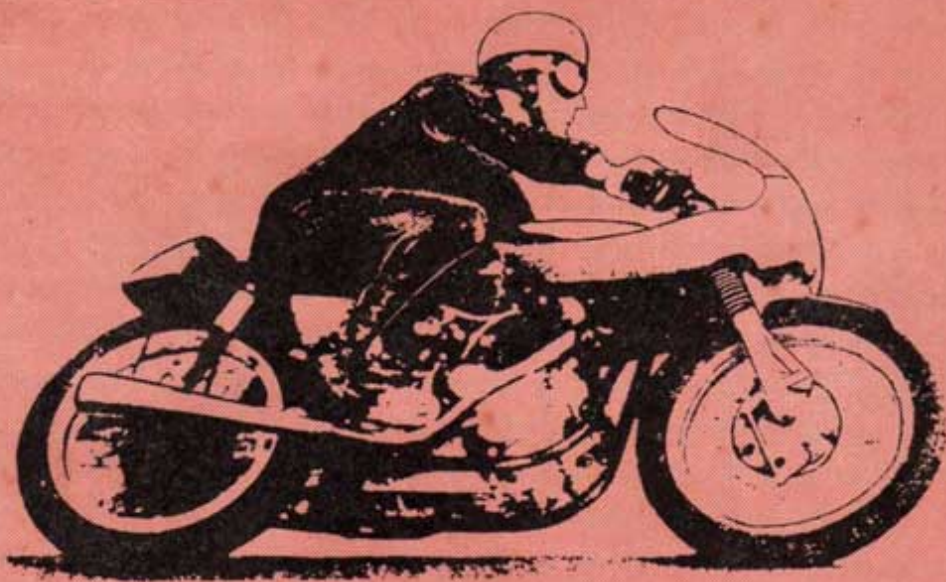


→ PAUL



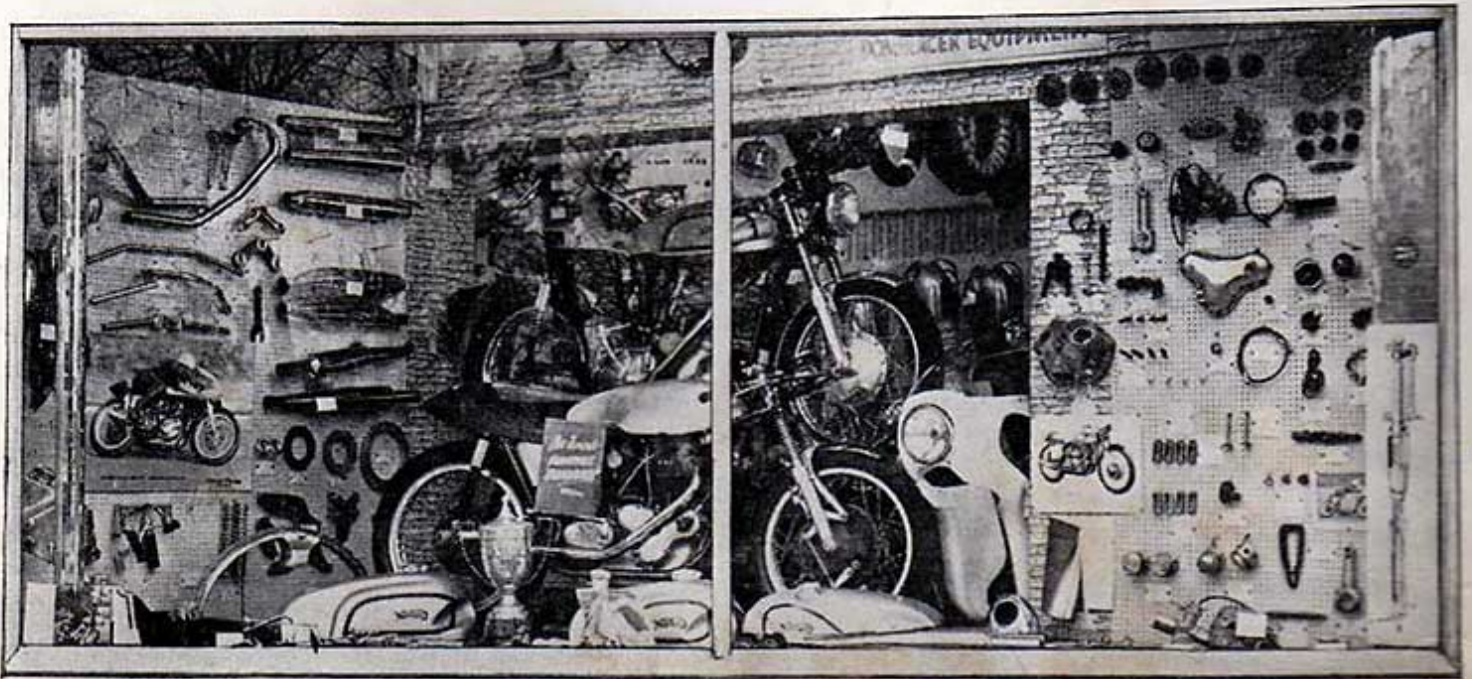
DUNSTALL

*Special Equipment Catalogue
... for Norton, Triumph & B.S.A*

156, WELL HALL ROAD, ELTHAM, LONDON, S.E.9.

Telephone : ELTHAM 2020 & 9131.

PAUL DUNSTALL SPECIALISED EQUIPMENT



One of our showroom windows showing part of the extensive range of equipment.

All the equipment listed in this catalogue has been developed directly from racing experience. By testing these products under racing conditions I am able to ensure that they are reliable both in construction and finish, and by continual development I can offer products that are of the highest quality and will give a considerable increase in performance on your own machine.

My policy, of developing these products through racing, means that famous riders such as Chris Conn, Colin Seeley, Derek Minter, Dave Downer, Fred Neville, Griff Jenkins, Joe Dunphy, Peter Williams, Sid Mizen and Tom Phillips have all played a part in testing new products, whilst racing the Dunstall Domiracers. Much of this special equipment was fitted to a 650 S/S Norton tested by "MOTOR CYCLE" magazine on the 21st October, 1965, and a highest one-way speed of 136 m.p.h. was achieved, with a mean average speed of 132 m.p.h.

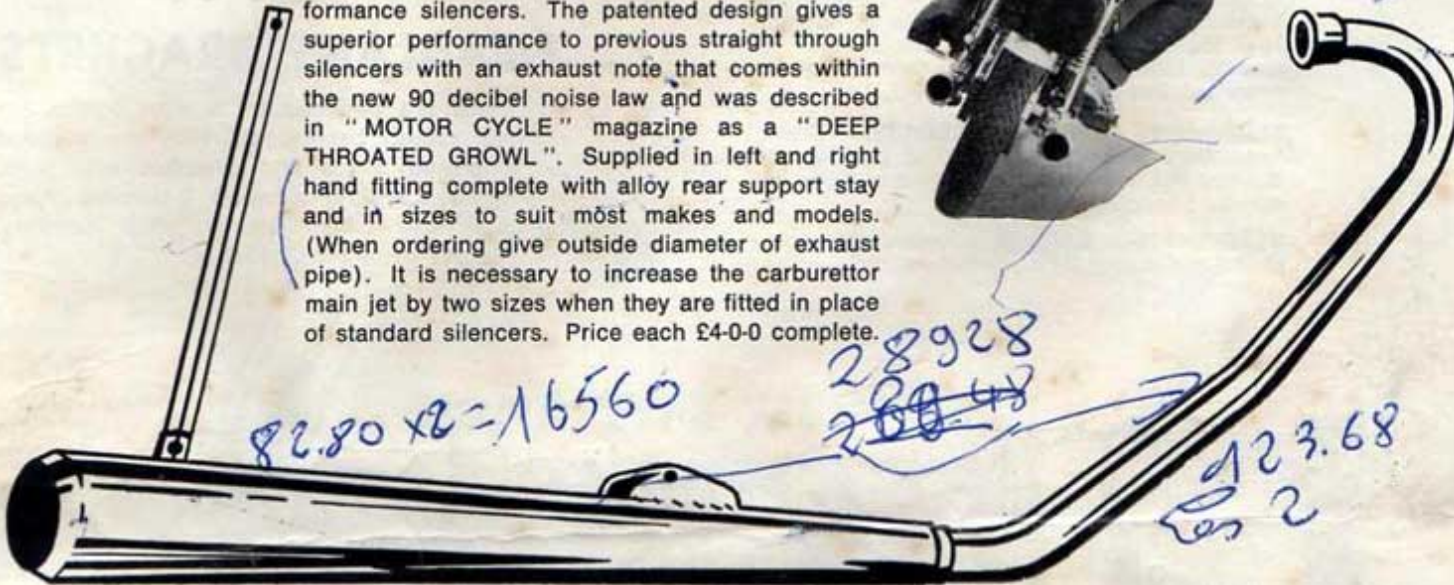
Since my company was the first to offer a comprehensive range of tuning and customising equipment, I have always been able to keep ahead in design and introduction of new products. There are at the moment many new exciting items which are undergoing extensive testing—but they will not be made available until I am satisfied that they are all 100% right for the job.

