



Dear Andover Norton Customer,

As I sit down to write this month's edition the first and foremost subject that comes up is the death of HRH Queen Elizabeth II. You may be surprised that I, not being a British citizen, find the end of her era remarkable, and with good reason.

I found a headline in one of the leading German newspapers that asked "Are we British, or what makes all Germans mourn Elizabeth II?" And Germany's leading political weekly "Der Spiegel" actually postponed their going in print for a couple of days and showed the Queen on its title page headlined: "The last Majesty". She reigned for my and most other's whole lifetime and she was for us the face that stood for Great Britain.

Queen Elizabeth was respected worldwide, not least for her political restraint that was the most difficult part of her role. More difficult than most observers realize since the Queen was anything but politically naive and must have swallowed lots she'd have loved to say to the various Prime Ministers, not to mention to her subjects. But that she was not allowed to do.

My thoughts are with the Royal family and with all British citizens who mourn their sovereign.

Joe Seifert

Our new Mezzanine

Coming back to our daily business and better news, we now had the mezzanine floor installed over the packing area we ordered months ago. Its purpose is not just to make space for more racks for parts but also to protect the packers against the winter cold. Last winter we sometimes had only 12°C at floor level and I have great respect and gratitude for our packers working at these temperatures. I have experienced them often in my old shop and know that over a working day this is no fun.



Above: Mezzanine just finished, packing tables beneath and racking above not yet in & on.

Under the mezzanine and partitioning the packing area off to the sides we can now get that part of the building up to more civilized conditions. Those who have visited us in North Way must have realized just how big the main stores area is.

It was uneconomical to heat the whole building to the point where the floor level was warm enough to be comfortable. By the time we'd have done that, the first floor, i.e. the existing mezzanine, was most likely warm enough to act as a sauna and Andover Norton was ruined through the energy cost. Given these costs now go up by the day we needed a solution.

Performance Upgrades

Many of us have improved our Nortons and Triumphs over the years, and many have the wish to give their motorcycle a bit more power than when it came from the factory, or to make it safer in modern traffic with better brakes or chassis improvements.

Having dealt in Nortons and Triumphs over four decades and being in constant exchange with some of the best mechanics in the field we have compiled a list of items that are helpful for reliability and in many cases for performance.

Starting with the engine, the place where good parts pay dividends in reliability and performance is first and foremost the valve train. Beneficial for wear resistance and reliability are mushroom-headed tappet adjusters. These we have for 650/750 Triumphs up to 1978 (CEI thread) [13.0918](#), for 750s 1979-on [13.0917](#), and developed the same for Nortons some years ago, [06.7546M](#).

Original tappet adjusters have a tendency to dig into the valve tips, thus making the valve tilt in the guide which leads to more wear. Very much a problem on Triumphs with their pre-war valve gear geometry.



All valves we supply are stellite-tipped and with chromed stems. This is not the norm in the Triumph/Norton spares market, as many of you have most probably found out to your cost. For racing and sports purposes we have Triumph valves with oversize tulips [70.2904ROS](#) and [70.4603ROS](#); for Nortons we have the ex-Mick Hemmings [06.1396](#). These are not exact replicas of the original Proddy Racer valves in that those had thinner stems. Our valves make installation easier as with these you can continue to use the standard collets, guides, and valve spring collars. As for valve springs on sports engines we always used the progressively wound [13.1307](#), to minimize the load on the valve train at the start of the opening.

Valve guides: we have used the bronze BMW used on its last air-cooled twins with very good results regarding wear and reliability for both Nortons and Triumphs. These are made for us with our own raw material to our dimensions. We have [0080-00](#), [0080-02](#), [0080-04](#) and [0080-06](#) for 500 Triumphs, [0081-00](#) etc for 650/750 Triumphs, [06-7300](#) for 500-750 Nortons and [06-7292](#) for 850 Nortons.

