

FOR 1959

NORMAN

MOTORCYCLES & MOPEDS



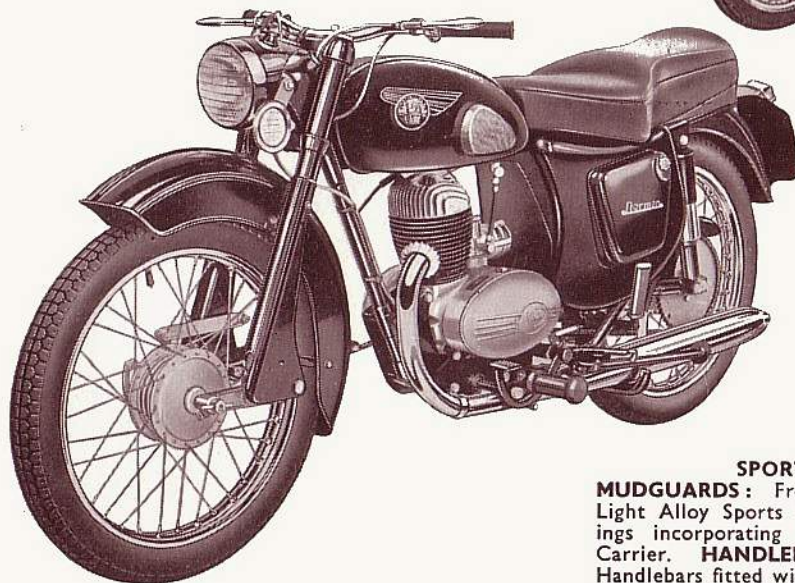
B2/S 197 cc

SPECIFICATION

ENGINE: Villiers 2-stroke 198 c.c. 9E 3-speed and 9E 4-speed unit. **FRAME:** Norman cantilever Spring frame employing Armstrong automatic two rate oil damped spring unit. **FORKS:** Norman Armstrong leading link Mark 2 pattern with oil damped spring units. Designed to give a comfortable ride over the roughest roads combined with perfect steering. **WHEELS:** Dunlop 19" Rims, Chromium Plated. Fitted with Dunlop 19" x 3" to both wheels on "Roadster", 19" x 2.75" on Front wheel of "Sports Model". **HUBS:** 5" Full width Internal Expanding brakes with 1" shoes. Journal Race Bearings which need no adjustment, are fitted. **DUAL SEAT:** New and improved pattern utilising a soft top, finest quality covering, and mounted on a spring mattress base. **TRANSMISSION:** "RENOLD" roller chain throughout, the Primary chain running in an oil bath. **STAND:** Central spring up stand. Constructed of oval section tubing and adequately stayed.

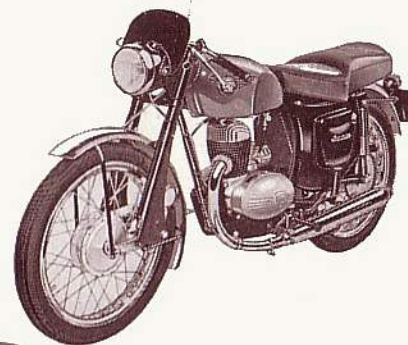
ROADSTER MODEL

MUDGUARDS: Front and rear fully valanced. Rear steel fairings incorporating Tool Box and Battery Carrier. **HANDLEBARS:** Specially designed Roadster Handlebars to ensure maximum comfort. Fully adjustable radially, chromium plated; fitted with large Front Brake and Clutch Levers. **FOOTRESTS:** Forged steel with full radial adjustment of 360 degrees, cylindrical rubber pads are fitted for maximum comfort. **PETROL TANK:** 3½ gallons capacity fitted with specially shaped knee grips, extra large Filler Cap. Chromium Plated Centre Strip. **PLASTIC Tank Badges.** **STANDARD SPECIFICATION:** Direct lighting with 5" Headlamp incorporating Dipper Switch. Horn and Tools supplied.



