The Oz Vincent Review

Edition # 10, November 2014

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

What's It All About?

Welcome to latest edition of The Oz Vincent Review, an independent, not for profit, *e*-zine that provides a forum and voice for all folks with an interest in Classic British Bikes and Vincent motorcycles in particular.

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.

Melbourne, Australia.
Email: ozvinreview@gmail.com

Front Cover: Goodwood 2014 . History repeated itself: Prior to the 2014 it had been 63 years since motorcycles raced at Goodwood. Back then George Brown won on a Vincent with Manx Norton in second and third place. Jump forward to 2014 and what happened? Vincent first with Manx Norton in second and third place. No wonder this little lady looks so smug!

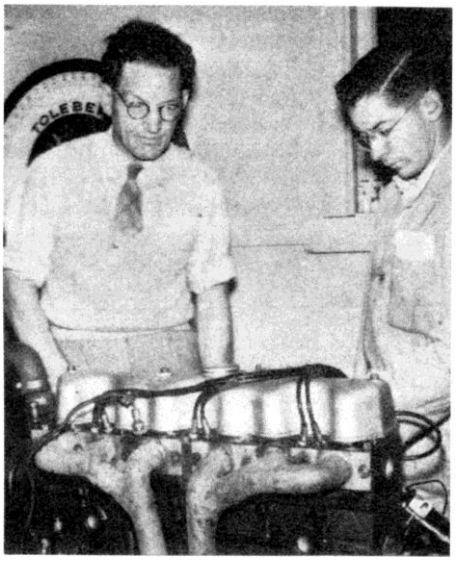
Is this image going to become the new Chico Roll poster?

THE AIR WAS BLUE

A Different Perspective on The life and work of Phil Irving

An OVR contribution from Max Gregory, Engineering Historian

Born in 1902, Philip Edward Irving came to be regarded as a most gifted automotive designer, particularly of engines. He was a tiger for work in his chosen field, his home becoming known as the 'Owl's Rest' from his long nights working at the drawing board while, at his workplace, the air was blue from the combination of exhaust smoke, cigarette smoke and his colourful language. In any country with demonstrable enthusiasms for automotive matters, his name would have been venerated, but in Australia he went largely unregarded. Truly, as has been previously stated, a prophet is without honour in his own country. Like many illustrious artists and writers, for example, recognition came mainly after his passing. This took the form of the Phil Irving Award, which was instituted in 1994 by the Confederation of Australian Motor Sport for 'outstanding contribution to engineering excellence in competitive motor sport'.



Testing the 'Highpower' head with assistant, Paul England. Paul built the Ausca fibreglass-bodied competition sports car fitted with the Repco 'Highpower' head on its Holden engine.

His family tree sprang from Scotland, where his great-grandfather was a prominent Presbyterian minister, whose statue stands before the church in Annan. His grandfather was a professor at Melbourne University and his father was a doctor. He first came into contact with, and was greatly impressed by, motorcycles when King Edward VII was on the British throne. This initial attraction grew to become a lifelong passion for him. His introduction to work where he could apply his technical school training was with Crankless Engines at the age of 18. This outfit was attempting to apply the principle of Michell's oil-wedge, frictionless, thrust bearing to an automotive application. Although not adopted by the motor industry, that invention did serve to revolutionize marine engineering. His venture into the commercial world was through a partnership in a motorcycle business, Granter & Irving of Ballarat, which operated until the Great Depression hit in 1929.

IN THE UK: In 1930, Jack Gill arrived in Australia from England astride a 600cc JAP-engined Vincent-HRD motorcycle with sidecar, halfway through a world tour. In Melbourne his passenger deserted, so Phil, then at a loose end, took his place for the remainder of the journey and so finished up in the UK. That machine had Vincent's patented triangulated rear wheel suspension with apex springing, which came through that heavily laden ordeal without a hitch. That most successful system challenged the established convention that motorcycles have rigid rear ends. These were fitted to all Vincent machines, from when Philip Conrad Vincent revived the failed HRD business in 1928, (having been established in 1924 by prominent racer Howard Davies), until production ceased in 1955.

An early task in England during 1931, was to prepare a streamlined, supercharged, Brough Superior machine named 'Leaping Lena' for an attack on the motorcycle Land Speed Record. This was unsuccessful, due to the road not being closed for long enough to complete the task, however it was able to capture the sidecar record. After leaving Australia he landed a position with the Velocette concern in the UK on the strength of his success with Victorian grass-track racing on Velocette machines. As a draftsman, he was involved with the design of the 'Roarer' supercharged racer, which had its prospects ruined by the outbreak of war. He was also involved with preparatory work on the project for an inexpensive commuter machine, suitable for ladies, prior to the war, which became the Velocette Model LE of post-war times. This had a pressed metal frame, which provided excellent weather protection, easy mounting and allowed a cheaply constructed fuel tank to be used, since it was concealed and was not required to be a styling feature.

VINCENT-HRD The name of Phil Irving is synonymous with the all-conquering Vincent-HRD V-twin engine.

