



The Oz Vincent Review

Edition #7, August 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



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What's It All About?

Welcome to the seventh 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 look at the state of the Japanese motor cycle manufacturing in the early 1960,s as seen through the eyes of Edward Turner of Triumph and BSA fame – he identifies the risks to the British bike industry but comes to a very wrong conclusion. We also look at the development of the “D” series. For the nostalgia buffs we also have in workshop wisdom a guide to servicing an “A” single; Stephen Carson shares the intriguing story of his Vietnam Vincent plus you will find a short ride report that I have prepared – and if you are getting sick of reading about my rides – what about sending me information on one of yours for inclusion in a future edition?

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.

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Front Cover

This edition our Front Cover features reader and contributor, Stephen Carson and his wife, Violy who are based in South Korea, photographed along with his Ex Jack Capes 1950 Black Shadow while on home leave in Australia; at Rex Lookout on way up to Port Douglas from Cairns, Queensland. Stephen's fabulous contribution appears later in this edition – Thanks Stephen!

Report on Japan

By

Edward Turner, MD B.S.A Motorcycles, September 1960

As a result of the tremendous growth of the Japanese motor cycle Industry and the world-wide repercussions on our industry it was decided that I should pay a visit to Japan to see first-hand what is going on, to examine if possible their organisations, to visit the principal factories, to observe manufacturing methods, to discuss with Japanese Managements their plans, particularly as regards export and to obtain as much information as possible on the Japanese motor cycle Industry in order that we should be fully informed of the situation and be in a position to plan counter measures to try and preserve our own share in the motorcycle world markets.

I had previously examined one or two of the better Japanese products such as the Yamaha Honda and Suzuki, and formed a very high opinion of their design, finish and manufacturing accuracy, but no impression I had gained of the obvious upsurge of this important industry in Japan bore any relation to the shocks I received on closer examination of this situation on their home ground. The revelations of Japan as a whole are truly shocking and I am amazed that more has not been published in those British national newspapers purporting to keep the public of this country informed of world developments.

Japan has 90 million highly intelligent very energetic, purposeful people, all geared to an economic machine with an avowed object of becoming great again, this time in the world of business and industry, and nothing apparently is going to stop them. Tokyo with its population of 11 millions, the largest city in the world is entirely Western and the streets are crammed with well-dressed, well-behaved busy people. Its traffic congestion composed almost entirely of Japanese cars and motorcycles is as bad as in any other city of the world but over a much greater area, and the shops and great stores are filled with an infinite variety of goods, all of the highest quality.



At the outset one must discard the old concept of Japanese manufacture being a cheap imitation of that of the West. To-day with Japanese manufactured goods of all types the accent is on qualities. They are fully aware of the reputation they have to live down and for many years now the finest machine tool equipment, techniques and scientific ability and keen commercial enterprise have been applied to this end.

Japan to-day is the largest manufacturer in the world of motorcycles, all of excellent quality. One company of this largest national producer of motorcycles produces more motorcycles than the whole of the British Industry put together and this is only one of the 20 or more motorcycle companies in full operation. They are producing well over half a million motorcycles a year (against 140,000 British), of which Honda produces approaching a quarter of a million, with 5 other companies each producing more than 25,000 units a year.

The production of motorcycles has been accelerating so fast that it is very difficult to obtain up-to-date figures of the current output.

The reason for this tremendous upsurge in motorcycle manufacture (which, incidentally, has been occurring in the camera, radio and domestic appliance industries with equal intensity and similar rates of acceleration) is the very high standard of living enjoyed by the Japanese population to-day, brought about by the peculiar living conditions in Japan, where personal overheads are low, and although wages are also low by our standards the margin for spending is probably greater than in our own country. The motorcycle business is exactly suited to the improved conditions of young Japan and young Japan regards a motorcycle, purchased mostly on instalments, as being a desirable acquisition from a transportation point of view and gaining "face". Also Japan has become since the war very much a mechanical and technical nation. The great wealth that poured into Japan as a result of Occupation and the relatively small proportion of the Budget being devoted to Defence until recent times, together with the very liberal approach to industry of Japanese financiers, have been of course major causes for what can only be described as a phenomenon.

I see the Japanese to-day combining the intense conscientious thoroughness and meticulous attention to detail of the German, with a very open-handed uninhibited approach to sales of the most blatant American sales corporation. This combination, together with a restless energy and a national sense of purpose, has had spectacular results in the nation's economy. Of course there have been casualties and in the motorcycle business many firms have gone under and many more are likely to follow. I see clearly the bigger fish swallowing the smaller ones and although I would not be surprised to see less than 10 motorcycle companies in existence in three years' time, 4 or 5 of these 10 will be immensely powerful.

The speed with which the Japanese motorcycle companies can produce new designs and properly tested and developed models is startling and the very large scientific and technical staff maintained at the principal factories is of course out of all proportion to anything ever visualised in this country or for that matter in the United States. Honda alone, the largest company, has an establishment of 400 technicians engaged in studying new manufacturing techniques, new designs, new developments and new approaches. The whole of the technical and scientific force of Japan which enabled them, without help, to put up such a considerable show in the last war and a whole new generation of young scientists seem to have flocked to the motorcycle, motor car and electronic industries, and unlike our own country there is an enormous pool of well-trained brains to be had at nominal cost.

Wages of course are, by our standards, very low. The Yamaha Company for instance, which is an old-established musical instrument firm making pianos, harmonicas, etc., were not in the motorcycle business five years ago and their progress is dramatic in that they have a well-equipped factory twice the size of Triumph with a first-class product and are currently making over 80,000 units a year. They pay only £10 per month, reckoning 1000 Yens to the £. Honda pay rather more and would average £15 per

month, but it should be borne in mind that their system is different from ours. The work-people live in company-owned houses and pay less than a dollar a month rent and buy food at cost.

On the other hand there is no question in Japan of laying off workpeople. When an industrial enterprise employs people, it keeps them on the payroll through good times and bad, but the disadvantage of this situation for them will be apparent only in bad times. There are still two to three million unemployed in Japan, notwithstanding its very busy economy. The newspapers claim this figure but the Government only admits to 300,000, but all appear to be prosperous in the outlying cities through which I passed on the way to Hamamatsu, which is one of the big motorcycle centres some 250 miles from Tokyo. I noticed particularly people waiting on the railway stations as I passed through; they were well dressed in Western style and seemed to be more prosperous than the people of many provincial towns in this country to-day.

I visited the Yamaha, Suzuki and Honda factories, was well received and shown anything I cared to see. My sponsors, the Triumph distributors Messrs. Mikuni Shoko are a Japanese company with a hook-up with Amal in this country, and apart from the relatively unimportant side of their business of handling imported motorcycles, they are large carburettor manufacturers supplying carburettors to the motorcycle and motor car industry in quite a big way.

They assigned their Import Manager to look after me during my journey but unfortunately he spoke only limited English and therefore, I was at some disadvantage in going into real technicalities or any subtleties of polite conversation. On the other hand, I felt I had the advantage of a better reception by being in the company of a Japanese. During the time I was away from Tokyo on these visits, I stayed in Japanese style hotels which though elegant and interesting, are by Western standards not the most comfortable in the world.

YAMAHA: At their factory I saw a shop floor scene not very dissimilar from Triumph but with far more movement, particularly of components, a certain amount of mechanisation and a high tempo of good quality and apparent enthusiastic effort. Machine tool equipment was first-class and new.

In common with the other two factories I visited 85% of the machine tools were Japanese made and the odd 15% were split up between German, Swiss and American. The only piece of British equipment I saw used was Sykes gear cutters, of which they spoke highly.

Suzuki: The Suzuki factory, reputed to be the second largest to Honda, was previously engaged entirely in the manufacture of weaving machines looms, etc. and went into the motorcycle business after the war with great profit. The principals had visited Triumph in this country which put me on rather a better basis for discussion. They were courteous and willing to discuss any aspect of their business with me. Their factory was even more mechanised than that of Yamaha and very self-contained, making its own castings, forgings, presswork, etc.

HONDA: The last factory I visited was Honda. This particular factory was only three years old, up to the minute, being windowless, air-conditioned and designed specifically for the purpose of efficient motorcycle production. The Hamamatsu factory is one of two, the other being outside Tokyo with a third in process of being built and equipped at the cost of over £6,000,000. The chief of operations at Honda was Mr. Honda the younger brother of the President, who was very pleasant, frank and courteous. Mr. Honda expressed great respect and admiration for the British Motor Cycle industry and felt that though some of our products were old fashioned, he was not deceived by this as he thought the "C" Range of Triumph (350c.c./500 c.c.) were equally up-to-date in comparison with anything being made in Japan. This is our latest range introduced three years ago.

The Honda factory was everything that one could desire as an up-to-date manufacturing conception for motorcycles, and although nothing I saw was beyond our conception or ability to bring about in our own factories, it should be borne in mind that we have not now nor ever had, the quantities of any one product which would justify these highly desirable methods being used. They had a large number of single-purpose, specially designed machine tools which reduce labour for any large component, such as the crankcase, to an absolute minimum. All components except very small ones such as gear shafts and gears more conveniently transported in trays, were moving on conveyors throughout the factory. Every section for the small, medium and larger motorcycles being made was geared to a time cycle, all assembly was on moving bands. Paint and chrome was of high quality from automatic plants. The chrome, though not as good as we produce in our industry, was apparently entirely without polishing, being coppered nickel and bright chrome on all the large components, with quite tolerable finish. The surface finishes of machined parts and standards of accuracy were, I should think, better than our best work and most complex and elaborate equipment was used throughout on gauging, all developed in Japan.

