The Oz Vincent Review

Edition #6, July 2014

The Oz Vincent Review is a totally independent, non-profit, *e*-Zine about all things Vincent as well as the broader classic motorcycling scene. OVR is distributed free of charge to its readers. OVR may be contacted by email at OzVinReview@Gmail.com

OVR is not just about Vincents. In this edition we take a look at the life of A. A. Scott, who gave the world the unconventional Scott motorcycles. Of course, there is also loads about Vincents.

Thanks go to reader, Dr. Steven J. Enticott from Australia, for this editions cover photo of a 1930 Scott Flying Squirrel, Touring Model.

What's It All About?

Welcome to the sixth edition of The Oz Vincent Review, an independent, not for profit, *e*-zine that provides a forum and voice for all folks with a particular interest in Vincent motorcycles as well as an interest in classic British bikes in general. In this edition we take a look at the life of a pioneer of the British Motorcycle industry – A. A. Scott. *And for those with a serious interest in Scott's – I know of a mint condition 1929 Scott Flying Squirrel looking for a new home; Contact me by email if you want to know more.*

Any *e*-zine is only as good as its content thus I encourage all readers to submit items on any related subject for inclusion; this could be ride reports, humorous or otherwise incidents, technical information, details of your bike(s) or even reprints of historical material. Given the electronic format of OVR there is little restriction of the inclusion of photographs and such like. This edition includes a number of reader contributions; Don't be shy, you do not need to be a literary impresario – send me what you have and, only if needed, I will polish it for you.

If you have received this copy of OVR indirectly from another reader you can easily have your very own future editions; just send an email to OzVinReview@Gmail.com with the subject "Subscribe". It would help if you included your name and location in the body of the message.

Martyn

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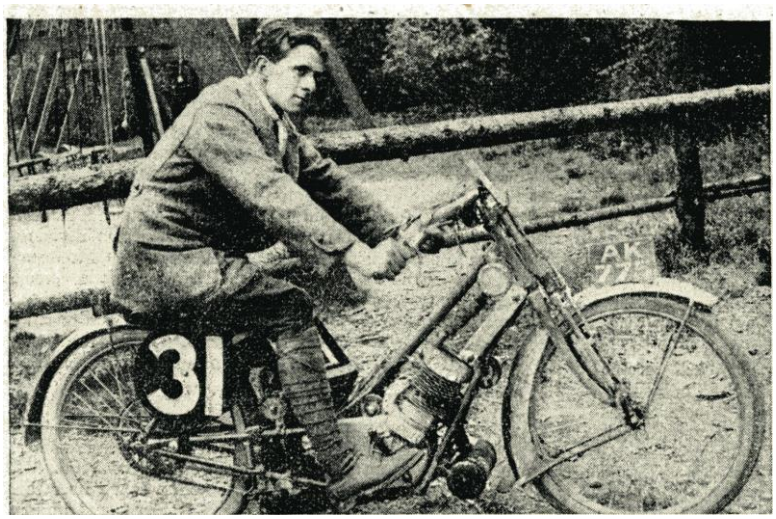


ALFRED A. SCOTT

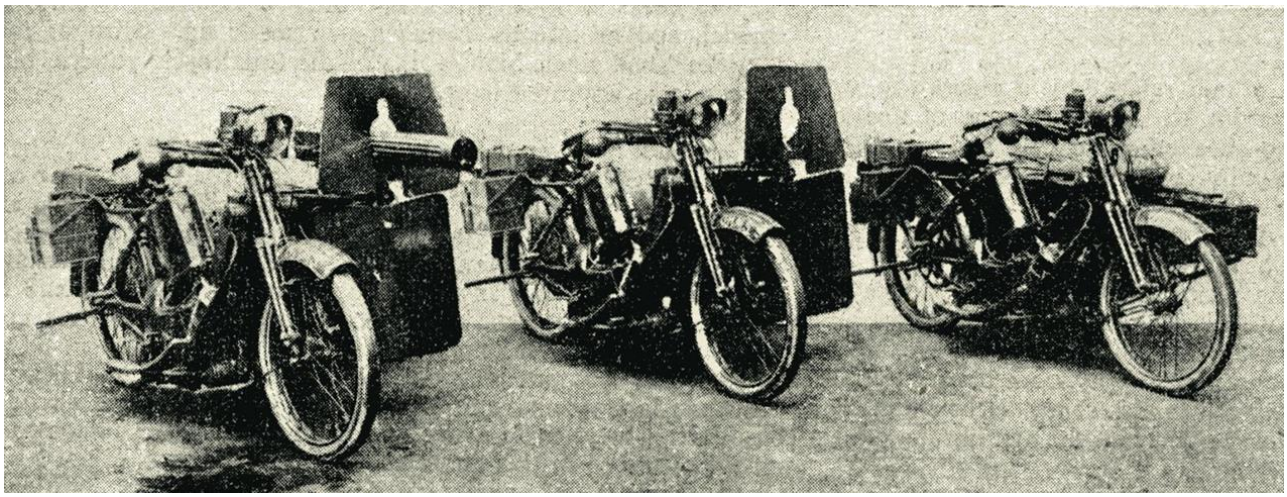
A Biography of a Brilliant Engineer

The first man to lap the T.T. " Mountain" course at 50 m.p.h. was Frank Philipp (Scott), in the 1911 Senior Race. Here he is pictured on his 1910 model Scott with which he finished ninth. Basically unchanged in design for over 40 years, this twin two-stroke machine then had water-cooled cylinder heads.

DESPITE all that has been written about Scott motorcycles, it is unquestionable whether there is any general appreciation of what their creator achieved. Most would say, probably, that he produced an exceptional machine that had a fascination for a somewhat limited circle. Some might add that his work—and fame-were roughly comparable with those of the late Ettore Bugatti in the motorcar sphere.

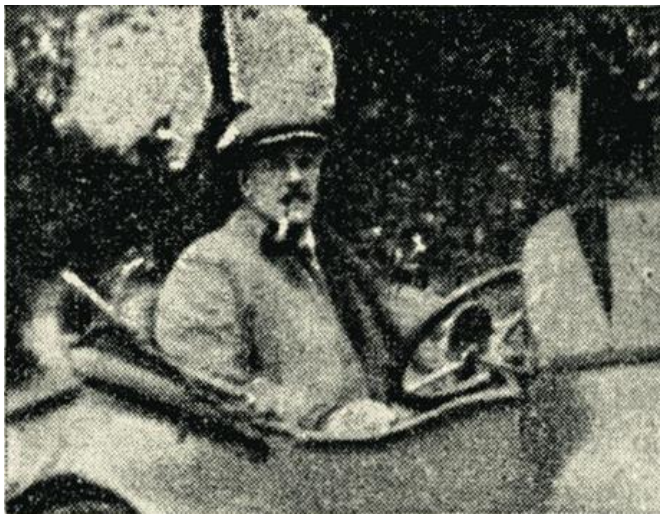
If that represents the common view, then it is time to make a reassessment. A. A. Scott was far more than a builder of models for enthusiasts. He was of altogether greater stature; a towering figure among the pioneers, and, indeed, possibly the most notable of them all.

Consider the salient facts. The basic design of the Scott motorcycle was evolved in 1907. There were many later modifications, but none of a really major character. The machine was marketed until 1968 when the firm went into voluntary liquidation. That in itself is remarkable, and all the more so because the layout that both gained and maintained popularity was completely unconventional. A short life is the usual fate of most models which depart at all far from the orthodox.



Fighting Scotts! With Vickers machine guns mounted on side cars, these twin two-strokes went to France in the first world war with the Motor Machine Gun Corps.

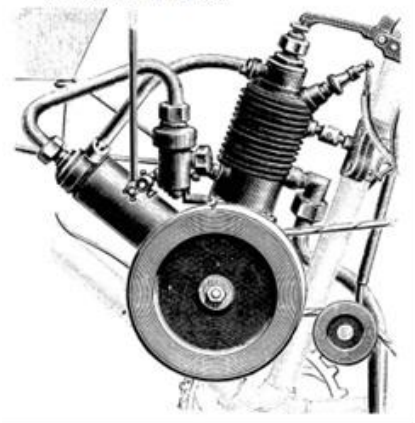
What is more important here is that Scott cut adrift from bicycle practice. He conceived the motorcycle as a specialized product; saw that the problem demanded more than the fitting of an engine in addition to the pedalling gear. And he was the first to take this line with success. It can be claimed that the Hildebrand and Wolfmuller had been designed on the same principle back in the 1890s, and with truth. But that machine did not last the course. It was left to Scott to produce a satisfactory mount, planned as a motorcycle *ab initio*, and thee fact gives his work a special distinction.



A modest bachelor, Scott rarely sat for a photographer. Here he is seen at the wheel of the Scott Sociable, his last creation

Also, to be noted are two, in particular, among the unique features of his first production model. A kickstarter was fitted and telescopic forks as well. Both, so far as can be discovered, were entirely novel when introduced. Starters were soon generally adopted, care being taken to avoid infringing the Scott patent that had been too tightly worded, and the " tele" fork has become usual equipment within the memory of the younger generation. Modern versions show improvements, naturally, but the idea began with Scott. And those inventions, the former especially, clearly rank as of major importance.

Below: Engraving of the Bichrone motor mounted in a motorcycle. Artist unkown; reproduced here from *La Motorcyclette en France*, Bourdache, 1989



It is, moreover, only fair to say that Scott was the first to apply—again with full success—the two-stroke engine to the propulsion of road vehicles. Certainly it had been tried before, Edward Butler having been the earliest of the essayists. There had been the Bichrone motorcycle and the Ixion. Neither, however, apparently satisfied users. That is also true of the Lucas car that was made in England about 1906; no less so of various American productions. Scott was the earliest to make the grade, which gives him a unique place in auto-motive engineering history.

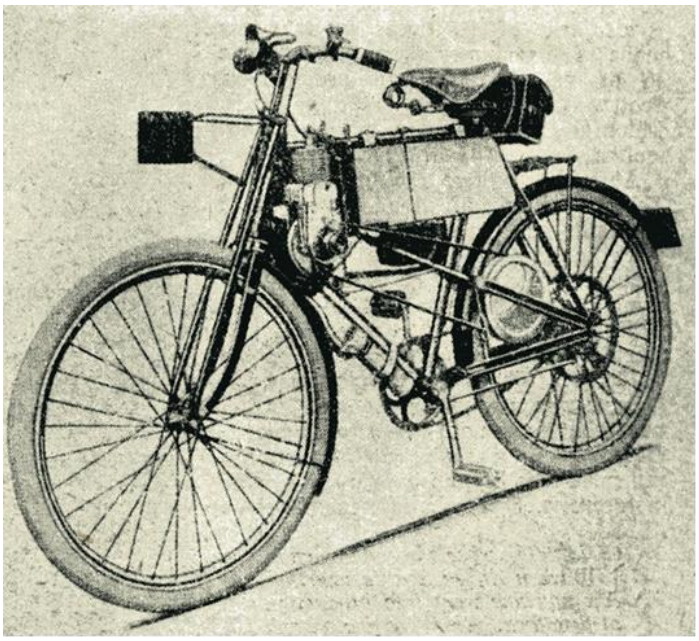
About that, there are further points. The first is that, all along, Scott pinned his faith on the twin-cylinder motor. Only in the

1950's did indications appeared that this seems likely to be the coming type in the two-stroke field. Also he fitted rotary valves to his special T.T. machines and a reciprocating one to the 1914 racer. That was also pioneer work.

Scott was a genius. I would further put it that he was not a motorcycle manufacturer who was also an idealist, but like the brilliant Australian engineer Phil Irving, rather an idealist who happened to make motorcycles. There is a difference between the two things and to understand that is to understand his character.

Young Alfred was sent to a school that encourages individual talent, Abbotsholme, in Derbyshire, and then trained as an engineer, first in Scotland and then at Gloucester. It would have been some time after the middle 1890's that he returned to his native Bradford. While precise information is lacking, it appears that he must have been in business as a consulting engineer, and he undertook certain work on behalf of the Bradford Dyers' Association. It was then, anyhow, that he became interested in two-stroke possibilities, and there is reason to think that he fitted his bicycle with an engine of his own design before the end of the century.

That use he may at first have regarded as an incidental one. His aim was a power unit for boats, and it is believed that his was one of 'he first motor craft ever seen on the Clyde. He took his holidays there, and for those occasions the engine was removed from the bicycle to be installed on board. It was air-cooled, and the inventor's habit was to assist the cooling from time to time by squeezing a sponge of water over it!



