



ANDOVER NORTON OPEN DAY - DELAYED - A REMINDER

We have delayed our Open Day scheduled for May 30th 2020.

As previously stated, we are all extremely disappointed we have had to cancel this event and will miss the opportunity of meeting with you all.

We will announce an alternative date, hopefully in the autumn or soon as circumstances allow us.

We are still accepting entries for our Calendar Competition so, keep sending your pictures in!

Dear Andover Norton Customer,

Given the current restrictions on individual mobility and economy I foresaw a quiet month or two that would give me some time to work on my own motorcycle projects.

Unfortunately for me, but fortunately for our two companies, Andover Norton and Norton Motors GmbH, it didn't quite work out that way. It appears our customers had the same good idea so both companies and their employees were flat-out filling orders, leaving no time for private projects. Add to it increasing supply problems arising through machine shops, wholesalers and manufacturers like Burlen/Amal and AP Racing shutting up, plus our precautions to keep our workforce out of risk by introducing a shift system and sending the members of risk groups home to work from there.

Both measures didn't exactly help efficiency so we are currently about a day behind on retail, and a couple of days behind on wholesale orders.

However, thanks to the family's policy we have followed since the day I acquired Andover Norton on 1st April 2007 to leave all profits in the company, our stock level allows us to ride out supply interruptions for a considerable period.

Some projects did come to a screeching halt though, like new the gearbox shells that were cast, but not machined and were to go to be surface sealed before being offered for sale. Unfortunately, the foundry cum machine shop closed doors for corona shutdown before we collected the shells so now we cannot get to them. Our chromium platers are on shutdown too, as are many others. Only Andover Norton still stands up and fights it seems!

Valve Guides

One product that did get finished and is now in stock is Triumph valve guides, There is a little story behind them, as is behind many

of our parts.

When I started trading in Triumph spares in the 1970s I needed valve guides and bought them from a variety of sources, admiring the many different colours of bronze alloys in my bins and, more often than not, getting nasty comments from the machine shops that were to use my bought-in valve guides to rebuild cylinder heads.

Triumph valve guides endure considerably more stress than Norton ones due to the geometry of the Triumph valve train. Remember the Triumph cylinder head was conceived in 1937 by Edward Turner, a self-taught engineer with no formal training. Turner was visionary rather than an engineering genius. In later days he had a team behind him who knew how to quietly heal the design flaws their despotic boss had designed into the motorcycles.

One of those was Bert Hopwood, who later went to Norton and designed the Dominator engine, well aware of the flaws of the old Triumph engine. The Norton valve gear geometry is better, the V-shaped inlet of cooling air between the rockerboxes that goes out over the hot spark plug area was ingenious, and the combustion chamber is so good the engine works with 10° less ignition advance.

The Norton engines has cast iron guides that work well in standard road applications. For racing we have always used our bronze guides that offer better heat dissipation and have better emergency running properties.

Given that Triumph engines need really good valve guide material I went away from the English offerings that were mostly of nondescript material with dire tolerances, and started to source my guides (and valves, but that is another story) from Rowe/USA. These were very good and my customers and I were happy until Ed Rowe decided to retire, did not find a buyer for his business, and my supplies dried up after buying up Ed Rowe's remaining stock.

I needed to get new guides. A trade customer of mine had had enough of wrenching on British Bikes and invested in his machine shop that he had run alongside the Brit bike business. He offered to make valve guides on his CNC lathe and I looked for suitable material. It so happens a friend was chief buyer for a Bavarian motorcycle manufacturer and got me the material spec for the valve guides of their air-cooled flat twins that are of legendary longevity. This we sourced and started manufacture. The guides got glowing reviews from the machine shops using them.



Above: Triumph 350/500 Twin Guide, 650/750 Twin Guides

After years of having the guides made by our man he decided to retire and gave me his drawings and the material spec I had meanwhile mislaid. We sourced the material and had these guides made in England by one of Andover Norton's trusted suppliers.

It was a bit embarrassing to start the Triumph shop in England lacking valve guides, but they are all in stock now for 500 Twins under the old Rowe part numbers [0080-00](#) for standard size and in oversizes under [0080-02](#), [0080-04](#) and [0080-06](#).

