

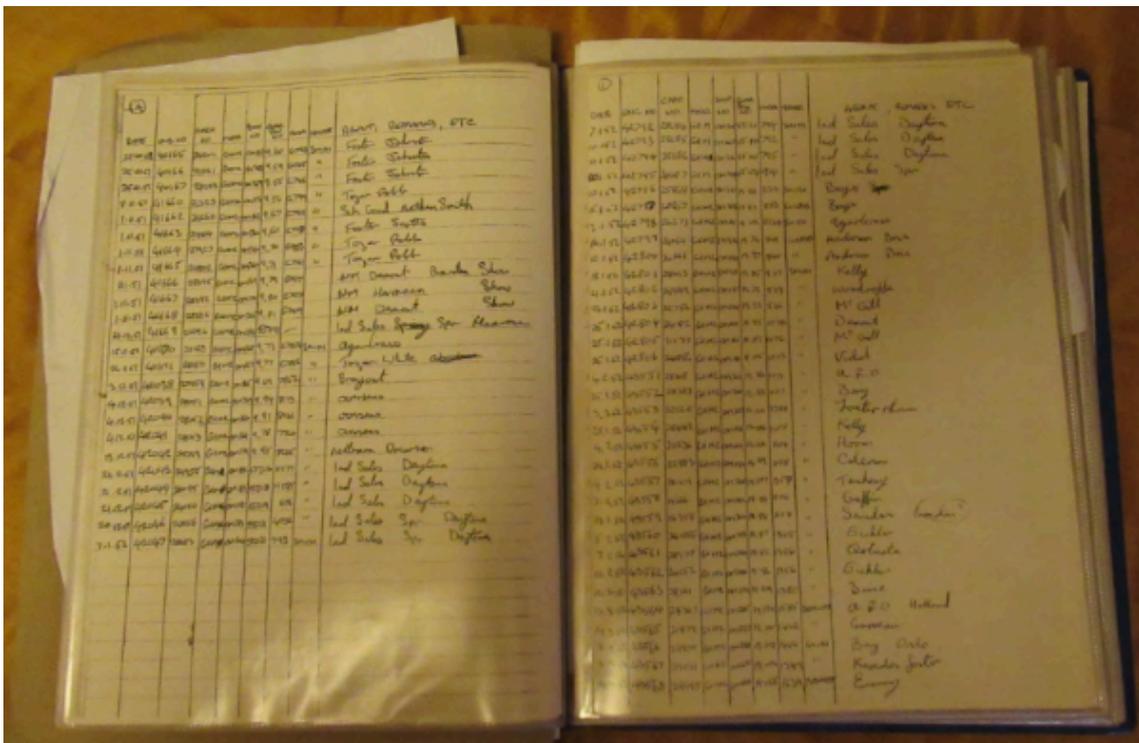


Dear Andover Norton Customer,

February is behind us and we worked on two fronts, one challenging, one pleasant.

The pleasant front will, we hope, widen our scope of spares considerably and we will report as soon as everything is agreed on and signed.

The Manx Records:



Only a couple of days ago I received the Manx Factory Records we bought off Angela Hemmings. A lot of the information is in the Despatch Records we already have, but there are snippets of information in this heavy book that is not.

Most riders are named who the racer was for, which makes interesting reading given the many famous names. Normally the Despatch Records only say who the bike was sent to, i.e. the dealer, or the information is “veiled”, like in the case of my Garden Gate Manx where the Despatch Records said “Colmore Depot, Sub-Agent Moule” whilst here it says the bike was actually for rider Albert Moule, who fielded the bike, one of the first two DOHC Manxes that went to private owners, shortly after getting it, in the 1949 TT (he retired in that race).