Although their wages are roughly speaking a quarter of ours, they were nevertheless extremely economical in the use of manpower. Apart from assembly I saw very little handwork except for the odd brazing of castings to ensure they fitted spotting fixtures without trouble.

Engine and machine assembly was moving and all the components seem to go together consistently and without difficulty, as indeed they had to in order to maintain the timed stations.

Testing in all factories was done on rollers geared to brakes which gave horsepower readings while the machine was stationary. A final run round the test track within the factory seemed to suffice to ensure the roadworthy standards.

Packing of various kinds was very slick, with numerous tracks coming and going to take away the merchandise.

The whole was a dynamic experience and a somewhat frightening spectacle.

The capital investment in these factories is of course enormous and they are all self-contained making their own iron and aluminium castings forgings and, particularly, pressings. Their toolroom was very large, well manned and extremely busy, with elaborate and brand-new press equipment.

There was no colour variation as far as I could see other than chrome and black but one or two specials were made for racing purposes in batches of 20.

They told me that they could see a reduction in the rate of acceleration of output for the home market and that they were, therefore, concentrating more on world markets.

When I returned to Tokyo finally a meeting was arranged by Messrs. Mikuni Shoko, my hosts as it were, for the Trade, Press and one or two University professors to meet me and I was asked if I would submit myself to questioning after giving them a short address on the purpose of my visit. I naturally agreed to this and a highly placed official of practically every principal company attended, together with the national and technical Press and one or two scientists including the President of the Tokyo University. They paid me, as a representative of the British Motor Cycle Industry, considerable respect and were kind enough to say that they acknowledged the great work that the U.K. had done during the last 50 Years in the Motor Cycle Industry. They felt, however, that Japan afforded a unique opportunity for the Motor Cycle Industry by virtue of the substantial prosperity now being enjoyed and the great interest of young Japan in mechanical transportation.

It should be borne in mind that the Motor Car Industry in Japan also is enjoying a great boom and to give some idea of their approach, an Austin car is being made under licence in one factory (Toyota) and selling only 500 a month but they have duplicated the complete automation of Longbridge even for these quantities, and I am bound to say the product is even better finished than that of this country. It should be clearly remembered that Japan is no longer copying Western products, apart from odd examples such as this. They are designing from first principals on the most scientific, logical and commercial basis and the whole gamut of so called Western manufactured products in the automotive, electronic and domestic appliance fields is being pursued on an entirely original basis with many new techniques and inventive approaches. I understand the optical business, for which Germany has long been famous, is far surpassed both in quality and price by Japan, and in radio it is well known that they lead the world for price and quality in the transistor field, tape recorders, etc.

It may appear by this report that I am inclined to emphasise and exaggerate but I am purposely avoiding any form of exaggeration. It is essential that our industry in general and the B.S.A. Group in particular should know the facts and what we are up against in the retention of our export markets. Even our home market for motorcycles will be assailed and although personally I do not think the Japanese Motor Cycle Industry will eclipse the traditional type of machine that the British motorcyclist wants and buys, they are bound to make some impact on our home market by virtue of the high quality of their product and low prices.

Having familiarised myself with the situation as it exists I have been giving considerable thought to what we might do, and a course to pursue to combat this situation, and I must confess that these answers are going to be hard to find. In the first place it should be borne in mind that the Motor Cycle Industry has never been big business in Britain. Its safety has to some extent been that it has never attracted big capital and big enterprise. We have never made to date, even in these relatively boom times, 1,000 units of any one product in a week consistently, whereas many factories in Japan are currently doing this in a day. It is true that many of the large quantities in Japan are on small motorcycles but even the larger ones (250c.c./300 c.c.) are being turned out in quantities in excess of any equivalent model in this country and,

therefore, it has never been feasible - and certainly not economically sound - to lay down manufacturing lines fully mechanised with complete single-purpose machine tool equipment of special design at every stage of manufacture.

Experience has shown that the British Motor Cycle Industry and our many export markets abroad want a range of motorcycles from each manufacturer. It may well be that we have not had the courage to reduce our variety of manufacture so as to produce larger requirements for any given model but previous attempts in this direction have always led to a reduction in overall turnover. Therefore, with Japan they have the manifold advantages of a large requirement for a single, developed article and they have had the great courage to invest enormous sums of money with full confidence that their products will be purchased in sufficient quantities at home and abroad, and currently they are in full flight and are receiving snowball advantages from their enterprise.

I pointed out to the meeting that Britain having opened up its doors to Japanese motorcycles, it is only fair that Japanese Trade should agree to similar measures for British machines and in any case, as far as I could see, they had nothing to lose. Although this remark registered and there is some talk of liberalising British imports of motorcycles next spring, it is not thought by our importers that this will happen and even if it did, in my judgment it would not result in the British Motor Cycle Industry participating significantly in the large Japanese home market owing to a very large price disparity~ My thoughts are entirely directed towards the preservation of our existing export markets on which our companies depend to the tune of from 30% to 40% of our output (Triumph 49%, B.S.A. 35%, Ariel insignificant abroad as yet).

One of the most practical thoughts in this present situation would be to visualise opening up our own motorcycle operations in Japan, thereby obtaining the full advantages of their plentiful and cheap labour and having available a window for observation on the Japanese Industry. We might even, should we consider this, obtain technical help which is not to be despised, particularly in regard to our future tooling and development.

By and large the menace of Japanese motorcycles to our own export markets is that they are producing extremely refined and well finished motorcycles up to 300 c.c. at prices which reach the public at something like 20% less. The machines themselves are more comprehensive than our own in regard to equipment, such as electrical starting, traffic indicators, etc.. are probably better made but will not appeal to the sporting rider to anything like the same extent as our own. However, they will make very big inroads into the requirement for motorcycles for transportation.

On scooters, due to the poor roads of Japan which follow a pattern of being relatively good surface for reasonable distances terminated by a series of very bad potholes, the smaller wheeled scooter is not gaining favour. There are, however a number of quite good scooters made but I do not regard this aspect as being too serious at this stage.



Italy International

September 6 – 20, 2015

Just a quick tip this month. **BIKE INSURANCE:** If you are taking your bike to Italy/Europe for the rally then you CAN have it insured while it's there. Contact Michael Mandell Inc/ Motorcycle Express in the USA who WILL provide limited insurance cover. More info is available from their web site <http://www.motorcycleexpress.com/> . Best to check their Web site then contact them by email setting out your precise needs.

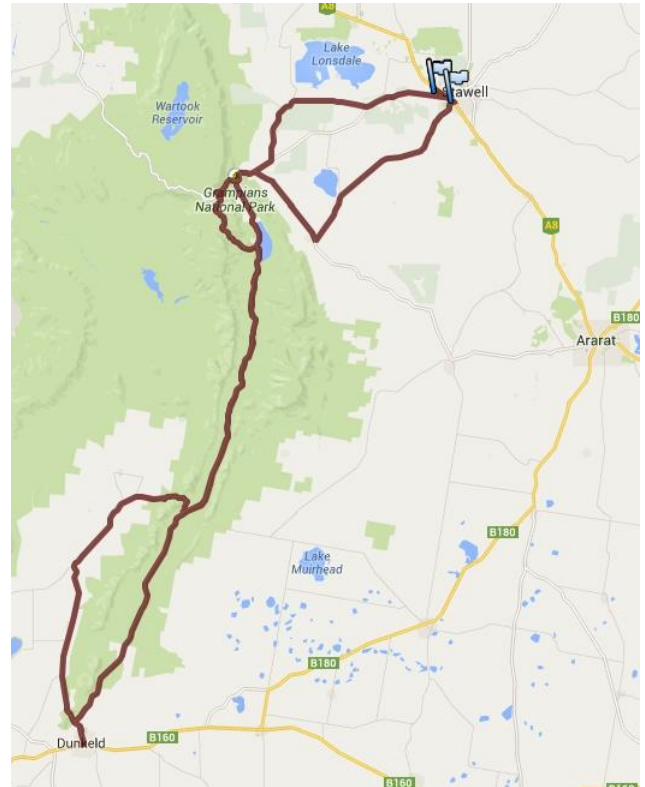
Brass Monkey Grampians Escape

A ride report by the editor

On Friday July 18, in the depths of winter, I headed off to Stawell, in Western Victoria to meet up with a bunch of classic bike enthusiasts from the Classic Motorcycle Club of Victoria for their annual mid-winter (thus Brass Monkey) rally. Due to the not unexpected cold and wet weather I chose to take the direct route to Stawell – from Melbourne along the Western Highway and with its speed limit of 100 kph that was just fine for my trusty Comet.

After bypassing Ballarat and the site of the [Eureka Stockade](#) I pressed on to Beauford where I paused for lunch and a much welcome and warming coffee. The plan was then to proceed directly to Stawell to join the group. When I got to Ararat somehow I missed the Stawell sign and found myself on the road to Halls Gap, enjoying the ride and not wanting to double back I continued on till I reached Moyston where I turned right towards Great Western, on the Western Highway and close to my destination. The Moyston-Great Western road is one I had not travelled before and it was simply wonderful; a sealed surface, free of loose gravel and almost without any long straight sections it is a riders delight – if you are ever in the area it's a road worth travelling.

The 280 Km run on Saturday with Lunch @Dunkeld



After checking in to the accommodation, the Magdala Motor Lodge on the outskirts of Stawell (Adelaide side) where I met up with some of the other rally participants we headed into the town seeking a meal.

