



Dear Andover Norton Customer,

A very happy and healthy New Year to you all from the girls and boys in Andover, and may you enjoy your classic Nortons and Triumphs in the next twelve months, aided by our backup.



Talking of happy, I saw a cartoon in a club magazine recently that could be the motto of most of the Andover Norton team.

Ok, we rarely ride 16Hs today and our headgear is probably a bit more modern and effective but the emotions are identical.

Lucky us!

The Christmas holidays always give us time to reflect on the past year and to plan new projects for the new year. We have one big project in the next few months that we hope to have in place in time for spring, and a lot of smaller ones that we will tell you about as and when they happen.

One of our more usual projects is the front hub for drum-brake Nortons. Our Ashley has been playing with it, lacing up a wheel and installing it in one of our bikes, testing original TLS brake plates against our new TLS brake plates and, to prove its suitability for pre-Commando models, fitting it with a SLS brake plate. Everything works as it should and as soon as we have the first production batch in we will offer several options.



Above: New hub and new TLS brake plate test-installed.

Those who follow our social media channels have no doubt seen that our workshop Noton Motors Ltd has a constant flow of finished motorcycles out our doors. However, as we hoped and predicted we have so much demand for its services we will start to look for yet another motorcycle mechanic. The problem, as I know from my old days as one of the partners in a BMW motorcycle franchise, is, that good mechanics don't grow on trees and are hard to find. Should you feel you are able, and experienced enough to work in our repair shop please contact our MD Karl: karl.smith@andover-norton.co.uk

Recycling Scandal in Hamburg!

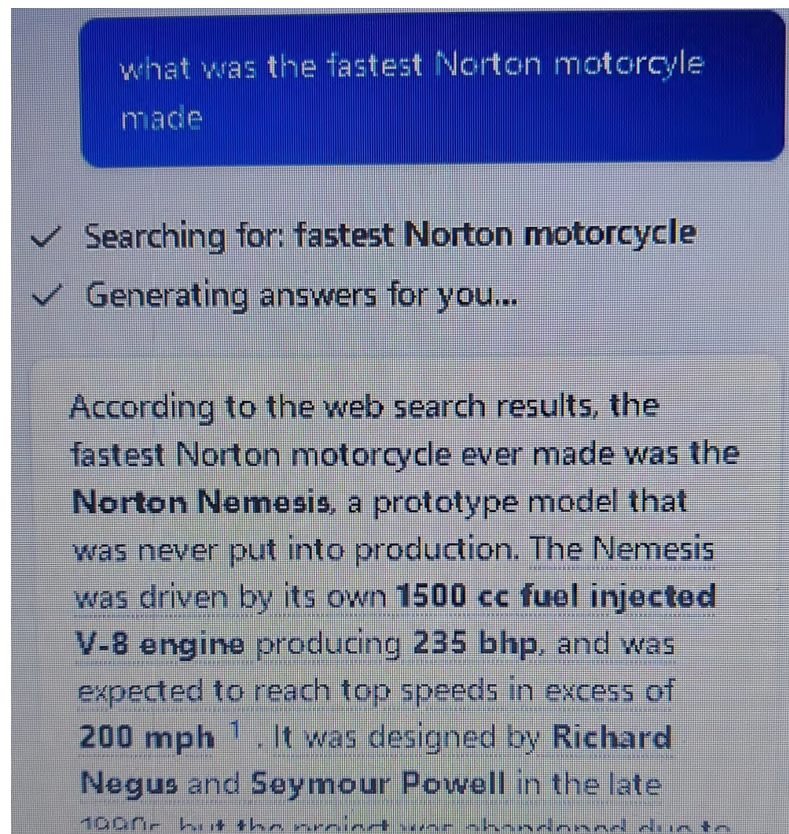


My friend Ralf saw this disturbing recycling container in Hamburg, translation of the sign what you can dump here is "old clothes, shoes, **featherbeds**".

Now I know from experience Germany is BMW country and most German motorcyclists disparage British motorcycles as unreliable, oil-leaking, undesirable products, but the idea of Hamburg authorities to ask Norton featherbed owners to scrap their beautiful motorcycles is a bit rich! A BMW spokesman denied BMW had anything to do with it.

Artificial Intelligence (“A.I.”):

Newspapers and magazines are full of features about artificial intelligence, its benefits and dangers. I admit my interest in it is fleeting since I don't yet see it concerns me, or Andover Norton overmuch. However, Norton's ex-“Head of Production” Bob Rowley recently sent me an amusing snippet how he tested this new source of wisdom.



Well, well, well... Why does this remind me of some of the “facts” I find on Wikipedia about Norton? Obviously it does no longer take an enthusiastic but scantily informed Wikipedia poster to add one and one and come up with five, artificial intelligence can do just that!