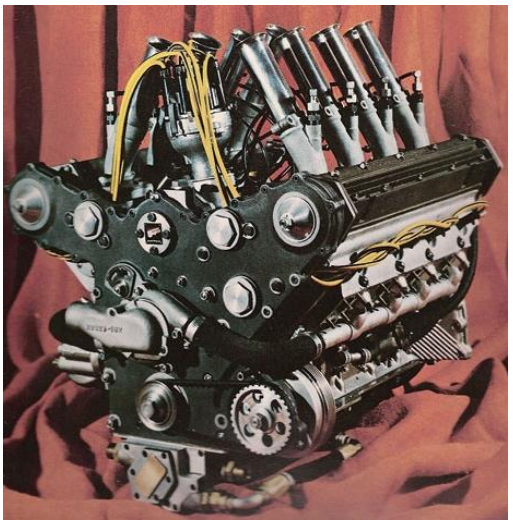
He had entered the employ of the Vincent concern during the 1930's and quickly developed a series of high performance engines, with a high camshaft position in conjunction with rockers, which engaged the valve stems on a shoulder halfway down and with springs at the outer ends

away from the heat. This kept reciprocating masses to a minimum. Appearing in 1935 the in-house engine was initially of single cylinder configuration until a chance move by Phil, in his Chief Engineer's role, of laying a tracing of the engine across a blueprint revealed how easily two cylinders could be mated together. No new machine tools were required, as the crankcase holes for the added cylinder could be produced by simply inverting the drilling rig. The resulting V-twin of 1000cc went on to become the foremost engine in the post-war big power stakes.

Shortly after the war the make was introduced to the US market where it was viewed with a certain amount of suspicion as `everyone knew' that a V-twin had to either be a Harley or an Indian. Even after Roland Free had raised the motorcycle speed record from 143mph to 159mph on a Vincent-HRD the public still made an assumption that the 'H' and 'D' letters in the name must have had some connection with Harley-Davidson. This widespread misconception prompted Phil Vincent to discontinue using the HRD label in 1948. That year saw the introduction of the Black Shadow Series B, which was the world's fastest regular production motorcycle, a status it retained until production ceased almost a decade later. Independent tests had then established top speeds of 122mph and 128mph. Later, in Australia, Len Wharton on a Vincent Black Lightning established a new sidecar record of 129.5mph at Kingston in South Australia both in his own name, and his nom-de-plume 'SIide-rule'.

Phil astride the Vindian. This machine posed the question whether such a Vincent-Indian collaboration could have saved the two companies.

AUSTRALIA: Back in Australia, he spent some time with the Rolloy Piston Co in Port Melbourne, the nerve centre of Chamberlain enterprises and the major contractor to GMH for Holden pistons and rings. At the time, A H (Bob) Chamberlain was in the process of developing a diesel version of their 6 litre flat-twin tractor engine. Unfortunately, Phil and Bob inadvertently got in each other's way when one changed an indication without the other I knowing. The other one then changed a further setting on the basis of the first indication still being relevant. As Bob put it, that engine did not fulfil the high expectations held for it. A good example of why there can only be one cook in the kitchen! He then became involved with Repco's research division where he devised the Repco 'Highpower' cross-flow cylinder head for the Holden engine in the mid-1950s. Developed in conjunction with Charlie Dean of Repco Research, it liberated sufficient power at minimal cost for it to be widely used in sports specials and for sedan car racing. He later initiated the program at Repco, which developed the ex-General Motors lightweight Buick-Oldsmobile engine into the Grand Prix winning engine for the Brabham team. This 215 cubic inch (3.5 litre) alloy V8 was introduced in the early 1960s when the US industry was having a period of promoting compact models. That fad did not last very long, so this engine became redundant to GM programs and was sold off, Rover having a long run with it.



Repco commenced with an Oldsmobile version of this unit and proceeded to develop a world-class Grand Prix winning power unit for the Brabham team. Initially an overhead camshaft 2.5 litre unit, designated Type 620, was produced for the local Tasman formula in 1965. Brabham had an excellent season in 1966 when Jack won the World Driver's Championship, co-driver Denny Hulme was second and the Brabham Racing Organization won the Constructor's Championship. However, by then Phil Irving had moved on, and the

Repco-Brabham Engine Co was then headed by Frank Hallam, whose engine team comprised Norman Wilson, John Rudd, Lindsay Hooper and Brian Heard. Clisby Industries in Adelaide produced 140 cylinder heads for the Repco-Brabham Engine Co, which operated until 1970.

LAND SPEED ATTEMPT:

In 1963 Phil was directly involved with the attempt on the World Land Speed Record by Donald Campbell's 'Bluebird' at Lake Eyre in outback South Australia. He was a member of the team, which spent much time smoothing a course across the salt lake. He was dismayed when, the day after completing that task, rain set in and the prepared track was totally obliterated, despite a detailed study of rainfall records, which had confirmed that it was the time of year when rain was least likely. He was also providing reports on the attempt to `The Motor' journal in London. No menial task was beneath him as he participated in Round-Australia Trials as the navigator for certain foreign entrants. His expertise was called upon for several projects, which included the installation of a supercharged Vincent engine to a hill-climb car and the fitting of such an engine to a lightweight Cooper race car for Lex Davison.

Around the early 1970s period he was an outspoken critic of the Sarich Orbital engine, which then held everyone in its thrall. At that time it was impossible to find anyone who gave any time to studying, or even discussing, any design or proposal apart from Sarich. He had earlier also spoken critically of the Wankel rotor design. With the benefit of hindsight, and the failure of both of those bright ideas, it can now be clearly discerned who was right.

