



# The Oz Vincent Review

*Edition # 15, April 2015*

The Oz Vincent Review is a totally independent, non-profit, e-Zine about the classic British motorcycling scene with a focus all things Vincent. OVR, distributed free of charge to its readers, may be contacted by email at [OzVinReview@Gmail.com](mailto:OzVinReview@Gmail.com)



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# Welcome.

Welcome to this 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.

It is April and despite the focus on Norton bikes in this edition I just could not resist the urge to include in this edition one of the innovations from Britain's motorcycle industry from the mid-1950's, the Hunslet Scootercar, which I assure you is not an April Fool's joke – but you sure have to wonder!

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*Martyn*

Melbourne, Australia.

Email: [ozvinreview@gmail.com](mailto:ozvinreview@gmail.com)

## The Front Cover

In this edition of OVR we take a look at the famous Norton Motorcycle. Can anyone identify the rider on the front cover who, like the Norton Motors company, hoped to hold the whip hand in the global motorcycle industry?

**IF YOU ARE BUYING ANY MOTORCYCLE  
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A superlative motorcycle for sport and travel with features and performance enjoyed only by Vincent owners. Smart 30.50 cubic inch singles and World Recordholding 61 cubic inch twins. Fully sprung Vincent frame with new girdraulic forks, safer *dual* brakes on each wheel, dual seat fitted for two-up riding on all models.

**VINCENT PRICES ARE LOW!** Nationwide distribution through Indian dealers plus growing Vincent popularity due to real performance has made big price reduction possible. Ask any Vincent owner about performance... compare the new low prices for value. Get a Vincent and enjoy motorcycling at its best this year.

Vincent motorcycles are available at all Indian and Vincent dealers from convenient warehouse stocks at New York, New Orleans and Oakland. Full supply of parts stocked at Indian's plant in Springfield.

**INDIAN SALES CORPORATION**  
SPRINGFIELD, MASSACHUSETTS



# NORTON

A Tale of Sporting Success and Mechanical Excellence, as told by Jim Sheldon in the August 1957 edition of Motor Cycling

IN 1869, James Lansdowne Norton was born, a son of the industrial City of Birmingham. During a lifetime spent in business there he played a leading part in the creation of an entirely new industry, our own motorcycle industry. It can truly be said that the contributions he made to the design and construction of the motorcycle during the first quarter of the present century were of more importance than those from any other single source. When he died in the spring of 1925 he was mourned wherever motorcycles were ridden as "The Father of the Industry", and from those days his name has echoed on down the years without losing its magic among us.



*The late James L. Norton, founder of Norton Motors Ltd.; a portrait reproduced from the company's 1924 publication "A Year of Firsts".*

Even as a boy he was clever at making things. The earliest anecdote of his childhood is that relating to the little model steam engine he made at home at the age of ten. The sight of it running in the front room window brought down the wrath of the local constabulary on his mother who was told to get it moved, as too many people were congregating outside to watch it and were obstructing the road. After leaving school he was apprenticed to a local jeweller but his engineering inclinations were always very near the surface, and in due course he transferred his energies to something more in keeping with his talent, in the bicycle and cycle chain business.

In 1898 he started on his own, as The Norton Manufacturing Co. already with the idea of a mechanically propelled bicycle at the back of his mind. Some of the experimental work he did in this direction around the turn of the century was to have a considerable effect on his later designs. More important at the time was his association with Charles Garrard who, in the first years of the century, was importing the little Clement engine from France, under the title of the Clement-Garrard. I suppose we should call it a moped today. The little Clement engine was attached to the front down-tube of a pedal cycle, and was reputed to produce 14 h.p. at 1,100 r.p.m. Two of its more interesting features were an external flywheel, which permitted a conveniently small crank-case, and a push-rod operated overhead exhaust valve alongside the usual (for those days) automatic inlet valve. In place of rawhide belt drive direct to the rear wheel you could have a countershaft two-speed gear, mounted below the engine, and all-chain drive; and you did if you took Mr. Norton's advice. There was also a twin-cylinder version, a narrow angle V-twin.

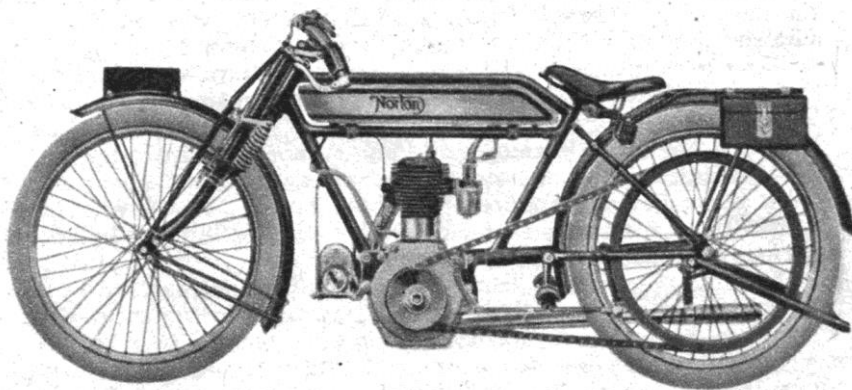
As a "manufacturer to the trade" Norton was building machines or making parts for many of the firms which were coming into the industry in 1902/3. Mind you, there were machines leaving the little works at 320 Bradford Street, Birmingham, bearing the Norton transfer. One such went in 1903 to Mr. Sydney Turner of Derby, for his wife to ride, and had an open-type frame which made it one of the first ladies models to be produced, and resulted in such a model being listed. It was during this period that other young engineers of the infant motorcycle industry began to

drop in for a word with Jimmy Norton, generally after business hours, to the point where the little office became affectionately known as "the club", a centre for the interchange of ideas, and of incalculable value in helping the industry through its most difficult years after the initial novelty of the motorcycle had worn off.

With a faith in the future of motorcycling, as other names disappeared, Norton carries on production through the middle years of the first decade of the century under his own name, a decision probably encouraged by the fact that his products were liable to be blamed for deficiencies in design by the other makers who utilised them. His lightweight, marketed as the Norton Energette, was now fitted with a little Swiss-designed Moto Reve engine, a tiny V-twin which he obtained from Basil Feeny who was building the Moto Reve in Acton, in West London. The larger machines had Peugeot engines, singles or V-twins, with automatic inlet valves., and it was one of the latter, ridden by private owner H. Rem Fowler, which achieved for the name of Norton a place of honour in our history by winning the twin-cylinder class and the Hele Shaw Trophy in the first Tourist Trophy Race in the Isle of Man in 1907. It also helped to found the tradition that Norton racers were built to standard specification, the same as you could buy, even down to that silver-and-black tank. Norton's machines had, by this time, grown right away from their pedal cycle ancestry, other than in the retention of pedal gear, the engine being mounted low and far forward with a very long frame and tank. "Ferrets" we called them, until most other manufacturers adopted similar designs, to give the motorcycle a shape it retained to the end of the Vintage years.

Meanwhile, back at Birmingham, Mr. Norton had been lavishing his attention on an engine of his own design, and it was duly introduced in 1908. Known as the "Big Four" it was a long-stroke single of 82 m.m. bore by 120 m.m. stroke (633 c.c.) and had mechanically-operated side valves, with such telling points as an air space between them and the cylinder.

And so the long, low, frame and the long-stroke single cylinder engine, the hall-mark of the vintage motorcycle became an accepted fact, and that frame just asked for a countershaft gear box, and got it eventually, while by the time the sport had decided on cylinder capacity classification (instead of single and twin classes) there was a 79 bore by 100 m.m. stroke (490 c.c.) edition called the "34". The two models were to form the basis of the entire range in later years, and were to stay in production till 1954. At the end of the first



*The machine which the connoisseur of 1915 rode. It is the 490 c.c. s.v. T.T. model with a fixed gear. A variable Phillipson pulley was an extra. A feature was an "adjustable" silencer!*

decade of the century, the little Norton Manufacturing Co. was at Deritend Bridge, Floodgate Street, Birmingham, with a range still including proprietary engined models, in addition to the Norton made engines, and with Mr. Wall's Roc rear hub-gear under the name Nortoroc. Mr. Norton had started with the motor-cycle industry, and had contrived to survive in the industry with no great reserves such as would accrue to a firm with many years of successful cycle manufacture behind it, but he always had an entry in the Island each year, and in 1910 he went over to ride himself, the only Norton entry. Jimmy Norton was a very good type of rider, with a string of short distance successes, even coming down to the South-east to beat the London rider-manufacturers in the Streatham Club's hill climbs on occasion, but he was always personally unlucky in the Island.

Hereabouts the future of the little Company looked black and the big twin he had designed was eventually produced by Blum-fields. Half humorously he asked Rem Fowler where he could get a job, preferably designing motorcycles. Fortunately Mr. Norton's association with Mr. R. T. Shelley, founder of R. T. Shelley Ltd., a well-known neighbouring engineering firm who had been doing machining work for him, enabled him to continue, and concentrate on models with his own engines. He moved to Sampson Road, Birmingham, the firm being reconstructed as Norton Motors Ltd. Incidentally the firm of R. T. Shelley Ltd., which has for many years been associated with Norton Motors Ltd. was itself associated—in earlier days—with Mr. C. A. Vandervell whose company originated the C.A.V. electrical gear, an association which was to lead, in later years, to Mr. Vandervell becoming chairman of Norton Motors Ltd.

