

The Oz Vincent Review

Edition #38, May 2017

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 month the front cover depicts OVR reader Burger Drake and his much loved and (almost) daily ride – his Vincent Rapide at Childers Cove on the Great Ocean Road, Victoria, Australia where he stopped for a rest break and found himself – actually his bike – to be a honeypot attraction for tourists.

This month OVR is visiting Southern Europe and Northern Africa in search of – yep , classic British bikes; as a consequence the June edition *may* be a tad late in being produced so don't start worrying if it's not with you at the very start of June – it will eventually arrive and I hope it will be worth the wait.

And if you happen to have a spare Vincent Front Head – then take a look at Buy, Swap n Sell.

If you have received this copy of OVR indirectly from another reader you can easily have your very own future editions; simply [click on this link](#) to register for your free subscription.

Finally, to access the OVR archive *from any device*, simply go to <https://goo.gl/jZkiFb>

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Letters To The Editor

G'day Martyn, Interesting item on the O....I'm one of the few people who have ridden it, several times actually. PEI was a bit tong in check with his reference to its first riding use etc.... Only last year while researching in the UK I spent 2 days in the VMCC library and 2 days in Morton Media's archive, the latter identifying photos for them. In the VMCC library I came across further pages from a previously unknown PEI notebook, obviously left at Veloce when he left to go back to AMC to work on the Porcupine with Joe Craig and these notes have all the problems in the road tests up into 1942. Sadly a test was on 14.03.1939 and PEI wrote....

*Model O: First Experimental Machine. Started up first kick. Gears very tight. Engine seized suddenly... Dismantled... Seizure caused through RH front main. Gear ground by Herberts. Engine re-assembled with new front main with wide thrust face & eccentric oil groove. Gears checked, found to be 0.006" slack between teeth. Pump drive ratio altered from 12:32 to 15:32 to speed up pump & lower KS ratio. Pump stud hole found to have broken through into oil hole near relief valve ball seal. Remedy this in casting page 4...
speedo reading at commencement 4 miles, at finish 102 miles, first road test 12.03.1939...
Weather cold and fine.*

There were many issues such as described and while I'm a Velocette enthusiast and historian...I won't hide the truth...this model had a difficult time in its development.... I'd be happy to read the next section you are to publish on the O.... I have copies of all PEIs notes from his time at Veloce and the O's design.

Regards, Dennis Quinlan, Australia

Hi Martyn, Thanks for latest OVR. Ken Phelps oil seal article had me thinking! As you noted the fitting of an oil seal is well known. Years ago when I was a Holden mechanic we

used to receive a small booklet when a new model was released containing all the specs etc. & on the rear page was a list of mechanics aims, one was 'cure the cause, not the effect'!

Keep smiling, Ken Butler, Australia

Morning Martyn, Thanks for Blue photo in OVR 37. Just to say the Twin Engine from the Blue Bike did not go to waste !, It was already being used in something "Special", A road bike used also for racing from 1975 to 80, Now just a road bike.

Many Thanks, Bill Thomas UK.

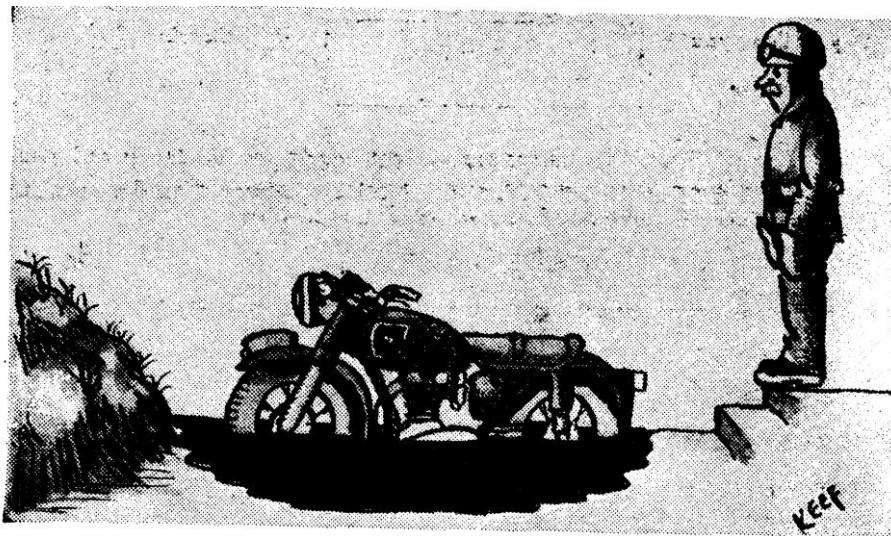
Hi Martyn, For some time I always wondered what happened to the other bike, the B Rapide F10/AB/1/238 advertised in the MPH No 308 Floggers corner. With the help of the VOC Forum and Mr Francois Grosset I was able to get pictures of the bike which is now in France in good hands. I was able to pass this information and photos onto Mr. Nguyen-Van-Nohn wife Yen. She was very pleased to receive this information. So she knows where both these treasured bikes of her husband now are domiciled. The B Rapide in France and the Black Shadow in the boutique "Blast from the Past Motorcycle Museum" in Cairns

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

I have now heard back from Yen who wrote:

"Thank you so much for your kindness ! Especially today is Nhon's pass away anniversary ! I think somewhere in heaven Nhon could be so happy to know about the news from your email. Thank you so much again for the email with beautiful photos ! Hope to meet you in Vietnam soon ! Respectfully yours, Ngoc Yen"

Regards, Stephen Carson, Australia and Korea



"Hm . . . Really must cure that oil leak sometime."

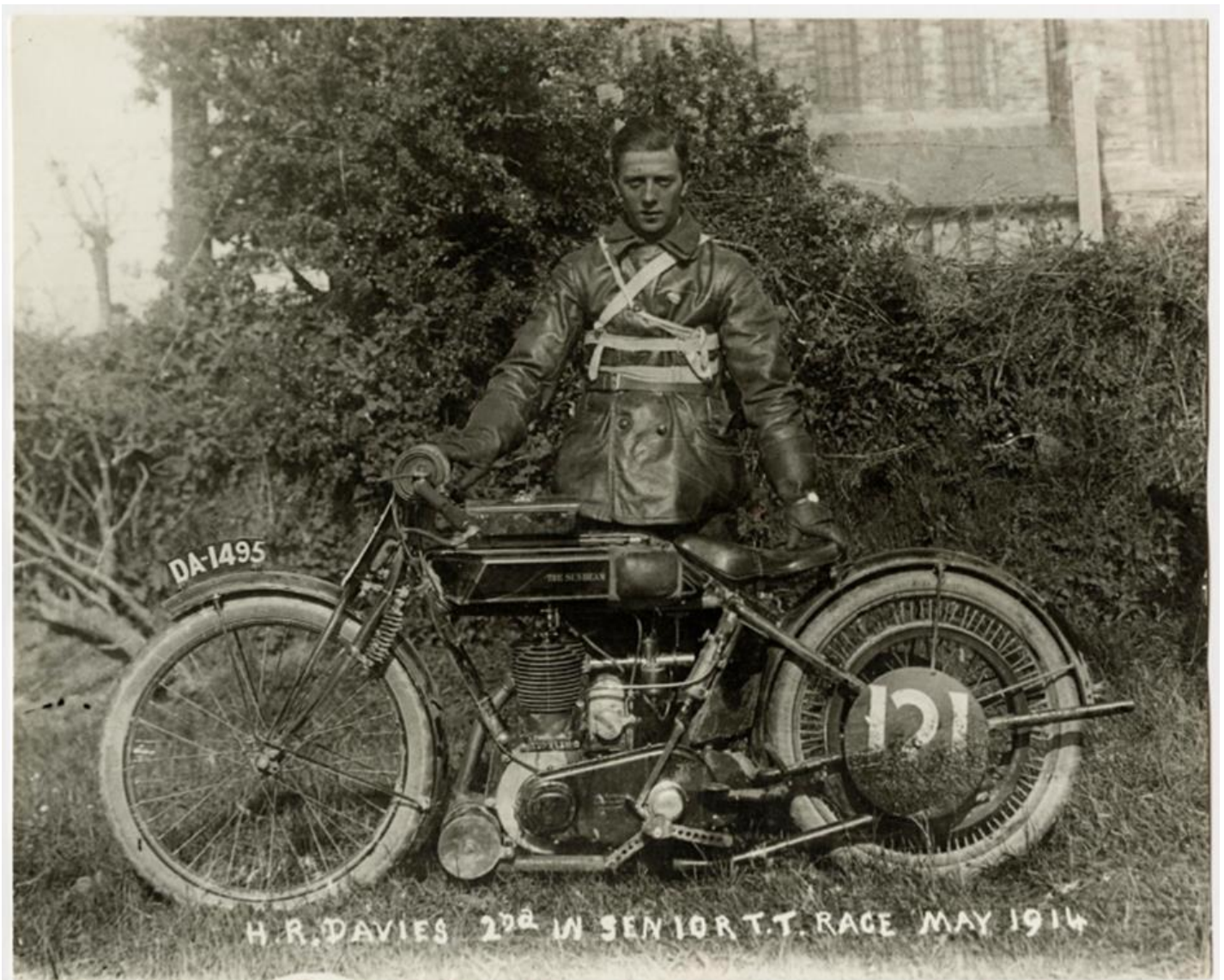
An Early Death?

