



Dear Andover Norton Customer,

February was an overfull month for me in that I was half the month on the road, not in my shop.

In the week 14th to 18th February I flew to England. This was the first time since February 2020, just before the first case of Corona in Europe was reported in my home town when a Chinese employee of Webasto, visiting their German headquarters, imported the virus as a blind passenger.

Apart from the desire to see what the team in Andover had accomplished in the last couple of years, I was to meet Dr. Hentschel of Norton Motorcycles in Solihull, and Angela Hemmings

The Andover Norton Warehouse

To say I was positively surprised by what I saw at Andover Norton is an understatement. The team did us proud in the time I wasn't there. Remember last time was not very long after we moved in and a lot of the stock, half-finished goods like castings, forgings and pressings were still sitting on pallets on the floor outside the two-story racking area.

Now everything is nicely stored away, labeled with bar codes and the vast majority of our stock, bar some of the written-off stock, now counted and with the correct figures on our stock list.



All nicely labeled and allocated. The whole place is spotless and does the whole team proud!

While I was in Andover I went through all racks and, where possible, identified a few previously unidentified items and noted items, mainly from the rotary stock, that are of general interest and that Karl has since put on our e-bay store: Yamaha parts, SU carbs, Brembo components, all of which are left-over quantities from the Shenstone production days we are unlikely to ever sell as rotary spares.

Another undertaking was the overdue identification of fairing and component molds, again from the Rotary era. Since I am the one in the team with first-hand riding and workshop experience on rotaries, I identified most of the items and our Andy labeled them.



Most body tooling was in the containers so we got them out one by one and identified them.

Richard Negus kindly identified the rest which was either for prototype or police models. As the then German importer selling solely to the civilian market I was at a loss with those. We also found a number of mostly secondhand body parts that Karl may, again, put on e-bay.

Norton Motorcycles/Meeting with Dr.Hentschel

We tried to get Dr. Robert Hentschel down to Andover to see our operation but that didn't work. His PA told us he couldn't spare the four hours driving time from Solihull to Andover and I later realized this was not an excuse, but true.

In Solihull I went into the factory where, in the foyer, five historical Nortons from the Loram collection that Norton bought are displayed: A Commando "S", a P11 (or was it a G15? In retrospect I am not sure), a couple of early cammy Nortons and a 16H. All of them nicely presented if not, in case of the cammies, correct in detail. All of them looked unused post-restoration. Then again, the same goes for most of the bikes in the NMM, and other museums.

Dr. Hentschel picked me up in the foyer and first we went through the customer experience area, quality control department and the start of production with the first "new" 961 on a workbench. Dr. Hentschel told me he had just assembled his first 961 engine that very morning and what a fun experience it was for him.

In quality control three people went through mountains of rockers that the Garner regime had purchased from China for 961 production. The majority had faults that need to be rectified before they are useable for quality production. Not something Donington was ever concerned about!

The quality control equipment is state-of-the-art and, though 3 decades apart, reminded me of the quality control room in Shenstone. Shenstone was working to tolerances on the rotaries that were never before achieved on these engines. They were so stringent I remember

the disbelief in the faces of "Wankel RD"'s staff, Felix Wankel's old research company in Lindau kept alive for decades by the German taxpayers, when I was allowed to give them the details.

After the tour we sat down in Dr. Hentschel's office and discussed points of mutual interest. I found him friendly, open, very interested and enthusiastic, and with a good sense of humour. I understood that he has a 48-hour-a-day job getting whole organization into working, production mode and why Andover Norton is probably a #127 priority to him.

That said, I enjoyed the meeting and hope to see him again soon. How about coming to our Open Day on the 21st May, Dr. Hentschel?

Angela Hemmings Visit

On Thursday I went towards Northampton to see Angela Hemmings. A visit I was very much looking forward to. She had asked me to come up because "*your boys wouldn't know what they are looking at*" and right she was in many cases. In many more cases I didn't know, or could only guess, what I was looking at!

One aspect of the exercise was to collect all parts the Hemmings had bought in recent times from us and that we had agreed to take back at their cost. The other was to look at the spares they had left over from decades in the trade, be it Triumph or Norton parts, tools, literature etc.

We went through the whole lot with me creeping under low rafters into corners for Angela to bring out goods she planned to sell to others, going through a treasure trove of racing components that we, as Andover Norton, have no commercial interest in but that are like gold dust to those who are into vintage racing and restorations, as well as through the standard parts they brought over from their shop and that explicitly weren't included in the sale in April 2015 since "Michael will need them in his workshop."



