



Dear Andover Norton Customer,

April was the usual busy month and probably at the most inconvenient time of the year, but then, looking over the last 12 months, what month was convenient for it? as up to five of us were hit by Covid.

The Stafford Show

This following the absence of Karl, Ashley and Steve who packed a few of our bikes and the JPN Norton of Norman White to exhibit at our stand at the Stafford Show.



Their great effort was rewarded by the prize for “Best Show Stand”, and the prize was presented by no other than Giacomo Agostini. A great honour for us even though Giacomo, to the best of my knowledge, never raced a Norton. What a waste of a great racing career!





Giacomo Agostini presenting the "Best Show Stand" price to our Ashley Cutler

Another occasion for Agostini to applaud Andover Norton's work came with our Karl demonstrating the famous sound of "Nepomuk", F1 Racer #1, at the show, as seen on our YouTube page https://www.youtube.com/watch?v=UJZG86dvK_c What a pity we rarely get the chance to demonstrate it on track, as Tim and I did at the A1 Ring some years ago.

Also on our stand was Mick Duckworth, one of the few motorcycle historians I respect and ask for their views, who took the opportunity to sell and sign his latest book "Joe Craig: Making Norton famous", which sells so well it surprised me. It didn't surprise me given the pictures and informed texts, it surprised me how many people are keen even today to see and hear more about Joe Craig, a man who died in 1957, now over six decades ago.



Mick Duckworth enjoying chats with showgoers and signing his book at our stand.

Our show attendance is a great opportunity to meet old friends and new customers who haven't heard of us. What stone were they under in the last 46 years? I wonder.... Or who believe they cannot buy from us directly and that what they get elsewhere, sometimes masquerading as "Geniune Norton Parts" but tellingly not with our

company name on them, is our product.



Andover Norton Open Day 20th May

Enough about last month, as our main event for 2023 is now coming up, our Open Day. After last year's roaring success, in both meanings of the word, this year's may become even bigger, and all hands are currently on deck to prepare for it.



Andover Norton's Open Day 2022, before it became really crowded....

For the first time post-Covid the whole Seifert family will be there, trains planes and automobiles permitting, and we hope other prominent figures will make us the honour to attend.

Last year we had the usual suspects who we hope to see again this year, i.e. Mike Jackson, Norman White, Angela Hemmings, Bob Rowley, Nick Hopkins, Al Tritten. I hope to see "Crasher" Croxford again who

came with his son last year, perhaps Mick Duckworth, and I very much hope to meet Valerie Davey, granddaughter of Gus Kuhn and daughter of Vincent Davey, who will no doubt enjoy our ex-Gus Kuhn racebike as well as a stack of photographs Bob Rowley presented us with showing her father plus a group of U.N.Knowns in front of the Gus Kuhn premises.



So we hope to see you all there, including this young lady who was so disappointed to have missed last year's!

Our 1970 Gus Kuhn/Dave Potter Racer

With the hectic months we currently have my hope to see the Gus Kuhn racer in a near-original guise for our Open Day was minimal. But our Norton Motors Ltd workshop managed to convert the unsuspecting-looking golden Commando Roadster below:



As brought in by the customer but with enough Proddy Racer bits on it

to make me wonder...

... into the state that resembles in components if not yet in color and all details the Dave Potter racer it once was:



Colour mix resembling a parrot but most components now back to original. Unusual to see the big-capacity Norvil tank that was only used at the TT or long-distance events.

Fortunately the customer who brought the bike in still had the original race parts for it so given a detailed rebuild and a lick of paint we will have the Gus Kuhn/Dave Potter racer back in its original form eventually. I applaud the boys in the workshop to get the bike to this state in the short time they had.

Joe's 1952/53 Earls Court Inter "The Zebra"

With dreadfully cold and rainy weather last month I managed to spend more time in the workshop, working away for nearly two full weekends in the vain attempt to finish three bikes. The Inter was the easiest and, frankly, most enjoyable one but the weather didn't really permit a test ride.

Only the last weekend in April was dry and warm enough to spur me into action and, as far as the Inter was concerned, it was most enjoyable. Not without the usual shakedown incidents, though. A few miles into the ride the speedo stopped working and, on checking the cause at the roadside, I also found one of the connectors on the Ammeter had come off. As had the speedo cable on the instrument, no doubt due to my working on the light switch in the panel months earlier and not checking everything I had removed to get at it better was fully tightened by the time I had finished. As is often the case when you work during the weekday afternoon and a phone call gets you out of the workshop not to return until days/weeks/months later.

