



Dear Andover Norton Customer,

Before I load my Signal Orange Roadster into the van for my holidays and disappear into the sunrise, here is another “Source” for you.

Too much work and little time for anything else see me looking forward to a bit of time with my family and on the bike. I hope to return fully rebuilt.

Unfortunately, another great of the Norton world has left us:

Michael James “Mick” Hemmings, 1944-2021



Very much a shock for us all was the sudden death of Michael “Mick” Hemmings, a man I trusted and respected for many years.

The Norton world is much poorer without Mick, not just in lost knowledge, but more so because Mick was a wonderful person, a good friend of our company, and one of the, dare I say it, few honest people in the Norton world. I have yet to hear a bad word about him and doubt I ever will.



I remember coming across Mick Hemmings Motorcycles not long after buying my 850Mk3 in 1977. At the Beaulieu Autojumble I found an original "Norvil" Brochure (NV1142) and, having encountered the "interesting" handling in bumpy bends especially loaded with holiday luggage and my then girlfriend, now wife, on the pillion, I wanted something to improve chassis stability. In brochure NV1142 I found a headsteady that I guessed correctly would stop my rear wheel tilting against the chassis in bends so I searched if someone still made it.

The person who continued production and supply of Proddy Racer ("Norvil") parts when the factory finished was Mick Hemmings, a racing legend in the early 1970s. I still remember his old letterheads with 1st places and track records running down both sides of it in small print!

Mick supplied the headsteady and since then, I have rarely ridden one of my everyday Commandos- and no Commando racers- without one.

The first time I met Mick and Angela Hemmings eye-to-eye was at a British bike rally at Billing Aquadrome in 1979. I had just come over from Hamburg to start my year at Southampton University so was awarded the "Long Distance Overseas" award. Guess whose job it was to present it to me.

After that, and a bad experience with another supplier of Production racer parts who later cropped up, I stayed with Michael and Angela Hemmings and over the years an atmosphere of mutual trust and friendship developed. Mick was a man you could shake hands with on a deal and trust it was fair, honest, and he'd honour his word.

Mick wasn't just a top-class racer, he was also- not the norm, though many people seem to believe that- a top-class motorcycle

engineer. If something was wrong, I could rely on Mick and my trusted mechanic, master toolmaker Rudi Kolano, to find out. Whilst others were still banging engines together with the tighter mainbearings, these two found FAG had gone down on tolerances in production and both, independently but simultaneously, recommended to go to C3 tolerance. Something that, as I just read on a Norton forum, still hasn't filtered down to other "Norton specialists", many years after the event.



Above: "Mick Hemmings Motorcycles". The complete Team pictured in 2015.

Mick and his better half Angela operated "Mick Hemmings Motorcycles" in the best possible way. If Angie wasn't 100% sure or wanted a second opinion, I can still hear her call "Michaeeeeel" (starting low, then going up an octave or two). I loved their humorous banter, and deep respect for each other. Whenever I put the phone down, or left their shop, I had a wide grin on my face.

Fittingly, Mick had a last "Lap of Honour" round the Silverstone Grand Prix circuit, a mutual promise with his friend Tim thirty years earlier, that Tim, Angela, son Steve, and others not forgetting Silverstone Race Circuit, made possible.



Angela waving the chequered flag at the finish.

Our thoughts are with Angela and their son Steve who lost much more than we, or the Norton world, can imagine.