For 650/750 Twins we use [0081-00](#), [0081-02](#), [0081-04](#), [0081-06](#). We have adopted Ed Rowe's use of identical guides for inlet and exhaust, no oil seals, and make them with the shoulder as on all Triumphs bar the 1979-on models. If you use our guides on these you either use the pre-1979 bottom valve spring cups, or open the hole in the later cups up to go over the shoulder on the guide.

Ashley's MK3, some electrical social distancing.

I have decided to revert back to the standard style warning light console which was relatively straight forward except that the lock fell out of the ignition switch. With replacement fitted, the console was built up and checked and then bolted to the upper yoke. Now when tested the LH indicator did not work.

Checking the connections that I disturbed nothing was found wrong, then I measured through the control switch and nothing was found, measuring back through the indicator itself to the output of the flasher can resulted in no circuit. With the tank off and the wiring loom inspected closely I found the pin had come out of the back of the plug for the console harness. It was also found that the central contact on the indicator bulbs had worn away.



With the current lockdown, I have started on the wheels for the project, originally it had Campbray wheels, which some like but seeing as this bike will be kept very much standard it makes sense to fit original wheels. The front wheel I stripped was from a fire damaged garage by the look of it as the hub was covered in sticky ash and the bearings would hardly move. The rear was a relaxed Hagon build that had seen better days. The hubs will be polished and the bearings replaced and the wheels built up.

Simon's Commando Experiences: Getting to know Norton big twins - 100,000 miles by Commando

A motorcycling milestone occurred for me in 2020 - one I couldn't have foreseen in 1988 when I bought a Norton Commando. The new purchase was side-lined by other motorcycle projects and four houses moves and it was 16 years before my Commando was ready for the road. I realised my mistake during the first ride - this machine was so much better than the bikes that had taken precedence. My enthusiasm for Norton's 'Isolastic Super-Ride' had begun. Three other Commando joined the first one. I have now travelled over 100,000 miles on them. I keep records of services, overhauls, and distances covered.

Here's how the miles were accumulated:

Machine	Year																	Total
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
JDE 714L	3,770	7,495	7,720	3,611	3,235	2,105	3,259	3,890	894	956	1,107	4,043	1,100	2,650	3,984	2,170	443	52,432
HPN 55L									4,485	1,303	2,847	3,011	1,574	1,471	2,366	1,992	151	19,200
RPB 519L										3,198	3,628	1,298	3,387	3,381	2,293	4,893	2,409	24,487
KEK 469J													2,014	569	403	913		3,899
Total	3,770	7,495	7,720	3,611	3,235	2,105	3,259	3,890	5,379	5,457	7,582	8,352	8,075	8,071	9,046	9,968	3,003	100,018

How long have you owned your Commandos?

My first Commando was roadworthy in 2004. A late 1972 750MkV, with less than 16,000 miles on the clock, it was bought from a work colleague as a basket case. The engine was in good condition and only needed new big end shells and piston rings. The gearbox shell had been damaged by a broken layshaft bearing so was replaced with a good second-hand one. I sprayed the tanks and side panels with cellulose Canary Yellow paint in my garage using a homemade compressor. The wheels were rebuilt with Akront rims (19" front/18"rear). However, with hindsight I should have retained the originals. The Commando riding experience was a revelation - easily superior to my previous British bikes. Three more Commandos followed in 2011 and 2017.



52,432 miles covered.

1972 Commando 750Mk5. Engine/frame 230558. Registration JDE 714L.

The original pistons and un-reground crankshaft are still in service, although I have replaced the piston rings several times. This late 750 shares some features of the early 850's: 32mm carbs, box section top engine mount, rectangular rear light, sintered bronze clutch plates, long black clock holders and reinforced swinging arm.

How did you clock up so many miles?

Not living close to my workplace has its advantages – i.e. plenty of riding opportunities. The majority of mileage has been commuting to three work locations from my Wiltshire home. (Swindon 40 miles daily, South Wales 70 miles and Andover 80 miles). The route to Andover is especially scenic and very pleasant in Spring and Summer. I occasionally ride at weekends with friends. My Commando and I have twice visited to the Isle of Man for the road races.

What modifications or upgrades have you fitted?

