



**1968 OHV
MATCHLESS 750cc
G-15CS "SPECIAL"**

Here's a power-packed "big" twin that has all the stamina, good looks, safety and road-holding characteristics that even the most discriminating cycle expert will demand . . .



Off-the-road, as well as on the highway, the P-11A packs a powerful punch! Speed and reliability coupled with comfort, appearance and endurance is a unique combination that has been recognized by those who insist on the very best . . .

J. B. MATCHLESS CORP.
Hasbrouck Heights, New Jersey

**READY FOR MATCHLESS?
ONLY A SEASONED CYCLIST
WITH A LOT OF
ABILITY, EXPERIENCE
AND KNOW-HOW
WILL REALLY
ENJOY THE THRILL
OF THESE
HIGH PERFORMANCE
MOTORCYCLES . . .**



**1968 MATCHLESS
750cc OHV P-11A**

Matchless

SPECIFICATIONS	750cc P-11 TWIN	750cc G15CS SPECIAL
ENGINE	Light alloy OHV parallel twin, forged steel crankshaft, cast iron cylinder.	Light alloy OHV parallel twin, forged steel crankshaft, cast iron cylinder.
FRAME	Lightweight CHROME MOLY double loop construction	Proven Matchless double loop type
FORK	Competition Tele-hydraulic long travel with H.D. springs	Competition Tele-hydraulic long travel with H. D. springs
BORE & STROKE	73mm x 89mm	73mm x 89mm.
DISPLACEMENT	45 cubic inches (750cc)	45 cubic inches (750cc)
COMPRESSION RATIO	7.5 to 1	7.5 to 1
CAM DESIGN	High torque performance	Road/sports performance
CARBURETION	Dual Amal 900 series with centrally located float bowl	Dual Amal 900 series with centrally located float bowl
IGNITION	Dual coil with capacitor and distributor	Dual coil with capacitor and distributor
ELECTRICAL SYSTEM	12V alternator — can be used with or without battery	12V alternator — can be used with or without battery
EXHAUST SYSTEM	Factory-tuned, high level with "shorty" mufflers	Triple chromed twin exhaust tubes and chrome mufflers
GEARBOX	4 speed — foot shift	4 speed — foot shift
GEAR RATIOS	1st — 11.32 3rd — 5.39 2nd — 7.52 4th — 4.42	1st — 12.65 3rd — 6.03 2nd — 8.40 4th — 4.96
TRANS. SPROCKET	19 Tooth	19 Tooth
WHEELS	Front — 3:50 x 19 Dunlop K70 Rear — 4:00 x 18 Dunlop K70	Front — 3:50 x 19 Avon Rear — 4:00 x 18 Avon
SEAT	Solo sports saddle (std)	Dual-seat (std)
REAR SUSPENSION	Sturdy swing-arm with competition type shock absorbers	Sturdy swing-arm with 3-way adjustable Girling shocks
FOOT RESTS	Front — Folding scrambler type Rear — none, (lugs provided) Side stand & steering damper std. equipment	Front — Folding Scrambler type Rear — Folding type as accessory Center and side stand, std. equipment
INSTRUMENTS	120 mph speedometer and 8,000 rpm tachometer (Smiths)	120 mph speedometer and 8,000 rpm tachometer (Smiths)



Matchless

500cc



G80 CS

500cc OHV single cylinder
alloy used wherever possible
3.39 - 3.36 Bore-Stroke
1-3/16" Amal Monobloc carburetor
Lucas Competition Magneto
Folding kick starter and foot pegs
Aluminum alloy primary chain case
4 speed A.M.C. Gearbox
Full width finned alloy hubs
Increased brake lining area
Straight-in spokes
extremely large air cleaner
Tuned tuck away exhaust

JB Matchless Corp.

Hasbrouck Heights, N. J.

Norton

750cc Atlas ohv Twin



750cc ohv P-11 Scrambler

Berliner Motor Corporation

Plant Road • Hasbrouck Heights • New Jersey

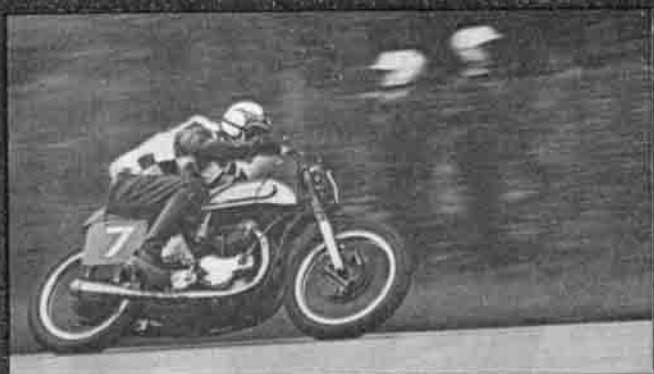
DYNAMITE ON WHEELS!