We spied the “Stawell Club” in the main street and looking in the window it seemed convivial plus there were tables and chairs seemingly set out as a restaurant. With the sign on the door saying Visitors Welcome – in we went. As we emerged from the entrance hall into venue itself suddenly all conversation stopped, dead quiet, fair dinkum you could have heard a mouse fart! And all the blokes in there at the bar swung around to silently look us up and down. After a pregnant pause that seemed to go on for 10 minutes – but in reality was less than 10 seconds the silence was broken. “G’day fellas, come n have a drink” was the welcoming call. Well it seems that where we were was in fact a drinking club where blokes gather after a tough day at work or on the farm to down a few grogs and tell lies to each other (bit like any bike club really). Over a glass or 2 of local wine we were regaled with their stories and also told the sad news (for us) that despite appearances their club did not do meals, not even snacks.



View into Great Canyon

Eventually we managed to drag ourselves away from the Stawell Club, and on the recommendation of one of the patrons there, we headed to the [Stawell Harness Racing Club](#) where we had a great meal from an extensive (and inexpensive) menu. Highly recommended. After the meal it was back to the accommodation and bed in preparation for a ride the next day.

Saturday: Breakfast at Chris n Di's bakery in Stawell then back to the local park to meet up with the rest of the crew. After a ride briefing we were led off by our leader Ed for what turned out to be a terrific run. We headed West along Grampians Rd till we reached Mount Dryden Rd where we turned off; passing Lake



"Burger" Drake, ready for the Saturday run

Lonsdale on our right we continued into Fyans Creek Road till it re-joined Grampians Rd which was then followed to [Halls Gap](#) whereupon we turned right onto Northern Grampians Rd which was followed to the Wonderland Turn off which was then followed to the Wonderlands look out. Here we paused to stretch legs, empty bladders and admire the views and a quick explore of the Great Canyon. Then back on the bikes, returning to the main drag we headed left till we reached Silverband Rd which was then followed till we rejoin Grampians Rd. Silverband Rd is a delight and for most part one-way – its narrow and twisty – not a quick run but one with delightful views at every turn. Grampians Rd was then followed till arrival at the lunch spot – the historic village of [Dunkeld](#).

After lunch we headed off along Victoria Valley Rd. till it joined Grampians Rd that was then followed till we arrived back in Halls Gap for a quick after lunch "tank" drain. Then out of Halls Gap along the Ararat road till we arrived in Pomona where we turned onto the Pomona Rd which we then stayed on till arriving back in Stawell



Dinner that night was at the Magdala Motor Lodge with a comprehensive menu, though once ordered the meal did take some time to arrive; I expect the numbers overwhelmed the kitchen.

Next morning was overcast, but not wet, though rain was forecast. After breakfast, this time at the local McDonalds a number of us, myself included, decided to call it a day (as it were) and headed off back to Melbourne, where I arrive at home, having spent a fair bit of time riding in constant light rain, early in the afternoon.

Wally Walsh's "D" outfit, not parked – simply waiting!

"NOW IT CAN BE TOLD!"

by R. R. HOLLIDAY

*How the Editor, one of the First
to Ride a Series "D" Vincent,
Tried a Prototype on A1*

IT is doubtful if any motorcycle manufacturer, in recent years, has produced a machine that caused more controversy than the Series "D" Vincent evoked at the 1954 Show. All through the week I was asked, and heard others asked, "What do you think of it?" Then followed points and counterpoints concerning weight, price, appearance, and so forth. Not many, however, had any practical riding experience on which to base their judgments, for the all-enclosed range was a pretty well-kept secret right up until the eve of the Show.

Coming, therefore, into the class of "Now it can be told" is my own short experience of actually handling a "Black Knight." That was six weeks ago, and I had no idea then that the machine would subsequently be so named. All I knew was that it was a prototype, and a not completely finished one at that. It had, for example, metal instead of glass-fibre sideshields—the moulds for the plastic material had not at that time been completed. The handlebar "muffs" had not been fitted and, as the model had just done some sidecar work, a large-size rear sprocket was fitted.

Unexpected Offer

Not expecting that I should be offered a run on a machine, I did not take any riding kit with me when I travelled to Stevenage with one of our artists for the preliminary inspection. "You won't need any," said Philip Vincent. "The shields and screen will give you full protection." And, as an afterthought, made quite seriously, he added, "Pity it isn't raining!"

I am not long in the leg; nevertheless I found I could easily straddle the dualseat, support the big model and, at the same time, swing the kickstarter. Turning around in the factory yard was a rather ungraceful manoeuvre, for there seemed to be a very limited amount of steering lock—this prototype feature has since been altered. Once heading for the factory gates, all was well and I tooted the horn derisively at the little group which had gathered to see me off, for P.C.V. had been joined by Amal's Seymour Toye and A. H. Ward, of *The Trader*.

Silent Speed

On the Great North Road I turned south through the town and was fortunate to find the short straight outside the restriction sign reasonably clear of traffic. A handful of twistgrip swung the speedometer needle up into the "80s" with the same celerity that one has always expected from a "Rapide." But with what a difference! There was no rush and roar of airstream—no feeling of need to get the head down to it—no wind tearing at clothes or pressing in the flesh round cheeks and chin. Behind the screen I sat serenely, thoroughly enjoying the new

The first journalist to try out the enclosed Vincent, R. R. Holliday, Editor of "Motor Cycling," gives here his early impressions of what was to become the 998 c.c. "Black Knight."



kind of motorcycling at speed. I tried experiments—looking over the top edge of the screen and then through, and decided it didn't make much difference either way. I shifted about on the dualseat and found the best position was a fairly upright, slightly forward-leaning one that could, I thought, last for hours without becoming tiring.

It happened to be a very still day, so I could not judge the effects of side winds, but on A1's swerving curves the "Knight" behaved perfectly and I could detect no adverse effect on steering caused by screen or nacelle.

Like Flying!

A somewhat odd characteristic was the fact that nothing of the forward part of the machine could be seen through the screen. The tilted instrument board hid the head lamp and front guard. All that one can see is the road ahead and one gets the impression of being seated in the cockpit of an open aircraft such as a de Havilland "Moth"—an experience that can, in some ways, be likened to that exciting pastime, very low flying. And that impression was heightened, I found, by the smooth passage of the "Knight" over the road. It seemed to float along with the gentle rise-and-fall motion of a yacht meeting a slight swell, bow on.

A1 on A1!

The North Road is no billiard table. There are plenty of depressions, bumps, corrugations, sunken manhole covers and other such "hazards" as normally cause a rider automatically to tighten his grip on the handlebars as he spots them. But with the Series "D" the anticipated sudden shock never came. That big, smooth-acting Armstrong hydraulic spring unit controlling the rear suspension, the "Girdraulic" front

forks and the 4-in. back tyre between them provide a degree of riding comfort few motorcyclists have yet experienced.

On the return run I especially cocked an ear towards the engine. In the comparative stillness behind the screen I could hear it rumbling away and sending a healthy "woffle" through the silencer. But unless you deliberately listened for it you would hardly be aware that the 1,000 c.c. twin was working away as usual behind its panelling.

Philip Vincent was just coming out of the welding shop when I got back to the works. Alongside him I pulled up, found neutral, switched off the ignition, cut off the petrol and, with an easy pull on the propstand lever, yanked the 450 lb. "Black Knight" onto its two feet. Then I stood off and took a second and long look at it. Maybe its appearance takes a bit of getting used to—unorthodoxy usually does—but for those who have yet to make up their minds whether they like it or not I would add this: actual riding experience is the real criterion... and it was an experience which I, personally, thoroughly enjoyed.

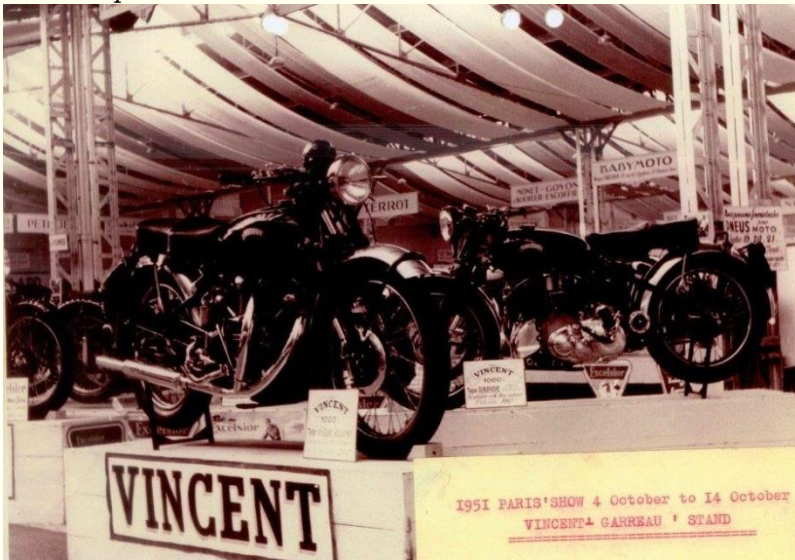
THE TELEVISION SCRAMBLE

AS reported on page 146 in this issue, the A.A.C.U. is staging a scramble for a transmission which the B.B.C. Television Service will be broadcasting between 2.30 and 3.30 p.m. on Saturday, December 4. Responsible for much of the organization is Harold Taylor, the manager of the British Moto-Cross Team and 24 invitations sent out to leading riders had brought acceptances, up to the time of going to press, from 16 including Les Archer, Derek Curtis, Johnny Draper and Phil Nex. In addition, to two heats and a final for the solo event, it is hoped to have a sidecar race with six competitors, among whom will be Jack Stocker

THE STORY of a VIETNAMESE SHADOW with a FRENCH CONNECTION

A reader contribution from Stephen Carson

Works documents show that on 19 September 1951, Garreau's, the Vincent dealers in Paris, placed an order for a Series C Black Shadow. This machine was allocated the Frame Number – RC9710 B/C and Engine Number - F10AB/1B/7810. The machine was assembled by R.J.Hubbert and tested by J.M.Sugg. The completed machine was then crated and sent to Paris on 1 November 1951.