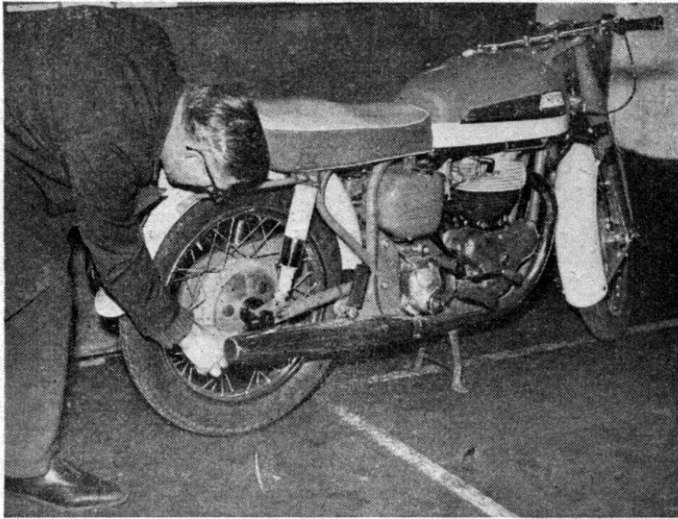
It was 100 years ago, on May 27 1917, that one of the then most famous racing men, Howard R. Davies, was reported as "killed in action".

"H.R.D.", as he is familiarly known to-day on account of the machine bearing his initials, was in the Royal Flying Corps, and in 1917 his 'plane came down in the German lines. Although first notified as missing he was later reported killed and his obituaries were published.

I met him in 1927 and he showed me a tattered page, torn from a magazine of May, 1917. It expressed "keen regret for the loss of a promising rider." How "promising" he was, has been shown by the fact that he won the Senior T.T. in 1921 and did so again in 1925 on his own H.R.D.. Not bad work for an allegedly deceased chap!

From the Motor Sport Archives, May 1927. Author unknown



EASIWAY TUNE-UP**No. 7**

BERNAL OSBORNE'S
Servicing Routine for the
497/597 c.c. o.h.v.

NORTON

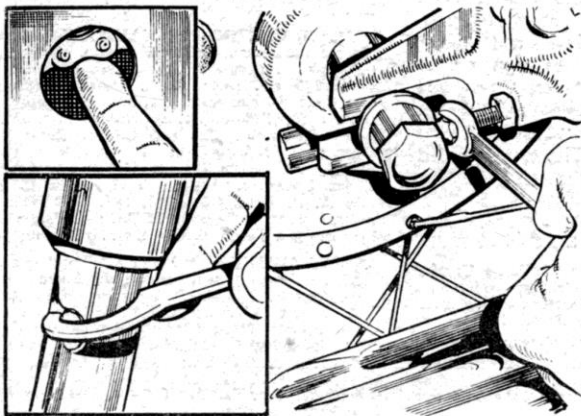
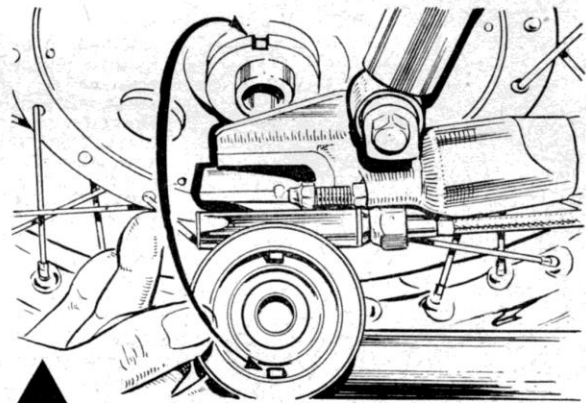
"Dominators"

Hints and Tips for Maintaining a Famous
 Pair of Twins

A KNOWLEDGEABLE approach—whether it be to the elementary business of adjusting a chain, or to “boosting” the generator output to cope with some special electrical requirement—makes the difference between acquiring skill and confidence or bodging the job and then having to pay a repairer to put matters right. A novice can come unstuck quite badly even, for example, in refitting the rear wheel of a Model 88 or 99 “Dominator” though, as Nortons point out, the drill is simple “once you know.” The 10 jobs dealt with in this instalment comprise a mixed bag of work on which, say the Norton Service people, the average novice owner often reveals doubt. The subject-matter applies to both models—the currently made versions with fairing and earlier “bare-frame” ranges introduced in recent seasons. All have high-performance engines in which valve-clearance settings are a critical factor. Once established, the gap settings stay put for many thousands of miles, but a periodic check that all is well is a wise summertime precaution.

1. REAR CHAIN CHECK

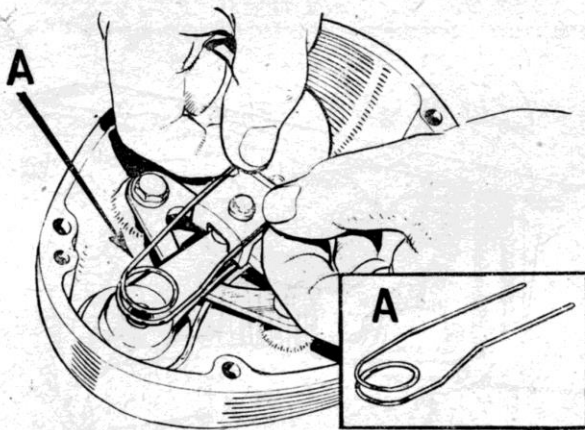
REAR-CHAIN tension is best checked with the swinging fork lying horizontal. That position is obtained by “softening” the two Girling suspension units. Use the special C-spanner, turning each of the adjuster sleeves to the No. 1 peg location and check tension through the rubber-grommeted chaincase hole (top left, below) for up-and-down play. If chain movement exceeds 1 in. at the tightest part, thrust back the spindle by the abutment mechanism (shown right). Do not slacken the spindle until it wobbles about freely but let the adjusters work against slight resistance. Spanners required are O.E. $\frac{1}{8}$ -in., $\frac{1}{16}$ -in. and $\frac{1}{2}$ -in. Whit. Adjust three hexagon flats at a time each side. Tighten the spindle, recheck tension and reset the Girling units. Now make good the rear brake adjustment.



