

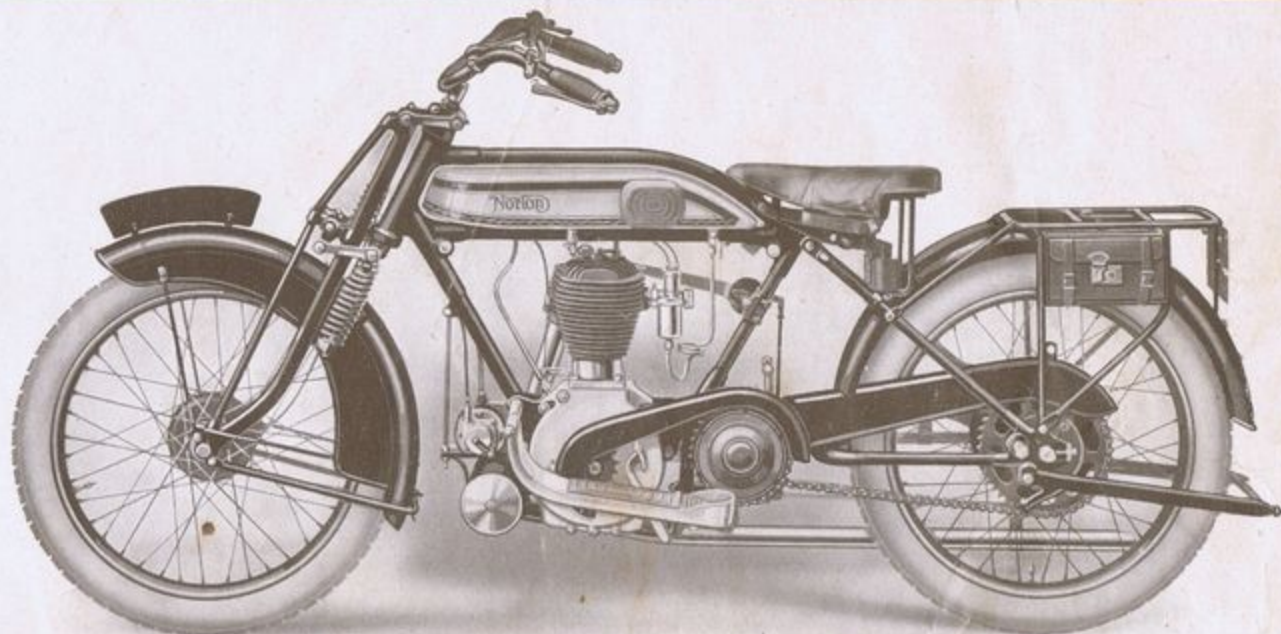
# Norton

## The NORTON "BIG FOUR" 6.33 h.p.



**Model No. 1**

Code Word: "CHAFOUR"



With a Bore and Stroke of 82 m/m and 120 m/m respectively. Capacity, 633 c.c. The Engine is equivalent in power to the average "Big Twin." 3-speed Gear Box. Kick Starter and Hand-controlled Clutch. 700 m/m by 80 m/m Heavy Cord Tyres, Internal Expanding Hub Brakes on both wheels. Pneumatic Foot Boards and Kneegrips. Approximate Tank Capacity: Petrol 2 gals., Oil 3 pints. Weight 278 lbs. 1½ in. Exhaust Pipe to a 2,000 c.c. Expansion Chamber, with a long 1½ in. Tail Pipe. Patented Shock-absorbing Device is incorporated in Rear Hub. Grease Gun Lubrication.

Chain Case may be fitted at an extra charge.