The earliest engine patent was not applied for until 1904, by which time it is likely that several prototypes had been tested. A picture of one of the early Scott motorized cycles shows that the unit was fitted directly behind the steering head, and accordingly high up in the frame, and that the drive was by belt to a countershaft and thence by chain to the rear hub. Quite an advanced , design for its time.

The original and all-important motorcycle patent dates initially from 1908. In May of that year the machine made its first appearance in public, with Alfred Scott in the saddle, at a Sutton Bank hill-climb; it scored heavily in a later event on Wass Bank, nearby, and quite outstandingly at the Coventry club's climb at Newnham, in August. A spate of successes began the following season, when also the Scott Engineering Co., Ltd., was formed, and production began. That was undertaken at first by the firm who afterwards made the Jowett car. Also in 1909, the Scott made its debut in the T.T. when the rider, Eric S. Myers, caused a sensation by demonstrating the use of the kick-starter. A well-known Bradford agent, he became a Scott director.

The aims of Alfred Scott should be understood, and are clearly recorded in an early catalogue. He set out to provide a motorcycle that could be ridden by everybody, including ladies and elderly men. While the speed capabilities were mentioned, no less emphasis was laid on the virtues of the machine for all-weather riding and in heavy traffic. And the slogan, on the catalogue cover, was " The Car on Two Wheels."

No intention, there, of producing a mount only for the select few. That the plan. did not quite work out may have been partly due to the fact that the late Frank Applebee won the 1912 Senior T.T. 'on a Scott, and H."0. ("Tim") Wood did the same thing the following season, both averaging something over 48 m.p.h. Thus hallmarked, the make came to be regarded as a connoisseur's choice. The wins, were achieved largely by superior steering and road-holding, and undoubtedly stimulated other factories to pay more attention to those qualities. The first Scott Trial was held in 1913, by the way. Besides becoming famous later, it is hardly too much to say that 'it initiated a new form of motorcycling sport.

During the 1914-18 War, Scott machine gun carriers were in use in France, in addition to the ordinary sidecar outfits supplied to the Forces. General belief is that Scott Sociable was evolved

from them; at any rate when peace returned in 1918 the Scott Autocar Co., Ltd., was formed to make that vehicle and Alfred Scott relinquished his active interest in the motorcycle business.

Frank Applebee astride the machine on which he won the 1912 Senior TT

An account of the Scott Sociable was given in “Everybody’s Business" in 1951 September and need not be repeated here. Apart from the triangulated chassis, points to be noted are that the machine had a synchromesh gearbox and a fibre body. Once again, A. A. Scott was ahead of his time.

And what manner of man was he? A genius and an idealist which meant that in his profession he placed ethics first and would never compromise. He was disinclined to head suggestions, sublimely regardless of popular opinion and difficult to work with. In contrast to all that he showed infinite patience in explaining things to employees or others and was as much a craftsman ‘on the bench’ as he was in the design room. Indeed , he was reputed to be always the factories best mechanic!

But the personal character is even more interesting, though very difficult to sketch in the few lines available. Alfred Scott did not suffer from the affliction of the one-track mind. He delighted in music, in literature, and in the country-side. As a road-farer, he never forgot a landmark, or the story of a place and its people. Knowing all the lore of the Yorkshire Dales and fully appreciative of their beauty, he must have been the ideal, rather than a merely good, companion. Relaxed by the fireside, he could entertain a young niece with readings, given all the right emphasis, from " Alice in Wonderland." Though he never married, Alfred Scott loved children.

There was also another side. He was a keen potholer. That sport, for the benefit of those unacquainted with it, is still practised in the Pennines of the West Riding. There, in the limestone, are " pots," which may be of almost any depth; holes in the ground, down which a man may lower himself to see marvels and very likely encounter dangers. It amounts to rock-climbing in the dark, with some extra hazards thrown in, and Alfred Scott was a leading exponent. Articles that he contributed to the journal of the Gritstone Club were illustrated with his own drawings, all beautifully executed, which brings to light another of his achievements.

Alfred Angas Scott with his own sidecar outfit, near the Mornington Works. Circa 1913

On the last expedition of all, he got drenched to the skin, but insisted on driving back to Bradford in the " Crab," as he always called the Sociable. Taken ill, he at first refused to be nursed; pneumonia set in and he died on August 11, 1923. He was only 49.

It may be doubted whether Alfred Scott made much money out of his ventures. Anyway, he would have been the last to care. He worked for the joy of the working, and obtained results that meant far more to him than any cash rewards. He notably served his age, and the industry in which he was placed; he would have sought to do no more. Aside from that, he lived fully and widely. Beauty always held him—even, perhaps, on that final, shivering run through the Dales—and he went on his ways rejoicing in it. All round, a great person, and most fortunate one.

Looking for a Scott of your own? If you are interested in owning a mint condition 1929 Scott Flying Squirrel, then contact the editor by email ozvinreview@gmail.com for more information.

Breaking Brakes?

Here is a short – but significant item from reader Tony Cording in Canada.

Hi Martyn,

Proof positive that maintenance pays dividends.

Prepping for my trip to the West Coast NA VOC Rally I made this discovery…….this is the drive side rear brake drum, it was held together by extremely well fitting final drive sprocket. Thanks to my good friend John McDougall of Coventry Spares, who had an original in stock, I will be mobile for the Rally.

Regards, Tony

Editor – there is a problem with some (not all) pattern brake drums which have a little too much material on their back. Instead of fitting flush up against the spoke flange, the drum contacts the spokes first - just by a few thou. When you tighten the drum down, this condition is likely to eventually crack the inner drum flange- as well as stress the spokes. Anyone can check their wheels for this problem with the wheels still in the bike; just put a 5 thou feeler gauge between drum and spokes to ensure there is clearance. If you have the problem there is a simple fix:. Insert a thin shim between the spoke-flange and the drum; a suitable shim, part # H66, is available from a number of Vincent spares sources.

Italy International

September 6 – 20, 2015

IMPORTANT: Only VOC members and their partners may attend this fabulous event – so ensure that your membership is up to date; information on joining the VOC may be found here

Renting a Bike for the Rally

In the last edition of OVR we provided information on one option relating to shipping your bike to and from Oz to the International. If that idea does not appeal you may want to consider renting a bike for the duration of the international, but it will NOT be a Vincent. OVR has scoured the internet for you and come up with the following list of companies who rent bikes in Italy.

When we calculated the indicative rental cost, OVR made the following assumptions: rental duration of 17 days and an average use of 150 km per day.

The table below is only an indication of the makes and models of bike available for hire. For more information OVR advises you to contact each company direct – details on how to do this are available at each web site, that you can jump to by clicking on the company names, below.

CIMC, Milan
BMW F800R €1,410; BMW R1200R €1,790

CremaRent, Milan
BMW G650 €1,310; BMW C600/650 €1,420; BMW F800R €1,533; BMW R1200R €1,836

HP Motorad, Milan
BMW C600/650 €1,420; BMW F800R €1,535

Milan Motorcycle Rentals
BMW G650 €2,020; BMW C600/C650 €2,020; BMW F800R €2,020; BMW R1200R €2,550

MotoTouring, Milan
BMW G650 €1,790; BMW F800R €2,070; BMW R1200R €2,070

Rent A Dream, Milan
BMW G650 €1,680; BMW F800R €1,895; BMW R1200R €2,275

Ride Italy, Venice
BMW G650 €1,710; BMW R1200R €2,160

These are not the only places where you can rent bikes in Italy – use google search to find others and the € prices shown are indicative only for 17 days rent and a total distance of 2,500 km - but it's a starting point to get you exploring.

In a future edition we may look at Travel Insurance for those intrepid folk from Australia who are considering attending the 2015 International.

Designing the Series B

By Phil Irving, Chief Engineer, The Vincent Engineering Company

AS the Second World War drew to a close the Vincent HRD company was in an awkward position, with a factory full of equipment for making munitions but only a few Government contracts to complete.

In 1943, P C Vincent had arranged for me to be transferred from Associated Motor Cycle; to Stevenage *(see the OVR exclusive at the end of this article)* to develop an engine for the Air-Sea Rescue Service and a little later Matt Wright, the ex-New Imperial racing 'gaffer', was also enrolled to assist me. By the time the engine had been developed to meet the Air Ministry's tough specification the war was almost over. Thus no engines were required and therefore it was imperative to return to motorcycle manufacture with all speed.

Naturally, PCV, Matt Wright, the sales manager, J.Pett, and I had frequently discussed the kind of machine we should make, bearing in mind certain factors which would not normally exist. One was that some materials, especially steel, were rigidly controlled and for some stupid reason the amount allocated to any firm was in proportion to the amount it had purchased pre-war. This led to the anomalous position whereby a firm like OK Supreme — if it had not been bombed out of existence -- could have-obtained all the steel it might have needed, whereas we could get very little. On the other hand, aluminium was plentiful and relatively cheap. It was rumoured that the bulk of our output would have to be exported (eventually the figure turned out to he 80 per cent) in which case many machines would be used in right-hand-drive countries. We would have had no hope of competing on a price basis with factories such as AMC or BSA, which had maintained their motorcycle production during the war; neither did we have the right sort of machine tools or trained personnel to handle a large-scale output.

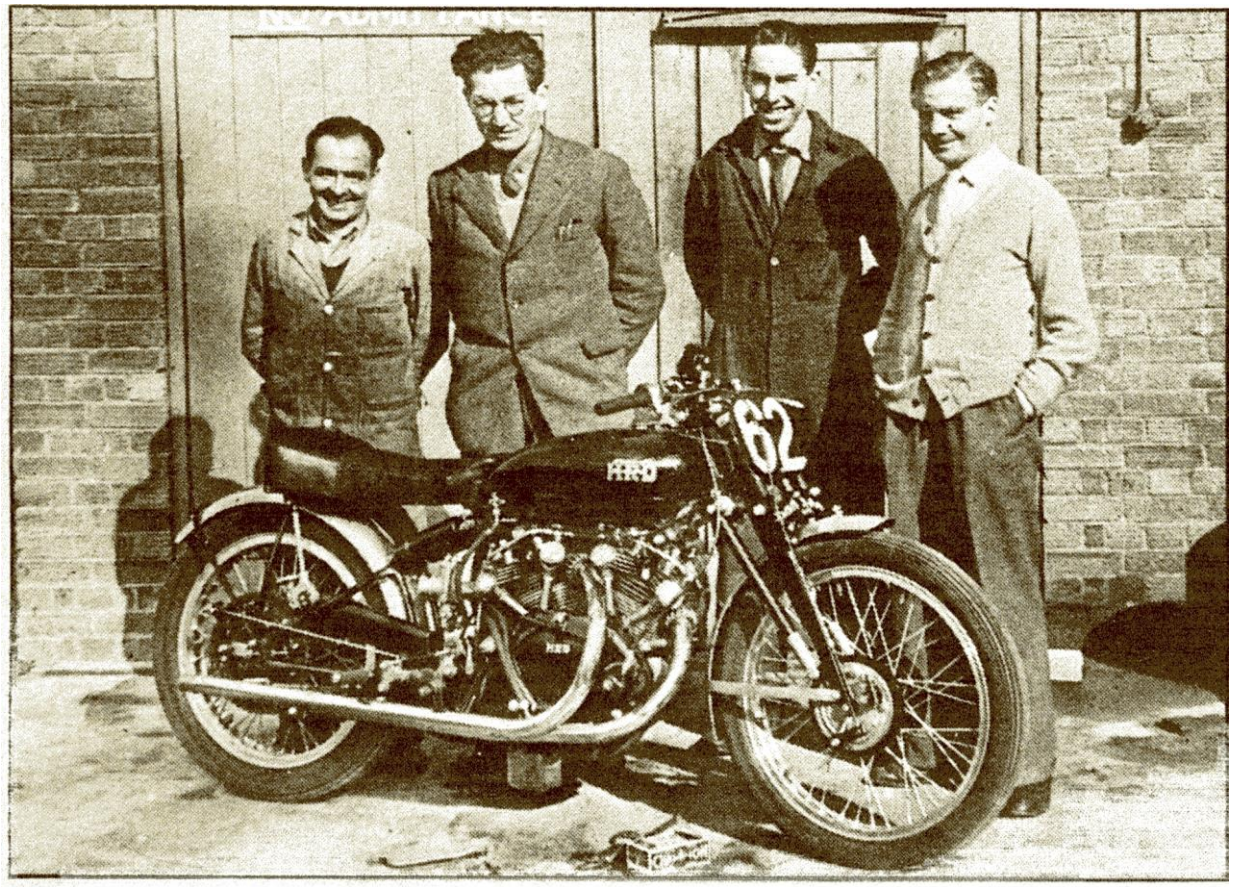
Conversely, the pre-war Rapide had achieved a remarkable reputation for two facets — its exceptional speed and its liability to clutch trouble. We decided that the best move would be to capitalise on the performance, eliminate the clutch trouble, and also overcome the steel shortage in one bold move by a major redesign of the Series A Rapide using aluminium wherever possible, manufacturing our own gearbox and clutch and retaining well-tried components like our duo-brake wheels and Brampton forks for which steel permits could be obtained without too much trouble.