A14

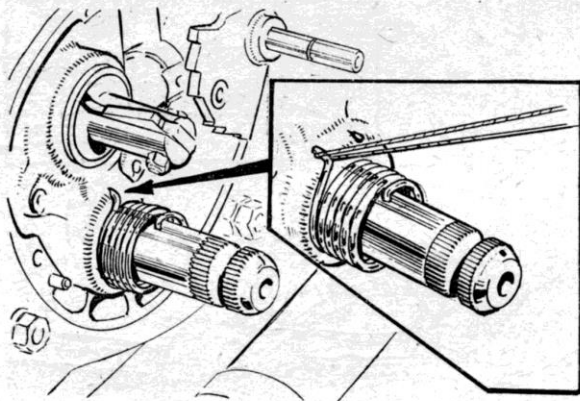
2. A COMMON ERROR

TO take out the rear wheel, the offside half-spindle is withdrawn, releasing a distance piece and freeing the speedometer driving unit. Oversight while reassembling may result in the speedometer unit and the wheel binding together, making it difficult or impossible for the wheel to rotate. This occurs when the two driven dogs in the speedometer unit are out of register with the slots in the driving ring. Assembly is simplified if the unit and wheel are lined up (see arrow) before any attempt is made to assemble the two together. Because of its function as a clockwise driver, the wheel ring (it also acts as a retainer for the ball journal bearing on this side) has a left-hand thread. The wheel may be dismantled from the brake gear by removing the three sleeve nuts concealed behind the three rubber plugs; upon replacement, these nuts must be fully tightened. The left-hand “axle” nut is left tight throughout.



3. WORK ON THE GEARBOX

WEAR-AND-TEAR items which can be rectified by the owner include replacement of the kickstarter return and pawl springs, the K.S. pawl assembly and also the light hairpin spring, one of two employed to return the gear pedal to a central position after a change has been made. Each job entails removing the clutch cable, the footchange pedal (pointer held by a 1/4-in. bolt) and dropping the right footrest, which is done by slackening the left-side footrest nut. Prepare to catch oil as the cover, secured by five screws, is freed. There is a paper gasket. Fit the gearchange pawl spring as shown, with the cranked leg uppermost. Replace the cover if no further work is necessary and reassemble.

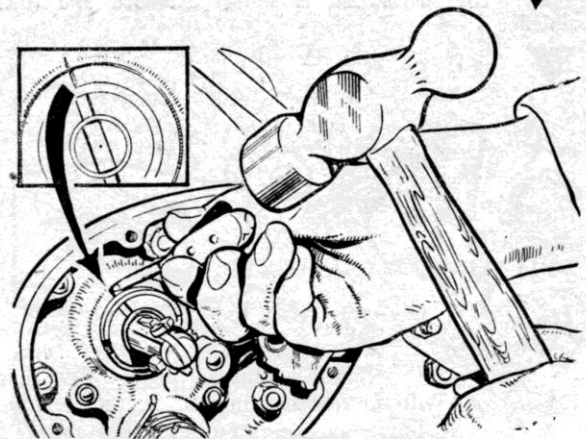


4. RENEWING THE K.S. SPRING

EXPENDABLE, though it is the tough round-wire type, the kickstarter return spring is self-revealing when broken by letting the crank hang down instead of snapping smartly back to the "rest" position after use. If this condition is neglected there will be rapid wear on the pawl and ratchet parts (see Operation 8). Therefore, keep the crank elevated by improvisation—elastic bands serve well—and as soon as possible strip off the gearbox cover (see Operation 3) and lay it to one side if needing no attention. The K.S. return spring locates by means of end tags fitting into the shaft and the face of the casing just below the clutch mechanism. Fit the shaft end first and, with the shaft hard against its stop, "wind up" the spring to locate with the face location (inset).

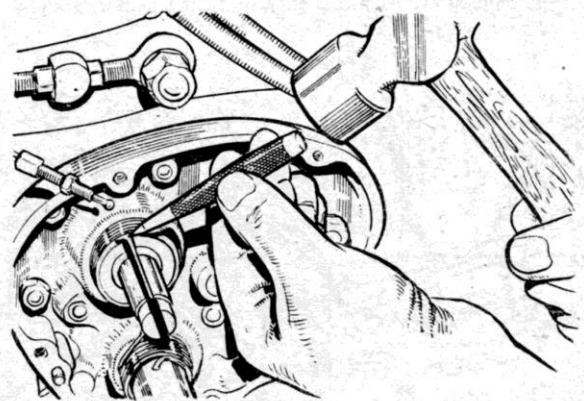
5. AN AID TO REASSEMBLY

UNUSUAL features of this part of the gearbox are the use of a special thrust unit (for transmitting the pull of the clutch cable to the operating rod) and a locking-ring device designed to keep the unit properly positioned once it is assembled. If the proper positioning of the unit, as set at the factory, is not maintained when reassembling after an overhaul, clutch action may be rough and the fitting of the cable difficult. For this reason it is a good idea at the outset to punch a reference mark on the light-alloy boss. The mark should be in line with the operating arm and slot in which it works (see inset). Use a steel screwdriver or drift; the hammer blows need be only light—sufficient to indent the metal.



6. TAKE A HAMMER AND DRIFT

THIS work becomes necessary in order to gain access to the kickstarter pawl mechanism and the layshaft wheel with internal ratchet in which it operates. These two parts are within the box and the first operation at this stage is to take out the clutch thrust mechanism, either piecemeal or as an assembled unit. Assuming the need for a thorough strip-down, the clutch thrust arm and nut and bolt fulcrum components have been taken away; therefore the illustration shows only the body, normally secured in the inner cover by the locking ring. The ring is easily started with a light hammer and drift; it is right-hand threaded and unscrews freely in the final stages.

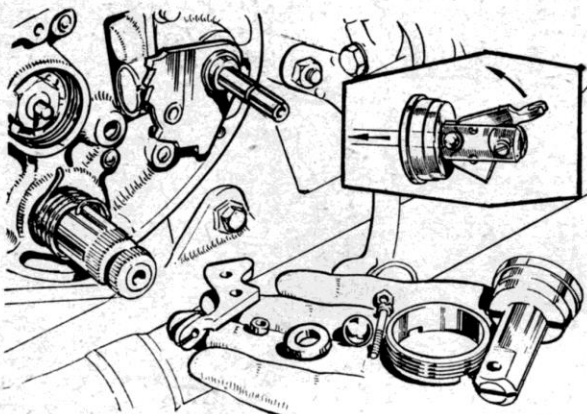


MORE "EASIWAY" TIPS OVERLEAF

Easiway Tune-up No. 7.....Continued

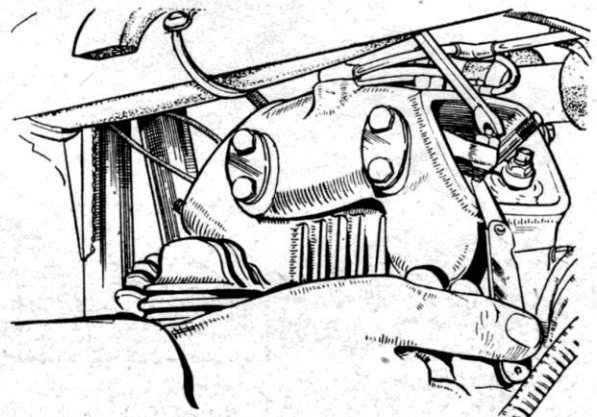
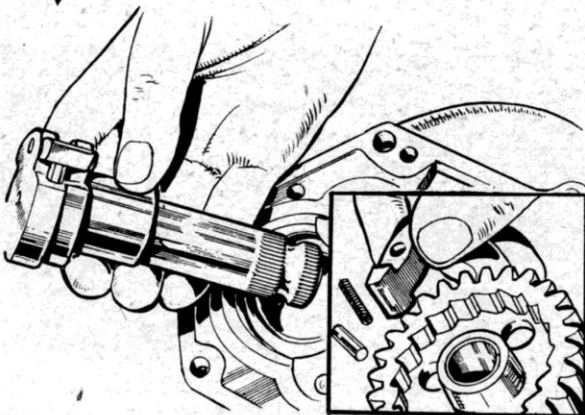
7. IS IT WORN OUT?

