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Norton[®]

MOTORCYCLES



961SE
COMMANDO

Introduction

Welcome to the official Norton 961 Commando SE information brochure. As you are aware the Norton brand has been brought back to the UK and Norton Motorcycles (UK) Ltd has secured 15,000 sq ft factory premises at the prestigious Donington Park Grand Prix circuit.

We wanted you to be the first to experience inside information on the Norton 961 Commando SE which will be available to purchase in the second half of 2009.

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www.donington-park.co.uk

“ This is the beginning of a new and exciting era in a brand that was started over 100 years ago by James Lansdowne Norton. Norton stands for performance and excellence. ”

Stuart Garner
CEO, Norton Motorcycles (UK) Ltd.

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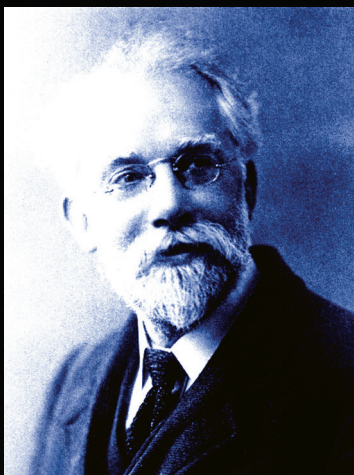
MCN – WORLD EXCLUSIVE FIRST TEST!

Phil West, Executive Editor had the first ride on the Norton Commando 961 and commented “this chassis feels instantly right: slender and lithe – yet more manly than a Monster: taut, crisp and classy, with quality parts”

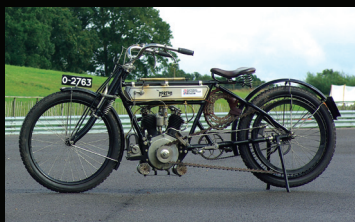
Phil then went on to say “I’ve ridden so called ‘inspirational’ production bikes which fail to come close to the Norton’s mouth watering style, impressive finish and peerless specification. It’s a bike, I would be proud to have in my garage.”



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James Norton



Rem Fowler 1907 TT Winner



1952 Geoff Duke

Brand History

The Norton Company was formed in 1898 by James Lansdowne Norton, known to all as 'Pa' Lansdowne because of his paternal appearance.

Although originally supplying motorcycle and bicycle parts, it was not long before the first Norton motorcycles were produced - in 1902 - using French and Swiss engines. It was not until 1908, however, that the company produced the first Norton engined bike. It was powered by a single cylinder side valve unit, the provenance of which can be traced through a series of engines powering bikes into the 1950s.

In 1907 Rem Fowler had won the Isle of Man twin cylinder class riding a Norton and this marked the beginning of a strong racing tradition for Norton.

Success in the very first Isle of Man TT race, followed by wins at Brooklands and other European races helped cement Norton's reputation as a builder of serious road and race bikes of performance and reliability.

From 1916 Norton motorcycles carried the famous Norton logo on their tanks.

By the mid 1930s, Norton was producing nearly 4000 road bikes annually and racing bikes based upon the road going models. Between the wars, the Isle of Man Senior TT race was won by a Norton ten times. Indeed, Norton won 78 out of 92 Grand Prix races entered between 1930 and 1937. With the onset of the second world war, Norton withdrew from racing and concentrated on road bikes, supplying nearly a quarter - over 100,000 - of all the British military motorcycles produced.

The Featherbed frame was developed for Norton in 1950 to provide a lightweight yet strong frame to help negotiate the turns of the Isle of Man track. Fitted to the Manx Nortons, it proved very successful, improving the bikes' handling and contributing, in no small way, to the success of legends such as Geoff Duke and John Surtees.

1949 had seen the introduction of the twin cylinder Dominator and by 1951 the Dominator was available with the featherbed frame, as were other Norton Café Racers. Indeed this frame was so successful and popular that demand for the more traditional framed bikes diminished rapidly.

By the end of the 1952 season, Geoff Duke, riding for Norton, was the world champion in both the 350cc and 500cc classes and was awarded the OBE.