Paul Dunstall.

SPECIAL EQUIPMENT FOR NORTON, TRIUMPH & B.S.A.

THE DUNSTALL PATENT SILENCER

This is the very latest development in high performance silencers. The patented design gives a superior performance to previous straight through silencers with an exhaust note that comes within the new 90 decibel noise law and was described in "MOTOR CYCLE" magazine as a "DEEP THROATED GROWL". Supplied in left and right hand fitting complete with alloy rear support stay and in sizes to suit most makes and models. (When ordering give outside diameter of exhaust pipe). It is necessary to increase the carburettor main jet by two sizes when they are fitted in place of standard silencers. Price each £4-0-0 complete.

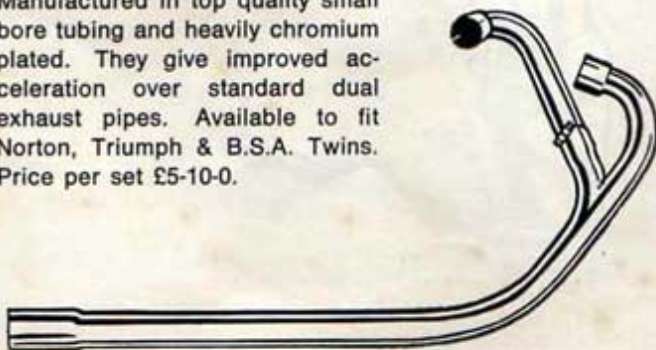


SWEPT BACK RACING TYPE EXHAUST PIPES

These exhaust pipes are snug fitting and therefore improve the ground clearance for cornering together with improving the appearance of the machine. They are supplied to the dimensions that give the best performance for each machine and are most advantageous when used in conjunction with the Patent Silencers. Manufactured in high grade tubing with heavy chromium plating. Available to fit Norton Dominators, Triumph Twins and B.S.A. Twins. Price per pair £5-19-6.

SIAMESE PIPES

Manufactured in top quality small bore tubing and heavily chromium plated. They give improved acceleration over standard dual exhaust pipes. Available to fit Norton, Triumph & B.S.A. Twins. Price per set £5-10-0.

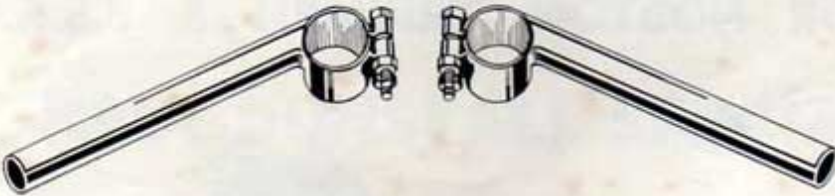


DOMIRACER MEGAPHONES

Designed for use on racing Dominators that are fitted with Domiracer camshafts. They should be used in conjunction with a 28 inch long swept back exhaust pipe which will give the best performance under racing conditions. Per pair £6-6-0.



X



CLIP-ON HANDLEBARS

Manufactured from top quality tubing. Finished in heavy chromium plating and supplied complete with bolts. Available to fit Norton, Triumph, B.S.A. and most other makes. If possible please state fork tube diameter when ordering. Per pair complete £2-5-0.

CLUBMANS TYPE HANDLEBARS. These handlebars give the same riding position as clip-ons but use the same method of fixing as standard handlebars. £1-15-0.

STRAIGHT HANDLEBARS. Supplied chromium plated and drilled for dipswitch. 12/6d.



36-23

HEADLAMP BRACKETS

These are designed for use in conjunction with clip-on handlebars. They are supplied chromium plated and complete with bolts. Available to fit most makes. If possible please state fork tube diameter when ordering. Per pair complete £1-15-0.



REAR MOUNTED FOOTREST KIT

This assembly completely replaces the existing forward mounted footrests and pedals and is ideal for use with clip-ons and swept back exhaust pipes. The whole assembly is manufactured from top quality materials and is finished in chromium and cadmium plating. Supplied with rubbers and ready to fit. For Nortons £8-10-0. For Triumphs with gusset plate on frame £8-10-0. For Triumphs without gusset plate on frame £9-5-0. For B.S.A. Twins £9-5-0.



FOLDING KICKSTART

Made from high grade steel and heavily chromium plated. Ideal for use with rear set footrest kit. For post 1957 Nortons only £2-15-0 complete.



RACING ALLOY CONTROL LEVERS

New design, very strong but light in weight. They give improved leverage and have finger adjusters. Per Pair £2-15-6.

CHROMIUM LEVERS. Ball ended control levers with adjusters. Per pair £1-7-6.



ALLOY WHEEL RIMS

Top quality highly polished alloy rims. One third the weight of steel rims. Available for Norton, Triumph & B.S.A.

Front Rim £4-0-0. Rear Rim £4-5-0. Fitting charge per wheel £2-0-0.



STEERING DAMPER ASSEMBLY

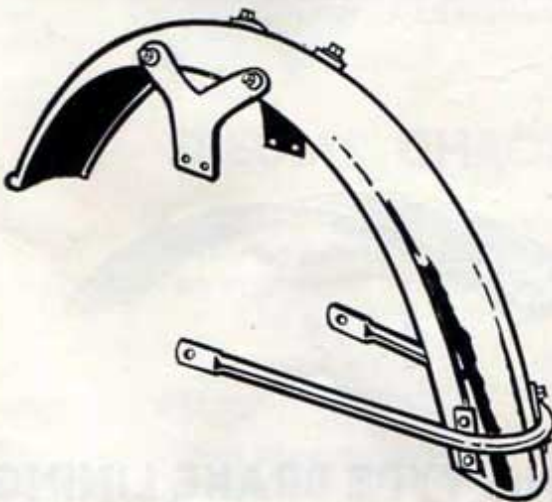
This will improve handling on badly surfaced roads. Fits Norton Roadholder forks. Complete £1-17-6.



MANX TYPE MUDGUARD

This racing type front mudguard is manufactured from highly polished light alloy and is supplied complete with self locking nuts and bolts. Fits all Norton Roadholder forks. £2-5-0.

MANX TYPE MUDGUARD BRACKETS. The same as fitted to the illustrated mudguard. Per pair £1-1-0.