OPERATING in almost ideal conditions, enclosed and well lubricated, none of the seven parts comprising the clutch thrust mechanism is likely to need renewing except at very extended mileage intervals. There is little risk of wear due to pivot loading at the operating arm as there is in some other types of clutch. Nortons make use of a cam action resulting from movement of the operating arm against the resistance of the roller assembly fixed in the slot at the end of the body. This causes the arm to impinge against the steel ball and transfer pressure to the push rod. The ball is trapped and falls out only when the locking ring is unscrewed to release the body. The mechanism is shown extended and (inset) assembled.



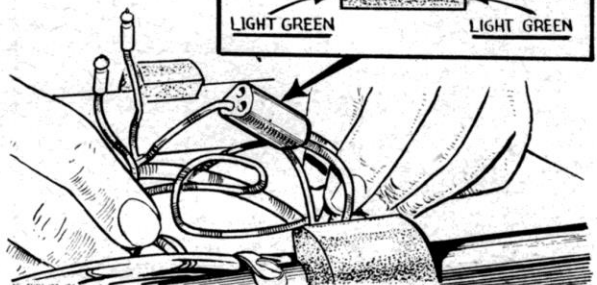
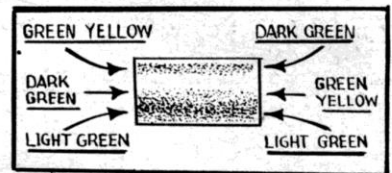
8. RENOVATING THE K.S. PAWL

LEVER the kickstarter return spring free of the shaft and take off the gearbox mainshaft locknut, using the toolkit box spanner and tommy bar. This spanner also fits the clutch nut. The inner gearbox cover is retained by seven $\frac{5}{16}$ -in. nuts, two of them outside the flange face. Pull away the cover complete with K.S. shaft; with it may come the layshaft ratchet wheel. The spring-loaded pawl pivots on a pin which can be withdrawn and entered only from the shaft side. Extracting the pin releases the pawl, plunger and spring (inset). Check for wear at the upper working edge of the pawl and also within the wheel. Here there may be signs of chipped or flattened ratchet teeth, cured only by fitting a new wheel.



9. SETTING VALVE CLEARANCE

VALVE clearance is checked at the rocker tips, each of which carries an adjustable, square-headed pin and locknut. Access is obtainable with the fuel tank in position. Take off the tappet covers, remove the plugs and, working the kickstarter by hand, crank the engine over to get each pair of valves (the sketch shows the inlets) at extremes of movement—one fully open and the other completely closed. Take feeler-gauge measurements of the "open" gaps. Check all round, making any required adjustment by slackening the locknut with an open-ended or ring spanner and screwing the pin in or out. Current gaps for the Models 88/89 are inlet .003, exhaust .005 in. with the engine cold. Finally, tighten the locknuts, replace caps and sparking plugs.



10. AN ELECTRICAL "MOD"

ADEQUATE for all normal road work, the charge to the battery can be temporarily stepped up to cope with lighting requirements beyond those imposed by the standard load—using the battery to supply a tent light while camping, for example. A.C./D.C. sets lack the earlier c.v.c. unit that was self-adjusting to meet such demand and automatically replenish the battery as soon as the machine was run. But a "boost" can be obtained by crossing the green/yellow and dark green connections in the three-way plug beneath the seat. Leave the two light-green connections intact and revert to the standard colour tie-up after a few miles, otherwise the battery will collapse. The sketch shows the cables affected and (inset) the temporary rearrangement.

**NEXT WEEK'S "EASIWAY TUNE-UP"
THE 175 c.c. "SUPER BANTAM" B.S.A.**

PACKYOURBAGS



This article gives prospective 2017 Tassie Rally punters a few tips on carrying luggage on an older motorcycle.

Fortunately the organisers have arranged a luggage carrying van that will cart everything from A to B for you. This is included in the cost of the rally, it is super convenient and it works well so all sensible punters are expected to use this facility.

This article is not for sensible punters. Nor is it for Vincent owners as Vincents are not able to carry luggage. Sensible people and Vincent owners should stop reading here!!!!

Firstly get a copy of the film "Motorcycle Diaries" and watch it.

Secondly, google "separation of Powers". The common definition has nothing to do with motorcycling and refers to government. I.e Separation of the Executive (the Ministry), the Legislature (the Parliament) and the Judiciary (the Courts), with none of the three branches of government able to exercise total power. The definition that



applies to motorcycle touring is: The ability to keep your used scruds away from your tooth brush. Obviously the trick here is to compartmentalise and hence the reason that Broughs always came out with 2 panniers.

Thirdly: Rack design. The basic rule here is not to attach to sheet metal, don't do anything that isn't easily reversible, don't weld directly onto your frame, consider up, down, sideways and forward/backward forces. Rigid are probably easier that swing arms. Keep the load low and forward ish. Don't discount a tank bag which works well as long as your paint isn't too precious and your tank is steel. (Most of these hang on with magnets)

Remember that you may need to remove the rear wheel.

Also, get it visually right. So many beautiful machines are visually spoiled by an ugly rack and weirdly positioned panniers and bags. But then again some may like the sheep with dags look!

Fourthly: Be realistic about what you pack. Warm and waterproof are important. These items are soft and can double as packing between your comprehensive spares kit. Talking about spares, you will only need the parts that you do not take so, with this

in mind you should either take nothing or everything. For example a Velocette owner would take a Piston, a rebored cylinder (preferable to suit that piston) and magneto, a clutch. A set of chains, sprockets and cables. A spare tyre and tube. Oh, yes, and an exhaust valve and a set of springs. And a sleeve gear. It pays to lay everything out on the floor before you pack then you can randomly put every second item back where it came from and pack the rest.

A top box is akin to a parts rumbler if things are not tightly packed. In fact so are panniers. A Webber makes a great top box and can be used to cook lunch and make a cup of tea. Piping the sausage fat onto the chain could kill 2 birds with 1 stone also.

Fifthly: A pillion can complicate things in more ways than just luggage but it is not impossible. In 2013 one punter carried his girlfriend for the full circuit on a rigid BSA M20, then asked her to marry him on the last day and she said "yes"!!!