Happy Days! Myself, Angela and Mick, April 2015 at "Mick Hemmings Motorcycles"

I may repeat myself stating I was a Hemmings customer since 1978, always respected and liked them both for their honesty and humour, and was honoured to later become one of their trusted friends in the industry. Mick's sudden death last year still saddens me every time I think of it. Understandably it put a damper on my visit at first. To her

credit Angela was very factual about selling the motorcycle parts and equipment off. The motorcycles are definitely not for sale, including, as we later learnt, the NVT kid's bike that our Karl wanted for his grandchildren. But we struck a deal on the job lot of Norton and Triumph parts.



Karl's desire. My kids grew up with a later version, the "BSA JTX", which I bought off BSA/Regal in the late 1980s and that all three started their motorcycle careers on. Motorcycles of lesser importance in the background....

After enjoying Angela's customary great hospitality and her well-informed and humorous banter and insults (you get those with Angela when she considers you worthy of them!) I drove off and left the collection and sorting of the spares cabinets and tools to the boys in Andover. I bought a genuine used 1970s Norvil front wheel and a collection of big end shells for my German shop, with packaging that I just HAD to take a photo off. I love the "Genuine Norton Parts" boxes from 1970s production times and like the Vanderwell, later AE shells for their quality.



Big End Shells produced and packed in the last 5 decades or so from the Hemmings stores.

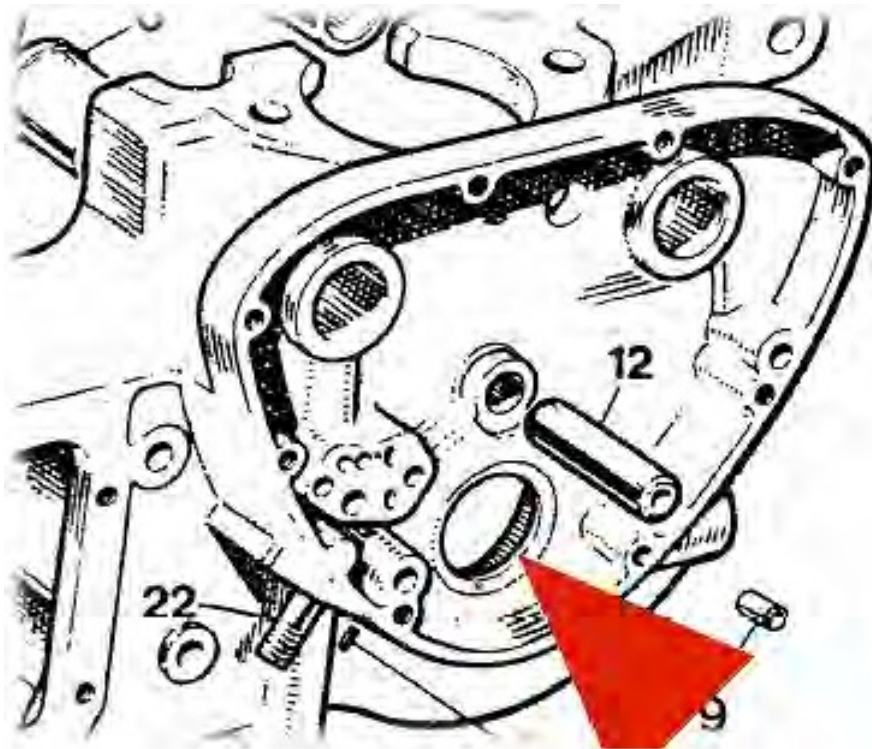
Triumph 750 Timing Side Main Bearings

When you order a timing side main bearing for a 750 Triumph from us we sell you the roller bearing with the two-piece inner ring as used on the last 750s, [part# 60.7362](#).



The inner cage, as said, consists of two rings. The flat one goes towards the timing cover and is fitted **AFTER** the bearing is in the crankcase and the crank fitted.

The late 750s have a slightly bigger ID hole to allow for that later bearing's flat part to be put in from the outside. If and when people, advisably, install the roller bearing they must widen that hole slightly with a file until the flat inner cage can pass through.



The hole that needs to be widened just enough to pass the flat part of the main bearing inner race through.

Historically Triumph held on to the old idea to fit a ball timing side bearing even after going metric in 1972/73 but was aware the loads were too much for its capacities was the potential of the 750 engine exploited. Hence 750 engines retained a “sporty” inlet cam but were intentionally castrated by the “ultramild” exhaust cam [71.7017](#).