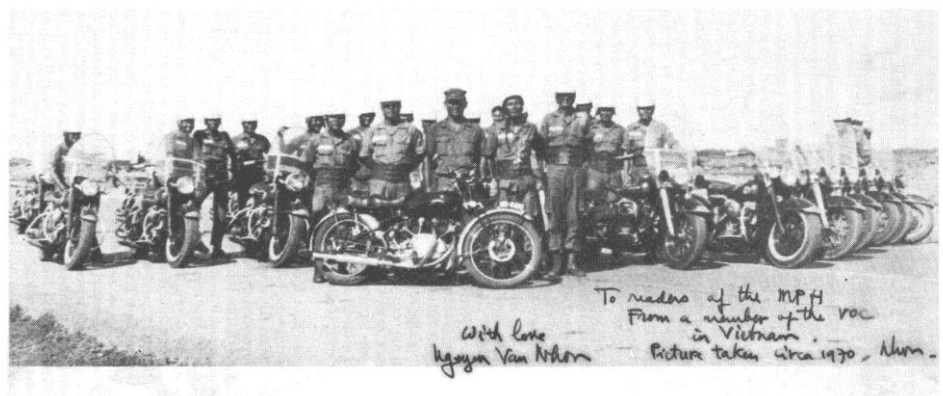


M. Jean LeTourneau,
the French High Commissioner in Indo-China

Garreau's Shadow in this picture at the Paris Motor show October 4-14th October 1951

The owner Jean Letourneau who had now been appointed the High Commissioner of French Indo China from 1st April 1952 to 17th August 1953, had the Shadow (still crated), a Series B Rapide and a Series A Rapide dispatched to Indo China in early 1952. After the battle of Dien Bien Phu the French government resigned and the country in 1955, all three machines remained in the country and eventually came into the possession of Nguyen Van Nhon.

Nguyen was a good little guy who was studying at the Saigon University of Fine Arts when he bought the bikes at a Government Auction, clearly "bounty of the revolution". He was later inducted into the South Vietnamese Army. He was to become Commander of the Presidential Escort Group, as well as a long term member of the Vincent owners club [VOC]. this photo, depicts his military service in 1970 during this time. It shows him standing behind a Rapide while the other members of the Group are riding Harley Davidsons!



Members who have been around since the 60s will no doubt remember the name Nguyen Van Nhon, from Vietnam. Obviously, with the problems in that country, things were very difficult for him to keep in touch. However, one of our new Australian members was working in Vietnam in 1994 and managed to contact him. The result was that he sent the above picture to Rose Phillip just before Christmas 1995. It shows him and his Series 'B' Rapide (F10AB/1B/268) during a training session with the Presidential Escort Group some time around 1970.

He asked for the caption 'A souvenir of a VOC member in Vietnam' to be added.

He was feeling very uncomfortable with the prospect of Ho Chi Min's arrival in town. Didn't know if Ho was a Vincent man, but didn't wish to take the chance of losing it. In 1974 he advertised the Shadow and the Rapide for sale in the Vincent Owner's Magazine MPH No 308, "two Vincent twins in excellent condition, original. One "B" Rapide engine F10/AB/1/238 crankcase N037, Frame R22337. One "C" Shadow engine

F10/AB/IB/7810, crankcase NoV44 frame RC9710 B/C with 5" Speedos. These two Vincent's in perfect mechanical condition, never used since shipment from Stevenage, hard to believe but true.

Murray Raynes a long time bike enthusiast [first bike a BSA Bantam in 1950 when aged 17] and a pilot with Cathy Pacific Airways, based in Hong Kong and flying regularly into Saigon, got the message that the bikes were for sale via the magazine.

TWO VINCENT TWINS, in excellent condition, original. One "B" Rapide, engine F10/AB/1/238, Crankcase No. 37, frame R2237. One "C" Shadow, engine F10/AB/1B/7810, crankcase No. VV44, frame RC9710B/C, with 5in. speedo. These two Vincents are in perfect mechanical condition, never used since shipment from Stevenage, hard to believe but true. Please write with offers, prefer to sell as one lot, will ship as components anywhere. Nguyen-Van-Nhon, 386 Tran-Hung-Dae St., Saigon 5, Republic of Vietnam.

Ideally placed as he was to do something about it, he made contact with Nhon, who fronted up at the airport for Murray's next operating flight and they came to an agreement on the sale of the Shadow.



I couldn't use any of Ed's pictures, but here is one of Vietnamese member, Lt. Nguyen-Van-Nhon. He has completely rebuilt this "B" Rapide, and is now working on a "C" Shadow.

Series C Rapide , July 1973



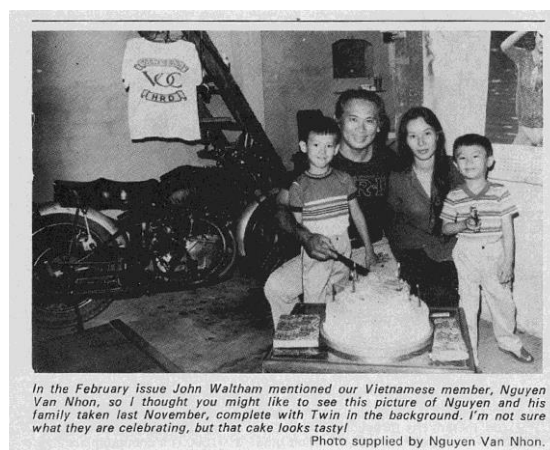
A young man with his toys. In MPH 400 John Waltham wrote about our Vietnamese member, Nguyen Van Nhon. Well, here is his son looking after the Vincent for him. I only hope that one day he will be able to get it on the road again.
Photo by Nguyen Van Nhon.

Nguyen son, August 1982

Ngyn



Nguyen with family, Mar.1986

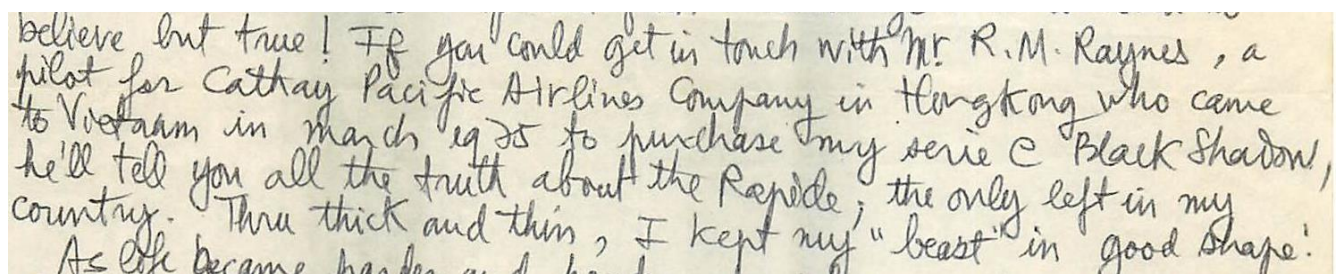


In the February issue John Waltham mentioned our Vietnamese member, Nguyen Van Nhon, so I thought you might like to see this picture of Nguyen and his family taken last November, complete with Twin in the background. I'm not sure what they are celebrating, but that cake looks tasty!
Photo supplied by Nguyen Van Nhon.

Murray Raynes now takes up the story: I passengered in a few days later to spend a couple of getting the bike ready for transport out of the country. The box had been raided over the years and some parts had gone astray. Amongst others the seat and front wheel had gone 'walkies'. There was a degree of urgency to this operation, as while I was engaged in my sneaky bike removal exercise, Ho Chi Min was throwing rockets into the city declaring to all that he was on his way in to take charge of the place. Not a very comfortable situation.

Because of this, there was a total ban on export of manufactured items from the country. As freight has to be registered as such, I had to take the box through as passenger baggage meaning it had to go over the check-in desk. I arrived with these two massive boxes into the most chaotic mess imaginable, as everyone who could was frantically trying to get out before Ho Chi Min arrived. In the middle of this chaos we almost demolished the check in counter to get the boxes across, and I stood there handing out twenty dollar bills to anyone looking vaguely like a customs official. Any major stuff up would have meant I'd have had to leave the bike there on the tarmac. I earned my ownership of the Shadow during those very nervous thirty minutes. When we finally closed the freight doors, I got into relax mode and as I entered the first class cabin with the fuel tank under my arm, the hostie sat me down and placed a very large brandy in my hand. Sheer relief!

Extract of letter by Ngyun to Mr. Aucutt, Famous US Vincent dealer in Jan 83



believe but true! If you could get in touch with Mr. R.M. Raynes, a pilot for Cathay Pacific Airlines Company in Hong Kong who came to Vietnam in March 1955 to purchase my serie C Black Shadow, he'll tell you all the truth about the Rapide, the only left in my country. Thru thick and thin, I kept my "beast" in good shape. As life became harder and...

I then shipped the machine to my property in Harvey, Western Australia. On retirement in 1984 I returned to Perth and gave the bike to Ancient and Modern Bikes, a restoration firm who did a good job of putting it all together. I replaced all the bearings and oil seals and fitted electronic ignition. I joined a motor cycle club in Bunbury and had a lot of fun taking part in rallies and rides

A couple of years later when I started thinking about getting out on the ocean, I realised I could not do justice to ownership of the bike and offered it for sale. After some serious negotiations Manning beat me down to A\$36,000. I was about to jump onto my yacht and had to let it go. It was sold to Greg Manning in May 1993.

