The Oz Vincent Review

Edition #32, November 2016

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 OVR@optusnet.com.au

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Welcome

Welcome to this latest edition of The Oz Vincent Review. This edition the front cover features a line up of the 50+ Vincent's at the 2016 VOC Australian National Rally held in Parkes, New South Wales with THE DISH in the background. The dish was the main communicator with the moon landings.

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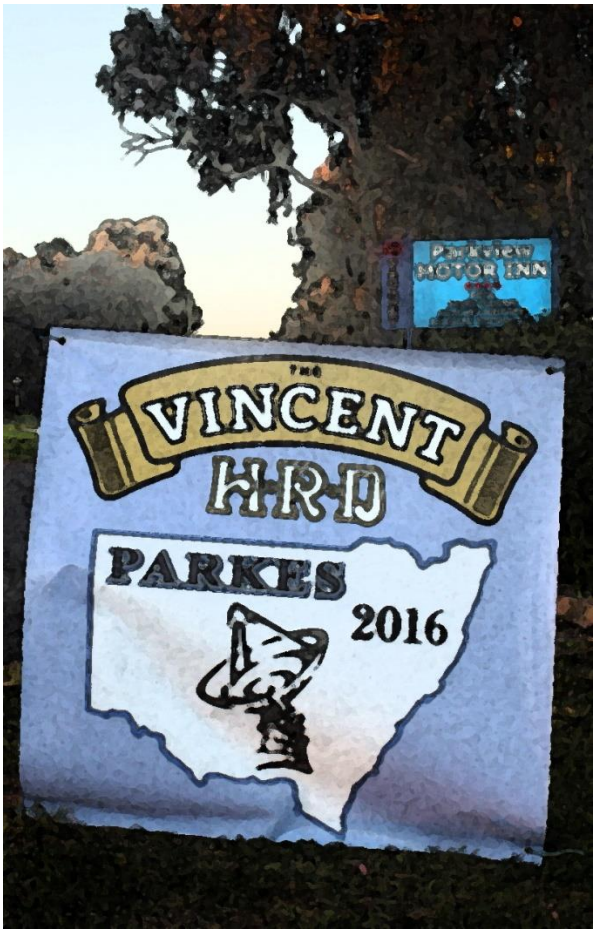
Letters To The Editor

Looks like an empty mailbox this month; either you are all asleep or I have managed to offend all of you!

2016 VOC Australian National Rally

With thanks to Alyn Vincent for these musings.



The New South Wales Section had the honour of hosting this rally in Parkes, NSW and the weather was perfect. Nearly one hundred people and over fifty Vincents arrived by Friday afternoon to enjoy a weekend of pure, unadulterated Vincent life. The Parkview motel was Vincent HQ and luckily we had every room booked so there were no complaints about the noise!

Friday evening was the welcome barbecue where we all engage with old friends and meet new ones. This year there were many first timers and they came from all over Australia to join in what has become a not-to-miss event held every two years in one of the mainland states. Some rode from Bundaberg, Armidale, Sydney, Traralgon and beyond just to prove man and machine are still able and capable.

Saturday morning was clear and mild with late arrivals still coming into the venue. A long ride was planned but the recent floods had taken their toll on the roads so it was decided to shorten the ride to about 110 miles from the 170 miles. It has to be said, however, that some did not listen and completed the full circuit. Eugowra, Canowindra and Manildra all got to hear the glorious sound of a Vincent plus a few

others; special mention to John Alexander on his VW/BMW special that he rode from Bundaberg. Canowindra was morning tea stop and 20 minutes became an hour as the locals engaged in conversation and sights were seen. It was then off to Manildra for lunch at the local school. This included a bit of a round-the-houses ride to locate the school but was well worth the effort. The bikes were parked in the shade and many sandwiches, cakes, cold drinks and apples were consumed while cameras were well exercised in recording the moment. The local BP service station didn't know what hit it and the poor girl was a bit overwhelmed by all of these "bikies" but in the end she was still smiling.

Instead of riding up to Molong and Yeovil we took the direct route back to Parkes and here the big twins really hit their stride. A well fettled Vincent will happily cruise on 70 mph all day but most riders were aware that the speed limit was more like 60 mph; I will repeat this in a court of law your honour. Even the Comets were inclined to possible breaches of the law on the flats and downhills. I even had a nice highway patrol officer wave at me, quite vigorously, at one stage!

Greg's Racer!

While the roads were not in the same class as the Snowy Mountains they were scenic and everyone had a safe trip. A couple of minor issues were had with the machines but nothing that was terminal. There had been a massive amount of rain in the area during September and it was only recently, in the last few day, that all the roads were open. We were blessed in that respect and I think many of the farmers will be blessed with a decent paycheque this year.

Saturday evening was a lively affair at the motel with a racer fired up and lightly exercised courtesy of Greg Brillus; I could almost hear Eric Debenham laughing as the bike hit second gear and then went into the over-run. Most of us had a fairly early night after dinner but a bit of bench racing and friendly banter did carry on into the later hours.

Sunday was show time so it was out to The Dish telescope. This road was in quite good condition and has a speed limit of 110km/h. Enough said. A magnificent line up of nearly fifty Vincents was very impressive and Judy Beyer was impressive in getting the video and photos of the event (you had to be there). The line-up included the oldest running Vincent in the world (1929) and one of the newest (1955) plus a twenty first century Egli; truly a time scale of a singular machine. While there was no original Series A pre-war bike there was the wonderful/amazing recreation of Neal Videan, a bike of aluminium and steel that had everyone just gobsmacked by its presentation.


Stephen & Viola Carson with Alyn Vincent.

It was then back to Parkes to get ready for the final dinner but there was still some time for play; Terry Prince fired up his salt racer with an engine that he originally bought nearly sixty years ago but has undergone a few mods. It is now pumping in excess of 150 BHP and makes a noise accordingly. Then Alyn Vincent fired up the smallest Vincent at the event. a

100cc 2 stroke that originally powered the ill fated Amanda water scooter. On an open pipe it could could be heard over 200 metres away and set off a couple of smoke alarms in motel rooms. No complaints from anyone in either case.

