



Dear Andover Norton Customer,

Though during the summer months it is often difficult to get parts made with our suppliers either closing down or their key personnel being on holidays, however we do get goods back in all the time.

Our popular mushroom-head tappet adjusters [06.7546M](#) are back in stock, and more importantly our Commando fork stanchions [06.3423](#) are too.

The stanchions were particularly embarrassing since this is a popular part we want to have in stock at all times. However, a few weeks ago it became clear we were labouring under a misapprehension, since our stock system said we still had enough whilst the shelf was all of a sudden empty. Since the number of stanchions missing was simply too bulky and heavy to get stolen, we think we worked out why they were gone, they were never there!

The person who did the stock take most probably counted the stanchions on the shelf from one side, went over to the other side of that shelf and, since they are long enough to run over the whole length, unintentionally counted them again, thus doubling their number!

So if you insist on stanchions made from the correct specification of seamless steel tube, hard-chromed and ground to the correct diameter, all of which Andover Norton is the only source in the world for, you can now rebuild your forks again.

### **Quality and Responsibility**

Talking of quality we recently had a glitch with the front isolastic elements that were made with one thread in the wrong place and slipped our quality control. We can see on our system who bought items from this batch so sent out a quality warning straight away, then had the parts re-made correctly. We then sent them to the customers all over the globe who had received faulty items. The exercise cost us about 2k Pounds, but it was appreciated by at least one trade customer who wrote:

*"We got your letter announcing the problem for kits supplied after Mar 29/22. The last kits we got from ANIL were on a Mar 22nd invoice so we did not think the notice applied to us. If we find that the replacements match what we have in stock we will get you to invoice us for the parts you have sent. I will let you know one way or the other.*

*This is the third time you have stepped up to deal with faulty parts. My sincere complements to ANIL for being so conscientious. As a dealer*

*we have had to deal with many faulty parts that continue to circulate through our industry. You are our only supplier who stands up for their parts. Thank you."*

### **Obituary: Dave Pearce/Tigcraft**

Those who attended this year's Open Day may have seen Dave Pearce of "Tigcraft". Tigcraft was for many years the world's leading chassis builder for single-cylinder racing motorcycles and practically monopolized the SOS racing scene. The brains and hands-on manufacturer was Dave Pearce who once told me "*I am but a simple welder*", one of his typical understatements!

His Norton connection goes back to his youth when he raced a Manx Norton in the IoM and elsewhere, partly thanks to the fact he came from Farnborough where Ray Petty ran his Manx tuning workshop.



*Above: A young Dave Pearce aboard his Manx Norton at the Manx Grand Prix*

In the early 1990s Dave was commissioned by Andover Norton, then the English MZ importers, to develop a chassis for a four-stroke model, styled by Seymour Powell, which consequently became the MZ Skorpion. In fact after this year's Open Day Dave wrote:

*"Thanks for inviting me on Saturday. I had a very enjoyable few hours. I was amazed to see Mike Jackson there. I had a lot of dealings with him re. the MuZ Skorpion project."*



*Sorry, couldn't find a better picture of the air-cooled Rotax-engined Prototype. With the water-cooled Yamaha engine later used in production a good deal of the beauty and lightness was lost.*

Seymour Powell had previously worked for Norton Motors Ltd ("NML") in Shenstone and designed the bodywork of the rotary "Commander" and "F1".

March on a few years when my 50/50 joint venture with Norton Shenstone, Norton Motors (Deutschland) GmbH ("NMD") became owner of the Norton TM for most of Europe. When my partner NML fell by the wayside through bankruptcy, I became the sole remaining owner of NMD and thus its TM registrations.

After waiting for the new Canadian owners of the Norton factory and goodwill to come up with new motorcycles and after seeing their pie-in-the-sky efforts with Al Melling I decided if Norton should stand a chance in the marketplace again I had to come up with something that worked.



*Above: Alan Cathcart, myself, Dave Pearce and Gary Cotterell discussing the Norton C652 International in Goodwood after our test of the "Ironing Board" prototype.*

Hence my project with Tigcraft/Dave Pearce to create a new Norton single, using the proven and virtually indestructible BMW F650 engine. Richard Negus helped with the project and, after the first prototype, the "Ironing board", kindly ridden into the Birmingham Show by Geoff Duke, a redesign was undertaken by Adam White of Factory Design, London, a friend of Dave's, and we had a very nice, good-looking and extremely capable little motorcycle.