GRAND PRIX FRONT MUDGUARD

Manufactured from highly polished light alloy with polished alloy brackets and wrap round chromium stay. Fits all Norton Roadholder forks. Complete £2-19-6.



GRAND PRIX REAR MUDGUARD

Polished alloy mudguard blade with heavy duty chromed rear support stay. Supplied complete with self locking nuts and bolts. Fits Norton "Featherbed" frames. £2-5-0.

x

CHROMIUM FORK SPRINGS

External fitting dual rate, chromium plated, Manx type fork springs, will improve high speed road holding. Best results are obtained if the fork springs are used in conjunction with Manx type rear suspension units. To fit all Roadholder forks. Pair £2-0-0.

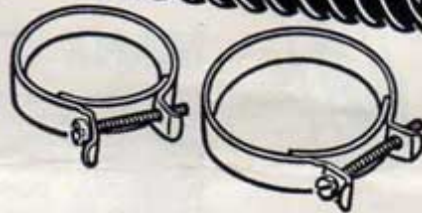
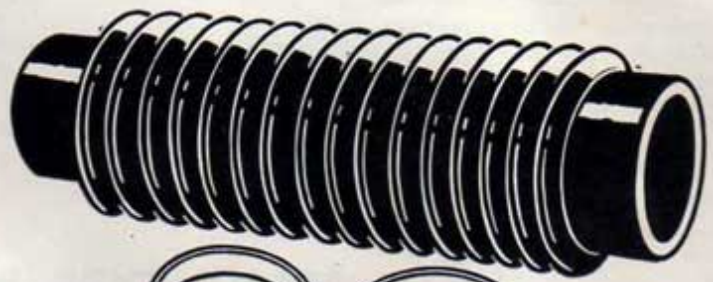
ALLOY FORK RING NUTS. Manufactured specially to fit with the external fork springs. Pair £2-0-0.

CHROMED REAR SPRINGS. For Norton Girling rear suspension units. Pair £2-0-0.



ALLOY FORK TOP YOKE

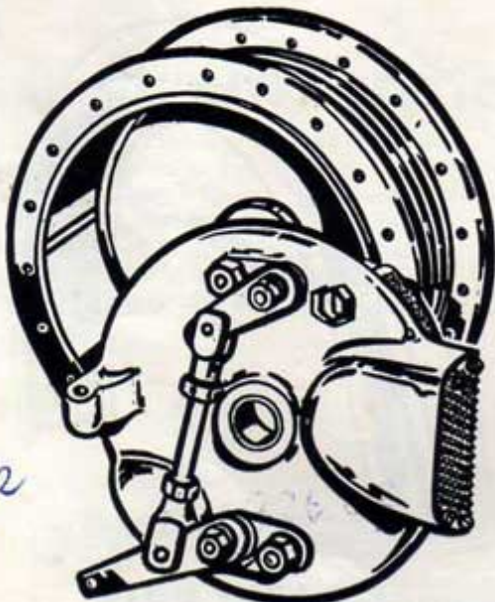
Manufactured in light alloy and highly polished. Over 50% lighter than standard yoke. Available to fit all Roadholder forks. £3-5-0.



RUBBER FORK GAITERS

Top quality rubber fork gaiters. Supplied complete with clips as illustrated. Available for Norton, Triumph and B.S.A. 15/6d. pair.

TWIN LEADING SHOE FRONT BRAKE ASSEMBLY



This is the very latest "John Tickle" twin leading shoe front brake plate assembly. It is of completely new manufacture and does not use any existing brake plate parts. Takes only two minutes to fit, just remove your existing brake plate and fit the new assembly. This will improve the braking to racing standards. £15-15-0. Complete.



25.88

RACING TYPE BRAKE LININGS

Manufactured from the latest racing developed material. Supplied drilled and complete with rivets. For Norton, Triumph and B.S.A. Front Linings, per pair £1-10-0. Rear Linings, per pair £1-5-0.

326.02



REAR SUSPENSION

Manx type Girling rear suspension units. Give improved high speed handling and more ground clearance for cornering. To fit all Norton "Featherbed" frames. Per pair £6-0-0.

AVON GRAND PRIX TYRE. 3.50 x 19 Avon G.P. rear tyre. Limited supply. £6-11-0.



PAUL DUNSTALL BADGE

This is the very latest 1966 Paul Dunstall Racing Badge. It is available in two different forms—A superior quality transfer for machine or helmet, finished in red, white and black at 6/- per pair; and a new self adhesive cloth badge in colour at 6/-d. each. Also, lapel badges 3/6d. each.



CIBIE HIGH POWER LIGHT UNIT

This very high powered light unit was developed specially for competition work and gives adequate illumination up to 120mph. The new concave lens reduces "throwback" and gives self cleaning at high speed. It is also equipped for asymmetric dipping to give good long range kerb finding. Supplied complete with bulbs. £3-7-6.

SPECIAL CHROMIUM EXCHANGE SERVICE

We operate a special exchange service to enable Norton owners to change their enamelled parts for ones that have been polished and heavily chromium plated. These parts are for all Norton Dominators including the 650 S/S and Atlas.

Battery Box Lid. £1-0-0. Chaincase Cover. £2-15-0. Rear Chain Guard. £1-15-0.
Headlamp Shell. £1-15-0. Oil Tank. £3-15-0. Petrol Tank. £6-0-0.

These prices are for parts which are undamaged and suitable for chromium plating, i.e., undented and without deep scratches. The condition of the existing paint is not important.

SPECIAL TOOLS

All these tools are for use on Norton Dominator engines and are designed to save you a great deal of time.

Engine Sprocket Extractor £1-10-0. Half Time Pinion Extractor £1-10-0.
Clutch Body Extractor 12/6d. Long Cylinder Head Box Spanner 3/6d.
Spanner for Head Nuts Under Exhaust Ports 3/9d. Fork Top Nut Spanner 6/6d.

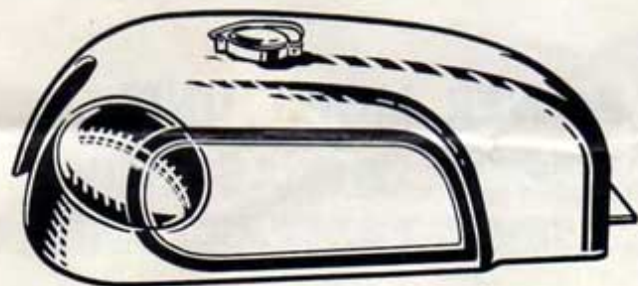
GLASS FIBRE EQUIPMENT



4 GALLON TRIUMPH TANK

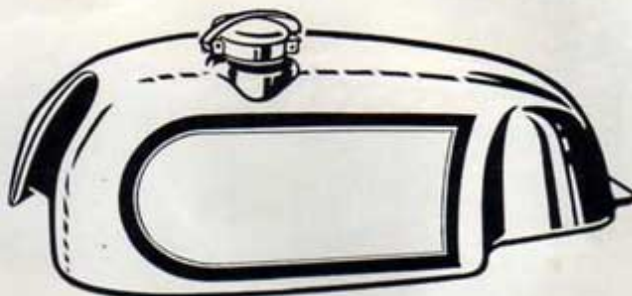
Large capacity racing type petrol tank available to fit Triumph twins. Designed for use with the dual racing seat. Standard finish is blue with silver lining. £13-0-0 complete.

269.10



5 GALLON NORTON TANK

This redesigned petrol tank fits all Norton "Featherbed" frames and is used in conjunction with a single or dual racing seat. Standard finish is silver with black and red lining. £13-0-0 complete.



5 GALLON B.S.A. TANK

Racing type petrol tank with quick action filler cap. Available to fit B.S.A. twins and designed for use with the dual racing seat. Standard finish is red with silver lining. £13-0-0 complete.