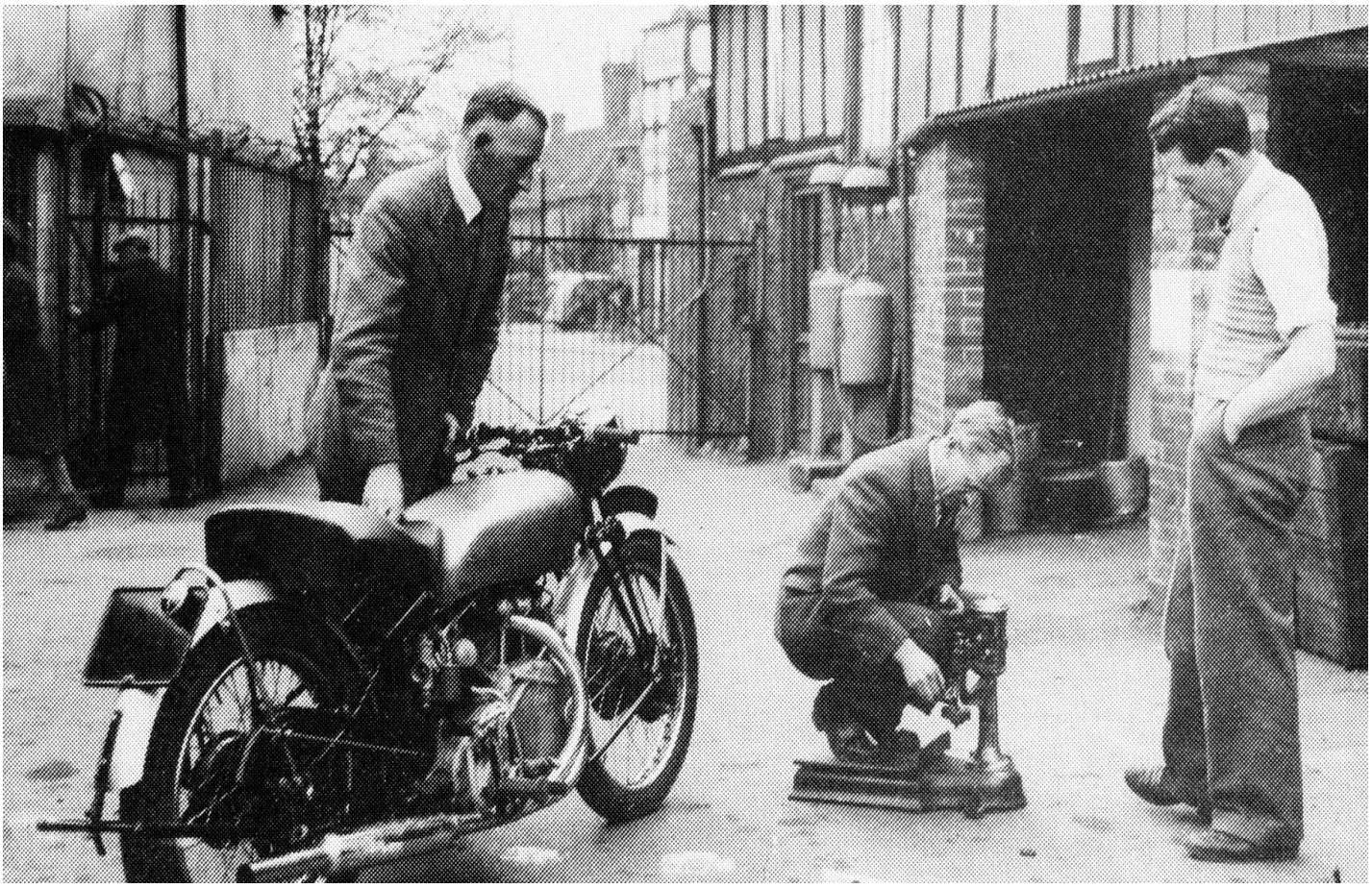
While many people travelled from the lengths of the Eastern and Central states there needs to be a special mention to Stephen and Viola Carson who flew in from South Korea just for the weekend. Stephen had his bike freighted down from Cairns and they both enjoyed the rides and the company. Well done.

The farewell event at the Parkes Services club was a chance for everyone to say their goodbyes. As usual there were winners and losers in the trophy race but the consensus was all the recipients deserved their awards. Next VOC Australian National rally will be in Maroochydore, Queensland, in 2018.

Trophy Winners.

Best Twin;	Alex Smith (South Australia)
Best Single:	Graeme Ruby (South Australia)
Best Outfit:	Brian Golding (South Australia)
Best Special:	Peter Goode (NSW)
Hard Luck Award:	John Clifton (NSW)
Best Lady Rider:	Cheryl Fennell (Qld)
Youngest Rider:	Ryan Phelps (Vic)
Furthest Ridden:	Gerry Rowley (South Australia)
Combined Oldest Bike and Rider:	Jim Alexander. 160 yrs. (NSW)
King of the Rally:	Neal Videan (Vic)
Manfred Kinne Perpetual Trophy:	Queensland Section.

Weigh-Out Vincent!



Here is one of those "WTF!" moments for you lot! Some clues of sorts; the date is May 1946 and the half-timbered building on the right may have been located in Stevenage.

Figured it out?

OK. This is the very first 998cc Series "B" Vincent-HRD Rapide and it has just emerged from the erecting shop to be weighed. But first, Philip Vincent (who knows his own weight) is checking the accuracy of the small steelyard scales as co-designer Phil Irving, on the right, supervises.

The Rapide tipped the scales at 425 Lb, without fuel or oil. At the time Philip Vincent promised they would be rather lighter than that that. What's more he is reputed to have also said that it would be priced at just £ 201 (plus the British Government's purchase tax – another £54 5s 5d) – to which he quickly added that it was "a mere 34 per cent increase on the pre-war cost for a better machine"

If only they could know the market prices in 2016!

Oh! Did you notice something strange about it all – Yep … *There is no cigarette in Phil Irving's mouth or hand!*

FITTING CONWAYS HONDA CLUTCH TO A BURMAN GEARBOX

Modified instructions based on the experience of the Oz Vincent Review Readers

- **Prepare the clutch basket to accept lock wire** – you need to drill one small hole in each strengthening web – see photo
- **Prepare the new clutch top hat bolt for lock wire** – you will need to drill 2 holes, across the flats, directly opposite each other – again see the photo. 2 sets of lockwire helps maintain balance.
- Prepare the supplied clutch friction plates for use by soaking them in motorcycle gearbox oil, such as Motul Transoil SAE 10W30, for 24 hours. Under no circumstances use ATF (Automatic Transmission Fluid) for this, or subsequently, in the primary drive case.

- Drain primary chain-case oil.
- Remove L/hand footrest hanger, primary chain-case cover and ESA if you do not have a split link chain. If you do have a split link chain it is not necessary to remove the ESA.
- Remove primary chain and Burman clutch.
- Take off bearing track and inner thick washer from gearbox main-shaft.
- Wash out any contamination and oil from chain-case & cover.
- Fit new thick washer supplied over main-shaft. Note: This washer is relieved on one side to give clearance for the clutch bearing. Fit it with the recess outwards towards the clutch.
- Make sure the inner basket of the new clutch is pushed fully home into the outer basket.
- Fit chain over clutch sprocket and engine sprocket and fit clutch and ESA onto their shafts or refit chain spring link.
- The splines of the new clutch are longer than those of the old clutch. This gives better engagement and longer life but might cause a tight fit. Use a hide mallet to VERY gently tap the centre onto the shaft. Take care NOT use excessive force which may damage the very thin retainer for the circlip of the main-shaft bearing on the kick-start end of the shaft.

- If the Clutch is very tight use a Swiss File to relieve the Clutch Splines (NOT the main shaft!) until a tight sliding fit is achieved.
- If the splines on your main-shaft are worn it does not matter because the new clutch centre will engage good unworn splines behind the worn ones.
- Fit the Top Hat nut provided after ensuring that the grub screw locker is below the surface of the nut. Now use the rear brake adjusters – tighten both of them up as much as you can by hand – do not use any tools – and you will find that there is more than adequate locking to allow for locking and tightening of the clutch centre nut.
- DO NOT try locking the drive spindle by putting something through the rear wheel spokes – you WILL end up with one or more bent spokes – you have been warned!
- Fully tighten centre nut (1 5/ 16" or 33mm socket), there is NO NEED to use Loctite as the lock wire will secure the nut. Do not tighten the locking grub screw just yet.
- If the ESA was removed, re-fit the spring dimpled plate (PD5) over the outer end of splined cam sleeve (PD4) with the dimples facing outwards away from the springs. This has proved to reduce spring breakage.
- Fit the whole ESA unit over the main-shaft with the splined shaft protruding through the dimpled plate and do up the nut fully against the locked rear wheel. This method of fitting the plate will ensure that the splines engage the sleeve easily and correctly.
- **Please check that the sprocket of your new clutch is in line with the engine sprocket when both are done up tight. If it does NOT line up you will need to correct the misalignment by fitting suitable spacer(s) as needed.**
- After you have confirmed the alignment of the drive and clutch sprockets, fit lock wire to the clutch centre – use both holes (you made) in the Top Hat nut so ensuring the balance is maintained – see photo. Now screw in locking grub screw (which is 2BA or 3/ l6"BSF, not metric), Loctite may be used, but **only** on the grub screw.
- Fit the clutch plates alternately starting and finishing with a friction plate. (some clutches have a loose thick steel plate first that may or may not be retained by a very thin circlip. Others have a cast alloy plate integral with the centre hub)
- Before fitting the pressure plate remove the old clutch push rod. If it is one piece, cut approximately in the middle with a hacksaw. File or grind cut end flat and heat over a gas ring to cherry red and plunge in cold water to harden.
- Grease shortened push rod and refit to shaft. Push in new section of rod provided, hardened end first.
- Remove cable inspection cap on Kick-starter cover and check that the clutch cable is allowing operating arm to go fully out into kick-start cover. If it is not check that the operating arm adjustment under the cover retained by 2 1/4" W screws on the kick-start cover is set midway of its adjustment, then adjust cable or shorten outer to allow arm to sit correctly.
- Estimate the length of push rod required to touch pressure plate and cut with hacksaw. Flatten end of rod and re-check length before hardening. Only when you are sure you have it right harden the cut end of new rod, grease and fit.
- If you cut too much off the push rod a ¼ inch x ¼ inch roller can be inserted between the cut ends of the push rods and re-measure and cut again. If a roller is not available a section of the discarded rod can be fashioned and hardened for the purpose.
- Finally fit pressure plate, springs washers and 10mm bolts. Fully tighten bolts & adjust cable to give a small amount of slack at the lever.
- Now utilising the kick start cover inspection cap, make sure that at the point of clutch disengagement/engagement that the clutch cable is at a right angle to the clutch operating arm (inside the kick start cover). **This is essential for a light clutch operation.** If it is NOT at a right angle you need to adjust the position of the operating arm. The operating arm adjustment under the cover retained by 2 1/4" W screws on the kick-start cover.
- It may now be necessary to adjust your clutch cable to give the desired action and free play at the hand lever. If you cannot get sufficient adjustment then you may need to make a change to the length of the clutch pushrod.