There is nothing much wrong with Norton's standard cast iron guides, but bronze gives better heat transfer and emergency running properties, an important point in a painstakingly prepared engine you want to last and possibly work under considerable stress and heat around the race course.

Now to operating the valve train. Standard camshafts are normally a good compromise for all road work, but improvements are possible. For more power Norton offered the 2S-cam [06.3536](#) and its equivalent [06.7817/2S](#) for Dommis and early Commandos; plus the 4S cam [06.4858](#) for all side points Commandos.



We also offer the legendary "PW3" cam that Peter Williams re-drew for us only months before his death and that only we offer in its latest form, [06.7367](#) for side points Commandos and [06.7368](#) for Dommis and early Commandos. Tim Seifert and I both have this camshaft in our road Commandos because it gives more power all round without being "peaky" as you'd expect from a typical 1970s race cam. We also have it in our "Family Racer" Commando which is on par power wise with the best works engines thanks to painstaking head work, a higher compression ratio and very little else in special parts.

For Triumphs the equivalent to the PW3 is possibly the Hyde Half-Race camshafts [13.0921](#), again a camshaft combination that gives more power all round. More radical is the [71.7017R](#) cam that replaces the intentionally "mild" 750 exhaust cam and thus gives the 750 Triumph engine more power.

Talking of pistons, when the supply of high-compression pistons from GPM and Wiseco dried up we decided to get our own forging tool made and to ask Omega to make new 750 and 850 high-compression pistons for us ([13.1704](#) for 750s, [06.3838/F](#) etc for 850s and 750 short strokes).

Since we weren't overly impressed with the Wiseco design we changed it and these new pistons have since shown on the track they

work. As for Triumphs we offer the 750cc kit for 650s which gives them more torque, [70.6304750](#).



Talking of Triumphs one thing the best Triumph tuner in our country uses is the 4-valve oil pump of the last Triumph twins [71.7317](#). This he prefers, to the usual aftermarket oil pumps that did not impress him. This pump has the same flow rate as the “normal” [70.9421](#), but with more ball valves it forestalls possible pump failures should a ball valve not operate as it should, not a rare failure since Triumphs do not have a micron oil filter.

Clutches: Many Norton owners complain about their clutches slipping. Though I frankly never had the problem after I switched from the prescribed multigrade to ATF Dexron2 in 1977 the clutch may well reach its limits on the oversized engines popular in a certain Norton sect. For these we offer [06.7248](#), a slimmer steel clutch plate as used in today’s motorcycles resulting in more pressure per square inch from steel to friction plate and thus preventing clutch slip.

For Triumphs we have a similar arrangement, the 7-plate clutch using 7 friction plates [57.7058/S](#) and one additional steel plate [57.1363](#).



Whether you have improved the performance of your motorcycle or not, modern traffic dictates better brakes because everybody else on the Roads now has them!

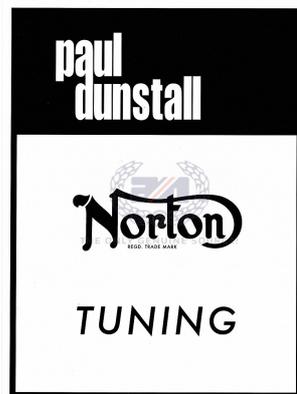
For Nortons we produce the 13mm master cylinders [06.4871/13](#) (pre-Mk3) and [06.5742/13](#) for Mk3s. Following the advice from AP Racing we refrain from sleeved master cylinders. A look into the various forums shows what can go wrong with these leading to life-

endangering experiences.

For drum braked Norton Domms we offer the Commando duplex brake plate ready to fit [06.3281](#), and for Commando drum brakes not yet equipped with it the stiffening kit [06.3410](#). For disc-braked Triumphs we have a second slider to take a second brake caliper [97.7159](#).

