



Dear Andover Norton Customer,

Covid-19

With the virus upon us not all is doom and gloom, in fact quite the opposite!

Our hobby is virtually risk-free and healthy. After all motorcycling takes place on the bike either alone under one's helmet or two-up with our partner or family member, and the workshop is normally a room where mechanic and motorcycle (project?) are alone in the room. No danger of infection!

Plus, looking at the turbulences in current stock markets, a decline in value is unheard of in the world of classic motorcycles.

As for supply chain problems, Andover Norton are in the fortunate position the overwhelming majority of all our own product is made in England or sourced from European manufacturers. Our Far-East content is negligible, and, due to our Brexit precautions, our raw material stores are well-filled.

We have closed our Trade Counter for health & safety reasons, but will continue to process and send out your phone, fax, mail and webshop orders.

The NOC/Drawings Matter

A final compromise was reached with the NOC about the drawings. We shied back from the court hearing for cost reasons. The undertaking already cost us a ridiculous amount of money that we had much rather spent on new projects for our customers. The NOC put out the statement ***"We are pleased that this legal action has been resolved and that our member's interests have been protected."***

At the insistence of the NOC we reluctantly had to sign a confidentiality agreement hence, we are not at liberty to disclose the complete files of the month-long legal dispute. The good news is we now have our copies of the drawings and can use them for what they were drawn for in the first place, to make Norton motorcycle spare parts!

The Garner Norton Fairy Tale Burial

We are now getting a fuller picture of the criminal energy that went into the Norton/Donington investment fraud. Why the "leading exponents" in the press and in the world of Norton amateur clubs did not realize that wrenching motorcycles together one by one on workbenches(!) in a stately home flanked by a fleet of luxury cars, and declined to see that this made no financial sense whatsoever. Why on a certain club online forum, the few who said this whole

enterprise stank and gave examples, were asked, directly and personally (!), to shut up and why the webmaster even went to the length of deleting critical posts on these forums the club members want to ask those responsible for these actions.

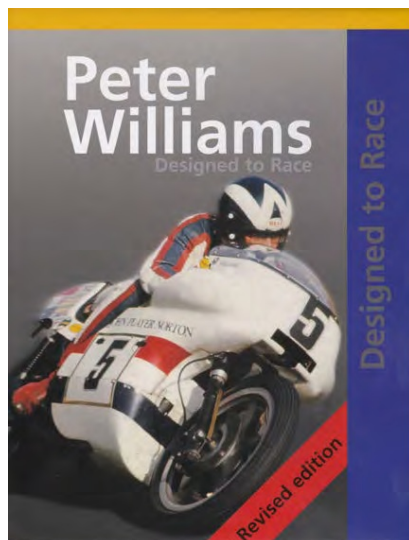
Visit to Andover

In the last week of February I flew over to London and proceeded to Andover. Our MD Karl had booked the rental car for me and imagine my disappointment when I was given a nondescript Ford and not the, also available(!), Aston Martin as apparently befits the owner of a Norton company. The disappointment did not last long however, because what I saw in Andover made me proud of our team. The stores are well-sorted by now, the whole place is clean and has a pleasant atmosphere, and the team members work well together.

Our newest team Member, Amy, became “employee of the month” whilst I was there. This is shortly after joining us, her colleagues thus acknowledged her drive in taking our 850 Commando apart to be overhauled and fitted with a few new components that will then be tested in the bike. The plan is for Ashley and Simon to take turns on the bike on their daily way to work. This way we will quickly get some mileage under realistic working conditions on bike and new components.

We discussed various new projects that we now need to stretch over time due to the state of our finances (see above). Frustrating because some have been in the planning stages for a while, which could be started immediately, and all they need now is the word "Go!".

We still hope to get at least two big projects done this year for parts that weren't available for years, one component actually for decades! Always difficult to predict the sales potential of a part I have been asked for again and again in my working life but which wasn't available during all this time.



Peter Williams

Peter asked us if we wanted to purchase the rest of the print run of his book “Designed to Race”.