ROADSTER MODEL DE LUXE INCLUDES:

Rectified Lighting with 6" Headlamp, Switch, Ammeter and Stop Light. **ELECTRIC HORN.** **FINISH:** Frame and Forks "SPRA-GRANO-DISED", Enamelled High Gloss Black or Dark Metallic Blue. Pillion Footrests fitted as standard. **EXTRAS:** Special Propstand.



SPORTS MODEL

MUDGUARDS: Front and rear Polished Light Alloy Sports Pattern. Rear steel Fairings incorporating Tool Box and Battery Carrier. **HANDLEBARS:** Special Sports Handlebars fitted with Large Front Brake and Clutch Lever. Small Perspex Screen incorporating Front No. Plate.

PETROL TANK: 2½ gallons capacity with special Knee recesses. Chromium Plated Centre Strip and Plastic Tank Badges.

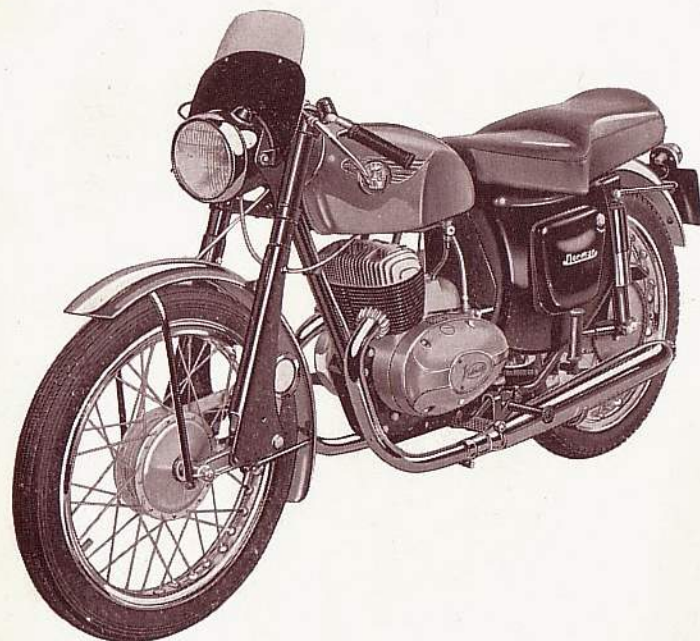
FOOTRESTS: COMPETITION TYPE.

SPORTS MODEL INCLUDES: RECTIFIED LIGHTING WITH 6" HEADLAMP SWITCH AND AMMETER, ELECTRIC HORN.

FINISH: Frame and Forks "SPRA-GRANO-DISED". Enamelled High Gloss, Black with Red Tank. Pillion Footrests fitted as standard.

EXTRAS: Special Propstand, Racing Alloy Rims.

B.3. 250 cc



SPORTS MODEL

MUDGUARDS: Front and rear Polished Light Alloy Sports Pattern. Rear Steel Fairings incorporating Tool Box and Battery Carrier. **HANDLEBARS:** Special Sports Handlebars fitted with large Front Brake and Clutch Lever. Small Perspex Screen incorporating Front No. Plate.

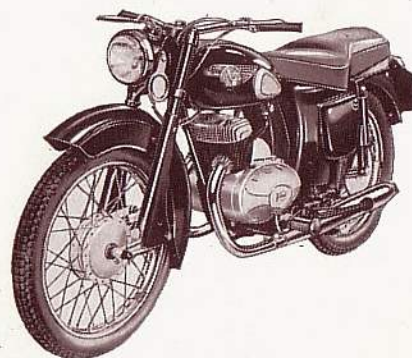
PETROL TANK: 2½ gallons capacity with special Knee recesses. Chromium plated Centre Strip and plastic Tank Badges. **FOOTRESTS:** COMPETITION TYPE.

SPORTS MODEL INCLUDES: RECTIFIED LIGHTING WITH 6" HEADLAMP SWITCH AND AMMETER, ELECTRIC HORN.

FINISH: Frame and Forks "SPRA-GRANO-DISED". Enamelled High Gloss Black with Red Tank.

Pillion Footrests fitted as standard.

