



The Oz Vincent Review

Edition #44, November 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's front cover features OVR readers Tony and Gerlinde Jones aboard their immaculate and reliable 1952 Rapide. Photo was taken last April on the Old Pacific Highway just north of Sydney, Australia. *Photo credit to Zoom Zoom Images .*

There are loads in this bumper edition including a massive Buy Swap and Sell listing. I hope you enjoy it. By the way I am always seeking new and original content contributions so , if your so inclined, put something together that's suitable for OVR and send it to me.

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>



Melbourne, Australia.
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Valè – Thornton Suspension

Works Performance has ceased business. This is the company that supplied the Thorntons. The owner, Gill, passed away and his wife continued the business for a while, but has now decided to close the doors.

Dave Molloy has a few rear units, including Series D rears available. He does not have any fronts as far as we know. If interested, contact Dave, contact information is in MPH in the Thornton advert. You will need to be quick!



With MPH in mind, in recent times there has been some disquiet amongst the normally reserved world-wide Vincent Owners Club community about those outside of the UK not having timely access to Flogger's Corner, being that part of MPH where stuff can be purchased, swapped or sold.

Seems the disquiet has been completely without foundation as for many years VOC stalwart Bill Parr has been publishing Flogger's Corner on the main VOC website www.voc.uk.com within 24 hours of MPH being published. You will find it on the VOC website Home page - thing is its ONLY financial members of the VOC who must first LOG IN and only then look under the MPH tab to find the subsequent Flogger Corner tab – if you don't first Log In you don't see the tab! So if Floggers Corner is important to you, you had better join the VOC; it's cheap and it's easy - how to is on the home page of the VOC site.

The 33rd International West Kent Run Weekend

Held over the weekend of 5th and 6th August 2017 at The Friars, Aylesford, but actually Thursday to Monday with Social Runs every day except Sunday, the IWKR is a firm fixture on the Vintage Motorcycle Enthusiasts' calendar. With a limit of 380 entries, by the time I entered via the IWKR website at 0600hrs New Years Day, I was entrant number 32... ..Keith Gibbins, entry secretary, told me that the first entry came in at a minute past midnight. Keen.

This gives a clue as to just how popular the event has become over the past three decades, and justly so.



Primarily a riders event, with a serious helping of social interaction thrown in, for the seasoned campaigners there are runs from Thursday night. It all kicks off with an evening 'drop off system' run of 30 miles around the back roads of West Kent, followed by a similar but longer 55 mile run



during Friday with a lunch stop at a rural pub, then the main 'West Kent Run' of just over 100 fully signposted miles Saturday with a coffee stop and a lunch stop (there is a shorter route for low powered machines.) Sunday hosts the popular gymkhana and bike show / autojumble day open to the public, and for those that can stay on Monday there is a last run of just over 60 miles.

The IWKR is one of the largest events in the Vintage Motor Cycle Club calendar and is very ably organised entirely by the West Kent Section. Scanning the programme shows a diverse entry with a large pre-war contingent – 65 machines this year - as the routes are eminently suitable for these older motorcycles. The oldest on this year's run was an 1897 Leon Bollee Voiturette three-wheeler, the earliest machine ever to have entered. Owned by David Baldock, who gamely (I thought) sat in the passenger seat up front, it was driven with aplomb by his daughter Kate.



The entries ranged from immaculate restored masterpieces through to good old honest workhorses that had rarely seen polish. Out on the rural mostly back road routes it was not surprising to see a fabulous cross section of motorcycling history in action; a Matchless Silver Hawk outfit being followed by an AJS 1920 Model B was just one special moment. And it is: Special. This is an excellent event where else can you see a huge array of fabulous vintage and classic machinery being used in the way they should be

used: The International West Kent Run.

And with participants from France, The Netherlands, Germany, Austria, Switzerland, Belgium, America and the UK, it is truly 'International'.

See <http://wkvmmc.weebly.com/> for info about the 2018 event with entries opening on Jan 1 2018, at 1 minute past midnight!

Tony Page, Great Britain



Where is
This
Model
Now?

No, not her, the bike!

Quick n Easy Machine Clean



I assume I am not the first person to make this discovery, but I have been obtaining some amazing results when cleaning my classic bikes. I know that polishing your machine is the best form of maintenance but when you want to spruce it up in a hurry with minimum effort the following works brilliantly.

Basically, I use a 50/50 mix of [Kenco heavy duty degreaser](#) and [Chemtech CT20 Wash'n'Wax](#). The first photo is of the stuff I

have been using which I buy from [Auto One](#). I put the mix into a kerosene gun (see second photo) and spray the bike all over. Then I wait 5 minutes and wash the bike down with a pressure washer, making sure I get all the detergent washed off. Then I park it in the shade to drip dry. The chrome all comes up as if it has been polished and there is no oil or dirt left behind anywhere.

Remember to shield any electricals such as magneto, distributor, dynamo or alternator etc. to prevent the ingress of moisture before you start spraying anything on your bike.

One other thing to remember is to clean the Kerosene gun thoroughly when you are finished.



(Also keep the pressure cleaner nozzle well away from any wheel or headstem bearings – Ed.)

Holger Lubotzki, Australia

Courtesy, Patience and Roadcraft

Writer: John Cook

I'm not going to talk about the obvious things which cause most of the deaths and serious injuries on our roads namely driving whilst impaired (by alcohol, drugs or fatigue) driving while distracted (e.g. texting) or deliberate risk taking such as inappropriate speed and overtaking when unsafe etc. All I can say is: Don't do those things and do your very best to avoid the idiots doing so.

Which brings me to my point, let's remember to practise Courtesy, Patience and Roadcraft in order to stay as safe as possible and enjoy our time on the roads.