- Once happy with the clutch operating cable and the clutch hand lever operation it is time to Check and adjust primary chain and rear chain followed by a final test of the clutch operation. If you are happy with it, re-fit primary cover and footrest hanger.
- **Motorcycle specific Gearbox Oil, such as MOTUL Transoil 10W30 should be used in the chain case**. Do NOT use ATF (Automatic Transmission Fluid)
- If after initial 'bedding down' of the clutch plates the clutch has become sticky and does not easily disengage as easily as it did when first fitted it will be necessary to remove the plates and wash them off in a degreasing solvent and re-fit them. The problem should not then re-occur.

The Conways Clutch Kit for Comet uses a clutch from a:

- Honda CB360 G/T 1974-1976
- Honda CJ360 T 1976-1977

EBC Brakes are able to supply suitable clutch parts if needed: www.ebcbrakes.com

The EBC Friction plate set is EBC part # CK1132
The EBC Clutch Spring Kit is part # CSK082.
EBC can also supply a special tool used to allow positive holding of the clutch basket and center assisting in removal or refit of the clutch basket center securing nut.. It is EBC part # CT009

Plain Metal drive plates are Honda part # 22321-357-0 10

Barnett Clutches in the USA also can supply replacement parts suitable for the Honda clutch used in this conversion. www.barnettclutches.com

The plain metal drive plates are Barnett part # 401-35-047002
The friction plates are Barnett part # 301-48-10001
The clutch springs are Barnett part # 501-66-04010

One final thing while you are in the Comet's primary drive case.

It is not unknown for the Comets ESA Engine Shock Absorber to both break springs and also to work the centre retaining top hat nut loose. The picture below depicts solutions to both of these issues. You may consider implementation of them as a preventative measure.

As shown in the photo, the shock absorber ring plate PD5 is fitted 'reversed' with the dimples facing out – this allows some float for the ends of the ESA springs PD27 thus reducing their tendency to buckle and break.

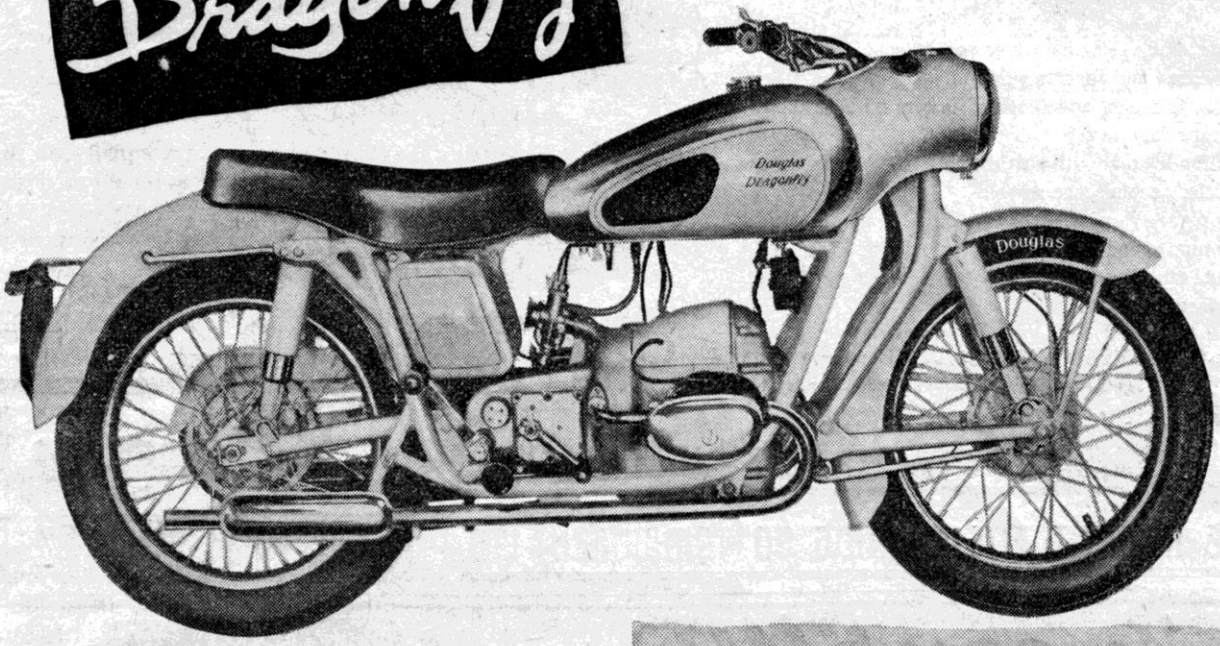
To secure the ESA top hat nut you will need to drill a series of small holes – each approx. 1/16" around the outer edge of PD5. You will also need to drill 2 holes, across the flats of PD7, directly opposite each other – again see the photo. Using 2 sets of lock wire helps maintain balance.

NOW – YOU CAN OWN THE WORLD'S MOST ADVANCED MOTOR CYCLE...

the sensational NEW Douglas

Dragonfly

350 c.c. Horizontally Opposed Twin



WAY AHEAD IN DESIGN

Smooth, flowing lines from the Reynolds-Earles front fork through the nacelle-type headlight and long dual seat to swinging-arm rear suspension. Choice of pleasing colour schemes

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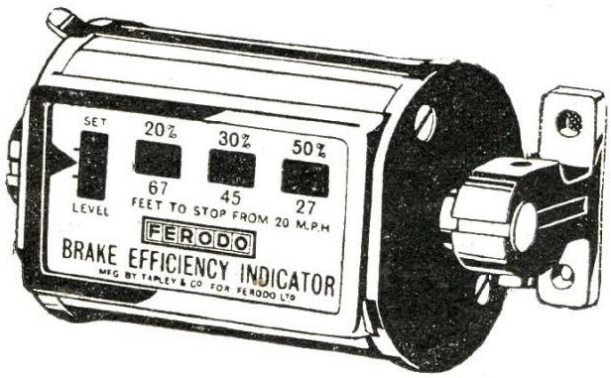
B4

Workshop Wisdom



Pre-bedded Brakes

As far as touring motorcycles are concerned brakes need a few hundred miles to bed down from new, and this is only to be expected. For racing, 100% stopping power is required immediately the brake is re-installed in the machine and quite often there is no time to do more than try it in the paddock before coming to the line. At the 1958 Dutch Grand Prix, Geoff Duke was in just this predicament, his B.M.W.'s brakes being decidedly off colour.

Syd Henson from Ferodo immediately took his front brake into the Ferodo field service van in an attempt to pep up a rather aged component.

I don't intend to detail how the shoes were relined as that's common enough practice; it was the “bedding in " process that was of interest. This is what Ferodo did and it was their standard racing-brake technique.

The shoes were assembled on the brake-plate and everything connected up as standard, with one difference; each cam face was separated from its shoe pad by a piece of shim about .025-inch thick, in effect expanding the shoes a shade towards where the drum braking surface normally would be. The brake-plate was then mounted, centrally, in a lathe and rotated at 200 to 250 r.p.m. A specially sharpened tool was brought into contact and the linings were machined until they cleaned-up all over and had been reduced to drum diameter, +/- 0.005 in.

