENT: 8,000 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.

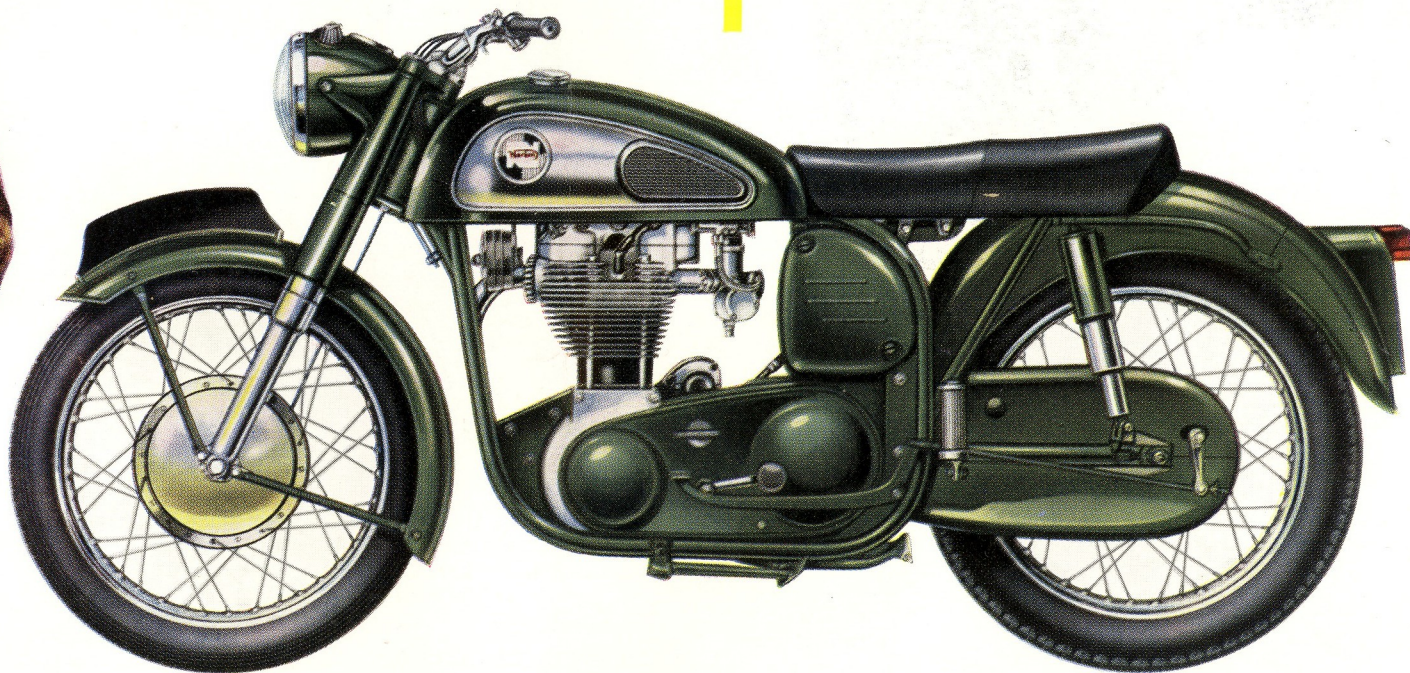
Models	Bore and Stroke (m/m.)	Cylinder Capacity	Compression Ratio	Gear Ratio	Weight	Petrol Tank Capacity	Oil Tank Working Capacity	Tyre Size	Brake Dimensions
30M	86 × 85.6	499 c.c.	10.07	Top 4.23 2nd 5.63 3rd 4.65 Bot. 7.52	313	5 Gal.	7½ pts.	F.3.00 × 19 R.3.50 × 19	Front: 8" dia. × 1½" wide
40M	76 × 76.7	348 c.c.	10.15	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. × 1½" wide

