



Dear Andover Norton Customer,

Yet another very busy month lies behind us, with March ending the most successful year Andover Norton has ever had. Thank you for your trust and custom!

Just when I thought we got the Brexit-caused freight problems mastered this time, the export from Germany to the UK didn't work as before and one parcel seems to have disappeared completely. Add to it, a later parcel was returned to me in Germany by DHL twice, both times carrying a sticker saying "customs documents missing", the second time with the sticker actually on the fully transparent pocket containing exactly these customs papers! It shows DHL seem to be overcharged by processing parcels to the UK now.

One customer suggested it was badwill on the EU side but given these stickers are applied by some befuddled soul in a depot somewhere I simply decline to believe in political influence or directives from Brussels..

With the weather going back to winter mode and too much work I got very little done on the "own bikes" front but hope I'll have to tell more next month.

Introducing Peter Bearne, Workshop Assistant

Andover Norton is pleased to welcome new employee, Peter Bearne.

Peter joined us in January 2021. After a four year apprenticeship at Austin Rover dealer Doves of Croydon, Peter was employed by the AA for 32 years, including 15 years on patrol. Therefore his vehicle repair knowledge and experience are second to none. Roadside breakdown repairs with a stranded family require strong skills!



Peter is a South Londoner who moved to Hampshire as the AA's headquarters is in Basingstoke. A keen motorcyclist, he took his Yamaha RD350 to the 2017 Isle of Man Classic TT after complete restoration from barn find condition.

Peter's responsibilities include assembling a range of sub-assembly components, including side stands, brake master cylinders and

special tools. He is currently reassembling our 1974 850Mk2 Commando which hasn't turned a wheel on the road in over 10 years.

Norton Commando rebuild

Andover Norton's 1973 850Mk1 was purchased as a non runner not long after I bought the Company over a decade ago. We had the "Tony Dennis" Fastback but that was considered too precious to use as a template bike, given these are taken apart and put back together again regularly. Furthermore early Fastbacks are in many cases not the ideal bike to fit sample parts to, given the fundamental difference between the pre-71 Commandos and the more common 1971-on models.



The 850 was bought by our then MD Nick Hopkins and has been mostly half-assembled ever since. It was used to trial fit parts, including exhaust systems, side covers and primary chaincase covers as well as a number of other items we wanted to check against the drawings on an original bike.

The factory despatch records show the bike was supplied to a Tamworth dealer in June 1973 as a black Interstate model.

MACHINE No	MOTORCYCLE BATCH No	DATE OFF TRACK	DATE PASSED TEST	DATE PACKED	DATE DESPATCHED	COLOUR	DESTINATION
304800	1209c	7.6.73	8.6.73.	-	15.6.73	BLACK.	MOTORCYCLE SHOP TAMWORTH

BATCH No	MODEL	ENGINE	MARKET	BATCH QTY	REMARKS	ACTUAL BUILT	REASON OF TESTS
1209c	INTERSTATE	"	UK	90	X	90	✓

Andover Norton can supply a factory record extract for most Norton machines. Part number 06.7352 at £16.67 + carriage/vat.



In 2020 work commenced to dismantle the bike, assess what work/parts are required to rebuild it to roadworthy condition.

The engine and gearbox were found to be in good condition. Neither the crankshaft nor the cylinder barrel will need machining, although new shells and piston rings will be fitted.

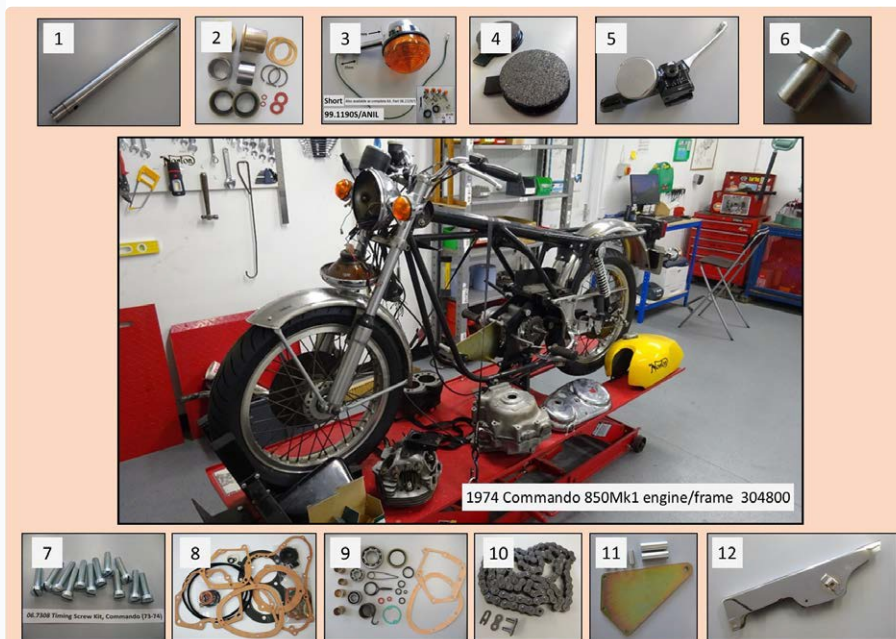
The non-standard Amal Mk2 carburettors are to be replaced with a new set of 32mm Amal Premiers. One barrel fin repair was completed.