Not many. I prefer to keep my bikes in standard condition. A 13mm front master cylinder improved the braking performance. I have electronic ignition systems, either Tri-Spark or Pazon Surefire. I use Podtronics or Boyer Powerbox to replace the rectifier and Zener diode. All my bikes have new Amal Premiers carbs, as old carbs often spoil the performance. The gearbox layshaft inner bearings are all roller versions. I have recently fitted an LED headlamp bulb which lights up the country roads very well, although the £40 price tag was hard to swallow.

Is a Commando a reliable daily ride?

Yes, if the bike has first been thoroughly 'sorted' and is then maintained on a weekly basis. I dismantle and rebuild all my bikes after purchasing them, stripping them down completely to replace worn parts. Every few days I check the bike for items that may cause a breakdown (e.g. oil leaks, loose fixings/wires or cables that need replacing)



*24,487 miles covered.
1972 Commando 750 Combat. Engine/frame 208925, Registration
RPB 519L*

My 'Winter bike'. Commuting to work over wet, muddy country lanes means this bike gets extremely dirty. A new Andover Norton 850 style barrel was fitted after a piston circlip came out and wrecked the standard bore cylinder barrel. It's in need of some attention soon as the fork seals and barrel base gasket are leaking.

What caused your most frequent breakdowns?

I carry a spare clutch cable and have changed many by the roadside. Punctures from screws or nails are a nuisance - thankfully only effecting the rear tyre so far, with the inevitable long wait for a breakdown van. I have been given coffee and offered sandwiches by friendly folk while waiting by the roadside. Several ignition black boxes have failed, although they were both subsequently pronounced good by the manufacturer. Two drive chain links have broken and I'm now careful to re-new chains at around 7 to 8,000 miles. Rear wheel cush drive rubbers have melted a few times because of too little slack in the brake cable operation.

Why don't you own an 850?

No reason other than the bikes for sale at reasonable prices were always 750's. I would like an 850 but my garage is full.



*19,200 miles covered.
1972 Commando 750 Roadster. Engine/frame 200908. Registration*

Another basket case purchase it was originally an Interpol bike used by the East Sussex police. The drum front brake is quite adequate for daily use and the semi-western 'bars are comfortable for relaxed riding. I have had no issues using GRP petrol tanks once they are treated with Caswell two pack sealant. A failed timing side crankshaft bearing necessitated a second engine rebuild in 2017.

What do you think are a Commando's best features?

Vibration doesn't spoil the performance, which can be fully used. (Try changing up a gear at 5000rpm+ on other British twins). The isolastic mounts work well. The engine is torquey with plenty of 'grunt' meaning infrequent gear changes. The gear change is smooth and noiseless. I prefer the one up, three down right side shift of the pre 1975 bikes. The one piece cylinder head and rocker box mean there is one less joint to keep oil tight and the internal pushrod tunnels have the same effect. The primary drive chain hardly ever needs attention. Good quality, reasonably priced spares and readily available. I have owned BSA and Triumph twins and triples but Commandos are easily my favourites. The bikes are good looking; inclined engine, polished aluminium and chrome and complementary lines.

What do you least like about a Commando?

There's not much to dislike: the pros far outweigh the cons. The original front disc brake lacks 'feel' and needs a hard pull to be effective. A 13mm bore master cylinder is the solution. The rear drum brake performance is usually poor. The method of securing the 1971 to 1974 battery is not robust. The horn location is inaccessible. The 1971 onwards rubber mounted oil tank brackets are prone to fracturing. Rear tyre life is only around 4,000 to 4,500 miles unless the bike is ridden very gently.

How do you deal with 'wet sumping'?

I live with the wet sumping situation. I have bowl, funnel and wrench to hand and drain the crankcases after my bikes have been standing for more than five days. I prefer not to risk a valve or tap in the oil feed pipe.



*3,899 miles covered.
1970 Commando 750 Roadster Mk1. Engine/frame 141975,
Registration KEK469J*

With just 25,000 miles on the clock, this Norton had been stored for over 20 years and cost £4,500. A full mechanical rebuild was undertaken. The original metal flake blue finish was revealed once a

layer of dull lacquer was removed. Despite the low mileage the engine had previously been rebuilt but not in very capable hands, as one piston was missing a large piece of skirt. The first Roadster was identical to the 'S' type except for the exhaust system, so conversion is easy and mine currently wears both pipes and silencers on the left side.

