

FEBRUARY 1967

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MOTORCYCLE

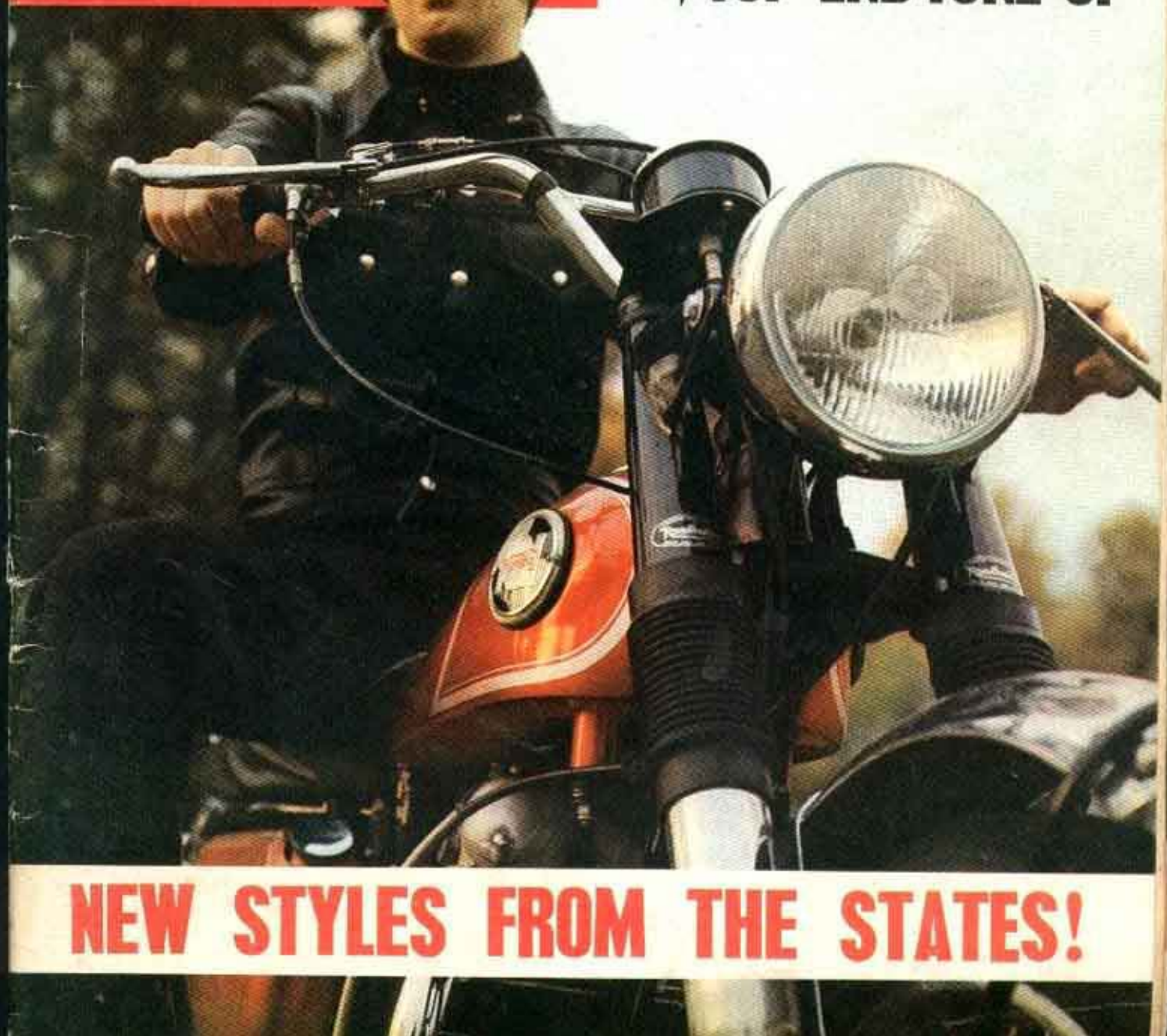
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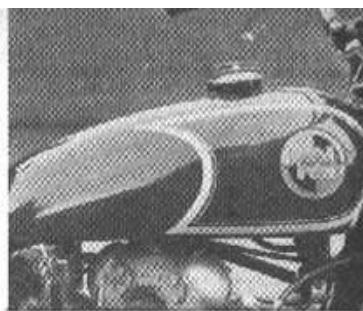