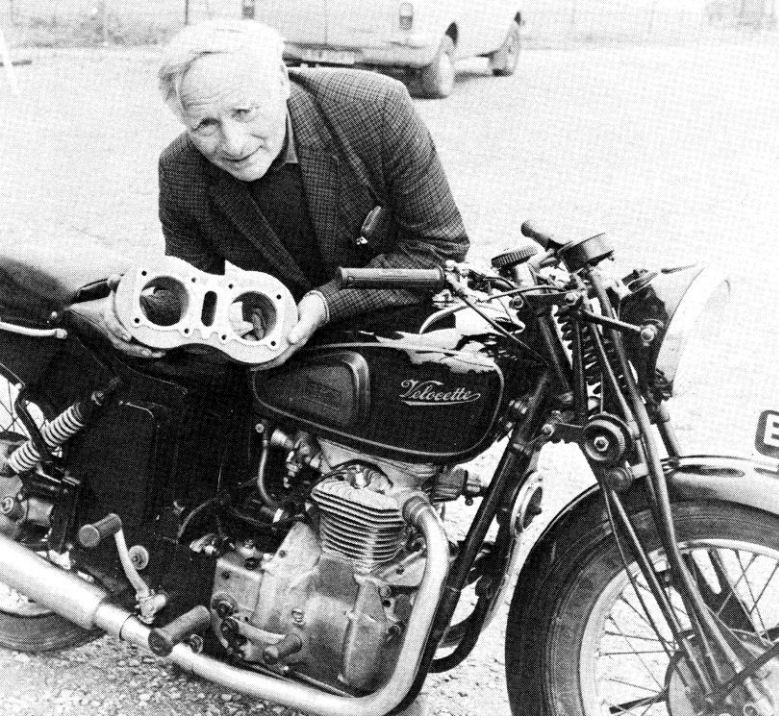
Rob Walch





ON THE MOVE

by Titch Allen 1982



IT WASN'T love at first sight. Painful experience has taught me to be wary of one-offs, prototypes and experimentals. Besides, it looked heavy and complicated — two crankshafts, indeed! -- and not at all like the slim lithe Velos I adore.

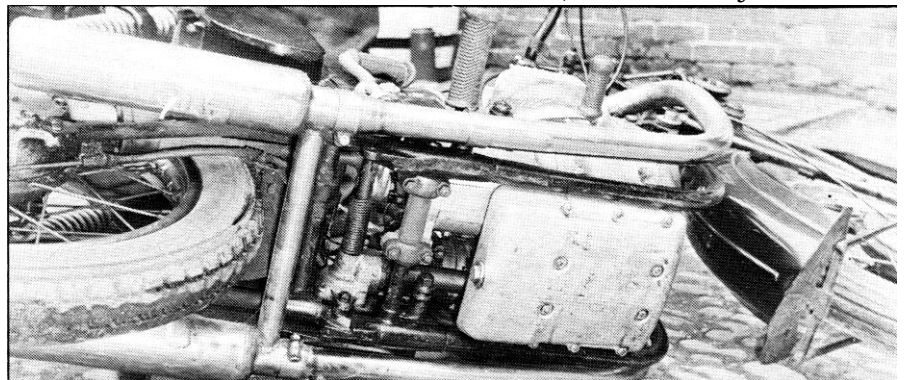
But when over in the Island in 1972 my faithful Scott objected to running without oil (a mere oversight on my part), an ever-generous John Griffith, who had acquired the "O" after Velocette's closure, said, 'Take the Model O, it needs running-in.'

By the end of the week I was completely hooked. I rode it home, the Scott returning in a van and John, dealer that

he was, recognised my symptoms. The upshot was a big deal that resulted in a lot of name cards having to be swapped at the Stanford Hall Museum, where we kept our best bikes.

I've since done some 2,000 miles on the O and it's still not run in because of trouble coming back from Brussels after the 'Ride into Europe' part of the Common Market celebrations in 1973. Seems the man who re-bushed the plain big-ends for John got the impression that the O was not to be used seriously but just as a running museum piece. Frank Cutler of Omega Engineering tackled the job for me knowing that the bike was really going to be used and did a superb mod which means that if I have any more big-end trouble I can go to a British Leyland dealer for spares.

So what is it like, this Phil Irving opus? It's heavy by post-vintage standards, although not by comparison with modern multis. But because the centre of gravity is very low, it's easy to manhandle, much easier for instance than a Honda 400-4. The seat is low, but not very accommodating. It's made like a saddle with mattress springs underneath, but is too small and bottoms most of the time on the monocoque frame, It seems unbelievable that Velo, who originated the dual seat as we know it, only saw it as a racing aid and missed this opportunity to build an upholstered version into the design.



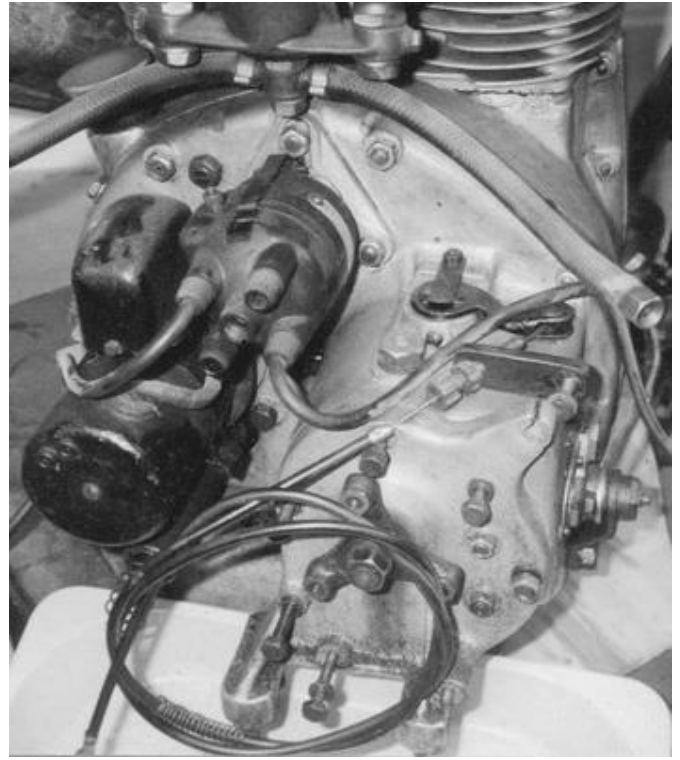
However, the rear springing makes it bearable . . . just. Because the damping of the spring units is by friction and not hydraulics the ride is very firm. The rear end doesn't waste its time jiggling up and down over minor irregularities but saves itself for the really big ones. That's how I like a spring frame to behave, and this firmness plus the girder forks makes for just about the most stable machine I've ever ridden. Nothing but nothing will shift it from your chosen path. White lines, even tramlines, have no effect on the steering and the action of the front girders is so complementary there is no pitch and toss.

There is none of the extravagant movement of modern tele forks, but enough to cope with normal road conditions. In fact the forks react better to small bumps than most teles because there is

little 'stiction' and no drama under heavy braking. This is very reminiscent of a Series B Vincent.

Because of the double dose of running-in I can't say what the 0 will do and am never likely to find out, as I'm taking no chances with such a priceless piece. But there's plenty of evidence that it would do about 90, and I've seen 80 in a brief burst.