The front forks and gearbox have been overhauled and refitted. Engine assembly is next on the agenda.

These are some of the parts which will be used in the restoration:

1. Part 06.3423 Fork stanchions: £59.95 - [Shop](#)
2. Part 06.7092 Fork bush and seal kit: £28.95 - [Shop](#)
3. Part 99.1190/ANIL Short stem indicators: £33.95 per pair - [Shop](#)
4. Part 06.6005 Brake pad set: £21.58 per pair - [Shop](#)
5. Part 06.4871/13 Front brake master cylinder assembly 13mm: £219.50 - [Shop](#)
6. Part 06.7254 Tacho housing with oilseal: £19.95 - [Shop](#)
7. 06.7308 Timing cover screw set: £25.95 - [Shop](#)
8. 06.5030: Full engine/gearbox gasket and seal kit: £38.25 - [Shop](#)
9. 06.7279: Gearbox overall kit: £127.20 - [Shop](#)
10. Part 06.5441/102 Rear drive chain: £39.95 - [Shop](#)
11. Part 06.7330 Engine replacement jig: £39.50 - [Shop](#)
12. Part 06.1865 Rear Chainguard: £47.95 - [Shop](#)

All prices exclude carriage and VAT (if applicable).



The aim is to then have a sample/press bike for internal use as well as to let members of the press have a go to get an impression what a Norton Commando rides like.

The small bore master cylinder is a must in my opinion to make the motorcycle compatible in modern traffic. With all other road users now on modern disc brake systems stopping their cars- and bikes!- in no time at all I see a 1970s disc brake without our update as potentially dangerous.

All other items bar perhaps our leakproof tacho housing with a modern oil seal are very much standard parts one would expect in a rebuild.

Other Rebuilds

Our Wideline Dommi also undergoes an overhaul to make it safe to use on the road since it seems our MD Karl fancies using it.

Our Ashley writes: "Whilst the forks were out a notch was detected in the straight ahead position of the steering. This was the bottom bearing inner race, paxolin cage with balls, just need to get the outer race out now. Best quality Ural / Denpr bearing it seems, complete with corrosion on the outer race, despite plenty of grease."



Now Ashley wonders who found what Urals or Dnjeprs have similar dimensions?

Genuine AP Lockheed CP2195 Calipers

The CP2195 caliper was produced from 1965 to 1979 for racing and Super-Sports motorcycles (Norvil Proddy Racers, Rickmans and Ducatis come to mind) until superseded by the square-ribbed CP2696-38EO caliper in 1980 which is still being produced today.



Although the generally available CP2696 caliper has the same mounting dimensions and uses the same pads and pistons as CP2195, it does not have the round ribbing at both ends like the original product and is not handed.

Our CP2195 calipers are forged and hard anodized.

The CP2195 was unavailable for decades but was briefly reintroduced after the fire at the UK's National Motorcycle museum in 2004. After the small number of calipers produced to restore the museum bikes had run out Andover Norton commissioned another batch of CP2195 calipers for the discerning restorer or enthusiast insisting on the authentic component to rebuild, say, a genuine Norvil Proddy Racer manufactured in the Thruxton Raceshop.

These calipers were made exclusively for and are solely available from Andover Norton.



APCP2195-1002EO Caliper (pictured) for front RH or rear LH mounting: £299.89 plus carriage/VAT.

[Shop](#)

APCP2195-1003EO Caliper for front LH or rear RH mounting: £299.89 plus carriage/VAT (if applicable)

[Shop](#)

Service Information on www.andover-norton.co.uk:

Our software guru Pete has come back from his holidays so as soon as he has finished one small project for our Karl and another small project for a local museum he will get our "Technical Section" structured to yours truly can spend his spare time on the computer again, structuring and uploading the information (sigh!).

I hope by the time you get the next "Source" this will be well under way.

Calendar Competition

For everyone who has already sent us their entries for next year Andover Norton Calendar, Thank you!

If you have not yet entered, there is still time to get your bike entered for a chance to be featured! So please send your Pictures and a brief history of your bike to: newsletter@andover-norton.co.uk

**That's all for this edition of "The Source"!
Until next time!**



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