



## National Motorcycle Museum (201)

Wed, 27th Oct 2021

**Estimate:** £22000 - £24000 + Fees

### 1925 Norton Model 18

**Registration No:** NP 5559

**Frame No:** 15572

**Engine No:** 13423

**CC:** 500

**MOT:** Exempt

- Purchased in 2004/5 as a restoration project
- Restoration completed in 2015 to a very high standard
- Dispatched 24th February 1925 to Mr. G W Gillcrist Bromsgrove
- V5c on file with a RF60 continuation logbook
- Two large files of paperwork and receipts for work carried out.

It was used by the first owner for their honeymoon in 1928 and thereafter run with a sidecar to deliver milk for nearly 20 years. At weekends the owner would fit a double adult sidecar body and take the family out for jaunts. The Norton was stored unused in a farm shed from 1946, only to be sold 19 years later. There is a very delightful story featured in the VMCC Journal, May 2020 all about the Norton.

### Norton Model 18 NP5559 (1925) SPEC Engine

Crankcase cracks repaired by Roper Welding Services, bearing housings line bored and new camshaft bushes fitted and reamed by Parts made. New main bearings by Sheffield British Motorcycles. New big end bearing by Alpha Engineering with later larger little end con rod. Rebored with new ES2 piston from Norvil machined to match flywheel by Ian Cramp

Oil pump/regulator rebuild by Dave McMahon with a new alloy body.

Pushrods, rocker spindles, and bushes with modified grease nipples by Parts made.

New valves, guides, valve, and pushrod return springs by Sheffield British Motorcycles.

New o/s stock clip mounted Amal 276 carburetor from Surrey Cycles (unused original factory spec B&B carburettor refurbished by Martyn Bratby included in sale)

Original M&L magneto rewound and restored by Ray Smith of Rugby

Engine sprocket retooled by John Hemmings

One-piece clutch friction plates by Safetek

Exhaust pipe from George Cohen, nickel-plated by Marque Restore of Coventry, fitted with refurbished original 'wire brush baffles' silencer.

### Gearbox

Original Sturmey Archer CS1 gearbox with fine pitch internal gears (all teeth present). 1<sup>st</sup> gear in center of cluster.

New double sided output bearing by Vintage Bearing Company

All drive chains and magneto drive-by Sprockets Unlimited

### **Front Wheel**

Original beaded Edge rims rebuilt with new black stainless steel

Spokes and nickel-plated nipples by Central Wheel Company.

Brake drum metal sprayed and reground by Metallizers of Heckmondwike.

Brake shoes relined by Villiers Motorcycles

Original spindle fitted with special carriers by Parts made to accommodate modern taper roller bearings.

Mudguard by Autocycle Engineering of Netherton (original included in sale). Original front stand and stainless stays.

### **Front forks**

New spindles, bushes, mainspring carrier, and Andre-type steering damper by Jake Robbins of Hastings.

New mainspring by Paul Savage at Redditch

Front headlight refurbished and nickel plated by Genius of the Lamp Company, Birmingham, with LED conversion using original mirror reflector.

Handlebar from George Cohen (Black painted original included in sale) fitted with stainless inverted levers and modified pre unit Triumph twistgrip.

Period cloth covered bowden cables by Veteran and Vintage Motorcycle Parts fitted throughout.

### **Petrol tank**

1926 2 gallon tank restored by Partsmade and paintwork by Mick Stych (who did all the paintwork on the machine) rubber mounted using pre unit Triumph fittings (original 1925 fully restored 1 gallon tank included in sale)

Stainless repro Best & Lloyd hinged filler cap

### **Saddle**

Repro leather Brooks B180 (as per factory spec) from Italy

### **Oil tank**

Reproduction by Terry Hall of Shropshire to original pattern fitted with stainless repro Best & Lloyd hinged filler cap.

Refurbished original Best & Lloyd auxiliary oil pump

### **Rear wheel**

Original beaded edge rim rebuilt by Central Wheel Company with black stainless spokes and nickel plated nipples.

Brake drum metal sprayed and reground by Metallizers of Heckmondwike.

Brake shoes relined by Villiers Motorcycles

Spindle fitted with special carriers by Partsmade to accommodate modern taper roller bearings

New cush drive rubbers

Drive sprocket retooled by John Hemmings

Rear mudguard by Autocycle Engineering (original included in sale)

Repro leather fronted tool boxes, offside box contains spillproof battery for LED lamps with external on/off switch and charging port

Rear light refurbished by Genius of the Lamp Company and

fitted with LED stop/tail