Removal of the shimming then allowed the shoes to reduce to less than drum diameter and permitted assembly and free spinning of the wheel. Obviously, application of the brake brought all the lining material into full contact with the drum to give the best possible stopping power. Clearly, the brake was pre-bedded.

There's no particular reason why any experienced amateur shouldn't do the same with a touring machine provided he's got a lathe big enough to swing the brake plate. But, I understand, he'll find brake lining material pretty tough stuff and racing lining will need a tungsten carbide-tipped tool. The tool should be sharpened with 8° top and 3° front rakes and it should cut on a feed of .010-in. per revolution.

If a brake so treated in the home-workshop has an inferior performance, don't blame either Ferodo or me, please. It could be that the brake-plate wasn't mounted properly, i.e., central or square in the lathe; For best results great care is needed in setting up.

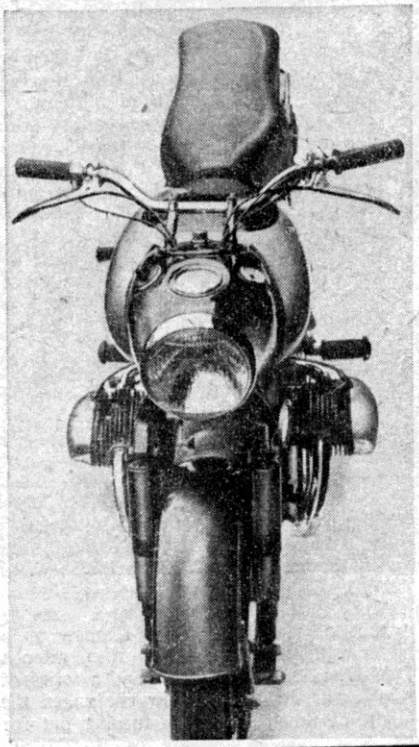
And don't forget that certain " stoppers " utilize floating anchor pins which must first be centralized.

Finally, remember to wear proper protective clothing including eye and breathing protection at all times when machining brake linings.

And for the record – On the day, despite all of the effort to sort out his bikes brakes, Duke lost out to John Surtees on his MV Agusta.

(Acknowledgment: Ferodo Ltd., Chapel-en-le-Frith, Derby – circa 1958.)

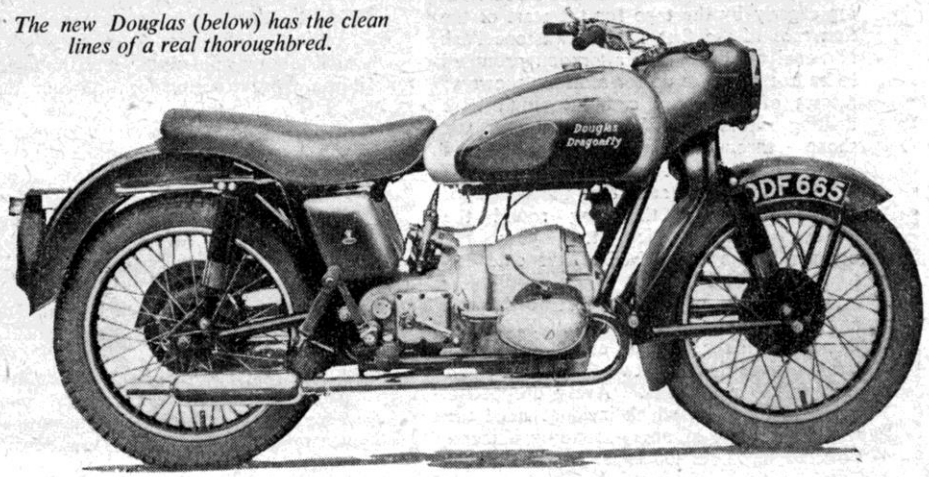
ROAD TESTS OF CURRENT MODELS



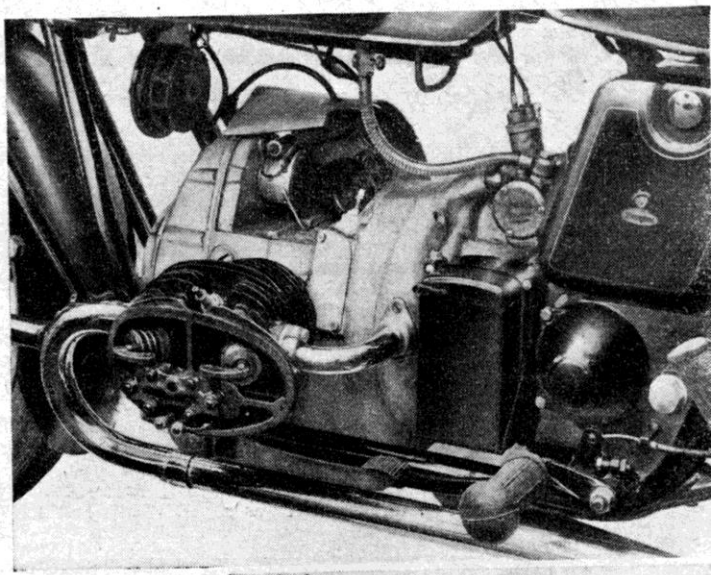
The 348 c.c. o.h.v. h.-o. Twin

DOUGLAS "DRAGONFLY"

The new Douglas (below) has the clean lines of a real thoroughbred.



(Left) A bird's-eye view of a "Dragonfly"—showing many of its distinctive features.



TESTER'S ROAD REPORT

Maximum Speeds in:—

			Time from Standing Start
Top Gear (Ratio 5·57 to 1)	72 m.p.h.	= 5,240 r.p.m.	43·5 secs.
Third Gear (Ratio 7·05 to 1)	65 m.p.h.	= 5,990 r.p.m.	25·2 secs.
Second Gear (Ratio 9·6 to 1)	50 m.p.h.	= 6,270 r.p.m.	11·4 secs.

Speeds over measured Quarter Mile:—

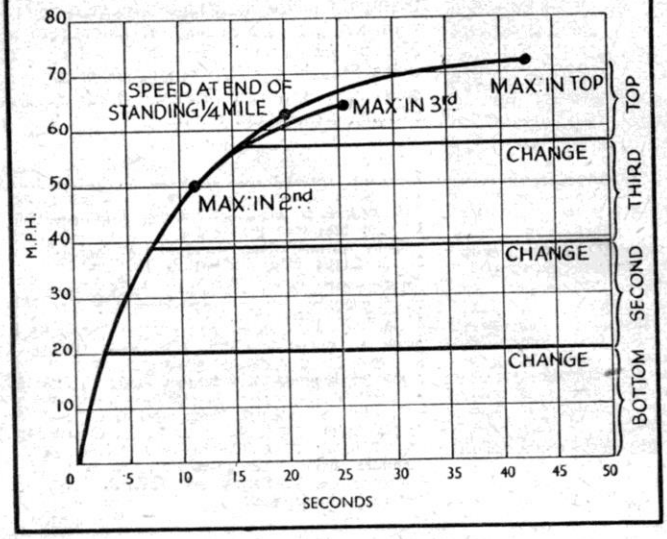
Flying Start 70·31 m.p.h. Standing Start 45 m.p.h.

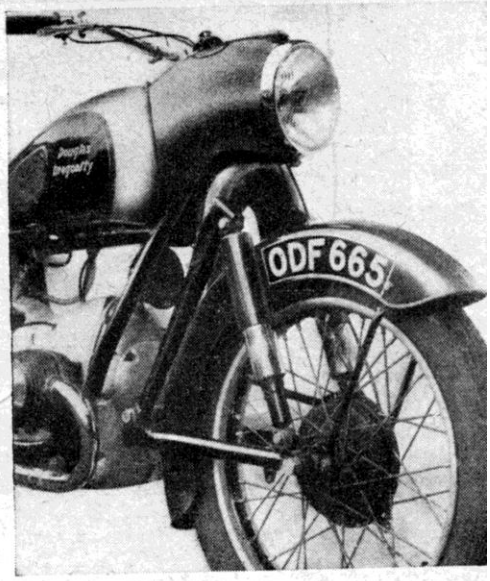
Braking Figures On DRY TARMACADAM Surface, from 30 m.p.h.:—

Both Brakes 28 ft. Front Brake 45 ft. Rear Brake 56 ft.