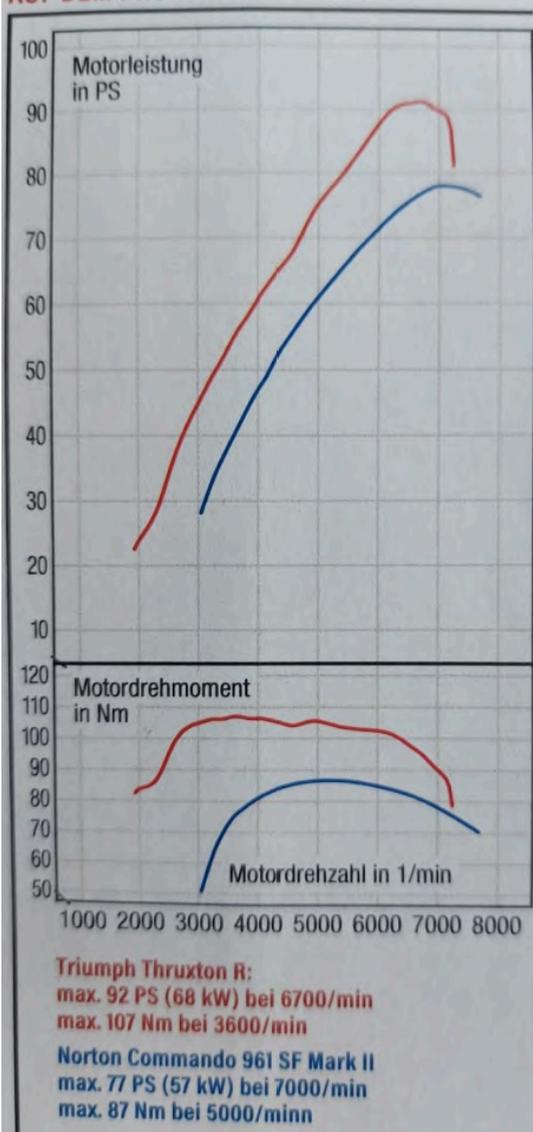
Above: Albert Moule at the 1949 TT with my Manx.

As soon as I am through with enjoying the information I will return it to Andover and you can buy the record of your Manx race bike though our homepage:

[Shop](#)

A Power Comparison:

AUF DEM PRÜFSTAND



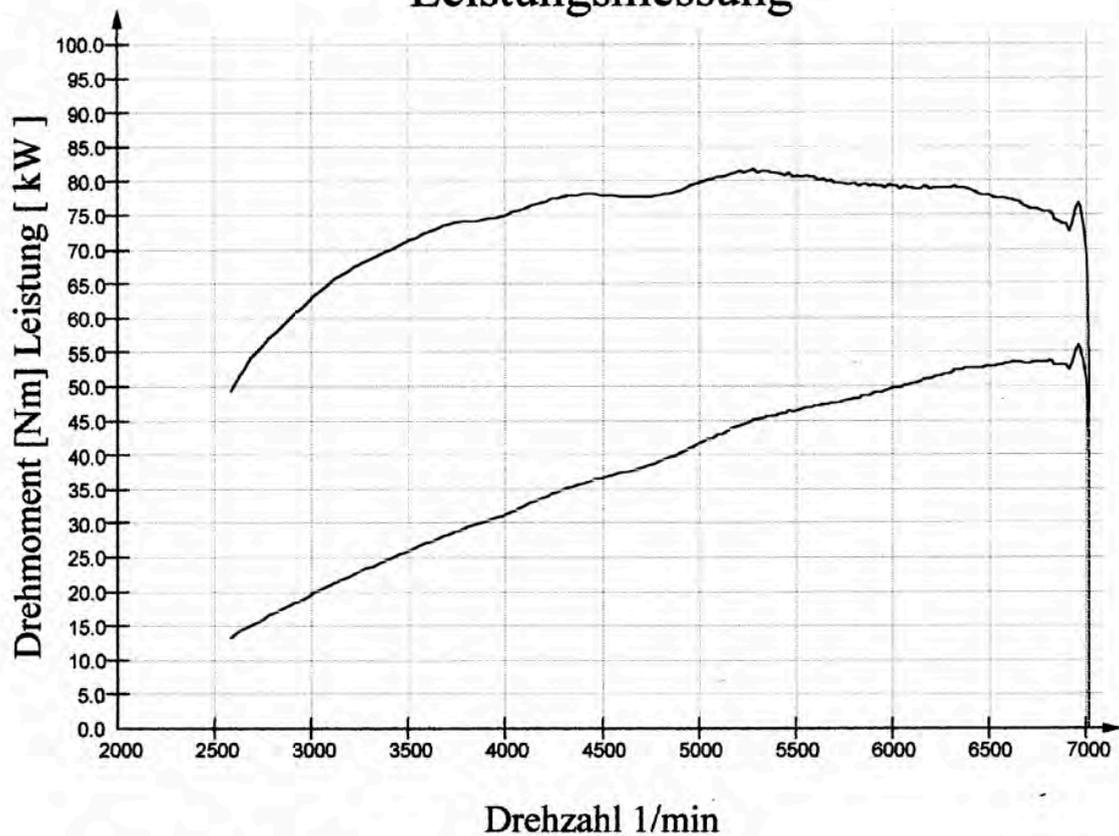
A German magazine just had a comparison test between the 961 and the Triumph Thruxton R. The figures were no great surprise, given the current Triumphs are a completely modern construction with no relation to the 1970s Triumph engines bar a few visual aspects.