It is difficult to pinpoint the exact date at which the name acquired a new significance among us. In 1911, Dan Bradbury, secretary of the Sheffield Club and a great Norton enthusiast had done 70 m.p.h. for the first time in a sprint (and had decided to enter the trade as a Norton agent, notwithstanding considerable scientific attainments). Even more impressive was the effort of Jack Emerson in 1912, when he rode his standard "34" T.T. model from Hull to Brooklands and, in his very first race there, proceeded to "clean up" the 150-mile Brooklands T.T., breaking three world's long-distance records at around 65 m.p.h. A Brooklands Special ("B.S. ") was marketed for 1914 with a guaranteed Brooklands lap speed of 65 m.p.h., and "Wizard" O'Donovan, a brother-in-law of R. T. Shelley, was breaking records with it in the 80s by then; his actual machine is owned by Graham Walker to-day. All this added up to the fact that in the few years before World War I, Norton motorcycles, with Norton engines, blossomed into very desirable machinery indeed. There were more reasons for this than the lure of a name famous in the speed world, mind you. These are best summed up as "riders' points;" such matters as a spring-up rear stand, integral sidecar lugs, a tank-top toolbox, celluloid-covered handlebars and so on.

The two basic models, the "Big Four" and the "34" proved so popular that other models which were introduced did not reach the production stage. Among the latter were a small two-stroke, in 1911, to be called the Nortonette, with a 55 m.m. bore by 65 m.m. stroke engine and a weight of but 60 lbs., and a "350," in 1913, to be called the "24" and very much a smaller edition of the "34" with a long stroke 70 m.m. bore by 90 m.m. stroke engine.

### **A Two-stroke...!**

Belt drive was still fitted in 1914, the "34" T.T. and "B.S." jobs having single speeds, and the touring jobs the three-speed, Sturmey-Archer hub-gear, the designer of which, Mr. J. Cohen, was not only the possessor of a fine technical brain but was a great Norton enthusiast. There was a countershaft-gear model on the stocks and the small two-stroke Nortonette was again scheduled for production, it is said. It was at this time that Mr. Norton started thinking in terms of overhead valves too. For the following year, 1915, the frame was treated to a "new look" with a dropped top tube lowering the saddle position, and the new three-speed countershaft gear box by Sturmey-Archer's Mr. Cohen, with final drive either by belt or enclosed chain on the tourist models. The track racers still had single-speed belt drive, the "B.S." now being guaranteed good for a 70 m.p.h. lap at Brooklands (or a 75 m.p.h. kilos.) with a road edition—"B.R.S."--similarly guaranteed at 5 m.p.h. less. The T.T. model with single speed became the Model 9, and, for 1916 with countershaft three-speed, the Model 16. The two-stroke did not go into production. But the name on the tank acquired that curly "N" which was to last down the years till to-day(1957!).

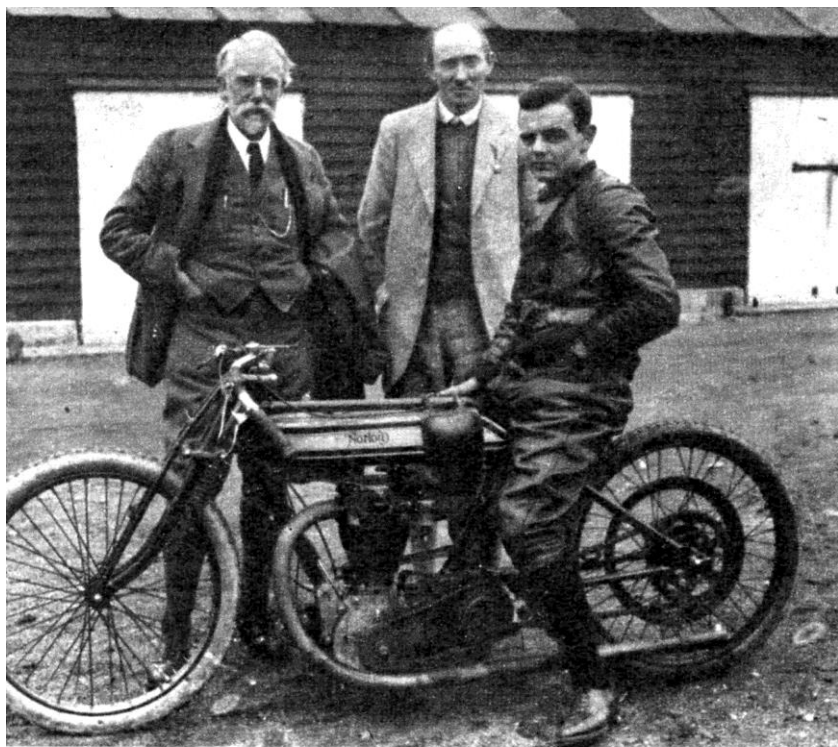
It was in 1916 that the company moved to the factory built in Phillips Street, which backed on to that of R. T. Shelley Ltd. in Aston Brook Street. Subsequently the Bracebridge Street site was acquired, to bring the whole organisation between three streets.

One other memory of 1916. Mr. Norton took on a new youngster in the drawing office, straight from the local Technical College, named Gilbert Smith . . . .

The post-war models more-or-less carried on where the 1916 jobs had left off and when the T.T. races were revived in 1920, a five-strong factory team was entered, including such diverse characters as Duggie Brown, former Rover star and brother of George Brown of the Isle of Man Times, and Motor Cycling's ex-Editor, Graham Walker, having his Island baptism. The machines were chain-driven versions of the 1916 Model 16, hereinafter referred to as the "16H" and in vindication of the Norton policy of racing what they sold, no fewer than eight private owners had entered on similar models, plus one hero, Norman Black, on a belt drive Model 9. Duggie Brown nearly won too, after the early pacemakers blew up, Tommy de la Hay ousting him from the lead a lap from the end, while Graham was one place off the leader board at the finish.

Hereabouts one of the private owners who had entered for the T.T.—one Victor Horsman—started getting among the records at Brooklands with a vengeance, taking the classic hour record at 72 m.p.h. before hurrying back to Liverpool to win the Butterworth Cup in the local club's reliability trial in North Wales on the same machine! Mr. Norton had a very fine opinion of Victor's engineering abilities.

The overhead-valve engine was now subject to intensive development work and by 1922 the Norton-designed and O'Donovan-tuned prototype was being persuaded up to speeds



*"Pa" Norton, D. R. O'Donovan and Rex Judd—an historic photograph at Brooklands in the early twenties.*

approaching the magic ton at Brooklands by a slim youth named Rex Judd. In 1923 Bert Denly pushed the "one hour up to 82 m.p.h. with his o.h.v. Model 18 which boasted the 79 x 100 dimensions of its forebears. Graham Black was a very wet second in the rain-drenched Senior T.T. in the Island, while Graham Walker occupied the same position at the finish of the first Sidecar T.T., similarly mounted, behind Freddy Dixon's famous Douglas banking outfit. Graham had fitted an extra fuel tank over the top of his standard tankage to allow for an increase in fuel consumption with the "chair" job which had a 588 c.c. engine with the 79 m.m. bore of the "34" and the 120 m.m. stroke of the "Big Four".

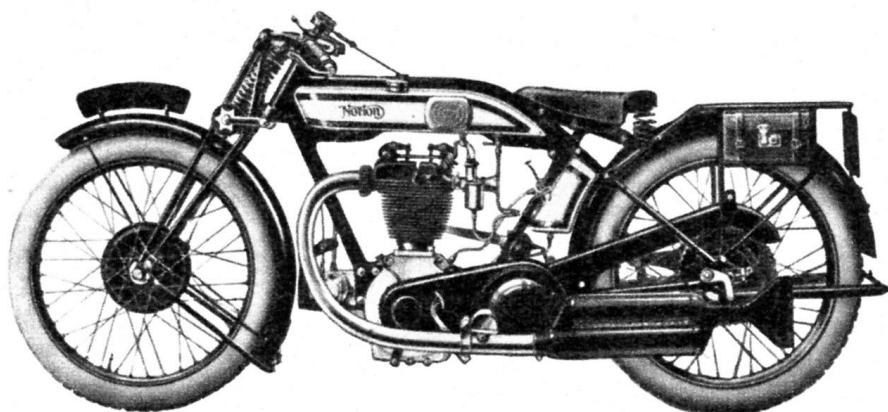
Then in 1924, everything came right. George Tucker won the sidecar race in the Island, the second Norton success after waiting all those years since 1907, and Alec Bennett, who had taken Graham Walker's place in the team, won the Senior at 61 m.p.h.—the first time the race had been won at over 60 m.p.h. Moreover, the tale of Norton victories came in from every quarter of the globe. With his successful riders, Mr. Norton was entertained at a civic reception by the Birmingham City authorities, a kindly little white-bearded figure, concealing the fact that he was a very sick man, while paying as sincere a tribute to the "boys" who had ridden his machines as that universally accorded him for building them. So ended his famous "Year of Firsts".

The following spring(1925), James Lansdowne Norton returned to his Maker. He was a very religious man, a leading figure in the Salvation Army in Birmingham, and his motorcycles seemed to reflect his whole attitude to life. It was more than a trite "putting the best into them". He put everything he had into them, and in the end had the rest of the world following him. In his memory, the Norton Scholarship in Motorcycle Engineering at the University of Birmingham was instituted, a worthy memorial to a great man. His son, J. L. Norton, as well-known an engineer in another sphere, has carried on the family tradition of engineering brilliance.