Fuel Consumption:—

30 m.p.h. 90 m.p.g. 40 m.p.h. 77 m.p.g. 50 m.p.h. 54 m.p.g.





(Above) Accessible tappets and electrical equipment; the built-in induction tract; adjustable brake pedal; and an easy-to-reach battery—all are points to appeal to the practical rider.

With Reynolds-Earles front forks (right) and nacelle-type headlamp, the Douglas is well abreast of the latest design practice.

B8

IN the 1955 Douglas "Dragonfly," Britain has produced a 350 c.c. touring motorcycle that is extremely hard to fault. Demonstrably one of the most advanced designs in its class, and backed by nearly half a century's experience of the manufacture of 180-degree twins, the "Dragonfly" is, in conception, ultra-modern, with its pivoting fork front suspension; unusual duplex frame; streamlined o.h.v. engine unit; and Miller A.C. electrical equipment. And, as the version which has recently been tested by members of *Motor Cycling's* staff has shown in a convincing fashion, the new Douglas is a remarkably practical machine, with a performance to satisfy the enthusiast, just as the layout delights the stylist.

Rightly, the "Dragonfly" was one of the "major" sensations of last year's Earls Court Show, and there is little need here to dwell upon the technicalities of the design—though, for those who wish to refresh their memories on the point, a full description appeared in our issue of November 4, 1954. Suffice to say that, compared with previous Douglas models, the main differences in this latest Kingswood product consist of its completely new frame and forks and considerable "cleaning up" on the engine and gearbox, with the addition of an unusual induction system in which the initial run of the common inlet tract is cast into the clutch bell housing.

Himself the former owner of a Mark III Douglas of 1949 vintage, *Motor Cycling's* man was delighted to find, upon taking delivery, that the new "Duggie" has a very similar riding position, in which the rider is at once comfortably seated and alertly poised, with all the controls situated just where they are needed to ensure the maximum "handleability."

With the carburetter gently flooded and the ignition switched on, a desultory jab on the kickstarter would result in an immediate response from the engine; although there were a few occasions when—owing to the model having stood overnight in an exposed position—the oil was cold enough to call for two or three jabs. With the throttle shut, the little twin would tick over slowly and evenly—the substitution of a single carburetter for the two fitted to previous marks has eliminated uneven running at low speeds—and there was a progressive response as the grip was turned. The clutch action was firm and the take-up positive. Gear changes in either direction were delightfully easy, provided one remembered to make a barely perceptible pause "between cogs" to allow the engine-speed clutch a moment in which to slow down.

"Duggies" exult in revs., and by really winding the power on in the intermediate gears a thoroughly exhilarating performance could be attained—sweet, surging acceleration; effortless high-speed cruising; tireless hill-climbing. On the open road, first gear was held until 20 m.p.h. was reached, and second until the speedometer needle was flicking towards the 40 m.p.h. mark. Third gear looked after the 40-58 m.p.h. sector and then, with the twin on full song, a gentle snick of the toe would enable "60-plus" to be held almost indefinitely in top gear on give-and-take going. Driven in this way, the "Dragonfly" was as nearly vibrationless as it is possible for a motorcycle to be—certainly the tester had to concentrate very hard indeed to detect more than a tremor from beneath the tank, even when the model was hustling along arterial roads at a genuine 70 m.p.h.

Naturally, in a high-performance engine such as this, the power output is concentrated in the medium-to-upper section of the rev. range. None the less, top gear was used for town cruising and, save for a judder which occurred between 30 and 35 m.p.h., the twin would pull smoothly and well . . . a happy state of affairs engendered partly by the new ignition system.

Its predecessors have left the "Dragonfly" with a very high standard of springing and handling to live up to. And right well does it do it. With the adjustable Girling spring units at front and rear set, respectively, to "medium" and "soft," a smoothly-cushioned ride was obtained, which enabled the pilot to ignore pot-holes, and traverse sunken drains with impunity. Not once was the springing bottomed.

There can be few machines which could hope to excel the Douglas in steering. It could be laid into a bend at almost any speed with the sure knowledge that it would hang onto its line like a limpet. And, for the benefit of wags, without the cylinder heads coming anywhere near the ground. Not once, be the roads wet or dry, was the tester's confidence so much as dented.

On straight-ahead navigation, the "350" was rock-steady. And, to answer the inevitable question, torque reaction, even if it really existed, made no difference at all to the handling.

Cruising speeds lay where the rider wished, right up to the model's maximum. Generally, a 60-65 m.p.h. gait was adopted. On one carefully timed 27-mile cross-country trip, which included some three miles of restricted areas and six miles of meandering B roads, an average speed of over 50 m.p.h. was recorded—a guide to the "Dragonfly's" ability in that respect.

Matching a tireless engine were the brakes, neither of which showed any tendency to fade. A good feature is the lack of dip on the forks when braking.

Throughout the test, the electrical equipment was trouble-free. For night-riding, the head lamp gave a powerful beam which enabled use to be made of the upper end of the performance with safety.

Such important points as oil-tightness, mechanical quietness, and mudguarding were all noted in the "very good" bracket. Scarcely an oil smudge appeared, despite miles of hard driving. The only metallic noise was a pleasant "sewing-machine" clicking from the tappets; and the mudguarding kept off the worst which Spring, 1955, could throw at it!

One highly appealing point was the 5½-gal. petrol tank, which, with the "Dragonfly's" ability to average around 65 m.p.g. under the harshest treatment, enabled the rider to make "out-and-back" trips of up to 150 miles or so without refuelling.

Criticisms were hard to find. One valid one concerns the centre stand, the foot of which is too short for easy operation. And a neater joint between the tank and the lamp fairing would improve the appearance. The key-type ignition switch was not thief-proof. Those small points apart, the "Dragonfly" proved itself to be a thoroughly likeable motorcycle with the kind of good manners that should endear it to the many discerning enthusiasts who hold the marque in high regard.

BRIEF SPECIFICATION

Engine: 348 c.c. Douglas h.o. twin four-stroke; bore, 60.8 mm. by stroke 60 mm.; cast-iron cylinders and heads; overhead valves; push-rod operated; C.R. 7.25 : 1; claimed b.h.p., 17/5,500 r.p.m.; Amal "Monobloc" carburetter, type 375/7; induction through inlet tract cast into clutch bell housing, with tubular extensions to inlet ports.

Transmission: Douglas gearbox bolted to engine; positive-stop footchange; ratios, 5.57, 7.05, 9.6 and 15.54 : 1; primary drive direct from crankshaft; final drive by ⅝-in. by ¼-in. Renold chain.

Frame: Welded-up tubular steel cradle frame, with large-diameter tank tube.

Wheels: WM-2 rims, carrying Dunlop 3.25-in. by 19-in. tyres at front and rear; hubs incorporate 7-in. brakes at front and rear.

Lubrication: Dry-sump lubrication with Douglas vane-type oil pump; oil reservoir of 4 pints capacity.

Electrical Equipment: Miller A.C. generator, driven from crankshaft and fully enclosed, with Standard Telephones rectifier for battery charging; external H.T. coil; 7-in. Miller head lamp in nacelle, with ammeter and switch gear; Miller tail lamp; Clearhooter horn; Varley 6-v. battery.

Suspension: Pivoting front forks of Reynolds-Earles design, controlled by Girling units; rear springing by swinging fork; movement controlled by Girling units with hydraulic damping; spindle adjustment by means of draw-bolts.

Tank: Welded-steel fuel tank, of 5½-gal. capacity.

Dimensions: Wheelbase, 56½ in.; ground clearance, 8 in.; unladen seat height, 30 in.; dry weight, 365 lb.

Finish: Black and silver; black and chrome (extra); or stone and green.

General Equipment: Full kit of tools; tyre pump; 85 m.p.h. speedometer; pillion footrests; Halford dual seat.