At this point, it may be as well to dispel any misconceptions about my part in the proceedings. In 1943 PCV wrote to me regarding a transfer from AMC and stated that I would be regarded as co-designer with him and would be responsible for the preparation of drawings and the manufacture of experimental components, although I had no official title at first. Much later on I became chief engineer. F E Walker, the managing director, took little part in technical discussions except as regards the general policy of making an outstanding machine which would probably be expensive but would sell in a reasonable quantity without a huge initial outlay in new factory equipment.

As far as general layout was concerned, we wanted to reduce the wheelbase from the A's 58 ½ in to the conventional 55in and tried various arrangements, one being to make the rear cylinder vertical and the front one almost horizontal (rather like the Ducati is now) but with the front down tube joined to the crankcases between the cylinder barrels. This scheme was rejected because it necessitated different castings for the heads and barrels and would have led to the lower cylinder fins rapidly becoming clogged with dirt on anything but sealed roads.

As we intended to make our own gearbox, preferably in unit with the engine, PCV propounded the idea of deleting the main frame almost entirely by utilising the power unit as the main structural member, to which a backbone carrying the steering column and the rear fork pivot bearing was to be attached. This provided the most compact arrangement possible and was of immense rigidity in

all directions. Moreover, deflection of the rear wheel due to pull in the offset chain would be minimised by the force being transmitted directly to the rigid power unit instead of through some intermediate frame tubes which might (and do) give rise to flexure and rear wheel steering.



The experimental staff at Stevenage. From left, chief mechanic Cliff Brown, Phil Irving, mechanic Malcolm Egginton, and tester George Brown.

Phelon and Moore had used a somewhat similar idea for many years, making their inclined single-cylinder Panther engine act as a frame member with a bracket attached to the cylinder head by four long bolts. We adopted this time-tested scheme in duplicate by fixing a bracket to the rear head, but were a bit worried about maintaining gas-tightness of the head joints under the action of violent frame stresses. Accordingly, each head was held down by four tubular bolts, through which passed four 3/8 in high-tensile bolts that retained the brackets. In theory, any stretch in the inner bolts would not reduce the tightness of the head joint, but it was an expensive construction which was soon superseded by more conventional one-piece bolts. The change was hastened by the discovery that ham-fisted private owners were liable to break the hollow bolts by over tightening the large nuts.

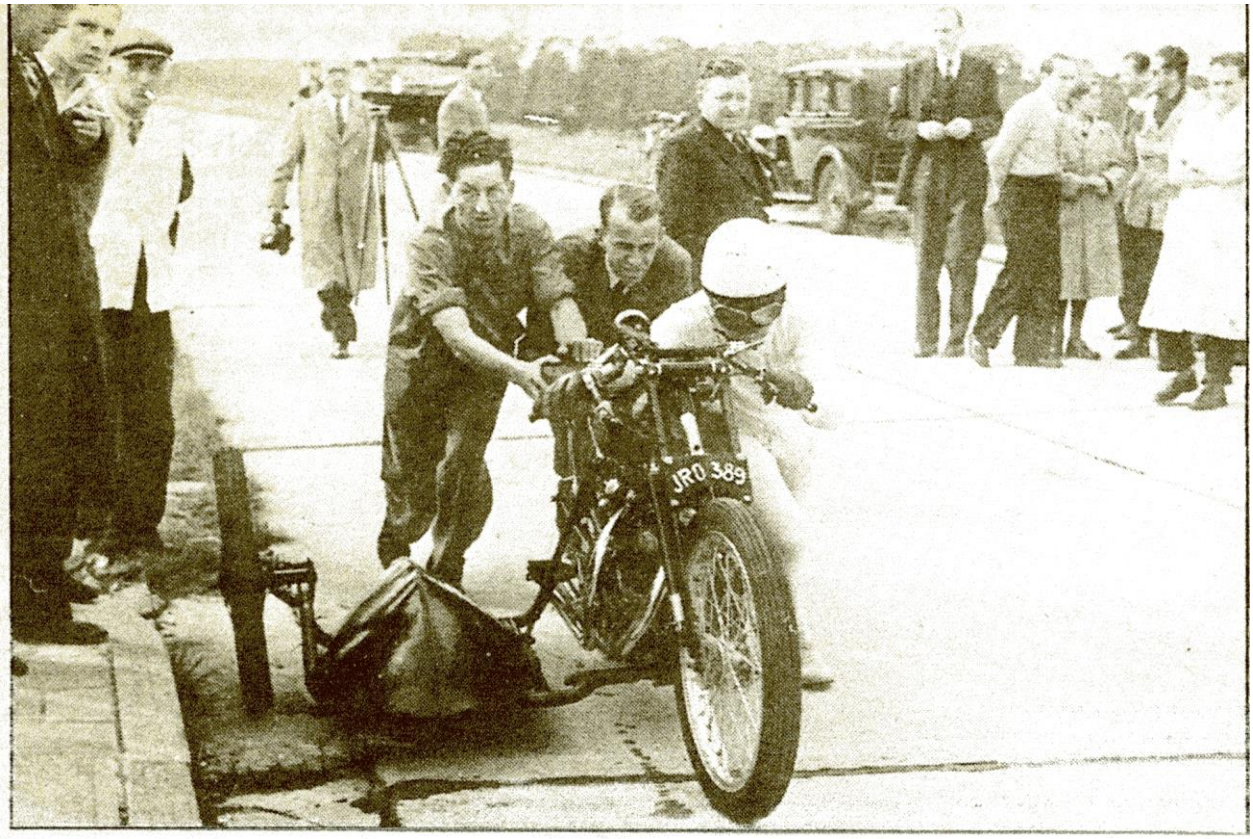
Another point to be considered was the thermal expansion of the engine which would be greater than that of the upper frame member, which was to be a welded sheet-steel component. To allow for this expansion and any cumulative dimensional errors, the rear fixing holes were slotted, any vertical load being carried on flat-sided dowels. The rear bolt was not fully tightened to permit `creep' and while this construction has been criticised it has never given the slightest trouble even in heavy sidecar work. Being a rabid chair-man myself, I always bore this aspect in mind and provided sidecar attachment points on both sides of the machine — something which few other designers have ever bothered to do.

Brazed tubular construction was retained for the rear forks where rigidity combined with light unsprung weight was essential. In fact, the design differed very little from the pre-war version which had been trouble-free since it was introduced in 1931. The pivot-bearing consisted, as always, of two stout taper-roller bearings capable of covering 100,000 miles without requiring adjustment. It was attached to the rear of the gearbox and the end of the upper frame member by two through-bolts, which greatly assisted assembly.

As to the power unit, the flywheels, con-rods, big-ends and pistons were practically or actually unchanged from the Series A components, but the cylinder angle was altered from 47 to 50 degrees

to suit available ignition equipment. We had hoped to use a BTH magneto, but the makers were reluctant to make a small modification to the HT brush positions and in any case BTH ceased to produce magnetos shortly after. Fortunately, Joe Lucas came to the rescue with the newly-designed KVF instrument which, being very compact, fitted neatly into the space available. However, we stuck to the Miller lighting set, using a 3 ½ in diameter 50-watt generator which, we were informed, would remain in production. The crankcase was therefore designed with an integral cradle to suit this size. Despite the assurance, Miller ended production of the big dynamo after a while and would only supply the 3 in version, which necessitated making an awkward eccentric adaptor to bring the armature shaft to the correct centre height. As soon as possible, the integral cradle was deleted and replaced by a separate component which dispensed with the eccentric adaptor.

As a side-light on the electrics, Miller used to make a generator with built-in contact breaker points, and we actually toyed with the idea of using this generator plus a magneto to provide dual ignition. The idea was never carried out, although the heads were made so that two plugs could be fitted and at one time a small batch of two-plug heads was inadvertently produced.



Phil Irving pushes off the white-clad record breaker Rene Milhoux during a session in 1948. Vincents were used in many high speed record attempts.

For more reasons than just saving weight, the barrels consisted of finned aluminium jackets shrunk on to centrifugally-cast iron liners which were supplied by Clupet and finished to size after being fitted. The cylinder heads were made in either Y-alloy or RR53B, with aluminium bronze for the exhaust valve seats because of its high thermal conductivity, and austenitic cast iron for the inlets because of its work-hardening property which resists seal wear. The seats were made parallel and simply dropped into the recesses with the head heated to 200°C; we never had any trouble with seats falling out except for a few which came loose after many years of racing, usually in cars where the cooling was inadequate. A pair of heads and barrels weighed almost the same as one pre-war head and barrel, resulting in a saving of 13 lb in weight.

The timing gear was similar in principle to the Series A, with a large idler driving both camshafts. But the teeth were made of finer pitch and the idler gear spindle was made adjustable so that zero tooth backlash could be attained. The front camwheel drove a timed crankcase breather and this in turn drove the magneto, which was equipped with a Lucas automatic centrifugal advance, or ATD, which eliminated one handlebar lever and cable. The camshafts were carried on fixed spindles, Velocette style, and supported by a steady plate which was made of aluminium to maintain them parallel at varying temperatures; for the same reason the idler was made of phosphor-bronze and

later of the very special aluminium alloy, RR77.

The pre-war flat-faced lever cam-followers were retained, but the pivots were located below the camshafts instead of above as this eliminated the need for separate camshaft covers. With lever followers it is necessary to use non-symmetrical cam contours to obtain symmetrical valve-lift curves, and re-location of the follower pivots called for a redesign of the cams. As we had no cam-grinding equipment, I made the experimental cams by hand and production versions were entrusted to Weyburnes who specialised in this work. A couple of years later I repeated the process to make the Mark 2 cams which started life by raising the American national speed record to over 150mph and went on to break numerous world records in the Black Lightning and the Grey Flash.

Initially, the aim was to make a fast but economical touring machine which would need about 45bhp with enough torque to pull a top gear so high that 100mph could be maintained at less than 5,000rpm. Lurking in the background was the thought that in time there might be 100bhp or more on tap, so the clutch and gearbox were designed to handle this sort of output. This brought up the difficulty that no contemporary clutch could transmit such power unless the spring pressure was far too great for the average rider, and impossible for the numerous ex-servicemen suffering from damaged left hands.

PCV had made several experimental clutches with spiral splines or with the pressure increased by a face-cam drive, but none was satisfactory until he hit on the idea of using a drum-type mechanism with internal shoes expanded by a single-plate primary clutch with very light springs. Most of the detail design work on the clutch was done by a draughtsman named Ernie Welch, and the experimental model worked like a charm when fitted to a Series A Rapide. It was finger-light to operate and although running in oil showed no tendency to slip. The new chain case was designed to incorporate this clutch, but to our consternation the clutch slipped hopelessly after a few miles of running on the prototype model, fortunately not misbehaving until the editors of The Motor Cycle and Motor Cycling had sampled and approved its characteristics. Nothing we could do would cure the slip except to isolate the clutch from oil which entailed a partial redesign of the case, adding several oil seals and making an unwelcome increase in width of half an inch. This clutch has often been harshly criticised and it does have some defects, but many examples have stood up to very hard work and are still running after 30 years' service.