Our Bikes

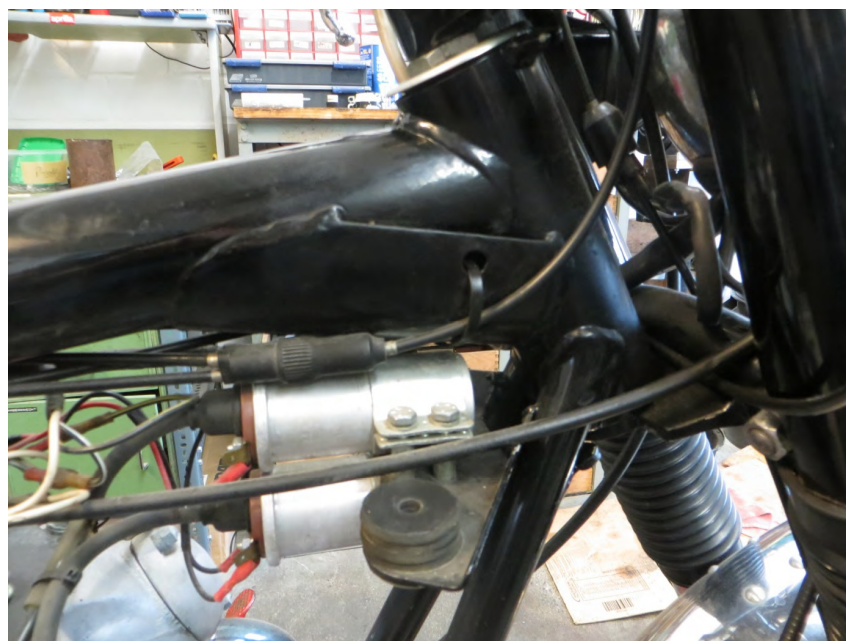
My 1968 "Panama" Commando

The bike that graces the cover of Steve Wilson's "Norton Motorcycles 1950-1986" has been sitting in the shop doing nothing after the petrol tank developed bubbles in the surface thanks to modern petrol.



I haven't ridden this very early example of a Commando for many years. Talking of very early, my bike still has the original "widowmaker" frame.

Though no doubt, Bob Rowley can tell you how to make the headstock break in 5 minutes I report no signs of cracks along the suspect reinforcements and, yes, the bike was ridden on rough terrain in one of our "Old Boys tours" over rough, bumpy, unpaved alpine pass tracks (not really roads) for long distances and I did ride it to work and for fun before the modern petrol ended that.



The legendary "Widowmaker" frame's infamous headstock.

An old friend from Hamburg specializes in impregnating these glass fibre tanks so I recently sent him the tank and since got it back. So very soon I will be back on my Fastback again!

The 1960 30M "Glaeser" Manx

An ongoing problem in the last few years was oil, not inside the bike, but going out on all corners and breathers. Given the impertinence of endangering other racers by distributing oil on the track and the danger to oneself, the engine had to be looked into to stop this phenomenon. I knew from years before that after Rudi's

first rebuild of the engine that engine was not a mobile oil leak by nature.

Given Rudi's work overload and my limited lifespan I entrusted Otto Ziegler with the rebuild. This turned out to be much more demanding than I had thought, given the bike ran fine and had enough power.

After this major overhaul with many problems addressed, most of them no doubt caused by wear and tear over a decade in races, the engine was delivered by Otto recently and I put it back into the frame.

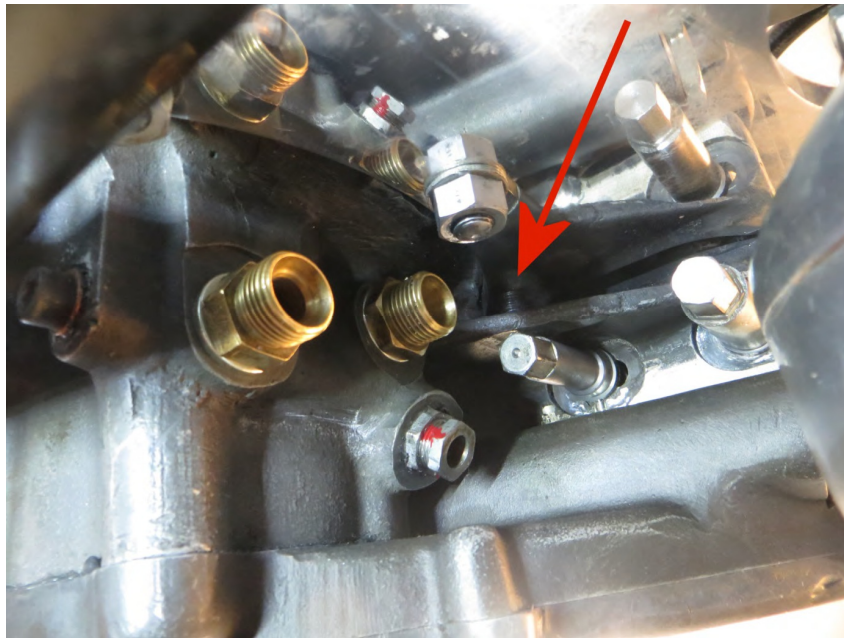
This sounds easier said than done. The Manx engine was shoehorned into the then new, featherbed frame. The crankcase reaches down between the bottom frame rails and the right hand to tube was flattened on the inside to make room for the beveldrive box.