The kickstart shaft has now stopped leaking. However, the clutch cable is still not moving freely and I suspect I took a slightly too thick inner cable when I made up a new cable so in ideal circumstances, i.e. when you check it in a straight line after making it up, it works fine, but bending it as is necessary on the bike it offers too much friction. Currently after pulling it I have to move the clutch lever on the handlebars back out to make the clutch bind, not a practical proposition in built-up areas.



Technical halt to check the speedo cable during the test ride. The newly fitted side stand makes stops and starts much easier!

That said out on the open road the bike is a very nice ride and works very well, including kickstarting it which was a drag with the modern replica flimsy valve lifter lever no doubt made in the Far East. But with the solid original lifter lever my friend Fast Fraaaanzi spotted on e-bay with a cache of old concentric carb parts I did not want but bought just for the lever it is now no problem.

Talking of levers I wonder what drove the buyers of the time to go for the atrocious, too-short and idiotically bent levers on road Nortons, given the race bikes had long, relatively straight levers that not only offered a better operating ratio but also were far easier to grip. Add to it that on the left hand side of the handlebars these too-short blades were further handicapped by being too far away from the rider's hands. This was dictated by having to accommodate three things next to the rubber grip: decompression lever, light switch/horn button, and clutch. Wasn't that much of a problem had they fitted the racing levers but an ergonomic nightmare with their "standard production" ones.



Left hand side, demonstrating my point. I know the lifter lever screw isn't fully home!

Joe's Mercury

Not much to test on the Mercury but the overhauled clocks. Every time I ride that bike I am enchanted by its mild and pleasant character. The clocks now work perfectly, both rev counter and speedo giving readings that resemble reality at last. An absolute first since I bought the bike a few years ago. The only drawback it has is the seat cover which is far too slick so no matter what your clothing choice might be you tend to slide around on the seat.



Offered alongside the then new "Commando" the Mercury is overenthusiastically described in its brochure as "The new Roadburner in the true Norton tradition". Roadburner it isn't, but a very rideable and pleasant motorcycle.

Joe's F1 Sport/TT "Lydia"

Last to road test was "Lydia", with now hopefully with cleaned and re-

filled cooling system. The best-laid plans don't work out every time, however. It started ok on full choke, but died as soon as I took the choke a couple of notches down, did not want to rev even in neutral. So my "test ride" was just a couple of hundred yards up and down the road outside the shop.



Lydia at rest. No chance of a picture out in nature. Back to the workshop, sigh!

Something is very wrong with fuel supply and/or carburetion and I have a suspicion what it might be but need to look into it at leisure. So the cooling system wasn't tested which is a bit of a letdown since a) I'd have liked to see if I cured it and b) I had looked forward to a ride on Lydia with its pleasant and powerful engine that always gives the impression you aren't fast when, in fact, you are.

Joe's infamous C652:

No chance of a road test yet since the rear brake does not work yet (air in the system), rear indicators not yet fitted, headlamp unit still in Andover, side panels not fitable at present because the front mounting points turned out to be in the wrong position, i.e, too far to the rear. I wasted all told probably a full working day despairing with the exhaust system. Sometimes the solution to a problem is so easy you want to kick yourself for your own stupidity.

The exhaust system I tried to fit was the original one, only the top bends of the front pipes that were Origami-style after my crash had been replaced but were pretty much as before now. However, I simply could not get the system of primary silencer and rear silencers to line up, not helped by the fact I cannot clone myself so, being alone in the workshop on a weekend, cannot hold front silencer and both rear silencers, both far from a slide fit onto the front one, and fit them together, Only after x attempts and always comparing them to the other two bikes in the shop, Tim's and Christine's C652s, did I have the brilliant idea to look at the original press test in 1998 and discovered on this bike, and this bike only, the silencers were fixed inboard of the rear footrest brackets. With all pipes in off angles to each other that hadn't become clear when I tried to get everything together but now the Gordian knot was cut and the exhaust system is now complete and on the bike. Which was a prerequisite to get the radiator back on and the cooling system connected up.



Nearly complete but not working yet!

Now that all electrics seem to work and fuel and cooling system are connected up I thought it was time to start the engine for the first time in over a decade. Though the engine turned over happily not a single ignition took place so, once again, I have to go back to the old ex-Norton Motors/Shenstone workbench and look at what might be the reason.



Not, as first thought, a leaking hose, but a small plug in the engine that leaks.

One thing that also showed is that a small plug screw in the engine leaks old coolant. Not sure why this is, and certainly the first time I became aware of that screw, but again something to find out for the next "Source".