NEW ENGINE IMPROVEMENTS: Further high power developments were brought forward. In 1974 there was the Hughes-Irving 12-port cylinder heads for Holden and Ford Falcon 6 cylinder engines. The development of a Holden V8 engine for the Australian Formula 5000 series followed. In 1978 the IMC-Leyland 5 litre race engine was developed for that project from the lightweight Leyland P76 V8 unit. A later cylinder head design for the popular Australian 6 cylinder engines was the Hughes-Brookfield 12-port alloy head, which appeared in the late 1980s.

Another aspect of his work concerned a speedboat named 'The Cheetah', which did not exactly hang about.

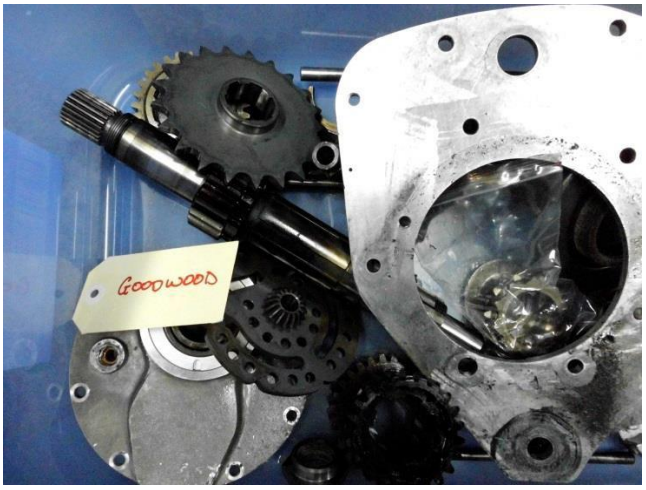
In 1976 Phil was decorated with an MBE (Member of the British Empire) as one honoured during the Queen's Birthday awards. He was most pleased with this, as he had no formal university degree or even an academic engineering qualification of any kind to provide such letters after his name. He was, however, a member of the Society of Automotive Engineers (Aust). That year of 1976 was really significant for him, as he also broke his leg and got married! For his private transportation needs his choice of cars fell upon Rover.

He passed away in Melbourne in early 1992 from a series of strokes just before his 90th birthday. His life was dedicated to applying a practical approach to problems and committing himself to those tasks, which provided him with a sense of satisfaction. Whether there was any money or not in any of them was of no concern to him. He was survived by wife Edith, and son Denis.

Goodwood Revival 2014 - Prologue

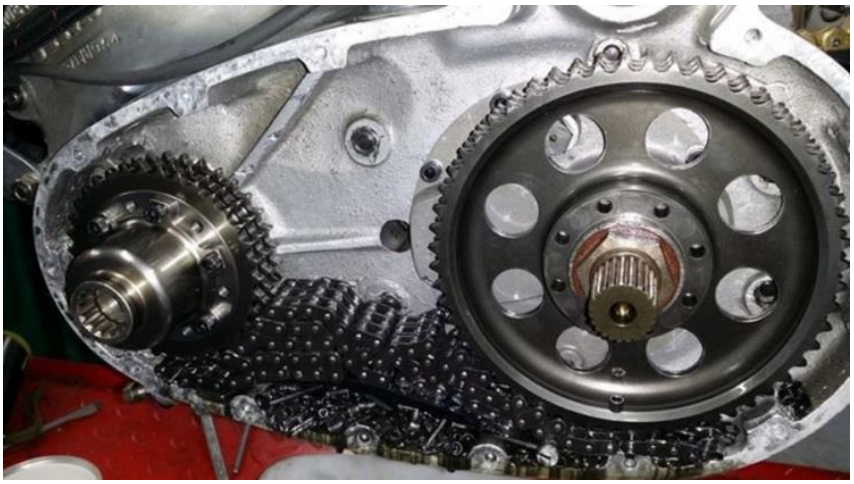
Goodwood Revival 2014 is now done and dusted, with the winner being the 1948 Vincent Rapide owned and prepared by Australians Ken and Barry Horner – the driving force behind the Irving-Vincent bikes and KH Equipment – Precision Engineering. The winning bike, who's photo adorns the front cover of this edition of OVR, was returned to the KH workshops in Hallam, Victoria just 3 weeks back and almost straight way the boys were in to it in order to unearth what caused the lockup that happened just before the finish line and to start getting ready for the 2016 event – It's all about the early worm...

This is what the bike looked like only 10 days later when OVR visited the KH workshops. Talk about getting stuck into it – these blokes are like greased lightning.



While at Goodwood, surrounded by a wall of spectators, they did not want start getting into the bike to fault find, but once back at their Australian base the cause of the lockup became very quickly apparent. Unfortunately, the triplex chain that is available nowadays is only of the industrial type and not the racing type. It is regrettable that the supplied chain did not perform as required, failing suddenly and without warning – and it was not a graceful situation with the immediate lock up of the rear wheel however the race was saved by

the quick thinking and pulling the clutch lever by the rider, Beau Beaton. The search is now on for some suitable chain for 2016.