In the 1925 T.T. Alec Bennett had trouble early on, and Joe Craig, Norton mounted, was left to chase Howard Davies on his own make, the H.R.D., but in 1926 Stanley Woods, a new recruit to the Norton Team, won the race with Joe Craig backing him up in fourth spot. Nortons employed a deep, large-capacity tank, not unlike Graham's 1923 twin tanks in overall shape, in 1926, and so the saddle tank was on the way. This was the era of the famous Norton-Irish racing team of Bennett, Craig, Shaw and Woods. Mr. Gilbert Smith was invited to join the board too.

For 1927 the racers were entirely redesigned by Walter Moore who had been George Tucker's sidecar passenger in the 1924 T.T. and had spent his earlier years at Bristol with Joe Barter, designer of the early twin engine which later powered the Douglas. The new Norton overhead-camshaft engine in its cradle frame with saddle tank was straight off the drawing board, but Alec Bennett brought it home an easy first after Stanley Woods, similarly mounted, had put up a record lap. And so the new o.h.c. Norton was born and the old push-rod engine, just to show it had a kick left, managed over 100 miles for the first time for the classic hour, in the hands of Bert Denly. When the new camshaft job (the CS 1) was listed for 1928, a corresponding push-rod job in the same frame (the ES 2) accompanied it.

Mr. W. Mansell, who had been for many years connected with the R. T. Shelley Ltd. side of the business followed Mr. Shelley, on the latter's death in 1927, as Norton managing director. It was his eighteen-year-old son, Dennis Mansell, using the production sidecar edition of the 490 c.c. overhead-camshaft job that came to the fore in 1928 as our No. 1 trials expert in the three-



*The famous 490 c.c. o.h.v. Model 18 in its 1928 form.*

wheeler class. In the Island, Joe Craig retired while leading the Senior, his last T.T. race; there were Nortons in the 1928 Junior T.T. too, and for 1929, in accordance with the now well-known Norton racing tradition, "350s" were marketed in camshaft and push-rod form as the CJ and JE. Officially, at the Show, they were to be known as "Norton Juniors". The rest of

the range had new saddle tanks and up-to-date lines, though the magneto was still mounted in front of the crankcase. In the racing sphere, Jimmy Simpson and former Amateur T.T. star Tim Hunt joined the Norton team, and though they were unlucky in the Island, Tim won the 500 c.c. class of the European Grand Prix, while Dennis Mansell won the sidecar class, for good measure.

For 1930, the camshaft racers for the Island were redesigned by that most underrated genius, Arthur Carroll, with the square lower bevel box and general features which were to remain almost unaltered for so long. Arthur had come to Nortons immediately after an engineering apprenticeship, and had the advantage of working directly under Mr. Norton himself, who was always very proud of his protege. Walter Moore had now gone to NSU. But this was the heyday of Graham Walker's all-conquering Rudge team, and the best Norton could do was prevent a Rudge

"grandslam" in the Senior, Jimmy getting home third behind Wal Handley and Graham. The standard range showed little change, enclosed valve gear, chromium plating, a new silencer and so on. But the firm faced the slump by reducing the price of the 16H to £49 and even the camshaft job was down by £5.

An interesting year came in 1931—the standard range being redesigned and much improved, having a short, single-top-tube frame which reduced the wheelbase by some two inches, and the magneto was moved behind the engine. The side-valve models, still the 16H and "Big Four", had detachable cylinder heads and, yes, you could have a two-port head on the push-rod jobs if you paid the extra. But the single port job was continued, and the engines were mounted upright in the frame too, at a time when most of the industry followed the current fashion for a sloping engine and much exhaust piping.

The silver, red and black finish was something to be rather proud of for the next eight years, for Norton won every Senior and Junior T.T. race in the Island in that period, except the 1935 Senior and the 1938 Junior. Tim Hunt won both races in 1931, Stanley Woods did the double in 1932 and 1933, Jim Guthrie did it in 1934 and just missed it in 1935 when Stanley, now Guzzi mounted, pipped him by mere four seconds in the Senior. But Jim won the Senior again in 1936 (and so missed, by four seconds, a first Senior hat-trick), while Freddie Frith took the Junior. In 1937 the same two riders won the opposite races, while in 1938 Harold Daniell beat Stanley Woods, now Velocette mounted and with a Junior win behind him, in a sensational last lap. In that period the silver, red and black machines from Bracebridge Street acquired hairpin valve springs (1934), a megaphone exhaust (1935), plunger rear springing (1936), twin overhead camshafts (1937), a telescopic front end (1938) and light alloy this and that; but the basic design remained unchanged. Behind the scenes Joe Craig of the famous Irish Norton team of the vintage years painstakingly and conscientiously developed Arthur Carroll's masterpiece, ever a move ahead of his rivals. It is even to-day impossible to ignore the long-term contribution made to British motorcycle prestige by the Norton successes over this period.

The standard range followed on the heels of the racing models, as usual, the famous International Model being a road-going edition of the Island camshaft jobs, while a similar string of successes to those in the June races were achieved in the September Manx Grand Prix which had grown out of the old Amateur T.T. Turning to the trials world—Vic Brittain (Johnny's father) and Jack Williams joined the firm in 1933 and between them they won almost every trial of national repute over the next five years. The standard range was subject to regular development and the Model 19, the 1925 588 c.c. o.h.v. sidecar machine derived from Graham Walker's T.T. sidecar outfit grew up in 1933 to a 596 c.c. job with 82 m.m. bore and 113 m.m. stroke.

Then in 1939 they got down to producing W.D. Nortons at Bracebridge Street, and carried on with them for the next seven years. True, they let the team romp the previous year's works jobs round the Island in 1939 and Freddie Frith and Harold Daniell both picked up places. But production of the side-valvers was more important, and in all, over 100,000 of them were produced, including several hundred of the "Big Four" type outfits, many with sidecar wheel drive. The works took quite a battering during the war, but somehow production was maintained despite the bombing. Peace at last, and under Mr. Gilbert Smith, a revival of the pre-war favourites, the side valve 16H and "Big Four", plus the push-rod and camshaft jobs of 500 c.c. using the cradle frame throughout, and plunger springing on some models. The famous Norton "Roadholder" telescopic front forks had already been proved on the pre-war T.T. machines. In the Island, Harold Daniell came back with another Senior win in 1947 when the races were revived, the familiar Irish flavour to the team being supplied by newcomer Artie Bell who finished second, and was himself the outright Senior winner in 1948.



In 1949 came a new vertical twin, the "Dominator", with the now familiar plunger-sprung frame and "Roadholder" forks, though production was earmarked for export, and it was a while before we, in this country, could buy it. Harold Daniell won the Senior again, and it was obvious that changes were afoot. Meanwhile a trials model, the 500T had been produced, and Mr. Craig signed on a couple of new trials riders after the Scott Trial, Rex Young and a youngster named Duke. Though he went to Birmingham as a trials man, Geoff was destined to become the greatest road-racing ace we have ever seen, and I say that after having seen (I think) all of them. Before the end of 1949 he had wins in the Clubmans T.T. and Senior Manx Grand Prix behind him, the latter at 86.06 m.p.h. compared with the Senior T.T. speed of 86.93, and had helped the Norton factory team to a Team Prize in the Scottish Six Days Trial.

He continued the good work with an outright win in the 1950 Victory Cup trial and went to the Island as a full member of the factory racing team for 1950. After finishing second in his first T.T. race, the Junior, to Artie Bell, he won the Senior outright at record speed, with a record lap at 93 m.p.h. This was the first Island appearance of the classic "Featherbed" Norton with swinging fork rear springing, and duplex cradle frame to hold the famous old camshaft engine, the design being developed from one by Rex McCandless, Artie • Bell's then business partner in Ireland. From that day the "Featherbed" has provided a standard by which road comfort and steering are judged in the motorcycle world. It is listed both with the "Dominator" twin and camshaft single engines. True to the firm's tradition, you can buy an Island machine, a genuine racer, just as you could in Mr. Norton's day. Things are more specialised to-day perhaps, but the principle still holds. Everyone knows that in 1951, Geoff Duke won both Senior and Junior T.T.s for Nortons and, for good measure, both World Championships too.

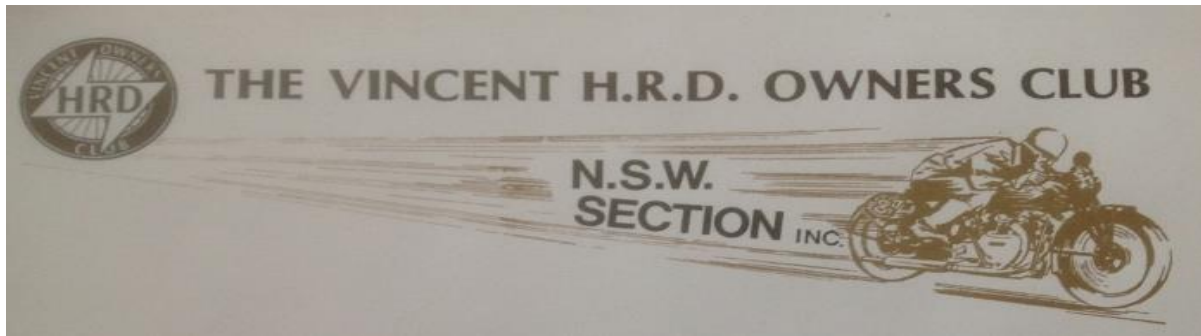


*Man in the news. A 1947 picture of Tony Vandervell, architect of Stirling Moss's recent Vanwall car victory and one-time director of Nortons'. His father was once chairman.*

The side-valve models, the 16H and "Big Four" were finally discontinued for 1955, the Model 19, the o.h.v. version of the oversize single being reintroduced as a sidecar machine. The Norton interest was now acquired by the A.M.C. Group. In 1956 the push-rod "350" came back and an oversize version of the "Dominator".