Courtesy and Patience

In a recent article a paramedic pointed out the futility and dangers associated with "Driving angry!" Think about it. Driving while angry doesn't help in any way and can actually make your driving more dangerous because of the rash actions and decisions you may take. Yes, people do the wrong thing and you may well feel like getting angry and "showing him" (or her) but this will probably just lead to you taking a potentially dangerous action.

We all make mistakes on the roads at times (well I certainly do) so there is no point in getting worked up about it. If someone's actions are really dangerous, pull over and take some notes and report it. Take a deep breath and don't add to the danger. If you make a mistake, acknowledge it. If someone shows you a particular courtesy, acknowledge it. It will make you feel better and calmer and behave more safely. I'm not going to pretend I haven't ever driven angry after being cut off or whatever but it didn't make me safer.



Way back in the 1970s when the Australian authorities and media first started recognising the need to address the trauma occurring on our roads they came up with a slogan "Courtesy is Catching". Laws addressing drink (and recently drug) driving have improved greatly since, cars have gotten much safer and (despite all the hysteria about revenue-raising) speed cameras have been shown to be effective in reducing road trauma.

I believe it is now time to revisit that "Courtesy is Catching" philosophy as people now seem to be too insistent on claiming their alleged "rights" rather than showing courtesy and patience on the roads.

How often do you see a person speed up when approaching a roundabout to claim a mistaken belief in right of way over someone on their left? We have no rights on the roads, just obligations and the primary one is to drive or ride carefully (it is against the law to drive carelessly or dangerously) and safely.

Roadcraft

People are not required to drive at the speed limit and at times doing the speed limit can be dangerous. Even though they can be frustrating, it is dangerous to "tailgate" a person you feel should be driving faster, yet many people do and that is simply not acceptable.



In New Zealand there are laws and signs requiring slower drivers to take action to allow others to overtake. It seems to work well and should be practised elsewhere. I have lost count of the number of times I have followed people along winding roads well below the speed limit who ignore "slow vehicle turnout" bays or speed up to the speed limit when they reach an overtaking lane or a straight road thus frustrating law abiding and safe drivers behind them. It is a simple matter of road-craft and courtesy to be aware of surrounding traffic and simply ease up a bit when reaching a straight to allow others to overtake safely and thus avoid provoking road rage or angst.

In my opinion, this is an area the safety authorities need to provide more publicity and education as there is clear room for improvement in the conduct of many road users.

Similarly, if in a group ride and you have others "all over your rear",

don't get stressed or anxious. Simply ease over to the left when you reach a straight and let them pass – you'll both be much safer and able to enjoy the ride more.

Also, if you are in a group ride and being held up by a slower rider, be patient and only overtake when it is both safe and legal to do so, not on a tight bend when the other rider will probably be concentrating on his or her manoeuvre rather than thinking about you wanting to get past. Be considerate, don't give them a fright, create a danger and/or put them off enjoying their activities with their classic motor cycles. Road markings in Australia at "merge" situations are frequently inconsistent and often place ridiculous obligations on the road users in the left lane who have to "give way" when changing lanes across a broken line. I recommend using courtesy and allowing people to "merge" safely rather than insisting upon a mythical "right of way".



The list of examples could go on and on, but I contend that practising courtesy, patience and roadcraft will make the journey both safer and more enjoyable.

Finally, I am not an apologist for all the authorities are doing at present. Over the past 6 years the number of people being injured or killed on the roads in Australia has been rising with a significant spike in 2016. Yes, the number of road users is increasing and congestion is getting worse, but I contend that the current fixation on ever reducing speed limits and draconian targeting of minor infractions of ever lower speed limits is not working.

I also contend that minor level speeding is not the problem. Practising "Courtesy, Patience and Roadcraft" combined with improved roads may well help reduce the trauma and improve safety.

The Key To Craven Paniers



Got a set of these but no key for the lock? Panic no longer as the solution is very easy, given the complex (not) design of the mechanism. It sort of makes you wonder why they even bothered to fit them. This is the universal key to all of the original Cravens. Scale is in inches.



Letters To The Editor

Hello Martyn, on our way to the Kosciuszko Rally some Classic bikes pulled in at Berridale.

Girder Fork Rally! We stopped at Cooma where they had a display at lunchtime. The Series A is Neal Videan's. The other, yes there is two of them, was also made by Neal.

The old WLA in the background is an old friend; Butcher's. An old Canley Vale lad.

Cheers, Trevor Lever, Australia



Dear Martyn, thank you for sending the latest OVR and I love the photo of Jack Lazenby DFC at his 100th Birthday Party! Jack made many contributions to my Section in the Vincent Owners Club about the lore of the Black Lightnings and other factory racing efforts over past years and was given a special award for it by the Club a while back.

With good wishes, Bill Hoddinott, Black Lightning/Grey Flash Section, Vincent Owners Club

Hi Martyn: I've just got back from a UK trip and picked up a copy of The Comet (local Stevenage newspaper) and saw the attached article. Don't know if you might be interested. It was in the September 21st edition.

Regards, John Presland

Living under a Black Shadow: Town still a motorcycling mecca

MARTIN ELVERY
martin.elvery@archant.co.uk

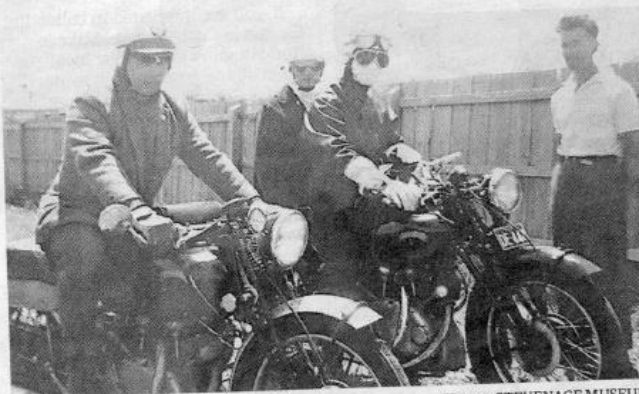
Stevenage Old Town once resounded with the gravelly noise of motorbike engines.