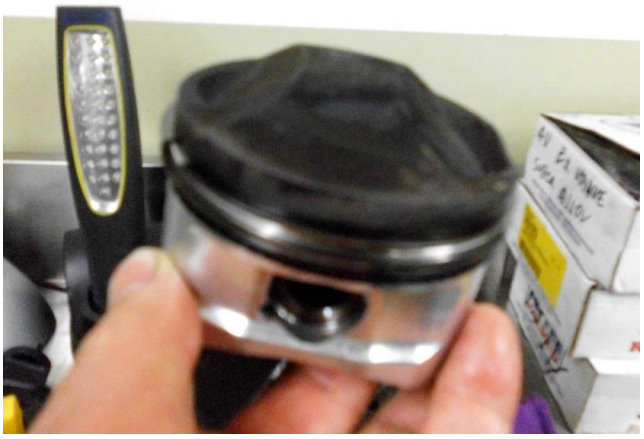
A testament to the strength of the original Vincent "B" series cases is that they survived this incident unscathed – but not so the chain tensioner assembly (PD9) that suffered critical damage; Additionally some teeth were lost from the clutch sprocket as well the engine sprocket.

When asked how KH managed to get so much power from what looks like a standard Rapide motor, Ken Horner was most forthcoming. Here is what he said about the state of tune of the bike as raced at Goodwood.

Ignition: The regulations specified that the original ignition must be used – in this case a Lucas magneto. When KH acquired the bike the magneto was long gone, replaced by a conventional Kettering system (just like on the "D" series); A distributor, points, condenser, coil arrangement and a Lucas mechanical ATD. A single spark plug is employed in each of the heads. The original Lucas mechanical ATD was slightly modified to give a range of 39 degrees (crank) advance. The ignition timing settings – determined on the dyno and in testing were 1º BTDC static and approx. 40º BTDC full advanced.

Carburettor: A 30mm Amal Monobloc carb was used with the jetting set to get maximum benefit from the standard 104 RON fuel provided to all competitors.

Combustion Space: The heads, supplied by Godden Engineering, provide a conventional hemispherical combustion space. The only modification made to them by KH was the installation of smaller (not larger) valves to improve gas flow *within* the combustion space.



Pistons are regular CP pistons from the USA, supplied with "blank" tops that were then shaped by KH to provide a mild squish function.

Compression ration used is 12:1. Off the shelf conrods from Carrillo are used.

Crankshaft: Contrary to early rumors a one piece crank is not used. A conventional pressed up crank has been made by KH that provides exceptional rigidity employing INA big end bearings and tapered roller mains.

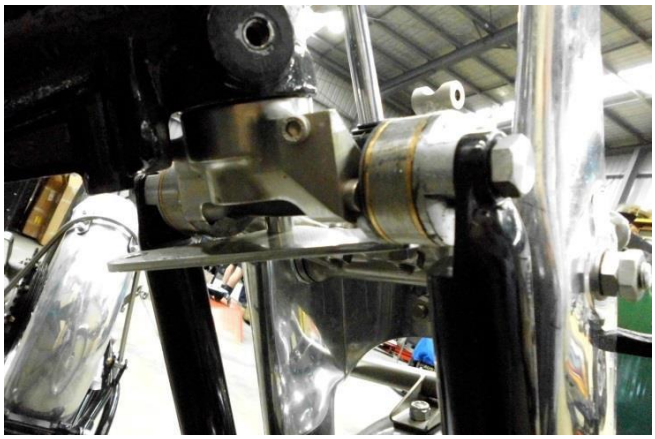
Muffs and Liners: Again a conventional approach was taken augmented by a design technique that was developed years back by KH when developing race motors for Porsche. At the head/liner interface there is a wider "platform" at the top of the liner with a radial groove in it; there is a corresponding groove machined into the contact face of the head. On assembly a stainless steel ring is inserted into the groove and that ring collapses under the compression of the head bolts thus ensuring a head/liner seal that can easily withstand the expected combustion chamber pressures.

Cases: The original "B" series cases have proven themselves to be extremely robust without the need for any additional strengthening to withstand the rigors of classic racing. Red line for this motor is a conservative 6,500 rpm and on the Goodwood straights 6,200 rpm in 4th gear was frequently seen.

The gearbox is still a standard 4 speed Vincent and the KH team fully rebuilt it as part of the race preparation using, where applicable, magnesium/bronze bushes with lots of clearance (0.010" was mentioned). They also fitted a seal to the counter shaft with the seal carrier formed in the nut. Externally, the gearshift mechanism was converted to rear sets in Lightning/Grey Flash style

Suspension: KH turned to Steve Mudford for advice on the setting up of the bikes suspension. Steve hand built the rear suspension units and provided design input into the revised FF2 and the steering damper. The rear coil-over shock absorbers are gel filled and are adjustable for overall length. On the day they were set with an eye centre to eye centre of 12 inches. This increase in length over the *original* spring boxes lifts the rear end and in doing so steepens the head stem angle. Further work in this area was the development of a replacement for FF2 that also contributed to improved suspension geometry.

Visible in the picture showing FF2 is the mounting plate that is used to hold one end of the steering damper. The damper used is an of the shelf Kawasaki item. The other mounting point is a short arm connected to the side car mount on the front of the UFM.



The photo showing the damper unit and the UFM mount was taken prior to Goodwood, when track testing at Broadford. The "D" style breather that connects to a catch tank under the rear of the seat is also visible.

