



ANTIQUE MOTORCYCLES - ACCESSORIES AND RELATED ITEMS

NORTON 1931 16H SPECIAL 500 CC 1 CYL OHV



SOLD





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PRODUCT DESCRIPTION

Norton 1931 model 16 H "Special" 490 cc sv converted into OHV single frame # 3151 engine# 49648

In 1921 Norton Motors moved into new premises in Bracebridge Street, Birmingham.

The model range consisted of two simple, sturdy and beautifully finished side valve three speeders, the 490 cc model 16/17 and the 633 cc "Big 4", and three direct belt drivers, very fast but rather outdated now and really only of interest to the real speed enthusiast.

The model 16 actually was available in a home market version, the 16 H, and a heavier built colonial version, the 17 C.

The 16 H engine with dimensions of 79x100 mm had a remarkable production run of no less than 45 years.

Keywords with this design are reliability, robustness and power.

The machine has full dry sump lubrication and cast aluminum valve spring cover.

However, the most striking feature of this machine is the conversion to OHV operation.

In an article in "Old Bike Mart" Peter Roydhouse suggests: "It was road racer Ted Mellors' idea during WW II.

He put it to Norton who constructed this working example.

However, when they approached the Patents Office, Norton discovered that an American had already patented the idea so they chose not to proceed further.

Early post was sidecar trials hero, Bill Howard, tried the engine in a Vic Brittain frame.

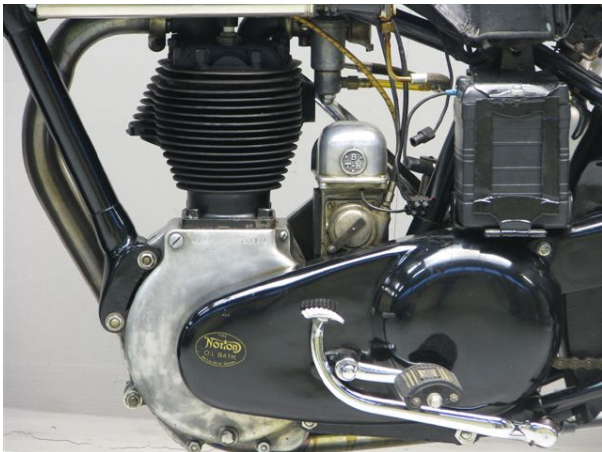
It ran well although the exhaust elbow ran red hot.

Its whereabouts then became a mystery."

Well, its whereabouts are clear now and we can tell you this machine is an excellent runner.

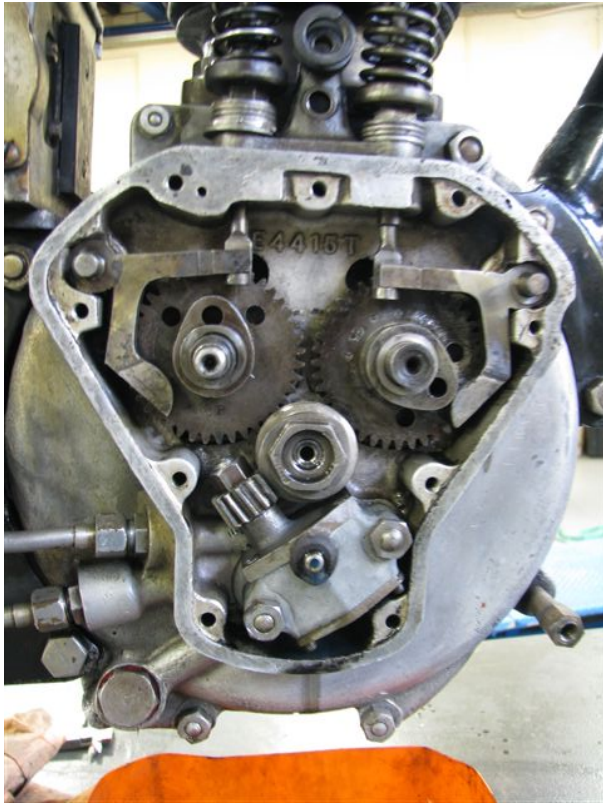


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Overhead Side Valve Norton: There's more!

Following the recent correspondence on the 16H Norton adapted to 'in head' valve operation, Syd Jones from Bromley, in Somerset was spurred into action. Syd is obviously a dab hand on the CAD machine and sent us this excellent diagram illustrating the principles. He said: "It seemed to me that a good starting point would be to use a yoke to obtain positive cam movement. These were a commonplace device used for just this purpose in industry for many years and may well still be so. The sketch shows the valve springs and tappet adjustment remains similar, valve guides are simply inverted. Realigning the valve stem might be a bit tricky and some form of lubrication to the valves would be desirable and a bleed off redundant exhaust could get quite hot."

Having suggested to Syd that he follow his own sketch and have a go at putting it into metal he said: "It would be interesting but sadly one which I couldn't undertake. Apart from a lack of precision machines, I don't have a side valve engine. In fact I don't have a motorcycle at all any more, I keep promising myself one but 'she who must be obeyed' says I must get rid of the boat first. I had a friend who, knowing no better, had a 16H in about 1950, which I overhauled for him, I improved it but it crystallised my belief that there is nothing a side valver can do which an overhead valver can't do a heck of a lot better!"

SECTION THREE TYPICAL SIDE VALVE ENGINE
MODIFIED TO 'IN-HEAD' OPERATION.

16 HENRY NORTON
1914-1915-1916-1917-1918-1919-1920-1921-1922-1923-1924-1925-1926-1927-1928-1929-1930-1931-1932-1933-1934-1935-1936-1937-1938-1939-1940-1941-1942-1943-1944-1945-1946-1947-1948-1949-1950-1951-1952-1953-1954-1955-1956-1957-1958-1959-1960-1961-1962-1963-1964-1965-1966-1967-1968-1969-1970-1971-1972-1973-1974-1975-1976-1977-1978-1979-1980-1981-1982-1983-1984-1985-1986-1987-1988-1989-1990-1991-1992-1993-1994-1995-1996-1997-1998-1999-2000-2001-2002-2003-2004-2005-2006-2007-2008-2009-2010-2011-2012-2013-2014-2015-2016-2017-2018-2019-2020-2021-2022-2023-2024-2025-2026-2027-2028-2029-2030-2031-2032-2033-2034-2035-2036-2037-2038-2039-2040-2041-2042-2043-2044-2045-2046-2047-2048-2049-2050-2051-2052-2053-2054-2055-2056-2057-2058-2059-2060-2061-2062-2063-2064-2065-2066-2067-2068-2069-2070-2071-2072-2073-2074-2075-2076-2077-2078-2079-2080-2081-2082-2083-2084-2085-2086-2087-2088-2089-2090-2091-2092-2093-2094-2095-2096-2097-2098-2099-2100