The Earls Court Motor show of 1961 heralded the introduction of the Commando, over 50,000 of which were to be produced and sold over the next decade or so.

In the 70s, Norton raced under the sponsorship of John Player and the commercial success of the Commando was underlined by the 'Norton Girls' campaign. However, by 1976, Norton along with other great British marques has been driven to the brink of extinction by recession and overseas competition; it was in this year that the last Commando was produced.

Following development in the US and more recently the UK, the new Commando 961 special edition is now available once again.

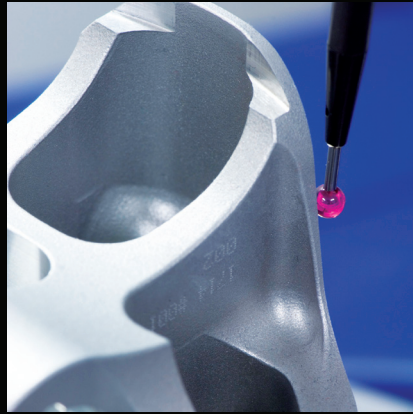


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World Class Con



MCT Partnership

The engine in the Norton Commando has been thoroughly engineered to make the 961cc parallel twin deliver the expectations of refinement, durability and compliance with forthcoming emissions and noise legislation; it was a requirement of the design brief that this must be achieved whilst maintaining the classic lines of the Commando.

Menard Competition Technologies (MCT), who have an enviable reputation for engineering race and production engines at their impressive facility deep within 'Motorsport Valley' in Oxfordshire, United Kingdom were ideally qualified to undertake such a challenge.

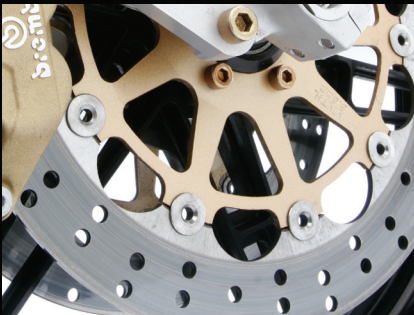
MCT has full design, manufacturing and testing capability as well as very considerable automotive experience, and this combination of skills was vital to the success of the Commando engine project ensuring a powerful, reliable and charismatic beat for the Commando's heart.

Charlie Bamber, Commercial Director of MCT summed up MCT's commitment, "it's a great privilege to be playing a role in the rebirth of a brand as important as Norton. We share in the passion and ambition of Norton and know that Stuart Garner and his team at Norton Motorcycles are well placed to build on the legacy of a truly iconic name"



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mponents



BREMBO currently operates in 3 continents with production plants in 11 countries.

At present, Brembo employs nearly 6000 people of which over 9% are engineers and product specialists working in research and development.



OHLINS has been an intricate part of the motorsport industry for more than 30 years.

Ohlins commitment is to deliver superior quality products with a minimum impact on the environment.



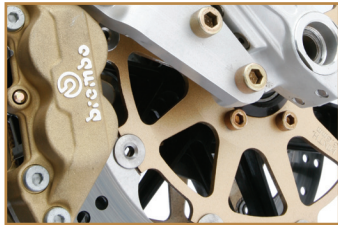
BLACKSTONE TEK (BST) designs and manufactures products from carbon composites, specialising in structural parts including motorcycle wheels, frames and sub-frames.



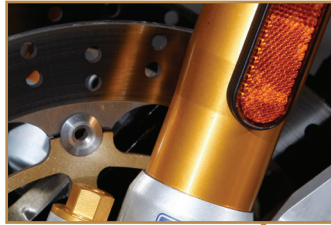
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The carbon pack on the Commando SE consists of front and rear wheels, front mudguard, headlight mounts, rear hugger, chain guard and rear number plate hanger.