Price: £166 12s. 10d., plus £33 6s. 7d. P.T.=£199 19s. 5d.

Annual Tax: £3 15s.; quarterly, £1 0s. 8d.

Makers: Douglas (Sales and Service), Ltd., Kingswood, Bristol.

Event Calendar

2016	
November 13	Mods V Rockers: The 59 Club will hold its 2016 event at Antique Motorcycles in Cheltenham , Victoria.
November 19-22	Motorcycle Live, the UK's biggest bike show, which takes place at The NEC, Birmingham
December 4	BHMCC Motorcycle Swap Meet; @ Llanelly, Victoria, Australia. Phone Rex 0407 683 376
2017	
March 19-30	Tassie Tour 2017 (Australia), open to pre 1970 British bikes – for more info contact tassietour2017@hotmail.com . This fantastic 10 day tour is limited to just 100 bikes so if you are interested, act now. UPDATE: While now fully sold out there is a waiting list so it may not be too late if you act fast.

Restoring Lost Power.

A contribution from The Black Sheep with grateful assistance from Neal Videan

In any (Vincent) motor as the camshaft rotates the camshaft lobes cause the flat faced valve followers to move the pushrods upwards. Those pushrods then act on the rockers, with the adjuster end of the rocker rising while at the same time the forked end bears on its valve causing the valve to open – and as the cam rotates further the valve starts to close. Pretty basic stuff.

But what determines just how much the valve opens? First up it is the height of the cam lobe relative to the cams base circle which in turn is affected by the ratio of the rocker arms. The Stevenage factory initially used rockers with a 1:1 ratio but then changed to a 1:1.1 ratio (and before you ask, no I don't know exactly when, though it was prior to 1949). We all know that we use the adjuster in the rocker arm to set the minimum clearance when the valve is closed. But what about when it's fully open?? Here we are at the mercy of the internals of the valve lifting mechanism.

At the start of my musings I was comparing the lift component of a Mk1 camshaft to a Mk2 and discovered that the Mk2 basically provided for an additional 0.060" lift at the camshaft lobe – plus my experience with a trial fit of a Mk2 camshaft found all sorts of clearance problems in both the timing chest and in the head. So I abandoned my Mk2 experiment. But I postulated that if I could somehow get around 0.030" extra lift it would provide a modest performance bonus.

I spent some time with a thought experiment around the potential that may exist in changing the rocker arm ratio, as suggested by Phil Irving when he wrote in the VOC magazine "MPH" number 262, as an easy way of increasing valve lift, but eventually discarded the idea. However it did get me thinking about the standard components.

Then I started to examine the components of the valve drive in my motor. My chum, Neil Videan, was kind enough to loan me a pair of

brand new rocker arms and when I compared them to mine I was shocked. The forked end of the new rocker arms, the bit that bears on the valve stem collar, has a defined radius on it as you can see in the picture right:

But when I took a close look at the rocker arms taken from my motor it was a different story – both rocker arms showed considerable wear at the forked end with most of the 0.5" radius worn away and the effect of that is to reduce the effective valve lift by exactly the difference in height between the curvature of the unworn rocker and the chord worn into the worn ones.

This is what the forked ends of my rockers were like! I estimate that at least 0.030" of actual valve lift had been worn off them.

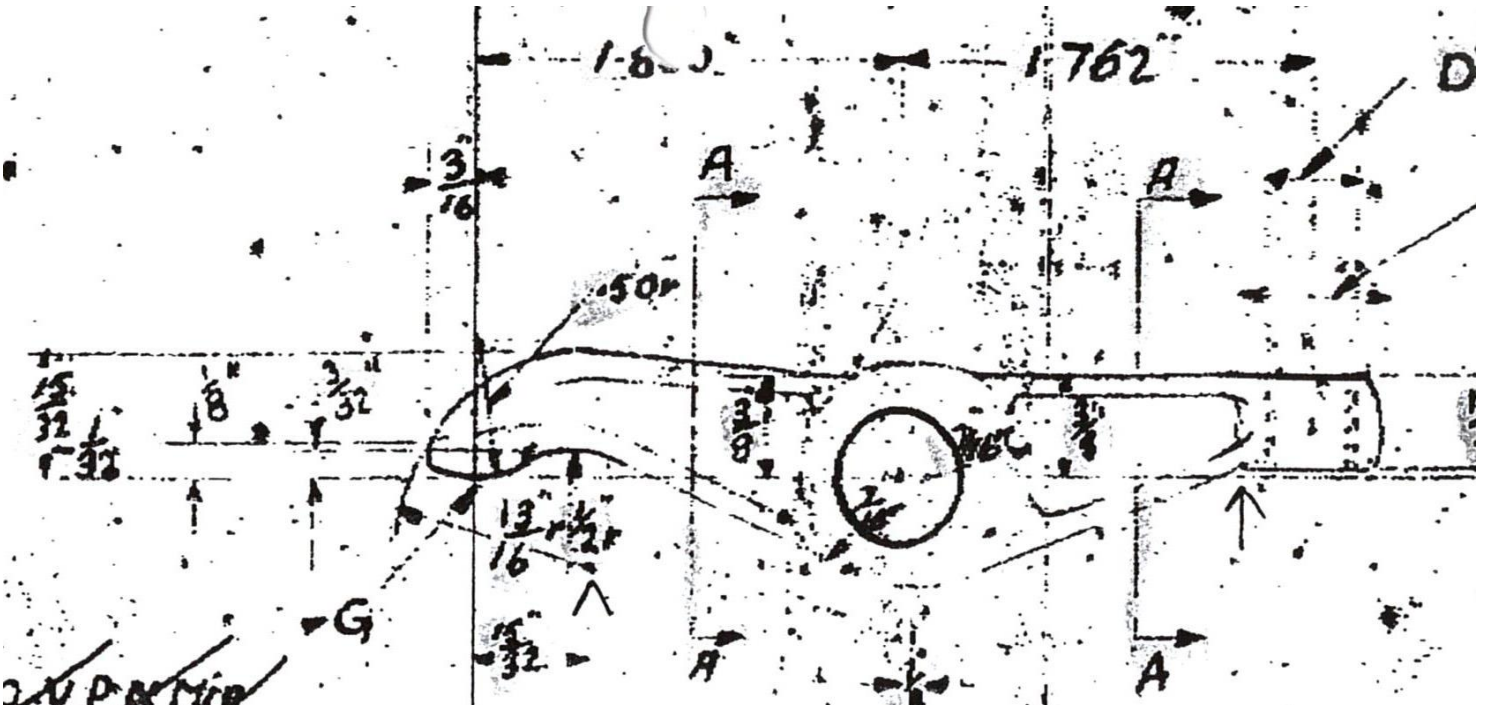
At first I considered new rocker arms (ET25) but, having tested the worn face and found that the hardening was still in it I had the old rockers professionally reground by Cylinder Heads, Australia, thus restoring the forked ends to their original 0.5 inch radius profile.

No dyno or any other scientific testing has been used but seat of the pants suggests a noticeable improvement in power especially in the mid range. The cost of the regrind of the rockers was frankly trivial – but the results – outstanding. Compared to the state of my motor before I embarked on this exercise, I did get the additional 0.030" valve lift and resultant performance boost I was seeking!

As an unexpected bonus, the valve gear also seems to be noticeably quieter than before.

So when you are next "playing" with your motor it may well be a prudent thing to check out the state of your rocker arm forks. There may well be some lost power just waiting to be recovered.

And for those with a bit more interest in detail, reproduced below is just a section of the original Vincent HRD Co Ltd drawing, dated 1952, for this component.



Alton Appoints Australian Distributor

Unless you reside in an alternate universe you will be aware that the primary cause of grief with Classic British Motorcycles is the electrics. Six volts may have seemed a good idea back when Grandma was a girl but these days 12 volts is where it's at. Vincent riders in general have a reputation for being a hardy lot who put up proper miles on their bikes and if you are going to do that you need reliability. Now, I know I am only talking to 50% of Vincent owners here as the other 50% have already seen the light and gone down the 12-volt path. Still, if that's you, stay with us as at the very least you'll get the warm feeling of satisfaction of being in the front half of the pack.

So, what are the benefits of 12 volts?