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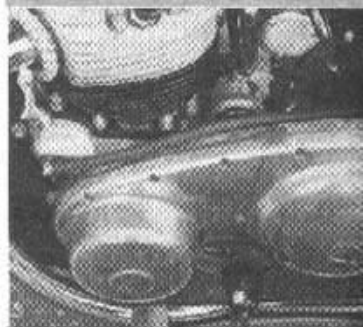
EXPORT



NORTON



Luckily the tank is fitted with a reserve tap on the other side, but 2½ gallon tank, filled to the brim, should last about 120 miles. This size and shaped tank is the same as those on US models.



The Matchless type primary chaincase cuts out a lot of the primary drive noise. The two large plugs are for clutch adjustment and filling case with oil. Note the elbowed crankcase breather from camshaft.

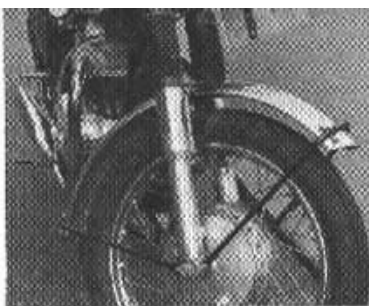


**Stateside burner
with lightweight
handling—sampled
by Jerry Clayton**

MOTORCYCLE MECHANICS



The handlebar layout is neat and functional. The main beam warning light is just behind the ammeter. The bars are strengthened by a bracing strut across the middle. Switch is easy to reach



The handling is improved by the Roadholder forks—fitted as standard. The Norton full-width front brake is really powerful. The CSR style guards give good tyre clearance and businesslike lines



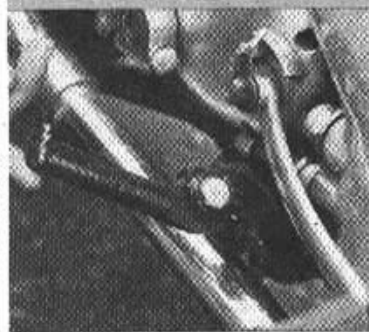
The tank is specially raised at the front, so that it clears the engine. It is rubber mounted in the normal way. The sensor diode fits under the tank. The Matchless frame has sidecar lugs fitted as on down tube



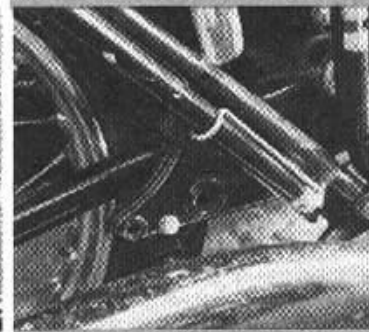
Real rough-rider's mod is this sump-guard, and it is not just a gimmick either. A strong steel sheet is clamped to the frame with large bolts. It can be unbolted for access to the sump drain plug



The battery is easy to remove as it is only secured by a rubber strap. The end pin locates in two clips under the case. The tools are stored just behind the battery, and there is enough space for more



The footrests are not fitted with rubbers and they fold away. The real snag with these rests is that in the wet, rubber soles tend to slip off them. The gearbox is the same as Atlas except for low ratios



As mentioned earlier, the Matchless frame has sidecar lugs already fitted. Just behind the lug in this picture is the hole for a pillion footrest—these were not fitted as standard equipment to test bike



This must be a centre-stand to beat all centre-stands. Although it looks as though it would be hard to get the bike up, it is really only a matter of acquiring a knack—than it's a simple task

► For several years now enthusiasts have been moaning that all the best British-made bikes have all been export models. Well, now you can buy an American scrambler-roadster, complete with high and wide bars, in this country. The Norton N15CS is in export trim except for the necessary silencers and road tyres.

In my opinion, the Norton N15CS and its Matchless counterpart, the G15CS, are a couple of the most striking motorcycles produced. Both models are identical except for the tank badges and colours.