Norton

MODEL 50

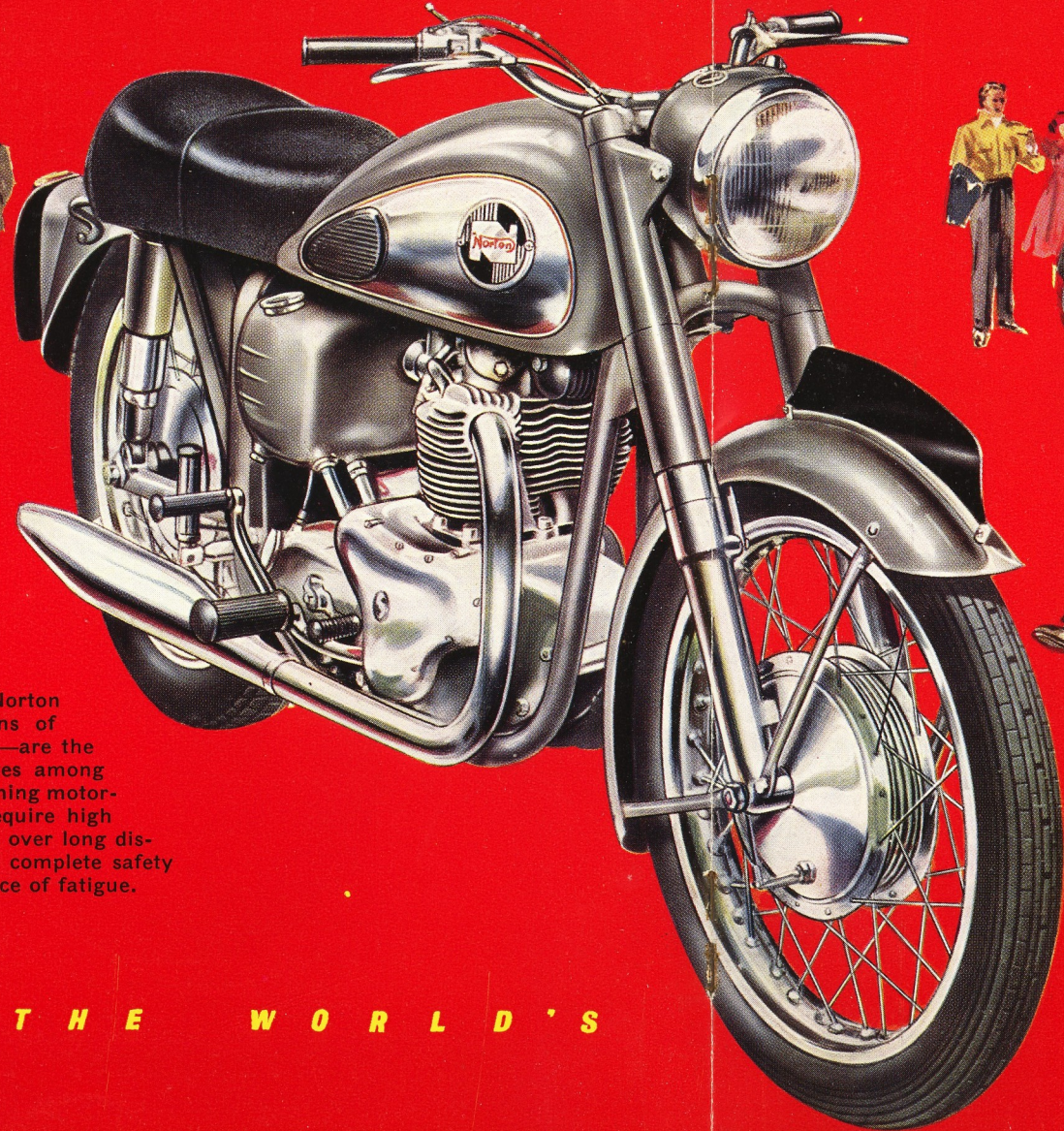
350 c.c. SINGLE

Now housed in the famous "Featherbed" frame and having road-holding characteristics identical to the racing machines, this 350 c.c. single cylinder model retains all the docility and desirable attributes of its predecessors. The incorporation of A.C. generator and coil ignition still further enhances this lively and economical machine. Note the fully-enclosed rear chain case available as an extra on all models.