What is true is that the “Dementis” V8 was meant to be the Norton to end all Nortons. However it never proved the exaggerated claims of its engine designer in real life.

Moreover whilst Richard Negus was “Head of Motorcycles” in Norton’s Shenstone factory a few years earlier he’d surely be insulted to be called the brain behind this overweight, non-functional heap.

And Seymour Powell, responsible for the styling of the Norton Commander and F1 rotary models, the first sporting the best touring fairing I ever experienced, the second a visual design milestone if admittedly not a functional one, will no doubt see this claim by A.I. as an insult to their competence and workmanship.

So whatever the hype, and, discussing it with the next generation in the family two of whom work in software and claim that A.I. will

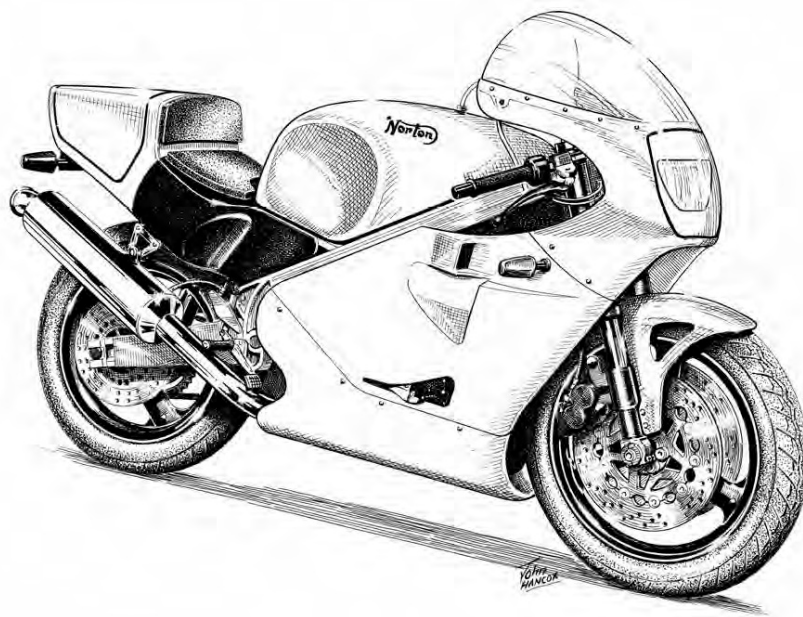
“learn” and “come up with something better next time” I wonder what sources of information and combinations of these snippets “A.I.” will find as answer to the next question.

The Norton “NRS588” Hizzy Replica

Since we recently had one of these rare beasts through the Norton Motors Ltd workshop and the owner now decided he wants to sell it. Karl asked me about the history behind this model.

The whole idea started in 1992 with Steve Hislop’s TT win on the “Abus Norton”. To me the logical thing was to offer a replica of the Hizzy bike as a “limited edition” at a premium, something that no doubt had sold in the UK and the rest of the Norton world no problem.

I asked John Hancox, long-time illustrator of Triumph and, in the rotary era, Norton parts lists, to make a drawing of what I envisaged:



The bike was easy enough to produce since the basic model at the time was the F1 Sport. Which I called the “Norton TT” in Germany and of which I sold more than a third of the total F1 Sport production.

The origin of the F1 Sport were my fruitless attempts to get the F1 through EU emission approvals. My job as manager of the German “Norton Group” company Norton Motors (Deutschland) GmbH, since England did not have a motorcycle emissions test facility at the time.

No way could we meet the regulations with the Mikuni carbs, so my idea was to a) go back to the SUs as on the Commander that had sailed through the emissions test a few months earlier, and b) to dump the beautiful but overheating-prone F1 fairing and use tanks and seats similar to the works bikes, opening the faired enclosure at the sides and back.

The F1 Sports was later claimed to be “his idea” by the late David McDonald, the then Norton CEO who was, as we only found out after his being sacked, the unofficial liquidator of all Norton assets installed by Midland Bank.

McDonald took an instant dislike to me since I openly questioned

many of his decisions and he hence was totally against a “Hizzy replica”. Instead he planned to “update” the F1 Sport and let “Styling International” design a successor, using cheaper Yamaha components for wheels, brakes, and suspension, adding a fairing that, to me, looked like a UJM (Universal Japanese Motorcycle) lookalike and completely uninspiring:



The Norton F2 that deservedly never was.

McDonald let Bob Rowley, Richard Negus and me see the prototype at Styling International. I had to go to the toilet and, it being secrets-sensitive establishment, a young designer was sent with me to get me through the various doors. When I washed my hands we briefly spoke. He was a motorcyclist and asked me what I thought. Bluntly, as is my custom, I said the F2 did not excite me in the least and in my opinion we should produce a replica of our TT-winning bike. He was as honest and agreed.