- ***Lights.*** This is the big one. Instead of having a resident glow worm in the big Miller and his cousin in the taillight, you can have a serious Halogen up front and a nice 21/5 incandescent or flash new LED out back.
- ***Ignition.*** I have no issue at all with a Magneto in excellent working condition, after all this system was good enough for piston Aeroplane engines so it should be fine in a Motorcycle. That being said, many do prefer a coil ignition system which requires 12 volts and an electronic actuator which does away with the vagaries of manual or "automatic" mechanical spark advance. A good coil ignition can provide a superior spark at start-up revs which is usually when we require instant action from the ignition. Plenty of options out there, some of them good.
- ***Possibility of fitting an Electric Starter.*** Oh Joy! Cry those of limited stature or with a dodgy knee. Yes, with 12 volts and a fat battery you too can fit one of these wonders (again available from a few sources) and just smile when you press the magic button to hear the Vincent burst into life.
- ***Other cool accessories.*** Only limited by your imagination. A few that spring to mind are a USB port for the iPhone, iPad etc., 12v outlet for GPS, heated handgrips or led camping light.

So, I think its a pretty good case for the change to 12volts. Of course, that's all well and good but let's not forget that the wiring on the bike may also be as old as Grandma or at least someone named Hazel. If we are going for the 12 volts change it would be very smart to install new wiring at the same time to ensure the desired outcome. A wiring loom is relatively inexpensive too. And *please* do not forget to fit a fuse in line with the battery connection.

That brings us to the Dynamo or Generator. How are we going to coax 12 volts and adequate watts out of that old girl? The short answer is you probably can't. Well strictly speaking if you fit a 12 volt regulator and keep the revs up it will knock out 12 volts until its 60-80 year old innards call "Enough!"

But she isn't going to give enough watts to burn up the highway and make possums fall out of trees.

There is a far better solution out there and the 50% I referred to earlier know this. It's a company called ***Alton***. Alton is a French company and has been developing and manufacturing 12 volt AC Generators for many years, improving designs and expanding their product range over time.

These are a class act and fit directly in place of the original providing a maintenance free 80-90 watts when cruising with a maximum of 150watts.

No ammeter in the red at idle either as they charge from very low revs.

Weight is only half the original Lucas and they have nice retro styling. Another thing I like about these are that they are of European manufacture. The quality is obvious.

Plus they come with a Podtronics Regulator, instructions and a fully supported 2 year Factory warranty (but no steak knives).

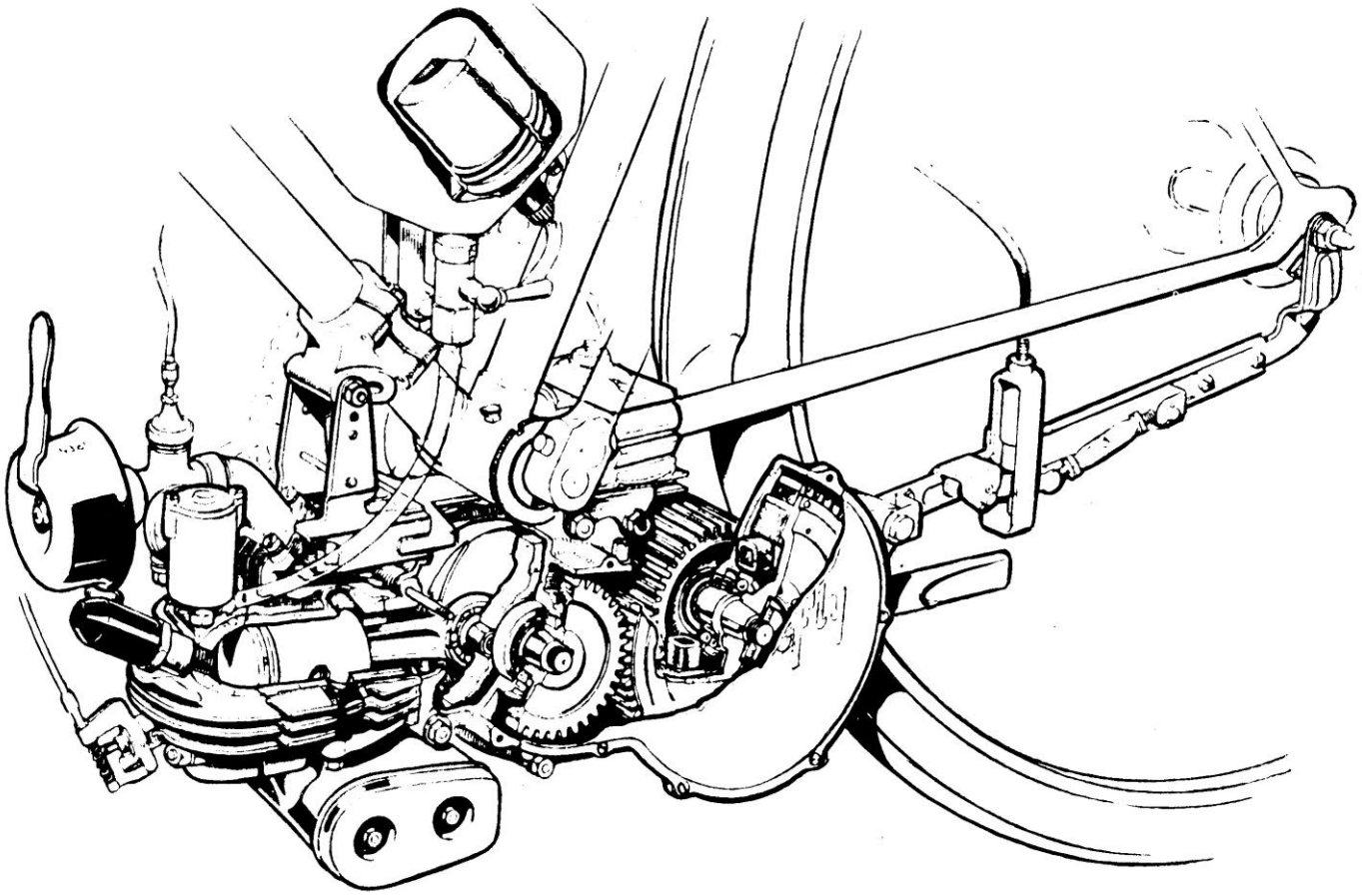
Some excellent news is that they are now available locally in Australia as ***Ace Classics*** in Torquay, Victoria has recently been appointed the Australian distributor.

Given the cost of repairing/upgrading the old original dynamo & still getting 40watts on a good day (high fives all round), with an Alton at A$840 for a twin or A$820 for a Comet, you don't have to think too long to see the value.

Ace Classics Chief Fettler, Alan Howlett, always tries to have the full product range in stock so if you've decided to leave the dark side and ride in the light give Alan a call on 0418 350 350 or email him on alan@aceclassics.com.au.

The mini 'Vinny'

Quite at variance to their legendary line in thundering V-twins, in the early 1950s the Vincent company came out with the 50cc 'Firefly' project. This was a bolt-on motor that could be attached to bicycles, and other companies were producing similar appliances around that time. The Firefly engine was made by Miller, better known for their electrical products, and drove the bicycle's rear wheel via a toothed roller. The roller was applied to the tyre by operating a lever that activated the cable seen exciting the drawing beside the bike's chainstay. It was claimed that the 50cc two-stroke engine could be fitted or dismantled by using just two open-ended spanners. But not surprisingly, Vincent will long be remembered for their loping 1000s rather than for their entry into the field of two-wheeled commuter travel.



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 advertisment. 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.