THE MOST COLOURFUL MOTOR CYCLES OF 1959

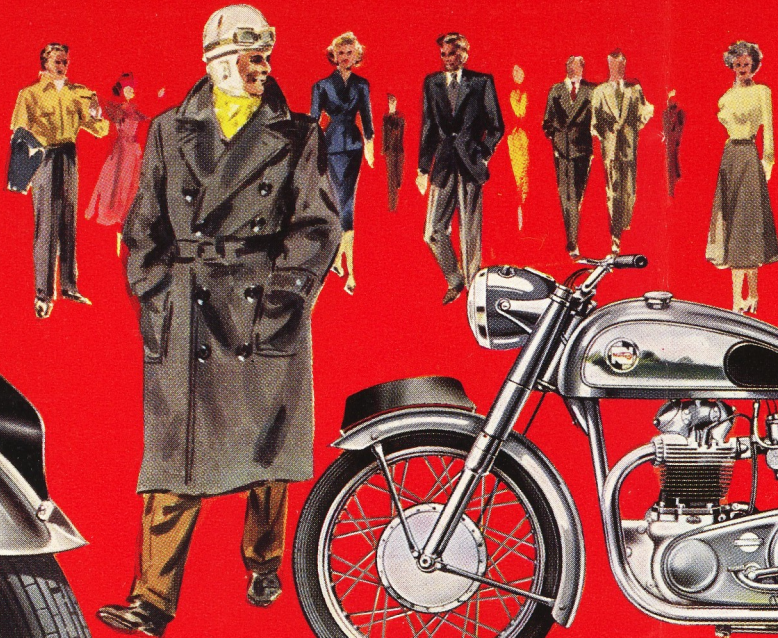
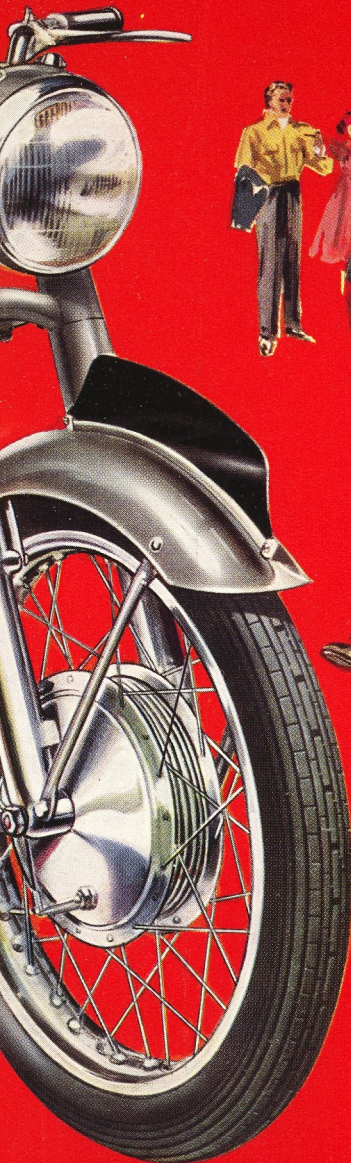
60 YEARS OF EXPERIENCE BRINGS



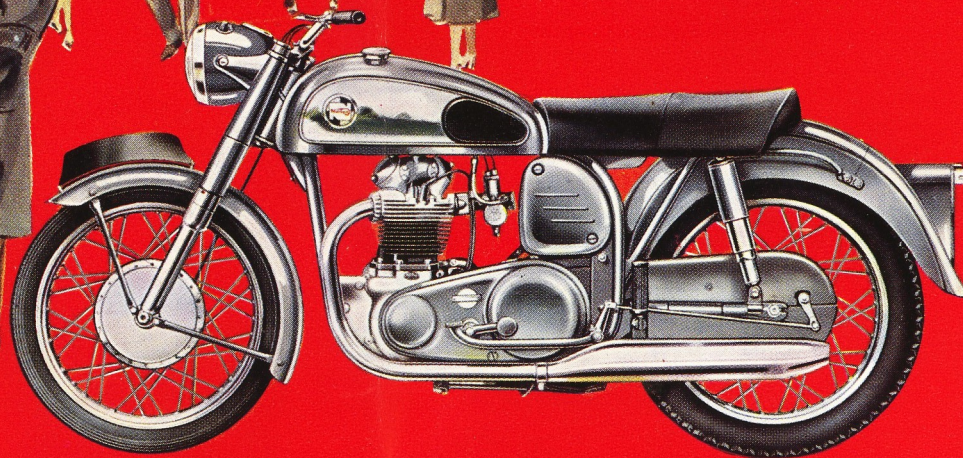
These two world-famous Norton machines—vertical twins of 500 c.c. and 600 c.c.—are the undoubted favourites among expert and discerning motorcyclists, who require high average speeds over long distances, with complete safety and absence of fatigue.