The 961, as I have cited Kenny Dreer who conceived it in 2002/2003 before, admitted his team did not start with an empty piece of paper but performed an “evolution” of the Norton Commando engine, the concept of which harks back to 1948.

Hence it was to be expected the modern construction yields far more power than the “evolution” engine that is handicapped, some would say made more desirable, by its old-school design.

That said the power figures of the 961 reminded me of something. In 2005 our 745cc “Family Racer” was on the testbed of Bernd Baldes, then an exhaust guru who was to make a better exhaust system for it. After having it on the BMW factory certified testbed (at the time Baldes did exhaust development for BMW) he rang me and asked me to come and collect my bike since he doubted he’d get more power out of it with a new system even if he tried.

Leistungsmessung



Messung: comando1 Max. Leistung (56.04kW) bei 6961U/min
 erste Messung Norton Seifert Übersetzung = 3,15
 k = 1.076 (16.0°C/ 935mbar);

about 54 kW (73 DIN)

Since the power graph of the 961 reminded me of our 2005 graph I show both here.

I see that the 961 has nearly 8% more torque and 5% more horses, but then it sports 29% more cc so the difference in power is easily explainable. Given the very conventional components in our race engine- standard valves, standard conrods, a PW3 camshaft, 932 carbs on longer inlet tracts, high compression pistons we have run on standard petrol for over a quarter of a century, hacked-and-welded Roadster exhaust pipes and shortened Roadster silencers that is remarkable.

The power increase is mainly painstaking assembly, porting and work on the inlet tracts by Rudi Kolano. And, naturally, modern bikes have to meet modern emissions standards, which the 961 did earlier in its life, and the Triumph still does.

With the flat torque curve of our racer it is no great surprise our youngest shareholder Christine rode it on track aged 15 and felt instantly at home on it. Imagine a normal Commando with about 50% more horsepower (all production Commandos we tested over the years had about 50bhp DIN) and you'll understand.



Above: Our "Family Racer" in the year that power graph was done.

Our Bikes

Joe's Signal Orange Roadster:

The poor beast stood in the shop since I last rode to work in abysmal weather in early November so I thought after a full season with good, long tours thrown in it deserves a general inspection.

Changing the oils and filter was easy enough for engine and gearbox. I also cleaned the gauze filter in the oil tank and made sure I got all the waterdrops out of the tank that gather in the very bottom.

Fork oil changes are one of my less favoured tasks. Getting the oil out is no problem, provided one jacks the bike up a bit so the front forks are not under load. Getting the new oil in is the problem in that the oil takes a long time to go past the fork spring, nut and washer unless you move the spring up and down, thus sucking the oil in.

I used a 3/8UNF Triumph cylinder head nut [21-2204](#) which I screwed on the end of the damper rod, filled in a quantity of oil, then pushed the rod down using a piece of wood on the end of that nut. And hey presto, within a few minutes I had the oil in the fork leg without the customary spilling of oil over the top of the stanchion!