The **Girdraulic forks** are almost stock – as mentioned earlier FF2 was modified. Standard spring boxes were used though the springs were set up to match the race conditions. Again a shock absorber, hand built by Steve, is fitted.

Brakes all round are standard Lightning – alloy brake plates, finned Lightning drums with conventional single leading shoe configuration. Nothing new, nothing different. Ken Horner

commented that suspension and brakes provided significant opportunities for further improvement. Talking with Beau Beaton and Craig McMartin, both commented on the brakes – or rather lack of brakes. During the Goodwood races both found that the only way to effectively slow the bike was to use engine braking which (thanks no doubt to the 12:1 compression ratio) they found reasonably effective. Still, what it meant was that during the races they needed to shut down the throttle only ½ way along the straits in order to set up for the corners. While in this area mention should be made of the wheel bearings. Front and back are sealed ball bearings on each side. A like arrangement is also used in the RFM /swing arm bearing.

Final Words: The Goodwood achievements by the KH team are more than impressive. It was their first time at Goodwood; it was the first time they had prepared a "standard" Vincent; and it was a true baptism for the 2 riders. Prior to arriving at Goodwood neither Beau or Craig had seen the track before, let alone ridden it and between them they only had 20 minutes of practice at Goodwood before the racing started in earnest. Prior to Goodwood Craig had never seen the bike nor ridden it. Beau was a bit better off in that regard – he had a day of track testing at Broadford, frequently interrupted by fog, plus a further 4 laps of testing at Winton prior to the bike being shipped to the UK.

Over the 3 days of the Goodwood meeting the KH "team" grew to more than 22 Australians, including the frequent visits from John Surtees who commented favorably on the team, their preparation and above all the bike itself. For Ken, Barry and the rest of the Horner team planning is already underway for 2016 – in anticipation of an invite from the Goodwood organisers for them to again take part.

The Oz Vincent Review extends heartfelt thanks to Ken, Barry, Beau, Craig and the rest of the dedicated HK team for sharing, without reserve, their experiences with its readers over the recent months. Thanks fellas and congratulation on a fantastic result!

To watch the full coverage of the Goodwood Revival 2014 please use the links below, you will need a decent internet connection and a fair bit of time:

day 1 full replay https://www.youtube.com/watch?v=d9PKkVMV1fQ

day 2 full replay https://www.youtube.com/watch?v=3HlU1OZ8WQ0

day 3 full replay https://www.youtube.com/watch?v=BpWP6CnE2Ng

Barry Sheen race highlights – race 1 https://www.youtube.com/watch?v=MZ9YEzcN2Fs

Barry Sheen race highlights – race 2 https://www.youtube.com/watch?v=DXS7hjvmozE

Ripper Robe, Ripper Ride,

Vincent's Only!

Brian Hales' "VINCENT RIDERS DINNER" is coming up again. This year it will be held at the Robe Hotel in Robe, South Australia on the 29th November, 2014 at 7pm. The Robe hotel has en-suite rooms plus cheaper rooms with shared facilities. Adjacent the Hotel is the Best Western Melaleuca Motel. Click here for more Robe accommodation options.

This is a dinner for Vincent Riders so you MUST ride or travel on a Vincent or Vincent powered bike from your home to the dinner. No trailers, no modern bikes, no cars, no if's and no buts. Pillion and sidecar passengers are welcome – but the same requirement applies – they must make the journey from their home to the dinner in or on a Vincent powered motorcycle. Put simply, the Vincent Riders dinner is about encouraging all Vincent owners to experience the joys of planning and preparing their "Beast" for touring just as the maker intended.

To be part of this wonderful gathering of Vincenteers please contact Brian Hale now, via email so he has numbers for the dinner - brianh1967@yahoo.com . And remember – you must make your own accommodation arrangements.

This dinner is definitely not organised or sponsored by ANY formal club or association; all Vincent riders and passengers are welcome to attend.

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 Event Calendar" column in OVR. Just drop the editor a line at OzVinReview@Gmail.com .

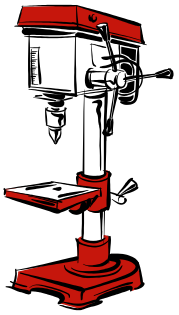
November 15-16	Vintage Car Club of New Zealand: Arrowtown Motor Cycle Rally; contact amandastuf@vodaphone.co.nz for more info
November 16 *Sounds fantastic*	59 club "Mods n Rockers Event" flyer later in this edition
November 15-16	BENDIGO SWAP MEET, Bendigo Showgrounds, Holmes Road, Bendigo, Vic Australia.
November 29 *Too good to miss*	Brian Hale invites Vincent riders to the Vincent Riders Dinner in Robe, South Australia. Diners MUST travel to Robe on or in a Vincent powered machine. Email brianh1967@yahoo.com to make your dinner reservation.
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
February 6 - 8	Nulli Secundus Rally, Nug-Nug, Vic., Australia – flyer at end of this edition.
February 8, **2015**	All British Day, Echungra, South Australia. More info at www.allbritishday.com
February 20-22	New Zealand National Motorcycle Rally @ Cromwell. contact amandastuf@vodaphone.co.nz for more info
April 25-26 *Simply Outstanding*	All British Rally at Newstead, Vic., Australia. More info at www.bsa.asn.au
May 9	Vintage Car Club of New Zealand: Waimea Motor Cycle Rally; contact amandastuf@vodaphone.co.nz for more info
September 6 – 20	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 "Event Calendar" section of OVR.