As you step, or rather, climb astride the bike, you realise just how large the N15CS is. For short-legged riders, the size will present a bit of a problem. Once you are astride the bike, however, the wide scrambles bars give a high degree of manoeuvrability.

The rider sits bolt upright, and due to this and the saddle height he has a really good range of vision. Somehow the small tank fits between the knees comfortably and I was surprised to look down and find that my legs did not have a knock-kneed look about them.

The engine is the same as that used in the 750 Norton Atlas.

The compression ratio is still 7.6:1,

and this provided a smooth ride with an unusually wide power band. Thanks to the lower gear ratios it was possible to crawl along at just over 18 mph in top gear, without touching the clutch.

Praises enough have already been sung over the Norton gearbox, but even so it never fails to impress with its smooth, positive changes and an easily obtained neutral. The clutch blends in with this gearbox perfectly, for it is really smooth in operation and always frees cleanly.

One tiny criticism must be aimed at the kickstarter, which could have been a little longer and higher geared. The real difficulty was that the engine had to be turned over quickly to start, and this could only be achieved by a good hefty swing on the kickstarter. For some people this would mean kicking the bike over on the centre stand because of the saddle height.

However, there is a knack in getting the Norton on to the stand, for brute strength alone is not enough. The centre stand peg should be pushed to the ground, and then the foot moved on to the stand base. By pulling back and lifting, the bike can be rolled into place.

At first, it seems strange to see the Norton engine with a Matchless chaincase in a Matchless frame, but after riding the

bike, it's difficult to see why nobody thought of the marriage before. It would not surprise me to see a sudden increase in home brewed hybrids of this type.

The alloy chaincase has a soundproofing effect, cutting out a lot of the chain and clutch noise that one used to get with the thinner pressed steel Norton case. The frame is duplex with sidecar lugs incorporated. Roadholding was not quite in the featherbed class, but it was as good as that of any other marque.

Roadholder forks are fitted as standard to the N15CS, and these no doubt contribute to the handling. Naturally, with the wide bars it is easier to throw the model around, and it can be "grounded" without difficulty or worry.

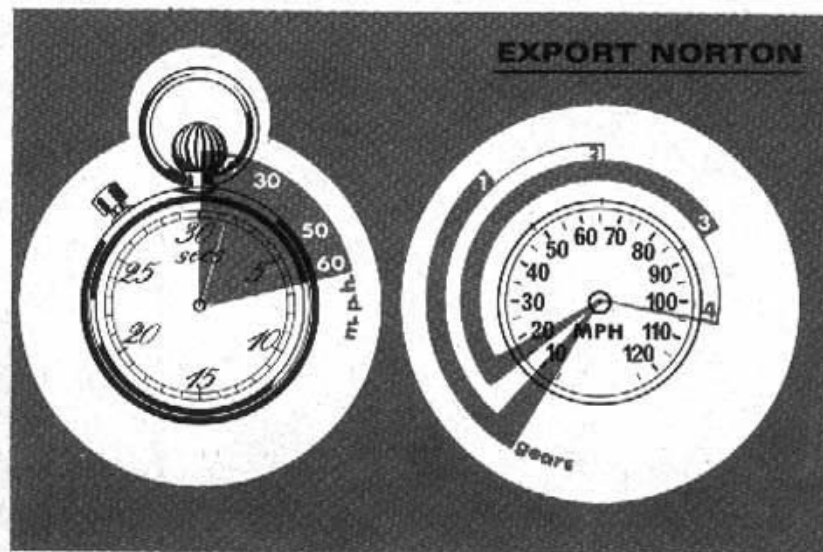
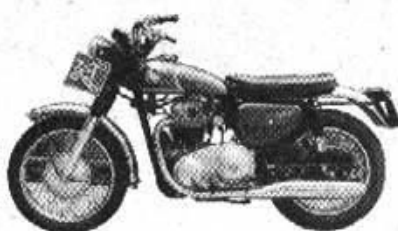
The lighting is in vogue, being 12 volt, but there is no fuse. This is a minor point, but one which an enthusiastic owner might like to attend to. Should you strike electrical trouble at any time, it's simpler and cheaper to replace a fuse than part or all of the wiring loom.