In order to get the engine into the frame, everything else needs to be taken out- gearbox and engine plates. Only in completely empty form the engine can be put in and the front mounting plates attached. With the engine then supported by a carjack and/or wooden blocs engine plates and gearbox go back in.



The engineering genius who designed the frame put the bottom frame rails where several important through bolts go- bottom gearbox fixing bolt and engine to engine plate bolts. This makes it necessary to twist and tilt the engine in the very limited free space in the frame to put all the bolts in before it goes into its final position.

This gets us to the real engineering disaster (post-mortem tar and feathers for whoever was responsible I say!). The nut for the top mounting bolt is practically impossible to fit to its bolt.



Seen from the underside. This is the bolt to fit nut & washer to!

It must be fitted from the underside, in a position one can but see using a mirror, in the dark, and in between two fins that are too narrow to allow fingers or even a wire grip to go between them with nut and washer.

Add to it if you try to shine light up there the mirror gets in its way but that is no problem as the tool you use blocks nut, washer, and bolt end from view anyway!

I wasted two full hours in vain attempts with various tools to get nut and washer on, then went away, did something else (often a good idea when stuck), and just before I decided to end my workshop session came up with a bent-from-old-wire solution that did the trick. Phew!

Now the bike is nearly ready to hit the track, only a few minor jobs left to do.



A bit from the MD!!

I thought that after being here for 2 years now I should finally write something for the Source and I'd also better get on and get my

Motorcycle Licence as I already have car, HGV & PSV licence. So the search started for a little 125cc Motorcycle to get me back into riding as I've not ridden on the road for over 33 years.

After searching the various 125cc motorcycles I decided that I wanted something with a retro look and a nice upright riding position. After a conversation with Nick Brown, the owner of AJS Motorcycles, who are also in Andover, he suggested I take a look at one of his little AJS Tempest Scramblers and he had the perfect one for me. It turned out to be his personal bike with very low mileage and a host of extras so a deal was done!

Over this summer I'm hoping to get lots of practice in to get used to riding back on the UK roads with a view to take my test early next year in readiness to start test-riding some of our Classics here at Andover Norton!



Simon A's Norton Commando: Fitting front brake shoes

My 1972 Commando 750 was overdue for a new set of front brake shoes. I purchased the bike in many pieces, an ex-Interpol machine, in 2011 and have covered 23,000 miles since then. The front drum brake is quite good -perfectly adequate for road riding. However the cable adjustment had become non-existent and the operating lever angle showed the shoes fitted in the Sussex police workshops long ago had worn out.

On a sunny and warm June afternoon I fitted new ones. I photographed the process for a new AN technical brochure.

The work took about 1.1/2 hours. Afterwards, in a test ride, the brake performed well and cable adjustment was restored.



Andover Norton can supply complete front brake assemblies



06.3280

FRONT BRAKE PLATE ASSY C/W
FIXED FITTINGS, £215.00 +
Carr./VAT

[Shop](#)



06.3281

TLS FRONT BRAKE PLATE ASSY INC.
STIFFENING KIT, £349.80 + Carr./VAT

[Shop](#)



1 The lever position shows these
brake shoes need replacing.



2 Release the cable at the brake
plate



3 and at the handlebar lever.