I had paid Nhon \$2,500 US and put around A\$4,000 into the restoration. I rode up to Perth once and with a couple of Club events, I guess I put about 300 miles behind the bike.

I then bought a 37 foot yacht and spent the next five years doing a lap of the planet, all documented in my book 'One Easy Lap'.

A couple of years later Nguyen Van Nhon wrote to me. He'd done a year's stint in a re-education camp, which, he said, wasn't too much to his liking; however he still had the Rapide which he was trying to offload. At the time I was about to get out on the ocean and unfortunately was unable to help him. He was also looking to migrate to Australia and may be here. He was a very organized and clever chap and a really nice guy to boot. I was sorry to have lost all contact with him.

When Greg Manning purchased the machine in April 1993, it was unregistered, along with a box of other Vincent Parts, including some Series A parts, which had also come from Vietnam. The series A parts were sold to Vincent enthusiast Ian Boyd also from Western Australia. Greg decided to completely strip down the bike, to ascertain its condition and then to refurbish it back to new original condition.

Greg did try unsuccessfully in 1993 to obtain info from the Paris dealer Garreau's who originally ordered the machine. Apparently they ceased trading years ago and local French members were not aware of any records which may have been preserved concerning the Vincents they sold in the early 50's.

On dismantling the engine, Greg was extremely pleased to find that indeed it was brand new and in the original condition that it had left the factory in 1951. e.g. the hone marks were still visible in the bores, valve rockers fully polished and of equal weight, polished valves and cam followers, original 9:1 compression Specialloid pistons, bearings as new, Mark 1 cams, lightened cam plate and clutch shoe carrier, Lightning pattern one piece Ferrado friction clutch ring, polished 'Vibrac' conrods, heads ported and polished to suit Amal 32mm 10TT9 carburettors, steel idler gear, Lightning 22 tooth final gear sprocket with all components showing no signs of wear. The primary chain tensioner was also in as new condition. As the primary chain actually wears groves in the spring steel tensioner this was also a good



indicator that the bike had travelled very few miles. It is presumed that the modifications were done by the original French owner prior to shipping the bike to Indo China as all the parts were factory components.

Vietnamese Shadow bought by Stephen Carson from Greg Manning in Feb 2011

The engine and gearbox were reassembled by Tony Jarrett, a fastidious rebuilder, who checked all tolerances and only replaced all the seals and

gaskets. The electronic ignition was fitted to the bike when Greg purchased it but the wiring was incorrect. It was decided to stick with the electronic ignition when reassembled the machine for reliability. The 12 volt electrics (which came with the machine), all discreetly concealed in the tool tray and a 6 volt rubber style battery case, while retaining the original Lucas Altette horn and Miller lighting system. The rest of the machine has been refurbished to concourse standard e.g. all 'hardware', such as electrical components (this machine still has the original unique wiring connectors), switches, ammeter, levers, headlight (with correct Miller headlight lens and resilvered reflector), taillight, Dunlop rims, wheel weights, spiral baffle muffler and other parts are all original and correct, all nuts, bolts and screws are correct and Cd plated. When Greg purchased the bike the odometer was not working but confirmed that it had 58 miles recorded. The instrument was subsequently repaired by KTT Spares in Sydney and currently shows 8 miles, which has been covered by Greg in tuning the carbies

Greg Manning did try to contact via mail, Nguyen Van Nhon in approx 1995 after learning that an Australian Member had spoken to him in Vietnam in late 1994, to obtain more info about the machines he had advertised in 1974. Unfortunately Greg never received a reply to his letter and he later learned that he has passed away.

Because the bike has been stored at Greg mothers place in Toowoomba, inland Australia, it has not suffered from a salt air environment as it would if he kept the coast, so consequently it still looks like brand new.....every last nut and bolt.

The bike was again featured in book Vincent's in a Barn "Black shadows of Vietnam" page 75. However the book needs correcting as the Bike was flown out of Vietnam by Australian pilot Murray Raynes who worked for Cathay Pacific not Air America. The bike was never modified or disappeared as previously stated.

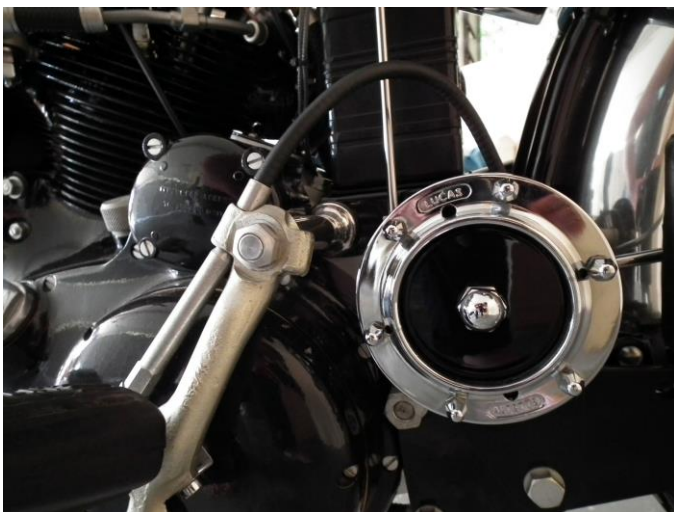
I [Stephen Carson] was informed about out this Bike from Greg Brillus a VOC member and noted Vincent restorer from Labrador Qld. who works at Geezers' Classic Garage as a Mechanic doing the importing of a 1950 Shadow I bought off Jack Cape [Popajack] in the Ohio USA (and pictured on the front cover of this edition of OVR – editor). I got in contact with Greg Manning whilst I was out on sea trails whilst on a drill ships off Geojje Island in Korea in Feb 2011; This is a very unique machine according to Greg is in complete, original pristine condition and as such requires no further expenditure.

This purchase makes a stable mate for my 1950 Shadow orig rego OMU816 bought of long-time Vincent enthusiast Jack Cape from Ohio USA. I bought it of Jack in April 2010. Its first owner was Ken Montgomery who was 73 in 1983. Second owner Robin Kennent, then Jack Cape. The 1950 Shadow in 2012 was fully restored back to original condition by Greg Brillus.

The last Vincent across the block was Lot 661 that 28th day Jan 1978 at the Butterfields auction being a Crazy George Disteel 1952 Vincent Black Shadow had a lot of holes drilled in it and was bought by Arlen Ness of Custom chopper fame for a little under \$2000. Another source states \$1450 tend to believe later source as condition rated at fair. It's featured in the book Vincent's in a Barn and a photo on page 140. It was then restored in early 80's by famous Vincent restorer Dick Busby. It was then sold to long time Vincent enthusiast Mark Allen who kept it in his workshop until sold to Stephen Carson in Dec 2010. Greg Brillus VOC Member & Restorer in Labrador Australia in 2012 on examining the internals-as it was only restored as

a static display as was not run. The bike was after examination and on condition found, it was completely stripped by Greg and is being fully restored.

Some recent photos of Stephen Carson's Vietnam Shadow



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 <i>First chance to clear out the Winter cobwebs</i>	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, Corroyong 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.smokyfallsloodge.com/maggiervalleymotel.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 <i>Ripper weekend</i>	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 <i>Chance to show off your toys</i>	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.
November 29 <i>Too good to miss</i>	Vincent riders are invited to the Vincent Riders Dinner in Robe South Australia. Diners MUST travel to Robe on or in a Vincent powered machine NO EXCEPTIONS. Email brianh1967@yahoo.com to make your reservation.
December 7 <i>Gets better every year</i>	Bendigo Historic Motorcycle Club, Motorcycle specific Swap Meet @ Llanelly. Camp on site O/Nite on Dec 6 th . More info call Elaine 03 5475 1668
September 6 - 20, 2015	VOC International Rally, Italy; <i>for VOC members only.</i>
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 newflashes and/or entry in the "Around The Traps" section of OVR.