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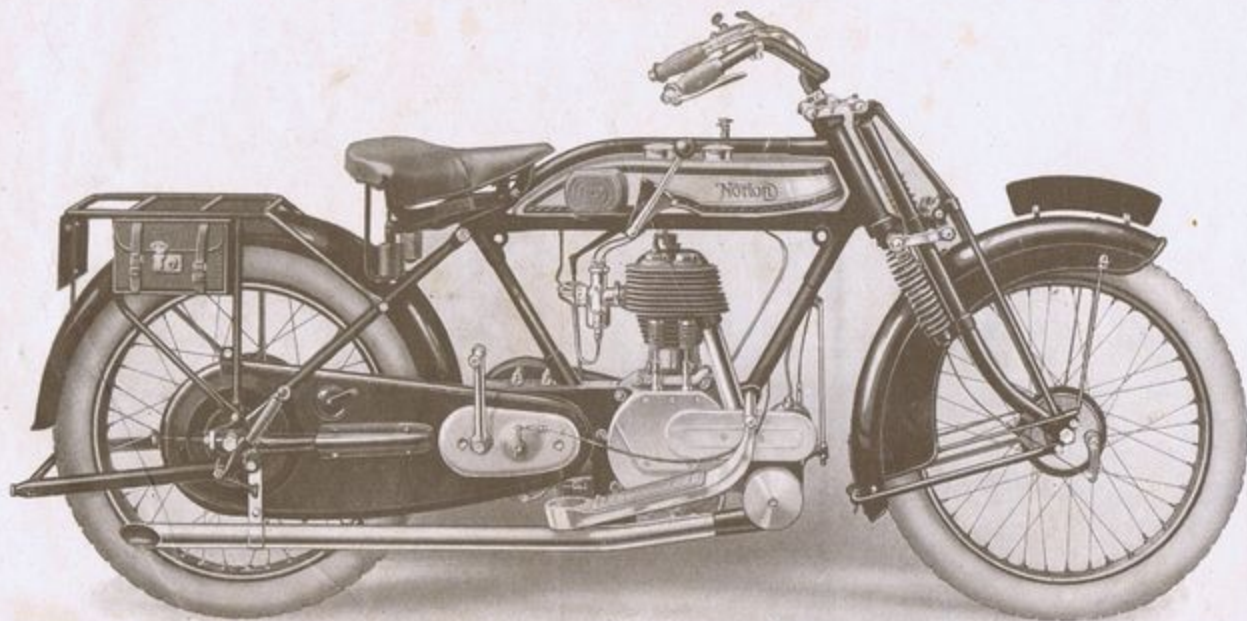
# Norton

## The NORTON "BIG FOUR" 6.33 h.p.



Model No. 14

Code Word : - "FORFOR"



The NORTON "BIG FOUR" Machine here illustrated is identical with the machine described on the previous page, with the exception that a Norton 4-speed Gear Box is fitted and a totally-enclosed Chain Drive. This Box gives the following ratios:—Top, 5.34; Third, 6.95; Second, 9.02; Low, 15.9.