Its Vincent motorbike factory, at the site of what is now the Thomas Alleyne Academy, was one of the town's most famous employers from 1928 into the early 1950s – and produced machines which have become some of the most iconic and sought-after among motorbike enthusiasts.

Models such as the Black Shadow, Comet, Meteor, Rapide and Firefly were as exciting as their names suggest, combining top-end specifications with elegant engineering akin to cars such as the Jaguar.

The High Street factory has long since closed, but the iconic reputation of Vincent motorbikes very much lives on.

The Kettering-based Vincent Spares company still turns over



Some of the Vincent machines in action.

Picture: STEVENAGE MUSEUM.

an incredible half-a-million pounds in replacement parts each year – to renovate bikes owned by riders, collectors and enthusiasts all around the world.

The Vincent HRD Owners Club has a healthy membership with regular meets and rallies, and from time to time members come back to Stevenage to pay homage to the home of Vincent.

Now Vincent Spares company secretary Tim Kingham has written a book about the iconic manufacturer's most legendary machine, the Black Shadow – first unveiled in 1948 with the then-incredible top speed of 125mph.

The book explains how the model was originally conceived in secrecy, its development and subsequent production, and

discusses in depth those features it shares with the other Vincent models and those that differentiate it.

It charts the details of the changes introduced in its production life, and the modifications in the interests of speed or improved road performance that have been made to it by generations of owners over the 60-odd years since production ceased.

Vincent Spares managing director Ian Savage explains: "It's interesting why the bikes are still so appealing. You get a passion about something and it just seems to resonate with people.

"As a young man you could afford other bikes, but a Vincent was for solicitors and fighter pilots and that's part of the appeal. They were a bit like the Jaguars of the motorbike world and they were better machines than any of the competitors right into the 1970s and 1980s.

"They are very practical and repairable machines, and you can work on them in a way that you

can't with more modern bikes."

Vincent Motorcycles manufactured their machines in Stevenage Old Town from 1928 to 1955.

Owner Phil Vincent bought ailing motorbike firm HRD and moved production to the town under the name of HRD Vincent.

The business started in 1928 with around 12 staff, but at its peak employed 200.

Yet at a Vincent HRD Owners Club dinner in the summer of 1955, Phil Vincent announced the closure of the company due to heavy financial losses.

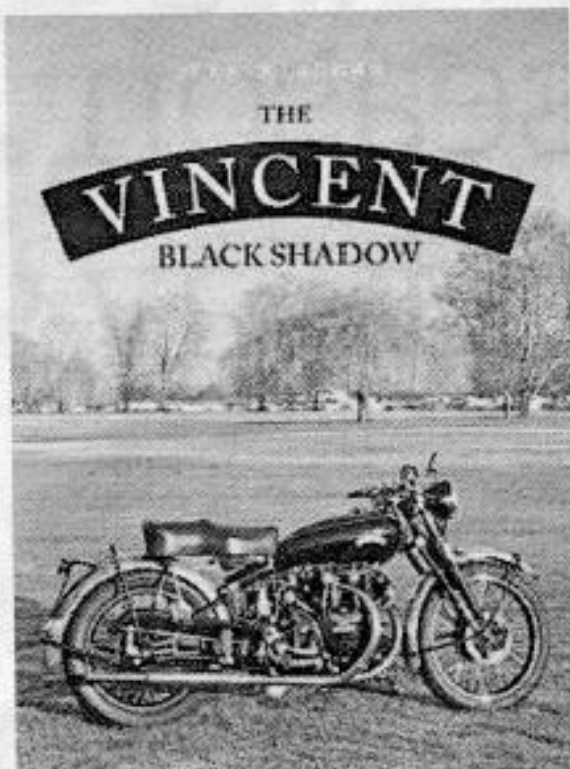
One week before Christmas of the same year, the last Vincent came off the production line – reportedly labelled 'the last'.

Yet today the owners club is the largest single-branded motorcycle club in the world, and the motorcycles are still among the most sought-after.

Ian added: "The owners club is still going strong and we have customers from all over the world. Vincent designer Phil Irving was from Australia so there is a very big market for the bikes down under, and also in the United States where people are glad for anything that's not a Harley Davidson."

And while enthusiasm for Vincent bikes has spread worldwide, Stevenage still occupies a special place in the hearts of true aficionados.

Ian says: "Stevenage is still a



Tim Kingham has released a book called The Vincent Black Shadow

Picture: AMBERLEY PUBLISHING

mecca for Vincent riders. Every Vincent they made would have been test driven around the streets of Stevenage. We have held rallies there and a plaque was set up at Thomas Alleyne to commemorate the factory."

The town also still fondly remembers George Brown who was a Vincent test rider, owned a motorbike shop opposite the Vincent factory and broke numerous world records on his own bikes in the 1960s.

You can purchase copies of The Vincent Black Shadow by Tim Kingham from Amazon, priced at £14.99.