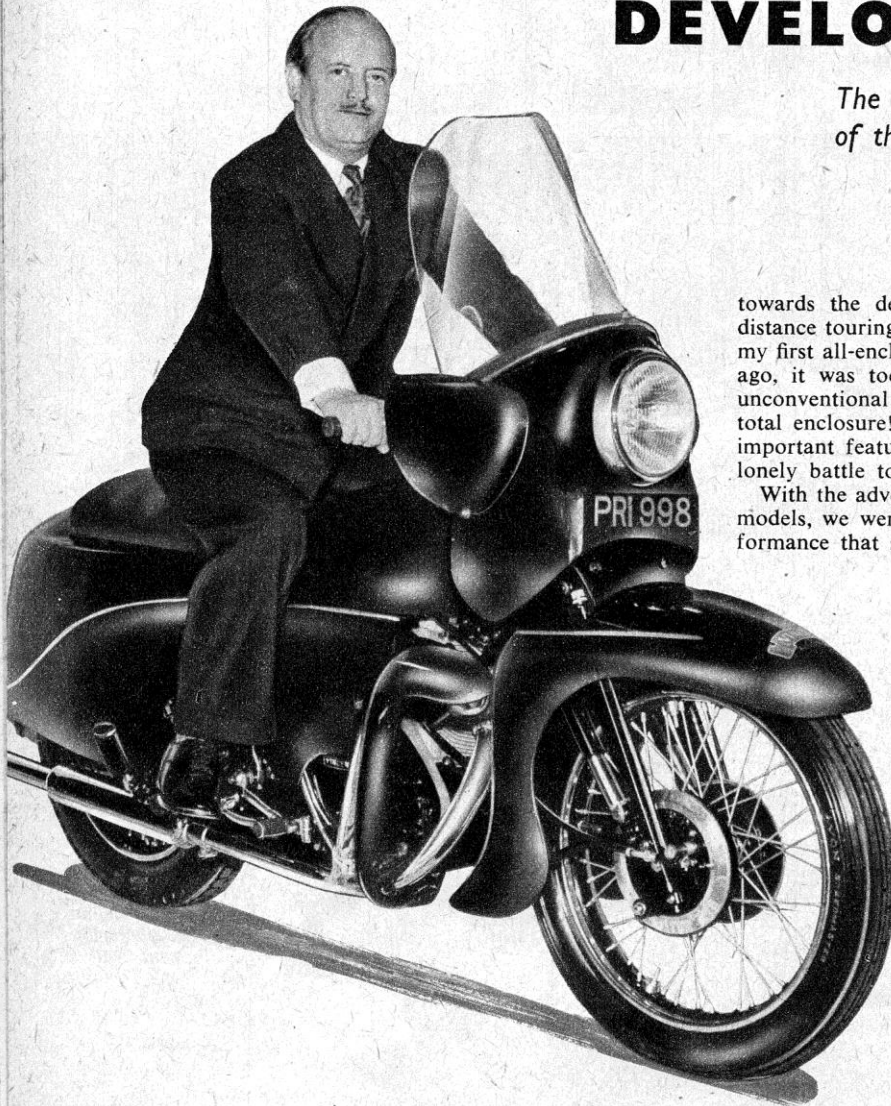
Contact the editor by email OzVinReview@gmail.com.

DEVELOPING THE "D"

The Story Behind the Introduction
of the Latest All-enclosed Vincents

told by

PHILIP C. VINCENT



towards the design of the perfect luxury, high-speed, long-distance touring motorcycle. As long ago as 1933 I introduced my first all-enclosed model, but in those distant times, 21 years ago, it was too much for the public to accept two highly unconventional features in one machine—a spring frame and total enclosure! So, as I felt the spring frame was the more important feature, I dropped the enclosure and continued my lonely battle to popularize rear springing.

With the advent of the post-war Series "B" and Series "C" models, we were getting so close to the maximum usable performance that superior protection for the rider was becoming

Philip Vincent the visionary astride "Black Prince"—a dream which this far-seeing manufacturer has made come true for many motorcyclists and who realizes that the bar to not a few would-be riders is that even up-to-date machines offer but little weather protection and have "the works" exposed.

(Below) Twenty years ago the Vincent concern produced not only the 250 c.c. model depicted in "Everybody's Business" in our November 4 issue, but also this all-enclosed 600 c.c. water-cooled s.v. J.A.P.-powered job. In the 1934 catalogue the makers wrote: "Totally enclosed! For car-like cleanliness. Fully sprung! For car-like comfort. But retaining, indeed adding to, all the essential thrill and fun of the motorcycle..."

EVER since the recent introduction of the Series "D," all enclosed, Vincent range, people have been asking me how I came to carry out such a drastic change from orthodox design.

One of the first to ask me this question was the Editor of *Motor Cycling*, and he offered me the courtesy of his pages for my reply, so that his readers might share the information with him.

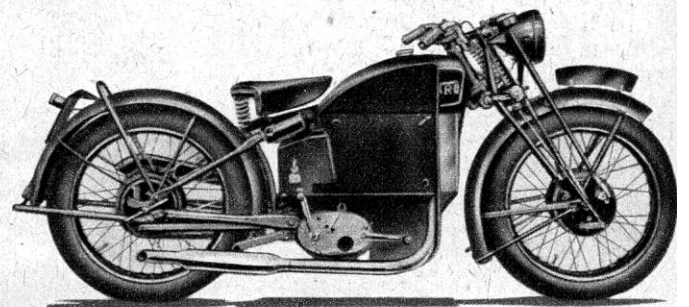
A Considered Objective

Let me at once say that this is no sudden fad that has seized me. I have always felt that the all-exposed motorcycle looked unfinished, as well as being, by its very nature, dirty to ride.

For some reason the motorcyclist (and the manufacturers, for they but obey his dictates) have sought neat and clean design by smoothing off the individual units of the machine and enclosing all possible accessories within them, rather than by adding enclosing coachwork. The motorcyclist has also preferred to wear his weather protection instead of having it built into the machine, and has resigned himself to purchasing machines with no real luggage-carrying accommodation.

In all three respects, in my opinion, motorcycles have lagged far behind car design, due perhaps to too much emphasis on the racing and sporting angle, and insufficient interest in the everyday and touring requirements.

Now, it has always been my desire to evolve my machines



an urgent requirement. The elements become very exhausting at the higher speeds.

Two years ago I reviewed the Series "C" machines closely and decided that future development should embrace even better springing and roadholding and full enclosure, with adequate protection for the rider. I also determined that, however long we took with experimental work, the enclosure must be such as would have no adverse effect on the handling qualities or safety of the machine.

The first nine months were spent in suspension development and preliminary tests with enclosure of the rear half of the

machine. We lengthened and softened the springing action and improved the shock-absorbing characteristics until we felt we could compare favourably with a luxury car for comfort. At the same time we improved the roadholding, cornering and general handling characteristics, and also overcame a certain deterioration of handling qualities that had previously been apparent with larger tyres. The larger tyres which we can now fit as standard give much longer life and better comfort, as well as improving the appearance of the machine.

The enclosed tail worked well and had no bad effects on the handling, so I was now ready for stage two in the redesign programme.

"Genning Up"

One of my next steps was to collate all possible information from owners as to the alterations and improvements they wanted; and also as to those parts of the machine they preferred to be left as they were. I was pleased to see that several owners were asking for enclosure, and even more for some form of weather protection.

Thus encouraged, I pushed ahead with my design and development team on the greater problems of enclosing the front part of the machine and providing really efficient protection for the rider, without losing any lightness or sureness of control, or even any accessibility. This was far from easy and demanded great patience, and frequently, on windy days, great courage from Ted Davis, my development engineer and experimental test rider.

We now know most of the answers. The enclosed Series "D" handles better than its "open" predecessor, the "C," but—well, I admit that we did have to carry out many alterations to the shape of mudguards and windscreens and legshields, and one or two of the test models were rather more than exciting to ride in a gusty wind!

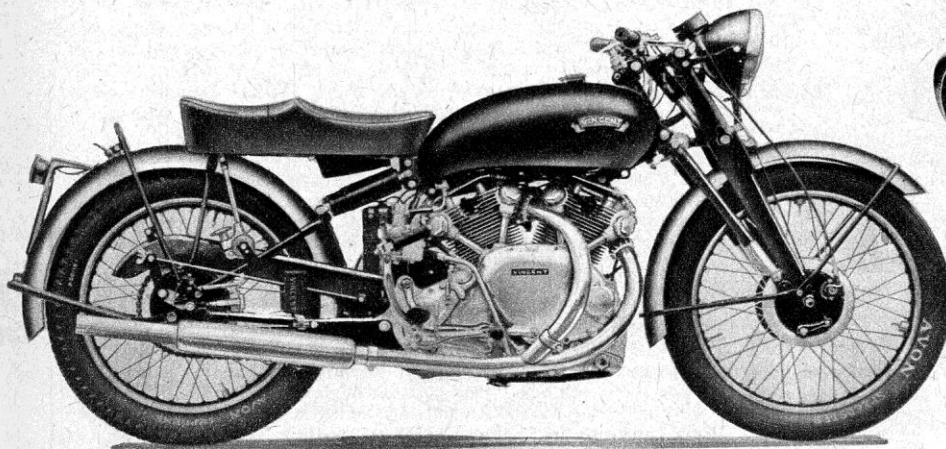
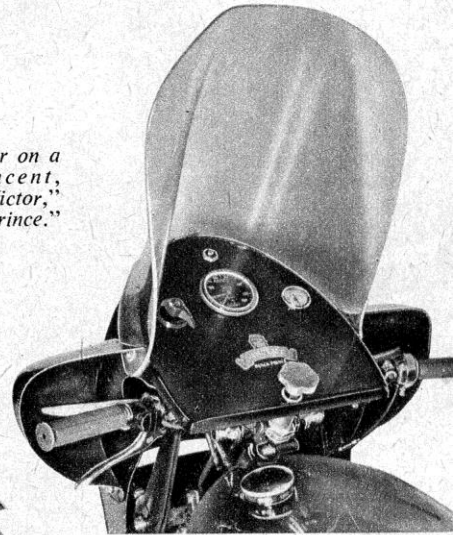
The final supreme test of the handling and weather protection came quite recently when Ted Davis was up in Northum-

berland on a prototype and met the full force of the terrible storm that struck that region at the time of Her Majesty the Queen's visit to Newcastle. The wind was so strong that it blew another rider right off his machine just in front of Davis, yet he was able to control his model without great difficulty. Moreover, he was able to ride at speed through the torrential downpour without goggles, thanks to the efficiency of the screen—and his feet kept quite dry!

I have been greatly helped in the design of this model by the relatively new glass-fibre polyester materials which provide a light, dead hard, yet resilient material that can be moulded so easily into elaborately curved contours. This material also acts as a sound damper which renders the machine very quiet, while the screen keeps the roar of the wind out of the ears of the rider, who finds himself floating along in an aura of silence and comfort that seems to belie completely the evidence of the speedometer!

