



THE
SOURCE 12|2020

Dear Andover Norton Customer,

The last "Source" for this year follows the best month Andover Norton ever had. Staff and Owners thank you for your trust and also for some really nice customer's comments on how they see our work. Thank you, the whole team appreciates your praise!

Our calendar "All roads lead to Andover" sells very well, and the new book by Norman White sells like cut bread. A brief provisional review see anon.



Andover Norton International Ltd.
2021 Calendar



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The long-awaited oil tanks are now finished and in stock. As I wrote in the last "Source" it was a far more complex undertaking than we anticipated.



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Pirate Parts:

As you know imitations of the genuine article are mostly frustrating, often insolent, and in more cases than the layman realises, downright dangerous.



A customer of mine whose whole family- father, mother, son- all ride Nortons, recently sent me these beauties that he fortunately checked on the bike they had bought a while ago for his wife, just before the family took off for a long motorcycling holiday.

Naturally no manufacturers marks grace(?) these brake pads, Had he left them in situ, it was but a matter of time until the pads had parted company from the steel base plates. I am told steel brake discs don't stop as well with steel baseplates.

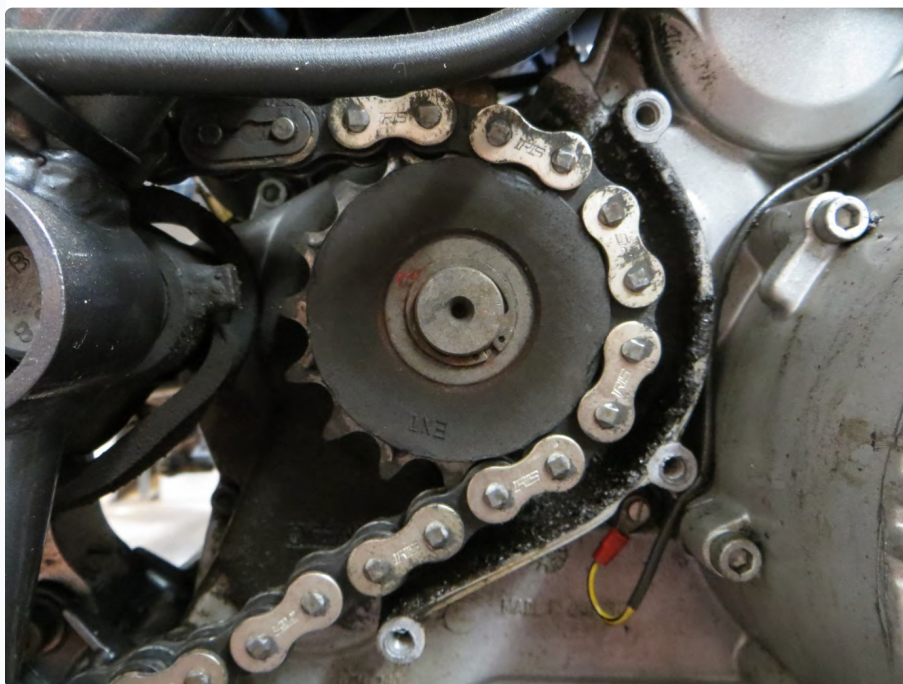
Next in similar vein was an incident little to do with Norton as such but again with the quality of parts. As every old motorcyclist knows gearbox sprockets show far more wear in use than rear wheel sprockets for the obvious reason the load on the few teeth of a gearbox sprocket is far higher per tooth than the load on the many teeth of a rear wheel sprocket.

The latest MOT ("TUEV") of my Norton C652 "Combat" prototype showed up that the rear wheel sprocket was totally worn out.



This had passed unnoticed because the bike is rarely used, sitting in a corner of the shop and gets used rarely only when someone needs to go out for a short errand. My fault entirely I hadn't done a service on the bike for several years!