3 1/2 GALLON NORTON TANK

This "Low Line" petrol tank will fit all Norton "Featherbed" frames in conjunction with a dual or single racing seat. Standard finish is silver with black and red lining. £8-10-0 complete.



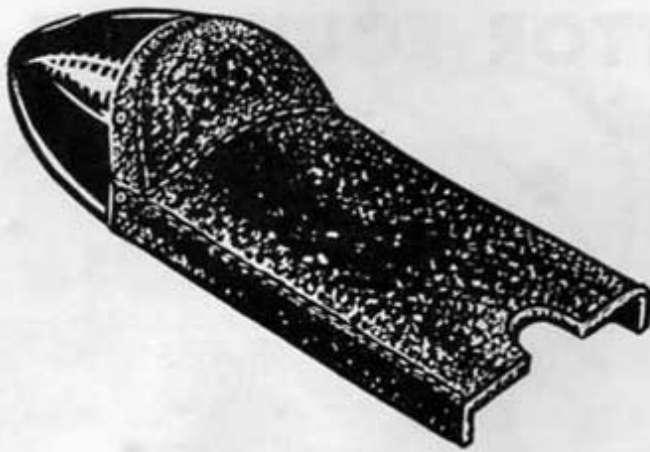
3 1/2 GALLON SHORT TANK

This short racing style petrol tank fits all Norton "Featherbed" frames and can be used with the standard dual seat. Finished in silver with black and red lining. £11-10-0 complete.

3 1/2 GALLON RACING TANK. Available for Matchless G 15 Model and A.J.S. Sports Twin. £12-0-0 complete.

All the above tanks are available in alternative colours to special order at 30/- extra. Delivery of a special colour will take approximately four weeks. When ordering please state exact colour required.

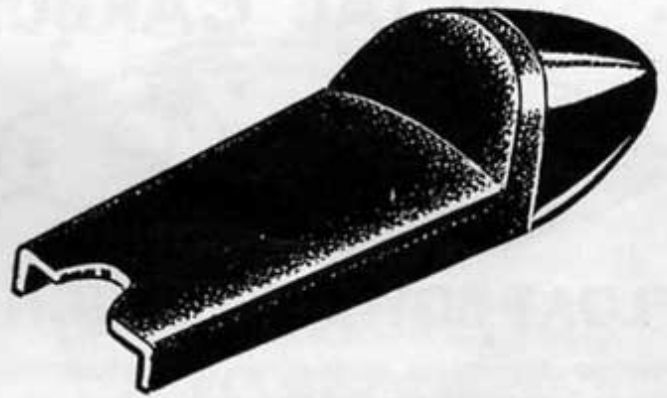
The five gallon tanks are too large to send by parcel post and therefore are dispatched via British Road Services. This usually takes two days longer than parcel post.



NORTON RACING SEAT

Dual Norton racing seat (Illustrated). Available to fit all "Featherbed" frames. £5-10-0.

SINGLE NORTON RACING SEAT. A shorter version of the above seat. £4-10-0.



TRIUMPH & B.S.A.

DUAL RACING SEATS

Available to fit Triumph & B.S.A. Twins. Please state year and model when ordering. Price £5-10-0.

113.85



CENTRAL OIL TANK

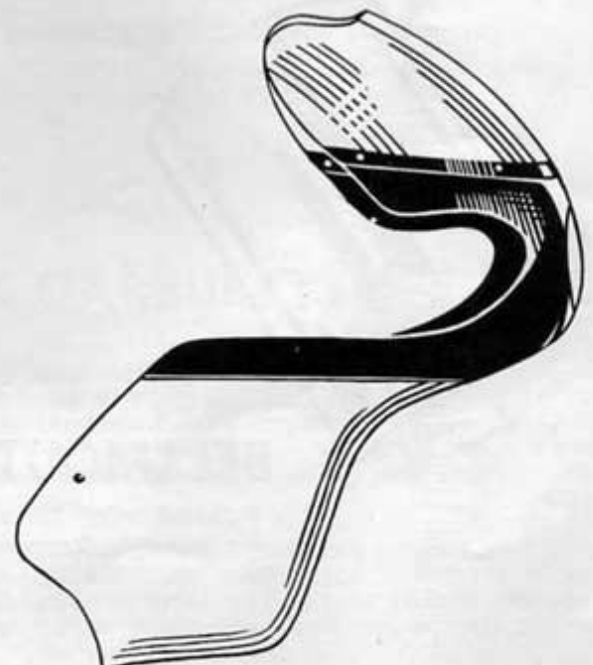
Two types of central oil tank available. One to fit the early Norton "Featherbed" frames and one to fit the later, waisted "Featherbed" frames. Finished in silver with black and red lining. £9-0-0.

DUNSTALL DOLPHIN FAIRING

The latest design as illustrated has detachable side panels for easy access to the engine. Available in all silver, or red top with silver panels, or silver top with white panels. Delivery on other colours approximately two weeks. Supplied complete with double curvature racing screen and all fittings for Norton, Triumph and B.S.A. Twins. £17-5-0. Please state colours required.

35A-08

HANDLEBAR BLISTERS. Detachable handlebar blister cowlings can be supplied in colours matching the fairing. £2-0-0 per pair.



SPECIAL CARBURETTOR EQUIPMENT

X

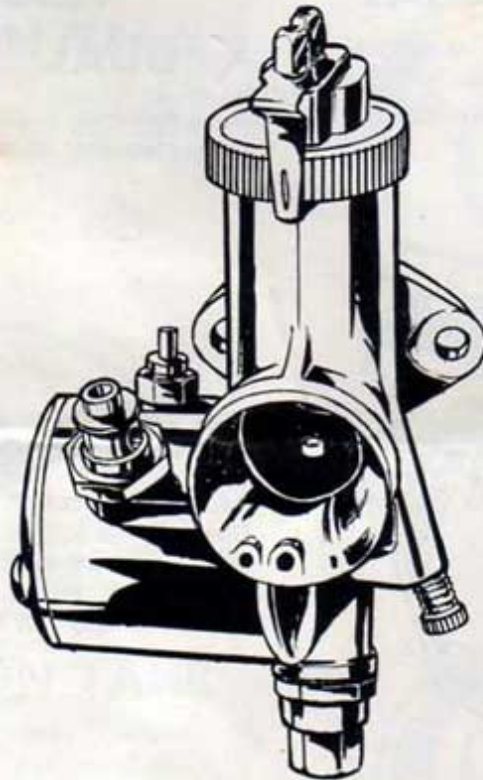
FINNED SPACERS

Cast in alloy and machined to take balance unions. For 650 S/S and 750 Atlas. Per pair £2-2-0.

FLOAT BOWL EXTENSION

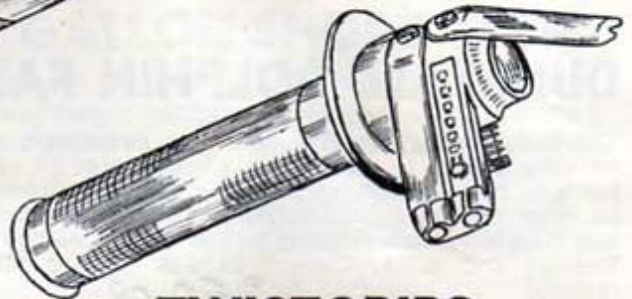
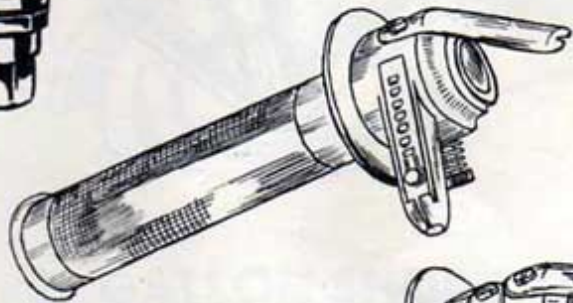
Polished alloy with fins. To fit all Monobloc carburettors. Greatly increases float chamber capacity. Each 19/-.