In 1957 the then managing director, Mr. C. Gilbert Smith—yes, the same boy who had joined Mr. Norton in 1916 and who helped to guide the destinies of the company for so long— was able to look back across the years to the point where, at the end of its first quarter-century, the concern had its famous "Year of Firsts," to Mr. Norton's delight. If he let his mind run on down the years he may have felt, as many of us do, that the company had kept faith with the memory of the genius who inspired it and gave it his name.

# EXPRESSIONS OF INTEREST – Australian National Rally 2016



The NSW Section of the Vincent Owners Club will be hosting the upcoming 2016 Australian National Rally to be held at PARKES, NSW on the weekend of Fri 14<sup>th</sup>, Sat 15<sup>th</sup>, Sun 16<sup>th</sup> OCTOBER 2016. (Departing Monday 17<sup>th</sup>).

VENUE: Parkview Motor Inn, 34 Forbes Rd (Newell Highway), Parkes, 2870, NSW, Australia

Their website: <http://www.parkviewmotorinn.net.au/>  
Email: [enquiries@parkviewmotorinn.net.au](mailto:enquiries@parkviewmotorinn.net.au)  
Phone: 02 6862 2888 Fax: 02 6862 5306

The Parkview Motor Inn Winner of Trip Advisor's Certificate of Excellence 2014 has 39 ground floor rooms and is a 3½ star AAA rated motel located in Parkes NSW, on the Newell Highway A39. On route between Melbourne and Brisbane. **Their Facilities include:** Swimming Pool, Licensed Bar and Restaurant (open Mon – Sat), Free WIFI, Foxtel (Premiere Movie Channel) Guest Laundry, BBQ facility and parking at your door.

Parkview Motor Inn Rates, per night, are approximately:  
A\$90 (Queen bed)  
A\$95 (Twin bed - Queen and single)  
A\$120 (Queen and 2 singles up to 4 people in the room)  
Large Family room \$150 - only 1 available (Queen and 4 singles up to 6 people).

Parkes is located 124 km from Orange, 379 km from Sydney, 708 km from Melbourne, and 970 km from Brisbane.

The rally will follow the usual format of arrival on the Friday afternoon, a long ride on the Saturday encompassing the vineyards of the Orange region with a lunch stop. Dinner will be at the motor inn on the Saturday evening. The Sunday concourse and judging will be held at the CSIRO Parkes Observatory known as "The Dish", bring your camera. Sunday night will be the Presentation of Trophies and the evening meal, possibly to be held at the local Services Club depending on numbers. Departure will be on Mon 17<sup>th</sup> by 10am.

**This is NOT a rally commitment, but a request for an expression of interest. Rally fees and meal costing etc will follow at a later date. At the moment, the Rally Secretary needs to know if you are interested in attending and joining in for another great Australian National Vincent Rally.**

So if you plan on taking part, and why not? please send an email, before May 31, 2015, listing your name and address plus your phone number and the names of those in your party to the Rally Secretary,

Joanne Wenden; email [j.wenden@bigpond.com](mailto:j.wenden@bigpond.com)

In OVR, August 2014 the front cover featured a photo of the 1950 Black Shadow, OMU816 which is now part of OVR reader Stephen Carson's collection. Here is a great letter from the first owner of that bike to Jack Cape to whom the letter is addressed. Thank you Stephen for sharing this interesting bit of Vincent memorabilia

K. A. MONTGOMERY  
83 DOWNING DRIVE  
EVINGTON  
LEICESTER LE5 6LL  
TEL: (0533) 415741

Dear Jack

I thank you for your letter of 9 Sep concerning your possession of Vincent H.R.D. Black Shadow No. OMU 816.

After 31 years it is difficult to appreciate that even a Vincent could live so long. However, I have to tell you that your machine was No. 2 of the 3 I owned over a period of a few years. I started motor cycling in 1930 and makes included A.S.S. VELOCETTE. JAMES. FRANCIS BARNETT. TRIUMPH TWIN. AND MANY MORE PLUS VINCENT RAPIDE, BLACK SHADOW AND THE SPECIAL VMT 713.

I have found a photograph of each of them which might be of some interest to you. VMT 713 was a machine which Vincent's at STEVENAGE built specially for me. It combined features of the Rapide, Black Shadow and Black Lightning all into one special order. It was a Black Shadow engine but not black. You will notice from the photograph it had alloy wheels, drilled engine plates, and numerous other smaller features that made it unique. It passed finally to a Frank Alexander whom I haven't seen for years.

Am still the proud owner of several trophies which this beautiful machine won. They were lippy days and I am sure that my mileage in cars will never catch up with the number on two wheels.

Nice to have memories at 73 years of age though would still enjoy a ride.

Thanks for writing.

Good luck with OMU 816

Yours Sincerely,

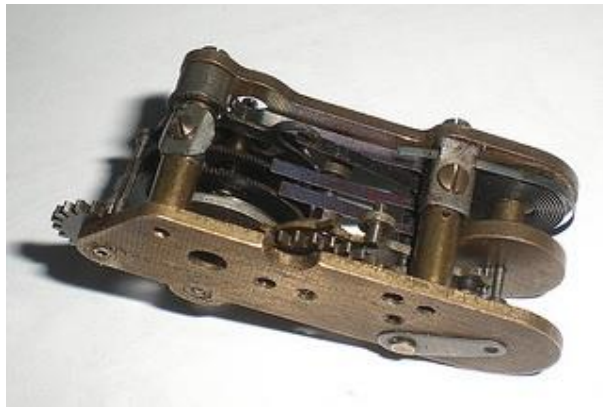
K.A. Montgomery

# Chronometric First Aid

*a follow up contribution from the Black Sheep*

There is a rather simple method related to me by the late Big Sid Biberman that he employed for many decades that never failed to return chronometric instruments to new like function.

The first indication of trouble comes with a rapid back and forth twitching and/or erratic reading of the indicator needle. Immediately one must disconnect the drive cable so as not to cause real and permanent damage to the instrument. When back in your workshop or garage carefully remove the device and get ready for a bit of work cleaning and oiling of the internal mechanism. Work in a well lit area on a clean towel or sheets of clean absorbent tissue.



- First remove the bezel, often a real chore as the fine threads may be stiff. Lubricate with penetrating oil and grip it with a leather glove. Good luck. Replacement front glass and gaskets are still readily available (make eBay your friend)
- Remove the reset knob, it's held to the shaft with a tiny screw or split pin.
- Remove the screws in the rear of the cup carefully. Push in carefully the reset shaft enough to clear the opening and lift out the complete inner movement in one unit. Note its position in the cup.
- Set aside safely all bits and pieces to prevent loss.
- Now using an aerosol can of contact cleaner and working on your towel proceed to flush away all the old dried lubricant going over all gears, shafting and their pivot holes, springs etc. Take care not to bend the needle or damage the face.
- Everything that moves in the entire movement needs to be cleaned. True it's very delicate looking but this is necessary to remove all traces of the old dried oil and grease. Go in the sides, rear, everywhere, but be very careful not to bump the needle or scratch the face. Set it on the towel to drain, and easy air flow across the internal workings assists evaporation of the solvent. After its thoroughly dry proceed as follows.
- Now using a light spray oil like 3 in1 or similar lubricant, or actual clock oil go over and see that the fresh oil reaches every working component and its pivot ends. Big Sid recommended doing it with clock oil and a toothpick touching every needy spot. Worked perfectly. Let drain on its side.
- Carefully wipe off the dial face. Clean the bezel ring and its glass. There is an O ring here too that's probably perished. Find another if possible. A light touch of oil or anti-seize on the bezel threads helps. With a small screwdriver rotate the input til the needle goes to its resting position. See that it's correctly reading on the face.
- Replace the movement in the cup. Replace the knob. Snug up the rear cup screws, a little Loctite 222 may be used on these screw threads. Then the bezel ring and glass goes on. Replace the complete unit on its mount.
- Best to lubricate the inner drive cable and do not forget to regrease the drive box. Replace all and go for a ride.

With a bit of luck the instrument function will be as good as new.



# 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](mailto:OzVinReview@Gmail.com).

April 4 – 5, 2015 <i>Not racing – just riding</i>	Broadford Bike Bonanza at Broadford, Vic., Australia. More info at <a href="http://www.ma.org.au">www.ma.org.au</a>
April 12	Cancer Research Advocates, Classic Motorcycle Rally; Mornington to Rosebud. <a href="http://www.crabhermits.com">www.crabhermits.com</a>
April 17-19	Bendigo Historic Motorcycle Club, Rushworth Rally. Contact Pam Jones for more info ph 0407683376
April 19	Swan Hill Swap Meet, Tyntynder Football Oval
April 25-26 <i>Outstanding</i>	All British Rally at Newstead, Vic., Australia. More info at <a href="http://www.bsa.asn.au">www.bsa.asn.au</a>
May 2-3	Griffith CMCC, ANZAC Rally, @ Griffith, NSW. contact <a href="mailto:mdat777@bigpond.com">mdat777@bigpond.com</a>
May 8-10	Bendigo Historic Motorcycle Club, Singles & Girder Fork Rally at Llanley. Contact Pam Jones for more info ph 0407683376
May 9	Geelong Swap Meet, Geelong Show Grounds.
May 9	Vintage Car Club of New Zealand: Waimea Motor Cycle Rally; contact <a href="mailto:amandastuf@vodaphone.co.nz">amandastuf@vodaphone.co.nz</a> for more info
May 22-24	Australian Velo and Vincent Rally, Moss Vale, NSW.
May 30-31	Historic Winton – see flyer in this edition for more information
September 6 – 21, 2015	VOC International Rally, Italy; <i>for VOC members only.</i>
October 4-9, 2015	Australian National Vintage Motorcycle Rally, Ararat, Victoria.
October 14-17, 2016	VOC Australian National Rally at Parkes, NSW. Put this in your ride diary now.