Contact the editor by email OzVinReview@gmail.com.

Workshop Wisdom



Rear Chain Adjustment

If the rear chain is run too tight the bearing on the sprocket side will stretch the housing and come loose. Eventually the hub will fracture. It's worth taking the trouble to get it right, you will only have to do it once.

- First, make sure that the rear wheel is in line.
- Put the bike on the stand.
- Unbolt the seat at the front and lift it up out of the way.
- Disconnect the spring units at one end and swing them clear.
- Put a ring spanner on the wheel spindle and lift the wheel until the chain is at its tightest,
- Move both adjusters an equal number of clicks until the chain is just loose at its tightest point.
- Bolt everything back together and with the wheel hanging clear of the ground measure the slack in the chain.

Write this measurement up on the workshop wall, use it whenever you check the tension, and have peace of mind.

Safe Country Riding

A contribution from Mark McVeigh of MotoDNA

It's where so many riders go to get their jollies, and here are a few tips to make sure you return home unscathed

The owner of motorcycle training academy MotoDNA, Mark McVeigh, has put together the following tips to make riding on country roads – already a barrel of fun – that little bit safer.

1. Cattle grids:

These can be treacherous on a motorcycle, especially when wet. Always approach cattle grids with caution. Avoid crossing grids at the join if two grids have been used, as the gap can be wide enough for a motorcycle tyre. It's not unheard of to see grids dislodged and popped out by heavy trucks. Get all your braking done nice and early and square the bike up well before you approach the grid. Ride across with a steady throttle so the bike is nicely balanced with little chance of wheel spin.

2. Cambers:
Some country roads, especially if narrow, can be heavily cambered for drainage. As you corner the camber can change from negative to positive and back. The tyre contact patch also changes

on the bike, which can affect steering geometry and your feel through the handlebars. Anticipate less grip and reduced ground clearance on negative cambers, and adjust your speed and lean angle to suit.

3. Road surface:
A lot of country roads in Australia have poor surfaces, with potholes, gravel and terrible edging affecting your line through a corner. Always scan between the vanishing point and road surface so you can adjust your speed and road position as required.

4. Hill crests:
The old adage look before you leap is something to live by and especially true when riding a motorcycle. What's around the corner or over the hill? Wildlife, gravel, oil, potholes or farm machinery travelling at 10km/h? Adventure riders know this as they often stand up, giving a greater view over the top of the hill. On a road bike lift your head as much as possible to peek over the hill; the earlier you can spot a hazard the better. Your bike can go light, especially in the front. It's better to slow down on the approach to the crest and accelerate once you can see the road is clear. However, be aware that cattle grids can sometimes be on the crest of a hill.

5. Group riding:
The biggest challenge with riding in a group is the range of abilities and not wanting to be left behind. If there is a problem and you need to stop, consider 100km/h is almost 30 meters in one second, and your total stopping distance will also include perception and reaction times of typically 1-2 seconds. That's 60 meters before you even apply the brakes. Smart riders stay in their comfort zone. Leave at decent gap to give yourself plenty of room and ride within your own limits.

6. Animals:
In Australia, many thousands of collisions occur each year between motor vehicles and animals, mostly on country roads. These can range from stray stock to wildlife, mainly kangaroos and wallabies. Riders need to be especially vigilant at high-risk times of dawn, dusk, and at night.

7. Wooden bridges:
Much the same as cattle girds, wooden bridges can be treacherous on a motorcycle, especially when wet. You should ride across single vehicle bridges in the vehicle track rather than the middle. Also look out for slippery metal bolt and rivet heads. Get all your braking done nice and early and square the bike up well before you approach the bridge. Ride across with a steady throttle so the bike is nicely balanced with little chance of wheel spin.

8. Cornering:
Start your corner entry wide so you have good vision and a nice smooth line. Plan to exit the corner tight, which keeps you away from the head-on zone and gives you some room for error. Adjust your speed to suit how far you can see. If your vision to the vanishing point diminishes, reduce your speed.

9. Parking:
It's most likely you will want to stop along the way for a break or to take in the views. It sounds obvious but park somewhere safe, as if it's a fun road there may be other like-minded spirited riders or drivers. Try to scan the area as you approach and plan where you will park. Watch out for the camber when you come to put your foot or bike stand down. If it's uphill you may need to use your rear brake and park the bike in gear to prevent rolling back. Always try and park your bike pointing up the hill -- unless it's got a reverse gear!

10. Training:
Over half of motorcycle deaths occur on corners, with 90 per cent of fatalities happening when the bike crosses into the oncoming lane or runs off the road (source: www.rta.nsw.gov.au). Quality training, in a controlled and safe environment, will help a rider develop and understand their own and their machines capabilities, roadcraft and attitude, improving your ability to survive on the road

Daily Mirror

Sunday, November 16, 1964-2014

SUNDAY NOVEMBER 16th 2014

MODS VS ROCKERS

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.

***Please note:* No longer at Brighton Baths**

***Now meeting at:* 11:30am - 24 Fulton Road, Oakleigh South**

The 59 Club Australia

Melbourne Crusaders Scooter Club

BBQ - Bar - Show'n'Shine - Pin Up Competition.