T H E W O R L D ' S

E BRINGS YOU THE 1959 **DOMINATORS**



Choice of modern colours makes these outstanding Dominators more attractive than ever—in polychromatic grey, metalescent blue, Norton red, or black and silver.



More power and quieter operation have been achieved by incorporating an entirely new camshaft. To meet popular demand, optional extras include: High Compression Pistons, Model 88, 9—1; Model 99, 8·2—1; twin Monobloc carburetters; polished ports; totally enclosed rear chain case, as illustrated, to prolong life of chain. **SIDECAR USE.** Following extensive testing, we can also offer these machines with sidecar steering, suspension and gearing. These requirements must be clearly specified.

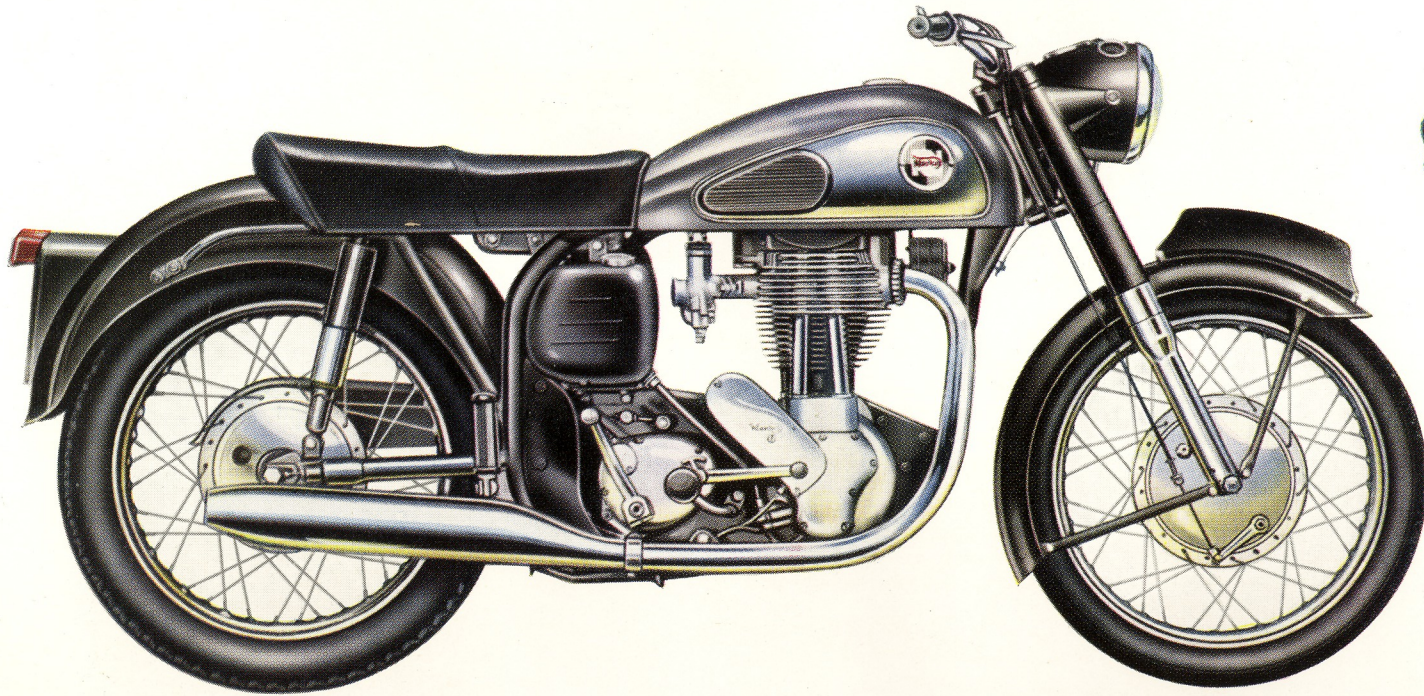
B E S T R O A D H O L D E R S

Norton

MODEL ES2

500 c.c. SINGLE

Here is one of Britain's best known and most popular motor-cycles—identical in specification to Model 50 except in engine capacity. As evidence of its serviceability, R.A.C. patrolmen have covered over 100 million miles since the war on similar machines. While retaining all its robustness of construction, its handling is improved by the "Featherbed" frame.