This factory practice continued even after the far better three-part roller bearing was introduced, most likely to forestall warranty claims through improved performance. Today we offer the “sporty” [71.7017R](#) camshaft to unleash the engine’s potential. This can be fully exploited if further work on the engine is done and, naturally, if Norton Roadster silencers [06.1978/X/SNL](#) are being used.

Norton Vintage Parts

Most Norton customers have realized we widen our range of parts for the pre-Commando models all the time. This is one of my hobbyhorses, as are the Norvil Proddy Racer parts, and my buyers are, dare I say it, far more enthusiastic about the old road model parts than about my beloved Proddy racer bits!

Our first picture shows the samples of clutch spring studs and bolts we have collected with a view to produce these for Manx and older production model clutches.



Who can help identify the above clutch spring mounting parts?

With authentic drawings for these absent we have tried to identify the clutch spring screws and nuts. I must admit I haven't yet looked into the clutches of my pre-war and Garden Gate racers, but I do know my featherbed Manx's clutch is a mixture of road and race bits and sports the road-type clutch spring nuts.

If any of our valued customers can help with the identification we are happy to manufacture and offer the above and to present a set of the relevant studs and nuts to customers who identify these correctly for us. I believe the top left hand one is pre-war road and the centre top one is Manx, but have no idea about the top right hand one and was grateful for identification of the different lengths of the screws (studs?) for the various clutches.



Gears and shafts. Sorry about the background, photo taken on retail shop's our glass counter

Another opportunity was the acquisition of NOS complete gear and shaft sets for Dolls Head and Upright gearboxes. This made us wonder if it is worthwhile to re-manufacture them. Given I was asked up to ten times about them over the last four decades it probably is, and our Ashley is currently looking at quotes from our reputable gear manufacturer.

And, yes, I am aware racers had different ratios, as had most probably “scrambles” models, but first and foremost our interest is to keep the old road bikes useable.

Our Bikes

Sorry, nothing new from Joe’s bikes since my travels with the resulting work overload left no time for enjoyable workshop time!

Customer's Bikes: Ray Laubenthal

We received the pictures and write up for Ray's bike as an entry to our calendar competition. We enjoyed it here so much, with his kind permission, we decided to share it with our readers as well!



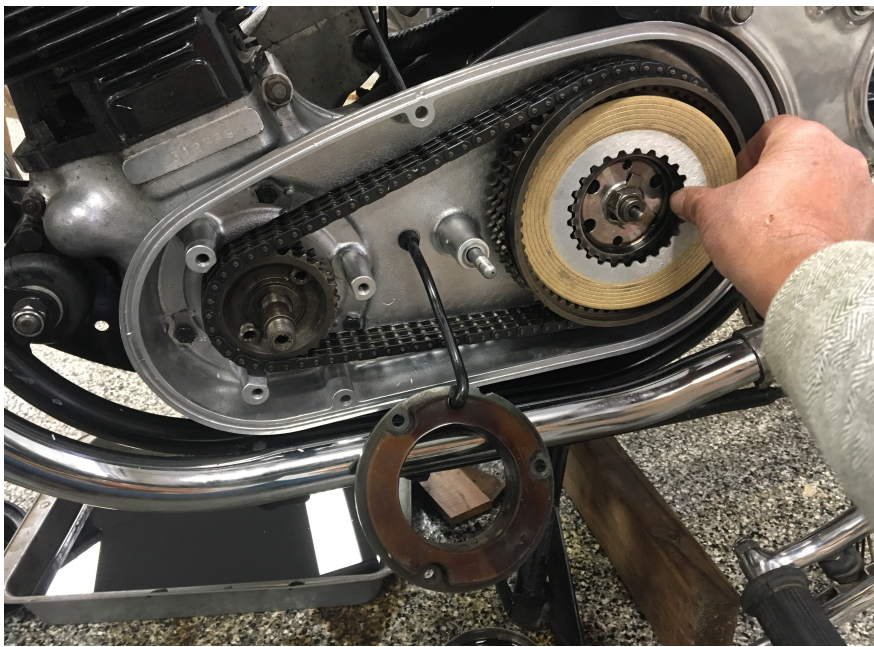
Ray writes: *The bike is a 1974 Commando Roadster 850 #312929. I bought it from my college roommate back in 1981, back then it was an orange Hi-Rider. A few years later in 1984 I was camping on the Brazos River in Texas and got the bike to fly when I climbed the river bank hill a little too aggressively. I’ve always maintained it well with genuine Norton parts. However, in the late 80’s I converted the bike to a Red Roadster and replaced the points with Boyer Ignition. In 2012 I put on Australian Ikon rear shocks, and in 2014 I replaced the Boyer with a Tri-Spark digital electronic Ignition.*