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MODS vs ROCKERS

"ONE MAN MOTO-CROSS"

by K. S. KIRTON

A Tasmanian Mineral Prospector Outlines a Daily Ride to Work Which Will Make You Think

GLADSTONE, in the North-East tip of Tasmania, is the last township in a desolate area and has a population of about 150, including many motorcyclists. From a central point in this "city" I set off each day to search for minerals.

Few men, coming fresh to these outlying jobs, realize how valuable a motorcycle can be and fewer still will have any idea of the most suitable model to select. On reaching Tasmania, in 1950, I had parted with a 1,000 c.c. solo and a 125 c.c. two-stroke, and, having ridden for 40 years, I felt my own selection could not be wrong in buying a new 350 c.c. "springer" as a general purposes mount for knockabout work.

Such "roads" as we have are made by a "grader," a heavy four-wheeler with a central blade, like a bulldozer. It makes a good surface at high speed, but that surface has no foundation and it quickly degenerates into potholes which you can dodge, and corrugations which you cannot. Unless the grader returns quickly, the final stage sees storm-water wash deep gulleys across the surface at all angles!

The fine Tasman Highway and narrow gauge railway terminate about 18 miles south, whence it is about 70 miles to the fleshpots. Off the "graded" roads bush tracks lead, these being mostly the marks of vehicles which went before, though generally started by someone well versed in bush lore who was thus able to avoid the worst obstacles. Off these tracks, of course, there is nothing but the surface of the bush.

Seaward from Mount Cameron, on whose foothills Gladstone stands, an almost unending green blanket of eucalyptus and conifers obscures a rugged and interesting country, relieved by irregular open spaces of bushland, occasional white scars of old alluvial mines, and here and there the glint of water. Southward the terrain gets increasingly mountainous.

It gives some idea of the lone rider's difficulties to say that the Mt. Cameron *massif*, covering about sixteen square miles without topping the 2,000 ft. mark, is an accentuated version of the surrounding country. Only a few weeks ago, after nearly four years and over twenty attempts, did I succeed in finding the iron tripod which marks the top!

Near the sea, thirteen miles away, I am opening up a wolfram prospect, and this involves a typical journey. A "graded" road covers the first eight miles. Then the way goes down a steep hill, hugging the sandy verge to avoid rainwashed gulleys, over a long wooden bridge across the Ringarooma, past a rise with a cattle ramp (parallel narrow timbers, gapped, which cattle cannot pass) down to a bridge over the tailings from a working mine. It is all right as long as the bridge is over the tailings, but sometimes the tailings are over the bridge—which makes a difference! A mile or so of potholes and gulleys, through a section of deep sandy clay, through a gate in a sheep-station fence, and then I turn right off the graded road on to a little-used track over open bushland.

The outpost of cultivation which I leave on the right accounts for a sizeable land drain and bridge. But we burnt the bridge, by mistake, last year, so I have to top a sharp bank and stop to consider the six foot drop into the drain. If it is fairly dry, I stay in the drain as the further bank is abrupt, and on it I have to make a sharp and accurate left turn or go into a hole. Along the loose drain side, which originally was a creek, I usually have to give a kick to correct a skid over a large tree root and so regain the track.

Then comes a wet section where I decide whether to plough through incredibly slippery mud to avoid the bumps of the bush, or accept the bumps to avoid the mud. But generally the track settles that, because sooner or later it will certainly spew me out!

Were it not for the eternal joggle joggle of the bush surface due to small roots, it would offer remarkably free and open going. But it is an unvarying succession of small bumps which often gets me down to the extent of walking beside the model.

I can speed up where the track turns white on leaving the slate for the granite country, and after some detours to avoid water I take to the bush. The way is now through dense forest and fallen timber and outcropping granite, which must be dodged with care in the dim light of the trees. Finally, I run down to a wide creek where, in the fork of a tree, an old mackintosh is waiting to cover a model which, I hope, is not as fed-up as I am.

Nothing to a trials rider? Of course not, but remember that this, or journeys like it, happen a couple of hundred times a year—and there are no medals. Besides, when you finish the trip, the day's work has not started yet. The wolfram is in quartz, in a formation of iron-hard secondary mica, running through soft granite, implying hard graft with pick, shovel, and blast until it is time to go home. Often I have to carry tools for dressing, or minerals, in haversacks in this one-man moto-cross.

As to the models used, the "350" I mentioned failed by reason of its weight; I just could not man-handle it at all. It was far too fast in bottom gear, there were insufficient clearances and, for my job, it was grossly undertyred.

I wondered. Just as a light man takes bumps better than a heavy one, would a lightweight stick this sort of going, because, if it would, much of my problem would be solved. I found that it would.

Model "Specs."

I started with a rigid frame "Bantam" B.S.A.; I chose the competition model because it has great clearances and low gears and I had 3.25 tyres fitted.

