



Dear Andover Norton Customer,

Our new Parts Management System has now resulted in despatches of customer's orders within 24 hours, a state we hoped to get to. The boss wasn't too happy with our new labels, too small a type I found, getting more far-sighted with age.

Karl immediately changed that and *only then* did our packers say they thought it was too small and good it was altered! The invoices also look different so more things to get used to for the trade. Not a problem for the private owners I should think, they rarely get 3 to 5 invoice pages for one shipment.

## **Oil Tanks:**

Some things take time, some things take more time, and some items one should have thought are easy enough to make, then show difficulties nobody anticipated.

One of these items were our new oil tanks. After the (we thought) main problem was solved pretty quickly, i.e. where and how to get the main body pressings made at the right price, we thought within a short time we could proudly offer the new oil tanks.



What even we forget at times is that items that were once a common, readily available component in the industry, are now no longer generally needed and thus no longer in production. Finding that out and getting this component produced just for our needs at an acceptable price in small numbers then holds things up, and more often than not the whole project needs this component to progress further to other components connected to it.

In the case of the oil tanks it was the funnel, and when we had that, the pipe inside the oil tank that comes out at the rear. Only after having all these components and doing a "test tank" could be determined how and where to laser-cut the opening for the pipe into the pressing. These difficulties, together with the move, Corona holdups, and other projects, meant start of the project to the finished item took two years(!).

Now if we were talking a continuous demand for thousands of tanks our suppliers were keener to get the jobs done but, unfortunately, demand is nothing like that for oil tanks, and even the number we had done would drive every accountant round the bend.

We hope to have the first oil tanks in stock and for sale within the next fourteen days.

## **“Andover Norvil” front brake components:**

The just over 100 genuine Production Racers, a few built in North Way, most in Thruxton near Andover, had a front disc brake that at the time was an effective stopper for a race bike.

It had a more substantial caliper, the “CP2195” Andover Norton commissioned AP to reproduce and that hence is exclusively available solely from us, (<https://andover-norton.co.uk/en/shop-details/18165> & <https://andover-norton.co.uk/en/shop-details/18166>) and a disc that is often wrongly described as “floating”, but that Mick Hemmings, the man who carried the “Norvil” parts tradition on when the race shop finished, correctly describes as “self-aligning” (<https://andover-norton.co.uk/en/shop-drawing/316/single-disc-front-brake>).



**Above: Andover Norton’s youngest shareholder Christine, Salzburgring 2009, on our genuine 1970 Production racer with “self-aligning” brake.**

We recently had a discussion when our supplies of sliders for this brake ran out and our foundry decided the tooling had reached the end of its use, they were never too happy about it anyway and new tooling needed to be commissioned.

Our Ashley had heard British Racing organizations had banned the use of “Norvil” front brakes, and this was correct to a point. He hence opposed the outlay for new tooling that wasn’t useable in racing. I thought it was plain ridiculous that a brake that was in use in the 1970s was all of a sudden illegal hence asked Mick Hemmings for his opinion. He in turn asked and got the following reply:

*Hello Angela and Mick,*

*Just checked with John Davidson and I can confirm that the Norvil disc brake set up (as per Norvil Production Racer for example) has been accepted for use in CRMC Classic (Period 2 / Classic 2) racing.*