*Above: Tim Seifert toured southern Europe extensively on our express test C652.*

Dave also, with my permission, built two racers based on our road bike, both of which ran in the 1998 racing season and finished 2nd and 3rd in the UK SOS-Championship and 3rd and 4th in the European SOS championship. One of these is now in South Africa, the other turned up many years later in Holland, in bits, and is now in my possession, made fully race ready by Steve Campbell of Thunder Engineering.

I later had contact with Dave by mail and I visited him in Farnborough in his home with garage workshop after he had closed down his shop and retired.

The last exchange we had on the fatalities in this year's IoM TT which we agreed was far too dangerous to continue as a racing event. Dave, who finished 4th in the MGP, wrote:

*"An honest answer from someone who always did his best. I first raced there in 1968. It was my first ever visit to the Island. When I arrived off the boat I drove up to race control to sign on. My first sight of the course was at Quarter Bridge.*

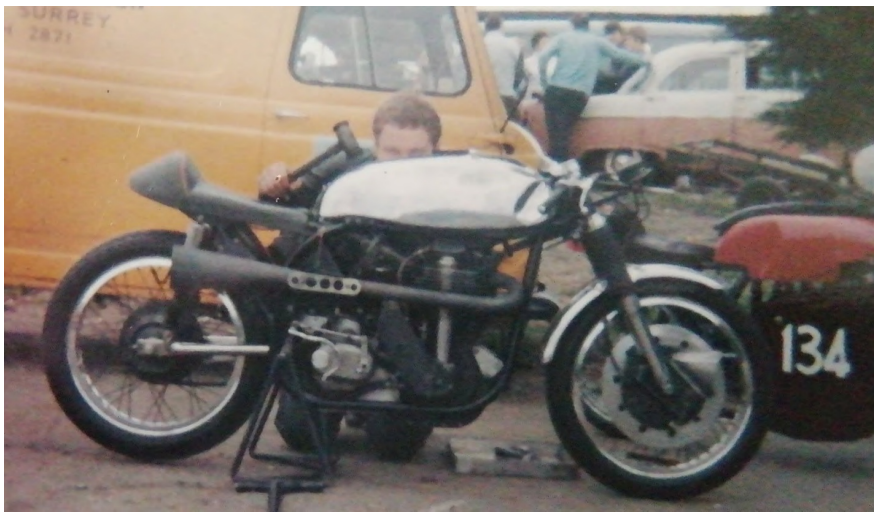
*I couldn't believe what I saw. I just wanted to go home.*

*Once on the racing bike you forget all the fear of course. 6 riders were killed that year in practice week alone.*

*You were expected back then to race there. It absolutely terrified me and I was always relieved to get back on the boat home still alive.*

*Having said all that what a wonderful life where I absolutely loved every minute."*





*Above: Dave making small alterations to his Manx fuel tank's shape(?) at Thruxton.*

Richard Negus put my feelings in words: "Another 'man-who-can' gone. Such a shame."

Farewell, Dave, and I trust you'll continue in the good humour I learnt to expect from you, wherever you now are.

## **40 Years in the Trade**

Last week I happened to spot an old poster I made years ago for the Open Day in my German company and saw the headline: "August 1982, Opening of the first shop".

I realized this August I am now officially 40 years in the Norton and Triumph parts trade. In fact my first business license is older than that but the opening of the first official shop is, in retrospect, the date that the career starts.



*The first shop and not one Norton in sight! The "shop" was the lorry garage of a friend's father's company (left). I called it "Rockerbox", ignorant of the fact this wasn't original.*



*And this is what it looked like inside just after unloading all the goods we had at the time. Pure chaos. The "Norton" lamp on the wall came from Detlev Louis in Hamburg who was the German Norton importer till the early 1970s.*

From that first dark and small establishment things grew and I can, perhaps, tell the unlikely story how a German student from Hamburg became the owner of Andover Norton and thus the world's leading distributor of Norton parts another time. To paraphrase the late Dave Pearce's statement: I loved (nearly) every minute of it.