## The 2015 International Rally 6th to 21st September 2015

**Finally – the details that you have been waiting for!**

The rally will consist of three stages, each of five nights.

Accommodation has been reserved in Four Star hotels.

If you wish to camp then you are welcome to do so, but we have focused on getting all of our hotel rooms close together in a central location. They do not have adjoining campsites. In all cases camping is available within a few miles.

When looking at the prices, please remember that they are all in Euros and that they include breakfast and evening meals.

At this stage we need to get the hotel rooms reserved. Outings and excursions will be booked later.

On most days you will be able to choose either a coach trip or a motorbike outing or just do your own thing.

Trip highlights include Venice, Florence and Pisa. Costs will range from €40 to €60 depending on the venue and will include tour guides and lunch.

If you don't want to bring a vehicle then minibus transfers will be available.

We need to finalise bookings NOW. If you want to come and haven't registered then you need to do so by 15th June 2014. You can go to [www.voc.uk.com](http://www.voc.uk.com) and click on the Italian Rally logo.

Otherwise, you can contact the Sociz' Secretary. Details inside front cover MPH.



Stage 1: The Garda Village, Sirmione.  
6th to 11th September

Single Person: €600 Euros

Single Person Sharing: €380 Euros

Couple: €750 Euros

Stage 2: Rimini  
11th to 16th September

Single Person: €610 Euros

Single Person Sharing: €475 Euros

Couple: €950 Euros

Stage 3: Montecatini Terme  
16th to 21st September

Single Person: €540 Euros

Single Person Sharing: €460 Euros

Couple: €910 Euros



It may be April –  
but this was never meant to be a joke

# THE HUNSLET SCOOTACAR

*A New Two-seater Saloon Three-wheeler with 197 c.c. Villiers Engine*

A SALOON-BODIED family "scooter" of tricycle layout has been introduced by the Hunslet Engine Co., Ltd., of Jack Lane, Leeds, for nearly a century builders of railway locomotives and, in latter years, of modern Diesel units. The Scootacar, as it is named, is an all-British production that is expected to find a place in the overseas as well as home markets; the selling price in Britain will be £297 10s. In addition to the driver the machine will accommodate an adult passenger or two children; in each case there is additional space for luggage.

After examining a prototype, writes a member of *Motor Cycling's* staff, I was given a brief but impressive demonstration of the Scootacar's possibilities. At the controls was Mr. Rae Fryers, director and general manager of the Hunslet Engine Co., Ltd., and together we constituted a load exceeding 30 stone! The little vehicle accelerated rapidly up to maximum permissible built-up area speeds, at times cruising smoothly on a circuit of old-fashioned rough cobbles.

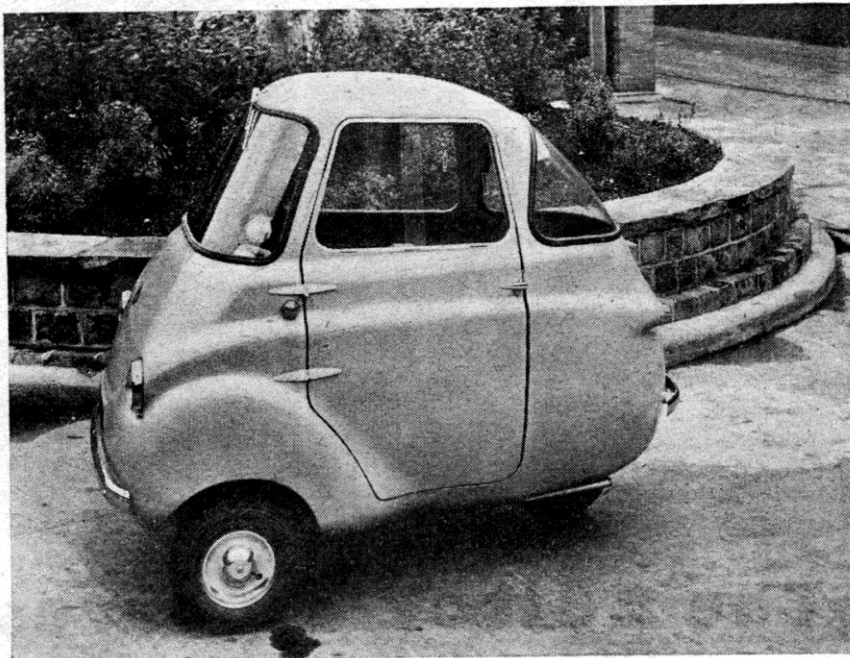
The effectiveness of the suspension was amply tested by the fast negotiation of a poorly maintained level crossing. Quick turns were made round a small island without there being the slightest suggestion of wheel lift. Mechanical noise was quite inconspicuous and to ears accustomed to two-strokes, the exhaust note of the prototype appeared well modulated. Even so, improved silencing arrangements are promised for the production models.

## Tandem Seating

The double seating is arranged tandem fashion. Even with two full-sized adults aboard, the driver's position is comfortably situated in relation to the controls, and gives satisfactory leg room. At the back of the passenger is a small squab that folds down so as to give an extended transverse seat for children. The single door, which is on the near side, permits straightforward access without acrobatics. Because the intention of the Scootacar's designers was to permit a normal "riding" position, first impressions suggest that the body is on the high side. However, it is proposed to lower the roof line slightly, although this will not be so far as to impair the ease of entry. Special care has clearly been taken to give the weather-proofing the maximum possible degree of permanence.

With the 197 c.c. Villiers power unit a consumption of 80 m.p.g. may be expected at 30 m.p.h. A cruising speed of 45 m.p.h. seems reasonable with a probable maximum of around 55 m.p.h. The body is resin bonded glass-fibre into which steel bulkheads and wheel-arches are integrally moulded. There is a box-section frame with a substantial tubular torque member at the rear.

Weight distribution, so important in a machine of this character, has been given close attention. Lifting the top of the comfortably upholstered bench seat discloses the battery compartment at the front with the rubber-mounted engine immediately behind. The roller chain drive is accommodated with a single-member, swinging-arm pivoting



*The new all-British Hunstlet Scootacar. The makers hope to follow the 197 c.c. prototype with a twin-engined model.*

around the gearbox driving sprocket centre.

There is independent suspension, by means of variable rate coil springs, of all wheels; the rear has a single telescopic damper. The wheels have three-stud fixing, and are side-mounted all round, carrying 4.00 by 8 tyres. A four-speed gearbox is employed, with positive stop mechanism and car-type lever. The starter is combined with a reversing switch to give backward rotation, a reversing position warning light being included on the instrument panel.

Conventional car layout is used for throttle, brakes and clutch. Lockheed hydraulic braking is provided, with a hand-brake lever at the driver's right. The petrol gravity-feed tank is in the stern; capacity is 2½ gal., including a ½-gal. reserve. An on-off push-pull switch is at the driver's left side and the dipping mechanism is foot-controlled. Being only 6 ft. 9 in. long and 4 ft. 3 in.

wide, the Scootacar is notably easy to park, even in congested places, and makes a very modest call on garage-space. Ground clearance is 6 in. and weight 4¼ cwt.

Equipment of the vehicle includes flashing indicators, front and rear bumpers, wind-screen wiper, and an interior heater operated from an exhaust casing. Safety glass is employed for the screen, with Perspex for the rear dome and side windows. The latter are arranged to slide on both sides to give either forward or rearward opening. At present the finish is light blue; other colour-schemes will be offered in production form.

A *cadre* department for the production of Scootacars is already in existence and a production line is being set up. The first products should be available for inspection at dealers' showrooms before the end of the year. Deliveries to the public will commence early in 1958.

## Holiday Routes Guide

BELOW is shown the A.A.'s list noting the points on the more popular holiday routes where congestion due to road works is likely to occur this week.

### Devon and Cornwall—The West Country

#### A30 London—Exeter—Land's End:—

1. Okehampton: Diversion for eastbound traffic caused by reconstruction of bridge.
2. Bodmin—Redruth: Four miles south-west of Bodmin. Single-line traffic due to road improvement.

### Dorset and Devon—The West Country

#### A35 Bournemouth—Exeter:—

1. Single-line traffic half-mile west of Bere Regis owing to road realignment.

2. Single-line traffic near Askerswell due to road realignment.
3. Charmouth: Single-line traffic caused by reconstruction of bridge.

### Gloucester (Cotswolds) and Wales

#### A40 London—Oxford—Fishguard (for Ireland):—

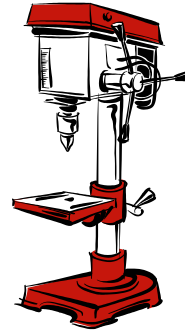
1. Single-line traffic at Andoversford, between Oxford and Cheltenham, due to road widening.
2. Slight delay at Oxford By-pass due to road resurfacing.

### Buckinghamshire, Oxfordshire and Warwickshire

#### A41 London—Warwick (for Stratford-on-Avon and the Shakespeare country): Single-line traffic between Bicester and Banbury, one mile west of Aynho, caused by widening of canal and railway bridge.