WORKSHOP WISDOM

1. Fix That Pesky Leak.

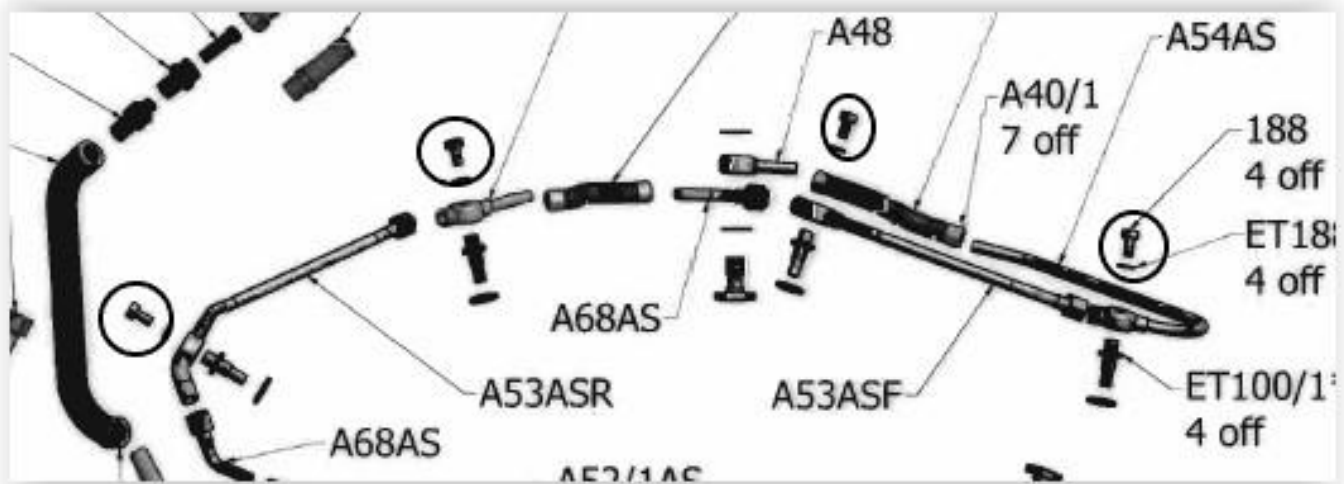
Many Vincent's suffer from leaky rocker feed bolts in part caused by the tops of the banjo fittings being distorted through overtightening of the set screw. This problem is aggravated by the small size of the heads of the normal 1/4" BSF screw (shown below on the right) used at that point as they do not span the top of the banjo sufficiently and as a consequence put the clamp force on the unsupported centre of the banjo.



A significant improvement can be made that helps prevent the banjo from becoming distorted in the first place by replacing the standard feed bolts with the oversize head 1/4" BSF screws that have a head the size normally found on a 5/16" screw (as shown on the left), that are used on the Amal Monobloc carb. When used with a suitable washer this spreads the clamping load over a much greater area thus preventing the distortion of the banjo.

In the UK, Available from D.Middleton & Son (www.stainlessmiddleton.co.uk) described as BSF 1/4 X 1/2 Large Head hex set (for Amal carb).

In Australia, available from John Parker in Victoria as Amal Part 376/091, phone 03 9879 3817



Replace the feed bolts (part 188) circled above – on a single there are only two to be replaced, on a twin there are four.

2. The Finishing Touch

After my recent Comet engine rebuild that included refitting the refurbished original Miller dynamo I found that I had a small but annoying oil leak from the region of the dynamo opening in the engine case. The arrangement is a 1 3/8" opening in the engine case that has a 087137.250 garter lip



seal (vin part E224) pressed into it. The magneto drive gear E228 has a 7/8" diameter shoulder on its rear face and it is this that passes thru the garter seal so preventing the passage of oil from the inside of the motor to the outside. Well that's the theory!

Garter lip seals rely on maintaining a uniform thin film of oil between the spring loaded lip and the rotating shaft (in this case the shoulder on the rear of E228); in order to maintain this oil film the surface of the shaft must be concentric, the shaft must run true in the centre of the seal and the shaft must also be smooth. If any part of these requirements is not met the seal will not work and you will have an oil leak.

Step One: Get the shaft smooth; I used a bench polisher with a suitable rag buff and polish compound to bring the surface of the shoulder on E228 to an almost mirror finish.

Step Two: The magneto must be mounted so that its shaft (and subsequently E228) is in the centre of the opening/hole in the engine case. This is actually easier than you could imagine – all you need is a Dynamo Sprocket Boss PD16 from any Vincent twin. With the timing case cover ET62/2 removed and E228 the Miller Dynamo pinion also removed finally remove the existing E224 seal. Loosening off the two nuts securing the Dynamo clamp E176/2 will allow you to rotate the entire body of dynamo while it's still loosely mounted on the motor. Now gently slip the PD16 onto the tapered shaft of the Miller dynamo; you will need to rotate the body of the dynamo back n forth till the PD16 slides into the hole in the engine case easily - DO NOT force anything!



Some Miller dynamos have cases that are just a fraction undersize and if this is the case then the PD16 will foul on the lower edge of the hole as you attempt to inset it. If this happens to you all you need do is place a suitable shim under the dynamo between the dynamo body and its 'cradle' in the upper surface of the engine case thus lifting it up. Thin-walled aluminium drink cans make a handy source of potential shim material!

Step 3: Once you have the PD16 in place on the dynamo shaft you will find you can rotate the dynamo body a few degrees in each direction – where you want it is in the centre of its travel. Now retighten the two nuts securing the Dynamo clamp. What you have done is centralise the dynamo shaft in the hole into which you will subsequently mount a new oil seal E224. Using needle nose pliers, slip the PD16 off the dynamo shaft. If the PD16 sticks then the position of the dynamo must have changed so back off the Dynamo clamp nuts, re-check the alignment then re-tighten the nuts.