SPECIFICATIONS

NORTON 750cc P-11 TWIN

NORTON 750cc ATLAS TWIN

ENGINE	Light alloy OHV parallel twin, forged steel crankshaft, cast iron cylinder.	Light alloy OHV parallel twin, forged steel crankshaft, cast iron cylinder.
FRAME	Lightweight CHROME MOLY double loop construction	Famous "Featherbed" Dual-tube cradle type
FORK	Competition Tele-hydraulic long travel with H.D. springs	"Road-holder" with progressive 2-way oil damping
BORE & STROKE	73mm x 89mm	73mm x 89mm
DISPLACEMENT	45 cubic inches (750cc)	45 cubic inches (750cc)
COMPRESSION RATIO	7.5 to 1	7.5 to 1
CAM DESIGN	High torque performance	Road/sports performance
CARBURETION	Dual Amal 900 series with centrally located float bowl	Dual Amal sports type
IGNITION	Dual coil with capacitor and distributor	Dual coil with capacitor and distributor
ELECTRICAL SYSTEM	12V alternator — can be used with or without battery	12V alternator — can be used with or without battery
EXHAUST SYSTEM	Factory-tuned, high level with "shorty" mufflers	Triple chromed twin exhaust tubes and chrome mufflers
GEARBOX	4 speed — foot shift	4 speed — foot shift
GEAR RATIOS	1st — 11.32 3rd — 5.39 2nd — 7.52 4th — 4.42	1st — 11.06 3rd — 5.52 2nd — 7.57 4th — 4.53
TRANS. SPROCKET	19 Tooth	17 Tooth
WHEELS	Front — 3:50 x 19 Dunlop K70 Rear — 4:00 x 18 Dunlop K70	Front — 3:50 x 19 Avon Rear — 4:00 x 18 Avon
SEAT	Solo sports saddle (std)	Dual-seat (std)
REAR SUSPENSION	Sturdy swing-arm with competition type shock absorbers	Sturdy swing-arm with 3-way adjustable Girling shocks
FOOT RESTS	Front — Folding scrambler type Rear — none, (lugs provided) Side stand & steering damper std. equipment	Front — Fully adjustable Rear — folding type "Roll-on" center and side stand, std. equipment
INSTRUMENTS	120 mph speedometer and 8,000 rpm tachometer (Smiths)	120 mph speedometer and 8,000 rpm tachometer (Smiths)



Norton motorcycles represent years of research, engineering and "Plus" performance brought about by a series of international racing victories that have never been equalled.

Norton 750cc OHV Twins are a blend of the efforts of dedicated technicians and the proud results of British craftsmen, all of whose faith and respect for the name Norton, is evident in the modern design, precision workmanship and quality construction of the world's best Roadholder!

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100%
Genuine
Norton



**1968 OHV 750cc
Norton
N-15CS "SPECIAL"**

Here's a power-packed "big" twin that has all the stamina, good looks, safety and road-holding characteristics that even the most discriminating cycle expert will demand . . .

Norton

The World's Best Road-Holder.

Off-the-road, as well as on the highway, the P-11A packs a powerful punch! Speed and reliability coupled with comfort, appearance and endurance is a unique combination that has been recognized by those who insist on the very best . . .

**NEW 750CC OHV
NORTON P-11A SCRAMBLER**



*Backed by
America's No. 1
Independent Distributor*

**BERLINER
MOTOR CORP.**

HASBROUCK HTS., N. J.

READY FOR **Norton**?
ONLY A SEASONED CYCLIST
WITH A LOT OF
ABILITY, EXPERIENCE
AND KNOW-HOW
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ENJOY THE THRILL
OF THESE
HIGH PERFORMANCE
MOTORCYCLES . . .

DYNAMITE ON WHEELS!