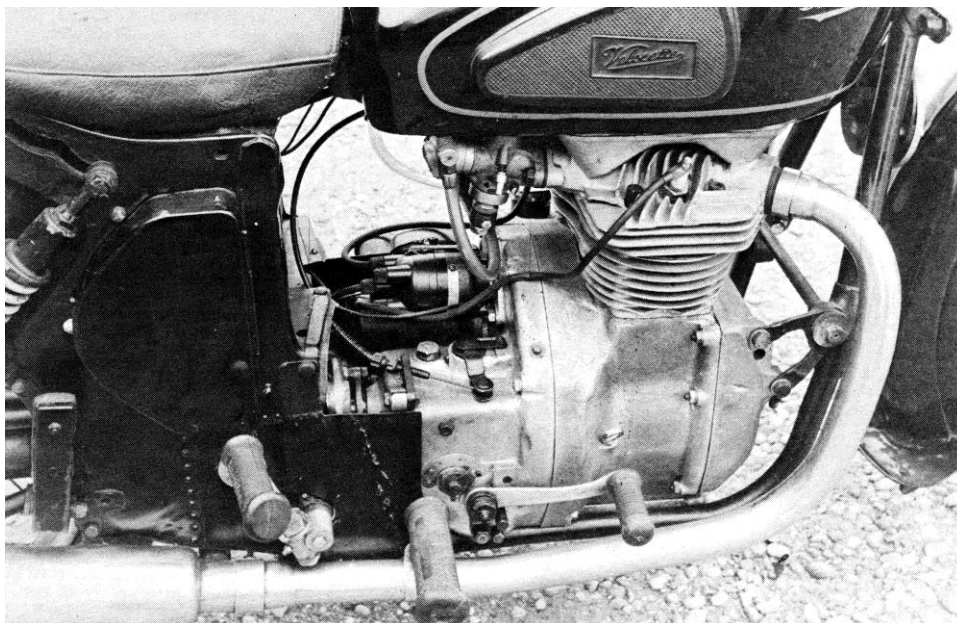
Starting is easy with the coil ignition and the quick-set throttle stops on the twin type 6 Amal's (I never bother to set up both stops). The clutch is rather heavy, although not as heavy as a Triumph Bonneville, and may have been lighter when the cable stop was originally located on the transmission casting. It seems to have been moved to allow the cable to be hidden under the 'bonnet'. The clutch is a trifle sudden on take-up, but frees well and grips solidly. The gear change is light and silky providing you give it time - jab at it and it will balk.



On the move the 0 feels not at all like a parallel twin but more like a four. In fact it feels more like an Ariel Four than anything else, which is not surprising when you remember that its layout is like half an Ariel Four but turned round 90 degrees. The exhaust pipes are coupled under the gearbox and contribute to the multi-like drone.

And of course there is simply no vibration. On the road you cannot feel the engine, and even if you rev the engine in neutral and place your hand on the tank there is still nothing you could call vibration, and certainly none of the leaping up and down we are used to with twins and the tingle of fours. Nor is there any sign of torque reaction — and nor should there be with this technically ideal layout.

Acceleration is not flashing, and I do not expect it to be. Nor is the braking comparable with today's stoppers. But seen against the background of 1939 the 0 was a tremendous technical break-through, and so far ahead of its time (like the Series D Vincent) that I don't think it would have sold in worthwhile numbers. All I dreamed of then was the newly announced Triumph Tiger 100.



Would it have sold later on? Given fashion gimmicks like teles and a dual seat I think it would have been successful into the mid-fifties because we were getting a bit fed up with vertical twin vibro. Come to think of it, the Model 0 is a bit like an old-style BMW but without the torque reaction or the bulk. Cosmetically updated, I believe it would have been accepted as an outstanding bike in the mid-fifties, and would have become a commercial world-beater.

VOC VIP's @ OVR GHQ



Just two weeks after your OVR editor toured Tasmania in April (full story in the next edition) with the VOC's Overseas Representative, Marcus Bowden, and 22 other Vincent riders, OVR was host to VOC VIP's Tim and Anne Kirker for their flying one day visit to OVR's Global Head Quarters.

Tim and Anne visited the OVR production facility, the Melbourne Formula 1 race track then made a leisurely inspection of the OVR road-test loop, along the way seeing Ringwood, Lilydale, Yarra Glen, Kinglake, Whittlesea, Arthurs Creek and Viewbank.

Left, Tim in a pensive mood in Florence, at the VOC 2015 International Rally

Event Calendar

2017	
May 7	Ray Owen Classic Bike Show n Swap; Coburg Rd, Canungra, Queensland. Mor info phone Gary on +61 438916608
June 9-11	Scanadian Vincent Rally, Vastervik, Sweden. www.tinyurl.com/ScanVin2017
July 2	Classic Motorcycle Event at the Tramway Museum in Derbyshire, UK . More details on their website www.tramway.co.uk
July 15-16	French Vincent Rally, email dany.vincent@wanadoo.fr for details
July 21-23	UK VOC Annual Rally at Kirkby Lonsdale, <i>for VOC members</i> – more info in M.P.H.
August 25-27	Antique Motorcycle (35 YO and over) Weekend inc swap meet. Grevillea Park Road, Bulli, NSW, 2516, Australia
Sept 8 to 10	German Vincent Rally @ the Birgeler Eifel Hotel in historic Wassermuhle, Germany. Any further questions by email, please. email-contact: erhard.ruettgers@t-online.de and: mkamper@gmx.de homepage: www.moulin.de
Sept 21-23	North American Vincent Rally, Minnesota. Book at www.tinyurl.com/NARally2017
Oct 13-15	Cooma Girder Fork Rally, for pre-1950 Girder Fork bikes only. For more info email info@coomacarclub.com.au
Nov ???	New Zealand Annual Riders Rally, starting from Wairarapa (just north of Wellington) NZ. This is a roving rally with stops for the night at three or four different places. Details not finalised yet – stay tuned.
Nov 18-19	Bendigo National (Australia) Swap Meet; more info at www.bendigowswap.com.au
2018	
April	New Zealand National VOC Rally, to be held in in Perongia, New Zealand; details coming; start planning now.
August	Australian National VOC Rally, to be held in Queensland; start your planning now. Contact kevinfowler2@bigpond.com for more info.
2019	
tba	VOC International Rally, expected to be held in Austria and the Netherlands. More info will be provided as it becomes available – start saving!

WORKSHOP WISDOM

Conway's Comet/Honda Clutch Conversion Maintenance

Have you already made or are you planning to replace the Burman clutch in your Comet or Meteor with the popular Honda conversion from Conway's in the UK? If you are still in the planning stage, take a look at OVR # 32 that contains a detailed installation guide. If you have made, or are making, the change, read on.

Over 30,000 miles back I installed such a clutch into my Comet and towards the end of a recent 1,200 mile jaunt around Tasmania I noticed that, first start of the day, I had some difficulty engaging first gear. Once back in the OVR workshop a quick inspection of the clutch revealed the cause. One of the four 6mm x 20mm clutch pressure plate spring retaining set screws had 'lost its head' resulting in uneven lift of the pressure plate. The set screws supplied with the Conway kit are mild steel and it seems that with the passage of time and the passing of many miles of use one of the set screws had suffered metal fatigue and failed.



The Set screw on the left is one of the (still intact) original mild steel units supplied with the clutch kit; the one on the right is the high tensile replacement that I used to replace all 4 in the clutch. Future metal fatigue failures are not expected to occur. If you already are using a Conway clutch, set screw replacement now, before any failures, may be a wise move.

At the same time I made a close examination of all of the clutch components; the friction and plain plates were in great condition as was the pressure plate, though the 'fingers' of the clutch basket, depicted left below, were starting to show some signs of wear, wear that if left unchecked could contribute to a future 'sticky' clutch. All that was needed to correct the situation was the LIGHT use of a broad fine toothed jewellers file, removing just enough metal to eliminate any grooving of the clutch drum fingers, as shown in the picture on the right.



When refitting the clutch to your bike be sure to check the alignment of your primary drive chain. The chain alignment is checked against the face of T4/2, the chaincase. All you need is a sturdy straight edge that you hold against the machined outer edges of the chaincase then measure from the face of that straight edge to the face of the ESA drive gear and the face of the clutch drum drive gear. There should be no more than 0.010" difference. If adjustment is needed it is done by shimming behind the clutch drum itself though it is VITAL that the stepped washer supplied with the kit is retained and the step MUST go against the inner part of the clutch drum roller bearing to ensure there is no clamping pressure on the clutch drum itself. If needed you may reduce the thickness of the stepped washer but, for the reason stated, be sure not to reduce the height of the step.