PD16 in place on Dynamo shaft

Step 4: Now install the new lip oil seal E224. Before you put the seal in place be sure to apply a liberal amount of oil all over it and to install it with the lip and seal spring facing INTO the timing case. Take it quietly, using a soft drift to position the seal so that its face is flush with the surface of the engine case and that it is not cocked in its hole. Double check that you have it in position the correct way around – with the flat flush face to the outside (towards the dynamo) and the side with the lip and spring facing INTO the timing case.

Step 5: Reinstall the Miller dynamo pinion securely and fit the timing case cover.

Step 6: The last thing you should do is make some form of permanent mark on BOTH the engine case and the body of the dynamo so that if you need to remove and refit the dynamo at

some future time you will know the correct position for it to ensure that the lip garter seal works as efficiently as possible.

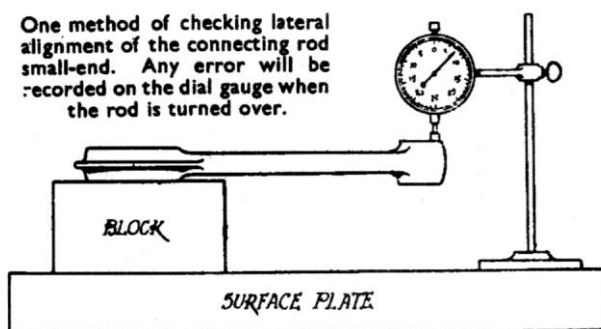
The material of the E224 seal will harden in use over time thus gradually reducing the effectiveness of the seal. As the cost of a replacement E224 seal is very modest it may be a prudent move to plan on replacement of E224 each time you do any work in the timing chest.

Thanks to Bill Parr for alerting me to this superb technique and to Neal Videan for the temporary supply of the PD16



3. Preparing the Connecting Rod and Big End Before Final Assembly *By 'Slide Rule'; first published in Motor Cycling, Jan. 1945*

THE function of the flywheel assembly is to convert the straight-line motion of the piston into rotary motion at the engine sprocket. The crankcase also forms a vital link in this mechanical chain by providing a rigid location for the cylinder and mainshaft bearings, whilst, in addition, housing timing gears, oil pumps and so forth. Any areas where undue wear has occurred are open to suspicion and that the cause of the wear (which may be malalignment, lack of lubrication or faulty material) must be investigated with an eye to its cure.



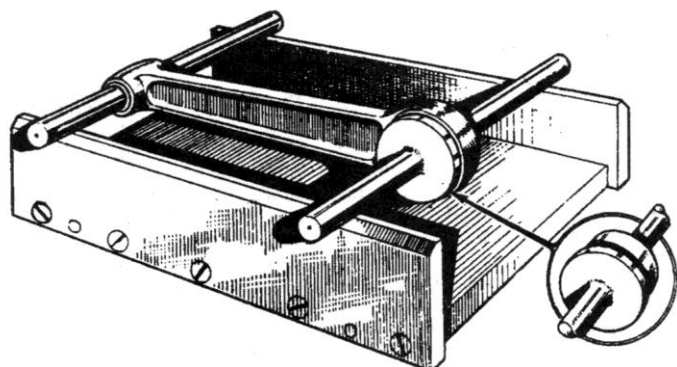
This advice should come in useful at this stage, for the main job of work to be tackled in "the basement" will consist of the elimination of friction usually due to malalignment.

Big end caged rollers are maintained in parallel by the spacing bars and, if the pin is of the shouldered type, the rollers can have several thou. end clearance—in fact this is advisable, otherwise if any deflection takes place the shoulders may close in a trifle nip the rollers endways. If the pin is without shoulders, the bars of the cage should be relieved on the internal diameter so that the cage bears on the pin only outside the roller path, for although the cage is soft it will wear away the pin surface much faster than will the rollers.

Uncaged rollers are not suitable for prolonged high speed unless they are of very small diameter, when the rubbing velocity between them is reduced to an acceptable figure. Such rollers are prevented from skewing by the action of lips or spacing-rings bearing against the flat ends of the rollers and the total end clearance must be held to between 2 to 4 thou.; in any case, the length of uncaged rollers must not exceed twice their diameter if skewing is to be avoided.

In any design of roller bearing there is bound to be a certain amount of rubbing going on, which, at ultra-high speeds, will generate sufficient heat to cause seizure unless it is carried away by

the lubricant. For reasons of strength, the oil-holes are never very large and care must be taken to check that they are clear by feeding oil through them with a force-feed oil can. After assembling the rollers with oil (not grease, which is likely to block the oil-holes) the con-rod should just slide into



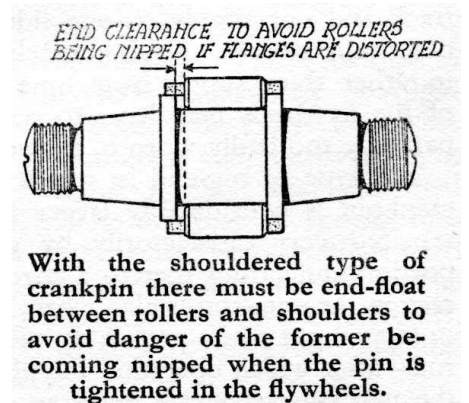
A "Works" method of testing for twist in the rod. Any error is shown as a clearance between one mandrel and the knife-edge jig. An alternative method is to use a dial gauge or feelers applied to the mandrels when resting on blocks on a surface plate.

place. If it has to be pushed or screwed on, the fit is too tight; if there is more than .002-in. diametral clearance it is too loose. On no account must any attempt be made to ease a tight big-end by rotating it with abrasive applied to the rollers; such a procedure will almost certainly lead to rapid breakdown in service.