McDonald reputedly committed Norton to a hefty bill from Styling International, from memory it was a whopping 120k Pounds, and “forgot” to ask the bank and the board for permission. When the Norton Motors Ltd house of cards finally came down a few months later, Styling International ended up with but a fraction of the sum from the then liquidator.

At the 1992 Birmingham Show McDonald and I had our last conversation. He said: “You will have the F2 fully approved in Germany in March next year!” I answered; “No way, this is simply impossible.” He: “I wish you’d take your negative attitude elsewhere, Joe!” I: “I’ve seen chairmen come, and I’ve seen chairmen go, and I will see you go!” A few weeks later he was history.

After Richard Negus and I bought the whole Norton rotary spares and drawings at the Shenstone factory auction we set up our new Norton Motors Ltd in Rugeley, and one project was to build the Hizzy replica at long last.

The first customer wanted it in metallic blue. It was built in September 2004:



The first NRS588, taken at Norton Motors Ltd's "Open Day" 9th April, 2005

To get the race fairing on, it took a new 2 into 1 exhaust system and, whilst he was at it, Richard put two works-type aluminium radiators on the bike that not only cooled better than the standard radiator but also had a gap between them thus letting cold air cool the carbs and the plenum chamber.

Truly an improvement on the F1 Sports, and one that, had it gone into production, justified a premium on top of the price of an F1 Sports, deservedly the most valuable Norton rotary model these days. The two headlights were a far more elegant solution than the one envisaged in John Hancox' drawing.

And this is what you can buy, the second NRS588 and last one built by Norton Motors Ltd in July, 2005:



This was my colour choice, had I had the money to order one at the time!

To end the story of the NRS588, a third one was converted by the German owner. He bought the parts off Norton Motors Ltd, converted his F1 Sport, and painted it yellow(!), So the one for sale is one of only three existing "Hizzy Replicas".

Simon's Bit

LED Bulbs

Andover Norton has introduced a range of 12-volt LED bulbs for Norton and Triumph twins.

These Lucas branded products give a brighter light, consume less current and are longer lasting than traditional lamps.

Crucially, an LED headlight is an important safety feature by allowing daytime use without uprating the bike's charging system.



LUCAS LED Headlight Bulb BPF fitting 6-24V. For use on Positive or Negative systems.

[Shop](#)



LUCAS LED Headlight Bulb H4 fitting 6-24V. For use on Positive or Negative systems.

[Shop](#)



LUCAS LED Stop/Tail Bulb 12V BAY15D fitting suitable for Lucas 564, 529 and 679 rear lights. For use on Positive or Negative systems.

[Shop](#)



LUCAS LED Stop/Tail Bulb 12V BAY15D fitting suitable for Lucas 917 rear light. For use on Positive or Negative systems.

[Shop](#)



LUCAS LED Turn Signal Bulb 12V/21W For use on Positive or Negative systems

Shop



LUCAS LED Flasher Relay 12v suitable for led turn signal bulbs. For use on Positive or Negative systems

Shop

Tales from the Workshop.

Happy New Year firstly from the workshop team to all our customers and looking forwards to a good riding summer.

One thing this winter has shown to us is the importance of brake fluid and petrol condition / maintenance.



SU carb left with standing fuel.

Fuel especially is a contentious issue whether to use E5 or E10 and we all have our own thoughts on the subject, so I am not going to cover old ground about this! What I would say is though keep an eye out for potential corrosion risks, drain carbs and if the bike is stored drain all fuel and protect the inside of the petrol tank with your preferred spray / oil.

The hour spent doing this could well save a heartache at the beginning of the new riding season and potential outlay.



The other issue I mentioned was brake fluid which as we all know is a potentially missed service item, luckily for those with drum brakes on their Commando a problem not to worry about!

I think from recent experiences in the workshop the hydroscopic nature of both fuel and brake fluid is a concern we need to take seriously and for rotary owners especially the lack of Yamaha master cylinders new or in good condition could be a concern. We have lots of seal kits in stock, but I have seen some brake casting close to the edge of wear or replacement.



Brake hoses are also seeming to suffer now with age and again something overlooked and parts we stock, just bleeding the brakes thru before the winter and after storage would be a good practice and could again save cost but more importantly your life!