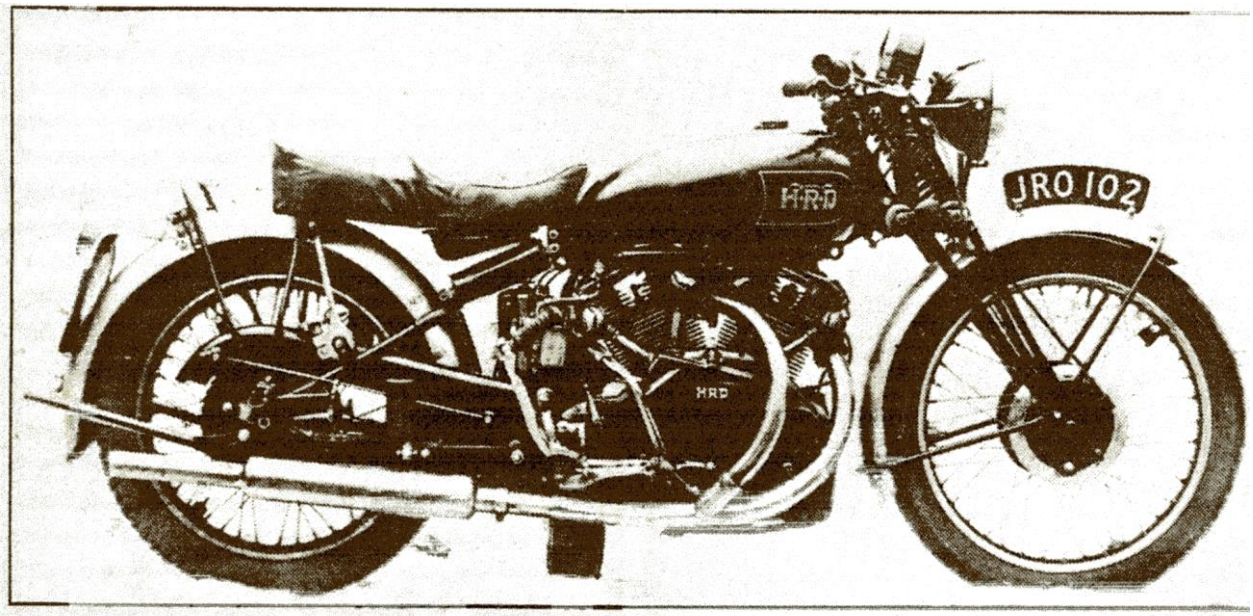
Another criticised component is the engine-shaft shock-absorber with its 18 small duplex springs instead of the usual single large square-section spring. Again, there were cogent reasons for the choice. One was that the new design was appreciably narrower, but a more pressing one was the difficulty of obtaining heavy spring wire while small springs were readily available.

My vivid memories of trying to start a BMW with a sidecar mounted on the left side prompted the decision to design the starting mechanism so that a pedal could be fitted on either side of the machine. A left-side starter pedal could be fitted by the owner using ordinary tools but quite a number were supplied to solo riders with sub-standard or artificial right legs.

In an endeavour to escape from the `plumber's nightmare' tag that had been fastened to the A Rapide, all the oil ways in the new engine were drilled and there were no external pipes except those to and from the oil pump. In order to get oil to the overhead gear immediately on start-up, the return pipe was coupled to the rocker bearing housings by bolts with small oil holes feeding each rocker as the oil passed by on its way to the tank. This system has the disadvantage that the flow to the rockers is practically constant, irrespective of engine speed and continuous running at the low speeds at which the engine is quite happy causes too much oil to be re-circulated instead of being returned to the tank.

Consequently, it was subsequently found advisable to place restrictor wires in the rocker feeds for the running-in period, but they can with advantage be removed if the majority of the work is fast. The reciprocating-plunger worm-drive Pilgrim pump was adopted as the best method of avoiding oil running back into the crankcase overnight, which is always a possibility with gear pumps. The complete pump, including a bronze barrel, was beautifully made by Pilgrim and to obviate cutting the plunger teeth at an angle to suit the driving worm, the hole for the barrel was machined at an angle of 2°40'. If necessary the barrel could be extracted by using a long crankcase bolt screwed into the end-plug — in fact, almost everything which ever needed removal either had tapped extractor holes or a self-withdrawing taper to avoid the necessity for special tools. At first, the pump worms were phosphor bronze but some wore rather rapidly and the material was changed to case-hardened mild steel.

The upper frame member which embodies the steering head, the engine mounts and the saddle and rear frame-spring attachments also formed a six-pint oil tank and was originally designed as a sheet steel construction with a head-tube welded in place. However, it seemed to be impossible to avoid some distortion during the welding which in effect twisted the head out of line but the structure was so rigid that the error could not be corrected. For this and other reasons, the steering head was made as a separate component which was bolted to the front of the upper frame member — a construction which has never been known to fail in service even after years of sidecar racing.



The first Black Shadow, incorporating the huge design changes wrought by Phil Vincent and Phil Irving.

The design was also affected by what we thought was a need to minimise the amount of damage caused by the inevitable spill or even a major crash by keeping all fragile components dose in and making all projecting parts either able to fold up or to give way without breaking off. Consequently a Rapide can be thrown up the road without strewing the countryside with electrical gear.

Of course, this is only half the story about the genesis of a machine which is probably the most criticised design ever produced, but enough has been said to explain some of the things we did and why they were done during a very difficult trading period. Despite the critics, few, if any, other models have achieved success in so many fields of activity with nothing more than minor alterations to the original specification.

OVR Exclusive: *Early in this article PEI made reference to PCV "arranging" for him to transfer to Vincent's from AMC – and thanks to the generosity of an OVR reader we are able to show just how that transfer was consummated.*

TELEPHONE :
STEVENAGE 375 (2 Lines)

ON WAR OFFICE &
AIR MINISTRY LISTS

TELEGRAMS :
STEVENAGE 375

The VINCENT H·R·D COMPANY Ltd.

PRECISION ENGINEERS

MAKERS OF : VINCENT H.R.D. MOTOR CYCLES :
MARINE & INDUSTRIAL ENGINES ; "RAPIDE" JIGS, TOOLS & GAUGES

DIRECTORS :
N G. A. E. CLARKE, CHAIRMAN
E. WALKER, M.I.MECH.E. ; A.M.INST.C.E. ; A.C.G.I.
C. VINCENT, A.M.I.A.E. ; A.M.I.P.E.
LDR. W. CLARKE, R.A.F. V.R.
M CON. VINCENT

STEVENAGE
HERTS.

Our Ref. PCV/EFC.

Your Ref.

P.E. Irving, Esq.,
41, Lewis Road,
Welling.

28th. July 1943.

Dear Phil,

Many thanks for your letter of the 24th. instant, which I have discussed with Mr. Walker, and our views on the various points raised are as follows:-

1. Regarding accommodation, it will take a little while to discover where there is any available as it needs considerable searching to find. However, I will see what can be done in this matter.

2. Re notice to A.M.C. We quite appreciate that reasonable notice would have to be given.

3. Neither Mr. Walker nor myself think it is likely that we should be in a position during the next few years to undertake design and detail drawings for other firms, in view of our own fairly extensive programme already embarked upon.

You will appreciate that even when we have drawn up all our designs, we shall still have a lot of work in testing such radically new ventures, and in making the necessary amendments to make it suitable for production. There will also be a lot of work involved in designing and drawing out suitable machining fixtures, and we shall probably also be called upon to give technical assistance to firms who decide to use our engines for industrial and marine purposes.

For all the above reasons it is most improbable that there would be any appreciable amount of spare time to carry out work for other people, and in addition we have to consider the fact that both your duty and mine would be to this firm which would be employing

us, and consequently I cannot see that it would be either to our personal benefit or to that of the firm, to undertake design work for competitiors, which designs might turn out to be far more satisfactory than those we evolved for our own firm, and might even be the result of the latter losing a large proportion of its business.

So far as your position in this firm is concerned, if you take the job you would be regarded as co-designer with myself, and whilst the responsibility for final decision must rest with me I think we both know from previous experience that your point of view would always receive a fair and unbiassed hearing. I am only interested in achieving the best possible design compatible with reasonable ease of production and those must be the standards by which anyones ideas are judged.

Your primary function would of course be the preparation of designs and drawings together with the necessary experimental and development work to bring such designs to the production stage. These designs would follow the general lines laid down by directors policy but such policy would of course be largely guided by the suggestions of the design department, i.e. our two selves, provided the directors agree that our suggestions are such as would produce saleable articles suitable for the works to manufacture and which did not clash with the firms general policy.

So far as the actual production side of the factory is concerned, you would work in consultation with the works manager to ensure that within reasonable limits we design the parts to suit the plant and the plant loading, always provided that such considerations must not adversely affect the design to a serious degree.

I think you will agree that it is best to keep Design, Production and Inspection Departments separate in control but closely collaborating to assist one another in all ways possible. Therefore the actual production of experimental parts would be the works managers responsibility although within any reasonable limits the design dept. can specify the method of finishing components. It would be my desire that all three departments work closely together to ease each others burdens as much as possible. As Director responsible for all these three departments it would be my function to make the decision which would be in the best interests of the firm as a whole in the event of points arising on which they did not agree.

I confirm the salary which we offered you when you called here the other day, i.e. £700 per annum. You will recall that this was the figure you said you would require and we are prepared to agree to this.

Yours faithfully,
FOR THE VINCENT "H.R.D." CO. LTD.

DIRECTOR.

Event Calendar

An overview of some upcoming rides and events that may be of interest.

If you are planning any rides or are aware of events that readers may be interested in, you may invite others to participate via the "OVR NewsFlash" service and also the "Around The Traps" column in OVR. Just drop the editor a line at OzVinReview@Gmail.com .

August 16 - 17	CLASSIC AND ENTHUSIASTS MOTOR CYCLE CLUB OF NEW SOUTH WALES INC 30th ANNUAL ILLAWARRA BRANCH TOUR. More details later in this edition
September 14	Goulburn Valley Motor Vehicle Drivers Club; Shepparton Swap Meet. Venue - Shepparton Show Grounds, Midland Highway
September 19-21 *First chance to clear out the Winter cobwebs*	The Crazy Horse Rally for Vindians, Indians and other cherished red plate eligible bikes that are meant to be ridden, not just talked about. At Corroyong, Victoria; based at the Mountain View Motel, 74–76 Towong Road, Corryong VIC 3707 so book your accommodation there – phone (02) 6076 1766. For more info SEE HERE
October 5 - 9	North America East Un-Rally*; Being held at Maggie Valley, North Carolina. Hotel, rally headquarters: Smoky Falls Lodge http://www.smokyfallslodge.com/maggievalleymotel.html 1-877-926-7440 or 828-926-7440 * Un-Rally = no registrations, no nothing; just turn up!
October 18-19	CMHAC Girder Fork Rally, Cooma NSW. More info at www.coomacarclub.com.au
October 24 - 26	AJS & Matchless Owner's Club, Jampots Downunder Rally will be held at The Barossa Valley Tourist Park, Nuriootpa. Click Here for more Info.
October 24 – 26 *Ripper weekend*	Philip Island; Australian Motorcycle Grand Prix
November 1 to 8	NORTON NATIONAL RALLY 2014 , HAMILTON Victoria. For more information see their flyer later in this edition
November 16 *Chance to show off your toys*	The 59 club presents the "2014 Mods V Rockers" Rally; Meet in Brighton for a run to Oakleigh South for BBQ- Bar – Show'n Shine and more. See flyer elsewhere in this edition for more info.
December 7 *Gets better every year*	Bendigo Historic Motorcycle Club, Motorcycle specific Swap Meet @ Llanelly. Camp on site O/Nite on Dec 6th. More info call Elaine 03 5475 1668
September 6 – 20, 2015	VOC International Rally, Italy; *for VOC members only*.
Remember	If you are planning any rides or are aware of events that readers may be interested in, you may invite others to participate via the "OVR NewsFlash" service and also the "Around The Traps" column in OVR. Just drop the editor a line at OzVinReview@Gmail.com .

Wanted: Your ideas about format or content of OVR. What about submitting your constructive suggestions or better still your contributions in the form of Ride Reports, Original Stories, Your Technical Experiences and such like to the OVR editor ? You do not need to be a literary wizard as the editor will, only if essential, tidy things up for you.

Likewise, if you are thinking of arranging any rides or events, again drop a line with details to the editor who can then publicise them through OVR newsflashes and/or entry in the "Around The Traps" section of OVR.

Contact the editor by email OzVinReview@gmail.com.

