



Dear Andover Norton Customer,

January was as busy as usual so we were flat-out as usual! We even had to call our ex-MD Phil in, who is always happy to help and a very good reserve to fall back on.

Phil, like our current MD Karl, will do any job that needs doing, not a typical characteristic in British companies as I remember, say, from Norton Motors/Shenstone days. And I have yet to meet a person who does not like Phil or does not want to work alongside him.

**On our webpage you will find recently added sections, “[Newsfeed](#)”, “[Newsletters](#)” where you can read past editions of the “Source”, and “[Videos](#)”.**

Our Ashley has just done a first [technical video](#) on Norton pistons: I think the video is very good and complimented him on it. It answers all the typical questions I have had from customers over the last four decades. It is well-presented and, most important for non-native speakers of the English language, easy to understand. I say this because I have one English friend in particular who speaks very rapidly and not that clearly, so my wife with nowadays little exercise of her English, often doesn't understand him and even I am sometimes half a sentence behind.

You will notice that the video was done in our workshop with my rotary racer “Nepomuk” in the background that is currently being worked on.

Our workshop is now officially open and you find more information on <https://nortonmotors.co.uk> because Norton Motors Ltd is the company we use to run the workshop. It has caught on in a way Karl did not expect but that I predicted: trustworthy workshops for old British bikes are getting fewer and fewer by the month. Landing some Harley or modern Triumph workshop with a classic bike is not always the best idea as many of my customers have found over the years.



**Norton Motors**

I don't blame these workshops, it is simply a subject they know nothing about and even their best and most honest efforts fall short in the result. As I once said to a neighbor who tried to get my then mechanic to maintain and repair his Harley: “*We know nothing about Harleys. First we have to read up on it before we can even start, and*

*you will have to pay us for the time. Then we will work on it but not being Harley people we will miss all the tricks and improvements a Harley specialist knows and applies. It quite simply makes no sense for either of us."*

Think of all the improvements that are now common knowledge for most Norton owners, be it the roller layshaft bearing, the Superblend main bearings, mushroom tappet adjusters, choice of camshafts, master cylinders with smaller bores etc etc you get an idea what I am referring to, and the same applies to Triumphs, or any other classic bike for that matter.

Karl told me last week there was a row of bikes in the beeline with two F1s and an F1Sports amongst them. Again, the places to go to for these are now nearly non-existent. First we closed down the workshop at Norton Motors Ltd in Rugeley in February 2009. Now Richard Negus has stopped working on them from home and we are happy we can count on his "apprentice, the man he taught all about rotaries, Paul.

It comes in handy we have the world's largest stock of Norton rotary parts.



*Another just gone through our workshop for a general inspection and replacement of tired rubber items is "[Nepomuk](#)", shown here at Salzburgring with ANIL shareholder Tim aboard.*

Talking of rotary parts, one of our current projects is bodywork for the F1 and F1Sports models. I will report as soon as they are ready.

## **Triumph Parts**

Now with Andover Norton being the company explicitly created to look after classic Norton spares it was understandable if Triumph customers get the impression we don't take them seriously.

However, as many of them have found out since we have re-started on Triumph parts our service for those is as professional as for Norton parts. Why do I say "re-started"? Because when Andover Norton was founded in 1977, all parts from the NVT empire were put into the stores in Andover, in fact the building that is now just opposite us in North Way.

So in those days it housed all the ex-factory stock of Triumph parts, with a heavy bias towards T150 and T160 parts. Another surge in Triumph spares came in the late 1980s when Mike Jackson, then co-owner of Andover Norton, bought a lot of Triumph stock when the Meriden factory was emptied.



*Above: T150 picture outside Slumberglade Hall. Probably prototype/pre-production Factory photograph not meant for publication. Most early (1977-on) Andover Norton stock for Triumphs was Trident parts.*

Add to it I have dealt in Triumph parts since the early 1980s. I know the beasts and many technical questions are passed on to me to answer. Only last week I had a customer ask us what he needs to convert a T120 with conical front hub to disc brake. It is far more parts he will need to do this than meets the eye, and I could tell him what he needs.

Normally, trying to update a bike to the specification of a different series makes no economical sense. Typically Triumph Oil in Frame model owners (1971-1988) want to convert their disc-braked, left-hand-gearchange model into a lookalike of a pre-1971, pre-Oil in Frame one, and my honest advice is always: "Sell your bike and buy what you really want. Whatever you do to your bike will make it a mongrel, won't look the part to the initiated, and will lose its originality and thus its value. Add to it the cost of the conversion that is always much higher in the end than you anticipated."

Karl told me last week in a somewhat surprised undertone that currently an increasing proportion of the orders through the webshop are Triumph parts. I wasn't as surprised as he was, in fact I am surprised it took as long as it did since we re-started with Triumph spares. From a production numbers perspective Norton was always a small manufacturer, and in its heyday Triumphs produced in a year what Norton produced in a decade. Hence there are far more Triumphs out there than Nortons, and the worldwide demand for parts must be considerable.