When spun round with the pin held horizontally, the rod should not show the slightest sign of working over to one side; if it does, either the pin or outer race is tapered, or the slots in the cage are at a minute angle. Reversing the rod may effect a cure, in which event mark the correct position of pin, rod and cage; if not, the cause should be located and rectified. Some-times deep grooves are formed in the flywheels through rods running over and if these are present they should be skimmed out to accommodate phosphor-bronze or hard-steel washers of suitable thickness. The correct amount of side-clearance varies according to the design, but is rarely of great importance, .010 in.-.020 in. being about right in most cases.

If not already done, it is a good idea to polish the con-rod all over, since the removal of the rough outer skin greatly diminishes the chance of fatigue cracks developing. Although rare, cracks of this nature usually occur at the junction of the shank and small-end. They can be detected by immersing the rod in hot paraffin for some time, and, after drying, dusting the surface with french chalk; if any cracks are present they will be indicated by the chalk adhering to the paraffin retained in them.

Rods must be tested carefully for alignment in all planes. Checking off the sides of the big-end, the small-end should be central within .005/.008 in. The big-end and small-end bores must be dead parallel; although it is possible to carry out an approximate check for this by using the crank pin and gudgeon pin as mandrels, a better way is to make up a pair of bars, at least 6 ins. long, which are a tight push fit in the respective bores. For preference, they should be hardened and ground, but soft ones will suffice if carefully handled.



With these mandrels in place, the distance between them measured at the extremities should not differ by more than .002 in. In the absence of the necessary measuring equipment, a steel bar can be filed so that it will just fit between the mandrels at the tightest end; the gap at the larger end can then be measured by feeler gauges. The bearings must also be free from "wind" or twist, i.e., the mandrels should be parallel when viewed along the length of the rods. Accuracy in this respect can be checked on a surface-plate by the use of blocks and a dial gauge or feeler gauges.

It is quite likely that at least one of these errors will be found, possibly all three! To avoid pulling the rod about unnecessarily, the three checks should first be made and the situation carefully weighed up, otherwise one may cure one error by making another worse. As a general rule, first eliminate any "wind" and then set about getting the centrality and parallelism of the small-end correct. If it is central but inclined, bend the rod close to the small end; if off centre and inclined in the same direction, bend near the big-end.

If these errors are in opposite directions, the rod will have to be set at both ends, but do not use the checking mandrels for the purpose and bend these as well! Since the side clearance between small-end and piston bosses can be fairly generous, it is permissible to face off one side of the small-end if all the errors cannot be corrected other-wise.

Considerable patience may be needed, but it is vitally important that the conrod be absolutely true; even the slightest out-of-truth factor can have a big effect at, say, 6,000 r.p.m..

Provided the flywheels and main-shafts are "in good shape," all is now ready for assembly, but as this is a job which must be done with great care, it will have to stand over until the next instalment when there will be more space to give the necessary detailed description of the procedure.

Event Calendar

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|--------------------|---|
| 2017 | |
| Nov 10-12 | AJS & Matchless Downunder Jampot Rally, Lake Hume, Albury NSW Australia. Contact model2a@yahoo.com.au |
| Nov 10-12 | Australian Historic Motorcycle Racing Championships at Wakefield Park, Goulburn NSW. See www.wakefieldpark.com.au for more info |
| Nov 11 | The 59 Club Mods n Rockers Ride. From Brighton Bath car park (Melbourne). Contact the59clubaustralia@hotmail.com for info |
| Nov 18-19 | Bendigo Swap Meet, Bendigo Victoria. Email bendigowap@impulse.net.au |
| 2018 | |
| March 23-24 | New Zealand National Vincent Annual Rally at Waitomo, North Island, New Zealand. email Suzy Hall at thmotorcycles@xtra.co.nz for details |
| March 29 – April 1 | Broadford Bike Bonanza with a focus on all things Vincent. @ The State Motorcycle Sports Complex, Broadford, Victoria. More info elsewhere in this edition and also at www.ma.org.au |
| August 27-31 | Australian National VOC Rally, to be held at the Maroochy River Resort in Queensland. Contact kevinfowler2@bigpond.com for more info |
| 2019 | |
| June 3 - 19 | VOC International Rally; Belgium and Austria. More info to follow also see MPH |
| 2020 | |
| tba | International Jampot Rally in Nelson, New Zealand for AJS & Matchless bikes. Contact nipper@nipper.net.au |



2018's Broadford Bike Bonanza to be Vincent H.R.D. themed – March 29-April 1.

It's that time again, with entries to the 2018 Shannons Insurance Broadford Bike Bonanza (SIBBB) now open so that you have ample time to get to the shed, dust off your leathers and get your precious bike(s) running, in preparation for the hotly anticipated tenth edition of the legendary event that will be run again over the Easter weekend in 2018.