'A first-class oil' says Tony McAlpine

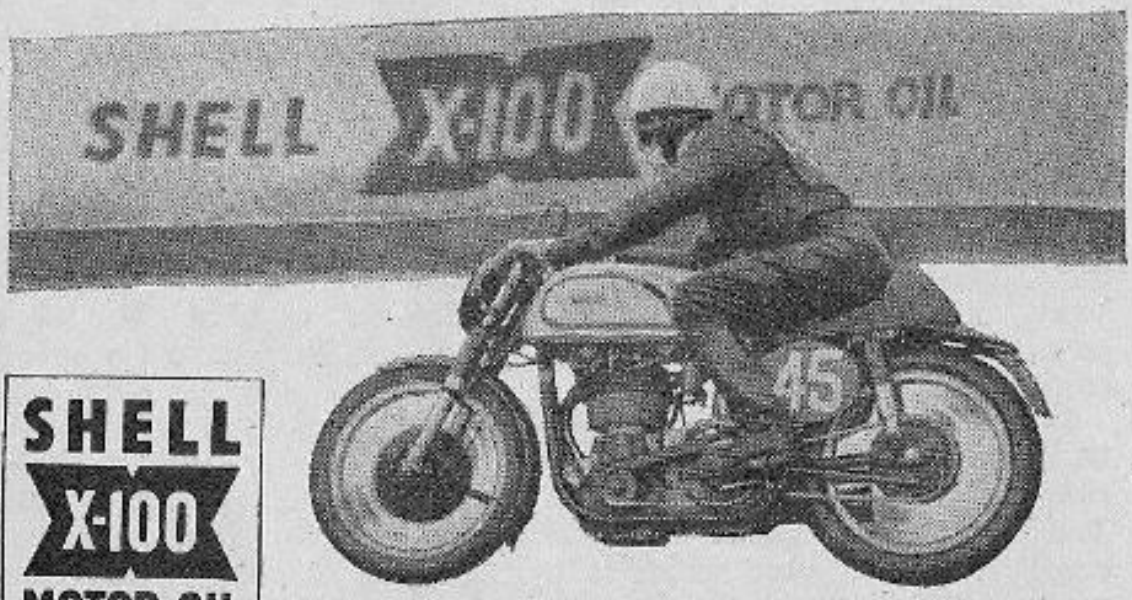
Two weeks after his 16th birthday Digger Tony McAlpine won the New South Wales Championship against strong opposition. Since then he has raced all types of motor cycle including a Vincent 1000 with which he scored 18 wins out of 19 races in the 1950/51 Australian season. For the last two seasons he was chosen to represent Australia in the I.o.M. T.T. races. Tony McAlpine has always used a straight mineral oil in preference to castor based racing oils. Throughout last season he used Shell X-100 Motor Oil. He writes as follows :—

Dear Sirs—After a season's racing on Shell X-100 lubricating oil with my 350 c.c. and 500 c.c. " Feather-bed " Nortons I can now say not only is it equal to a castor base racing oil but in fact my experience shows that its advantages are many, such as the prevention of sludge, piston ring sticking, etc., and is far superior in its powers of protection against the corrosion which takes place during the period between races when engines are not being used.

I have just taken down the engines and they are in first-class condition. They came down with no trace of sludge and the pistons and rings were exceptionally free from carbon. During the season these two machines have done a total of 3,500 miles at racing speeds. Engine revs. have been up to 6,500 for the 500 and 7,500 for the 350 and I have never experienced mechanical failure due to faulty lubrication.

I would like you to know what a first-class oil I think Shell X-100 is.

Tony McAlpine



SHELL X-100 MOTOR OIL fights acid action - main cause of engine wear

From *Indian* to *Vindian*
OR
Where is that Hacksaw & Angle Grinder?

A reader contribution from Phil Pilgrim, Australia
Part 2 of 2

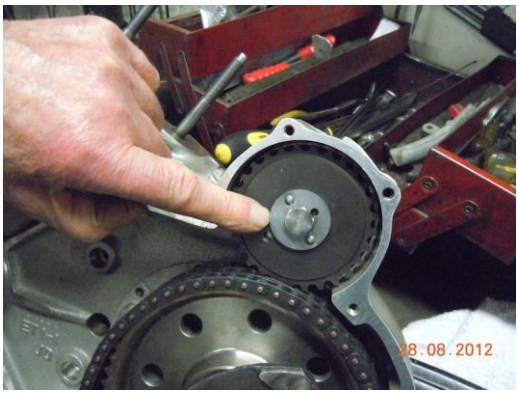
Progress at last, the Wheels are done & the painting on the small parts

I decided on new rims & stainless spokes from Starklite Cycles they are good quality & Brian Dyson Engineering re-laced & trued them, Brian is fairly quick so they were done in under a week, I fitted the Dunlop Touring Elite tyres which are good except they have a H-D logo on them! The painting was done by Ray Drever. Ray does a great job & it is 2 pack epoxy so it looks "wet" always - fascinates me why people powder coat frames as this is great on gates or farm machinery, it is difficult to remove never shines as well & if slightly damaged peels off, you don't see cars painted by this method, there is a reason. Ray is the best painter in Australia & has won many awards for his work in the last 45 years for his custom work, I will not hesitate to recommend him for you restoration or Custom paint, even paints the new Harley's when they have warranty problems. I was looking forward to the tank and guards returning soon

Another week-end in the garage & it's up to a rolling chassis

Frame is assembled with the forks, I was lucky that I had rewired the "Black Bastard" with a new harness, I just lifted it off when I originally dismantled it, & the reverse was initiated which took all of 10 minutes. I managed to buy an original pair of new *Indian* spotlights on eBay for under $70 they are off a 2003 Gilroy Roadmaster & they look the part. Ray Drever painted the tanks & guards they are magnificent, but the crowning glory is the fuel tank decals which fellow IIRA member Ian Rhook cut on vinyl & altered the artwork to read *"Vindian"* a small version is on the rear guard pictured below

My next job is sending all the electroplating off to Kerry at K&D Chrome Metal Finish in Perth W.Aust. You are probably saying that's along way from Melbourne, very true, but they have 3 things going for them, first they only do cars & motorcycles, no shower screens here, second they never loose anything, & lastly they always triple-plate (copper, nickel, chrome), most platers don't do it this way & they miss the copper, bit like painting with no undercoat!



Bob McLennon & the generator jackshaft

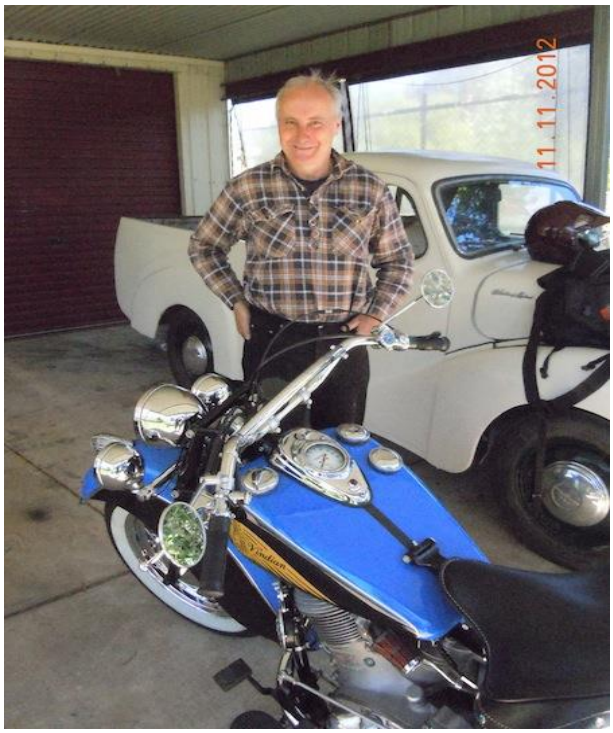
Bob is & was in his day a very competent metallurgist & engineer running the BHP Shipping Co in Newcastle NSW & organising the construction of some of the iron-ore freighters to boot, as well as being a very enthusiastic motorcyclist as well. In the past Bob has made crankpins for some of my race motors, & always gets any difficult job done at a reasonable price, to accurate spec's, so I knew he was the man for the stupid jack-shaft arrangement that is found on the *Vindian,* beats me why they never left the standard Vincent Miller or Lucas arrangement on, hmm, maybe not, as Lucas hasn't the best name in DC generators, The extension on the shaft is for a outrigger bearing support, I am using a cog belt system the shaft has 1 x 6204 sealed bearing for the journal, & you

will also notice the short barrel studs in the crankcases these are modified 2-piece V3 Videan head studs which are essential for removing the cylinder heads in the frame, more on this & the engine later

Although I am not building a replica *Vindian*, I decided some of the original ideas were worth copying the gear change being a point of example, other replica's around have used Suzuki parts but I decided that all the parts were available to make it the correct way, the arms are for example simply Vincent brake arms the same as the Series B gear change casting & the serrated washers which give a vernier adjustment for precise adjustment. The long cross-shaft is a left over remanent from the building of the *Indian-Vincent* so I simply shortened it to suit.

The crankcase's are brand new John Whyatt from the U.K., they are ok but require fettling to get them right; I have written a article on these in the past, for the V.O.C (Vincent Owners Club) they are notched at the rear to suit the Indian frame. The gap appearing on the generator pulley support plate is for the Indian belt cover to be fitted later. I have spared no expense on this engine with Terry Prince conrods, Maughen & Sons flywheel & crankpin assembly & oil pump, Gary Robinson hard face Mk1 Stellite camshafts, Videan V3 multi-plate clutch, new BT-H magneto, JP forged pistons, Maughan steel large idler, new followers, all new primary, gearchange & timing cover, obviously new valves low tolerance guides with seals, locking rocker feed bolts, modified Videan 2-piece head bolts so the heads may be removed in the frame. The 19t gearbox sprocket & *Indian* rear sprocket are machined to suit 520 O-ring rear chain, I have decided on the new 30mm Amal Premium Concentric carburettors as I retail them & I sell what I believe in!

After plenty of removing & fitting the powerplant bottom end in and out of the frame which included putting a groove in the crankcase longitudaly under the driveside crankcase so it could sit lower in the frame there is plenty of "meat" in this area so no harm. The bloody thing was fitted in for the last time & then assembled, I was keeping my fingers crossed that the top-ends would go on last & they fitted easily, chain alignment was spot-on so that is the main criteria. The wiring & coils were all under the tank another reason for not welding in a gusset plate here which have been done on previous replica's, the rear inlet manifold was a Series C Rapide linished off and a flange welded on the spigot mount, this gave critical clearance on the Cycle Electric generator & enough room for a Malosi Airfilters , we live in Australia so with all the dust we need it.



John Bennett, tank manufacturer & modifier

The assembly was rapid, the wiring was all-new on the donor bike so were the forks which had been previously re-bushed, and new spindles. The handlebar controls originally on the factory model were a mish-mash half *Indian* & half British, I decided that Doherty levers on the clutch & brake along with a genuine Doherty 1" twistgrip, no chokes are fitted or needed the clutch lever has a saddle to take the Lucas 31563 horn/dipper switch which makes for a uncluttered handlebar, grips are 1953 *Indian Blackhawk,* mirrors are *Indian* replica . The headlight has an "Arctic Blue" halogen 60/55w globe so it is good at night, the taillight is L.E.D board so much brighter than a globe , & I fitted a pillion seat with saddlebags so it is practical tourer. The pillion seat mounts on a cast-iron *Indian* rack that is quickly removed & a Givi top-box can "click" on for extensive touring, a windscreen will be fitted in winter, as I said not a real copy of the factory version but a practical m/cycle

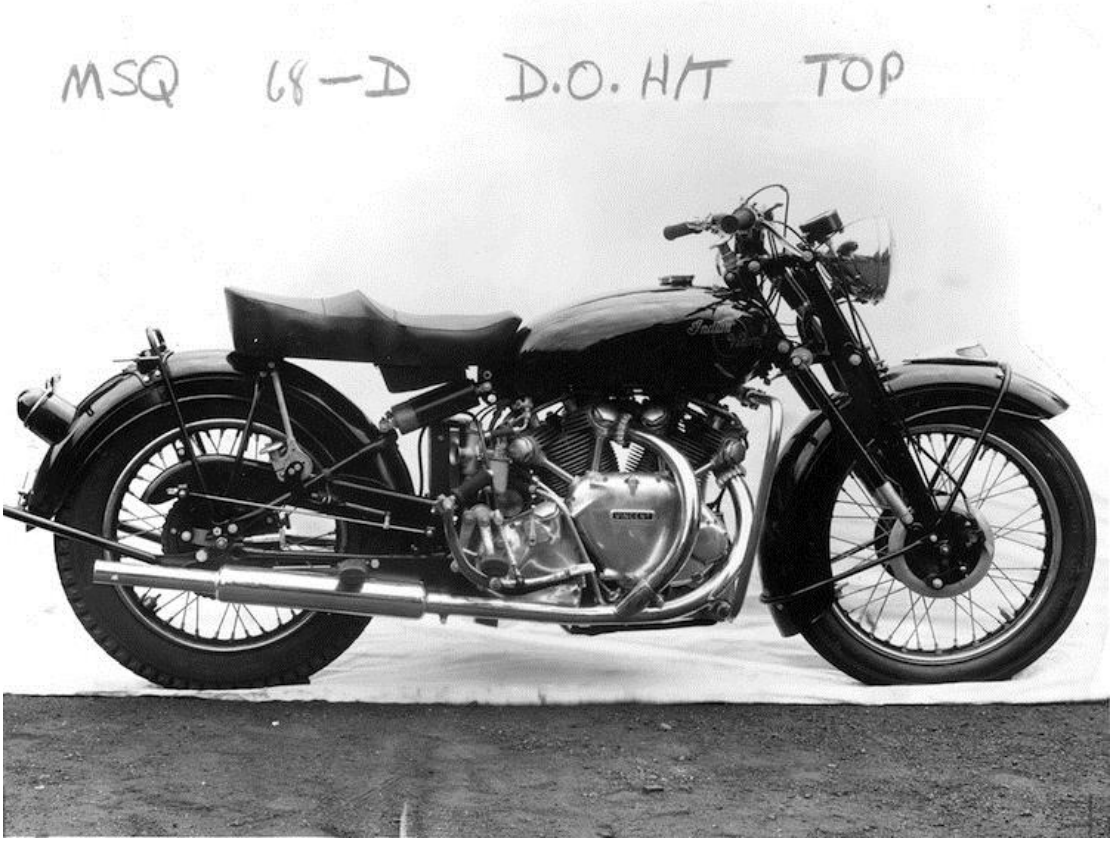
SO WHAT'S IT LIKE?