## **Amal Racing Carburettors**



*Amal racing carb collection of the late Mick Hemmings*

Since I still cling on to the idea I'll build a Domiracer replica eventually using the genuine ex-factory Lowboy frame I have I simply had to buy the Amal GP carb collection from Angela Hemmings since I saw small bore carbs amongst them that are not available new.

I only just found the time to lay the cache out on a piece of cardboard so I can compile a list of what I have. As soon as I know which pair I want to keep I'll put the rest on the market.

The most remarkable carb amongst them was the only one that was not a GP or TT carb, it is a "389 GP".

I must admit I had never heard of a Monobloc GP carb before. No doubt someone somewhere has, and probably wants one. If this somebody reads this "Source" he can contact me and make me an offer.



*Rare beast no doubt- the 389 GP!*

## **Our Bikes**

**Joe's bikes**

**F1Sports "Lydia"**

Due to work overload in my German Shop I had far less time to work

on my bikes than I hoped. No progress on my F1Sports "Lydia", though I did obtain the wonderflusher nozzle to tell the residue in the engine where the exit is. But with temperatures constantly under 0°C I didn't feel like I wanted to use the water hose outside.

## **1952 ex-Earls Court Featherbed Inter "Zebra"**

No progress here either, though I have now bought a second bike lift so could start on wheels, kickstart oil seal and side stand as soon as I get a bit of time.

## **1998 C652 Press Bike**

The little time I could spare was spent on this since I still hope I can get it through the TUV before my TUV-man of many years retires. I did a bit of work on weekends but many things take an incredible amount of time for unforeseen reasons.

A stroke of luck was that when I looked through the C652 bins I have in the "not for customers" rear end of my stores I found a set of headlamp brackets that were already modified to hold the instruments, so I could at last fit the forks to the frame. The guy who welded the frame up for me did a very good job but in the headstock the steering head bearing seats were too close together.

Months ago my old friend Rudi made a spacer but on installing that and the bearing spacer tube I found the tube was still too long. Measuring it it wasn't much more than a millimetre but at the bottom seat. Instead of just gluing the bearing in with Loctite bearing fixer I put a couple of washers over the bearing and now know that, even if that Loctite gives up, the bearing and with it the yokes go nowhere.

The next exercise was to modify the airbox. When we planned the bike Richard Negus, Dave Pearce, and I agreed to use as many readily-available components as possible to keep the cost down. Hence we used the BMW F650 airbox.

Since the F650 is physically a much bigger bike than our C652 the late Dave Pearce did his best to squeeze that airbox in, but at the rear end it was simply that bit too high. He modified the airboxes by cutting a bit out and re-welding the box together using a heat gun. I did the same but it took me at least two hours and several trial installations, not easy to do because the box is bulky and will only go into the rear frame turned and twisted in one way.



*Modified airbox. Not elegant but then the side panels will thankfully cover up my mods.*

After the ordeal it was rewarding to put the carburetors that I had fitted new gaskets to into place and the airbox behind it. The upper rear mudguard fits to the airbox so before I could test-fit it I needed the carb/airbox assembly in place.

The next problem, also solved with hot air, was the upper rear mudguard. Rather a pig to fit even in its modified form because it was still very tight inside the frame rails and modification was only possible in the “flaps”, not in the main structure that was on the just-that-millimetre-too-wide side.



*The bike in its current state, Forks permanently in, carbs/airbox/upper rear mudguard in place.*

Next will be the wiring. Not a task I look forward to, and again potentially time-consuming, especially were multiple connectors must be made up.

### **Andover Norton on Youtube**

As mentioned previously, we have started a series of videos going over some of the technical aspects of restoration and answering some of the question you may have about your bike or its components.

Our second video has also just launched, with Simon covering some questions about Carbs.



WHAT GASKETS COME WITH THE  
PREMIER CARBURETOR?



**ANDOVER NORTON**  
THE ONLY GENUINE SOURCE!

## **Andover Norton Calendar 2024**

Its that time again! We are opening up for entries for a chance to be featured in next years calendar.



So for a chance to be included, please send your pictures to [newsletter@andover-norton.co.uk](mailto:newsletter@andover-norton.co.uk). Only the best will be included, so please try to follow the criteria;

- Clear, bright and high quality pictures. Ideally with a complementary background or scenery. You can include yourself in picture as well if you want!
- Your Name, where you are in the world and the make/model and year of your bike.
- A brief write-up on your bike, such as when or where you purchased it, any notable journeys or any restoration or changes you might have made since you started riding it.

We look forward to seeing all of your pictures!

**Thanks for reading “The  
Source”**

**We hope you have enjoyed it!**



**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](#)