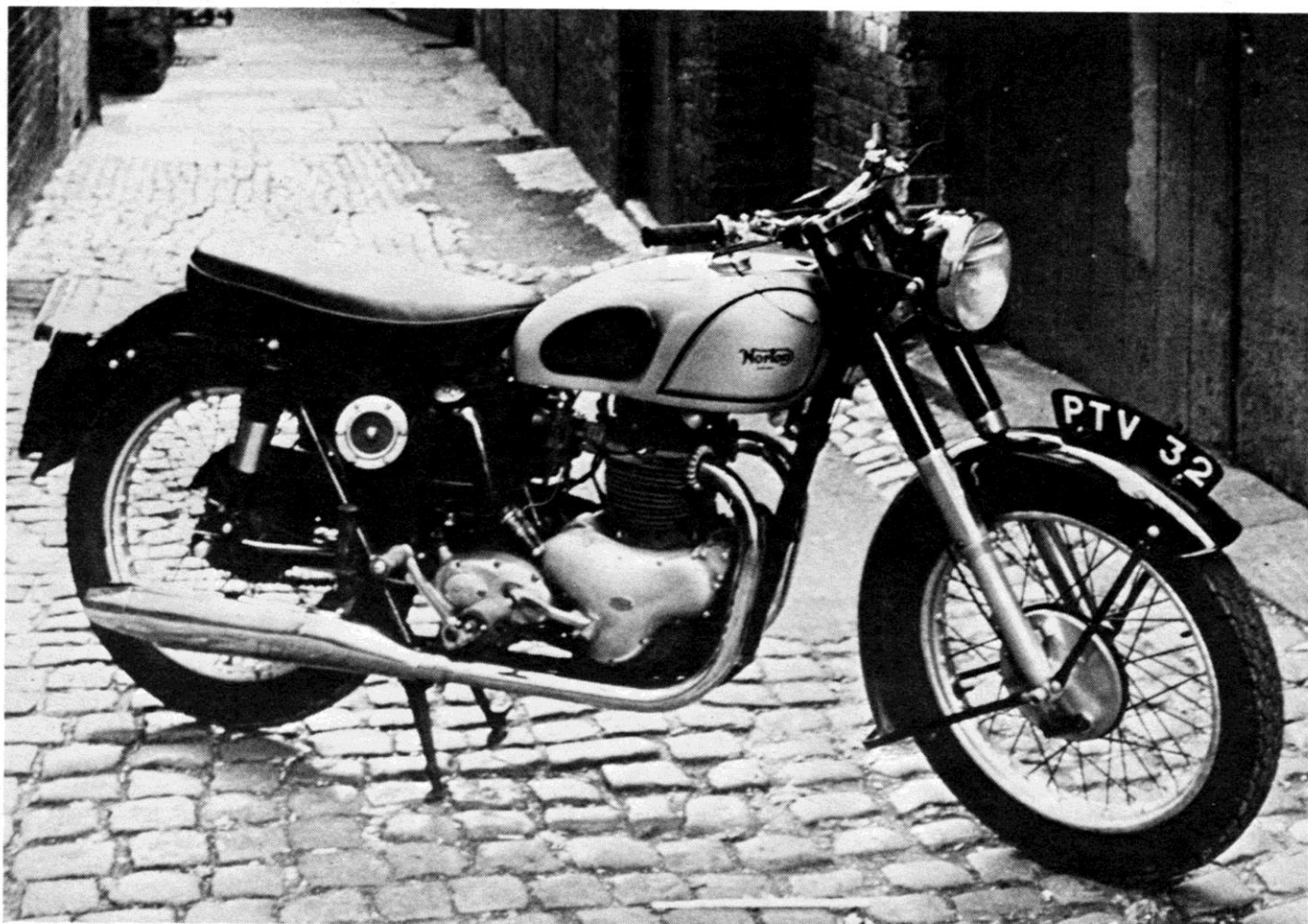


This year the BBB celebrates Vincent HRD's 90th anniversary. 2018 will coincide with the 90th birthdays of both Vincent H.R.D. and Motorcycling Australia (MA) and to celebrate, the 2018 Bonanza will be themed all things Vincent H.R.D. A full range of each of the Vincent models will be on show along with the Horner Brother's legendary Irving Vincent race bikes.

The Bonanza is now calling up all Vincent H.R.D. owners and enthusiasts to register interest now! Go to www.ma.org.au today to ensure you do not miss out.

The 2018 SIBBB is now also recruiting volunteers that are required for the smooth running of this incredible event. Please register your interest, administration, event inquiries, road race garage bookings via email or phone to the Event Co-ordinator; Rachele Wilkinson at rachele@ma.org.au or on 0408 652 877 (International +61 408 652 877)

Norton Dominator Model 7



IT'S PRETTY fashionable these days to knock the parallel twin, forgetting both what it replaced — the universal single — and just how different those first lowly stressed engines were from their descendants.

A couple of weeks with Tony Wilkins' 1953 Norton Dominator Model 7 made it obvious why Norton's first twin (discounting the early Peugeot engine) was such a success from its launch in 1948 in 29bhp, 497cc form, to its demise as the 58bhp, 828cc Commando in 1977.

It felt remarkably smooth — up to 55mph — amazingly torquey and pretty quick for a 25-year-old 500. Certainly the ride and comfort were not up to modern standards, but the steering had that precise, Norton feel. Small and good looking, with a seat height of just over 30 inches, it must have been a revelation after all those singles.

You don't see many Model 7 Nortons around these days, largely because it was so soon overshadowed by the first Featherbed framed roadster twin. Launched at Earls Court in 1951, the Dominator 88 was still 'for export only' in 1953 when the first Dominator had just been fitted with swinging arm rear suspension.

It had started out life with a plunger-sprung frame that was the old Norton rigid chassis rapidly modified around its rear end. With a new frame already in production, the Model 7 had its swinging arm added in the same fashion. It says a lot for the basic design that it was able to cope with these assaults.

The only problems I encountered were front wheel patter over 80mph, occasional topping out from the Armstrong suspension units at the rear, and the inevitable grounding that results from fitting modern tyres to an older bike and then riding it to the limit.

And, of course, tyres aren't the only things that have changed dramatically since 1953; road conditions are altogether different. Twenty-five years ago the average family car cruised along at 45mph if that, while your average Model 7 owner probably never worried about the 360 degree twin's vibration because he rarely went fast enough for it to begin gradually disassembling the machine. The headlamp-mounted light switch disappeared during my first 40 miles, and after that I went over the whole bike with a spanner in faultless '50s-style maintenance manual fashion.