19.67



376 MONOBLOC

Extra Monobloc Carburettor to fit twin carb manifold. £5-15-0.



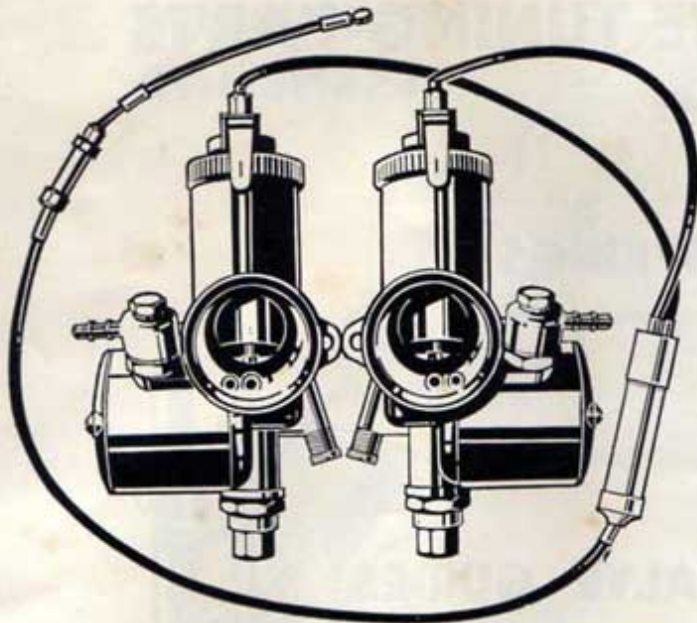
BELLMOUTH

Polished alloy bellmouth for Monobloc carburettor. Each. 9/-.

TWISTGRIPS

Exclusive design gives straight pull on cable with a very smooth action. Single pull type 19/6d. Twin pull type (for use with twin carburettors) 27/6d.

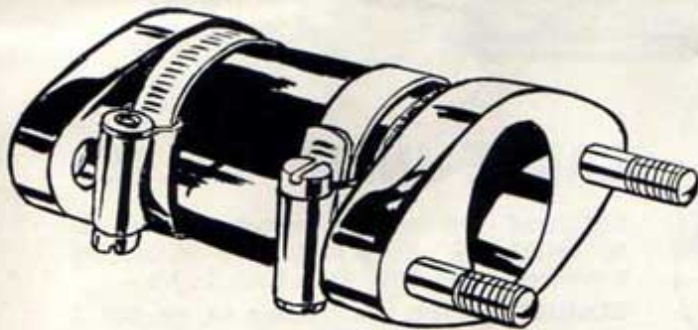
28.46



PAIRED CARBURETTORS

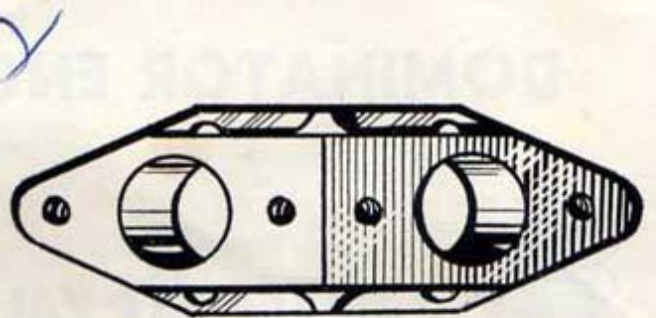
These Monobloc carburetors are supplied in matched pairs as illustrated and are ideal for fitting to 650 S/S or 750 Atlas cylinder heads. $1\frac{1}{4}$ " bore for road use. $1\frac{1}{8}$ " bore for racing. Price per pair complete £12-1-0.

TWIN CARBURETTOR CABLE. Special two into one cable complete with junction box as illustrated, £1 2s. 6d.



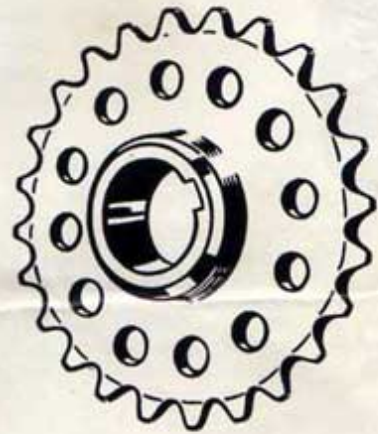
DOMIRACER INDUCTIONS

Designed for use on racing Dominators fitted with the downdraught cylinder head. These flexible inductions are $1\frac{3}{4}$ " bore and $3\frac{1}{2}$ " long. Per pair complete £3-15-0.



TWIN CARBURETTOR MANIFOLD

This special alloy manifold fits on to the pre-downdraught cylinder heads and enables you to fit twin carburetors, which will give an all round increase in performance. Supplied complete with studs. £2-12-6.



ENGINE SPROCKETS

For Norton 88, 99, 650 S/S & 750 Atlas.
 17, 18 or 19 tooth £1 15 0 each.
 20, 21 or 22 tooth £1-17-6 each.
 23, 24 or 25 tooth £2-0-0 each.

MAGNETO SPROCKETS. Fixed sprocket for manual magneto £1-7-6. Automatic magneto sprocket £3-15-6.

SETTING TWIN MONOBLOC CARBURETTORS

The two throttle slides must open equally. The best way to do this is to use two short lengths of $\frac{1}{4}$ " diameter steel rod (or two pencils of the same size would do), insert through both carburetors so that the throttle slides can rest on them. With the slides resting on the rods, run down the cable adjusters to give slack in the wires. Carefully unscrew the cable adjuster to take up the slack (on one carburettor), verify the slide is still sitting on the rod until the slack in the cable is absorbed. Do the same with the second carburettor, so that when the twist grip is manipulated, both slides sit on the rod simultaneously. Take out the rods.

Start the motor and let it run for a short while, with fast idling. With the motor running take off one plug lead. Then adjust the idling for the cylinder running, by manipulating the pilot air screw, in conjunction with the throttle stop screw, until an even slow idling is obtained. Repeat on the other cylinder and then with both cylinders running the idling will be too fast. Unscrew by an equal amount both throttle stop screws until you get the desired idling speed.

DOMINATOR ENGINE TUNING PARTS



DUAL RATE VALVE SPRINGS

Allow higher r.p.m. without valve bounce. Available to fit models 88, 99, 650 & 750. Per set. £1-10-0.



SPECIAL VALVE GUIDES

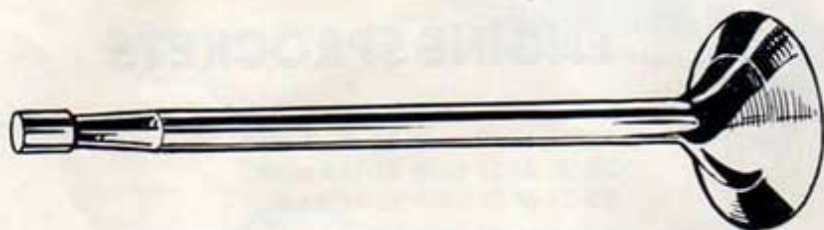
Manufactured from bronze. High-Dural 5 material to improve valve cooling. Available to fit models 88, 99, 650, & 750. Per set of four £2-6-0.



LARGE INLET VALVES

1 $\frac{7}{8}$ " head inlet valve to improve breathing on 88 or 99. 1 $\frac{1}{2}$ " head inlet valve to improve breathing on 650 S/S. Price each, £1-7-6.