Simon's Bit

My attention this week is on two of my bikes. The first is the oldest in my collection, owned since 1988 and the second the newest, purchased in March 2023.

My Commando 750 Mk5 was a collection of dismantled parts with just 16,000 miles on the clock. Now with over 76,000 miles, it has taken me twice to the Isle of Man races, been (almost) totally reliable and is an excellent ride.

Not used since last Autumn, I will do a minor service: engine/gearbox oil change, cables & swinging arm lube, change filters, battery top up,

general check over. (I don't check the valve clearances every year now as I found it wasn't necessary).

My new Street Triple 765RS needs riding and running in, currently with 227 miles on the dash. Triumph advise up to 5,000 rpm for first 300 miles (60mph in top gear). Then up to 6,000 until 600 miles, 7,000 until 800 miles, 8,000 rpm until 1,000 miles. First dealer service is at 600 miles.



Another Andover Norton employee becomes a motorcyclist.

Congratulation to our workshop technician, Craig Audley, on obtaining his full motorcycle license after passing the theory and practical tests with flying colours!

Craig has been fettling his 1998 Honda CB600F, a recent auction bargain buy, ready for the road. He also the keeper of a low mileage classic yellow Honda 400/4, inherited from his father.

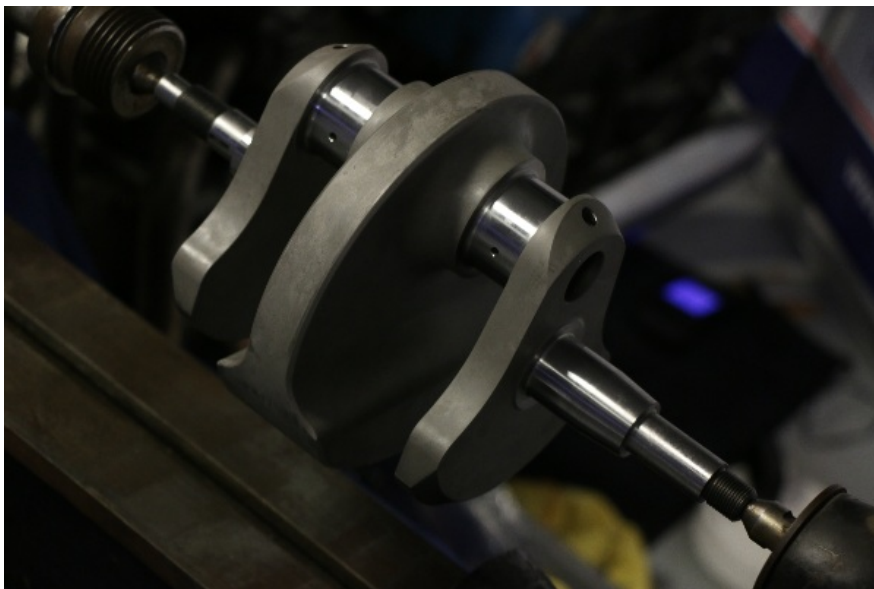


Ashley's bit

We now have the first of the one piece cranks delivered, the unbalanced version, the balanced pre-MK3 750 & 850 cranks will be with us by the time you read this newsletter. Unbalanced version was on display at Stafford show where it generated some interest and comments, some of which we may proceed with in the near future. Some ask what is the reason for producing one piece cranks compared to the 3 piece cranks, with some people thinking the one piece crank had to be better. In this modern day and age it is easier and 'cheaper' to make a one piece billet crank rather than 3 different forging tools, the machining and assembly of the 3 pieces and then the final machine and balance. It was the intention of ANIL to produce new cranks to ensure that they are available and to increase our holding of Commando parts, it is not a cheap part to stock but cost alone was not the reason for having these made, availability and security of supply of a road going crank was the main reason.



The oil gallery is machined through to avoid having to stop a drill at a predetermined point leaving the stress raiser away from being under a journal, with several designs of oil galley plug considered it was decided to use the most simple solution of a press in plugs and secure it further with a grub screw. Next is to finalise the MK3 crank drawing and gauge the interest in that version of crank.



Some have asked what testing we will do on the crank, and this has led us to go a little deeper here at ANIL and test some other unknown parts as a complete engine. It is planned to build this crank, Omega pistons, PW3 cam, STS cylinder head into an engine using as many as possible retail parts from ANIL use it on the road for a couple of hundred miles then thrash it on a dyno to see what we achieve. It will either fail or survive, but either way it will give us a baseline figure of what the sum of the parts will output. From what information we have already about the individual parts I have high confidence the engine will survive the dyno and end up doing many trouble free miles on the road on completion.