What engine oil do you use?

Mostly 20/50 multigrade or sometimes 10/40. I have rarely used monograde oils. I have not experienced any mechanical problem that could be related to the oils I have used.

What maintenance tips can you offer?

Buy a factory workshop manual and follow the service schedule. I do annual oil changes to the engine, gearbox and primary drive. An external spin on oil filter can be fitted to pre-1973 bikes by drilling two holes in the gearbox cradle. The bike shouldn't be hard to start: a new electronic ignition and carburettors are a worthwhile investment and makes for first or second kick starting. Regularly check the engine timing with a strobe. The cost of the correct imperial spanners and special tools are soon forgotten as maintenance becomes quicker and less stressful.

Mike Jackson's Memories: A NOSTALGIC LOOK AT THOSE NORTON GIRLS

I am often still asked to "reveal all" about that memorable series of inside front cover (IFC) advertisements which Norton Villiers Corporation (NVC) ran in the two main US publications from late 1969 onwards and, on special occasions, in one or other UK or European magazine. Another frequent question on the same subject is whether or not I ever attended one of the photo-shoots?

In answer to the second question...yes I did, but, as far as revealing the motive or philosophy behind these ads, there is nothing sinister or underhand to explain; these ads were simply a lengthy programme of Girl-On-Bike (GOB) images accompanied, where required, by texts that were far more sober than the illustrations might have suggested. BSA, by contrast, had long made use of GOB ad campaigns, many of which could be considered quite provocative.

But how did the Norton Girl ads originate and why are they still so widely recalled today? Let us go back to 1968 when Commando production began. To ensure that the newly formed firm of Norton Villiers Ltd (NVL) was profitable sales needed swiftly to exceed five thousand per annum and, ASAP, double from there! Our proprietor, Dennis Poore (RDP), was a master strategist. From the outset, and fully aware how crucial were exports for the projected volume, he also knew it was essential that NVL should be the official Commando importer/distributor in as many overseas markets as possible.

On this basis he made a fortnight's whistle-stop tour of USA in 1968, during which he negotiated with the Berliner brothers in New Jersey an agreement that our wholly-owned NVC would be the official Norton importer for California and four adjacent western states + Alaska and Hawaii. Berliner were a long established US national importer for Norton & Matchless, alongside the Moto Guzzi and Ducati brands; one can thus imagine they were not going to relinquish too much trading territory just when there was a foxy

new 750cc Norton available! [By 1969 NVL was responsible for Norton importation in Australia, Canada, France, Italy, and, as explained above, the US West Coast.]

freedom

Freedom is when nothing inhibits your desire to move in the best possible way. Equate that to bikes and it becomes a vital factor. Norton have always taken the freedom movement seriously; the Commando 750 Hi-rider is fine proof of that. This new version of the Commando Superbike is styled exclusively for the rider who requires the distinctive appeal of a chopper but without its inherent handling defects. Vibration, the prison of many a good machine, was eliminated on the Hi-rider (and on all Commandos) by the revolutionary Isolastic construction – the turbine smooth ride has to be unfelt to be believed. Power, so often unusable unless aided by constant gearchanging is big, dynamic and flexible, leaving you free to appreciate the ride. Roadholding, backed by years of Norton competition success is unsurpassed, ensuring a greater degree of mobility. Acceleration, the Hi-rider can outgun almost anything off the freeway. Commando comfort, second to none, guarantees freedom from fatigue. Maintenance, reduced to a minimum by the uncomplicated big twin formula. If the Hi-rider is not your style, freedom of choice within the Commando range offers the right combination to suit every individual. On all counts the Norton Commando allows the rider unfettered opportunity to get the very best from both himself and the bike. Why accept anything less?

Norton
Commando 750's
-all with the isolastic super-ride

Write or call to find one of the 800 dealers in the U.S.A.
Exclusive Importers and Distributors,
East of Mississippi River:
Berliner Motor Corporation,
Railroad Street and Plant Road,
Hoboken Heights, New Jersey 07604,
(201) 288-9696.

Exclusive Importers and Distributors,
West of Mississippi River
including Alaska and Hawaii:
Norton Villars Corporation,
8765 Paramount Blvd.,
North Long Beach,
California 90805, (213) 531-7138.