SPECIFICATIONS	NORTON 750cc P-11 TWIN	NORTON 750cc ATLAS TWIN (*N-15CS)
ENGINE	Light alloy OHV parallel twin, forged steel crankshaft, cast iron cylinder.	Light alloy OHV parallel twin, forged steel crankshaft, cast iron cylinder.
FRAME	Lightweight CHROME MOLY double loop construction	Famous "Featherbed" Dual-tube cradle type *(Proven Matchless double loop frame).
FORK	Competition Tele-hydraulic long travel with H.D. springs	"Road-holder" with progressive 2-way oil damping *(Competition type W/H.D. springs)
BORE & STROKE	73mm x 89mm	73mm x 89mm
DISPLACEMENT	45 cubic inches (750cc)	45 cubic inches (750cc)
COMPRESSION RATIO	7.5 to 1	7.5 to 1
CAM DESIGN	High torque performance	Road/sports performance
CARBURETION	Dual Amal 900 series with centrally located float bowl	Dual Amal 900 series with centrally located float bowl
IGNITION	Dual coil with capacitor and distributor	Dual coil with capacitor and distributor
ELECTRICAL SYSTEM	12V alternator — can be used with or without battery	12V alternator — can be used with or without battery
EXHAUST SYSTEM	Factory-tuned, high level with "shorty" mufflers	Triple chromed twin exhaust tubes and chrome mufflers
GEARBOX	4 speed — foot shift	4 speed — foot shift
GEAR RATIOS	1st — 11.32 3rd — 5.39 2nd — 7.52 4th — 4.42	1st — 11.06 (12.65) 3rd — 5.52 (6.03) 2nd — 7.57 (8.40) 4th — 4.53 (4.96)
TRANS. SPROCKET	19 Tooth	17 Tooth (*19 Tooth)
WHEELS	Front — 3:50 x 19 Dunlop K70 Rear — 4:00 x 18 Dunlop K70	Front — 3:50 x 19 Avon Rear — 4:00 x 18 Avon
SEAT	Solo sports saddle (std)	Dual-seat (std)
REAR SUSPENSION	Sturdy swing-arm with competition type shock absorbers	Sturdy swing-arm with 3-way adjustable Girling shocks
FOOT RESTS	Front — Folding scrambler type Rear — none, (lugs provided) Side stand & steering damper std. equipment	Front — Fully adjustable Rear — folding type as accessory "Roll-on" center and side stand, std. equipment
INSTRUMENTS	120 mph speedometer and 8,000 rpm tachometer (Smiths)	120 mph speedometer and 8,000 rpm tachometer (Smiths)



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Sold Locally By

Norton

Berliner Motor Corporation

Plant Road • Hasbrouck Heights • New Jersey

7 Independent Distributors

New Ranger 750cc

This is the new
750cc OHV
NORTON vertical twin
that's ready to blast
its way into
first place among
those who demand
Power, Speed, Style
and Dependability.
The 1968 Ranger
is your type of bike!
See your Berliner / Norton
dealer today.....



Berliner Motor Corp.
Hasbrouck Heights, N. J.

DYNAMITE ON WHEELS!

SPECIFICATIONS	NORTON 750cc RANGER	NORTON 750cc ATLAS TWIN (*N-15CS)
ENGINE	Light alloy OHV parallel twin, forged steel crankshaft, cast iron cylinder.	Light alloy OHV parallel twin, forged steel crankshaft, cast iron cylinder.
FRAME	Lightweight CHROME MOLY double loop construction	Famous "Featherbed" Dual-tube cradle type *(Proven Matchless double loop frame).
FORK	Sports type Tele-hydraulic long travel with H.D. springs	"Road-holder" with progressive 2-way oil damping *(Competition type W/H.D. springs)
BORE & STROKE	73mm x 89mm	73mm x 89mm
DISPLACEMENT	45 cubic inches (750cc)	45 cubic inches (750cc)
COMPRESSION RATIO	7.5 to 1	7.5 to 1
CAM DESIGN	High torque performance	Road/sports performance
CARBURETION	Dual Amal 900 series with centrally located float bowl	Dual Amal 900 series with centrally located float bowl
IGNITION	Dual coil with capacitor and distributor	Dual coil with capacitor and distributor
ELECTRICAL SYSTEM	12V alternator — can be used with or without battery	12V alternator — can be used with or without battery
EXHAUST SYSTEM	Factory-tuned down-swept with up-swept megaphone type muffler	Triple chromed twin exhaust tubes and chrome mufflers
GEARBOX	4 speed — foot shift	4 speed — foot shift
GEAR RATIOS	1st — 11.32 3rd — 5.39 2nd — 7.52 4th — 4.42	1st — 11.06 (12.65) 3rd — 5.52 (6.03) 2nd — 7.57 (8.40) 4th — 4.53 (4.96)
TRANS. SPROCKET	19 Tooth	17 Tooth (*19 Tooth)
WHEELS	Front — 3.25 x 19 Dunlop K70 Rear — 4.00 x 18 Dunlop K70	Front — 3.50 x 19 Avon Rear — 4.00 x 18 Avon
SEAT	Dual Seat	Dual-seat (std)
REAR SUSPENSION	Sturdy swing-arm with 3-way adjustable Girling shocks	Sturdy swing-arm with 3-way adjustable Girling shocks
FOOT RESTS	Front — Folding type Rear — Folding type Side stand & steering damper std. equipment	Front — Fully adjustable Rear — folding type as accessory "Roll-on" center and side stand, std. equipment
INSTRUMENTS	120 mph speedometer and 8,000 rpm tachometer (Smiths)	120 mph speedometer and 8,000 rpm tachometer (Smiths)



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Norton

Ernest Motor Corporation

1000 Broadway, New York, N.Y. 10018

New Jersey

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New York, N.Y. 10018