*It is in fact the only 'floating' disc set up with this approval.*

*Best wishes,*

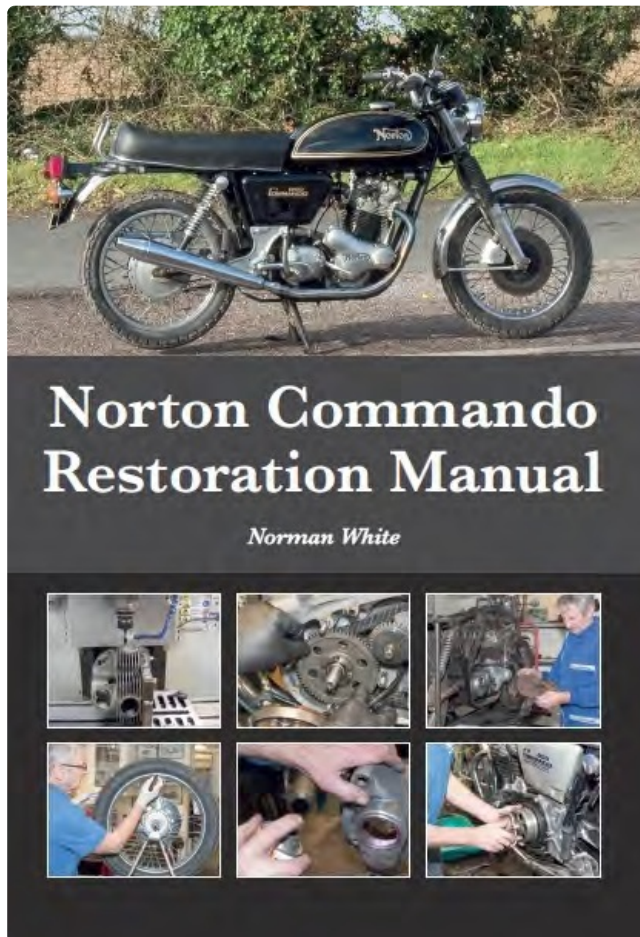
*Gordon Russell  
Chairman Classic Racing Motorcycle Club*

The misinformation came through a rather nasty incident with a (really) floating front brake described by the seller as "Norvil", and thus these brakes were banned, not the real deal as made by us in the Hemmings and "real Norvil" tradition, the genuine PW. i.e. 11 1/2." as opposed to larger ones on the market.

Talking of "quality problems" I remember sliders from the same source many years ago machined with too big a bore, thus sold with oversize bushes. Not a problem until the bushes needed replacement.....

So the tooling with one little modification we will tell you about when they are ready are now under way!

## **Norton Commando Restoration Manual by Norman White**



[Shop](#)

Norman White, once part of the "John Player Racing" team, favourite mechanic of Peter Williams, needs no long introduction.

After a long "pregnancy" with this book, he has now finished it and even though I haven't even seen it yet, knowing Norman I am pretty sure it will be better than every other book on the subject in the market. We have ordered a good number of these books, promised for the end of this month, and I for one will buy one.

We have supported Norman's efforts with pictures and other

material and look forward to selling it for him!

## Ashley's Bit

I have taken the recent period of wet weather to catch up on some jobs on the MK3. This included fitting a new headlamp shell and a check of the wiring and connectors at the same time. Trying to get the shell tight enough so that the headlamp does not tilt is a little challenging and time consuming, but it could be made a lot easier so that the shell and indicators all remain nice and tight. The calipers were also well used and it had been a few years since they were last cleaned, so they were stripped and new seal kits fitted. New rear shock absorbers were also fitted.

A new rear tyre was also fitted at this stage. The Conti is an excellent tyre even on the WM2 rim but wears quickly, I will eventually use a WM3 rim which is the bottom end of approved fitment for the Conti radial, but also closer to the rim width specified for the Avon tyres. The wider rim may help with tyre life, but it seems that these modern tyres across the manufacturers that are road and track approved are compromised with a shorter life. Be aware this does not include all the Conti range, some of the range they retail is road only, the Classic attack is road and track approved. It seems that tyres in 19" fitments are getting more common, but the sizes are not quite suitable for the Commando yet, Metzeler are the latest to introduce a 'Classic' tyre range that encompasses 19"

We often get asked for Anti wet sumping valves, we do not sell them. So far since September, I know of 3 failed engines that had devices fitted, 2 were automatic that failed, which manufacturer these were made by I don't know, the other was a manual isolating valve that the owner forgot to open. At the Dutch rally in 2019 there was another engine failure using an automatic valve the stuck shut, the valve was 10 years old. If you decide to fit them, then check they are operating as often as possible.

Joe says:

"Regarding Ashley's text I have once agreed with an old trade customer of mine, one of Germany's best Norton mechanics who has repaired and rebuilt a three- if not 4-figure number of Nortons in his life, that we both made the most money in spare parts from engine disasters caused by oil taps and oil valves."

## The Andover Norton 2021 Calendar



**Andover Norton International Ltd.**  
**2021 Calendar**



Paul & Kerry Dickson  
Tasmania, Australia  
1947 E52 and Big 4

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There are still plenty of our 2021 Edition Calendars available.  
The ideal Christmas gift for your Norton/Triumph owners!

**Until next time!**  
**The Team at Andover Norton**



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