Looks ok, but as soon as one fills oil in the space is full up and it takes ages to run down and make space for more.



Making the damper rod longer using Triumph part [21.2204](#) the spring can now be compressed and as it expands sucks the oil down. Far faster and with less risk of spillage.

On a pre-Commando model nut [06.3192](#) should do the same job nicely.

Another advantage of an inspection is that one finds faults that weren't noticed in the daily use of the machine. Cleaning the bike thoroughly is a good idea because loose nuts and bolts, loose spokes, oil leaks, fraying cables etc. are often discovered in the cleaning process.

I found a loose bolt on my Production Racer head steady [06.7263](#), and cracked hoses [06.2537](#) from carbs to air filter:



Above: 22k miles and about ten years have taken their toll on these hoses. The right hand side was much better but still had a crack in one side. Since the air

filter will be changed anyway it is no trouble to replace the hoses whilst I am at it.

Karls' Commander

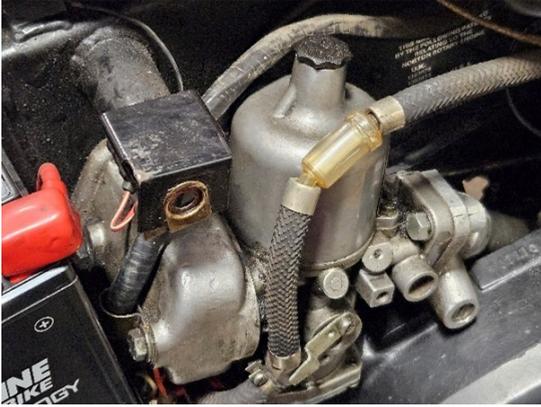
Over the winter I decided to have my Commander paint work redone, as it was showing signs of wear and tear.



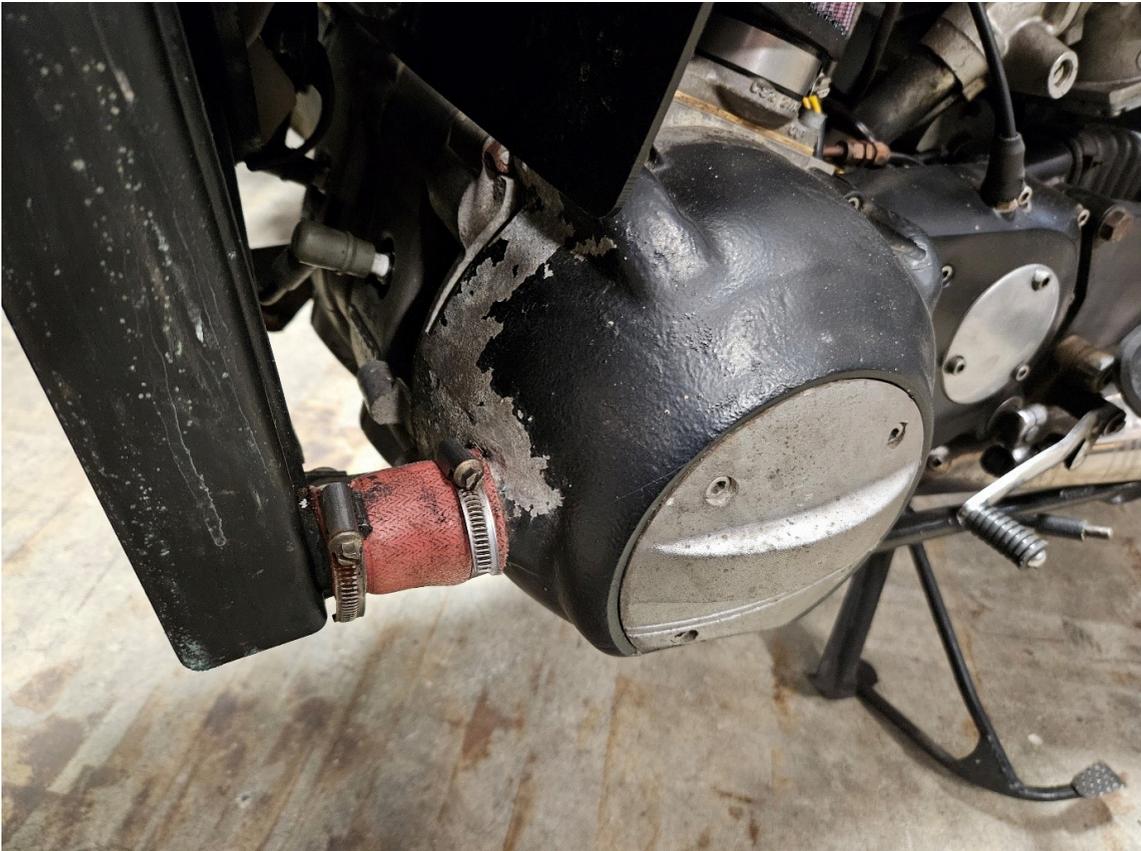
While the body is away having a fresh coat of Dorchester grey applied, we will also be doing those jobs that are easier without the fairing in the way.

