



Dear Andover Norton Customer,

Firstly let me thank you for your trust in us that made you order enough in November it became our best month in the year. Part of that success was probably the fact we got more and more parts back into stock the lack of which made me hop up and down last month due to their non-availability.

Now the last part we were waiting for is the kickstart shaft [06.6169](#) resp. [06.7198](#), an embarrassing gap in our offers for several months, now in stock. I'll probably tell you an interesting story about them next month....

Our calendar [13.1789/2023](#) this year must be the best for a while, so good in fact our Ashley hailed it unprovoked, very unusual! In fact this year the photos you mailed us were exceptionally good and choosing the winning twelve wasn't easy. Please keep them coming for next year's calendar, and, yes, we'd love to see more good Triumph pictures.

Meanwhile, a project that Karl and I had for a while has started, unpublicized up to now, in the workshop area of our premises. We are now taking on work on Nortons, and already had the first few pass through our workshop. For this we use my dormant company, "Norton Motors Ltd", more anon.

The Things People bring in for Service.....

A first set of photographs Karl sent me a few days ago of our newly-laid out workshop made me wonder about the customer's Commando that stood on our workbench



What is so special about this bike?

Just a normal Roadster with a Norvil front brake you may think, but a

few small details made me scratch my head, because they, too, were genuine Proddy Racer bits, and exactly those you don't normally find on one of the hundreds (thousands?) of the replicas of the just over 100 genuine Norvils: the bracket for the main switch, and the inlet manifolds. Another thing that was special on this bike was the enlarged top mounting bracket for the suspension units.

On receiving the engine number my first suspicion was confirmed: 134872 was a Norvil Proddy racer supplied to Gus Kuhn on 27th May, 1970. It transpired the current owner had bought the bike from Gus Kuhn in 1972, and converted it to its current Roadster form. He still had all the original racer bits for it. His instructions initially were to make it roadworthy again.

I immediately asked Karl to buy it if it was for sale which, as it turned out, it was. Why am I so keen on Norvil Proddy Racers, you may ask, given I already own one privately, also supplied by Gus Kuhn. (see <http://www.guskuhn.net/GKMLtd/Feedback/Siefert.htm>)

Well, I thought it will make a good addition to Andover Norton's collection of Nortons, and given we jointly own the "Norvil" TM with Norton Motorcycles and do a lot of special parts for this model, <https://andover-norton.co.uk/en/shop-drawings/13/proddy-racer-our-tm-norvil->, it suits us well.

Andover Norvil

Our first intention was to rebuild the bike to its original Norvil Proddy Racer condition. However, after returning to collect the racing bits from the previous owner, our Ashley wrote: *"I have just got back with the fairings and bits etc. The bike was built by Kuhn as their No. 2 bike and was with them for some time, it is the actual bike that Dave Potter rode for Gus Kuhn."* And goes on to say: *"Personally, I think the bike would be better restored back to its Kuhn look and colour, as it spent more time racing as a Kuhn racer and not a proddy racer."*



Stamping on the crankcase supporting the seller's narrative.

The seller writes: *"I was told Dave Potter raced it in 1971 winning the production class championship that year and competing in the TT as*

well. I bought the bike in February 1972 and raced it in club events, winning one race in Brands Hatch plus fourth places in the unlimited class, as well as three places in second place at Brands Hatch in that class' end of season meeting. I made it into a Roadster thinking I would ride it on the road but it took a lot longer due to business and family commitments. I will look forward seeing it born again."

I have since corresponded with Valerie Davey who drew my attention to the fact Gus Kuhn took delivery of two Production racers in May, 1970, our #134872 as well as #134875. The two bikes competed in Barcelona: "*July 4th & 5th at Barcelona 24 Hour Race: The two Gus Kuhn commandos figured prominently before they dropped out. Ron Wittich, who knows the circuit well, quickly took the lead in the first hour. Though ordered to slow down after lapping in 1m 57s (72.42mph), the 750 Norton Wittich shared with Tom Dickie led for five hours. Exhaust pipe trouble lost them several laps but they were only three laps down - and three ahead of Degens and Goddard (winners) - when the end came soon after dawn on Sunday. The exhaust pipe dug in and Dickie crashed, cutting his hands and damaging the machine too much to continue. The other Kuhn Commando, ridden by Pat Mahoney and Barry Sheene, was then second, only one lap behind the 500 Tomkinson-BSA shared by Bob Heath and Nigel Rollason. The second Commando was leading at half distance. It lost the advantage after stopping to change the rear tyre and chain. The Kuhn effort ended when the casting of the five speed gearbox broke after 15 hours"*

[Peter Howdle in Motor Cycle News 8/7/70]

A picture of both machines can be seen at the bottom of this page:

<http://guskuhn.net/GKMLtd/Racing/1970.htm>

Now which bike was ridden by whom is now lost in the mists of time but we most definitely have a racer with an interesting career under its belt!