Good question, after riding one of the other replica's that were previously made by Lindsay Urquhart, & extensively road testing the *Birthistle* variant to which I found the engine for him, then overhauled its powerplant to Shadow specs I can see why the factory kept the model to Rapide specification.

The limitations on the *Indian* is the braking, and wandering at speed over 90 M.P.H.. You will notice all the photos of late model Chief's raced in 40's & 50's have the front guard removed, there was a reason, *Phil Irving* as previously mentioned about the original "It was like being at the helm of the Queen Mary" I agree, it feels nice at 70 MPH at 90+ it is exciting! A standard Rapide will do over 110 MPH & a Shadow 125MPH. In a Chief frame with average brakes & suspension 70 is great. My Vindian had standard Rapide gearing which was far to high for a bike of this weight; I have taken the gearbox sprocket down to 19t and use the Chief 43t on the rear. I had a 20t on and was forever changing gears. The ride is very comfortable otherwise and the handling & braking are no better or worse than a 1948 *Indian*, the foot change/hand clutch is good to ride in traffic, combined with late Amal Concentric carbs the bike is user friendly, the Rapide engine spec is sweeter, & the engine idles a treat. Would the *Vindian Super Chief* sell in 1950, No the *Indian* Dealers found the Vincent complex as they were selling Vincent's distributed through *Indian* Sales, traditional *Indian* riders were set on handshift/foot clutch machines that did heavy hard work without fuss, plus the cost to produce it Vincent was fiddly, the sister machine *Indian-Vincent* was not the answer either.

The Inadequate Front Brake is replaced

This hoary chestnut is the bane of all Indian owners but is worse on a Vindian, so I decided to make a brake that was suitable and in keeping with the period of the machine I had in the past experimented with a Triumph T.L.S (twin leading shoe) from a 1970 Bonneville this worked reasonably well enough for me to get a pattern made and the get brake plates cast after heat treating to T6. The drum which is 40mm on the shoe area was imported from Richard Schonfield at *Indian Service* in Germany. The brake shoes, arms ,cams, plates & return springs are all Triumph, this modification takes about 100 kms the bed-in while this is happening its is average, but once settled in its incredible well worth $1,800 to fit on a standard *Indian*



Indian-Vincent 1949

This advertisment from 1952 clearly shows that the concept of a muffler incorporating a spiral baffel was not exclusive to Vincents.

Time to Save Your Back?

A product review by Dave Hulstone, Australia

This week I finally did it, I purchased a proper bike lifter. After years of working off various shaky make-do affairs, and nearly dropping my Comet last week, whilst jacking it up to lift up my rear stand, I started searching, and came up with this.

I had it in my mind that it would set me back close to a grand for a decent one. Certainly friends of mine have paid that or more in the past.

Pros:

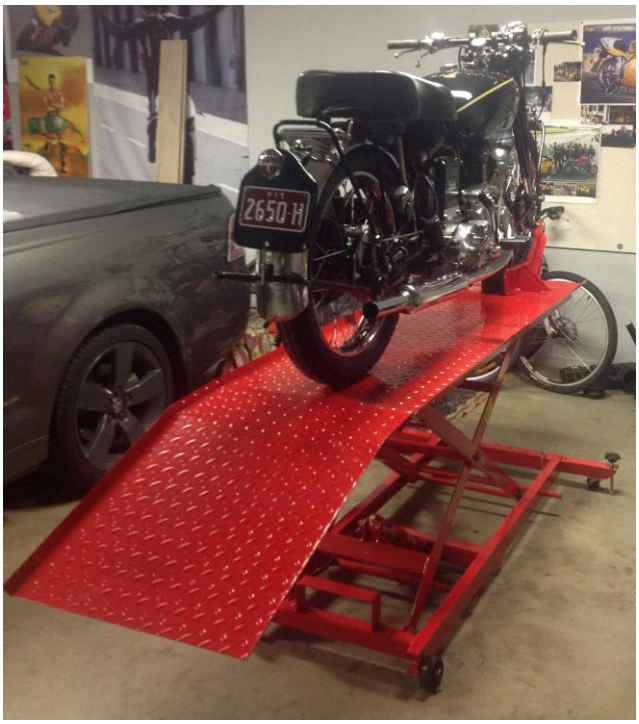
- Kathy at RPC was a delight to deal with.
- It arrived 1 day after I paid for it.
- Took half an hour to assemble, very easy.
- It has a safety bar to stop the thing dropping if the hydraulics spring a leak.
- It's on wheels.
- It's red and matches my tool box :)

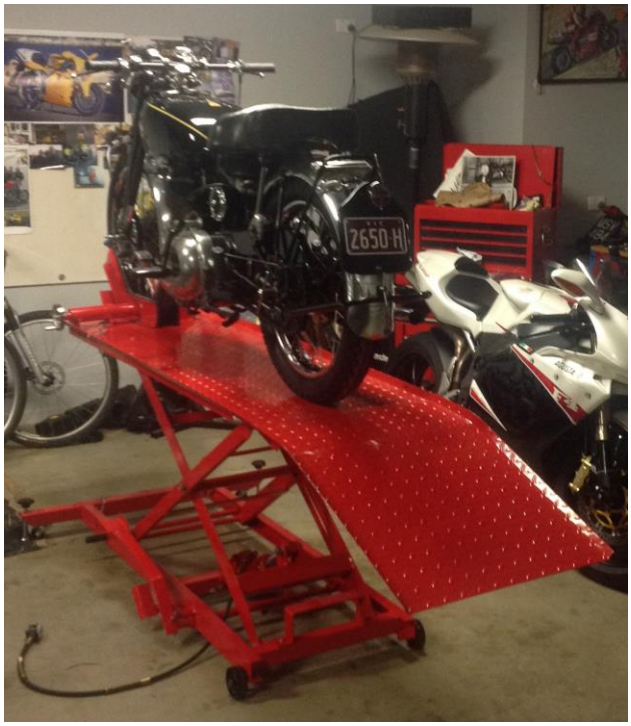
Cons:

- It turned up at work, on the back of a truck, in a box saying 150kg on it, with no warning, and not having a fork lift handy, it had to go back. (I blame myself for this though. Should have asked more questions)
- It was very oil dry. The bare metal items were already showing signs of corrosion.
- It's not very wide. 600mm.

Details:

- From: RPC Hardware, Dandenong South, 03 9706 6107.
- Price: Australian $474 + $87.33 freight to Geelong. (around 150 Km from Dandenong)
- Capabilities. 450kg lift, either foot operated or compressed air.
- Max. Height off floor, 800mm
- Weight. About 75kg.
- To visit the store, Click Here.

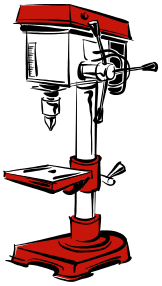




Overall I think this stand is well worth the money. As I am very short of space in my garage, I will probably replace the wheels with better locking rubber swivel items so that I can manoeuvre it up against a wall when not in use.

Dave.

Workshop Wisdom



Exhaust Gaskets: Stuck for an exhaust gasket or 2 for your Vincent? Need it quick – you could do worse than use a readily available Suzuki exhaust gasket, Suzuki part number K1106-10027; a neat fit in (at least) B, C and D series heads.

Circlip Safety: A rod that will just pass through the centre of the gudgeon-pin can remove one source of trouble when you are overhauling a motor. With the rod in place – and it needs to protrude at least an inch or more each side of the pin – it will be found that circlips can be removed or replaced without the danger of dropping them into the crankcase or them flying about your workshop. It is imperative of course, that the diameter of the rod be greater than the circlip gap.

Myrtleford Meander

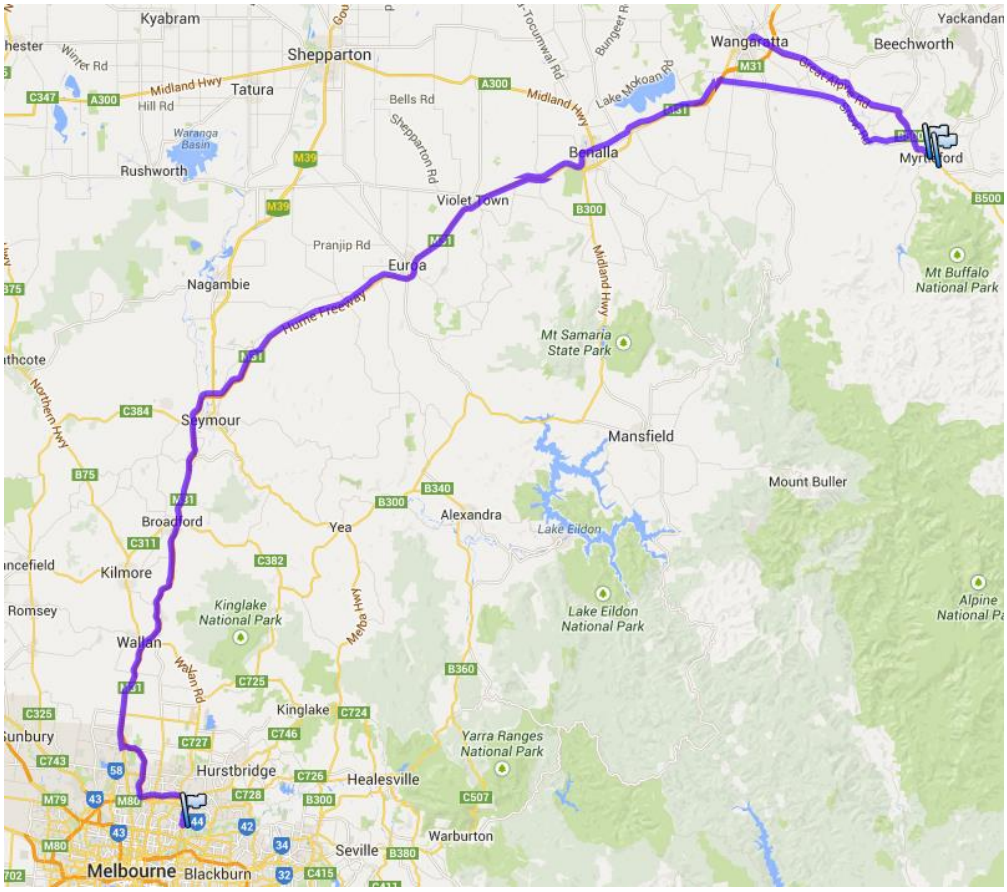
A ride report from your editor

I was invited to join a group of classic bike enthusiasts on a 3 day rally, based at Myrtleford Victoria, to explore the foothills of the Great Dividing Range. Day one was the run from Melbourne to Myrtleford, day two a ride to Tallangatta, day three a run to Yackandandah and day four, return to Melbourne. In all, 800 miles of smiles.

The whole time the weather gods were smiling down on us – we had perfect Autumn weather – crisp cold but clear mornings that quickly warmed to wonderful sunny days finishing with brilliant star filled sky at night – and over the 4 days, nary a sign of rain.