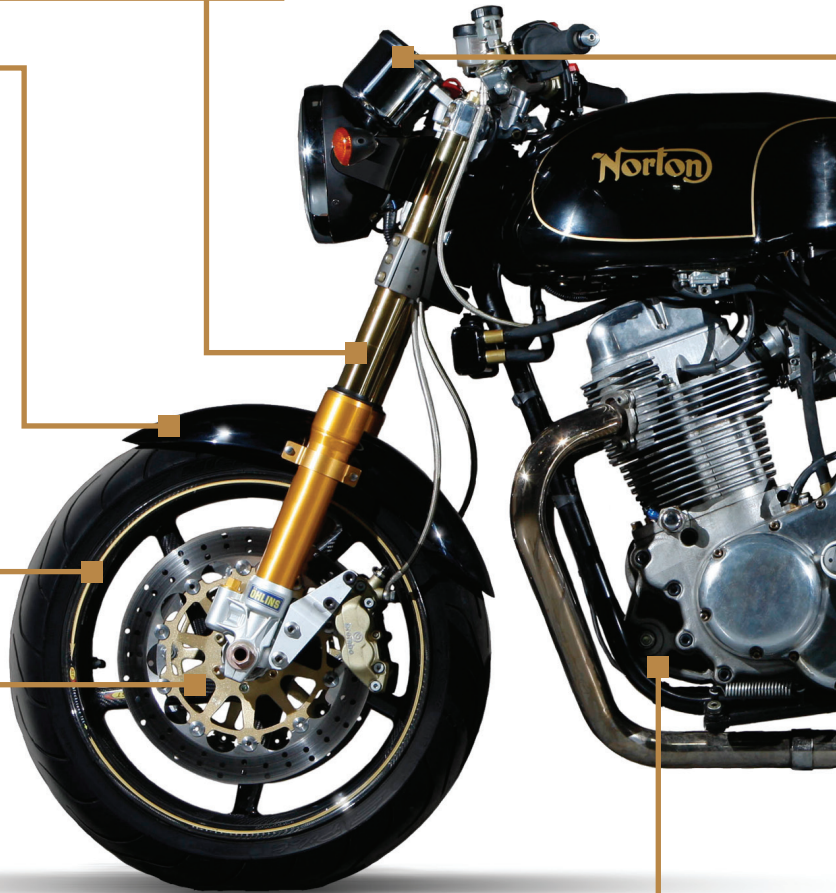
Lightweight BST carbon fibre wheels are fully TUV approved to guarantee durability and reliability.



Axially mounted Brembo callipers combined with Brembo 320 mm discs provide impressive braking capability whilst maintaining the classic styling of the Commando.



Fully adjustable 'right way up' Ohlins forks enhance the classic lines of the Commando whilst maintaining modern levels of ride and handling.



The frame is of steel tubular construction with integral oil tank, fully re-engineered using the latest CAD/CAM techniques to give the right balance of stiffness, weight and durability.



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Traditional looking analogue instruments are fully electronic and manufactured using the latest technology to ensure modern levels of reliability and usability.



Ohlins twin rear suspension units with remote reservoirs are fully adjustable with pre-load, rebound and compression damping adjustment.

The exhaust system complies with drive-by noise regulations and contains two 3-way catalytic converters to adhere to latest emissions legislation.



Lightweight BST carbon fibre wheels are fully TUV approved to guarantee durability and reliability.



Fuel injection and a full engine management system have been integrated into the Commando without compromising styling.

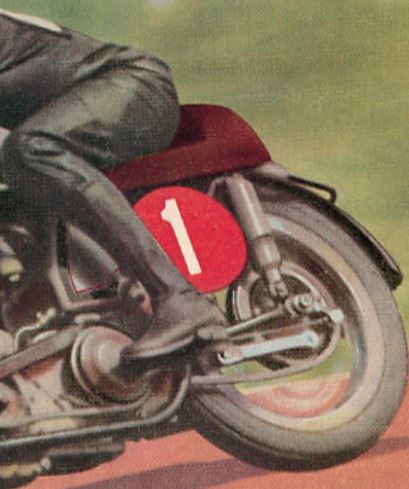
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Norton Heritage