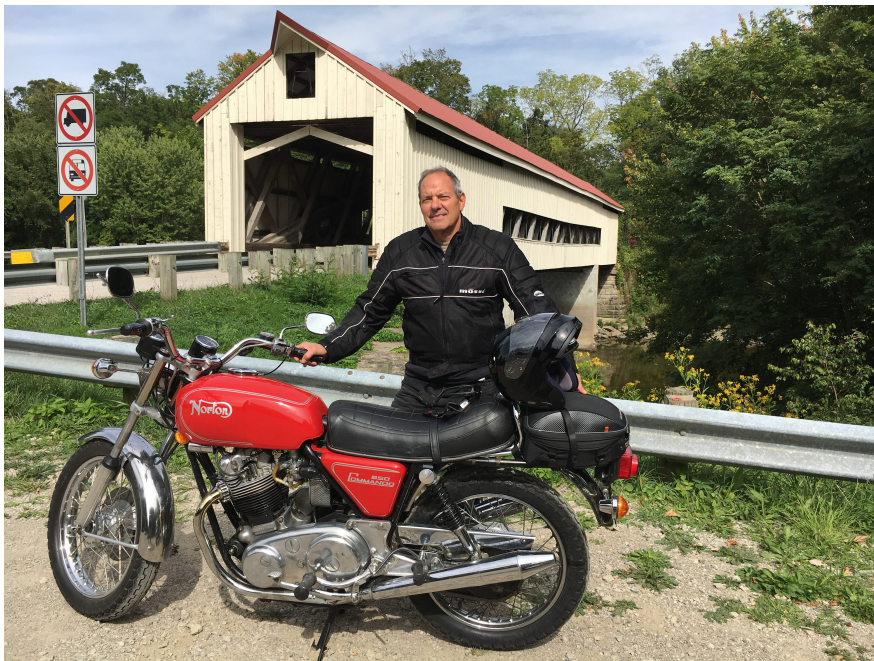
The old faded one of me is from 1984 and was taken in Fort Worth Texas just before "The Flight". The tank is not the original Hi-Rider 2.2 gallon tank, it is a Roadster tank. The seat however is the original Hi Rider seat.



Eventually I purchased the correct handle bars and a larger headlight from Andover-Norton to make the conversion from Hi Rider to Roadster. I do all of my own maintenance. Attached is a clutch job I did with parts from you and AN. I also put on new Amal Carbs from you too.



Each summer we ride down to the Mid-Ohio racetrack for the American Motorcyclist Association Vintage bike races. There's a lot of great vintage motorcycles at the event. <https://americanmotorcyclist.com/ama-vintage-motorcycle-days-2021-is-on> I also ride all over Ohio with friends who have vintage Moto Guzzi and Vintage BMWs. The Commando is so much fun to ride.



Stafford Bike Show

As mentioned in previous editions of "The Source" Andover Norton will have a stand at the Stafford Bike Show on the 23rd and 24th of April.

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

A number of the team will be there to chat and we will be bringing a selection of parts to sell over the weekend as well. Look out for us on stand number M32!

Bike Market

Under the “Services” tab on our web shop, we have added a new section “Bike Marketplace” This will be a space for our customers to advertise a bike that they wish to sell. Postings on this page will be free to our customers, and all we need is a clear picture of the motorcycle and a description of its condition.



1955 BSA Bantam

1955 BSA Bantam D1 125cc

Original and unrestored. Factory paint finish. Fully working order. Roadworthy. Original engine and frame. Recent battery. Registration: LTP 112 (non-transferable) Private sale. In my ownership since 2002.

Price: £1,950

Please ask any questions. More photos are available. Viewers are welcome.

Delivery can be arranged.

simon.amos@andover-norton.co.uk

<https://andover-norton.co.uk/en/bike-marketplace/>

If you wish to advertise your bike, please send this information, along with your asking price and contact details to sales@andover-norton.co.uk

Calendar Competition

Its that time again! We are ready to accept entries for our 2023 Calendar.

Thank you to everyone who entered last year, as we had large number of great photos and stories to go with them.