Friday June 6th: 230 miles

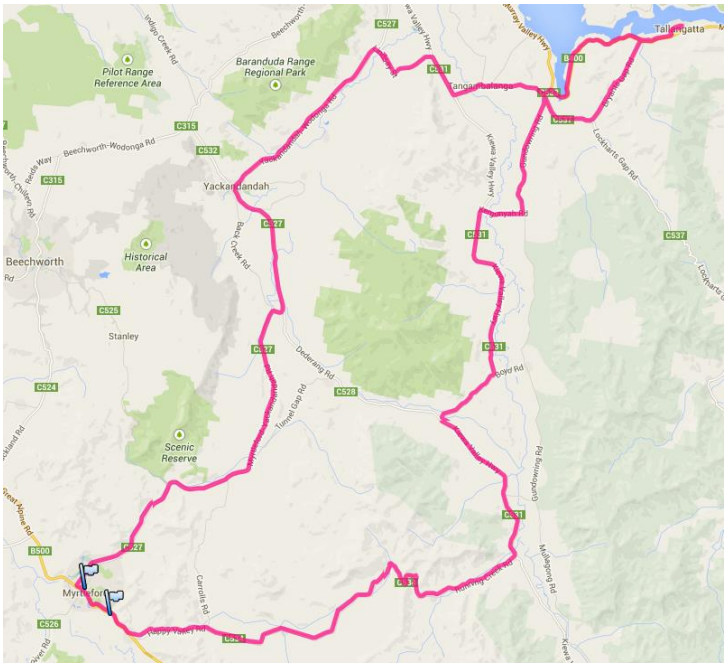
I rose early on Friday June 6 with the plan of taking the easy (read boring) way to Myrtleford. I headed out of Melbourne on the Hume Freeway arriving in Benalla around 11 am for an early lunch at Hyde's Bakery, known for its great coffee and food. Then it was back on the freeway, through Glenrowan and then turning off onto the Snow Road, passing through Oxley, Milawa (known for its superb wines) then the town of Whorouly. Upon reaching the Great Alpine Road it's a right turn and just a few more miles on I arrived in Myrtleford. On arrival I discovered I was sans mobile phone – possible disaster for a number of reasons. So back on the bike and a swift round trip to Wangaratta where I picked up a cheap 'pay as you go' mobile phone. Phew! I eventually got back to Myrtleford around 5 pm where I checked into the accommodation at the Railway Hotel.



The Railway Hotel is 2 blocks away from the main drag so it nice and quiet. While somewhat old is not at all run down and it has clean modern motel style accommodation for up to 25 people plus secure off street parking for bikes and cars. And the tariff of just A$70 per person, twin share, for dinner, bed and breakfast is outstanding – as are the meals themselves.

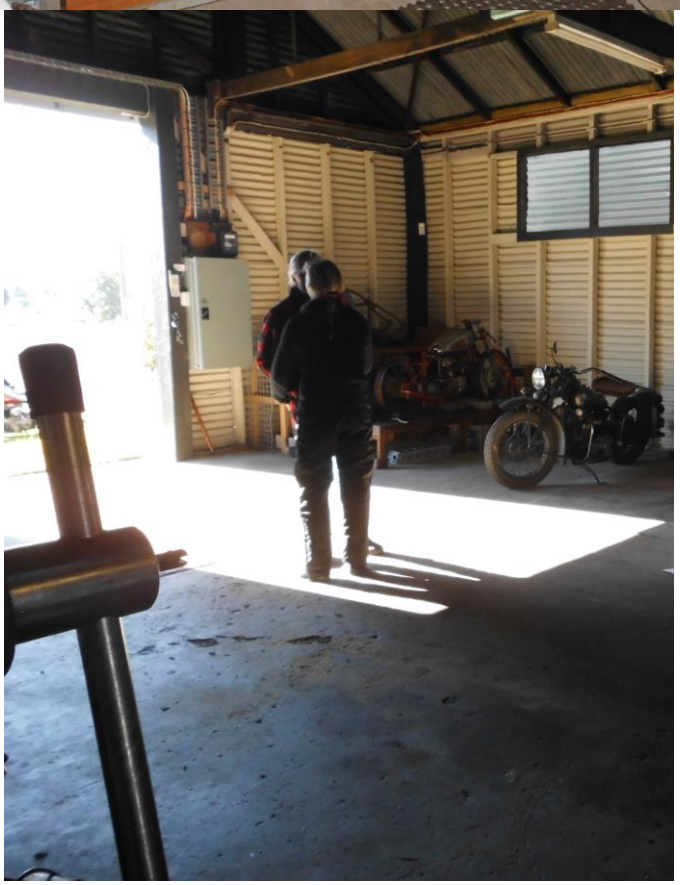
Saturday June 7: 130 miles

On Saturday morning, after a *modest* breakfast at the hotel – fruit juice, cereal then toast, followed by the next course – eggs, baked beans, bacon, and even more toast – then all washed down with bottomless tea and coffee we eventually struggled into our riding gear and headed off passing through Kancoona, Running Creek, and Kergunyah and on into Tallangatta for lunch at the Tallangatta Bakery, some 60 miles away.



After lunch we visited Breed Flathead Motors in Tallangatta – what a setup, a hobby workshop par excellence, where a good hour or so quickly passed. Then it was back to Myrtleford via Tangambalanga, Keiwa and Staghorn Flat and around 6:30 pm a 3 course dinner at the Railway Hotel followed by a good nights sleep.

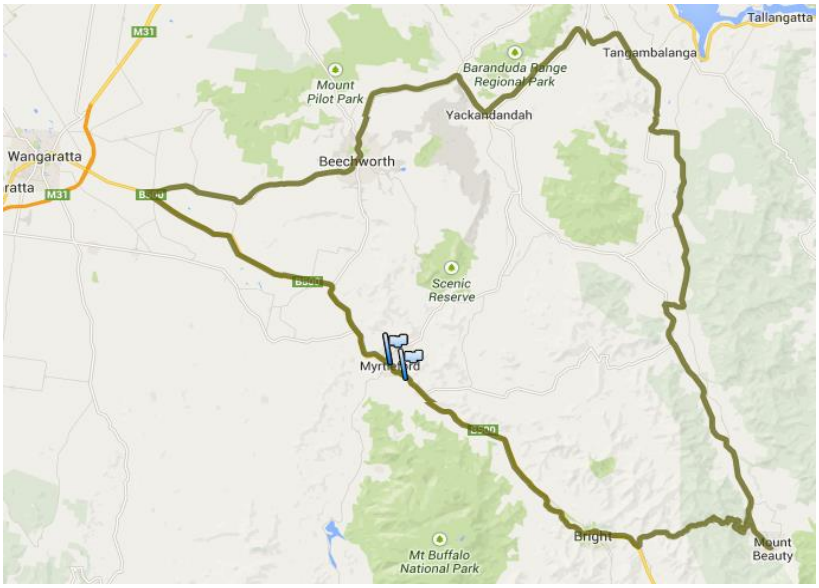
Here are a few photos taken at Breed Flathead Motors:



Sunday June 8: 245 miles
Sunday morning breakfast was more of the same but Hash Browns were added to the main course. After breakfast it was again into the riding gear out through Bright then a run over the spectacular Tawonga Gap road to Mount Beauty township where we paused for morning coffee. Strangely here we found that take away coffee was more expensive than in house consumption.


View from the lookout atop Tawonga Gap

Refreshed we headed off through Running Creek, Gundowing, Kergunyah, Baranduda then into Yackanda for lunch at the Yackanda Hotel who were expecting us. Another smashing feed! After lunch we headed back to Myrtleford via Beechworth, Tarrawingee and Everton arriving around 4 pm in time for a shower and rest before dinner, yet another belt busting 3 course affair, was served in the hotel dinning room at 6:30 pm.

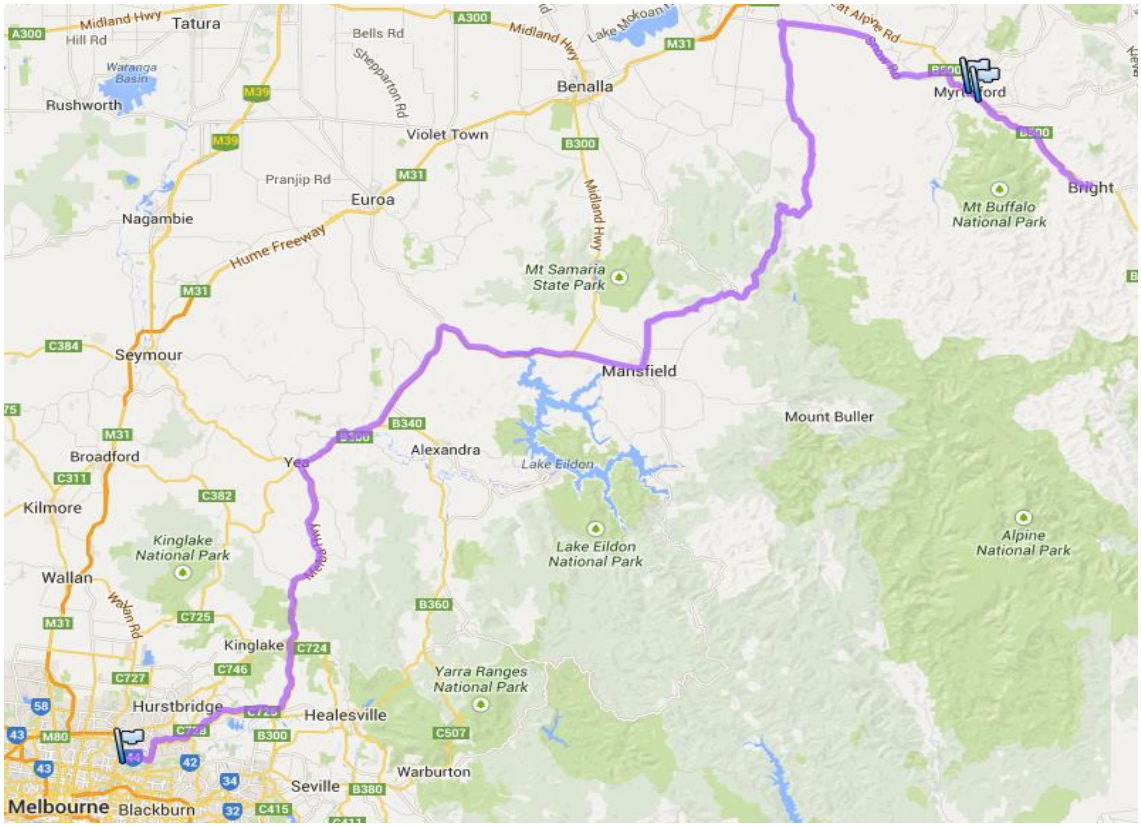


Monday June 9: 240 miles
We woke to be greeted by dense fog but by the time we had been demolished by yet another massive, scale crushing breakfast it had burnt off revealing a wonderful ride ready and bonza day. We settled up our accommodation bills – did I tell you how reasonable it was? It was! Then off to Bright for an early coffee before heading back home to Melbourne.

From Bright it was back through Myrtleford, then Milawa eventually turning right into Whitfield (where there is also great coffee – but this time we did not stop) and on through Tolmie and into Mansfield for lunch at 'The Produce Store' which must be one of the best rural eateries in Victoria. The road from Whitfield to Mansfield is a bike riders heaven, though care needs to be taken not to get over confident as some of the corners have changing radii. Bit over half way between Whitfield and Mansfield is a turn off to Powers Lookout – its only 200 yards of the main road and is worth a look if you have the time.

The view from Powers Lookout

After lunch it was a leasiurly run through Yea, Yarra Glen and Eltham before arriving back home.



Daily Mirror

Sunday, November 16, 1964-2014

SUNDAY NOVEMBER 16th 2014

MODS VS ROCKERS

WILD ONES TO INVADE BRIGHTON

The 59 Club Australia

Melbourne Crusaders Scooter Club

The Fifty Nine Club of Australia along with The Melbourne Crusaders Scooter Club are proud to Present '*The 2014 Mods vs Rockers*' So come along and help us celebrate this years 50th Anniversary.

Meeting at 11am - Middle Brighton Baths - 251 Esplanade Brighton
Ride leaving Brighton at 12:30pm to 24 Fulton St Oakleigh South.
BBQ - Bar - Show'n'Shine - Pin Up Competition.

Performing Live:
the 'Rock'a'dee's'
and 'The Payoff'

$10 ENTRY

50 Years 1964 - 2014
MODS vs ROCKERS

Close Encounters

Contributor, George Watson, reminisces about the good old days

Have you had any humorous encounters with the law?" they asked. " 'Fraid not!" I replied. It seems that whenever our boys in blue stop me for a roadside chat, they have discovered one of three things:

a) The wife was paying the milkman in a manner which didn't show up on the family budget.
b) The senior citizen they arrested for soliciting was the Chief Constable's mother.
c) Next week they start at the mounted division stables and will have to buy their own shovels.

Fortunately there has been the odd incident over the years which, when after the excuses were laughed at and the fine paid, was worth a chuckle. Like the time I was en route to the National Motorcycle Museum on my Vincent B' Rapide.