06.4245 - 850 Balanced crank

06.3106 - 750 Balanced crank

06.3106/1 - Pre MK3 unbalanced crank for balancing by your own engine builder.

Price is £2495.00 + VAT (where applicable) and shipping.



The MK3 neutral switch has now see many more miles on the road and seems to work really well, after the open day when time allows I will then finalise the design of the system and consider the feasibility of offering it as a kit. Also my bike has had its annual clean and is still scrubbing up well, the new front wheel needs to be fitted, but again I would rather ride it on the nice days than swap a wheel over. We have a 360 degree camera and one of those rides will be on a road that was once a 'road to ride' but sadly fell away from being popular when too many motorcyclists departed company with their bike on it and the press decided to no longer mention it and then raved about the local A272 being the road in the area to ride.

Parts book and manuals.

We still get a lot of queries from many that are refurbishing or restoring a Norton that don't have a hard copy parts book. Though our website is easy to use the parts diagrams are effectively only lifted from the parts books and as such only make reference to the parts that can be identified to the exploded diagram and thus do not show all the unillustrated part numbers that are not on our website.

Simon has added some additional helpful photos with parts numbers but still this is way short of what can be found in a hard copy parts book. Having a hard copy parts book with all the numbers in is a handy item to have at hand, the numbers maybe the old part numbers but we can cross reference them where they have been superseded.

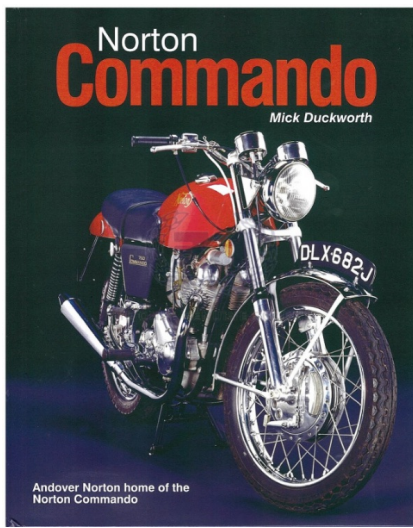
[Books and Manuals](#)

AMC Gearboxes.

Many queries we get are about the AMC gearboxes, This gearbox was used across many models of Norton and AMC motorcycles and though looking similar from the outside there in fact many differences which seem to catch many owners out when refurbishing the gearbox. This is generally not the fault of the owner as the gearbox may not be the version that was fitted to the bike when new and could have been changed for a later / earlier gearbox. In the future I will feature what the differences are how you can get around them. The one important thing to remember, if the gearbox does not spin correctly and select all gears when on the bench then something is wrong with it. A tight spot when turning the gears will not 'wear in' it usually generates heat and causes the gearbox to fail.

Featured Products and Back in Stock.

**Norton Commando by
Mick Duckworth
SPECIAL MAY OFFER**

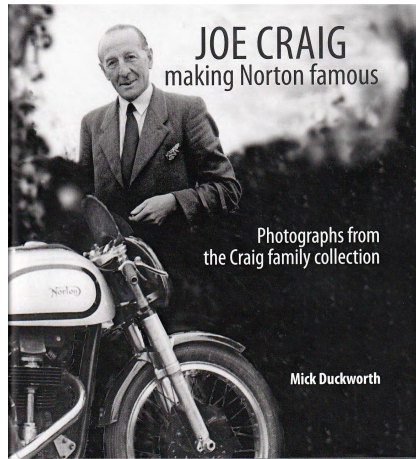


£19.99
Was £29.99

Shop

Joe Craig making Norton famous by Mick Duckworth

Shop



PISTONS 850 (77.50mm + 0.020") PAIR

Shop

CON ROD ASSY (NM25369)

Shop





**CENTRE STAND KIT
(750&850)**

[Shop](#)

**FRONT MASTER
CYLINDER ASSY C/W
LEVER (Pre850MK3)
(13mm bore)**

[Shop](#)



**OIL PUMP ASSEMBLY
(06.3037 / NM25368)**

[Shop](#)

**Looking forward to seeing you
at the Open Day!
The Team at Andover Norton**



ANDOVER NORTON

THE ONLY GENUINE SOURCE!

Andover Norton International Ltd

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

This email was sent to {{contact.EMAIL}}
You've received this email because you've subscribed to our newsletter.

[Unsubscribe](#)