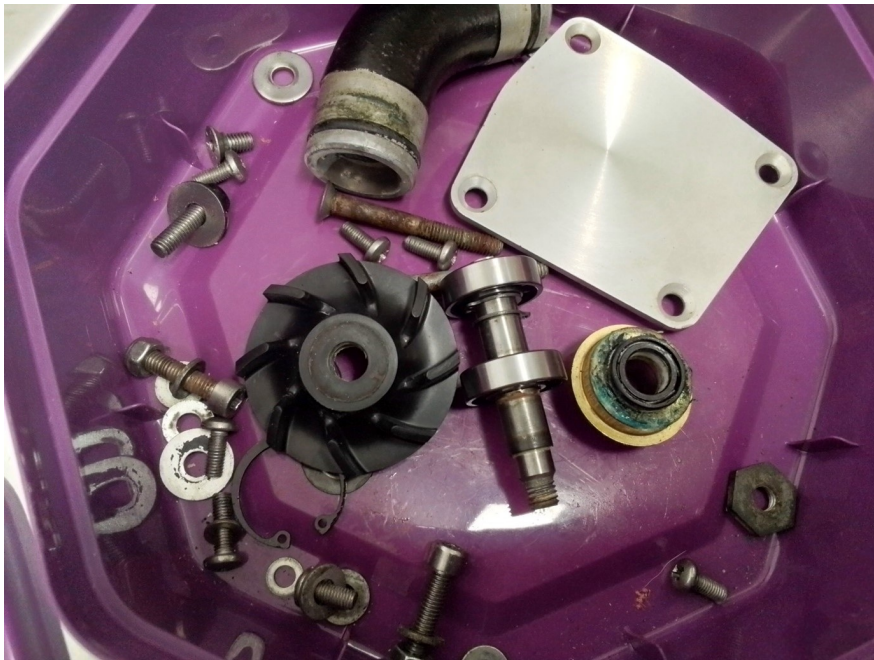
It always amazes me how many bikes we see where brakes have been overlooked not only those coming into the workshop for repair but also on the road as I'm sure we all know someone who thinks their boots are the best brakes on their bike!



Don't think much needs to be said here!

I think the thought from the workshop this month is when the weather's bad and you miss those sunny riding days go out and check your brakes and other service items and get them ready or booked in for the nice weather!

I know I'm too old to ride in the snow now as the heated seat in the car seems a much better choice 😊



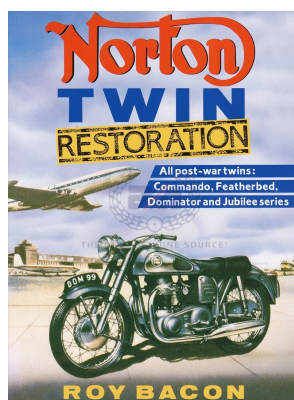
Just a note for the Rotary riders out there don't forget your water pumps too!

Happy and safe riding Paul and the Workshop Team.



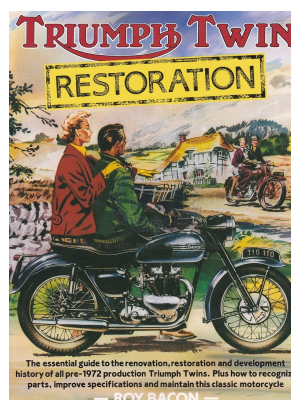
Featured Items

We recently had a restock of the popular Roy Bacon Restoration series of books. Both detailed and easy to read, they make an ideal companion to have on hand when restoring your bike!



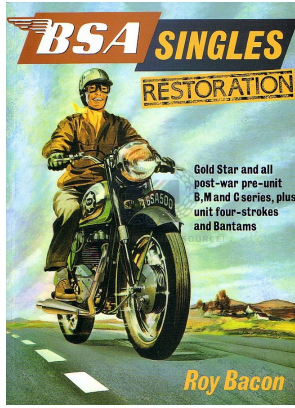
Norton Twin Restoration Guide by Roy Bacon

Shop

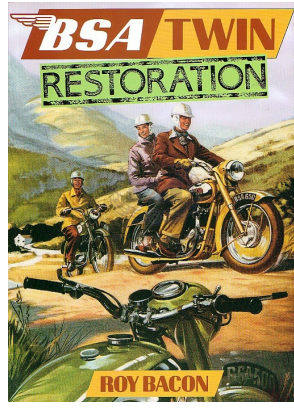


Triumph Twin Restoration Guide by Roy Bacon

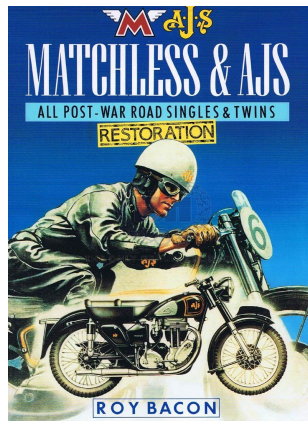
Shop



BSA Singles Restoration Guide by Roy Bacon



BSA Twin Restoration Guide by Roy Bacon



Matchless and AJS Restoration Guide by Roy Bacon



Wishing all of our readers

"Happy Riding!"

The Team at Andover Norton



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](#)