EXTRAS: Special Propstand. Racing Alloy Rims on Sports Model.



ROADSTER MODEL

MUDGUARDS: Front and rear fully valanced. Rear Steel fairings incorporating Tool Box and Battery Carrier. **HANDLEBARS:** Specially designed Roadster Handlebars to ensure maximum comfort. Fully adjustable radially. Chromium plated, fitted with large Front Brake and Clutch Levers. **FOOTRESTS:** Forged steel with full radial adjustment of 360 degrees, cylindrical rubber pads are fitted for maximum comfort. **PETROL TANK:** 3½ gallons capacity, fitted with specially shaped knee grips, extra large Filler Cap. Chromium Plated Centre Strip. Plastic Tank Badges. **STANDARD SPECIFICATION:** Direct lighting with 5" Headlamps incorporating Dipper Switch. Horn and Tools supplied.

ROADSTER MODEL DE LUXE INCLUDES:

Rectified Lighting with 6" Headlamp, Switch, Ammeter and Stop Light. ELECTRIC HORN. **FINISH:** Frame and Forks "SPRA-GRANO-DISED", Enamelled High Gloss Black or Dark Metallic Blue.

Pillion Footrests fitted as standard.

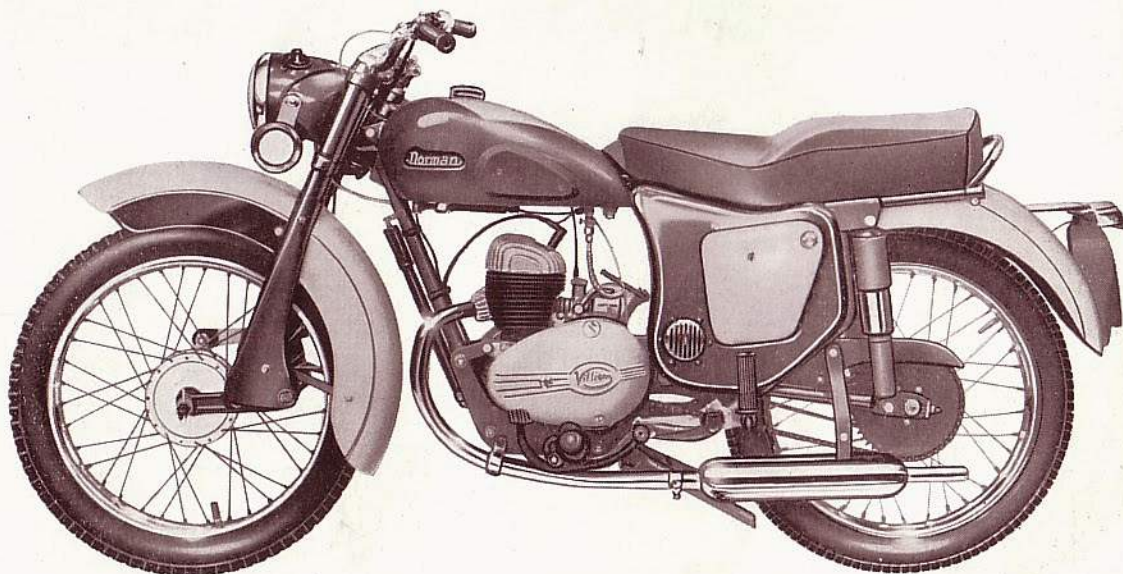
SPECIFICATION

ENGINE: Villiers 2T Twin 249 c.c. fitted with 4-speed gearbox and kick start in unit construction. Flywheel magneto and electrical generator. **FRAME:** Norman Cantilever spring frame employing Armstrong automatic two rate oil damped spring units. **FORKS:** Norman Armstrong leading link Mark 2 pattern with oil damped spring units. These have proved on test to be a great advance over the usual type of telescopic fork and give a very comfortable ride over the roughest of going combined with perfect steering. **WHEELS:** Both wheels are built with Dunlop 19" WMI rims fitted with Dunlop 19" x 3" tyres, 19" x 2.75" on Front Wheel of Sports Model. **HUBS:** Front wheel is fitted with "full width" 6" hub and rear wheel with "full width" 5" hub internal expanding brakes with 1.1/16" wide shoes front and 1" wide shoes rear. Both hubs employ journal race bearings which need no adjustment in use. The front hub is provided with knock-out spindle for instant removal and the front brake anchor plate is arranged to float on a special bearing to ensure maximum efficiency. **DUAL SEAT:** New and Improved pattern utilising a soft top, finest quality covering and mounted on a spring mattress base. **TRANSMISSION:** "RENOLD" roller chain throughout, the primary chain running in an oilbath. **STAND:** Central spring up stand constructed of oval section tubing and adequately stayed. Additional specially designed Prop stand of robust construction. Easy to operate.