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# Norton

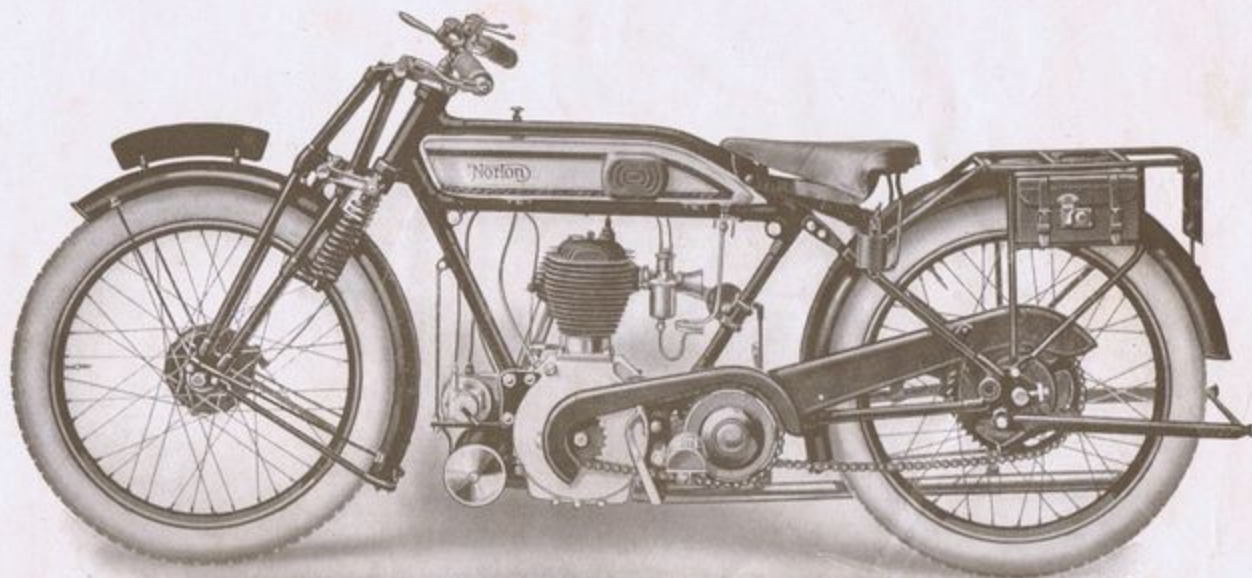
## 4.90 h.p. SPORTS NORTON



5

Model No. 16 H

Code Word: "TOURO"



Engine 79 m/m Bore  $\times$  100 m/m Stroke—490 c.c. 3-speed Gear Box. Standard Gear Ratios are: Top,  $4\frac{1}{2}$ ; Middle,  $7\frac{1}{2}$ ; Bottom, 12. Approximate Tank Capacity: Petrol  $1\frac{3}{4}$  gals, Oil 3 pints. Ground Clearance approximately 4in. Weight 252 lbs. Tyres, 700 m/m  $\times$  80 m/m Heavy Cord. Pneumatic Footrests and Kneegrips. Internal Expanding Hub Brakes to both wheels. Grease Gun Lubrication. Patented Shock-absorbing Device is incorporated in Rear Hub. Silencing arrangements as on the "Big Four," but a straight-through Exhaust with special Muffler may be fitted as an alternative if desired.

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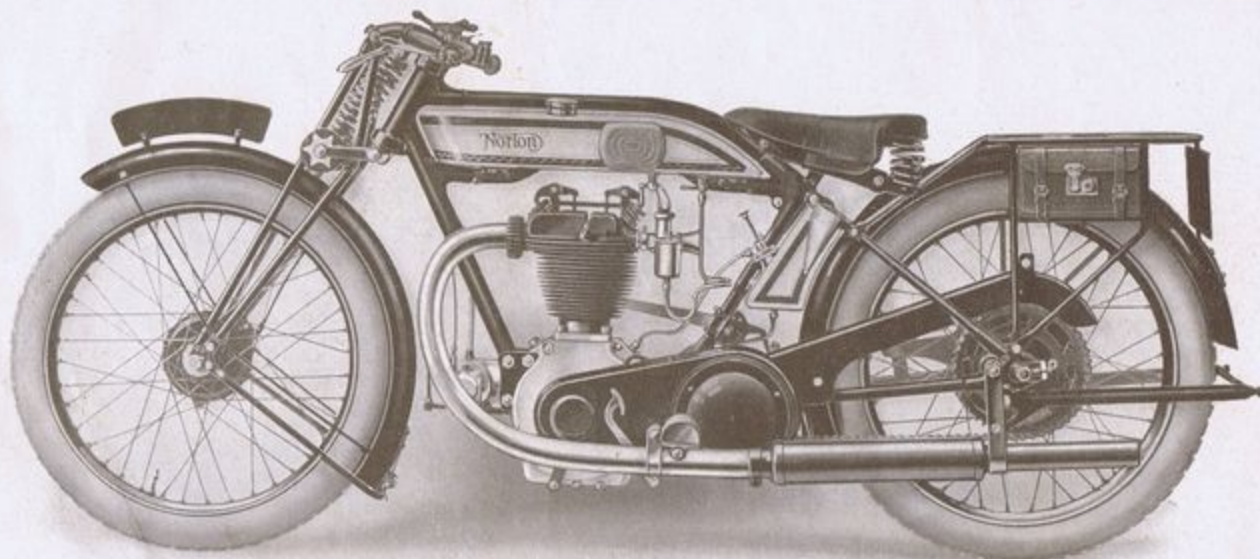
# Norton

## 4.90 h.p. O.H.V. NORTON



### Model No. 18

Code Word • "SPEDY"



Engine, 79 m/m Bore x 100 m/m Stroke—490 c.c. 3-speed Gear Box. Close Ratio Gears are fitted unless otherwise ordered: Top, 4; Middle, 5.6; Bottom, 7.2. Internal Expanding Hub Brakes to both wheels. Separate Oil Tank with Mechanical Oil Pump. Pneumatic Footrests and Kneegrips. 700 m/m x 80 m/m Tyres are fitted as standard. Forks as illustrated, or "Druid" type optional. Tank Capacity, approximately: Petrol 2 gals., Oil 3 pints. Patent Shock-absorbing Device is incorporated in Rear Hub. Grease Gun Lubrication. Front Chain Lubrication.