We agreed on a fair price and collected the books. If you want one you can contact Andover Norton or order it on our webshop.

Due to the job lot purchase price we were able to reduce the price to £29.95.

Peter is now out of hospital in more comfortable and pleasant surroundings.

[Shop](#)

TRIUMPH

Important news for our Triumph customers is that our Triumph stores are now virtually full and sales are taking off as they should.

Complementing the sales of components common to Nortons this allows us better planning for these and bigger volumes of purchases. Thus a good thing for both brands!



New Products

A couple of new products arose partly from my private interest in the older Nortons, but also from recent demand by customers: the wideline tool tray and the clutch basket for the old racing clutches. The clutch baskets are friction-lined rather than using the old postage stamp type friction inserts that always fall out on assembly and are now hard to get. The friction material is longer lasting and invisible on an assembled clutch so not an eyesore like the belt drives on historic racers are.



NM21016 Wideline Tool Tray

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A11M/384 Clutch Sprocket, Racing Inter

[Shop](#)

Following our project to offer a P11/G15 range of parts we can now start to concentrate on Featherbed models, Wide and Slimline

Andover Norton has done certain parts especially for these very

early on. I still have price lists from the 1980s listing "Dominator" parts, but the range we have now was never before offered by Andover Norton, and continues to grow.

In the 1980s these parts were mostly leftovers from the AMC and Wolverhampton stores. Now we go through the parts lists and consider what parts are viable to make.

Currently in the pipeline, and due in later this month, are the Dominator footrests. We make these from forgings as original, not from castings like others. I'd rather not put my weight on a casting as I hit a bump in the road!



Sample footrests from Joe's own "Template Mercury".

The project took considerable time with forging tools to be made etc, so the Mercury was ridden with a set of footrests borrowed from a friend for a few months!

The Mercury was also used to test the fit of prototypes of the footrests

Ashley's bit

My own MK3

Still running nicely during these winter months. The fork oil was changed and 10W-50 engine oil, quantity 170cc, was used in each leg, this made the front end slightly stiffer and subdued the vibrations considerably through the bars. The front brake pads are near the limit and will need changing in the next 1000 miles, I may also change the disc as the disc has taken some serious wear from the 13mm master cylinder and the new caliper which is actually machined concentric unlike the originals, which could be all over the place and still considered in spec with the drawing.



Tyre Pressure Gauge, RACEX0014

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The new Conti on the rear is wearing better now I have dropped the pressure and considering the route work is nearly all motorway and dual carriageway the tyre should last longer. Whilst trying to get the best mileage, I use a tyre pressure gauge often, as it allows small changes to be accurately applied and the accuracy of the reading is good, which is handy when liaising with manufacturers.

The gauge I use is the Race X RX0014 (**our part# 13.1696**) which has won awards, it fits most bikes and cars. With modern tyres, it now seems to be even more critical to get the tyre inflation just right to get the tyre running on the part of the tyre and the compound that they applied there. The Roadrider MKII is now available and it seems a much stiffer tyre and different compound, whether they have compromised on tyre life is yet to be seen, but they should be better than the original Roadrider.



ANIL's MK3

This bike is now running and with the plan to keep it to close to original as possible it was like riding something that was towing a caravan! But I suppose that is what they were like. The bike is away at the moment being used as a template, but should be back for the summer when I can thrash it and put more miles on it.

ANIL's 850

As explained above by Joe this bike is being stripped and re-built by Amy. Amy is used to being around bikes being restored and rebuilt, and when she rode moto x , if she broke it, she fixed it, so it makes Amy a nice addition to the workshop team. Sadly, just a little too young to ride the ANIL bikes due to the insurance policy on them.

This bike will be used with a new manufacturers cam, these will be EN40 nitrided and used with the new one piece tappets. The bike will also be fitted with Premiers, the wheels will be a mix of 19" flanged Akront and Borrani with Roadrider MKII tyres.