B/S 150 CC

SPECIFICATION

ENGINE: Villiers 2-stroke 150 c.c. 30c. 3-speed unit. **FRAME:** Norman Cantilever Spring frame employs two rate automatic spring boxes which permits two rates of springing for solo or a pillion passenger. Built throughout with best quality steel tubing and brazed to ensure complete rigidity. **FORKS:** Designed specially for the Norman Spring frame are the Armstrong link action oil damped forks. These have proved on test to be a great advance over the usual type of telescopic fork and give a very comfortable ride over the roughest of going combined with perfect steering. **FOOTRESTS:** Forged steel and fully adjustable radially through 360 degrees, fitted with rubbers. Fold up Pillion Footrests fitted as standard. **WHEELS:** Dunlop 19" WMI Rims fitted with Dunlop 19" x 3" tyres. Both have "full width" 5" internal expanding brakes with 1" wide shoes. **HUBS:** Front and rear have been specially designed to suit the spring frame, journal race bearings which need no adjustment are used, lubrication by packing with grease annually is all the attention needed. **MUDGUARDS:** Front and Rear are fully valanced and adequately stayed. Rear Steel fairings incorporating Tool Box and Battery Carrier. **SADDLE:** Is a soft top dual seat of finest quality fitted to built on sub-frame. **TRANSMISSION:** "RENOLD" roller chain throughout, the Primary running in an oil-bath whilst the main driving chain is protected by an efficient heavy gauge pressed steel guard. **STAND:** Central spring-up stand constructed of special section steel tubing is fitted, of all welded construction with extra wide base.



HANDLEBARS: Have been specially designed to ensure the maximum of comfort and control, fully adjustable radially all chromium plated.

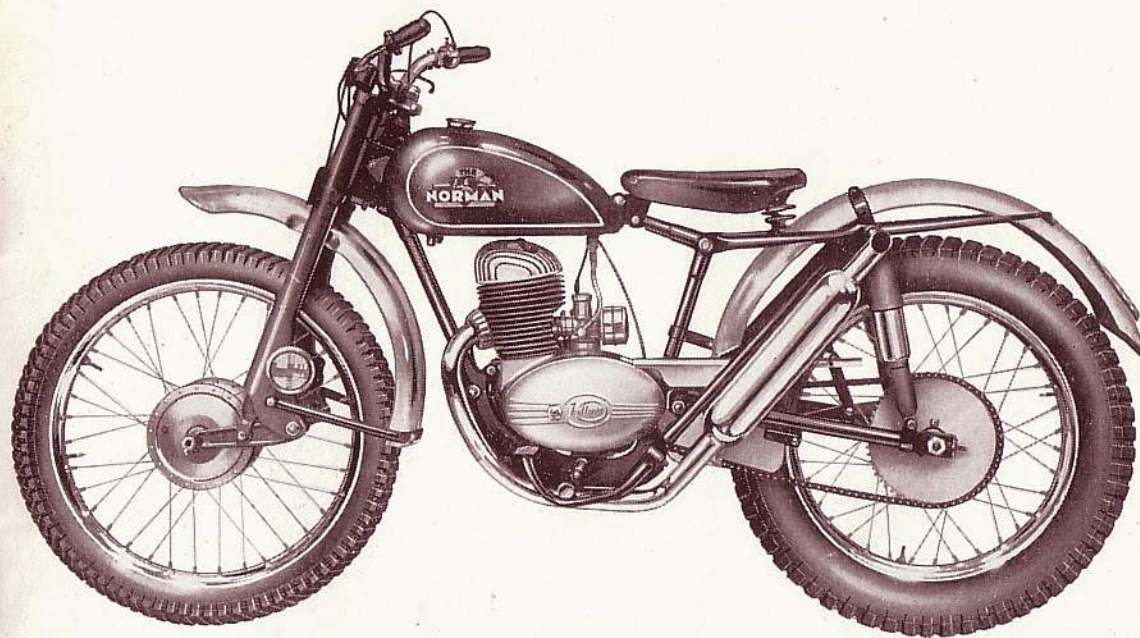
PETROL: 2½ gallons capacity, fitted with Knee grips and large Filler Cap.

