



Dear Andover Norton Customer,

The holiday period has now started, difficult though it is to travel in current times keeping your own and other's safety in mind.

I had a very refreshing holiday period in North Germany and took the opportunity to visit a mechanic whom I'd known by phone for a few years but had never met. It was also a good excuse to use my Signal Orange Roadster we had taken with us for a day's ride.

More below, but let us first look at matters of general interest:

Price Adjustments:

Due to ever-increasing cost for raw materials, we will raise our prices by 2% as per the 1st of August.

Not only do raw material prices go up and up but furthermore supplies are currently often problematic. Due to Corona lockdowns many of our suppliers closed down their forges, foundries, machine shops and plating facilities. You might have noticed we sometimes struggled with low or no stock recently because of that. Our fill rate up to last year was in my experience, running my own retail shop and buying from other suppliers in the field, second to none and probably still is. But not currently at the level it used to and that we strive to achieve.

Whilst in the past we adjusted prices as new supplies came in, this is no longer an option. A lot of our stock is purchased for over a year or more of sales, and it was not wise to sell an item over many months and then to find out prices have meanwhile risen dramatically.

Visit to Rainer Zumach (and technical hiccups...)

Some of you may have read about Rainer Zumach a while ago when I mentioned his attempt of a record run on the Salt Flats with an unfaired 750 Norton engined bike.

Rainer is also one of the shrinking group of mechanics in Germany catering for classic British bikes. He works mainly on Triumph and Norton twins.

Customers often ask for trustworthy workshops for Nortons and Triumphs. I like to recommend people I know customers will be happy with. After over four decades in the trade I know all the mechanics in the field in Germany. Some I'd not recommend to my worst enemy.

Arriving at Rainer's place after having asked three different people in the village for the street name and none coming up with the location I finally found him, standing in the road with a wide grin because he had heard my Norton cruising the village!

A very nice, clean workshop with everything laid out to be used and put back together corresponded with Rainer's reputation as a competent mechanic. After a lot of swapping stories we did get round to looking at his "record breaker" that, unfortunately, did not break records at his first attempt because that year the salt was too wet and after a few runs all record attempts were cancelled.



Rainer on his record breaker 750

Rainer did have a few test runs but with the salt being too slippery nobody was anywhere near fast enough. He loved the ride, however, and hopes to repeat the exercise. A time and money problem, though, being based in Germany!

One interesting thing they found when developing the engine was that the Mk2 AMAL carbs first used upset the engine, starving it of fuel at higher revs. He then swapped to Mikunis and the main reason why the Mikunis worked was the fact their float chambers hold about twice the volume of the Amal ones plus have a big disc above their main jets that hinders the fuel surface to froth.

On my way back, stopping to look at the map, my trusty Roadster

was electrically dead when I tried to start it up again. I saw the fuse had blown and rigged the negative terminal up with the cable that joins the fuse holder, after finding I had no spare fuse in my tool roll and not seeing a reason for a short. Riding on I found a big petrol station just a few hundred yards down the road, bought a pack of fuses and went on.

The bike developed unknown phenomena, though, misfiring when I switched the lights on. A few miles later I was back at our holiday place and mercifully forgot all about the difficulties since a few days later we went back home.

At home I found the positive terminal of the battery had lost the nut and bolt holding the wires on. Hence the battery wasn't recharged and was flat.

Obviously, all problems did come from that shaky terminal connection and this was why the fuse blew after only 22.000 miles and why the misfires occurred.

Racing

Ever since my exciting experience in Rijeka in 2019 I haven't had the opportunity to get back on track. The plan now is to go to "Paranoiaring" in August with OHC singles and see if they work and, hopefully, have some fun there.



The 1960 Manx with rebuilt engine

The 1960 Manx is practically finished, and I am currently in (I hope) the last steps to get my 1937 Inter back together after our hasty escape from the track in Rijeka. If I get everything back together I will find out if the frame, now very much nearer the original steering geometry, is more stable. I will report.