Narrow Racing Mudguards with flat stays, and a special Narrow Tank holding approximately  $\frac{3}{4}$  gallon of petrol, can be supplied in addition to standard equipment, at extra charges. The machine may then be used for sprint work as well as long distance racing and touring.

**Model No. 19** Specification exactly as above, but with  
588 c.c. Engine.

5.88 h.p.

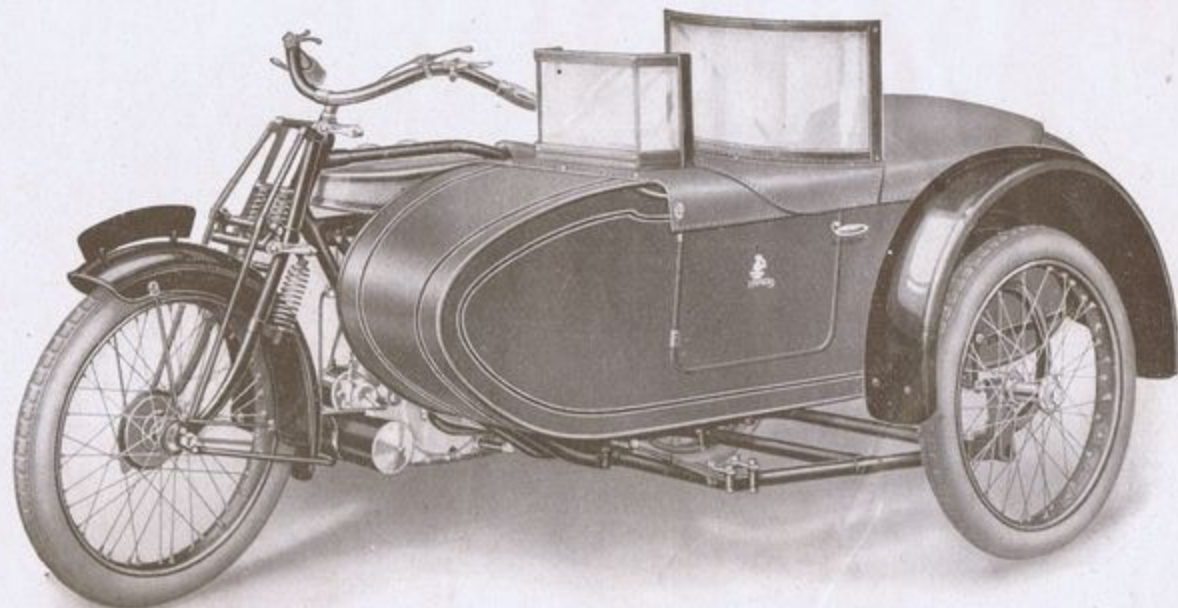
Code Word: "POWER"

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# Norton

## FAMILY SIDECAR



This Sidecar body has been entirely re-designed and is available for those who need an additional Child's Seat, suitably placed. This is situated in front of the main passenger seat and is much preferred to the seat behind the passenger, offering more protection and safety. Special attention has been paid to the comfort of the Passengers, ample leg room being available even when the auxiliary seat is in use. A locker at the rear is available for luggage.

Complete Sidecar with all Equipment as illustrated

Sidecar (with "Cover-all" Apron only)