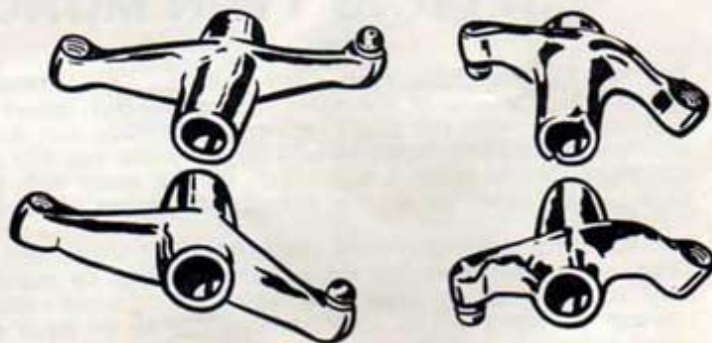
EXHAUST VALVES. For models 88, 99, 650 & 750. Each. £1-1-6.



LIGHTENED ROCKERS

These fully lightened and polished rockers reduce the load on the valve gear and allow the engine to run at higher r.p.m. Supplied in exchange for standard at £7 per set.

S.S. CYLINDER HEAD. The latest pattern downdraught cylinder head as used on the 650 S/S. Will fit on to all pre 1962 Dominators, and the rockers etc. from the older type of head will fit. Fitting this cylinder head will give the biggest single improvement in performance on pre 1962 88's and 99's. £25-6-0.



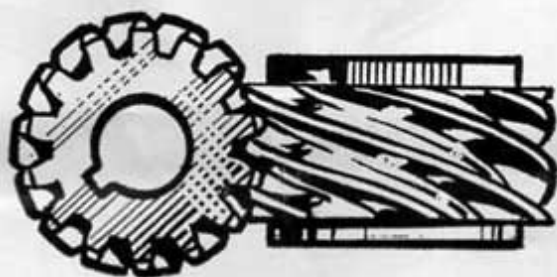
DOMIRACER CAMSHAFT



This camshaft is the secret of the DUNSTALL DOMIRACERS and is essential if you intend to race your machine competitively. Manufactured to very fine limits in E.N. 32 material and case hardened to .025". It can be supplied in two forms.

One, to fit into the standard camshaft bushes, which means that very little work is required to fit it. Two, complete with needle roller bearings and suitable for pressure oil feed to each cam, this requires modifications to the crankcase which costs £5. Best results are obtained if American S. & W. valve springs are used with the camshaft, which is recommended for racing only. Price £17-0-0.

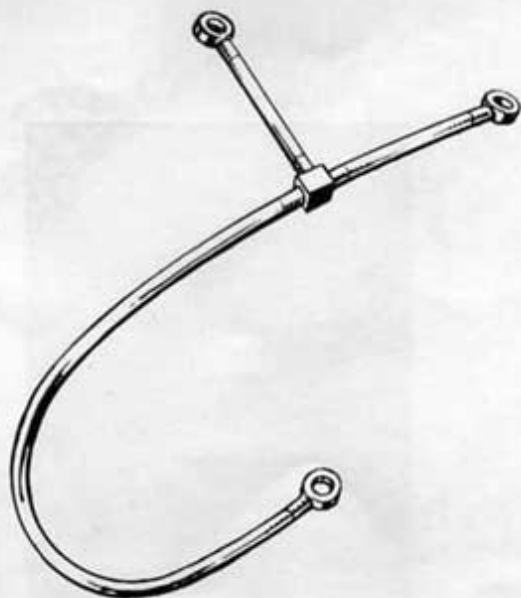
PRESSURE OIL FEED. This kit supplies oil from a feed in the timing cover to the Domiracer needle type camshaft and rockers. Made from special high pressure nylon tubing with alloy unions and specially jetted banjo bolts. £3-0-0 complete.



DOUBLE SPEED OIL PUMP

Consists of a special oil pump gear, worm drive and spacer. Greatly increases oil pressure and supply. Fits models 88, 99, 650 & 750. £2-10-0.

LARGE CAPACITY OIL PUMP. As used on the 650 S/S & Atlas. This pump has a larger capacity output and will replace any pre 1962 oil pump. £5-8-0.



ROCKER OIL FEED

Supplies pressure oil from the timing cover to the rockers. Manufactured from high pressure nylon tubing with alloy unions and specially jetted banjo bolt. Complete kit. £2-0-0.



LIGHTENED CAMFOLLOWERS

Specially lightened camfollowers for models 88, 99, 650 & 750. The set of four £5-10-0.

SPORTS SPECIAL CAMSHAFT. The same as used on the latest 650 S/S. It will increase the performance of all 88's and 99's. £7-4-0.



HIGH COMPRESSION PISTONS

All pistons are supplied in pairs complete with gudgeons pins, piston rings and circlips. Available in the following bore sizes. Standard, Plus .020", .030", .040", .060".

For Pre 1962 88's. Compression ratio 9 to 1. Standard £8-12-0. Oversize £8-18-0. For Post 1962 88's. Compression ratio 9.75 to 1. Standard £8-12-0. Oversize £8-18-0.

For 99's. Special racing type spun cast, high silicon content, low expansion pistons. Compression ratio 9 to 1. All Sizes £8 per pair.

For 650 S/S. Special racing type, spun cast, high silicon content, low expansion pistons. Compression ratio 10.5 to 1. All sizes £8 per pair.

For 750cc. Atlas. Compression ratio 9 to 1. All sizes £9 per pair.

DECOMPRESSION PLATES. These fit between the barrel and crankcase to reduce the compression ratio. .010" & .020" thickness. 10/- each.

REVCOUNTER TIMING COVER

This timing cover replaces the standard item and enables you to fit a revcounter drive gearbox. Price bare £4-6-0.

SPECIAL NUT. To drive revcounter gearbox. 9/6d.

REVCOUNTER GEARBOX. Fits to special timing cover. £2-7-6.

REVCOUNTER CABLE. Between gearbox and instrument 17/6d.

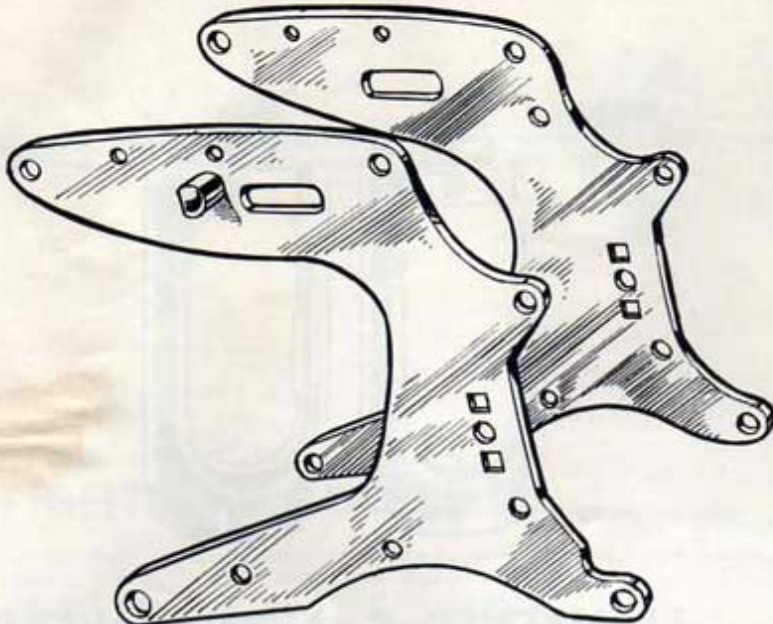
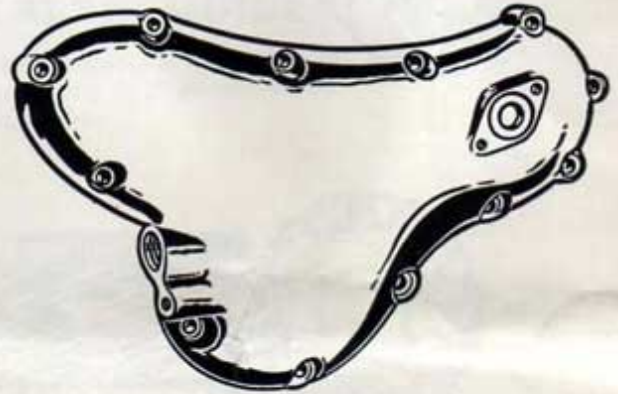
REVCOUNTER INSTRUMENT. For pre 1964 models. £6-15-0.