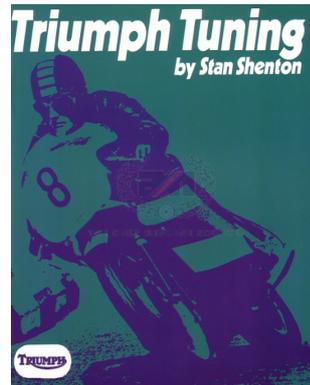
Chassis-wise, we offer the steering damper kit [06.4247](#) and the Proddy Racer head steady [06.7263](#).

For those interested in Tuning we reprint the books that were the bibles of the Norton or Triumph Tuner in the 1970s. Both are still valid in many respects but obviously some details have since been superseded by later developments; say Paul Dunstall's elusive more-balls-than-standard main bearing now replaced by the Super blends.



Norton Tuning (2010) by Paul Dunstall

[Shop](#)



Triumph Tuning by Stan Shenton

[Shop](#)

Phil's Bavarian Adventure

After Phil's retirement as our Managing Director I felt it was only appropriate to thank him for the transformation of Andover Norton he managed.

When I bought Andover Norton it was the typical "old British" sort of company with the once typical mottos "That was always good enough", "We have never done that", "If a customer wants that he can buy it elsewhere", and "All is in Hand", the last vague statement covering all possible sins, normally the fact nothing had been done about an urgent problem.

Phil, coming from a family that owned enterprises, understood my frustration and cleaned our Augean stables of the complacent attitude and put current business practices into place that, within a short time, resulted in much better and, dare I say it, the service that could rightfully be expected by our customers. Phil's rational attitude woke Andover Norton from its decade-long "Sleeping Beauty" slumber and put it into its #1 place in the Norton parts game where it rightfully belonged, it being the company specially created by Norton in 1977 to look after the worldwide need for Norton parts made to the correct

dimensions and specifications.

Thus, as a "Thank You", my wife and I invited Phil and his better half Tree to spend a week in Bavaria and to show them round our part of the world. We were blessed with mostly good weather and I hear they both enjoyed the experience. It also led, through table tennis matches in our garden, to them buying themselves new equipment so next time they pass through Bavaria I am sure they will beat us easily.



Tree and Phil at Herzogstand south of Munich. Probably the highest point above sea level they ever were!

New Old Stock Mysteries

Had an old Triumph customer on the phone today who had just bought a Commando and with it came what he believes to be a new petrol tank in original packing:



The peculiar thing is that not only the supposed sender to Norton Motors Ltd in Shenstone is Verlicchi SPA, but furthermore that paint and 850 double-line pinstripes are already applied.

Verlicchi was the supplier of frames, but to the best of my knowledge not of Interstate petrol tanks, that must have been Homer of Birmingham, and I doubt paint and pinstripes were applied in Italy. I suspect someone sold that tank in the Verlicchi box because it was the right size and to hand.

More Mysteries:

Another customer just bought a Commando and found a peculiar number on the crankcase, making him suspect the Commando was fitted with a Model 88 Dominator crankcase. I told him straight away this wasn't very likely given the differences in dimensions and on the primary side and when he sent a photo the riddle was solved. No way is this an original Norton number. Why someone stamped that number into the crankcase is a mystery, given the frame number is the only one that matters for the authorities.



Back in stock items

Just had a big delivery from Andover and found a lot of items that were recently out of stock. Most important for me were the big end bolts [06.6486](#).

Our Bikes

Joe's Manx

From the "the best laid plans of mice and men" department. I dropped the classic clanger when I visited Rainer Zumach and asked him to fit an adaptor for the Lambda tester to an old exhaust pipe of my Manx.

Only when I intended to fit it in my workshop did I realize I should have put the exhaust nut on first..... Oh Dear! The test will have to wait till next year.



Joe's "Iceni" Norton

One of the typical projects that seem to take endlessly is my "Iceni Norton" that I bought when Richard Negus got a collection of Norton bikes and bits of one of our Norton Motors Ltd/Rugeley customers to sell. I then (2006?) bought it mainly for the Quaiffe gearbox, but on learning more about its history and looking more closely at the bike's

details I decided it should be restored back to functionality.