The plan is to:

Rebuild the carbs – [55.0715](#)



update the water pump – [55.1109/30](#)



Replace the Thermostat - [55.1108/74](#)

Replace the Hoses – [92.2257](#)

Front Brakes Hoses – [13.1984](#)



We will also be giving the Motorcycle a full service, including a compression test.

So, more updates to come in future Newsletters!

Tales from the Workshop

The biggest change for the workshop this last month has been our rebranding from Norton Motors Ltd to the new Andover Classic Motorcycle Workshop.



Andover Classic
MOTORCYCLE WORKSHOP

We are really pleased with the new look, and it means I get some new work Tee shirts anyway 😊

Along with this rebranding we are introducing several great offers and fun ideas for you, our workshop customers.



Among these we have special edition Andover Classic Mugs for workshop customers spending over a set amount of £1000 and Workshop stickers also for everyone. We may think of a competition in the future for the best bike and sticker seen out in the wild!



We are also offering a free UK collection service for your bike to our workshop only leaving you delivery back to worry about, but we are hoping that with the good weather ahead you will come see us and review the work undertaken and ride home as many of our happy customers have in the past year.

With our growing demand we have two new members of staff so along with me, Workshop Manager Paul Ralph we now have Will Sharpe a keen club racer, motorcyclist and RX7 rotary enthusiast, and Workshop assembler/assistant Matt Kelly who is a keen cyclist, DJ and comedy genius!

As we approach our 100th customer in our first year I would like to take this opportunity to thank everyone for their support and custom in the past and future

as we expand and invest in our keen and skilled Andover Classic Workshop team!



Will on the left, Matt on the right and the handsome fellow in the middle, Paul!

Happy and safe riding Paul and the Workshop Team.

Webshop Updates

Some of you may have noticed that we have removed the Triumph and Rotary Models from our "Shop" page and the "Browse by Model" Box

But do not worry! They have not gone far, as we now have 2 new dedicated areas for them!



Andover Triumph

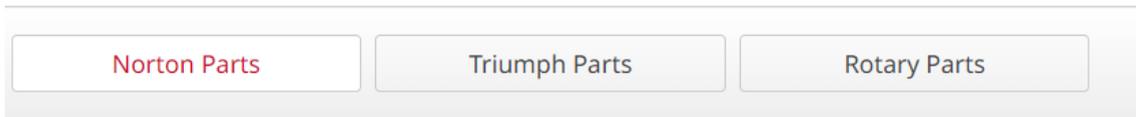


Andover Rotary

Just like the Andover Norton Page, these pages will have the parts drawings for their respected models along with the links to each of the label parts, making it

easier to find the part you need, without running the risk of ordering a part for the wrong model!

You can also navigate between the section by using the Tabs at the top of the page for ease.



And for those amongst us who have both (or even all 3) you can order from each section and then it will combine all of the parts into 1 order and shipment for you.

Wishing our readers "Happy Riding!"
The Team from Andover Norton



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