B19

# Workshop Wisdom



**Crankcase Assembly:** Following on from the minimisation of engine leaks (and I already have all of those products plus a few others and no longer use paper gaskets), I was prompted to recall a handy tip I devised for fitting the crankcases back together, the prompt being having the sealant applied and then not being able to get the crankshaft bearings to slot into the races in the crankcase. Been there, done that!

The issue is the barrel roller bearings sit proud in their cage and sit up on the outer bearing race fitted to the crankcase, and they are impossible to access in order to persuade them to properly locate and allow the crankcases to mate up.

My nifty solution was to use dental floss! It's wonderful stuff, strong, resilient, and capable of withstanding very high temperatures. I know of its capabilities from its common application in down hole electronic assemblies used in oil well measurement systems. Anyway, if you wrap the dental floss around the bearing rollers a few times to pull the bearings in tight, the waxed floss will stick to itself and hold the bearings in place with no need for a knot. You then leave a long tail of floss which you run out alongside the conrods while you fit the crankcase halves together - they will slot straight in! Once you have the cases mated up, just hold tension on the tail of the dental floss and rotate the crank to unroll the wraps you applied to hold the bearings in place and pull out the string of floss.

regards, *Holger Lubotzki*

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**Top Dead Centre:** To determine Top Dead Center as accurately as possible,

- Knock the guts out of an old spark plug;
- Insert a suitably - sized clear plastic tube into the spark plug body and glue it in place with silicone sealant. Use about 12 ft. of tubing.
- Mount the plastic tubing on a board 4" x ½" x 5ft tall in such a manner as to form a 'U' with about 4ft. of vertical up and down, thereby creating a manometer;
- Fill with water;
- Screw the plug in when the piston is approx. at TDC. You can determine this by inserting anything rigid into the spark plug hole while turning the engine over by hand;
- Determine TDC by slowly bringing the piston up to, then beyond, then back. At TDC, the water in the column will be at its highest point. Easy to do.

I have found this to be the best means of accurately determining TDC, as the slightest variation in piston travel will manifest itself in inches of water travel.

regards, *Michael McCartney*

*Editor – a reasonable enhancement to Michaels hint may be to have a just a short length of rigid tube fitted into the spark plug then a snug fitting sleeve or insert to join that to the manometer tubing. Doing so would make the install and removal of the modified spark plug a breeze.*

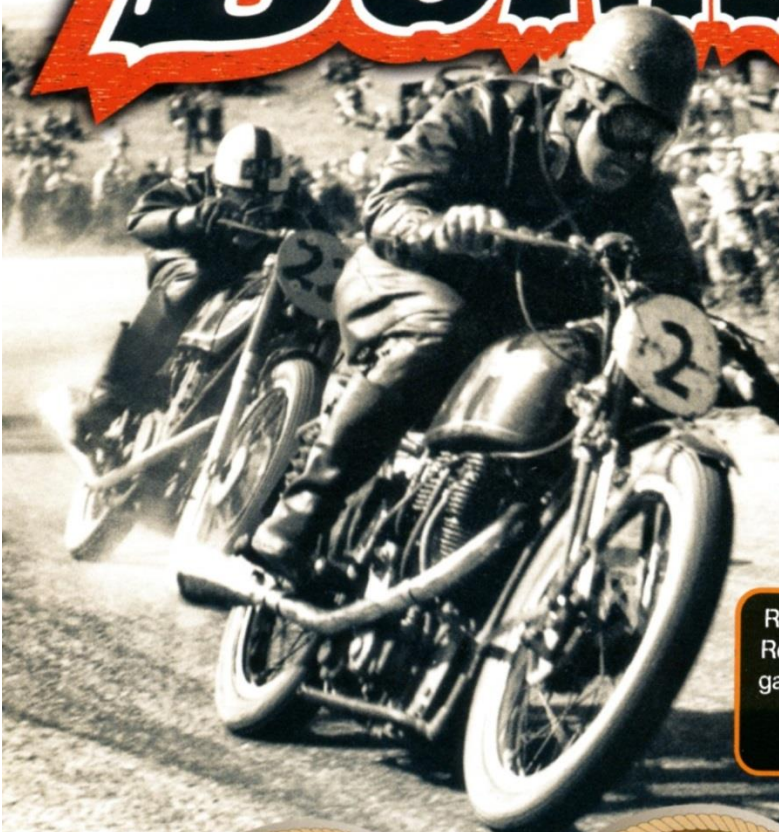




# BROADFORD BIKE

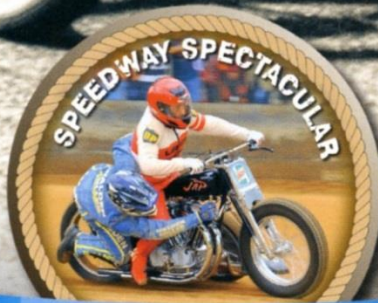


# BONANZA



★★★ CELEBRATING ★★★  
**50 Years of Bathurst  
1938-1988**

Relive the 1979 Bathurst epic with Graeme Crosby, Ron Boulden and John Woodley on track and at the gala dinner. See CCM motocross star Lester Rowley and a host of British bike brands like Metisse, CCM, Cotton, Elstar and many more.



## EASTER 2015

SATURDAY & SUNDAY 4-5 APRIL

Pre-1990 Historic Motorcycling Celebration... No Racing... Just Riding

### Broadford Motorcycle Complex, Broadford, Victoria

• Gates Open 8am-5pm • Spectators \$30 per day (\$50 two days) • All Welcome •

For more info contact the Event Secretary – Peter Drakeford Ph: 03 9684 0515 Email: peter@ma.org.au Web: www.ma.org.au

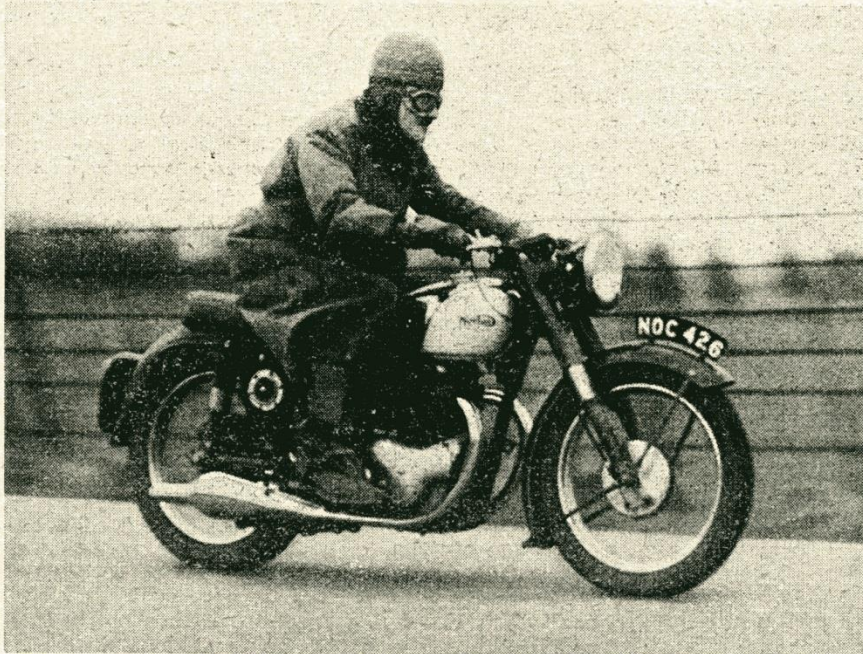


# Burn-Up

Black Shadow is her name, her colour too,  
She may look good, but she's not new,  
A little rust and not much chrome,  
What little there is – is going home.  
With 'Gold Star' cans you should hear the sound  
Of my Vee twin Vinnie, you'll see it around.  
Souped up the engine down at the 59  
Got some high lift cams of advanced design,  
Wide-ratio gear box, but I should worry  
Over one hundred in third when I'm in a hurry.  
Get astride and hear the twin pipes blast  
Drop into first and take off Fast!  
Multiple 'Phillips' sucking the air  
Forty to the gallon, but I don't care.  
Join the Watford Bypass, one, two, three  
Four minutes later you enter Busy Bee.  
Modern sardine tin looms in the way.  
Slow down to seventy and behind him you stay.  
It's one of the 'masses' hogging fast lane  
An abundance of chrome and shortage of brain!  
He stays in the fast lane and just won't be moved  
"You ain't gettin' by" is his attitude  
Back on the Vinnie you sound the 'Boss' horn  
And he raises a figure in a gesture of scorn.  
It was a nice day, but it's suddenly gone sour  
So you drop into third and pour on the power  
Pull into the slow lane, all clear ahead  
With the rev-counter needle going into the red  
Overtake on the inside of the bright painted tin  
See the look on his face. You can't help but grin.  
You're doing a ton in an indirect gear  
The roaring exhaust is all you can hear  
The rev-counter needle is going berserk  
So you drop into top with a clutch smashing jerk.  
Our ignorant friend in his new family hack,  
Is a speck in the distance a mile or two back!  
Not flat out at "ton twenty-five"  
Big old engine really coming alive  
Expensive to run, but she fills me with glee  
She eats Nortons for breakfast, and Triumphs for tea  
So, if you see me coming, move over do  
Because the throttle's wide open, and I'm coming through!