REVCOUNTER INSTRUMENT. For post 1964 models £5-0-0.

REVCOUNTER MOUNTING. To hold instrument on top of forks. 19/6d.

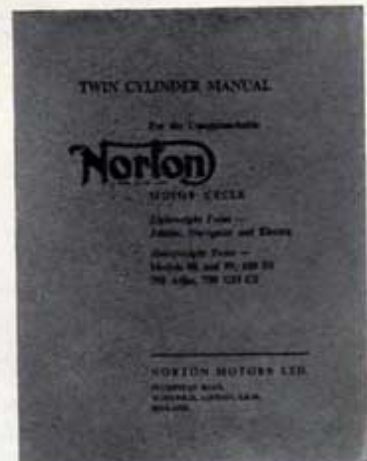
COMBINED MOUNTING. Special bracket to hold speedo & revcounter instruments £2-10-0.

ALLEN SCREWS. For timing cover. Per set 10/-.



DURAL ENGINE PLATES

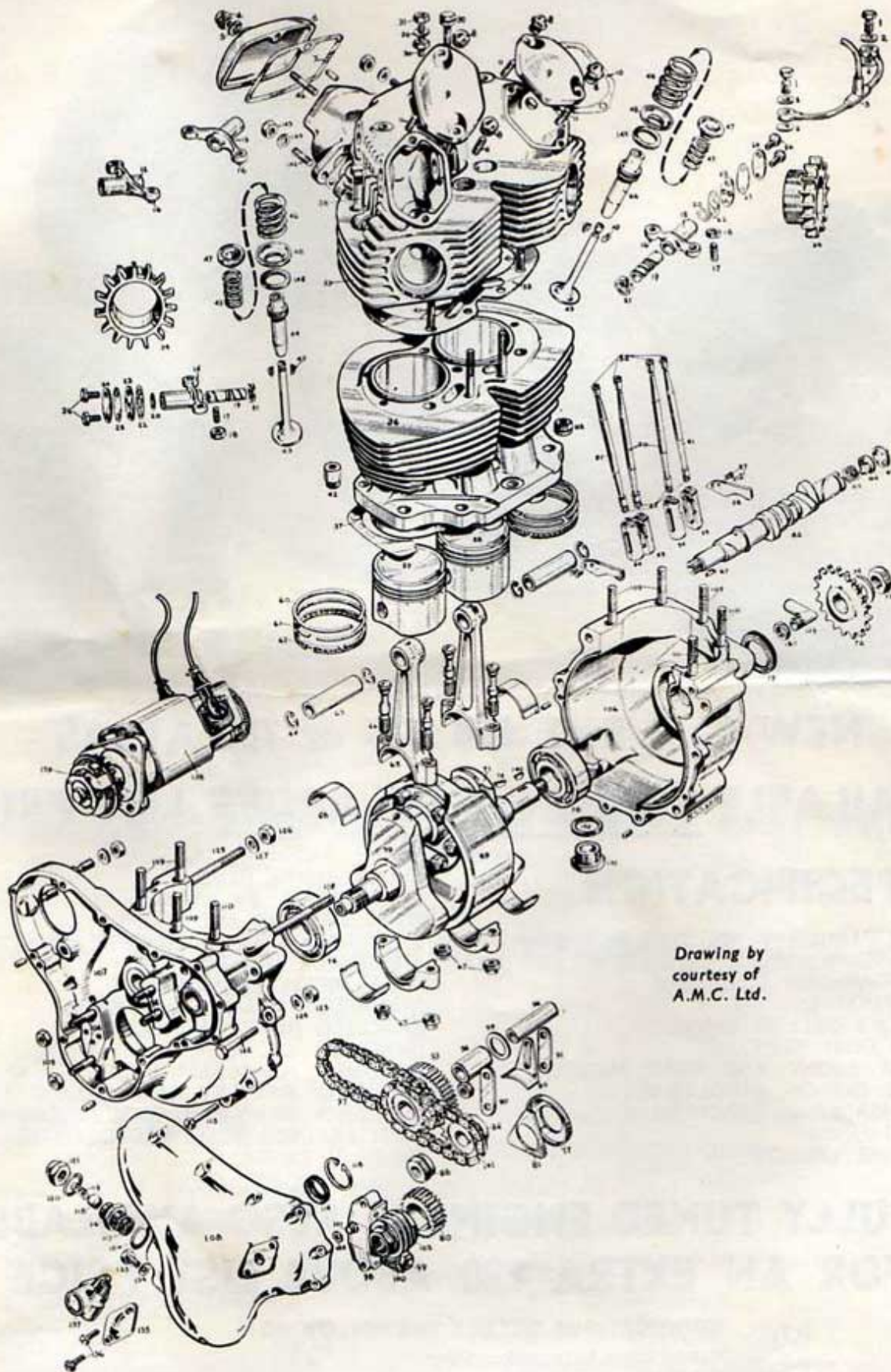
Manufactured from aircraft grade dural plate. 60% lighter than steel engine plates. To fit models 88, 99, 650 S/S & 750 Atlas. Per set £6-10-0.



WORKSHOP MANUAL

This 85 page workshop manual is a must for all Norton owners. It contains a wealth of information that will save you a great deal of time. £1-4-0.