The one piece tappets

The initial problems we had was that being two piece many grinders would not grind them, some grinders cannot grind the radius that was needed as per the drawing and those that could wanted a large sums per piece to do so. There was also issues with the amount of process ops and the loss rate at each stage that a one piece design would overcome. We could have renewed the tooling for the two piece design to get the near net size ideal for grinding, but it would not have eliminated the other process issues, if anything it could have made them worse. An approach was made to one the world's leading hard facing companies who took the challenge on. Initially they considered it an easy challenge but this soon fell away when I said what cams we needed them to work, and they had to find a material that would cast to the shape needed.



From their armoury of knowledge and the first few casting attempts, it became clear that a new alloy was needed that would cast, at the early stages cost / use balance was used as the use is nothing challenging as they have lubrication and the temperature is not really that hot considering where other hard facing material is used, corrosion is not an issue either in the area they are used in. Had we been designing a new engine with just one cam and tappet the project would have been a doodle. We needed an alloy that would work on all cams.

Many of the metals used in hard facing alloys are very expensive, those that make up Stellite are very costly, but each application needs a suitable alloy, Stellite is very good, but this does not make it better than an iron based hard alloy in all situations. Some very good alloys can't be used in nuclear primary loops because of what they contain. Each application has its own range of parameters. We are only allowed to call the alloy we use "special alloy" as it is not yet used anywhere else in industry, it was developed for purely this application.

The tappets were tested in the US. It was noticed by a grinder in the UK that was putting a radius on some that the face was not flat, very hard to see with a square and the naked eye, though evident when using micrometre blue, but also seen when passed by the grind wheel. The test was conducted on a chill cast PW3 that towards the end of an overnight run a pushrod broke, the cam and tappet suffered damage but the tappet could be recovered. The other set of tappets was used against a NOS cam. The first test failed due to failing oil nozzle on the test rig, the tappet was refaced and retested but the test failed again with the cam melting and attaching to the cam. The heat and molten cam attached to the tappet did not affect the underlying surface of the tappet. Looking at the test report, which was produced from the one piece tappets and an original 70's set highlighted some very useful information.

Thankfully the testing was conducted to a point where unknowingly we had some tappets that provided some very useful feedback. Had the tappets got to a state where they would have been like those that are seen when they and the cam fail in use then they would have provided very little. Using a microscope that is only a year old and cost over £1/4 million, the surface of the tappets both one piece and the 70's items revealed a lot. What is very clear is that the tappet must be controlled against the cam. If it experiences lofting then damage will very likely occur. Work hardening due to impact and surface cracking can create issues where bits come away from the face of the cam and then cause secondary damage to the cam and accelerate the failure.

Control the lofting or avoid or control the impact, the race for ever harder faces and higher rate springs may not have helped over the years. This is purely my opinion but considering that some cams out there have totally difference hardness but very similar toughness and both last well supports what was found in the testing. It may also explain why I got away with valve seated pressures of around 60lb when I installed the PW4 cam and two piece tappets. Many said it would fail, but it has been dyno'd and has completed over 10,000 miles now. Inspected at 4,000 miles and nothing found, hardly worn in.

Mike Jackson's Memories:

A KNOTTY INCIDENT AT NORTH WAY...IN 1969

Tucked away in the tale of Clint Eastwood's surprise visit to North Way, some 50 years ago, it mentions how a handful of the new plant's middle management functionaries had been recruited from Southern Instruments, a successful company within Dennis Poore's wide-ranging portfolio, based in Camberley, Surrey, where they manufactured telephone answering machines. As might be imagined a couple of these "phoneys" [an inevitable nick-name] adapted instantly to this new environment, helped by their genuine determination to learn more about motorcycles, and the sort of people who rode them.

However, the so-called Chief Purchaser (CP) – a crucial appointment in any manufacturing operation – stood out like a Sore Thumb; it transpired he'd not wanted to transfer in the first place, and made no secret of the fact he thought motorcycles were wholly uncouth devices. We should perhaps remember at this stage how my 6 years service in the m/c industry had been as a Greeves Sales Rep; my sole "factory experience" at that point had been to attend quarterly Sales Meetings at their Essex HQ and, aside from 10 busy

days on the Stand at Earls Court, the rest of the time was spent travelling the landscape, dealer to dealer. I'd thus worked FOR a factory, but never IN a factory. By this stage of my career I was understandably curious as to how things worked in any factory, whether t'was a dark Satanic Mill in the Midlands with a smoke-belching chimney, or a brand spanking single story plant in Hampshire.