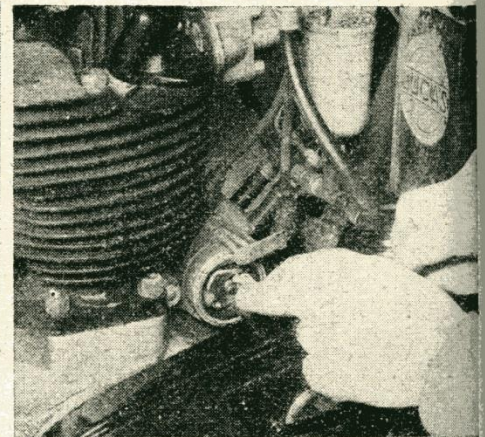
ROAD TESTS OF CURRENT MODELS



The 497 c.c. o.h.v. Model 7 "DOMINATOR"

**NORTON**

A High Performance Twin with an Economical Appetite



The new rear suspension gives a comfortable ride. (Right) Contact-breaker accessibility is a feature. (Below) A close-up view of the "Dominator's" twin cylinder, o.h.v. engine.

TESTER'S ROAD REPORT

Maximum Speeds in:-

	Speed (m.p.h.)	R.P.M.	Time from Standing Start (secs.)
Top Gear (Ratio 5.00 to 1)	88	5700	36
Third Gear (Ratio 6.05 to 1)	80	6150	20 1/5
Second Gear (Ratio 8.85 to 1)	55	6250	8 3/5

Speeds over measured Quarter Mile:-

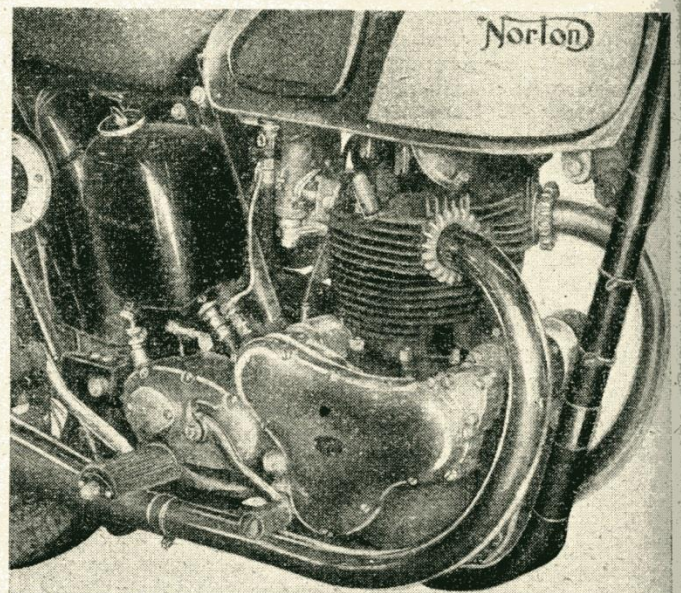
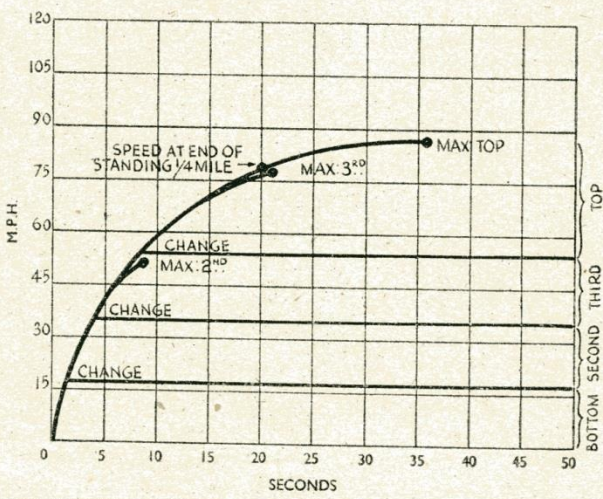
Flying Start 87.36 m.p.h., Standing Start 53.56 m.p.h.

Braking Figures On TARRED GRAVEL Surface, from 30 m.p.h.:-

Both Brakes 32 ft. Front Brake 44 ft. Rear Brake 56 ft.

Fuel Consumption:-

30 m.p.h. 86.4 m.p.g. 40 m.p.h. — m.p.g. 50 m.p.h. 72 m.p.g.



THIS road-test report of the 497 c.c. Norton Model 7 "Dominator" makes history in that, for the first time since the war, premium grade fuel was available to obtain the performance figures. Many miles were also covered with "Pool" in the tank and, before assessing the machine's capabilities, it may be stated that surprisingly little difference was observed in the general behaviour on the two different grades of spirit. With the better-quality fuel, the most obvious improvement was in consumption, and the test figures indicate that with the "Dominator," an inherently economical machine, the price increase per gallon may well be offset by the greater resulting mileage.

To the reputation for high performance established during the years that followed the introduction of the machine, in 1949, can



now be added the further claim of remarkable comfort, for the incorporation of swinging-arm-type, hydraulically damped, rear suspension and a well-made dual seat has resulted in a motorcycle on which excellent averages can be maintained without personal stress or strain.

A single-tube cradle forms the front half of the frame and, onto this, a pair of triangulated tubes, attached to the top and bottom of the seat down-tube, carry the rear fork pivot and the attachment points for the tops of the hydraulically damped spring units. "Roadholder" front forks are, of course, fitted and the petrol tank, of  $3\frac{1}{2}$  gallons capacity, is of distinctive shape. Silencers of unusual section are part of the new specification.

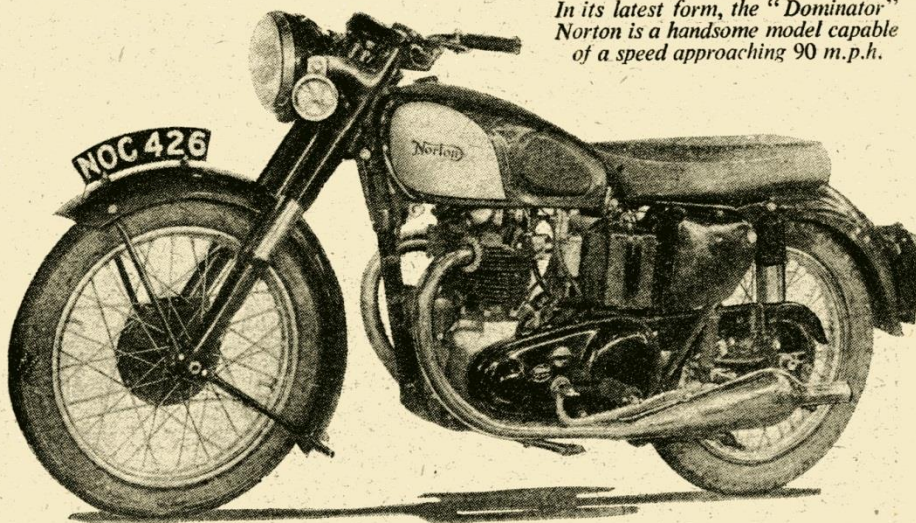
When considering the riding position, the factory chose to provide a layout that is admirably suited to "leaning on the wind" and is ideal for fast main-road stretches. Without some support from a self-made breeze, the wrists and arms tend to react to the fact that the handlebars are low and well forward, a position not entirely suited to those with short arms and, in fact, noticeable also to those with arms that are not so short. All controls and the footrests are adjustable and the riding position can be altered to permit the knees of even the tallest rider to fit to the inset knee-grips on a tank in which the width is nicely proportioned. At maximum depression, the footbrake tends to foul the exhaust pipe, but this occurs only when the brake pedal is set low in the first case.

Almost uncannily, the engine would fire at the second prod, even after standing in the open at night, when temperatures were well below zero.

Controls worked smoothly and the clutch withdrew easily, but required firm pressure. From neutral, first gear engagement was noiseless and the movement of the pedal sufficient without being excessive. Clean gearchanges could be made and the definite manner in which the gears "went in" indicated the racing experience which lay behind the Norton nameplate. At whatever speed the gearchange was made, fast or slow, ratios could be swapped positively and noiselessly. In the earlier stages, the first-to-second movement tended to "hang on" very occasionally; with increased mileage this eased off and would occur only when clutch and gearchange movements were poorly co-ordinated. The ratios are well selected and, in particular, third gear is nicely related to the top ratio. On those occasions when a burst of acceleration was necessary, a snap change into "third" would start the speedometer needle on its way round the dial.

Good acceleration is an outstanding feature of the machine and this has not been obtained at the expense of tractability. The engine did not appear unduly sensitive and, even with "Pool" in the tank, could not, when driven more harshly than warranted, be made to "pink." Quite happy when pulling at 25 m.p.h., the unit would accelerate from this speed even if the throttle was used without particular care. At the other end of the range, 65 m.p.h. could be maintained smoothly; 70 m.p.h. followed without fuss and bursts of 85 m.p.h. were well within the machine's scope when conditions permitted. Following one high-speed trip, "running-on" occurred; subsequent experience showed that, with a change to Lodge FE100 plugs, this disappeared entirely. The standard

In its latest form, the "Dominator" Norton is a handsome model capable of a speed approaching 90 m.p.h.



F70 plug will, however, be entirely suitable for all but most exceptional conditions.

Mention has already been made of the comfortable manner in which the machine performs and to this must be added the satisfactory way in which it sits on the road. The change to a swinging-arm system at the rear has produced an almost indefinable weight characteristic which, after a brief mileage, can be ignored. In cold weather the front fork movement was noticeably stiffer than the rear, but when the oil warmed both units worked well together.

The noise level of engine, transmission and exhaust was commendably low. Neither pistons nor rocker gear could be heard and at high engine revs. only was a slight high-pitched whine apparent. At normal throttle openings no offence could be given by the exhaust through the twin silencers. Higher in the range, the note had a not unpleasant "tang," never, however, reaching an objectionable stage.