### **And talking of my mis-spent youth....**

My friends Fraanzi and Guenter decided last month they wanted to go to a vintage rallye in the Allgäu. I decided to go along because the location, or rather the roads to it, are picturesque, twisty, and a joy to ride. And good fun we had, having packed 200 miles into that day by the time we got home. Franzi and Guenter took their ES2s and I rode my Mercury, since my Inter is still not quite finished (more anon).

At the rallye we saw the moped my friends have heard of more often than they care for, the moped I had before I could get a proper license (and motorcycle). The Victoria SM52 Avanti Duo (this is its full title!) saw my girlfriend, now wife, experience her first pillion ride on a self-propelled two-wheeler, and here is a slightly older Joe behind one:





*Victoria SM52 Avanti Duo in full, sickening colour! Styled along the lines of contemporary Italian 125s but with bicycle pedals and a roaring 25mph top speed.*

## **Our Bikes**

### **Joe's 1952/53 Inter:**

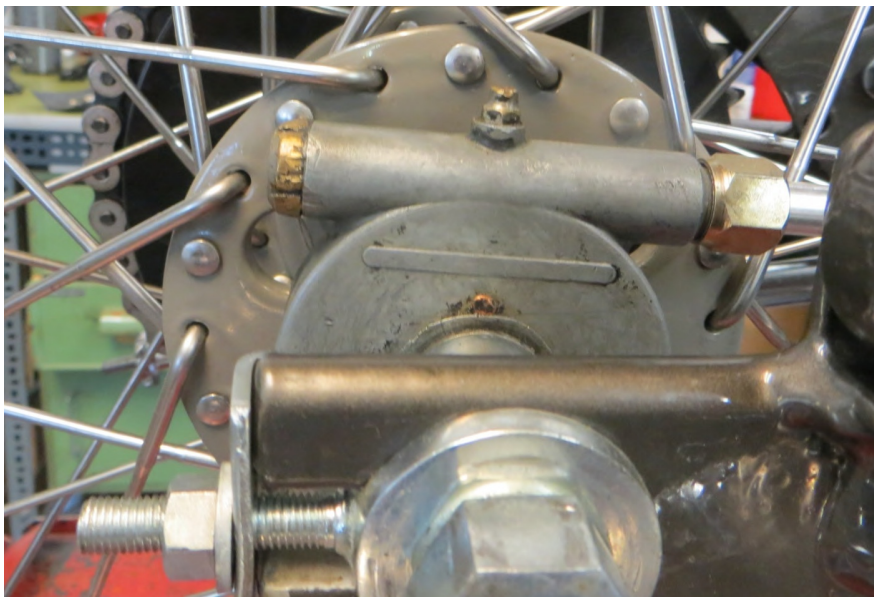
Due to pressure of work I still haven't quite sorted the bike. Electrics still don't quite work as they should. I have yet to adjust the Lucas Voltage regulator, and I suspect something is not yet quite correctly wired up on the unapproachable light switch.

What did become clear during my short test rides was that the sleeve nuts for the rear brake drum & sprocket had the tendency to part company with sprocket and motorcycle. Part of it is no doubt the thick paint on the hub gradually giving, and this time I found after every tightening I could turn the nuts a bit more. Since I had already lost a couple of them which I then had to replace with the incorrect full-width hub ones ([06.7703](#)) I instigated the re-manufacture of the correct ones, now available as [B2/451](#).

On my pre-war racer the previous owner had already wired these nuts up, so I drilled them to make this possible:



In order to get to them, one has to take bits off one did not plan to as seems the norm on all older Nortons. In this case the speed drive gearbox, which in situ obstructs the way to the nuts:



Only after removing it can one get to the heads of the sleeve nuts:

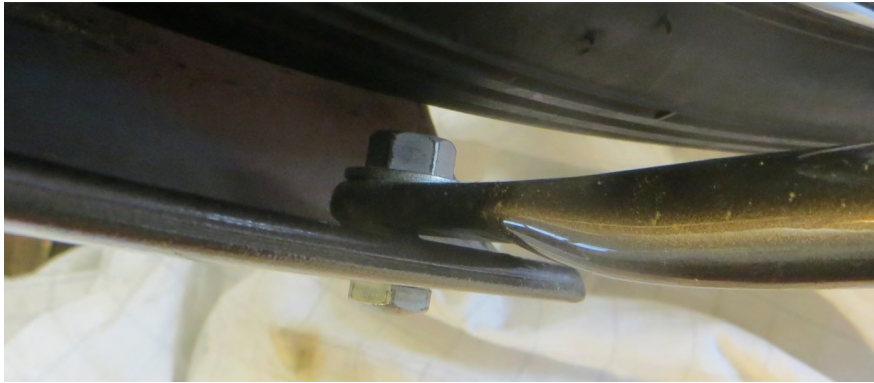


Another bit I intended to fit were the special washers that go between front mudguard and stays. After assembling the bike I found I had 4 obscure washers left. Unfortunately only after denting the mudguard slightly by tightening the stay-to-mudguard bolts did I realize what these washers are for.





*Mudguard dented by pulling the stay to the guard without a spacer, hence the inner lip of the guard bends outward.*



*With the spacer the guard is not bent and due to the roundish form of the spacer retains its curvature.*



Above the bits I used: nut [00.0005](#), washer [60.2320](#), special washer [06.7628](#), washer [60.2347](#) and bolt [00.0343](#). (the [06.7625](#) given in the parts list is far too short!)

Next project are the dreaded electrics.....

### **Karl & Ashley Isle of Wight Trip**

After a chance meeting with Kev Irwin, from the Isle of Wight Norton Owners club, at Sammy Millers Motorcycle Museum, a few weeks back, we managed to get an invite to meet them all and have a ride around the Isle of Wight, an offer we could not refuse.

This first decision was what Motorcycles to take? We opted for the 1959 500CC [Dominator](#) & Norton [C652](#) SM Combat.



*Norton 1959 500cc Dominator Outside the Royal Pier in Southampton*





*Norton 1999 C652 SM Combat*

So after a 60-minute ferry journey, Kev met us on the other side. We rode along some beautiful back roads on our way to meet the other IOW/NOC Members, at Carisbrooke Castle, in the centre on the Island.

On arriving at Carisbrooke, we were met by over 20 of the members, who were all very welcoming to us.



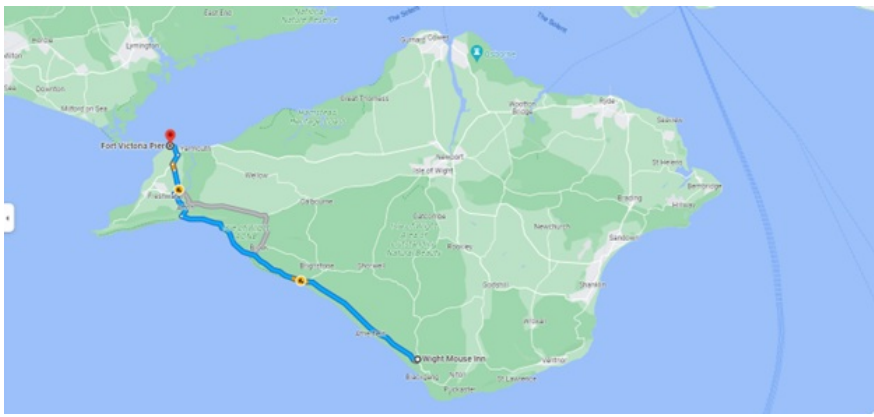
*Kev Irwin's 750 Commando*

After a quick chat we then rode for about 20 miles to the Wight Mouse Inn, on the southernmost point of the Island, and had a nice spot of lunch.



*Our Ashley & The NOC members*

After a fantastic lunch and another chat, we then moved on and rode along the South Eastern edge of the island, on our way to Fort Victoria, for afternoon tea and cake. This was one of the best rides Karl had ever had on the Dommi, it performed perfectly without any issues, and it loved the long open roads. I'm not sure Ashley was as comfortable on the C652, but Karl was unwilling to give up the Dommi!!



*The Route taken From the Wight Mouse Inn to Fort Victoria*

After a long day riding, eating and drinking tea, we said farewell to the IOW/NOC Members, and Kev kindly gave us an escort back to catch our ferry home.



*Final farewell to Kev*

We would like to thank Kev Irwin and all the members for making Karl & Ashley so welcome, they both had a great day and will definitely be back next year!!!