Above: 1969, the new Norton factory in North Way, just round the corner from Andover Norton's new abode today and still there!

Having started with AJS at North Way, and while learning how to sell 2-stroke 'scramblers' to specialist competition dealers, I was forever asking questions of colleagues, for I wanted to know how it all worked. Quite soon after my arrival I was in the CP's office, where I noticed a stack of leaflets/brochures covering the products of several component companies I recognised; Amal, Girling, Renold, Hepolite etc. I'd been expecting to see charts and graphs and high tech drawings, so this seemed very down-to-earth. By coincidence I'd been using all four of these products over the past 15 years in my trials & scrambles machines, and had long known both Vic Doyle of Renold and Girling's Tyrell-Smith, both of whom looked after these brands' interests at important race events.

Showing off a little...I enquired of the CP if he knew anybody at any of these firms, and how was he getting on with them anyway? ***"I never fraternise with suppliers", he snapped, "and I always obtain the lowest price by contacting two suppliers, and playing one off against the other!"*** Hmm! Given he might well pitch Avon against Dunlop, and act in a similar fashion with spark plugs, he couldn't simply change from one tyre to another, unless Norton's Test Riders had passed on their approval thru the system. And, as far as pistons, carbs, chains, and suspension units were concerned the 4 firms previously listed already enjoyed a virtual monopoly. Whether his arrogance outweighed his ignorance was not for me to judge, but I recall thinking our Chief Purchaser was in for a shock, nor did it bode well for the smooth running of Commando production. I'm pleased to report, mind, that someone in authority swiftly twigged [Triggered, more likely], whereupon our fledgling Norton Villiers co dispensed with this particular CP's philosophy...and let him go!

Norton is certainly back in the news these last few weeks. There are undoubtedly a few more felonies yet to emerge from doom-laden Donington Hall, whose pre-collapse activities had convinced so many innocent Norton enthusiasts that all was well. I helped host a couple of Norton Owners Club AGMs at this building, and was impressed by the setting; indeed the whole set-up made Triumph at Hinckley look decidedly Spartan. In frivolous mode, momentarily, I should have realised things were not what they appeared. While listening to a conversation between two woodworms in the Parlour Room, WWI said to WWII, ***“Hell, there’s something not quite right about this place; from tomorrow onwards I’m bringing my own sandwiches!”***

The current \$64000 Question [add noughts as required, to allow for inflation] is mainly concerned with the potential New Buyer, for there’s quite a long line at the most recent count. How much distance will any new buyer put between himself and Donington? [Well, India is about 5000 miles, and it’s over 10000 to China...if you see what I mean.] But don’t despair at this possibility; Triumphs are mostly now made in Thailand, albeit they’re not marketed as Siamese Twins...but “British bikes” ***can*** be made successfully overseas. Certain countries, in this sort of circumstance, have laws that ensure anyone snapping up a famous brand name [which is in liquidation] ***has*** to compensate a selected number of the out-of-pocket people involved. Clearly, it is a major point in any purchase negotiation...but we can hope!

Calendar Pictures

We are still on the look out for pictures of you and your Nortons for our Calendar! so for a chance to be featured and win a prize, please send your pictures to newsletter@andover-norton.co.uk

Your entry should include the following:

- High quality, well-lit pictures. Please try to choose complementary backgrounds for your pictures. We want to see your bike at its best!
- Pictures should be as big as possible, as they will need to be enlarged for printing and small images will become distorted. Ideally your pictures should be around 4MB in file size.
- Your name, where you are in the world and model and year of your Norton.
- A brief write-up or history of you bike including any restorations or modifications you have made.

The Team at Andover Norton



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