No engine vibration could be discerned until the unit was working hard. Some very slight period was noticed via the petrol tank and knees as the road speed reached 65 m.p.h. in third gear or 75 m.p.h. in top gear.

Widely different characteristics were apparent in the movement of the brake controls. At the front, firm pressure, short travel and positive feel were the points noted; with the footbrake, the reverse was the case and, in application, a long, soft movement was needed. Both units worked well but a more powerful front brake would be in keeping with the spirited performance of the machine.

Well disposed, the head lamp provided a beam for night driving that could hardly be bettered. In the dipped position—effected by a conveniently placed thumbswitch on the nearside bar—the beam gave no offence.

The crankcase remained clean throughout the test, but small traces of oil smear appeared on the rocker-box covers. Tappet adjustment would be best carried out with the tank removed, but routine adjustments are easily made. Some difficulty was experienced with the oil filler cap which, when opened, fouls the dual seat and restricts the size of the orifice. Although no necessity arose to make use of the facility, it was noted that the rear wheel may be detached without removing either chain or brake unit.

#### BRIEF SPECIFICATION

**Engine:** Vertical twin, o.h.v.; bore, 66 mm., stroke, 72.6 mm., capacity, 497 c.c.; C.R., 6.7 to 1; single chain-driven camshaft; dry sump lubrication by gear-pump; totally enclosed and positively lubricated valves and rockers; forged high-tensile steel cranks with cast-iron central flywheel; rocker box integral with cylinder head; ball bearings on timing side, roller on drive side; H-section R.R. 56 Hyduminium light-alloy connecting rods; phosphor-bronze small-end bushes; three-piece built-up crankshaft and plain steel-backed shell big-end bearings; flat top light-alloy pistons, each with one scraper and two compression rings; fully floating gudgeon pins; iron monobloc cylinder and iron head; Lucas magneto driven by separate chain; automatic advance and retard; Amal carburettor, type 76/AK.

**Transmission:** Separate Norton four-speed

gearbox with built-in, positive stop, foot-operated gearchange; ratios, 5.0, 6.05, 8.85, 14.88 to 1; multi-plate clutch embodying a dual-action vane-type shock absorber; primary chain,  $\frac{1}{2}$  in. by .305 in.; rear,  $\frac{5}{8}$  in. by  $\frac{1}{4}$  in.; oilbath primary chaincase.

**Frame:** Cradle-type; swinging arm, hydraulically damped rear wheel suspension; Norton "Roadholder" hydraulically controlled, telescopic front forks; steering damper; spring-up central stand and prop stand; bolt-up front stand; dual seat; fully adjustable handlebars; side-lifting handles.

**Lighting:** Separate Lucas 6-volt, 48-watt dynamo; battery mounted under saddle; 7-in. Lucas head light.

**Wheels:** WM2/21 front rim, WM2/19 rear; Avon tyres, 3.00-in. by 21-in. front; 3.50-in. by 19-in. rear.

**Brakes:** 7-in. by  $1\frac{1}{4}$ -in. front and rear; finger adjustment.

**Tanks:** Welded steel fuel tank,  $3\frac{1}{2}$ -gallons capacity; oil tank, 4 pints; both with quick-opening, hinged filler caps; reserve fuel tap.

**Finish:** Black enamel, with matt silver petrol tank and Norton motif; bright parts chromium plated.

**Equipment:** 120-m.p.h. Smith's speedometer, internally illuminated; electric horn; tool kit.

**Dimensions:** Wheelbase, 54 $\frac{1}{2}$  ins.; overall length, 84 ins.; overall width 28 ins.; ground clearance, 5 $\frac{1}{2}$  ins.; saddle height, 31 ins.; weight, 413 lb.

**Price:** £187, plus £51 18s. 11d. P.T. = £238 18s. 11d.

**Makers:** Norton Motors, Ltd., Bracebridge Street, Birmingham, 6.



Telephone & Telegrams:  
Stevenage 375 (2 Lines) Head Office, Spares & Service  
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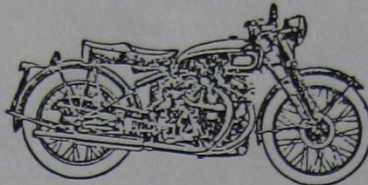
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AIR MINISTRY LISTS

Code:  
A.B.C. 7th Edition

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## STEVENAGE

HERTS, ENGLAND

Our Ref. PCV/EFG.

Your Ref. ....

7th. December 1950.

### TO WHOM IT MAY CONCERN.

Dennis Charles Minett has been employed by this Company from the 14th. April 1947 to the 5th. December 1950 in the capacity of Foreman in charge of our Special Assembly and Tuning Department in which all our production racing models are built.

During this period he has performed his duties to our entire satisfaction, and machines built under his supervision have annexed many National Records in overseas countries, including the One Mile, Five Mile and Ten Mile American National Records at speeds of well over 150 m.p.h. on September 11th. 1950.

He has proved a good time-keeper and we were perfectly satisfied with his personal character and behaviour.

He is leaving our employ in order to emigrate to Australia and we are very sorry to lose his services.

FOR THE VINCENT "H.R.D." COMPANY LTD.,

JT. MANAGING DIRECTOR.

Customers' Motorcycles are driven by our own Staff at Customers' own Responsibility. No Liability is accepted by this Firm for any Motor Vehicle, Motorcycle or Stock entrusted to them.

In his time as foreman in the Vincent-HRD special assembly and tuning department, where all production Black Lightnings and Grey Flashes were produced, Denis maintained detailed notebooks on each engine built there including Rollie Free's bike. His last notebook, covering the period March 1949 thru to December 1950 was eventually published in 1983 and has since become a valued resource and collectors item.



## *Buy, Swap n' Sell*

If you have anything that you want to buy, swap or sell you can now do so, free of cost, in this section of OVR. All you need do is send a email to the editor of OVR with the text of your advertisement. OVR will NOT be providing any editorial or corrections – what you send is what will be published. Of course OVR cannot accept any responsibility for anything to do with the items advertised – that's a buyer/seller matter. Items will be listed in 2 consecutive editions of OVR.



Reader, Dave Hulstone has a Brand New Vincent Fuel Tank, unpainted, for just A\$400. It fits but you are encouraged to try it on your bike before you buy.

If you are interested call Dave on 0404458470, item is located in Torquay, Victoria, Australia.

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Australian reader Vincent Vidler is looking for a complete Miller 1950's headlamp for his Vincent. If you have one you want to see go to a good home contact him by email [the1vin@hotmail.com](mailto:the1vin@hotmail.com)

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## 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](mailto:nvidean@optusnet.com.au)

**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](mailto: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](http://www.unionjack.com.au)

**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](http://www.pablos.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](http://www.norbsa02.freeuk.com)

## *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](http://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](mailto: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/>

**Precision Shims Australia:** All types of shims made to your requirements, ships worldwide. More info at their web site [www.precisionshims.com.au](http://www.precisionshims.com.au)

## *Services :*

**Woody's Hydroblast**, Australia: Woodys Engine Services / Hydroblast is a 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](http://www.woodyshydroblast.com) or call (03) 9597 0387

**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> or phone (03) 9899 1400

**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](mailto:qualmag@optusnet.com.au)

**Ray Dean**, Australia: Precision engineering services including but not restricted to Cylinder honing, 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 chronometric speedo specialists. Telephone (03) 9874 2260

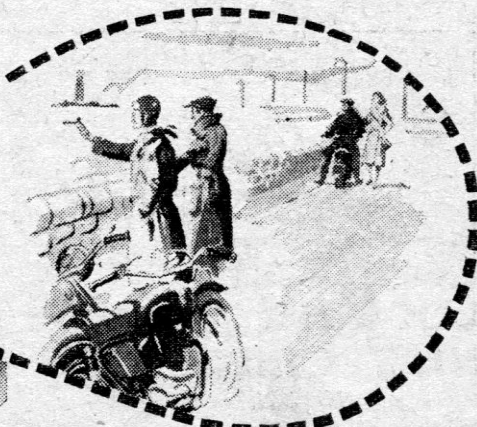
**Rays Custom Spray Painting**, Australia: Ray Drever is the consummate perfectionist when it comes to painting bike tanks and frames. Also a craftsman in flame work and airbrushing. Located near Geelong; contact Ray on 03 5251 2458 or 0402 988 284.

**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

**Dyson M/C Engineering**, Australia: Wheel building, Crank rebuilds, Bead blasting, Rebores & Engine Rebuilds and more. Located at 12 Chris Crt., Hillside, Victoria. Phone 0400 817 017

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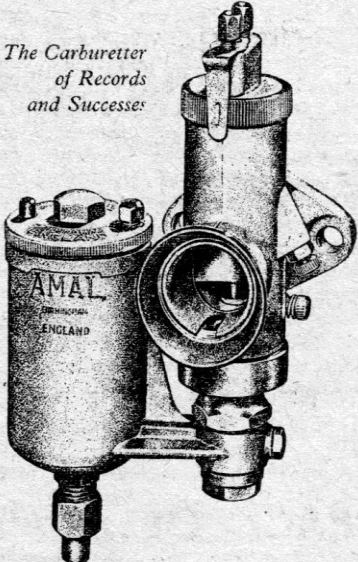


there's the AMAL  
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**A USEFUL HINT**

**FLOODING.** To flood the carburetter when starting from cold, press the tickler down *gently*, but firmly, to allow the petrol to flood the needle jet; you can soon tell by experience how long to hold the tickler down. Flooding when the engine is running slowly or has stopped is usually due to impurities lodging on the needle seating — and a thorough clean out is the best cure.



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