Expecting a probably far worse picture on the gearbox sprocket I took the sprocket cover off to inspect it. Imagine my surprise at what I found:



That gearbox sprocket was also on the bike since it was built in 1999, but showed no perceptible wear. Why not, I hear you ask. Easy: This was a genuine BMW spare part whilst the rear wheel sprocket was a Far-East No-Name part we sourced from a wholesaler because we needed a certain number of teeth not available from the OE manufacturer.

Again it shows the cheap part is the cause for labour and cost in the long run and it does not pay to "go cheap".



The solution is in a corner of the workshop.

Our scrap bin, a leftover from my days as the German Norton Importer, for reasons long forgotten never returned to Norton Motors Ltd in Shenstone even though the 15 Pounds were money I had good use for in those days!

Premier Carbs:

These carbs are generally very good, don't mistake my following comment. *Ashley wrote: "I spoke to a customer this morning who bought a set of carbs from us about a year ago. The bike has been running badly all summer and he has just spoken to Burlen directly their reply to him "you have the incorrect floats fitted", we thought we intercepted all the floats with square edges". Correct version is on the left."*



The problem is that Burlen never communicated it, neither to me in my function as their German importer, nor to Andover Norton as their distributor. They should have told us, as we could have checked our stock and changed the floats where necessary. Every manufacturer inevitably has the occasional technical problem but that needs to be communicated as soon as the problem becomes known.

Talking of Premier carbs when I ran out of a size a couple of months ago Triumph guru Joerg Winkelmann, in desperation to finish a

customer's bike, bought a set of Amal carburetor copies, also supposedly "Premier".

Next I had was a phone call from him and he said "Listen to this!" and heard some nasty scraping and screeching noises. I said "What was that?" and he replied: "This is the sound the slides in the new XXX carbs make I bought as I try to slide them up and down in the bodies!" Needless to say he returned them to the seller and since bought the real deal.

Private Projects:

My private projects are more often than not a source of new information for Andover Norton. After nearly destroying my pre-war racing Inter in a spectacular crash in Rijeka last year I am now in the middle of the rebuild. Frame was repaired by Otto Ziegler, forks straightened out Stu Rogers, and now the wheel rebuild can commence after my old friend and colleague Uwe Rudisch straightened the left side spoke flange of the rear wheel under his press and the hubs were re-painted.

Having everything in bits means I can make drawings of some components and verify the suitability of existing ones for Norton models we weren't sure they fitted.

The bent rear wheel spindle can be replaced by our 06-7737 1:1 I now know. The stub axle is different, however, so I took the dimensions of that. The bearing spacer for the rear "cotton reel" hub is easy to make if one has the dimensions which we now, thanks to my crash, have.



So even a real disaster can open up new opportunities!

Norman White's book:

With little time due to pressures of work I had but a quick glance into the book which, as I said above, sells really well. The better is always the enemy of the Good, so Norman's book looks like it may make Chris Rooke's book second choice.

That said Norman, understandably given his decade-long familiarity with the subject, goes far more into detail. This requires more attention off the reader who, if he takes the trouble to read carefully, will get loads more information out of Norman's work.

The only downside I could find is the type size and the sometimes unfortunate coloured backgrounds that make some passages hard to read for a far-sighted geriatric (me).

I will write a detailed critique of both books eventually but am sure Norman's work will yield a lot of information I have not read elsewhere.



Norton Commando Restoration Manual

Norman White



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Ashley's Bit

We often get cases where owners turn the lipped seal inside out on the Tacho drive and have leaks. This can be prevented by assembling in the following way.

1. Lightly oil shaft of tacho spindle.
2. Hold the Tacho body with lipped seal in left hand, and the Tacho shaft in right hand.
3. Carefully insert the spindle through the lipped seal watching to ensure that you gently ease past the groove on the spindle without turning the seal lip inside out.
4. Push the shaft fully home, and keep the tacho body and shaft as one item.
5. Place gasket in place and insert the tacho body containing the tacho shaft into the crankcase, you may to turn the spindle slightly to allow it to engage with the cam scroll gear.
6. Secure the body with the screws.



Wishing all of our customers a Merry
Christmas and a Happy New Year!

The Team at Andover Norton.



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