EQUIPMENT: Standard Equipment includes: Inflator, Horn, Tool Box and Tools.

FINISH: Frame and Forks, etc., "SPRA-GRANODISED".

COLOUR: "Two Tone" Dark Metallic and Light Blue enamel finish. Dual Seat in Blue Leather Cloth.

COMPETITION MODEL B2/C



PETROL TANK: Of special design to suit the Competition frame with a capacity of $1\frac{1}{2}$ gallons.

EQUIPMENT: Includes tool kit, inflator, bulb horn and Competition number plate. Smith Chronometric speedometer driven from the engine gearbox. Lighting equipment is not fitted to this model.

GEARS: Special gearing for Competition work utilising a 56T rear hub sprocket giving the following gear ratios: 1st, 25.6; 2nd, 14.58; 3rd, 9.57; top, 7.05. A range of sprockets between 50T and 58T are available and can be substituted to special order.

FINISH: In Norman colours of Black and Maroon. Mudguards polished aluminium and all usual parts chromium plated.

SPECIFICATION

ENGINE: Villiers 197 c.c. 2-stroke 9E Competition Engine, incorporating 4-speed gearbox with foot operation and kick starter in Unit Construction. **CARBURETTOR:** This instrument is by Villiers and is standard on this machine. **FRAME:** The Norman Competition frame allows for the engine to be offset to give the extra chain clearance necessary with the Universal Competition tyre. It is of tubular construction, brazed and bolted and built with Reynolds 'A' quality tubing. The well-known Norman cantilever rear springing is incorporated and makes use of Armstrong two rate Automatic rear suspension units. **FORKS:** The Competition version of the well-known Armstrong bottom link oil damped forks are used on this model. This type of fork has been well tried and has proved ideal for Competition work. **FOOTRESTS:** These are forged from EN.8Q steel and are adjustable radially over 360 degrees. Provision is made for three alternative positions. This, with the adjustable saddle mounting allows for a position to suit any rider. **WHEELS:** These are built with Dunlop rims utilising a 21" WMI Rim for the front wheel and a 19" WM2 Rim for the rear. Tyres are Dunlop, front 21" c 2.75", rear 19" x 4". 6" internal expanding hub brakes are fitted to both wheels. Security bolts are fitted to both front and rear. **HUBS:** Designed especially for the Competition Model. Both front and rear fitted with journal race bearings. **MUDGUARDS:** Both of 5" ribbed section and constructed of light alloy. Stays have both strength and rigidity and are specially designed for this machine. **SADDLE:** Dunlop Drilastic top, adjustment at the nose and back. **TRANSMISSION:** "RENOLD" Roller chain throughout, primary chain running in an oilbath. The main driving chain protected by a light alloy chainguard. **STAND:** A side prop stand is fitted as standard. **HANDLEBARS:** "Special Competition bend" designed for Competition work they are adjustable radially.

Lido

SPECIFICATION

FRAME : Pressed steel, combining great strength with lightness and streamlined elegance. Tank of 1 gallon capacity.

ENGINE : Villiers 50 c.c. 2-speed gear.

SUSPENSION : Front fork of pressed steel with spring forward link action, giving excellent steering and comfort without "whip". Rear swinging arm with long coil springs in chromium plated guides.