The "Iceni" in April, 2006. Read all about it here:

<https://andover-norton.co.uk/en/our-bikes/detail/397>

I started on the project but then decided it was something for a specialist. Engine and gearbox need a complete overhaul, and given the interesting construction of fully welded forks, yes, the yokes were like tins and welded to the stanchions! and the fact the cast wheel for the front was unobtainable and thus both wheels need replacing I entrusted the project to a trusted but very slow friend to rebuild.

After a bit more than a decade and several broken promises I asked to have all the bits back and, during the family holiday, drove the sorry lot up to Rainer Zumach, asking him to attack the project in earnest.

Given Rainer has just done R&D on my TX750, and knowing how well he prepared his salt flats Norton engine, I look forward to testing the bike hopefully next year.

Karl's Bit

Postage and Couriers

As an estimated 95% of our parts are despatched by various carriers, we routinely check and adjust our shipping costs to give our customers the best price and service for our parcels. Especially as in recent months, the cost of both local and international shipping has risen, due to a multitude of reasons.

This is mainly the reason we have expanded our shipping options available to our customers, allowing them to pick the carrier service for their order.

Shipping

Your order will be delivered to

Mr Sales Desk
ANIL
SP10 5AZ NY
NY
United States

Tel.: 01264359565

Billing

Your billing address:

Mr Sales Desk
ANIL
SP10 5AZ NY
NY
United States

Tel.: 01264359565

Order Overview

2x OIL FILTER - SPIN ON	12.50 £
GASKET & SEAL SET TOP END 850cc C/W	24.95 £
COMPOSITE HEAD GASKET	
2x FORK GAITER (SHORT)	7.20 £
Shipping Cost	23.74 £
Net total	68.39 £
<small>This order has been configured as VAT-free!</small>	
Total	68.39 £

Shipping Provider

Upgrade:

- Royal Mail MP1: 23.74 £
- Royal Mail MP1: 23.74 £
- Parcelforce - ROW: 28.34 £
- DHL - Express WorldWide: 39.50 £

Confirm Order

Order comment (optional):

Accept terms of use

Amendments to the order are not possible after submitting - if you are missing any parts, add them to your cart now!

PAY NOW

All payment transactions are encrypted by SSL (Secure Socket Layer) technology.

The dropdown box on our order confirmation screen will show the shipping options available and their costs. Please note however that heavy or high value orders cannot be sent by standard post and this option will not be available if your order exceeds the limits.

All of the services offered are tracked and you will receive the tracking link via email shortly after the order has been despatched.

Simon's Bit

FOR SALE

Norton Commando 750 Interstate 1972 (Combat)
Frame/Engine 208925, Registration RPB 519

In my ownership since 2011 with 30,000 miles covered by me.
Roadworthy and in good running order. Serviced and maintained with Andover Norton parts. Steel tank and side covers. Original seat in excellent condition.

Avon Roadrider tyres in good condition. Michelin inner tubes.

New replacement cylinder barrel and pistons fitted in 2017

Clutch overhaul with new friction plates 2021. Front brake caliper overhaul and new pads 2021, 13mm bore brake master cylinder, New battery 2022

Front isolastic mount overhaul 2022, New oil pump 2014, Twin Amal 32mm Premier carburettors, Original Dunlop chrome rims in good condition

Pazon Surefire ignition, Boyer Powerbox regulator/rectifier, Spin on oil filter

Two keys

The bike is in mechanically excellent condition, however the paint finish on the frame and yokes is probably original and not perfect.

More photos and a video available upon request
This is a private sale the seller is an Andover Norton employee.
£7,250





Andover Norton at the British Super Bikes - Thruxton

We just wanted to say thank you to everyone who visited us on our stand at the BSB race at Thruxton!

We uploaded some highlights of the weekend to our [YouTube Channel](#).

**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

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