



Dear Andover Norton Customer,

This is the last "Source" before our move to new, bigger premises in North Way!

Hard to believe that seven years ago, moving into our current place, we thought what a palace it was compared to the "Old Farm Buildings" and even those were bigger than the space Andover Norton had occupied in West Quay Road at BSA/Regal when I bought the company on 1st April, 2007.

The new place will enable us to do things we wanted to but never had the space for- a little motorcycle workshop, an inspection area, a little workshop for sub-assemblies, and possibly a little exhibition area for our bikes and tractor! But more importantly everything under one roof in nice, clean, naturally lit environment that I hope will make for an agreeable environment for our team.

Our new Operations Director Karl had his work cut out, to plan and facilitate the move. We really pushed him into cold water and he has since demonstrated he can swim! He enslaved even his family members over weekends to get everything done in time.



**Karl's  
wrecking  
crew at  
work!  
Why did  
nobody  
warn me of  
that man?**

We are confident we can move in in the third week of October. So please get your orders in in time or be patient until we are able back to normal again in North Way.

Historical note: When the Plumstead AMC factory, by then Norton's home, fell under a compulsory purchase order from London Council and had to be vacated, Dennis Poore decided to move the Commando assembly plant to Andover's, yes, you guessed it, North Way. This was a field at the time. I have a thick stack of original black-and-white pictures that were, no doubt, taken to show the London Head Office in 1 Love Lane the progress in erecting the new facility: Pictures courtesy of Bob Rowley who brought them with him at our Open Day this year.



*Above: Field being cleared, October/November 1968.  
Below: December 1968*



## ***Nearly finished, May 1969***

I can still remember going into that factory building as a young Norton Commando owner in 1977 or 1978 to buy at Andover Norton's spares counter, then manned by Nick Hopkins and Frank Flaherty. I remember a showroom exhibiting Norton, Triumph and BSA parts and literature, this being the place where all remaining spares inventories of NVT were assembled under one roof.

### **Tall Stories Dept:**

It is amusing what fairy tales are told by sellers of (often tastelessly) modified motorcycles to pretend they are "specials made to order" by one of the big British factories. Given that even small companies like Norton built thousands of bikes per year, Triumph in good years a thousand a week, you can imagine it was highly unlikely a factory had the time to build a "custom" bikes to his personal spec for a customer.

This is not to say there weren't specials- TT Marshall's bikes, press bikes that had been "breathed on" to impress testers, the occasional show bike. However, the badly modified JPN Ashley sent me a picture of a few months ago is definitely a product of a silver glitter respray, unskilled seat cover restoration, and an exhaust system replacement exercise. If I was offered this contraption I'd give the seller this is a JPN Replica with all the correct bits bar the black chrome Mk2A beancan silencer exhaust system, but a "custom special" that left the Norton factory it most definitely is not!



The story that went with this beast was:

***A Silver JPN, sold from the factory direct to a Dutch owner who then recently sold it to England. It has a deep scratch on the tail faring and shows no underlying colour. Apparently it was made for a Dutch show. It comes with the original and new Dutch ownership log.***

All I can say is "Buyer beware!" At least it is the real thing underneath the colour.....

## **Customer's Bikes:**

Phil Sasak wrote:

I just wanted you to see what you and Andover Norton - and I - have helped keep on the road!

I'm just sorting it out now, chasing after small oil dribbles, but the gearbox shell is both wonderful and impressive! The oil actually stays on the inside!

And, I cannot say enough about your shipping department! The gearbox shell arrived 4 days after I ordered it (USA). Amazing!

Thank you again, Simon and all of you at Andover Norton.



## **Our Bikes:**

**Joe:**

Whilst most daily tasks are done on my trusty Signal Orange

Roadster, I enjoy the luxury of a) a trade plate and b) a collection of Nortons. Sounds better than it is. Why? Because of lack of time!

### **My 1952 (1953 model) 30M Inter**

To demonstrate: After I had repainted and, over months, assembled the rolling chassis of the 1952 Earl Court featherbed Inter, verified by the production records, the very first featherbed Inter ever produced! Otto Ziegler gave me the rebuilt engine to put in.

I had the 95% assembled bike on the ex-Shenstone factory workbench for nearly two years before I finally found the time this early summer to finish various odd jobs. They need to be done but give little satisfaction before the first road test can be started.

With two companies to look after, occasional vintage racing and the resulting maintenance, plus other matters to attend to, there is little motivation to spend even more time than the working hours on motorcycles unless it means riding them!



During the first very short test ride the clutch went completely. I pushed the bike home at 30° in the shade- but I pushed it in the sun! I fastened the clutch lever on the laydown box's shaft properly at last. A typical oversight when one runs away to answer the phone every five minutes!

The next short test ride round the block showed up another oversight- the sleeve nuts for the rear sprocket weren't fast.

Somewhat subdued I now went over the whole motorcycle again and, having made sure everything was now tight, rode home on the Inter. A lovely bike, even though other little problems cropped up. The voltage regulator needs adjustment. I need a rear view mirror, not because it is a legal requirement (a minor point!), but because in this day and age you want to know what goes on behind you.

Also, the Armstrong dampers, rebuilt by Rudi, are rock solid. Straight 40 engine oil was quite obviously the wrong viscosity.

I cannot say much about the engine because I did not yet get up to the speeds where the Inter rider normally realizes with a flash he is not on an ES2. Where the ES2 runs out of steam the Inter starts to fly.

With the Auerberg Hillclimb imminent I had to concentrate on another bike...

### **My 1937 30M Inter "to full racing specification"**

In my early forties, having just started vintage racing- yes, I did start that late in life!- I made the mistake to test ride a friend's pre-war 40M Racer. At the time I was one of the top three pre-war class riders. I was young and fearless then and knew my ex-Albert Moulte 1949 TT Garden-Gate double knocker 30M (pre-war works spec, hence pre-war class), the engine of which makes the chassis tie itself in knots.

After the ride on the rapid but stable and much lighter little pre-war bike I knew I wanted one. After searching for a genuine bike for many years I was offered the remains of a 1937 30M by the son of its first owner, Fritz Kleber, a German top privateer of the pre-war and early post-war era.



Only 2 years after collecting a van full of parts including wrongly assembled forks, lethally assembled gearbox, non-fitting ally mudguards, and incorrectly painted tanks faithfully copied from photos in a book showing one of many wrongly-repainted museum bikes, and after Rudi had rebuilt the engine, I had five very enjoyable racing seasons on the little thing. It is quite rapid but has virtually no brakes- exciting! Unfortunately, about a year ago the bike sounded sick, and a rebuild was called for. This time Otto Ziegler (see above) did the engine. I could not wait for Rudi to find the time, his workshop is always full, and I wanted the bike back on track. As far as I can tell Otto made a very good job of it.



**Above: Assembled and ready for Auerberg. Apart from the clutch, that is.....**

First outing was the "Auerberg Hillclimb" last weekend. The clutch played up on the first day. My faulty assembly/adjustment was to blame. Riding my Signal Orange Roadster- I left the van at the venue and rode the 50-odd miles home every day and back through the morning mist- I contemplated the problem. So, on the second day, I adjusted the clutch cable in the morning and now the clutch works as it should. A fantastic meeting with over 200 starters on pre-1979 motorcycles. A few outfits, two of them Norton-powered (Inter & ES2), and probably the best pre-war class in one place this year!



**Above: View away from the start down the waiting pre-war bikes. My engine rebuilder Otto Ziegler (in leathers) on his Inter racer.**

To stop competitors from going wild it was a regularity competition. The rider whose three runs differ least in time wins. Being on a hereto unknown track and getting my clutch to work only on the second day did nothing for my regularity. First run was on the first day, and on the second day I was enjoying myself and learning the track. Needless to say you will find me far down in the results!

Now we are about to be off for the Rijeka "Grab the Flag" race meeting- more next month!

## **Calendar Competition**

Thank you all for your entries for our 2020 Calendar Competition.

Entry is now closed and we have begun the voting process to see which bikes will be chosen.

As soon as we have made our decision, the winning entrants will be contacted.

## **Closure Dates**

**Due to our impending move, we will be closing for a few days in order to transport our office and stores into the new building.**

**This move will commence October 15th  
Any orders not despatched on Monday October 14th  
will be held until the following week, and despatched  
as soon as possible.**

**To help prevent dissapointment, please place any orders during the week commencing 7th October.**

**Our New Address will be;**

**Andover Norton International Ltd  
Unit 6**



**Wooler Park  
North Way  
ANDOVER  
SP10 5AZ**

**Opening Times  
Monday - Friday  
9.00am - 4.00pm**

**Telephone  
01264 359565**



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