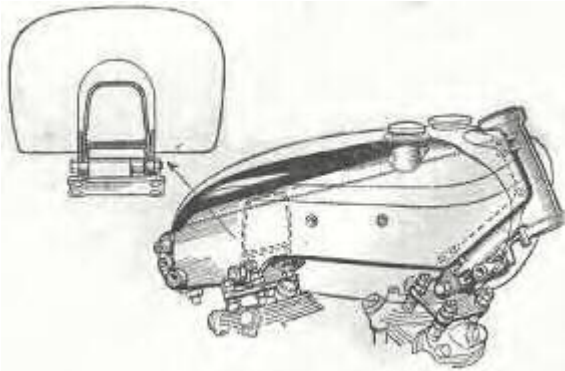


WORKSHOP WISDOM, PART 2

Refitting A Vincent Fuel Tank

I don't know if most Vincent owners have the same feelings as I do, but re-mounting the fuel tank is one of my least favourite tasks, and usually has an extreme F Word factor associated with it.

The main problem is that the rubber bushings at the front of the tank are a tight fit and need to be fitted after the fuel tank has been slotted over the oil tank. Additionally, the rubber bushings have a naturally sticky relationship with black enamel paint, which makes the whole affair difficult to line up.



I tried using grease which helped a little, but exposed to air and rubber the grease hardens and only gets even stickier.

I had a Eureka moment and put a tiny dab of diluted dish washing liquid on each rubber bushing and spreading the detergent all over the contact surfaces.

The task suddenly became almost too easy and the tank was fitted without a single expletive.

An Improved Vincent Twin Valve Lifter Sealing Arrangement

What follows is a relatively easy and very cheap modification to the Valve Lifter sealing assembly that works very well indeed, and certainly much better than the original arrangement. Before getting down to business, I should just recap my engine breather arrangements, the unexpected results that followed, and hence the reasons I had to find a better valve lifter sealing system.

I have re-engineered the breather on my Vincent twin to include a non return reed valve and an oil catcher, having seen excellent results with a similar set up on my Norton Commando. The idea is to hold the crank case in vacuum which greatly reduces oil seepage (Oh.. Alright! "Leaks", then...) and some even claim a few extra horsepower as a result of the engine not working against itself on the down stroke.

As part of this re-engineering, I fitted a lip seal on the primary side of the crankshaft, which is a fairly common upgrade on many Vincents. The first issue to arise was the oil catcher filling up way too quickly for my liking. It took me quite a few miles to figure out that the reed valve was doing such a good job that the chain case oil was being sucked into the crank case because the single lip seal is fitted to stop the oil going the other way. From there, the crankcase acts like an air pump and simply pumps air through the engine taking oil with it into the oil catcher.

The solution was easy enough - simply turn the seal around the other way.

However, my problems were not completely solved and I still had too much oil showing up in the catcher too quickly. A few funky road tests soon pointed to the valve lifter seal as being the culprit and allowing air into the crankcase. I then replaced the valve lifter sealing assembly with a "new and improved" sourced from the UK. It didn't take very long to establish that my

original valve lifter seal which had been on the bike for at least the previous thirty years actually did a better job of sealing, even though that may not have been the best job.

That left me with no option but to see what I could come up for myself. The main challenge with the valve lifter sealing is that the valve lifter rod (ET165AS) swings through an arc as it is actuated and moves through the valve lifter ferrule (ET169). That means there is a lot of clearance between the rod and the ferrule and the sealing is left to a rubber ring sitting between the cable end of the rod and outer end of the ferrule. Given that the rod will rarely sit square with the ferrule in the deactivated position, it is probably no surprise that it is not very effective in sealing the crankcase.

I had started out thinking I would manufacture an articulated lifter rod so the cable end could be allowed to run down the centre line of the ferrule and then incorporate an O Ring seal, but once I started playing around I soon realised I didn't need to go to those lengths. The modification ended up being very simple indeed and testing as proven it to be extremely effective to the point of providing a perfectly tight seal.

1. I took my rod and ferrule in biblical fashion down to a specialist seal and O-Ring establishment and played around at the counter until we found the item, right:



2. Back in the workshop I cleaned up the valve lifter rod with a brass wire brush. I then placed the ferrule on the rod and ran the O-Ring along the rod and squeezed it into the Ferrule. I then secured the O-Ring into the ferrule with RTV (remember than on my machine the pressure is from outside to inside meaning the O-Ring will be pushed inwards). Once the RTV had dried the rod was easily extracted with a gentle twist to break it free from the RTV.



3. For good measure, I fitted two small O-Rings between the cable head and the outside of the ferrule.



From there, it was just a matter of reassembling without any of the original rubber seals (ET175) or the rubber cap for the ferrule that comes with the after market upgrade kit. For a few dollars (I had to buy minimum quantity 10ea O-Rings) I now have a valve lifter that seals perfectly. Initial testing shows the engine to be 100% oil tight.

Workshop Wisdom, part 2, is another great contribution from Holger Lubotzki, Australia

DEHYDRATION

(or Heat Stroke)



Water makes up the largest component of the human body representing 45% to 70% of our body weight. For example, a 75 kg person would contain 45 litres of water, representing 60% of body weight. Any excessive change in the normal body water balance, such as fluid loss causing dehydration can be a serious outcome for the motorcyclist.

We lose body water daily through normal tasks such as breathing, sweating, urinating and some medications for example. A reduction of only 1% can start to impair our body's normal temperature regulation system and dehydration will kick in.

During heat exposure, body water is primarily lost as sweat. Individuals can sweat anywhere between 800 mL to 1.4 litres per hour. People normally do not perceive thirst until a deficit of approximately 2% body weight loss has resulted from sweating. Thus, thirst provides a poor indicator of body water needs during rest or physical activity.

When individuals are encouraged to drink fluids frequently during heat exposure, the rate at which we can replace the fluids by mouth is limited by the rate at which fluids can be absorbed from the stomach to the intestines (where the absorption process starts to take place). Fluids can only empty from the stomach at a maximum rate of approximately 1 to 1.2 litres per hour.

The important message is that once dehydration occurs, it becomes more challenging to rehydrate adequately by drinking water.

The key to preventing dehydration for the motorcyclist is to begin consuming **water** before going on a ride and to maintain hydration by taking frequent drinks of **water** during the ride. Just remember that you can sweat more per hour on a hot day than what your body is capable of absorbing. That is why it is critical to **maintain your water intake** before, during and after the ride.

FIRST AID

Keep an eye out for common signs (something you see) and symptoms (something you hear or the patient tells you.) of dehydration. Also keep in mind that each person may experience symptoms differently, they include;

- Less frequent urination & dark in colour
- Thirst
- Fatigue & light-headedness
- Confusion
- Dry mouth
- Frontal headache

DRINK, DON'T SIP

If you suspect dehydration (sometimes called Heat Stroke) cool the individual down and get them to drink as much water as possible (may include electrolytes). Be aware that large amounts of oral fluids may increase bloating, nausea, and vomiting due to the delays in stomach and intestine absorption rate. In this case, the individual needs urgent medical attention and intravenous (I.V) fluid replacement. Please remember that the volume of oral fluids ingested typically must at least equal the volume of fluid lost.