on

THE WORLD'S BEST ROAD HOLDER



8 T.T. Races

1

9

5

3

The unapproachable
Norton
FOR 1 9 3 2



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Return of a Legend

Commando 961 SE



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Specification

FRAME

- Frame : Steel tubular cradle with integral oil tank
- Swing arm: steel construction
- Wheelbase: 1420mm (55.9 in)
- Rake: 24.5 degrees
- Trail: 99mm (3.9 in)
- Front suspension: 43mm Ohlins RWU - Adjustable preload, compression, and rebound damping.
- Rear suspension: Ohlins reservoir-style twin shocks – Adjustable ride height, preload, compression, and rebound damping
- Front wheel: 3.50 X 17" BST Carbon Fibre
- Rear wheel: 5.50 X 17" BST Carbon Fibre
- Front tyre: 120/70 X 17"
- Rear tyre: 180/55 X 17"
- Front wheel travel: 115mm (4.53 in)
- Rear wheel travel: 100mm (3.94 in)

BRAKES & HYDRAULICS

- Brembo 320mm semi-floating hi carbon stainless steel front discs
- Brembo 220mm rear disc
- Brembo 4 piston "Gold Line" axially mounted front callipers
- Brembo 2 piston "Gold Line" rear calliper
- Brembo "Gold line" front brake master cylinder
- Brembo "Gold line" hydraulic clutch master cylinder
- Brembo rear brake master cylinder
- Brembo hydraulic clutch actuation slave cylinder

CARBON PACK

- Front mudguard
- Chain guard
- Rear wheel hugger
- Rear number plate hanger
- Headlight mounting
- Front wheel
- Rear wheel

POWER ASSEMBLY

- Engine type: Parallel twin with push-rod valve actuation, dry sump
- Displacement: 961 cc
- Cooling system: Air
- Valve Actuation: Push rod, hydraulic lifter, two valves per cylinder
- Bore x stroke: 88 mm X 79 mm
- Compression ratio: 10.1:1
- Power: 80PS @ 6500RPM
- Torque: 90Nm @ 5200RPM
- Exhaust: 1 3/4" header system with merged collector and twin silencers with catalytic converters.
- Ignition: Crank fired electronic
- Euro 3 compliant with electronic fuel injection and multiple 3 way catalytic converters

TRANSMISSION

- Gearbox: constant mesh 5 speed
- Final drive: 525 "O" ring chain
- Wet clutch
- Electric start

ELECTRONICS & CONTROLS

- Charging system: 300 watt hi-output charging system
- Instrumentation: Norton electronic analogue speedo and tachometer with dual trip meters and 'hidden until lit' warning lights

MISCELLANEOUS

- Fuel tank capacity: 17 litres (4.5 US gallon)
- Dry weight: 188kg (414.5 lbs)
- Seat height: 813mm (32 in)
- Billet machined upper yoke
- Billet machined lower yoke
- Tapered aluminium handle bars



† Specifications are subject to change without notice.

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Norton Racing

Norton Racing was formed in October 2007 by Stuart Garner. The Technical Director, Brian Crighton is the brains behind the NRV588 rotary engine.

Brian had been working on the prototype Norton NRV588 Rotary Racer since 2006 which evolved directly from the racer he designed in 1995. Featured in Motor Cycle News on 10th March 1994, it was projected onward development of the Duckhams Nortons which stormed UK circuits in 1994, when Ian Simpson won the British Supercup championship.

Outstanding features of Brian's latest racer are numerous computer-controlled functions and the rear single shock absorber on one side, taking advantage of the Spondon swing arm's extreme rigidity. Many features on this machine are in common use on racetracks today, showing how far ahead of its time the NRV588 was when first conceived more than 10 years ago.

Michael Dunlop, son of the late motorcycle legend Robert Dunlop, will pilot the Norton NRV588 on its Isle of Man TT debut this year in the seniors race over the notorious circuit. Michael says "This is a fantastic opportunity to make history with Norton's return to one of the world's most famous races. It means a lot to me as I will be following in my father's bike tracks as he finished 3rd on his JPS Norton when he competed in 1990.

A limited amount of NRV588's will be going into production for track day / collectors use during 2009/10.

Follow the race team's progress at...

www.nortonracing.com



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