LARGE STOCKS OF STANDARD NORTON DOMINATOR SPARES ALWAYS AVAILABLE



*Drawing by
courtesy of
A.M.C. Ltd.*

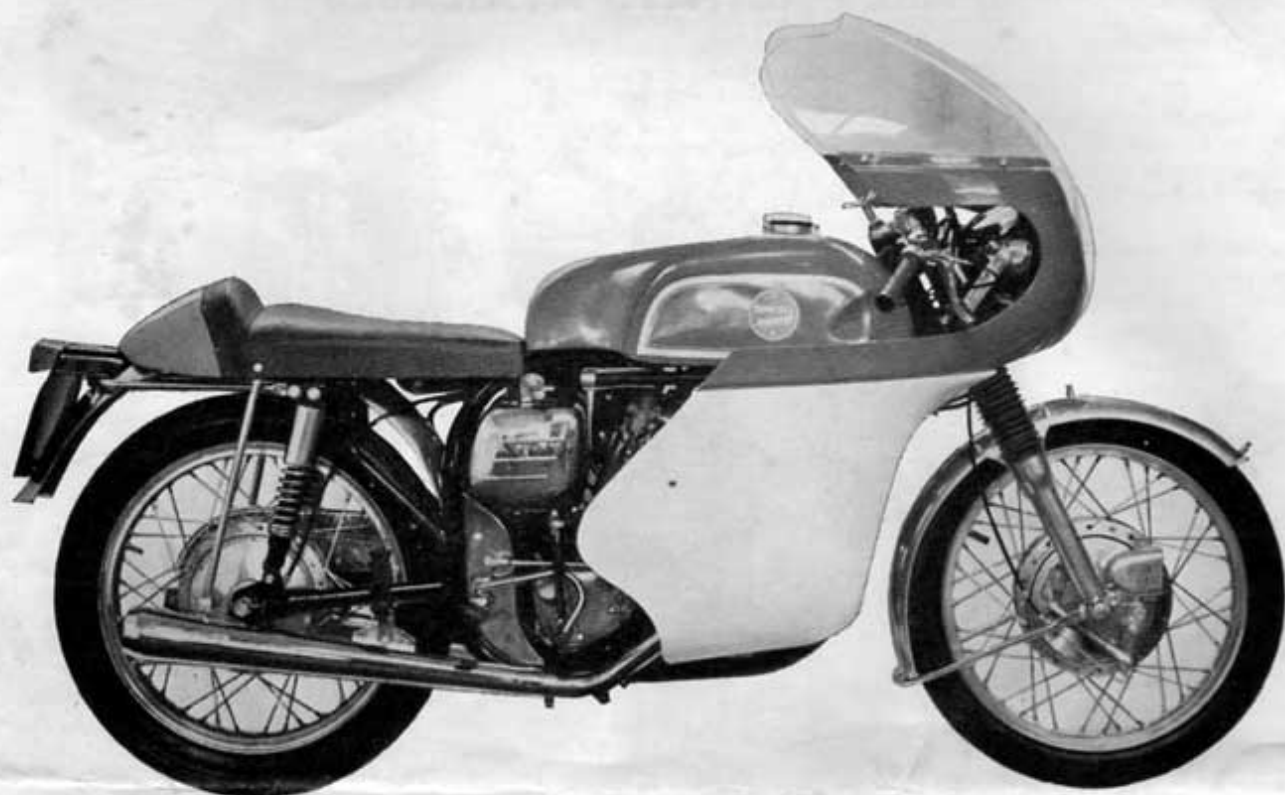
When ordering parts or equipment please state the model and year of your Norton Dominator and describe fully the items you require. This will save you any inconvenience.

All items can be supplied C.O.D. or cash with order

POST AND PACKING CHARGES ARE AS FOLLOWS:

UP TO £1 VALUE 2/6	£4—£8 VALUE 4/6
£1—£4 VALUE 3/-	Over £8 VALUE 7/-

PAUL DUNSTALL DOMINATOR



**NEW 88 S/S or 650 S/S or 750 ATLAS
AVAILABLE FOR ONLY £45 ABOVE LIST PRICE**

SPECIFICATION

DOMIRACER FAIRING
DOMIRACER SMALL BORE EXHAUST PIPES
PATENT MEGAPHONE SILENCERS
REAR SET FOOTREST KIT
REDESIGNED 5 GALLON TANK
DOMIRACER DUAL SEAT
GRAND PRIX FRONT AND REAR MUDGUARDS
REDESIGNED CLIP-ON HANDLEBARS
CHROMED HEADLAMP BRACKETS
STEERING DAMPER
RACING BRAKE LININGS

ALLOY WHEEL RIMS
POLISHED ALLOY FORK YOKE
FORK GAITERS AND CLIPS
COMBINED SPEEDO AND REVCOUNTER
BRACKET
FLOAT BOWL EXTENSION
CHROMED PRIMARY CHAINCASE
CHROMED REAR CHAINGUARD
CHROMED OIL TANK
CHROMED HEADLAMP SHELL
CHROMED BATTERY BOX LID
CHROMED REAR SUSPENSION SPRINGS
TWIN LEADING SHOE FRONT BRAKE
£10 0s. 0d. EXTRA.

**A FULLY TUNED ENGINE IS ALSO AVAILABLE
FOR AN EXTRA £30 ABOVE LIST PRICE**

MODIFICATIONS INCLUDE THE FOLLOWING :

Paired large bore carburettors.
Enlarged and polished ports.
Finned alloy induction spacers.
Lightened and polished rockers.
Pressure rocker oil feed kit.
Lightened camfollowers.
Special high compression pistons.
Bronze valve guides.
Double speed oil pump.
Larger engine sprocket.

PAUL DUNSTALL TRIUMPH



AVAILABLE FOR ONLY £35 ABOVE LIST PRICE

NEW 500 c.c. & 650 c.c. TRIUMPHS FOR 1966

SPECIFICATION

SWEPT BACK RACING TYPE EXHAUST PIPES
DUNSTALL PATENT SILENCERS
REAR FOOTREST CONVERSION KIT
NEW 4 GALLON PETROL TANK
DUAL RACING SEAT
CLIP-ON HANDLEBARS

POLISHED ALLOY MUDGUARDS
RACING BRAKE LININGS
ALLOY WHEEL RIMS
CHROMED REAR CHAIN GUARD
CHROMED HEADLAMP BRACKETS
CHROMED OIL TANK
CHROMED BATTERY COVER
CHROMED REAR SUSPENSION SPRINGS

DUNSTALL SPORTS FAIRING only £12 10s. 0d. Extra

PAUL DUNSTALL B.S.A.



AVAILABLE FOR ONLY £35 ABOVE LIST PRICE

NEW 500 c.c. & 650 c.c. B.S.A. TWINS FOR 1966

SPECIFICATION

SWEPT BACK RACING TYPE EXHAUST PIPES
DUNSTALL PATENT SILENCERS
REAR FOOTREST CONVERSION KIT
5 GALLON PETROL TANK
DUAL RACING SEAT

CLIP-ON HANDLEBARS
CHROMED HEADLAMP BRACKETS
RACING BRAKE LININGS
ALLOY WHEEL RIMS
CHROMED REAR SUSPENSION SPRINGS
POLISHED ALLOY MUDGUARDS

DUNSTALL SPORTS FAIRING only £12 10s. 0d. Extra

WHAT THE MOTORCYCLE PRESS SAY:

PAUL DUNSTALL EQUIPPED AND TUNED MACHINES
HAVE BEEN TESTED BY VARIOUS MOTOR CYCLE
PUBLICATIONS AND HERE ARE A FEW OF THEIR
COMMENTS

HOW about this for a dream? Two-miles-a-minute top whack; out-accelerate a Manx Norton; cover a standing-start quarter-mile in sprint time yet easily restart on a 1 in 4 gradient; tick-tock idling at 500 rpm. This dream travels under the name, Dunstall Dominator. On road and track it provided me with some of the most scintillating miles I've ever covered on a production bike.

(Motor Cycle)

SHATTERED, speechless. That's how I reacted on riding Paul Dunstall's Norton Dominator, with new fairing and latest gear for 1966. I had 7,200 rpm in top on the revmeter—136 mph! Not once, but on at least five occasions.

(Motor Cycle)

Taking the revs to the recommended limit of 6,800 rpm in the gears, I soon found that it easily had the legs of five hundred Manx Nortons. Power was there right from the moment the twistgrip was tweaked-brutal, searing urge right up to maximum.

(Motor Cycle)

The 650 Dunstall Dominator. A more magnificent, but less mean, monster I have yet to come across, in captivity that is! It took me up the A1 at a steady 100 mph, yet trickled through stop-start Whit holiday traffic showing a dove-like side to its character which, quite honestly, I never expected.

(Motor Cycle News)

Achieving the ton was not so much an effort, more a moment of surprise, as you glanced at the speedometer. Provided traffic conditions allowed, this pace could be held with ease.

(Motor Cycle News)

HOW TO FIND US

Why not come and see us, it's always worth while. The full range of equipment will be on display, plus fully equipped and tuned machines and any new items that we may have available.

Positioned between the A2 and A20 roads, we are easy to find (the A2 is the Rochester/Chatham road; the A20 is the Brands Hatch road). The map opposite shows our position on the A208 (Well Hall Road).

By train you can travel from Charing Cross or London Bridge Stations to Eltham, Well Hall Station, which is almost opposite our premises.

Open 9 a.m. to 6 p.m. Monday to Saturday, except Thursday (closed all day).