Dave Potter on a Gus Kuhn Commando. Same modification for the rear suspension mounting, but a brace between the front downtubes ours does not have. Picture from the Mick Hemmings files we bought last month.

No doubt an interesting project, the progress of which I will report in

the “Source”.

Norton Motors Ltd

Many of you will be surprised to hear I own the “Norton Motors Ltd” company name.



The name was used by Norton for decades, ever since the days of James Lansdowne Norton. After the Scalbanias acquired the sad remains of Norton Motors Ltd in Shenstone, with the intention to sell them on quickly at a hefty profit, not realizing the whole motorcycle industry had already looked at the smoking debris and said “No, thank you!”, their first great deed was to change the name from the time-proven “Norton Motors Ltd” to “Norton Motorcycles Ltd”.

A bit surprising, this, considering Richard Negus, after all the technical director of that company, drove to work one morning and on the car radio, to his considerable surprise, heard an interview with Rozanda “Rozy” Scalbania where she told the unsuspecting world Norton was to shortly build and market flying cars!

So as soon as the old name was available through the Scalbanias surrendering it Richard and I registered it for a jointly owned company in 1996. After buying all tooling, spares stock, and drawings for rotaries at the Shenstone factory auction in November, 2003, we had good use for the name when we opened our new premises in Rugeley in March 2004.



Above: Open Day at Norton Motors Ltd/Rugeley in April 2005

Managed by Richard Negus the company serviced the Norton rotaries, supplied parts to all Norton rotary owners, and developed new and better versions of the existing models. After Richard’s retirement in early 2009 we used the premises in Rugeley as stores and buyer’s office for Andover Norton until we vacated them. With the move of the rotary parts to Andover Norton’s main stores and Richard’s selling me

his half of the company I changed the status of the company to “dormant”.

We have since “woken” the company to serve as the name for our new in-house Servicing Workshop. Whether it for a repair or just a simple health check and service, we have the parts and facilities to make sure your Norton is in top condition. We are also offering Storage services if you need that bit of extra space in the garage at home!

All the details can be found on our dedicated Facebook Page [Facebook.com/nortonmotors](https://www.facebook.com/nortonmotors)

Joe's Bikes:

At long last I now make a serious re-start on my C652 Inter project. As long-time readers of the “Source” know I shortened the bike to about 2/3 of its original length when, on a tour in Scotland, I briefly lost attention, came off the road in a bend, thought nothing of it until I hit a ditch some Scottish farmer had dug at right angles to the road. The front wheel dived in, I flew off, and the bike was not as together as it had been up to then.



The short wheelbase version of the Norton C652.

I had a new frame with the engine back in for quite a number of years in the shop, but lack of time and a few parts, plus a hiccup with the needle bearings in the rear swinging arm somehow damped my motivation. But now, at long last I have decided to start afresh.

The petrol tank and side covers were to go off for painting yesterday, but time and the tendency to forget nasty facts very nearly stopped that straight away. Firstly, offering the tank to the frame showed the rear bracket normally welded to the tank bottom had broken off in the crash, and I was just about to make a drawing to reconstruct one when I found I had half a dozen left over in the small fittings bag from the old Tigcraft production days.

The reason why I had found that bag was that I was looking for the transfers for the side covers. I know I have about ten sets or more leftover, but where are they? Not, where all the other leftover parts

from the project are stored! An incident typical for long-time projects: one believes there are no problems, then realizes parts are not fit for purpose, or have magically disappeared! This means many hours spent unproductively, the disadvantage of letting things lie for too long. I will report on my progress (if any!).

Talking of the Norton C652s just by incident this month's German "Klassik Motorrad" has a feature on the model (below), calling it a race-proven Norton rarity. In fact this model is the last Norton that had any significant racing success, ending up 2nd and 3rd in the British SOS championship and 3rd and 4th in the European SOS championship in 1998!



Newsletter Archives

As mentioned in our previous "Source" we have added a section onto our webshop that will contain all of our previous newsletters should you wish to read them again.

We are pleased to say that this section is now complete and contains copies of every edition of "The Source" we have released for your reading pleasure!

[Newsletter Archive](#)

Mission Christmas

Andover Norton is once again proud to support the Charity Cash for Kids and their Mission Christmas Campaign.



Sadly, the thought of not having a present to open on Christmas Day is still a reality for many underprivileged children around the UK. Mission Christmas aims to make this a thing of the past by helping donate gifts and toys to help these children celebrate Christmas.

You too can help by either donating toys to one of the designated drop off points, or by making a cash donation directly to <https://planetradio.co.uk/wave-105/charity/events/mission-christmas-2022-south/>

Andover Norton will be closing for our Christmas Break on 23rd of December and Re-opening on the 3rd of January.

We would like to wish all of our readers a Merry Christmas and Happy New Year!

The Team at Andover Norton

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