WHEELS : Dunlop 23" x 2.25" white wall tyres. Chromium plated rims. Full width hubs.

LIGHTING SYSTEM : 6 volt 17 watt lighting from flywheel magneto.

PROTECTION : Very deep mudguards, large engine cover plates, full length chainguard.

LUGGAGE CARRIER : Pressed steel, with locking toolbox. Dual seat can be fitted at extra price.

FINISH : Attractive duotone colour schemes — Dove Grey and Blue and Two Tone Green.

EQUIPMENT : Pump, tool set, electric horn.

We reserve the right to incorporate improvements or to alter specification without notice on all our models.



Nippy

SPECIFICATION



ENGINE : Villiers 50 c.c. incorporating 2-speed gear, pedal starting in stationary position, with flywheel magneto and 6 volt 15 watt lighting.

FRAME : Pressed steel of patented design incorporating petrol tank, 1 gallon capacity. With rear Springing. All weather protection from deep valanced rear mudguard, full length chainguard. Tubular rear carrier including metal tool box and pump. Spring clip on carrier for parcel carrying. Centre stand of robust construction.

FRONT FORK : Pressed steel. Sprung with forward link action.

WHEELS : Dunlop 23" x 2" chromium plated rims fitted with wide barrel hub brakes, front and rear. Dunlop 23" x 2" tyres.

TRANSMISSION : By heavy duty roller chain $\frac{1}{2}$ " x $\frac{3}{16}$ ".

SADDLE : Cantilever or best quality mattress type.

FINISH : "SPRA-GRANODISED". Burgundy Flamboyant or Black, lined Gold. White wall tyres fitted to Black Model. Specification includes Electric Horn.

G U A R A N T E E

CONDITIONS OF SALE AND GUARANTEE

We give the following guarantee with our motor cycles and auto-cycles, including all accessories and component parts other than tyres, saddles, chains and lighting and electrical equipment and other than accessories and component parts supplied to the order of the Purchaser and differing from those comprised in the standard specifications. 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.

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 or accessory which may have 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.

As motor cycles and auto-cycles 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 in the following act:—

The use of 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.

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. 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, 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.

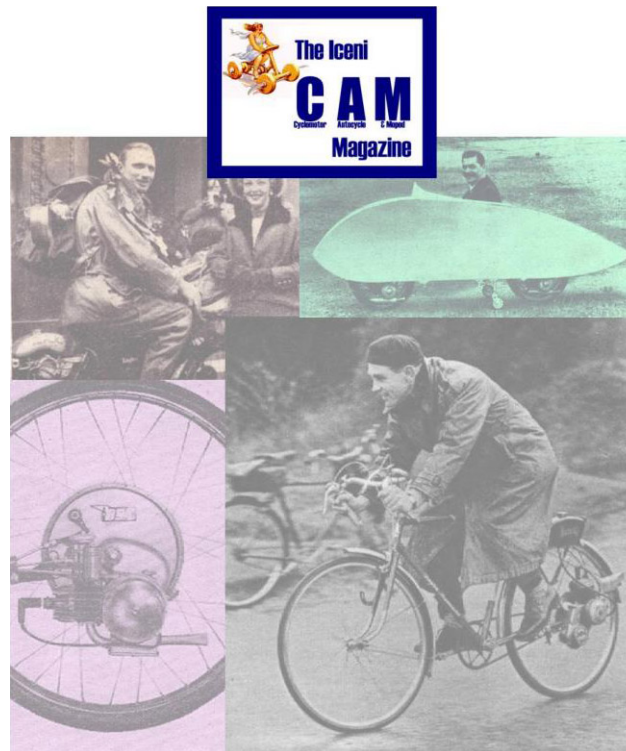
Failing compliance with the above, such articles will lie here at **THE RISK OF THE OWNER**, and this guarantee and any implied guarantee warranty or condition shall not be enforced.

We reserve the right to alter specifications and/or prices without notice



● ● NORMAN CYCLES LIMITED, ASHFORD ● ●

IceniCAM On-Line Library



www.icenicam.org.uk