Buy, Swap n' Sell

If you have anything that you want to buy, swap or sell you can 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. Email to ovr@optusnet.com.au

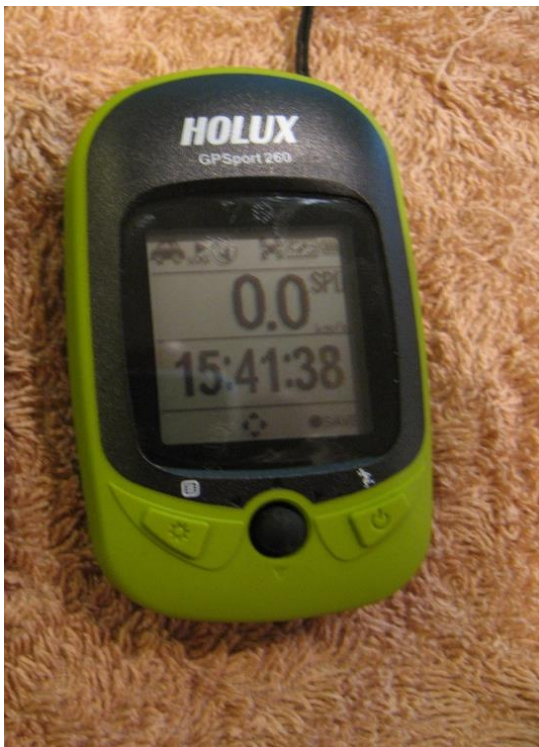
Of course OVR cannot accept any responsibility for anything to do with the items advertised – that's a buyer/seller matter. Items will be listed in 2 consecutive editions of OVR.

Wanted – A Vincent Front Head, in reasonable second hand condition, can be bare and can be in need of a small repair. If you have one to sell or possibly trade or barter, please contact Brian Dyson. email briandyson@dodo.com.au or phone +61 400 817 017

Product Review: Holux GPSport 260

The Holux GPS Unit has been available for some time now in models suitable for use on a motorcycle. Original model was the GPSport 245, upgraded to the GPSport 245+ and more recently the latest model the upgraded and now IPX-7 waterproof GPSport 260.

These compact GPS units (they *are not* navigation units) have the main functions motorcyclists are interested in; current (GPS accurate) speed, max speed, current time, trip meter, altitude, current GPS position, backlight for night use etc. plus you can download the trip information to your home computer so you can record your trips in Google maps – nifty really! Of course, they come with sturdy handlebar mounts and a 110-240V recharger. They may also be recharged from any computer USB outlet or USB style of mobile phone charger.



The mapping software for your PC, EZ Tour Plus, can be downloaded from the Holux web site. The units run for around 20 hours on a single battery charge; use of the inbuilt backlight reduces this to around 12 hours.

The GPSport 260 has 3 buttons, 2 are push and one is a 4 way joystick with a centre push. The 260 is rated at IPX-7 waterproof for up to 30 minutes at a depth up to 1 metre, meaning there is minimal chance of water ingress in a rain storm. (Previous models were IPX-6 showerproof) In addition to the motorcycle functions the 260 has functions aimed at the jogger, cyclist, walker, jet ski user etc.

These units are perfectly suited for older bikes with inaccurate speedos or no speedos.

The Holux GPSport 260 is available ex. stock in Australia as are additional Holux handlebar mounts. For more info email to; nomadicideas@gmail.com

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 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 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 for Comets plus an extensive range of excellent Vincent Spares. Ships Worldwide. Email for more information steve@conway-motors.co.uk

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

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 creator who does incredible 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@aceclassics.com.au . Their Web page is www.aceclassics.com.au

General Services :

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

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

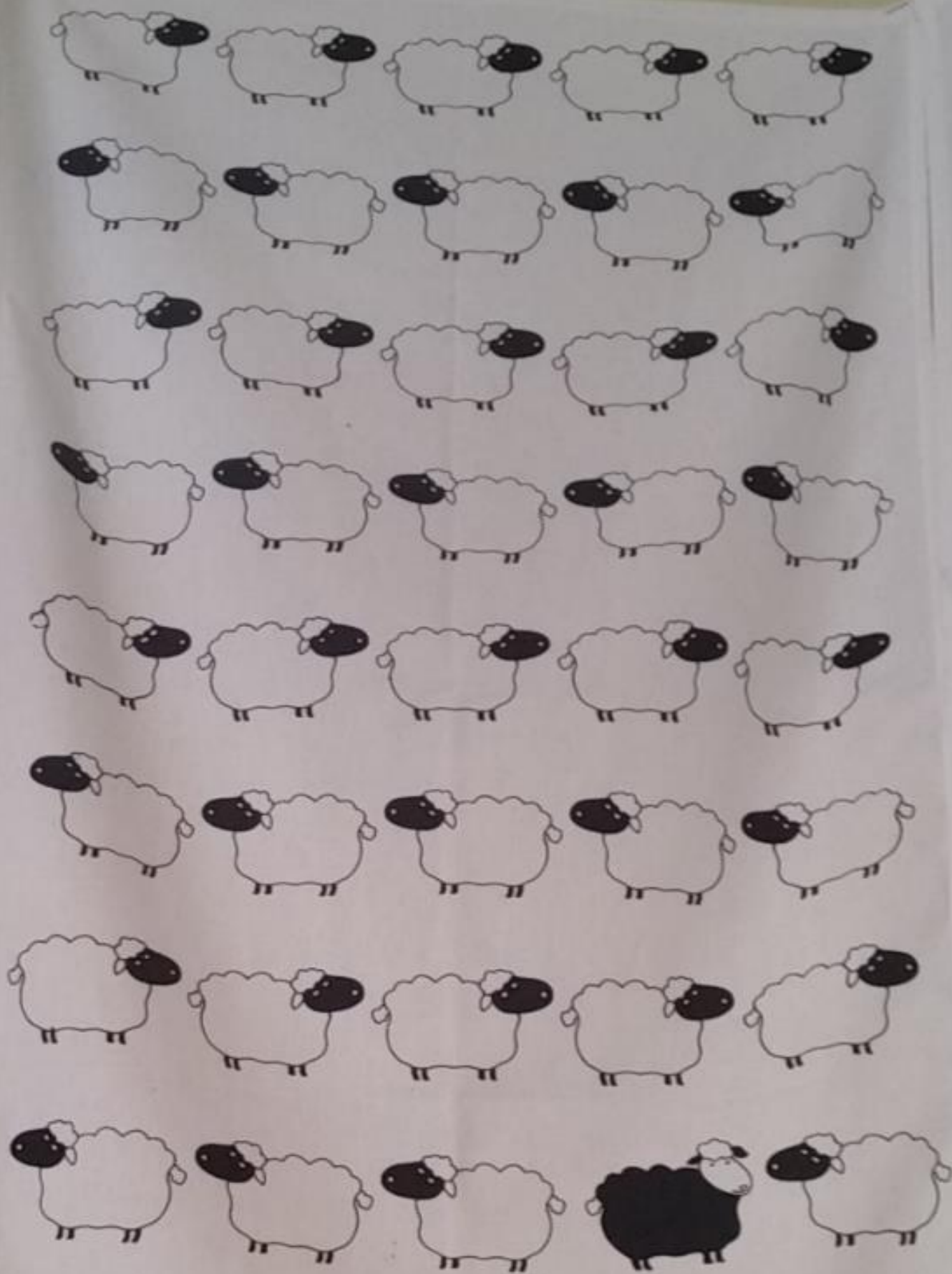
Rays Custom Spray Painting, Australia: Ray Drever is skilled in painting bike tanks and frames. Also a craftsman in flame work and airbrushing. Located near Geelong; contact Ray on 03 5251 2458 or 0402 988 284.

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

Motor Cycle Fairings, Australia: This crew are total professionals when it comes to classic motor cycle painting. Expert service, quick turnaround and fair prices.

<http://www.melbournemotorcyclefairings.com.au/> Ph 03 9939 3344



Every Family Has One