I was in a hurry and on the M6 near Preston. As a consequence of seeing off an Triumph Trident wannabe, I'd opened the carbs so far that small birds were being sucked in and popping from the exhausts ready roasted. Charging up behind what I took, in the fading afternoon light, to be a breakdown wagon, a glance at the speedo told me it was time to ease up. From the speedo my eyes flicked to the driver's window of the breakdown wagon as I passed. I saw a familiar uniform and the word "Police" written on the door. The driver's face was a picture — he looked like he'd just swallowed his whistle. On came the disco lights and we stopped for a fag on the hard shoulder. The first thing he did as he got out was to lick his pencil — always a bad sign. The rest is history and points to show off. Honest, I was getting tired of having a clean licence.

Here and now I must confess that a friend of mine is a policeman and all- round good guy. Returning home one evening out of uniform he spotted a young lad bent over his motorbike. "Having problems?" he enquired. "Yes, it won't start." Whereupon our man out of the blue produced the keys. Dangling them in front of the would-be thief, he said, "Perhaps these might help." The thief got such a shock he promptly fell down some nearby stairs (twice).

On another occasion he popped into the workshop I worked in for a cuppa. Normally, he was on his own, but this one day he turned up with a fellow officer. This one was squeaky clean. The sort who could cut sheet metal with the creases in his trousers. All eyes, however, fixed on the strip of medal ribbon on his uniform. Speculation was rife as to what he'd done to earn them. Tea was duly served and the boss asked the question on everybody's lips. "What are they for?" "I was posted to the Falklands," he replied, chest swelling with pride.

The seconds of silence that followed were rudely broken by a voice from the back. "Yeah, he did nine Argy tanks for no tax and illegal parking!" With scarcely a pause, Sergeant X erupted into laughter with the rest of us.

Out for a thrash one fine spring evening, with lighting-up time well past, I discovered that my headlamp was out. A quick inspection revealed the culprit to be a blown bulb. With no spare, a quick dash for home seemed to be in order. Just then a mate, Eddie, turned up on his Black Shadow. It was decided that he would lead the way while I tailed him. As an afterthought I told him to take it easy. For all the difference it made I should have said "ride as fast as you can." Which is exactly what he did. Touching 90 mph as we came on to the straight that passed the local racecourse and amateur football ground, Eddie wound it to the stop. Following, I had no option but to do the same. A bobby at the match must have heard us coming and decided to round off his day by nailing us. I didn't see him but he must have walked out into the road. Suddenly Eddie broke left leaving me to break right. We thundered past the bobby mere feet away. He was left in the middle of the road, completely paralysed by the shock. I still remember his outstretched arm. He'd have been as well trying to stop a runaway steam roller with his truncheon.

When I got home I buried the bike, burned my logbook and helmet and promised to be good if I got away with it. Ten minutes later Sergeant Buchanan knocked on the door. Under his

discomforting stare I confessed to the incident along with WWII, the Fire of London and several armed robberies. A firm believer that the punishment should fit the crime, Sergeant Buchanan later presented Eddie and me with the laundry bill.

It is said that you can tell you're getting on when the policemen start to look younger. Well, as a motorcyclist I must be blessed with eternal good looks. Why is this? Do I have a wrinkled Polaroid in the attic or do I buy moisturiser in bulk? 'Fraid not. So why is it that every time I get pulled, the first words uttered are, "Is this your bike, sonny?" Fair comment sometimes. But when the bobby in question has yet to buy his first packet of, er, razors, and has a complexion that looks like the new Pizza Hut topping it makes me wonder.

In closing I'm reminded of the joke about this mother and father watching TV news.

One of the stories is the shock revelation that a vicar has been exposed as a fraud. Mother grabs Father and exclaims "That's the vicar who married us. We've been living in sin all these years."
The big and not too bright son asks, "What about me?"
"Oh, don't worry, son," says Father. "You're joining the police anyway."

Thanks, George!

Service Providers

The Service Providers listed have been used with a degree of satisfaction by OVR readers in the past. Just because they are listed does not imply an endorsment of them by OVR. Service providers are not charged a fee for this service nor can service providers themselves request that their information be included, though they may request that an entry refering to them be removed.

Spares:

V3 Products, Australia: (aka Neal Videan) has an extensive range of top quality Vincent Spares including multiplate clutches, oil leak eliminator kits, socket head tappet adjusters, paper element oil filters and lots lots more. Ships worldwide. Email for a price list to nvidean@optusnet.com.au

Vin-Parts International, UK: (aka Russel & Debbie Kemp) has an extensive range of excelent Vincent Spares. Ships Worldwide. Email for a price list to russell.kemp@btconnect.com and see their web site for additional information: www.vinpartsinternational.co.uk

Coventry Spares Ltd, USA: Fantastic service and deep product knowledge plus extensive range of excelent Vincent Spares and tools. Ships Worldwide. See website for more information http://www.thevincentparts.com

Conway Motors Ltd, UK: Anti-Sumping Valves, Comet Multi-Plate clutch conversions plus an extensive range of excelent Vincent Spares. Ships Worldwide. Email for more information steve@conway-motors.co.uk

VOC Spares Company Ltd, UK: Full range of Vincent Spares. Ships Worldwide. Visit their web site for more information http://www.vincentspares.co.uk.

Union Jack Motorcycles, Australia: Full range of Triumph, Amal and control cable parts, plus an extensive range of Vincent parts. Ships worldwide. More info at the website www.unionjack.com.au

Paul Goff, UK: A massive range of electrical spares and replacements including 6 and 12V quartz Halogen bulbs, LED lamps, solid state voltage regulators and lots lots more. Ships Worldwide. PayPal accepted. See Paul's website for more information www.norbsa02.freeuk.com

Pablo's Motorcycle Tyres, Australia: Road, Classic, Road Racing, Classic Racing, Enduro, Motocross, Speedway, Trials and Slicks....and if they haven't got it - they'll get it! For more info see their web site www.pablos.com.au

Nuts n Bolts:

Acme Stainless Steel, UK: All stainless steel fasteners are machined to original samples supplied by customers and clubs over the years to enable us to keep your machine looking authentic and rust free! Ships Worldwide. More info at their web site www.acmestainless.co.uk

Peter Barker, UK: Extensive range of nuts, bolts and fittings in Stainless Steel for Vincents and other classic bikes; all sourced in the UK by this enthuasist. Email for a catalogue hrd998@hotmail.com

Classic Fastners, Australia: Classic Fasteners is a family owned business, established in 1988. Their aim is to supply obsolete and hard to obtain fasteners for your restoration project be it a professional or private venture. The print catalogue, available for download, lists the current complete range. Ships Worldwide. http://www.classicfasteners.com.au/

Services :

Woody's Hydroblast, Australia**:** Woodys Engine Services / Hydroblast is a small Melbourne, Australia based business dedicated to helping car and bike restorers repair and detail their componentry to the highest standards. The wet abrasive blasting used to finish jet turbines now provided by him is able to clean the most intricate components without degradation to the original surface. For more information visit their web site www.woodyshydroblast.com

Outer Cycles, Australia: Jim Browhly is a master craftsman who manufactures bespoke motorcycle exhaust systems for classic bikes, no job is beyond his capability, so if you do need a new system that will be made to your precise requirements, give Jim a call, telephone 03 9761 9217.

Cylinder Heads, Australia: Cylinder Heads are highly skilled engine experts with 30 years of experience operating from their Box Hill North workshop. Alex has extensive experience in complete reconditioning of motorcycle heads, including Vincents plus installation of hardened valve seats, valve guides and valve stem seals. For more information see http://www.cylinderheadsvictoria.com.au

Peter Scott Motorcycles, Australia: Top quality magneto and dynamo services, from simple repairs to complete restorations plus a comphrensive range of associated spares. Provides hi-output coil rewinds with a 5 year warranty. For more info contact Peter on (02) 9624 1262 or email qualmag@optusnet.com.au

Ray Dean, Australia: Precision engineering services including but not restricted to Cylinder honeing, crankshaft rebuilds, aluminium welding and more. Located at 28 Albemarle Street Williamstown, Victoria. Phone 0400 803 226

Ringwood Speedometer Service, Australia: Experts in the repair and restoration of all motorcycle, automotive and marine instruments. Smiths cronometric speedo specialists. Telephone (03) 9874 2260

Perfect Seal Piston Rings, Australia: piston rings made to order – for more information contact Trevor McGregor, Phone 0412 506 398

NORTON NATIONAL RALLY 2014
HAMILTON

November 1st –8th

Presented by the Victorian Branch of the Norton Owners Club.
www.victoria.nortonownersclub.org

Registration of an Expression Of Interest

We are inviting all riders interested in attending a Norton Rally based at Hamilton in Victoria's Western District to submit and Expression Of Interest (EOI).
The rally is to be held over a week and will consist of daily rides to many attractions in the surrounding area. Including the Grampians, Port Fairy, Waterfalls and the Ansett transport museum. See over the page for suggested rides and attractions.
The fee for the expression of interest is $50; this will be refunded in full at the rally.
A receipt will be forwarded to those who pay the EOI and this receipt number will need to be quoted on the official entry form. Failure to quote the receipt number will incur the rally fee.
The entry fee for those who don't lodge an EOI by the due date will be $30.
Only under exceptional circumstances will the EOI be refunded should the entrant not attend the rally.

Closing date for the EOI is April 30th 2014

EOI is only applicable to riders.
No EOI or entry fee is applicable for pillions or family members.

Payment by:

Electronic banking: BSB: 033-057. Account Number: 292113
Account Name: Norton Owners Club (Victoria) Inc Rally Account
Bank's Details: Westpac Banking Corporation, Ivanhoe Branch
Then either Email the form below to: **nocsecretary8@tpg.com.au With the Bank reference number or a copy of the transaction form or post it.**

Cheque or Money order: Post the form and payment to the address on the form.

NORTON NATIONAL RALLY 2014
Expression of interest $50 per rider.

Name: _____

Address: _____

_____ Postcode:_____

Contact: Phone: _____

Email: _____

Send Cheque/Money order to:
Norton Owners Rally
PO Box 27
East Bentleigh
Victoria 3165

Signature ..... Date …/…/…..

Electronic banking reference: _____

CLASSIC AND ENTHUSIASTS
MOTOR CYCLE CLUB OF NEW SOUTH WALES INC

30th ANNUAL ILLAWARRA BRANCH TOUR
16th – 17th AUGUST 2014
WARILLA BOWLS & RECREATION CLUB

The members of the Classic and Enthusiasts Motor Cycle Club of New South Wales Inc. invite all Vintage, Veteran, Classic, and enthusiast motorcyclists to join our annual Illawarra Tour.

If country lanes are in your veins and hills are where you find your thrills, then come and join us by the sea and we will show you around with glee!

Open to all motorcycles. The tour format is based around historic registered machines and we encourage their participation. On the Saturday ride there will be both long and shorter alternative routes available.

Our Tour will again start and finish at Warilla Bowls & Recreation Club, Jason Ave., Barrack Heights, NSW, 2528, Accommodation may available at the site; TEL (02) 4295 1811. Other options are; Shellharbour Village Motel 02 4296 9235, Shellharbour Beachside 02 4295 1123, Windang Beach 02 4297 8166.
The club's courtesy bus runs to these places.

Saturday: Check-in from 8.30 am, have a coffee & snack, vote for your favorite bike, & leave at 10.30 am. Lunch, presentation and raffle draw at the picturesque Don's Farm. You are all invited to join us at the Warilla club for an evening meal on Saturday at your own cost.

Sunday: 10.00am start. South through Kiama and back to the Warilla Bowls & Recreation Club for lunch which is "pay as you go" .

Riders Name		Partner			
Address					
Email		Phone No.			
Machine		Year		Capacity	
Solo		Outfit		Club	

	Cost $	No. Required	Total Payable
Saturday Lunch - Children U10 free	15.00		
Raffle tickets – 6/$5 or $1 ea.			
Extra Badge	5.00		
Entry Fee (includes badge and two day's entry)	20.00		
Cheques to be payable to CEMCC of NSW (Illawarra Branch)			

Entries close 8th August, 2014.

Return your completed entry and total payable (CEMCC of NSW Inc- Illawarra Branch) to:
CEMCC Illawarra
PO Box 92
Douglas Park NSW 2569
TEL: (02) 4632 7202
mjgraham@aapt.net.au

INDEMNITY STATEMENT: In consideration of acceptance of my entry and participation, I agree (1) To be bound by all rules, regulations and directions of the Classic and Enthusiasts Motor Cycle Club of NSW Inc("the Club");(2) That I enter and participate at my own risk;(3) That my machine/s carry full or conditional registration; 4) To indemnify and keep indemnified jointly and severally "the Club" its members, organising committee and its sponsors from and against any and all liability, for personal injury and or damage to property whether out of or in connection with my entering and participating in the tour.

Entrant's Signature: ……Date: ……