Andover Norton International Ltd.
2022 Calendar



Bob Masters - Australia:
1972 Combat

Just like last year, we are looking for great pictures of your Nortons and Triumphs (and yourself if you are not camera shy!) to potentially be featured in our 2023 calendar. Your entry needs to include;

- Your Name, Location, Bike Model and Year.
- A high quality picture of your bike or bikes (the larger the picture and file the better!), in a complementary location. Preferably free

from clutter. Feel free to send multiple pictures and we will enter the best one!

- A brief history of your bike. Such as, how long you have owned it, any restorations or changes you have made or any events or journeys you might have attended.

Please send your pictures to newsletter@andover-norton.co.uk

Open Day 2022



ANDOVER NORTON INTERNATIONAL LTD.
T: 01284 359565 www.andover-norton.co.uk



**Invitation to the 2022
Andover Norton Open Day**
Saturday 21st May
10am to 4.30pm

**Address: Unit 6, Wooler Park
North Way, Andover. SP10 5AZ
w3w.co/wimp.clumped.scouting**

**Visit our new, bigger premises!
Meet the team of Andover Norton!
Enjoy the company of your fellow riders!
Get a high quality photo of your motorcycle!**

If you would like to collect spares please pre-order at least 3 days in advance.

Don't forget about our Open Day on the 21st May. Meet the Andover Norton Staff and your fellow riders to chat and swap stories. Our premises will be open to look around for the first time since our move. Barbeque and tea/coffee will be available, with proceeds going to the Blood Bikes Charity, who will also be attending.

Please note, as with our previous Open Days, **we will not be selling spares on the day!** We can however, have orders ready to collect. If you wish to collect your order, please place it with us 3 days in advance and we will have it packed and ready for you.

Featured Products



**ENGINE VALVE SET
INLET/EXHAUST
NORTON COMMANDO
750/850**

[Shop](#)

**VALVE SPRING SET,
650-750-850 & ALL SS
MODELS**

[Shop](#)



**ONE-PIECE TAPPETS,
SPECIAL ALLOY (PAIR
IN+EX FOR ONE
CYLINDER)**

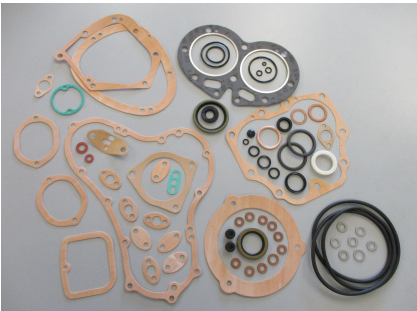
[Shop](#)

**GASKET AND SEAL KITS
(FULL)**

[750cc](#)

[850cc](#)

[850 MK3](#)





PISTONS 750cc (73.0mm STD) PAIR

Standard

+ .020

+ .030

+ .040

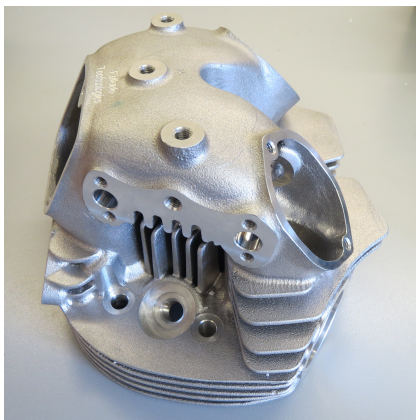
PISTONS 850 (77.00mm STD) PAIR

Standard

+ .020

+ .040

+ .060

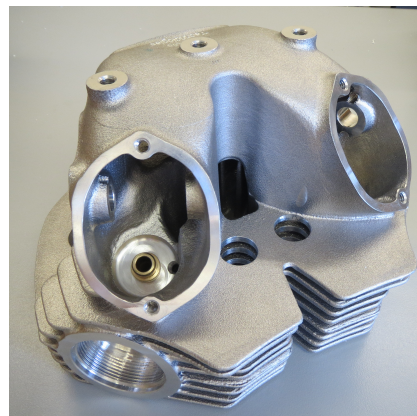


CYLINDER HEAD (750) FULLAUTO with 32mm inlet ports. Requires 06.1399 spring seats.

Shop

CYLINDER HEAD (850) FULLAUTO

Shop



**That's all for this month's
“Source” so until next time!**



Andover Norton International Ltd

Unit 6 Wooler Park, North Way, SP10 5AZ, Andover

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