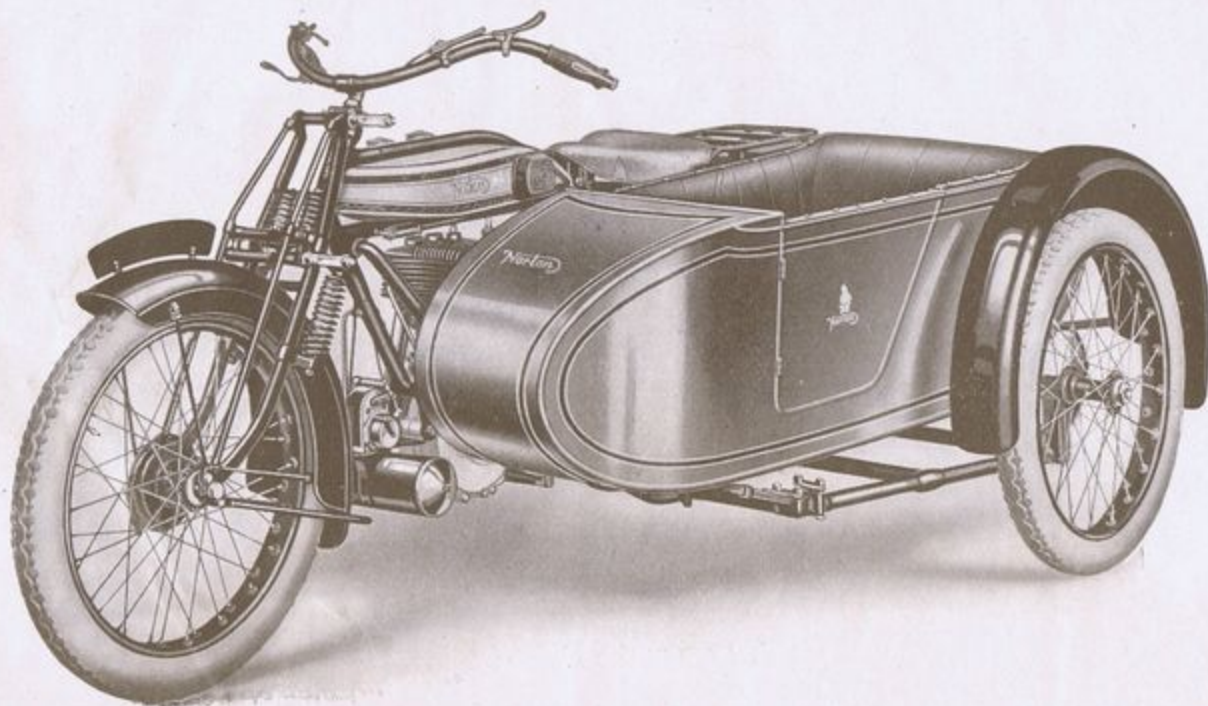
Sidecar without Auxiliary Seat and with Single Screen

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# Norton

## STANDARD SIDECAR



Embodying the essentials of touring comfort and convenience. This roomy body, with removable spring seat, and with spring back, is designed on lines which give a minimum of wind resistance and power absorption. It has a particularly long and sloping seat, giving good support to the limbs, in order to avoid fatigue during long journeys. The doorway is so designed that the usual difficulty and inconvenience of entering and leaving are entirely eliminated. Weight 132 lbs. The Mudguard is of the "silent" type, balanced on the inside and sprung with the body.

Triplex Screen and Dash Front may be fitted at an extra charge.

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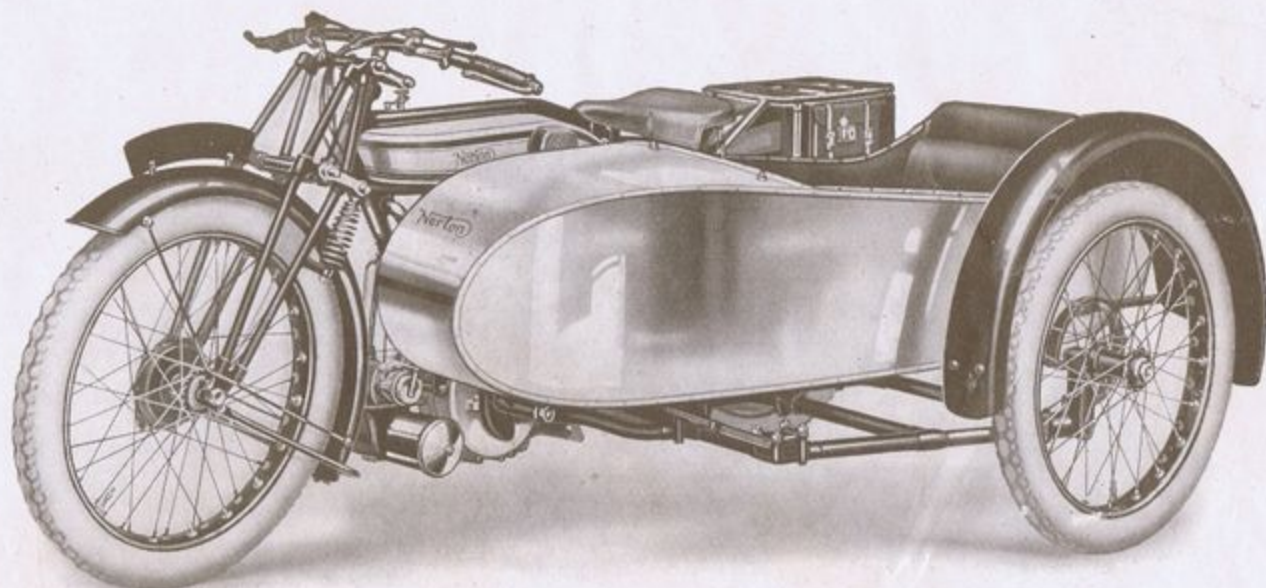