The 1937 Racing Inter, not yet finished.

And if the float chamber does not play up again I might take my 1949 ex-Albert Moule Garden Gate Manx with me, my first real warhorse I started racing on in earnest a quarter of a century ago.



The 1949 TT mount of Albert Moule, later raced as a sidecar outfit by Franz Vaasen in Germany.

A Speedo Camera Score - Simon



The A303 road from Andover is a main route to the West Country. It's a mixture of single and two lane carriageways passing through scenic countryside, including Stonehenge, a World Heritage Site. It's a fast road in places, straight with sweeping curves. One day after work I was riding with a friend, Andrew, to meet up with another friend 40 miles away. We planned a ride to the coast the following day. The ride along the A303 was the usual late Friday afternoon affair- lots of traffic and filtering through queues at the single lane sections.

Speed cameras slow the traffic in the villages. The yellow boxes and lined road markings are easy to spot and reduce speed to keep within the limit. Normally Commando mounted, this time I was riding my modern Triumph, as I knew my friend was bringing his Triumph Tiger Explorer 1200.



The 1972 Roadster 750 is my usual transport to work. For a weekend ride out to the South Coast I was riding my 2019 Street Triple 765RS.

Andrew was leading. Occasionally we were separated by cars, only for me to catch up when the road opened out. Coming out of Chicklade I had dropped behind again. The road goes to two lanes up a hill and the outside one was clear.

A burst of acceleration and I would soon catch up my mate. I opened the throttle in 3rd gear and progress became rapid. Suddenly I saw a flash of yellow in my left eye and immediately scrubbed off speed. I couldn't be sure, but did I pass a camera? We continued on to our destination, and the next day, had an enjoyable ride though the Dorset lanes to West Bay. However, I was still worried about passing a camera too fast.

So on Monday after work I returned to Chicklade to investigate. Partially obscured in the roadside shrubs was a rear facing Gatso camera. It looked slightly rusty and unkempt. There were no road markings. There was even vegetation close to the camera 'business' side. Perhaps the camera was out of use? The limit was 60 mph, i.e. the UK limit for single carriageways. I was probably travelling faster and hadn't noticed my exact speed.

A notification must be delivered within 14 days and I was relieved not to receive one. However, it was a good reminder for me to be more careful, especially when riding with others.



West Bay, Dorset. Me centre. The grin masks a nagging worry.



Spot the speed camera.

Deliveries to Europe

Just as a quick reminder, from the 1st July 2021, all orders under the value of £135.00 will now be subject to VAT in the receiving EU member state.

Andover Norton now has a system built into our webshop for Orders Under £135.00 that will take the VAT due on the order at the checkout. This means that your order will already be custom cleared for payments due and there should be no delays or extra monies due during shipment.

While we have been working on this, we have also worked along side DPD to come up with a better custom clearance for orders dispatched with DPD. This means selected countries, with other EU countries being added weekly, in the EU can now have the Taxes collected on Checkout and you will pay Andover Norton any VAT that may be due on your order. We will notify DPD this has been done and they will recover these charges from us. These new systems should allow both large and small orders to enter the EU without any delays or extra money being paid by you.

Technical Database

Our new Technical Database contains many helpful guides and fitting instructions for a range of parts. Available online from our Website, each guide is accessible as a PDF that can be downloaded and printed for ease of use and will be updated in the future with more.

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

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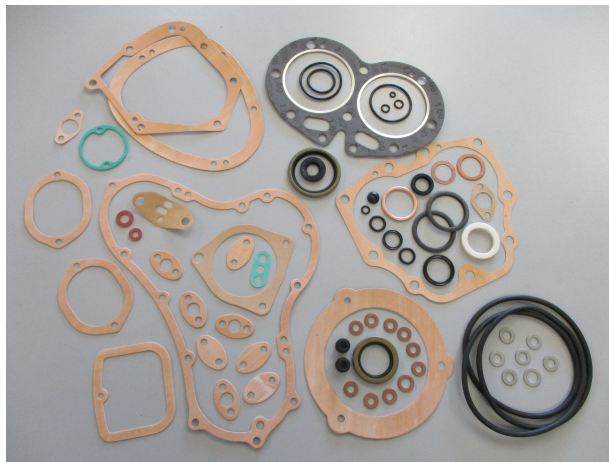