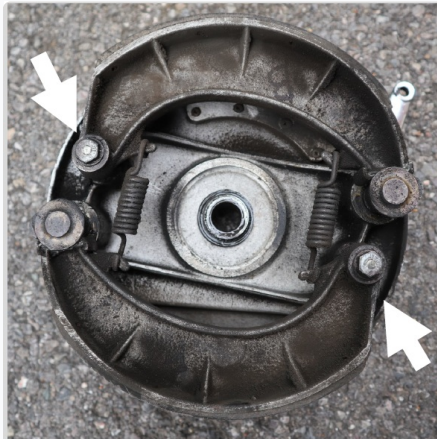
4 Slacken the R/H slider pinch bolt.



5 Undo the nut & remove the spindle.



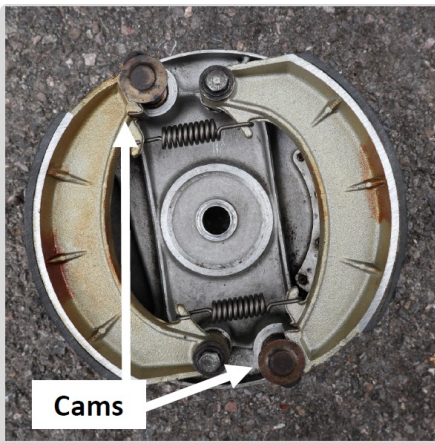
6 Move the wheel forward to release the brake plate assembly



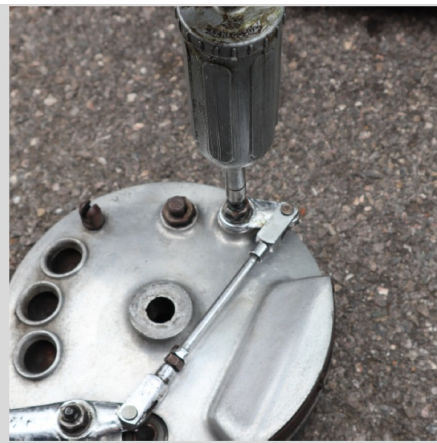
7 Remove the two screws securing the shoes.



8 Wearing a suitable mask, clean the plate of brake dust.

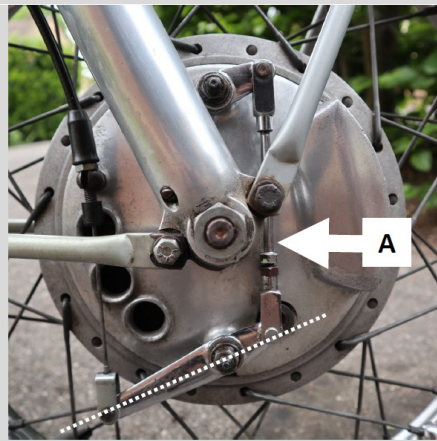


9 First fit the shoes & springs. Then re-fit the cams by gently levering the shoes outwards. This method avoids breaking the spring hooks.



10 Grease the brake cams.

11 To set the link rod (A), take out the top clevis pin. Fully apply both levers and adjust the length of the link rod by slackening the locknut and screwing the link rod in or out until both linings just contact the drum together. Secure the locknut and carry out the final adjustment on the cable so the wheel turns freely and does not bind. Note the new position of the brake operating lever.



Parts used: 06.0006 Brake shoe set, 06.0014 Spring (2), 06.2491 Cable



06.0006

FRONT BRAKE SHOES (PAIR)

[Shop](#)



06.0014

FRONT BRAKE SHOE SPRING

[Shop](#)



06.2491

FRONT BRAKE CABLE (C/W SWITCH)

[Shop](#)

Other Technical Guides can now be found on our Web Shop under the new "Tech Database" Section.

<https://andover-norton.co.uk/en/techdb-category/>

Ashley's bike

Very little has happened since changing the oil, apart from being used daily on the local dual carriageways and motorway where it spends most of time it seems.

Recent technical queries have arisen from owners whose bikes are hard to start when hot. They claim they start easy and run well, but are just hard to start when hot. With ignition timing correct and the fact the bike starts easy when cold suggests that this is lack of fuel

when the bike is hot. On both occasions the bike has responded with the pilot air screw being moved in, a little at a time to the richer position, but how did they get there in the first place?