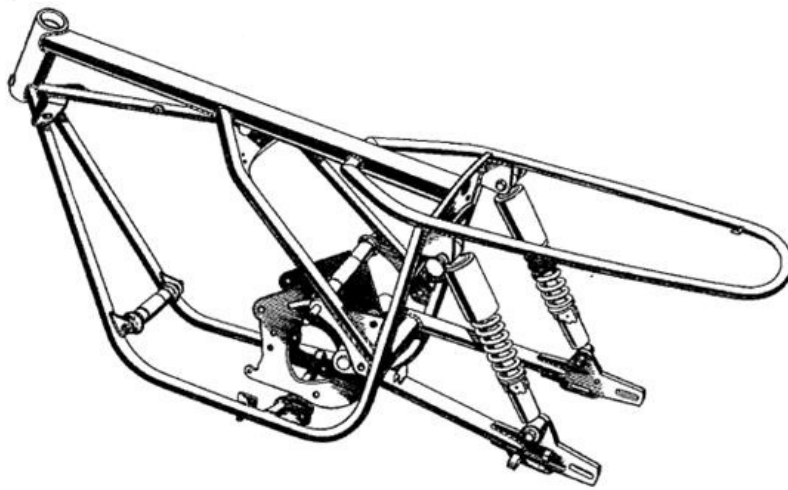


*Karl & Ashely's journey home, farewell IOW!*

### **Simon's Bit** **Norton Frames**

Although the Commando engine was based on existing Dominator and Atlas designs, the frame was all new. Norton's design team leader, Dr. Stefan Bauer, apparently neither valued or wished to continue with the 'featherbed' frame so a new one was drawn up.

The new frame employed a large diameter spine behind the headstock and was radically different from previous Norton designs. Within the first production year, following breakages, the frame was strengthened with the addition of a smaller diameter tube from the headstock to the mid-point on the upper large tube. This frame remained in production for nearly ten years, manufactured by Reynolds in England and later sourced from Italy. The centre stand mountings were moved from the frame to the gearbox cradle for 1970. The headstock angle was altered in 1973 and in 1975 a hinged seat necessitated minor changes to the rear suspensions mounts.



*Revised frame for 1969. Our part 06.1130*

Shop

New Commando frames are now available.

Made in England using an original factory jig, they are available for all models in powder coated or bare metal condition. Prices exclude carriage and VAT (where applicable)

Part [06.1130](#), Commando 750, 1968 to 1970, Black powder coated: £1,570.65

Part [06.1130/1](#), Commando 750, 1968 to 1970, Bare metal: £1,465.59

Part [06.5404](#), Commando 750/850, 1971 to 1974, Black powder coated: £1,570.65

Part [06.5404/1](#), Commando 750/850, 1971 to 1974, Bare metal: £1,465.59

Part [06.5632](#), Commando 850Mk3, 1975 to 1978, Black powder coated: £1,570.65

Part [06.5632/1](#), Commando 850Mk3, 1975 to 1978, Bare metal: £1,465.59



*Commando frame jig*



The 'featherbed' frame was designed by the McCandless brothers, offered to Norton and introduced on the 1950 works racers, then model 88 machines in 1952. Originally it had its subframe bolted in place, but this was welded for 1955. The duplex tubes were pulled in around the dual seat nose area in 1960 and the frame nicknamed the 'slimline'. Earlier ones became known as 'wide-line'

Andover Norton can supply replicas of the road-going 1957 Norton wide-line frame, manufactured by a long established motorcycle frame maker based near to Andover Norton's Hampshire site. The frames contain all the original brackets for customers wishing to produce a road bike, although special builders may prefer to remove some. The frames are supplied unpainted and made from 2mm (14swg) ERW seamed tube with MIG welds.





*Wideline Frame, unpainted*

Shop

### **Calendar Competition**

Thank you to everyone who has entered our calendar competition so far! we have had a lot of great entries from all over the world.

If you have yet to enter but still wish to, please be aware that we will be closing the competition on the **14th of August** and any entries after that will be held until the following year.

As always, please send your high quality pictures and the a brief history of your bike to [newsletter@andover-norton.co.uk](mailto:newsletter@andover-norton.co.uk).

**We hope you have enjoyed this edition of  
“The Source”  
The Team at Andover Norton.**



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