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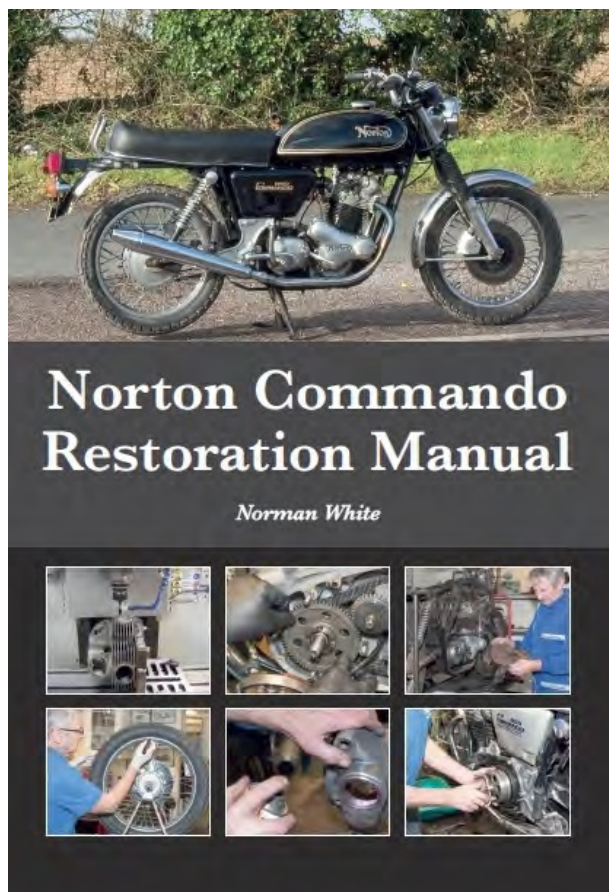
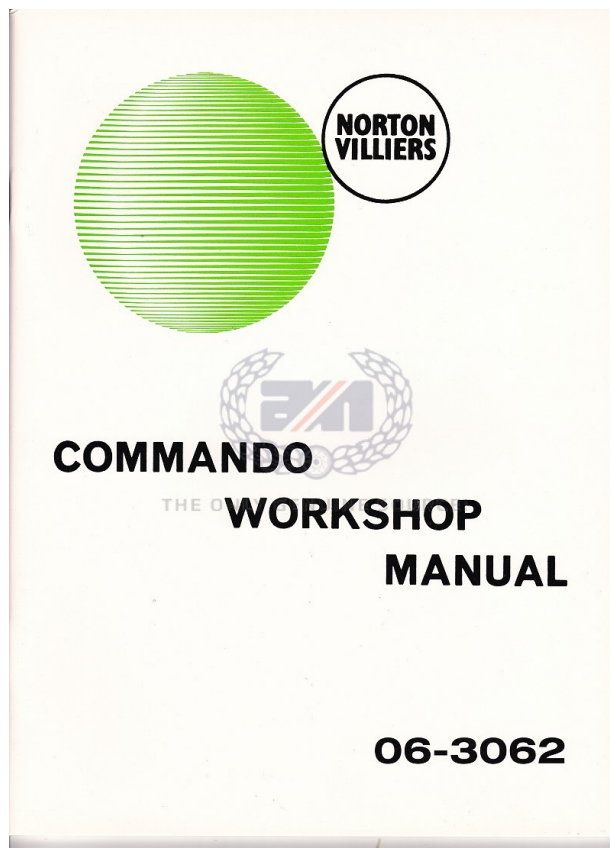
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That all we have time for this edition of "The Source" So until next time!

The Team at Andover Norton.



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