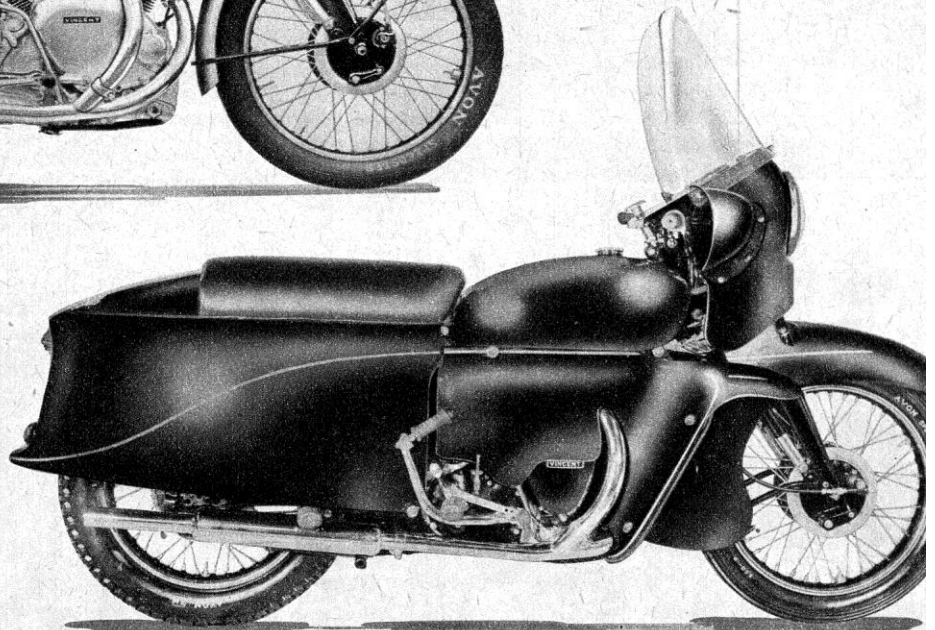
On first introduction you will probably find the appearance of the Series "D" strange, but I think that, like others, you will grow to like its lines. It is very easy to clean and offers the rider comfort and weather protection comparable to an open sports car. It may, perhaps, portend "the Shape of Things to Come."

What faces the rider on a Series "D" Vincent, whether it be a "Victor," a "Knight" or a "Prince."



"Look here, upon this picture, and on this."

Above is a "bare" Vincent twin "Rapide," Series "C." In all its essential details, it is mechanically and constructionally identical to the 1955 "Black Knight" Series "D" Vincent which, shown on the right, is encased in its gleaming, svelte plastic enclosure developed by the manufacturer as described in these pages.



STOP PRESS ! or should that be “pause fingers”?

July 27 I was invited to a track day at the State Motorcycle Sports Complex located at Broadford Victoria. The focus of interest was the initial track testing of the meticulously restored ex Bob Williams Vincent Rapide that is being taken to Goodwood to run in the Goodwood Historic revival later this year. And on the track is sounded simply wonderful!



Photo by OVR reader, Bob Ayton – thanks Bob.

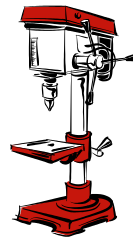
Barry and Ken Horner, the brothers who have created all of the iconic Irving Vincent bikes and also restored this majestic Rapide, pictured with Bob Williams, the bikes former long-time owner who is sitting astride it.

The bike is pure Vincent, with a distinct “Irving-Vincent” flavour. Imagine the Stevenage Rapide with Lightning brakes – though I am told they still have a religious bent at the upper reaches of track speeds, where serious breaking is more an act of faith than the laws of physics. Front end at first glance is standard girduralic. At the rear there are 2 beautiful handmade coil over shockers where the spring boxes once held court.

Over the next few months OVR hopes to be able to bring readers more information about this passionate restoration including its upcoming Goodwood adventures. For now you must be satisfied with the above.

Martyn

Workshop Wisdom



SERVICE SERIES No. 19

Engine Restoration Routine for the Forerunner of a World-famous Range of Big Twins

THE 1935-1939 SERIES "A" 499 C.C. VINCENT-H.R.D. COMET

ANNOUNCED in 1934, the series "A" 499 c.c. single-cylinder high-camshaft Vincent-H.R.D. was the forerunner of current machines from Stevenage. Replacing a range of two-stroke and proprietary-engined models, the "A" models were designated "Meteor," "Comet" and "Comet Special," constituting three variations of the same engine in that carburettors, pistons and camshafts were of different patterns. The last-mentioned was fitted with a bronze head.

To aid simplification this article is written mainly with the "Comet" model in mind for the manufacturers do, in fact, advise owners to rebuild their engines to that specification.

With a bore and stroke of 84 mm. by 90 mm., a capacity of 499 c.c. and a c.r. of 7.3 : 1, the high-camshaft unit was equipped originally with an Amal 289/011 carburettor having a main jet size of 180, and a 29/4 slide. Recommended plugs are the Champion L10, K.L.G. F70 or Lodge C14, all 14 mm. short reach types. Approximately 26 b.h.p. is produced at 5,600 r.p.m. and the machine has a maximum of 90-plus m.p.h. pulling a 4.6 : 1 top gear and using a No. 1 fuel, equal to post-war premium-grade petrols.

General

With the aid of four fairly easily-constructed tools a complete overhaul may be attempted. The factory advises the owner to construct a "button stick" to support the piston, a double-diameter drift for extracting valve guides, a simple screw-pinion remover and a valve-spring compressor.

After removal of the top half of the engine, the oil-bath chaincase, primary drive and clutch assembly, it is possible to split the crankcase. Note that, whilst the engine sprocket is of the self-withdrawing pattern, it may be found necessary to use a blow-lamp to provide heat during the extracting process. The engine sprocket, duplex primary chain and clutch sprocket should be removed in one unit, taking care not to lose the shims behind the clutch rollers; these rollers are uncaged and liable to drop out. Since the engine unit is to be completely stripped, the following will not apply, but it is certainly worth mentioning that for other less extensive work it is possible to split the crankcase without disturbing either the valve or the ignition timing, a unique feature of Vincent design.

After removing the studs which hold the crankcase halves together, the timing-side case can be lifted off—leaving the inner roller-race on the mainshaft—also the distance-piece and shims which lie between the timing-side main bearings, serving to locate correctly the flywheel assembly. The flywheels may now be withdrawn from the drive-side case by using a little pressure with

A Unique Unit of Generous Proportions and Ample Power

two levers, if necessary, but taking extreme care not to damage the faces or spigot of the case. The drive-side main-bearing housing is now easily withdrawn by inserting screws in the blind holes and turning them in a clockwise direction.

Crankcase Assembly

Practical experience has shown that the assembly of the big-end bearing, with the correct clearance is a very tricky job and the wastage of replacement units resulting from incorrect fitting has reached such proportions that big-end components are not now supplied separately.

Crankcase halves and flywheels are no longer available. In cases where these parts are damaged, normal factory practice is to weld broken components or build up worn wheels where necessary. This can be done just as easily by a local repairer. If cam-bolt studs or cylinder bolts have been pulled from the crankcase, double-diameter studs will have to be fitted.

Connecting-rods are interchangeable with the present pattern and may be obtained polished, as on the "Black Shadow," having a minimum tensile strength of 60 tons. New timing- and drive-side mainshafts are available, so are main bearings.

The drive-side roller bearing, type CFM8, is a press fit in the case and a light press fit on the shaft, and the drive-side ball-bearing,

type RMS8, is a push fit in the housing and on the shaft.

The timing-side roller-type CRM8 bearing is a press fit in the case and on the shaft and the timing-side ball-bearing, type RMS6A, is a press fit in the case and push fit on the shaft.

Particular care should be exercised when rebuilding the "basement" of the engine, and the following sequence of operations is advised. Lay the timing-side crankcase-half flat on the bench, having first pressed in the ball-bearing. Fit the distance-piece and the roller-bearing. The inner member of this roller-bearing should stand proud of the outer race by 1/64 in.; if not, the inner member should be shimmed-up as necessary. Then fit the flywheel assembly. As shown by the sectional sketch, the sequence of assembly of the drive-side components is as follows: (1) a 1/16-in. washer goes against the flywheel; (2) the .015-in. chip guard; (3) a 1/32-in. washer; (4) the roller bearing and spring; (5) the ball-bearing; then (6) another .015-in. chip guard; (7) the bearing cap; (8) a 1/32-in. washer; and, finally (9) the engine sprocket. It is important to check that the inner ends of the rollers do not rub against the lip of the outer bearing. If this does occur, slightly thicker washers will be required—unless it is found that some of the shims have been omitted.

The half-time pinion is removed with the special extractor illustrated and, unfortunately, spares are not available. However, limited supplies of idler-gears and cam-pinions are normally obtainable, but cams will have to be built up and reground. It is recommended that all models be fitted with the 5X cam, which offers an excellent all-round performance. Followers are now not stocked and will have to be built up by the Stellite process. Owners tempted to fit the post-war follower are reminded that, whilst it looks similar, the distance between the centres is quite different from the dimensions of the older component.

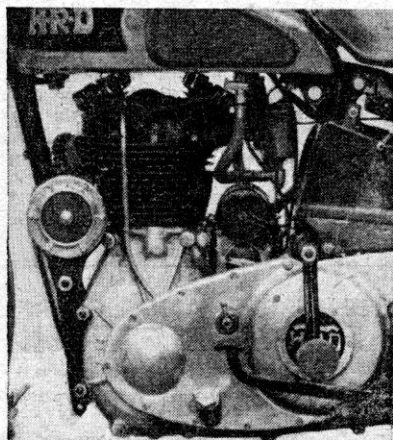
Bushes, pins and distance washers are available; so are inner and outer idler shaft bushes. The factory normally stocks the Tufnol magneto gear, sealing washers, the boss collar nut and four retaining screws and can supply the aluminium timing-hole cover.