# Norton

## LIGHT SPORTING SIDECAR



13



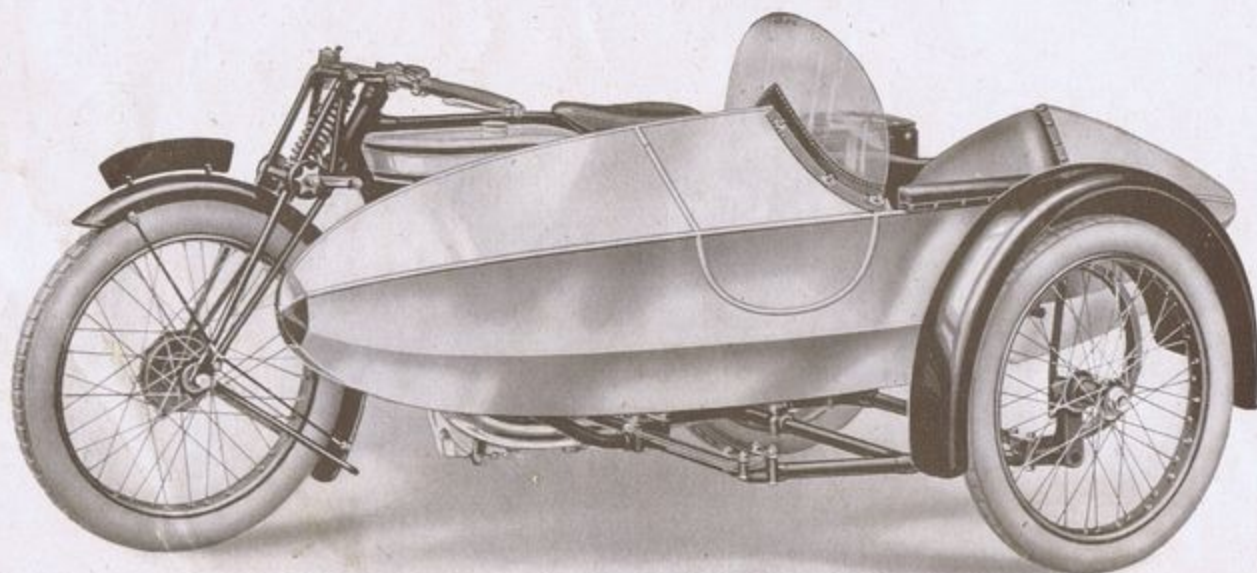
Designed for the use of riders who object to the bulk and weight of the purely Tourist types. This model, the body of which is of Polished Aluminium, is attractive, comfortable and — unlike most of the “Light” types — very well sprung. A removable back seat, adjustable for position, and a well-padded loose Cushion Seat, are standard, whilst the semi-streamline contour of the body reduces wind resistance to a minimum. The Chassis is identical with that of the “Standard” Model.

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# Norton

## SEMI-SPORTS TOURING SIDECAR



This body has been evolved for the requirements of those who, whilst desiring a light Sidecar of "sporty" appearance, also insist on comfortable and roomy accommodation for the passenger, which is not always found in the orthodox Sporting Sidecar. The body is pleasing in appearance, being made in polished aluminium.\* The chassis is of the "De Luxe" type.

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