The lights are first class and it is easy to appreciate the move from 6 to 12 volt units. The headlight is very powerful and although correctly adjusted and on dipped beam, it caused a couple of indignant flashes from oncoming vehicles. Some



EXPORT NORTON

"EASY TO MANOEUVRE"



Performance

Speeds in the gears:

	Minimum	Maximum
1st	4	47
2nd	8	66
3rd	14	88
4th	17	105

Practical maximum speed—100

Acceleration:

0-10	1.20 sec.	0-50	5.20 sec.
0-30	2.90 sec.	0-60	6.50 sec.
Standing $\frac{1}{4}$ mile: 16 sec. dead.			
Terminal speed 84-62.			

Braking:

Braking from 30 mph—30 ft. 6 in. on dry tarmac with 12 stone rider.

Specification

Engine:

4 stroke parallel twin 750 cc (73 x 89 mm). Compression ratio 7.6:1. Cast iron cylinders with alloy head and rocker boxes.

Carburation:

Two Matched Monoblocs 389 and 689, $1\frac{1}{8}$ in.

Gear ratios:

1st—12.65, 2nd—8.4, 3rd—6.03, Top—4.94. These ratios are to be changed for the normal Atlas road gears in the near future.

Electrical Equipment:

Lucas alternator, zenor diode, 12 volt battery.

Fuel consumption:

Touring 63 mpg.
Town riding 48 mpg.

Average 56 mpg.

All tests using Premium grade fuel.

Brakes:

Eight-inch single leading shoe front with seven-inch single leading shoe rear. Both full width hubs.

Capacities:

Oil tank: 5.4 US pints, 4 Imp. pints.
Fuel tank: $4\frac{3}{8}$ US gallons, $2\frac{1}{4}$ Imp. gallons.
Gearbox: 1 Imp. pint.

Weight:

400 lb.

Price:

Not fixed at time of writing.

Makers:

Norton-Villiers, Plumstead Road, London, S.E.18.

people, it seems, don't want to credit a bike with good lights.

The N16CS riding position is a real boon on the open road, or in traffic. Sitting upright on a large bike, completely relaxed and in full control, it is hard to understand why people ride machines with clip-ons as low as they can possibly get them.

Tricking through traffic with wide bars on the big Norton can be likened to riding a 250 fitted with standard touring bars. The 750 does not feel as though it weighs 400 lb., and, it is easy to manoeuvre through small gaps. Being high up, the rider can see over the tops of cars.

For long runs, the riding position is comfortable, but in my mind at least there was always a niggling little worry that the bars might slip out of my hands as I accelerated. The handlebar grips are made of a smooth plastic and I felt that these should be replaced with a more "grippable" type.

The footrest pegs were just that, as they were not fitted with rubbers. This is fine when riding in the dry, but the pegs tend to be a little slippery in the wet when the rider is wearing rubber soled boots.

Braking in all conditions is really good. The Norton 8 in. front brake is both progressive and powerful. These units sometimes squeal, but this must be due to dust in the drum accumulating after several thousand miles, for it did not happen with the test bike.

The rear brake is also standard Norton. One good feature of both brakes is that there is no tendency to snatch.

The front wheel is 19 in., whilst the rear is 18 in. This set-up is reminiscent of another manufacturer's scrambles machinery. The large section 4.00 x 18 rear tyre helped the rear dampers soften out road shocks, and also provided plenty of grip for fast take-offs.

The mudguards are of the same section and design as the old AJS and Matchless CSR 650s. Being well clear of the wheels, they tend to emphasise the business-like lines of the bike, as well as being functional for rough riding.

The tyres fitted as standard are the heavily studded scrambles type. When I took the machine from the factory, however, these were changed for normal road tyres. Anyone who has ridden a trials bike with studded tyres on an ordinary road will know that whilst affording plenty of grip in muddy conditions, they are not suitable on the street.

It is possible to fit pillion footrests to the bike, and I did this during the test. The seat, although it looks small, takes two riders quite comfortably. With the lack of vibration already mentioned, the passenger gets an extremely comfortable ride with no fidgeting feet.

So there you have it, a Stateside scrambler still in export trim, yet destined for the home market. I think Norton-Villiers have backed a winner.