Lubrication

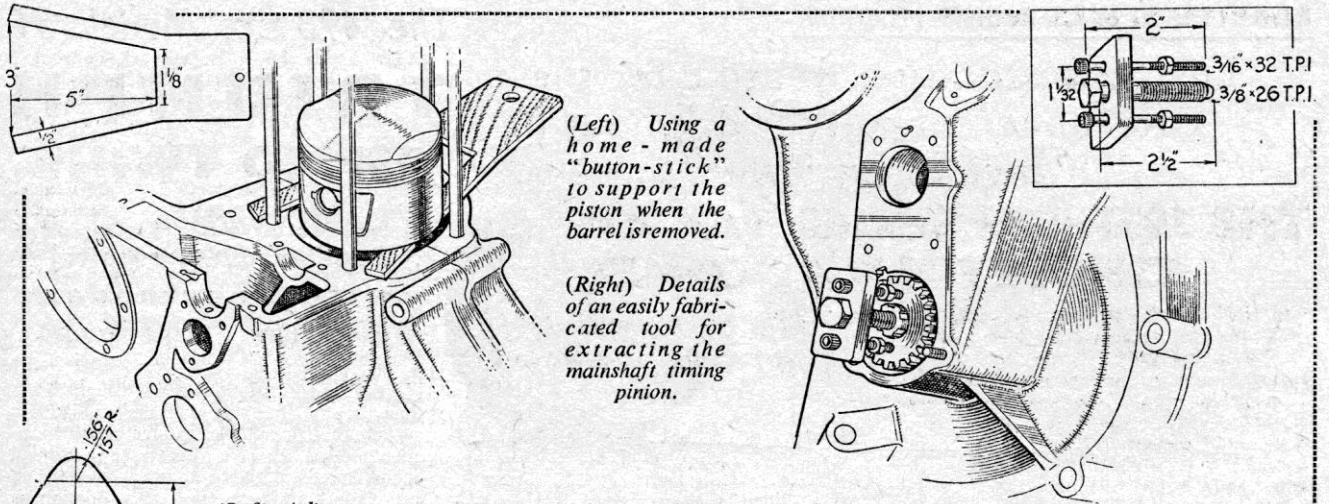
Oil-pump components can be replaced from stock. The exception is the intermediate steel plate between the body and the cover, which will have to be patterned. There is no stock of the early pattern single banjo feed bolt, but the later separate adjustable unions (1937 onwards) can be supplied.

The engine "breathes" via the timing-chest, exhaust push-rod tube, the rocker box and thence through a union and external oil pipe to a point between the crankcase and primary chaincase.

When reassembling the engine and connecting the various oil pipes with the correct unions, remember that the rear pump-body union takes the oil-tank return pipe; the front body union, the sump scavenge pipe; the adjustable union on the rear of the pump cover takes the cylinder feed and the front union on the cover, the oil tank feed pipe. Remember that the ball and long spring live in the oil-tank feed union, whereas the ball and short spring are located in the rear-cylinder feed union.

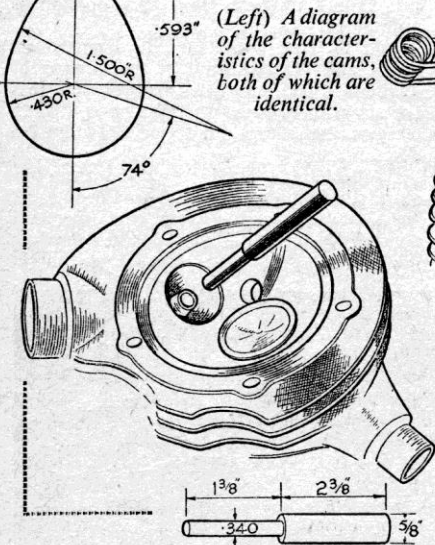


The 1937 490 c.c. Vincent-H.R.D. "Comet" engine which formed the basis of a series of "singles" and "twins" bearing this name, each of which retains many of the features of the original unit.

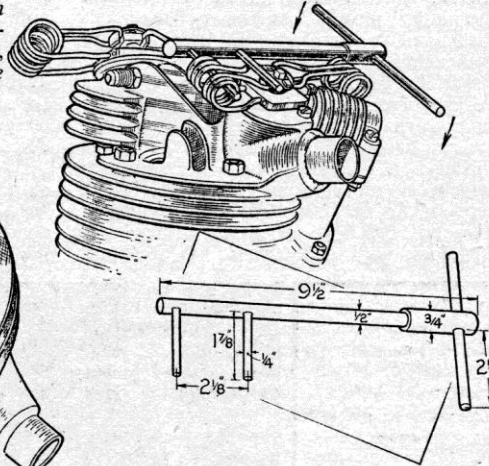


(Left) Using a home-made "button-stick" to support the piston when the barrel is removed.

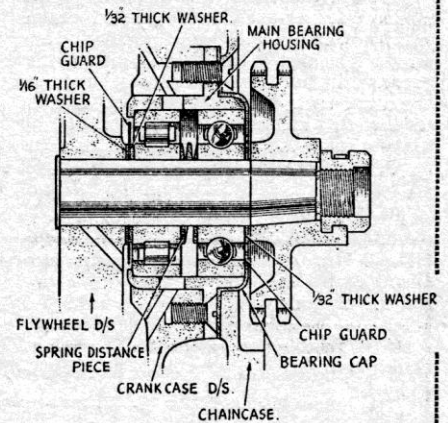
(Right) Details of an easily fabricated tool for extracting the mainshaft timing pinion.



(Left) A diagram of the characteristics of the cams, both of which are identical.



(Left) A double-diameter valve-guide drift. (Above) A simple tool which makes easier valve spring removal.



The order of assembly used in the drive-side mainshaft components.

On earlier models the oil pump had to be dismantled in order to remove the big-end quill, but later types, marked BD, can be removed as a unit. The big-end quills are no longer available but the post-war pattern will fit and are used in works overhauls. It should be borne in mind, however, that these modern quills pass more oil, hence the cylinder and rocker feeds will have to be adjusted accordingly.

Cylinder Head

While cylinder heads are no longer available from the spares department, it is a component which should last the life of the machine. It has been found, however, that cracks may appear between the exhaust-valve seat and the sparking-plug hole. The normal practice is to have the fault welded by specialists such as the Barimar concern. Pocketed valve seats can be built up in like manner. Valves, springs, split collets, the later pattern rockers fitted to 1938-39 models, and the exhaust-valve lifter mechanism are normally available, but the alloy rocker covers, valve collars, tappet guides, valve-stem sleeves, valve-cover and locking plate, rocker pins and bushes, push-rods and adjusters are all out of stock. Push-rod tubes can still be supplied.

Normally the rocker covers will not require replacement but the lip supporting

the valve lifter adjustment has been known to fracture and it is recommended that this be welded, drilled out and retapped. A good engineering company with experience of aluminium welding would be capable of this job. Valve collars, covers, push rods and adjusters should be patterned, but the top valve guide can be plugged with cast-iron stick and rebored. Rocker pins should be built up and reground.

Cylinder and Piston

Cylinder barrels are out of stock, but they can be rebored locally and pistons, identical to the present-day pattern, are available .005, .010, .020 and .030 in. oversize. The

piston is of the same pattern as that used today and can be fitted in sizes to give compression ratios of from 6.8 to 13 : 1. The E7/7 is the recommended type, giving a ratio of 7.3 : 1. It should be emphasized here that, when the cylinder head is removed, there will be much shake apparent at the piston crown. Indeed, the piston clearances are such that there is a reduction at the top of .020 in. compared with the diameter at the thrust face. This will naturally cause the shake, even when the engine is new, and it must not be assumed that a rebore is necessary without measuring the wear on the barrel, the diameter of which should be 3.307 in.

The end-gap of the two compression rings should be from .016 to .020 in. and the scraper .010 to .020 in. Side clearances of from .001 to .002 in. and .002 to .005 in. respectively are necessary. Overmuch importance is sometimes placed upon ring gaps; the thing to remember is that the gap should not be too small. That causes the ring-ends to abut, because the piston heats up before the barrel. Naturally, broken rings are the result.

Instruction books are available and can be obtained from the works. Whilst they are not illustrated, they do contain valuable information to assist the owner to dismantle and assemble his Series "A" engine.

1935-39 SERIES A 499 c.c. VINCENT-H.R.D. COMET	
Valve Clearance (Cold)	Inlet .. Nil
	Exhaust .. Nil
	Pushrods free to revolve
Valve Timing	
(Clearance as above)	
	Inlet opens 44° before T.D.C.
	Inlet closes 56° after B.D.C.
	Exhaust opens 68° before B.D.C.
	Exhaust closes 38° after T.D.C.
Ignition Timing (fully advanced)	
	Points break 42° before T.D.C.
	(17/32 inches)

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 endorsement 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 referring 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 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 excellent 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 excellent 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 excellent 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 enthusiast. Email for a catalogue hrd998@hotmail.com

Classic Fasteners, 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 comprehensive 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

Terry Prince Classic Motorbikes, Australia: Classic Motor Bikes specialises in restoration, manufacture of new parts, and the development and manufacture of high performance components for Vincent motor cycles. For more information visit the web site [Click Here](#) or telephone +61 2 4568 2208

Hamilton



National Rally

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 an 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 pillion 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: nocsecretary3@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: