



Dear Andover Norton customer,

Last month was busy as usual and at long last some gaps have been filled that were a bit embarrassing, though not our fault. Industry bottlenecks and international freight played a role we simply could not foresee, but now items like isolastic rubbers, camshafts are back in stock again, and 750 & 850 cylinder barrels soon will be.

But now to events in the Norton world:

Judgement for Stuart Garner for stealing pension funds

The judgment dismayed all I know who followed the saga over the years and it destroyed our belief in the British legal system. To those who follow moral principles in their businesses and lives, the sentence is an insult and an offence.

Why someone who, to finance his opulent lifestyle in Donington Hall and grounds as his home and reportedly up to eight Aston Martins parked there plus the odd Range Rover, all financed by pensioners' money, gets but eight months sentence suspended for two years is simply beyond me.

The man was hailed by somewhat simple "Norton enthusiasts" and "Norton Clubs" until the very end of his charade pretending to "revive Norton". A smokescreen everybody ever involved in the motorcycle industry who knew what it needs to run a company profitably looked through immediately. Garner caught the judge, as he had various British politicians before, with his story he selflessly tried to "save a British icon"..

The British taxpayer and many pensioners who, unasked, financed the grand front of the homeopathic production of unreliable and often dangerous motorcycles were not considered in the judgement. I wish the judge had a close relative who lost his life's savings in the scam.

I have met a long line of unpleasant characters in my decades in the Norton game. The remark of an old friend comes to mind who once asked me: "How come every time Norton changes hands the next boss is a worse crook than the one before?"

More Scams

Whenever I have a few minutes, I look into the online market places for used motorcycles and study the "Norton" section. MCN has an unchanging line-up of the same Donington product plus a few others that seem to remain there indefinitely. On a German online marketplace I found a "Norton" I remembered from years ago when someone tried to sell one or more of these sorry products in the UK:



After I found it, I mailed the link to my friend Fast Fraanzi, who had my Classic I had bought new in 1988 and sold to him years later. He sold it on a few years ago though he absolutely loved it because I had to admit I could not guarantee he'd get all the parts for a rebuild should a major engine disaster hit him. Since his Nortons are solely of interest for him if he can ride them he decided to sell it whilst it was in good health.

My text was: "*Fraanzi, here is the Norton rotary you can ride with no worries about spares!*" As it may dawn to those of you who don't know rotaries, this one isn't. It is a Yamaha YZF750 pathetically disguised as Ron Haslam's works racer. The text of the advert calls it a "*popular English modification*" and claims it is "*eligible for German historic events*".

That last remark may even, embarrassingly, be true. I remember a telephone conversation with the late "expert" of the German vintage club. I asked him how he could issue "certificates of authenticity" for the many "Domiracers" in their events, given not a single genuine Domiracer survived the closing of the Bracebridge Street Race Shop.

He mumbled something about "different levels of originality". I said this could not apply to artefacts that integrate not a single original part of the real article. Now why does this remind me of the "genuine 1907 Rem Fowler TT-winner" I wonder.....

Easy Rider

When Phil retired as our Managing Director we gave him an NVT "Easy Rider" moped as a farewell joke. Phil never rode motorcycles, so imagine our pleasant surprise when he declared he actually plans to use it.

It being an "Easy Rider" led to the obvious jokes. Phil has now taken my ironic remarks aboard and bought himself the appropriate headgear;



Captain America. A bit older than in "Easy Rider" but then the film is from 1969!

Now Phil is on the lookout for a jacket with the text "Wasn't born to follow"

Our Bikes:

Joe's Racers:

Since my racing is gradually getting less frequent and the old "family excursions" with my children, Andover Norton's shareholders, that these race events always were, are basically over with two having small children and Christine being a full-time lawyer several hundred miles from here, I decided it was time to say goodbye to a couple of my old racing Nortons.

Not an easy decision to take since these were part of my life and good fun. The "Moule Manx" was the first real racebike I ever rode on track and gave me some wins in the 1990s. Even now I feel completely at home if, like last year, I get on it and onto the track after years of not riding it.



The "Moule Manx", Hungaroring mid-1990s

The other one to go is my "Kleber Inter", sold new to Germany in 1937 and bought from its first owner's son in bits in 2011. It is the bike I had an interesting high-speed tankslapper on, Rijeka 2019. After the resulting crash and complete rebuild I rode it again in Rijeka in 2021 and decided I'd now concentrate on my more modern bikes, mainly the 1960 Manx and my Commando racers that are also my daughters' favourites.



1937 "Kleber Inter", listed in the dispatch records as "to Manx Specification", Rijeka 2015

Since I have a very good customer who told me a while ago he'd be interested should I ever want to part with one of my cammy Nortons I gave him first refusal and we struck a deal.



*Farewell photo of my cammy stable before it halves;
1937 racing Inter, 1949 DOHC Garden Gate, 1960 Glaeser 30M,
1952 Earls Court Model 30 showbike, the first featherbed Inter ever
produced.*

Signal Orange Roadster brake improvement:

As described last month I have treated my everyday Commando to an improved brake, a conversion we planned to offer but then found we are currently short of one component, the disc/hub adaptor [13.1678](#) to fit the Proddy Racer brake to the standard disc brake hub. According to the stock system we still had a small number but it turned out that claim came from our old stock system and was not yet checked in the rolling stocktake we are currently doing, the everyday items having priority.

So I am privileged in that I have the system on the bike and have since done a few miles and one typical forced emergency braking maneuver with it!

At first the lever came quite a way back but as soon as the brake pads had bedded in on the disc it lost the somewhat "soft" feel on the lever and braking improved dramatically. With the 13mm master cylinder I now have full confidence in the system and it is a joy to use.



On the way to work last week. Lately weather has returned to winter conditions, though.

Ashley's Commando

I have recently built a rear wheel for my MK3. Maybe it is just me, but I found the tensioning harder than the build and truing. The reason

behind this that there seems to be so much variation in Norton wheel building, who supplies what, what spokes to use and nipples etc. I thought I would give it a go. So far it seems that the results are dependent on the preparation and the parts used and from whom.

Some are amazed that I would build a wheel and then use it having never done it before. Seeing as there are no other keen volunteers then that just leaves me and I have faith in what I make and fit, a carryover from my days as a Submariner. Like most things, there is no way that I will scream off down the road at full speed, I want to see what happens progressively, slow laps around the streets, check, then increase speed, check repeat.

Also, time was used to fix some oil leaks, one being the outlet pipe on the rear of the filter head. But I also found oil further up the hoses, so I dropped the filter head out and all the hoses only to find the feed hose from the tank to the engine was 10 year old. The oil tank was also removed and cleaned out. The cylinder base gasket was also renewed. Whilst off the bike the carbs were stripped and to my surprise were very clean inside after 6K miles since they were last apart, they have seen a mix of fuel including E10 for since last September.

Road test is due but I need to replace the front tyre which is a heavily cambered and a radial and thus illegal to use with the new Roadrider MK2 rear. Some think it is safe to use, but Radial is not the same as cross-ply radial, they are different construction and the tyre wall carry different lettering to indicate this.

Ashley's Bit

Help needed, but not for me.

Most days we get calls from owners who for whatever reason don't use IT whether it be smart phones, tablets or computers. We help the best we can as some don't even have parts books either. Not ideal as the item described may not be the item sent. This frustration aside it seems that many of those without IT are missing out on a whole world of classic motorcycle parts, photos, advice and ease of ordering parts.

As much as I try and portray that the connected world using IT is not hard to use or master there is some reluctance, and this is where some of our readers could help explain or show those without the IT equipment or skills just what they could see and do to enhance their classic motorcycle ownership.

This time of the year we get customers who want parts yesterday as they need it for the weekend. With a global customer base, orders normally get processed in the order they appear in the warehouse picking list. It is not so much the pressing need of the spares but the preparation of the bike that is to be relied upon for the weekend without a shakedown.

Realistically after any major overhaul or repair the bikes need to be road tested with a good few hundred miles at least a fortnight before its planned trip or tour, This will give time to get any little niggles fixed and parts ordered if need be. Any Norton when put together with care and attention is more than capable of big mileages, but no matter what bike, classic or modern, a check over a couple of weeks pre tour is always a very good idea. Get the parts in earlier, do the jobs and

then road test left to the last minute you'll be wondering "*did I do so and so!!*"

Workshop.

The recent wheel build highlighted that I did not have the correct size press tools to use with the press, and I had left the ideal bits at home. The ideal bits are the bearings that are removed as these can be reduced on the OD so they can be used to press in the new bearings and enable the old bearing that is being used as part of the pressing process to be removed from the bearing recess. So don't be too hasty to throw those old bearings in the scrap bin. Likewise, when removing the old bearings an old wheel spindle is ideal to use as a drift.

A question that I'm often asked, most probably more often than 'when is the choke off' is crankshaft end float. It is actually in the workshop manuals, but my suspicion is that many find it when it is too late and the engine is in pieces and about to be rebuilt. Crankshaft end float is best measured **prior** to the engine being dismantled. The reason this is a good time to check it is that it will give a figure to which you can relate to gauge whether you will need to shim behind the timing side inner race and the number of shims needed if any.

Along with shims is the gearbox, often asked as to "what is the end float for the gearbox". On one of the general assembly drawings [06.5206](#) has an amendment late in the life of the MK3 that shows the shims and roller bearing, so late I doubt it was ever used. Personally, I don't shim the gearbox as I don't have any way to see what is happening to the rest of the tolerances and engagement in the box, coupled with the fact that many un-shimmed gearboxes cover many trouble free miles, suggests there really is no need or advantage to shim.

Triumph Parts

Don't forget we also have a wide range of classic Triumph parts available from our stores. Just like our Norton parts, you can search for parts by either part number or by the drawings using the "Browse by model" selection box.

You can also visit our alternative website: <https://nvt-motorcycles.com/nvt>

which mirrors our usual web shop but features more of the Triumph side of the spares.

New Shop Layout

For those of you who have visited our front counter in the last month, you will know that we have recently rearranged the space so that we can feature more of our products out in the open.



If you need to pick up a few parts, why not pop in and see us? Our counter is open from 8.30am till 4pm and you can treat yourself to a hot drink during your visit!

Stafford Bike Show

<https://www.staffordclassicbikeshows.com/april/>

Just a quick reminder that we will be at The Stafford Classic Bike Show on the 23rd and 24th of April. Keep an eye out for us on Stand M32 and stop by for chat!

THE INTERNATIONAL CLASSIC MOTORCYCLE Show

Open Day 2022

Our Open Day is also fast approaching, and from the positive responses we have received from our readers and customers its going to be busy day!



Both food from our barbeque and drink will be available all day, with proceeds going to our guests, The Wessex Blood Bikes Charity, as we open our stores for the first time since our move to North Way. All bikes are welcome and we look forward to seeing you there!

The best way to find us is to use the What3Words app, which will guide you straight to our front door.

<https://w3w.co/wimp.clumped.scouting>

2023 Calendar Competition

Thank you to everyone who has submitted their entries for our calendar competition so far. There is still plenty of time left for you to enter, so please send your high quality pictures along with some information or history of your bike to newsletter@andover-norton.co.uk



Andover Norton International Ltd.
2022 Calendar



Featured Products



MAIN FRAME ASSY (1968-70) PAINTED

[Shop](#)

MAIN FRAME ASSY (NOT MKIII)

[Shop](#)



**MAIN FRAME ASSY (850
MKIII)**

[Shop](#)

**WIDELINE FEATHERBED
FRAME, 1957**

[Shop](#)



**That's all for now,
Until next time!**



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