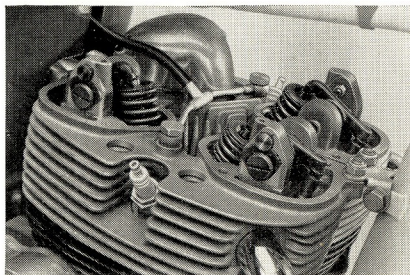


BUILT IN THE LIGHT OF EXPERIENCE

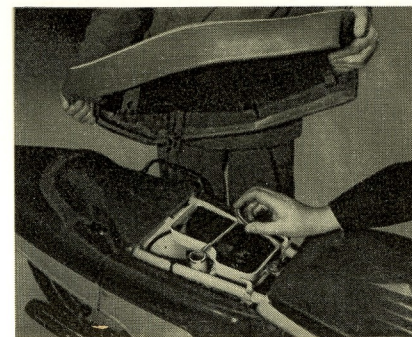
SOME OUTSTANDING FEATURES OF THE

JUBILEE 250

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



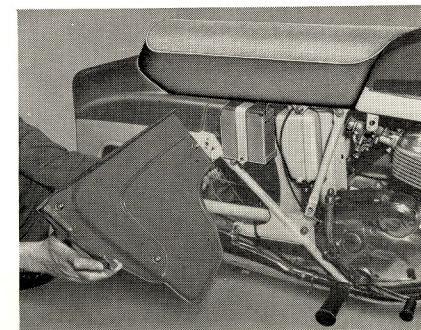
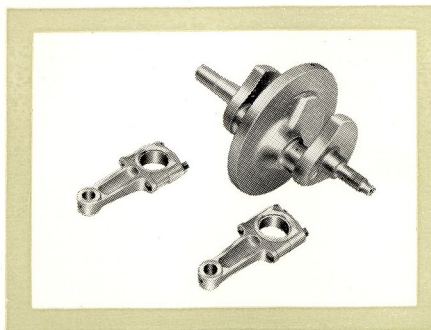
The 'Jubilee 250' is a supreme example of Norton craftsmanship and enterprise. Here is a new conception from stem to stern, embodying the most up-to-date protective styling and practical design. It is Britain's first motor-cycle powered by a 250 c.c. O.H.V. twin engine-gearbox unit, providing abundant power throughout a wide speed range, combined with excellent fuel economy and incredibly easy starting. The modern two-tone finish is available in a choice of pleasing colour contrasts.



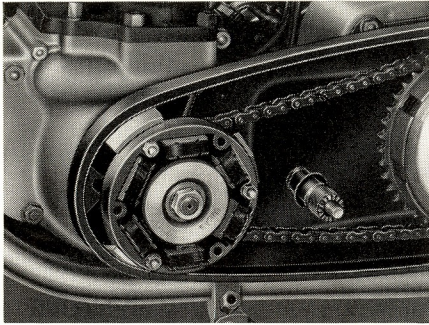
The rubber-cushioned "spring-on" dual-seat is removed to show compact tool tray; also the combined dip stick and oil filler cap.

Battery, carburettor and clutch cable adjuster are readily accessible. Half-a-turn with screwdriver or coin on quick action fasteners removes side panel.

The rigid "one-piece" crankshaft contributes in no small measure to the smooth power of this outstanding unit.

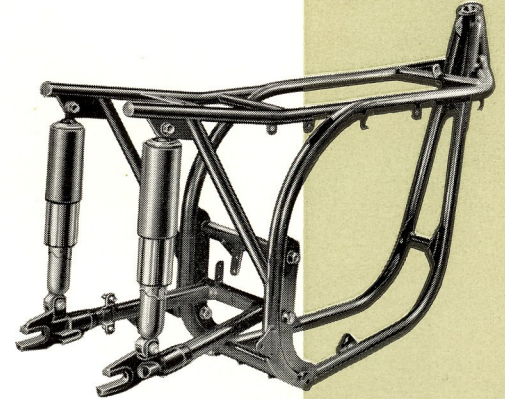
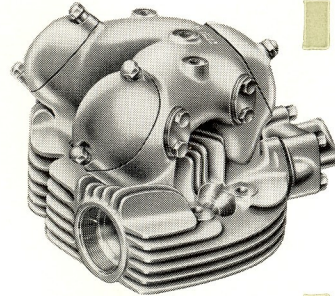