CIRCLE NO. 21 ON READER SERVICE PAGE

Above: I had to choose this one. Mike hates the "Hi-Rider" and thinks it was a mistake. Bob Trigg overlooked the design, and Richard Negus drew the "Sissy Bar" for it!

Another essential factor in RDP's whistle stop tour were discussions held with Cycle and Cycle World who, between them, printed and sold nearly a million magazines each month; that they were located 3000-miles apart was no deterrent to Poore and here's how the Norton Girls narrative came to be initiated.

Resulting from his meetings with the magazine proprietors RDP dramatically reserved their IFCs for every month, in both publications and, in his own words; *"for perpetuity!"* Needless to say either publisher had ever received such a positive commitment from any manufacturer or accessory maker so, if nothing else, it made 'em sit up and think positively about Norton. The monthly outlay for these ads amounted to the cost of four machines – i.e. 50 Commandos a year -- so yes, it was expensive...but ameliorated by fact Berliner were contributing 50%. If I may make a single comment about advertising, there's an old adage that only half of any ad campaign ever succeeds, but nobody has yet devised a formula to say which half!

Commandos were in high demand during 1968/69, helped of course by the Superbike Era's tentative beginnings, despite that until Summer 1969 NVL's range was virtually confined to the Fastback...

whose styling, shall we say, was not then deemed as desirable as it is today. One fortunate consequence however of the high demand situation meant there wasn't much need for Hard Sell advertising, especially in UK, other than RDP's recent major commitment to the two giant American mags. He quickly became directly involved in the trendy world of advertising, triggered by the urgent requirement for American-style graphics and copy, a pressure prompting him to hire an extremely creative London-based ad designer called Les Nappin. Les was most definitely a Force for Good, with an attractive outgoing personality, in some ways not unlike the main character in the eponymous com-dram of the 1990s; *Lovejoy*.

beautiful

THE ISOLASTIC SUPER-RIDE

If you think she's just about the most beautiful thing you have seen on two wheels, then we agree. But remember what they say about beauty being in the eye of the beholder and only skin-deep. Mind you, when you are talking about something that has been put together with as much care and attention as this dynamic piece of equipment, you really are talking about the ultimate. Sleek, sophisticated, captivating, and what devastating performance figures. If you want to give her a hard time, go ahead, she won't break up. Take this model for a ride and let yourself in for the smoothest, most exhilarating vibration free trip you have ever had. A precision built beauty that handles like a dream, will not let you down and doesn't know the meaning of the word 'temperamental'.
Vital statistics: 0-60 m.p.h. in 4.8, seconds.
Standing quarter 12.6 secs. Flat out performance 125 m.p.h.

The new Norton Commando Roadster

Write or call to find one of the 600 dealers—
Exclusive Importers and Distributors—East, South and Middle West (43 States): Berliner Motor Corp. Hasbrouck Heights, New Jersey—07604 (201)—Atlas 8-9896.
Exclusive Importers and Distributors—West Coast (7 States): Cal., Ariz., Nev., Wash., Ore., Hawaii and Alaska), Norton Villiers Corp., 6765 Paramount Blvd., Long Beach, Calif.—90806, (213) 531-7138.

Above: An in-between: an "R"-Type, with Roadster pipes and transfers.

Between them – that's Poore & Nappin, not McShane and Nappin – they initiated a theme of respectably-clad, good-looking girls, on or beside a prominently-pictured contemporary Commando. From memory there were a dozen ads in total, featuring 7-**Roadsters**, 4-**Interstates**, plus one example of our nemesis model **Hi-Rider**.

The ads ran on the IFC of Cycle & Cycle World, without interruption, for 4+ years. In fact when it came to their creation the most difficult task was the composition of the 'lyrics'. Let us stop and ponder the ingredients with which Nappin [who had no 2-wheel background, but that wasn't necessarily disadvantageous] had to work.

Here was a traditional British twin, whose 1948 engine had been stretched to 750cc; it was without electric start or overhead

camshafts, and its much-hyped Isolastic system was far more of a Fix than a Feature! So, while the Girl -- or Girls -- and the bike, and the respective addresses of Berliner and NVC consumed most of the page, there was still a fair bit of space left over begging for copy. Now, the Commando's specification was never going to excite Kev Cameron/Vic Willoughby types [not that these two fine writers had any doppelgangers]; clearly, therefore, the text had to concentrate on motorcycling **per se**...which it did, but without being flowery or purple.