Wanted: A Phil Primmer lifting handle made for the Craven Rack that otherwise would clamp onto the standard lifting handle. If you have one for sale or swap – or even donation(?) please contact Rodney Brown. Email to rodneybrown58@icloud.com

And now for something completely different:

VINCENT AERO ENGINES FOR SALE

London Dealer's Unique Offer of Very Potent "Picador" Twin Units with Fuel Injection

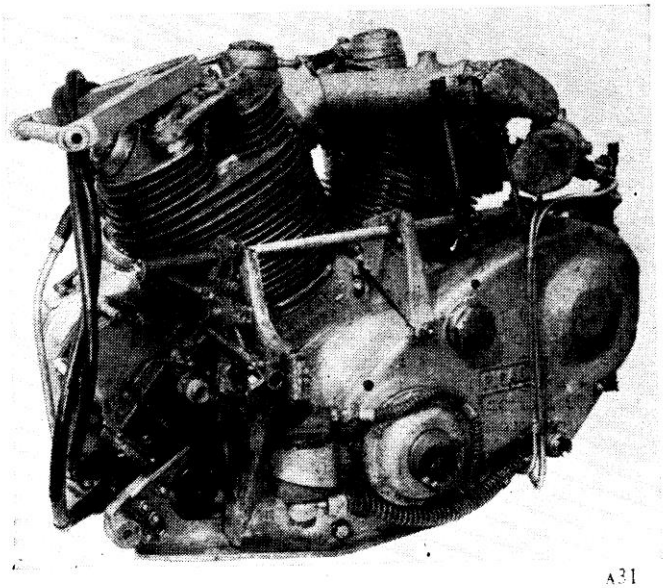
MENTIONED in the news pages of last week's *Motor Cycling* was the fact that a number of Vincent "Picador" target aircraft engines have become available for sale to the public. Apart from the obvious use of these units (they are brand new) as sources of spares for "Black Lightning" engines, or for converting "Rapides" and "Black Shadows" to "Lightning" specification, there is a possible further application of them as power units for three-wheeled cars. Since there is an extremely robust bevel drive at the "rear" (the front when used in the aircraft) it would be a fairly simple matter to drop one into a Ford-engined Morgan, for example.

Fuel Injection

As they stand, the engines are fitted with fuel injection, the capabilities of which under varying speed conditions are not known, but standard carburetter adaptors can be fitted. The approximate b.h.p. at 5,500 r.p.m. is 70. Some units have 11 : 1 compression pistons, others 9 : 1, but in all cases compression plates can be fitted. Apart from the fuel injection, the major difference from the standard "Black Lightning" is in the special crankcase, which is not suitable for motorcycle use unless drastically modified to mate with a separate gearbox. Scintilla or Lucas racing magnetos are fitted, along with a 28v. 17 amp. generator (which can be modified to 12v. 35 amp.) and the big-end assembly is a special ¼-in. caged roller job, with pressed-in crankpin, in place of the normal Vincent bolted-up type. The "Picador" assembly should be immensely strong.

Although there is approximately £140-worth of directly applicable "Black Lightning" spares in each of these engines, they are offered at £70 per unit (two, which have been bench-tested, carry £65 tags). They can be obtained from Deeprose Brothers, Ltd., 178-184 Brownhill Road, Catford, London, S.E.6.

Having examined one of these engines in a dismantled state, the writer considers that, provided the purchaser has sound mechanical knowledge and the necessary workshop equipment, an extremely interesting "special"—preferably a three-wheeler—could be built around such a unit.



The Vincent "Picador" target aircraft engine, which, as mentioned on this page, is available for sale to the public. With an output of 70 b.h.p. at 5,500 r.p.m., these units should be of considerable interest to "special" builders.

A31

ne already has a couple of riders, should anyone feel tempted to inquire.

ROAD RACING WORLD CHAMPIONSHIPS

WITH two meetings in the World Championship Road Race series run, the scores are now as follows:—

125 c.c. Individual: 1, C. Ubbiali, 16; **2,** D. V. Chadwick, R. Ferri and L. Taveri, 6; **5,** T. Provini, 4; **6,** E. Degner, A. Gandossi and S. H. Miller, 3. **Manufacturers: 1,** M.V., 16; **2,** Ducati, 6; **3,** MZ, 3.

250 c.c. Individual: 1, T. Provini, 16; **2,** C. Ubbiali, 12; **3,** M. Hailwood, 7; **4,** D. Falk, 6; **5,** R. N. Brown, 3; **6,** A. Wheeler, 2. **Manufacturers: 1,** M.V., 16; **2,** NSU, 7; **3,** Adler, 6; **4,** Mondial, 2; **5,** CZ, 1.

350 c.c. Individual: 1, J. Surtees, 16; **2,** D. V. Chadwick and J. Hartle, 6; **4,** K. Campbell and G. B. Tanner, 4; **6,** D. Minter and T. S. Shepherd, 3. **Manufacturers: 1,** M.V., 16; **2,** Norton, 10.

500 c.c. Individual: 1, J. Surtees, 16; **2,** D. Minter, 7; **3,** R. H. F. Anderson and J. Hartle, 6; **5,** R. N. Brown, 4; **6,** E. Hiller, 3. **Manufacturers: 1,** M.V., 16; **2,** Norton, 10; **3,** B.M.W., 3.

Sidecar Individual: 1, W. Schneider and F. Camathias, 14; **3,** J. Beeton and H. Fath, 4; **5,** A. Ritter and C. Smith, 3. **Manufacturers: 1,** B.M.W., 16; **2,** Norton, 7.

This last item first appeared in Motor Cycling on July 3, 1958. Sorry to have to tell you – but they are all gone, they sold like hot cakes!

Service Providers

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

Spares:

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

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

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

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

Terry Prince Classic Motorbikes, Australia: 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

Fastline Spokes, based in Broadford, Victoria, can supply Australian made spokes for just about any bike. Owner Bruce Lotherington manufactures spokes to order with a turn around time of less than 1 week. For more info see www.fastlinespokes.com.au or phone (+61) 0411 844 169

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

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

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

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

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

Precision Shims Australia: All types of shims made to your requirements, ships worldwide. More info at their web site www.precisionshims.com.au

V3 Products (see entry under Spares above) also stocks a large range of Vincent specific nuts n bolts.

Keables, Australia: The original nut n bolt specialists who are able to supply just about anything with threads and bits to match such as taps n dies. Recently have relocated to 11 Braid St, West Footscray, Vic. Ph 03 9321 6400. Web site www.keables.com.au

Restoration Services:

Steve Barnett, Australia**.** Master coachbuilder and fuel tank creater who does incrediable workmanship; located in Harcourt, Victoria. Ph +61 3 5474 2864, email steviemoto@hotmail.com

Ken Phelps, Australia – Qualified aircraft engineer and builder and daily rider of Norvins for over 30 years, who has the skill and experience to carry out overhauls, rebuilds, general repairs and maintenance to Vincent HRD motorcycles. Full machine shop facilities enabling complete engine and chassis rebuilds, Painting, wiring, polishing, aluminium welding and wheel building. Ken Phelps Phone: (61+) 0351760809 E-mail: ogrilp400@hotmail.com . Located in Traralgon, Victoria, Australia

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.

Grant White – Motor Trimmer, Australia: Specialising in Vintage and Classic Cars and Motorcycles. Located in Viewbank, Victoria. ph 03 9458 3479 or email grantwhite11@bigpond.com

Ace Classics Australia is a Torquay Vic. based Restoration business specialising only in British Classic and Vintage Motorcycles. Complementing this service, they provide in-house Vapour Blasting, Electrical Repairs and Upgrades, Magneto and Dynamo Restoration plus Servicing and Repairs to all pre-1975 British Motorcycles. They are also the Australian Distributor and Stockist for Alton Generators and Electric Starters. Phone on 0418350350; or email alan@aceclassiscs.com.au . Their Web page is www.aceclassics.com.au

General Services :

Cylinder Heads, Australia: Cylinder Heads are highly skilled engine experts with 30 years of experience operating from their new Ringwood 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. A precision engineer, Alex offers an extensive range of engine reconditioning and repair services; he also offers precision welding of all metals. For more information see http://www.cylinderheadsvictoria.com.au or phone Alex on (03) 8838 8515

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

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

Rays Custom Spray Painting, Australia: Ray Drever is skilled in paining 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.

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

Piu Welding, Australia: Frank Piu is a master welding engineer who works with Aluminium as well as steel. No job to small. Has been recommended by multiple OVR readers. Phone 03 9878 2337

MotorCycle Fairings, Australia: This crew are are total professionals when it comes to painting. Expert service, quick turnaround and fair prices. Ph 03 9939 3344

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