FEATURES OF THE 1959 RANGE

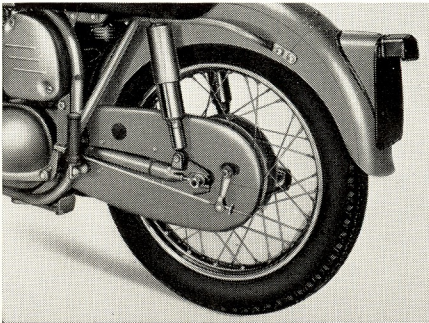


A.C. GENERATOR. Rigidly attached to the crank case on all models, independent of the chain case and supplying current for both lighting and ignition.

TWIN HEAD. A clean light alloy head offering large cooling area and providing efficient inlet and exhaust ports. The O.H.V. rockers are carried integrally.



FRAME. The really outstanding handling of this frame must be experienced to be believed. This is now used on all models from 350 c.c. upwards.



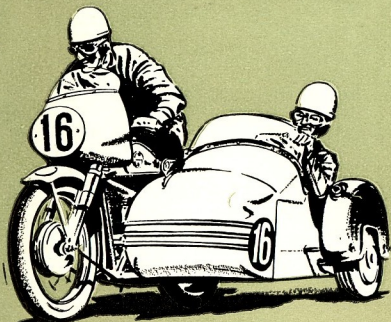
TOTALLY ENCLOSED REAR CHAIN CASE. Provides considerably increased rear chain life and undoubtedly enhances the appearance of the machine. This is available as an optional extra on all models.

SUPERB COMPONENTS MAKE ALL THE DIFFERENCE

T A B U L A T E D S P E C I F I C A T I O N

MODELS	250 JUBILEE	50	ES2	88	99	MODELS
Bore & Stroke (m/m.)	60 × 44	71 × 88	79 × 100	66 × 72.6	68 × 82	Bore & Stroke (m/m.)
No. of Cylinders	2	1	1	2	2	No. of Cylinders
Total Capacity	249 c.c.	348 c.c.	490 c.c.	497 c.c.	597 c.c.	Total Capacity
Compression Ratio	8.75	7.3	7.1	7.8	7.4	Compression Ratio
Valves	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	Valves
Gear Ratio—Top	6.76	5.29	4.75	4.75	4.53	Gear Ratio—Top
Third	8.8	7.04	6.31	6.31	6.04	Third
Second	12.5	9.36	8.41	8.41	8.03	Second
Bottom	19.7	14.12	12.7	12.7	12.1	Bottom
Seat Height	29"	31"	31"	31"	31"	Seat Height
Wheelbase	53½"	55½"	55½"	55½"	55½"	Wheelbase
Overall Length	81"	85½"	85½"	85½"	85½"	Overall Length
Overall Width	28"	29"	29"	29"	29"	Overall Width
Ground Clearance	5½"	6¼"	6¼"	6¼"	6¼"	Ground Clearance
Weight	325 lbs.	377 lbs.	384 lbs.	390 lbs.	395 lbs.	Weight
Petrol Tank Capacity	3 gall.	3½ gall.	3½ gall.	3½ gall.	3½ gall.	Petrol Tank Capacity
Oil Tank working capacity	3½ pts.	4½ pts.	4½ pts.	4½ pts.	4½ pts.	Oil Tank working capacity
Tyre size—Front	3.25×18	3.00×19	3.00×19	3.00×19	3.00×19	Tyre size—Front
Rear	3.25×18	3.50×19	3.50×19	3.50×19	3.50×19	Rear
Brake Dimensions	6" dia. × 1"	Front 8" dia. × 1½" Rear 7" dia. × 1½"				Brake Dimensions
Chains—Front	⅝" Duplex	½" Pitch × .305" wide				Chains—Front
Rear	½" × 305"	⅝" Pitch × ¼" wide				Rear

Models 50, ES2, 88 & 99, available with S/Car specification to order.



Eric Oliver winning his Replica in the 1958 Side Car T.T. on a Standard Model 88 embodying side car specification.