Many set the carbs up but fail to do the final setting with it running on one cylinder then adjusting the tickover and repeating for the other side, and then dropping the slides down equally to set the tickover. I have a suspicion those that do this are winding out the pilot air screw to lean out the pilot circuit and then lowering the slide, then when running on both sides and the tickover is set, the pilot circuit is too lean to start the engine when hot. I always do the final check with the engine at full working temperature and this seems to work well. The pilot circuit is the harder working end of the carburettor, it has to start the bike in all temperatures, allow the bike to pull away, tickover, keep the bike running when the throttle is shut from high speed. If you practice setting up the pilot circuit you will notice a difference, especially when in urban areas.

With the easing of lockdown restrictions and the arrival of good weather we have had many customers urgently needing spares, usually with the "I need it by the weekend as I am away on the bike on Saturday" realistically this would be too late for many. After major repairs, restoration or a rebuild with the intent to use the bike for touring or a rally, then ideally the minimum should be 3 weeks prior to departure, this will give enough time to test run the bike and the -3 weeks point, order parts and fix any defects, tighten and adjust anything if needed, then re-test the bike.

If anything is not right before your departure, then fix it and prevent it becoming a breakdown when away. Other than the imperial tools, a note pad and pencil is always handy in the workshop, if you realise you need a part then write it down that moment, don't think "I will remember and order that when I next order parts" – chances are, you will forget, place the order and then try and add it later to your order. This now in most cases is impossible due to the way our modern software works, the way modern global shippers operate and the forthcoming tax collection requirements of the EU, hopefully Karl will explain in more detail in his piece.

Another Change - Customs fees now apply for UK-EU shipments

With new customs regulations post-Brexit, many UK and EU customers are finding themselves hit by customs bills they weren't expecting.

This is because all goods between the UK and the EU are now subject to customs clearance. Under zero tariff arrangements, duties are not payable on goods imported to the EU if their country of origin is the UK. However, VAT is due on goods value above €22, at a rate that depends on the country of import.

The standard service offered by international parcel delivery companies is Delivered Duty Unpaid (DDU), which means that the receiver—the customer—is responsible for paying any applicable customs taxes and duties upon receipt of the goods.

This wasn't previously relevant to UK-EU shipments, because the UK was a member of the EU and part of its shared trading bloc. When the UK left the EU in 2020, the rules were kept the same for another year. They only changed recently—on 1st January 2021—so it's all still very new and customers could easily get hit by customs fees they weren't expecting.

Why choose a DDP service?

By choosing a Delivered Taxes Paid (DDP) Delivered Duty Paid, any customs charges will be billed to the shipper rather than the receiver. This means:

- Faster delivery – avoid delays from waiting for customers to pay taxes at destination.

- Lower cost - the carriage and admin charges are often less than the DDU (duties unpaid) service.
- A better experience for Our customers - you are not subject to potentially unexpected taxes & admin charges.
- Carriers will charge an admin fee for all DDP shipments, but you may still find it's the much more convenient and hassle-free option.

As there are some major changes due on the 1st July 2021 for all shipments under £135.00 entering and moving between EU members (IOSS), we have taken the decision after feedback from retail customers to implement a Tax & Duties collection service to help speed up orders being sent to the EU.

When ordering via the Andover Norton website for all Business to Consumer orders we will now collect the Local VAT that you would normally be payable to the EU via the courier. This option will give all orders a smooth path to your door with no extra monies to pay.

We are hoping to have the set up and ready to go for the 1st July and will update you all via an additional newsletter once this is ready to go.

Calendar Competition - Last Call!

The Closing Date for entries is the 27th of June!

There is still a little bit of time left to get your picture entered into our calendar competition. So please send your high quality pictures to;

newsletter@andover-norton.co.uk

Please include your Name, Country and a brief bit of history or backstory of your bike. This can be where or when you aquired your bike or any restoration or modifications you may have made for example.

Entries that do not include this information may not be added!

**That's all for this month's edition of
"The Source"**

Until next time!

The Team at Andover Norton



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