



Tel. 08458 334455 +44 1925 210035

1954 Norton Manx 40M Lot Entry: 19



Specification

Lot Number: 19 Sold For £22,000

Auction Sales 07/12/2011

Reg Number:

N/A

Frame Number:

K10M63624HT

Engine Number:

YM75

Body Colour:

Silver / Black

Cc:

350

MOT ExpiryDate:

N/A



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Norton had been developing a dedicated racing motorcycle derived from the International for the 1940 season. The advent of the Second World War delayed the new models introduction until 1946. Dubbed the Manx by the company, although it had originally been intended to call the new model the International Manx, the new racing model utilised a rolling chassis that owed its design to the pre-war factory machines. Norton "Roadholder" telescopic front forks and a plunger rear suspension system were employed. A single overhead cam engine again derived from the pre war racing model was employed in either 350cc or 500cc capacities. 1949 saw the introduction of the double over cam engine in the works machines with the production bikes adopting the layout for the following season. The most significant change occurred during 1951 with the adoption of the Rex McCandless designed "featherbed " frame which had been used during the previous season by the works team. The 1954 Manx established the design for the machine that would continue, with detail developments, to the end of the models production in 1962. The frame adopted a welded on sub-frame and the front brake became a twin leading shoe design. The engine dimensions were changed to 86 x 85.8mm for the 500cc version (76 x 76.85 for the 350cc). Larger valves and a shortened con-rod were employed in the engine whilst externally the cam drive tube was housed within the finning of a new cylinder head that was graced with revised fining.

This example was dispatched from Bracebridge Street during May 1955. According to the vendor it had been ordered, together with a 500cc, by Artie Bell for use by Bengy Russell. Sadly Bengy was killed before the machines were delivered, consequently Mr Bell sold the 500 to Louis Carter and this machine, the 350, to Sammy Miller who campaigned it with considerable success, including securing victory at the last Munster 100. Mr Miller then sold the motorcycle to Willy Spratt who used it extensively before it subsequently passed into Pat Plunkett's ownership. The vendor purchased the machine from Pat Plunkett in 1979. Finished in the traditional Manx livery it is described by the vendor as being in good condition in all respects mechanically and cosmetically.



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Image