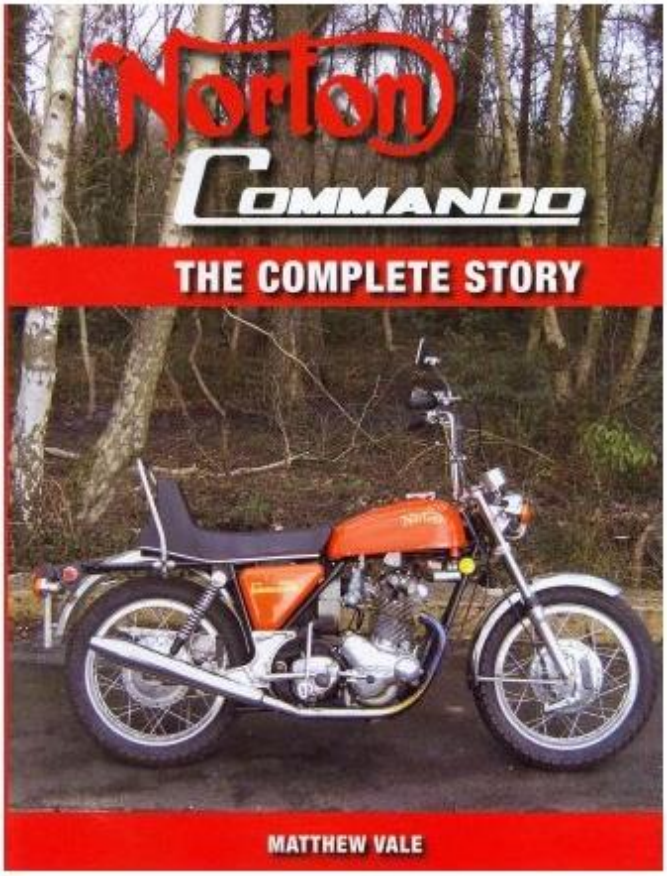
But the new model, just arrived, is another "comp." job Bantam, only with a 3.25-in. front tyre, a 3.50-in. back tyre, and a spring heel. This ensemble has removed much of the misery from the graded roads and tracks, but for cross-country work it falls short of what it might be. The springer crosses country with less energy output on the rider's part than does the rigid frame model. And I cannot too strongly urge the importance of that energy debit, at any rate to a man responsible for his own pay-packet. We have the general purposes mount, the sports and racing models, but where—repeat "where"—is the honest-to-goodness cross-country model, as apart from a pukka trials job?

I know such a model demands rather fundamental alterations from the standard, yet I am sure the first British manufacturer daring enough to produce a prototype, will seize and hold the interest of a wider circle of riders than he may imagine.

Outstanding beyond everything else is the need, not merely for large, but for positively elephantine tyres, of the flabby kind like the old Michelin "Confort." Even a lower than 23 : 1 bottom gear would reduce a certain amount of trick riding to comfortable child's play.

The writer on his "Bantam" B.S.A. and carrying some of the tools of his trade

NORTON COMMANDO: THE COMPLETE STORY



Author: Matthew Vale, Publisher: The Cromwell Press, Published: 15 April 2011
Format: Hardcover, 220 illustrations, 192 pages
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The Commando was the main bike in Norton's range from 1968, and was produced until the demise of Norton Villiers Triumph in 1977. The bike featured the unique 'Isolastic' system that rubber-mounted the engine and protected the rider from the twin-cylinder's vibrations. The model range provided the rider with a choice of touring and sporting models, as well as offering special police machines and off-the-shelf production racers. Commandos feature strongly in today's classic scene, and offer excellent performance and spares availability, as well as a vast range of improvements and updated components. This book looks at the history and development of the Commando, gives the specifications and outlines the model changes, and also offers the riding experiences of past and present owners. In addition there is a blow-by-blow account of the author's restoration of a 1971 750cc model that had been re-imported into the United Kingdom from America needing a complete rebuild.

About the author:

Matthew Vale started his motorcycling career in 1974 at the age of 16 with an NSU Quickly moped. This was followed by a BSA Bantam and a BSA B25SS Gold Star. He continued riding for a further 10 years. Between the mid-1980s and late 1990s his career and family commitments kept him from biking, but the bug never went away, and in 1998 he bought his first restoration project, a 1970 Triumph Bonneville.

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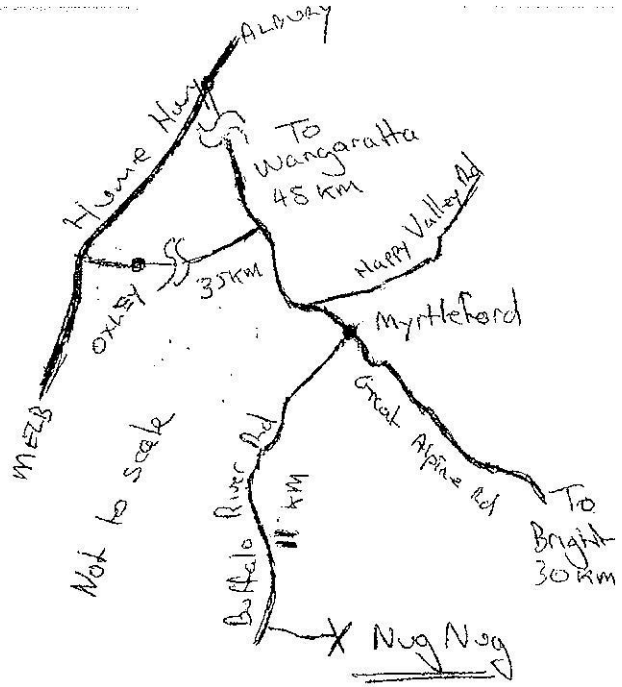

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