Did the ads work, and were there many spin-offs? Yes, they worked well, and there were countless spin-offs, which included receiving the most abusive telephone call of my life. Another noticeable spin-off was the instigation of two huge rows ex the American arms of BSA/Triumph Group and a similar incident with US Honda. All will be revealed in the next Source, together with a report of my attendance at a Norton Girl photo session.

Mike Jackson

... of a dream.
Haven't you always longed to join them? The carefree, breakaway people who leave the rat-race a thousand miles behind to search for that one pulse-quickenng, exhilarating experience by which all others will be judged?
But your friends didn't approve of your escapist philosophy. Such things don't happen in real life, they said. Maybe.
But the day you glimpsed your first Commando Interstate on the horizon you knew they were wrong.
The thrill of recognition proclaimed that here at last was all the challenge you'd been waiting for.
With that virile engine and unmatched Norton rideability, race-proved for dynamic performance on and off the freeway, who couldn't reach the heights?
So, find your nearest dealer, but remember, don't just try a bike, try a Norton -- it's your dream-maker.

Norton
Commando 750s
--all with the isolastic super-ride

For the name of your nearest dealer, write or call:
Norton Villiers Australia Pty. Limited
P.O. Box 237, Ballarat, Victoria 3350 Tel. Ballarat 39 1111
also at:
45 Wentworth Avenue, Sydney, N.S.W. 2000
Tel. 61 7323
29 Moxon Road, Punchbowl, N.S.W. 2196
Tel. 700731
57 Balaklava Road, Woolloongabba,
Brisbane, Qld. 4102
Tel. 915622

Featured: Commando Interstate with high performance Combat engine,
Norton-Lockhead hydraulic front disc brake and 5 1/2 imperial gallon
long-distance petrol tank. Colour options: midnight blue and candy apple.

Above: the new "Interstate" Richard Negus had to deliver the bike for this shot. He remembers it was early morning and the girl was cold, which showed.

Original specification silencers from Andover

Norton

06.1978 - Reverse cone 'pea shooter' silencers.

Following a review of these products, Andover Norton has reintroduced Commando Roadster silencers with internal sound deadening material. All previous 'pea shooter' variants have been delisted and are no longer available.

Many Commando silencers in the market do not have original style fluted baffles with internal packing material which produces a satisfying deep note and a noticeably subdued sound, particularly at the lower end of the rev range. Our silencers are manufactured and triple plated in England to the correct factory specification. They have been dyno tested to ensure performance (i.e. power and torque) is not compromised. No adjustments are required to original fitment Amal twin carburettors.

Silencers are supplied in singles and pairs. Three versions are available:-



06.1978/X

Shop



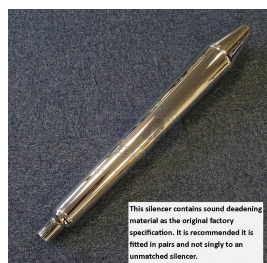
06.1978/X/L

Shop



06.1978/X/SNL

Shop



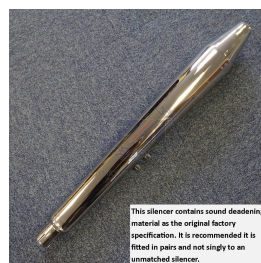
06.1978/S/X

Shop



06.1978/S/L

Shop



06.1978/S/SNL

Shop

OUT OF STOCK Information request.

Should we be out of stock of an item you require, either Norton or Triumph parts, to request an email notification when the item becomes available, read on.

This feature only functions when you are logged in as a user on our website:

<https://andover-norton.co.uk/en>

When an item is advised as "out of stock" click on the description content to enlarge the image and information. At the foot of this image is an icon with the message:

“Accept Data Privacy and receive an email, when the item is back in stock”

THE ONLY GENUINE SOURCE!

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06.7031
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Clicking on the circle bring up message:

Ok! You will receive an email, when the product is back in stock.

We Wish all our customers a Happy Easter Holiday and keep safe!

The Team at Andover Norton.



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You received this email because you are registered with Andover Norton International Ltd

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