G U A R A N T E E

COPY OF GUARANTEE GIVEN BY NORTON MOTORS LTD. TO THEIR DEALERS

We do not appoint agents for the sale on our behalf of our motor cycles, but we assign to motor cycle dealers distributing rights. No such dealer is authorised to transact any business, give any warranty or make any representation, or incur any liability on our behalf.

CONDITIONS OF SALE AND GUARANTEE

We give the following guarantee with our motor cycles, motor cycle combinations and sidecars, including all accessories and component parts other than tyres, saddles, chains and lighting and electrical equipment and other accessories and component parts supplied to the order of the purchaser and differing from those comprised in the standard specifications supplied with our motor cycles, motor cycle combinations and sidecars, but including accessories and parts supplied by way of exchange as hereinafter provided. This guarantee is given in place of any implied conditions or warranties or any liabilities whatsoever statutory or otherwise no guarantee except that hereinafter contained and no condition or warranty whatsoever statutory or otherwise is given or is to be implied, nor are we to be under any liability whatsoever except under the guarantee hereinafter contained. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet or other publication shall not be construed as enlarging, varying or over-riding anything herein contained. In the case of machines (a) which have been used for "hiring out" purposes, or (b) any motor cycle and/or sidecar used for any dirt track, cinder track or grass track racing or competition (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition), or (c) machines from which the trade mark, name or manufacturing number has been altered or removed, or (d) any machines in which parts have been used not supplied by or approved by the motor cycle manufacturer, or (e) any machine from which the silencing system as fitted by the manufacturer has been partially or wholly removed or interfered with, no guarantee, condition or

warranty of any kind statutory or otherwise is given or is to be implied, nor are we to be under any liability whatsoever in respect of any such machine.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for six months only from date of purchase, or date of exchange in case of any accessory or part supplied by way of exchange as hereinafter provided, and damages for which we make ourselves responsible under this guarantee are limited to the free repair of or supply of a new part or accessory in exchange for the part of the motor cycle, motor cycle combination or sidecar or accessory which may be proved defective. We undertake, subject to the conditions mentioned below, to make good in manner aforesaid any part or accessory covered by this guarantee which has proved defective, within the said period of six months. We do not undertake to replace or refix, or bear the cost of replacing or refixing any such new part or accessory in the motor cycle, motor cycle combination or sidecar. As motor cycles, motor cycle combinations and sidecars are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect. The term "misuse" shall include amongst others the following acts:—

1. The attaching of a sidecar to a motor cycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden.
2. The use of a motor cycle or of a motor cycle and sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers.
3. The attaching of a sidecar to a motor cycle by any form or attachment not provided, supplied, or approved by the manufacturers, or to a motor cycle which is not designed for such use.

We do not guarantee tyres, saddles, chains or lighting and electrical equipment, or any accessories or component parts supplied to the order of the purchaser differing from those comprised in the standard specifications supplied with our motor cycles, motor cycle

combinations or sidecars. As regards all such tyres, saddles, chains, lighting and electrical equipment, accessories and component parts, no guarantee, condition or warranty of any kind statutory or otherwise is given or is to be implied, and we are to be under no liability whatsoever in respect thereof.

CONDITIONS OF GUARANTEE

If a defective part or accessory should be found in our motor cycles, motor cycle combinations or sidecars, or in any part or accessory supplied by way of exchange as before provided, it must be sent to us CARRIAGE PAID, and accompanied by an intimation from the owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the date of the purchase or the date when the alleged defective part or accessory was exchanged as the case may be.

Failing compliance with the above, such articles will lie here at THE RISK OF THE OWNER, and this guarantee and any implied guarantee, warranty or condition shall not be enforceable.

REPAIRS

Any motor cycle, motor cycle combination or sidecar sent to us to be plated, enamelled or repaired will be repaired upon the following conditions, i.e., we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed, and this guarantee is in lieu and in exclusion of all conditions and warranties statutory or otherwise and all liabilities whatsoever and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

NO EXCHANGE OR REPLACEMENT WHATEVER WILL BE CONSIDERED UNTIL PARTS HAVE BEEN PRESENTED TO US FOR EXAMINATION—CARRIAGE PAID.

Prices and specifications subject to alteration without previous notice.

NORTON MOTORS LTD. BRACEBRIDGE ST. BIRMINGHAM 6

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Telegraphic Address: "NORTOMO BIRMINGHAM"