Only the brakes really gave me a scare. As

the 1949 *Motor Cycle* test observed, the front brake '... never quite came up to recognised Norton standard'. As you'd imagine, that was putting things rather mildly. The 7 x 1¼in drum was totally inadequate by today's standards and I went back to relying on anticipation and a good deal of engine braking.

The Dominator engine was mainly the work of Bert Hopwood — who also designed the 250 Norton Jubilee, we all make mistakes — with Norton's chief designer J. E. Moore. Hopwood had recently been working for Triumph and might have been reasonably expected to use his inside knowledge of the 1937 Edward Turner Speed Twin's faults to improve the Norton.

Great emphasis was placed on cooling, with wide-splayed exhaust ports in the one-piece cast iron head and rocker box. And despite its later problems, Norton twin owners were doubtless grateful for the fact that the pushrod tunnels were cast into the block, rather than suffer the famous Triumph pushrod tube oil leak.

As suggested by its power output, the Model 7 came in a low state of tune. Part of this was due to the 'pool' fuel of the period, the doubtful combustion qualities of which came from an

octane rating of around 70. Thus the compression ratio of 6.75:1, 'which we think is as high as we can go on pool petrol', said J. E. Moore.

The flat-topped pistons have tiny valve cut-outs due to the very shallow heads and the cam is obviously extremely mild, making it a very flexible motor. With these disadvantages compounded by a small 1in Amal carburettor, the Dominator had a lot of tuning potential.

Other features were pretty standard for the period: plain big ends with detachable shells, light alloy forged conrods, Lucas K2F magneto and 6v dynamo situated on either side of the block and chain driven, a single-row primary chain and separate gearbox.

The pressed-steel primary chaincase, which Norton retained for so long, is usually the major source of oil leaks although this one was a good fit. The engine instead dribbled from the rocker feed take-off banjo by the oil tank and old gaskets on the three rocker-box inspection covers needed replacing.

A high whirring from the engine immediately reminded me of how careful you have to be setting up the chain tension with a separate box which you move backwards and forwards to adjust the primary chain. It was as tight as a bowstring, and having slackened off the two through bolts that hold the gearbox rigidly in the frame, I wound the threaded adjuster back only to be mystified by the fact that the box didn't seem to want to move very far forward. Naturally it won't when you have the final drive chain as tight as the primary once was . . . So off I went round to the rear spindle to slacken off the rear chain, tensioned the primary — careful to take up any slack on the kickstart before finally locking the gearbox up again — and moved back to readjust the final drive.

A prolonged and frequently infuriating business if you don't know how, but not as bad as removing the rear wheel of a modern bike fitted with an endless chain. The Norton came equipped with the once-traditional three-bolt quickly detachable rear wheel which leaves the chain and sprocket drum undisturbed.

Along with the usual odd-looking collection of equipment by modern standards — toolbox, steering damper, massive and feeble Lucas horn, battery hanging out in the weather — the Norton came equipped with some really useful items as standard.

An ammeter is always nice to have, especially as the battery takes such a pounding from vibration. The rear one-piece stay on the front mudguard is also a stand for easy front-wheel removal. The rear mudguard and chain guard provide plenty of protection for your passenger and transmission, while the rear guard also hinges up to let the rear wheel out. And unlike other manufacturers — who usually put it under the seat — Norton mounted the CVC voltage-control unit for the charging circuit inside the toolbox out of the wet.

Tony Wilkins' bike is by no means all original as many of you will have already noticed. Most obviously it isn't fitted with the correct and extremely ugly flattened-pear shaped silencers. Likewise it has later control levers, passenger footrests and front and rear lights. The model 7 fuel tank, a highly individual piece of design, should also be chromed, although the black-lined silver enamel panels are perfectly correct.

Not that all this and more that is not original really detracts from the bike's looks at all. And I consider that while some people naturally want a restored machine to be flawlessly accurate, this takes no account of the changes that owners naturally made over the years. This is no museum piece just left to sit in the showrooms of Ken Ives Ltd in Leicester where

Tony Wilkins is managing director, it's meant to be used and runs extremely well.

What strikes you most about the Model 7 is its superb exhaust note, orchestrated by a throaty rasp from the carb's bellmouth that breaks into a full-blooded roar when you really wind it on. Flat out through the timing lights at 88.23mph — *Motocycle* achieved 92mph in 1949 — it felt good and sounded better.

The advantages of owning a machine like the Model 7 are its comparative rarity matched by the fact that it makes completely reliable everyday transport. You just flood the separate float chamber Amal and kick for it to

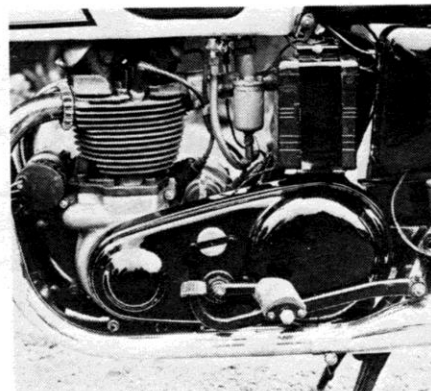
fire up, while it will hold 60 or 65mph all day if you can stand the tingling vibration as the Smiths chronometric speedo — which reads left to right — ticks accurately back and forth.

There are the little things to learn, of course. The gearbox has a one-up-and-three-down pattern matched by a delightfully light clutch and as the lever travel is extensive it pays to take your time to avoid the slight scrunch felt on a really snappy change.

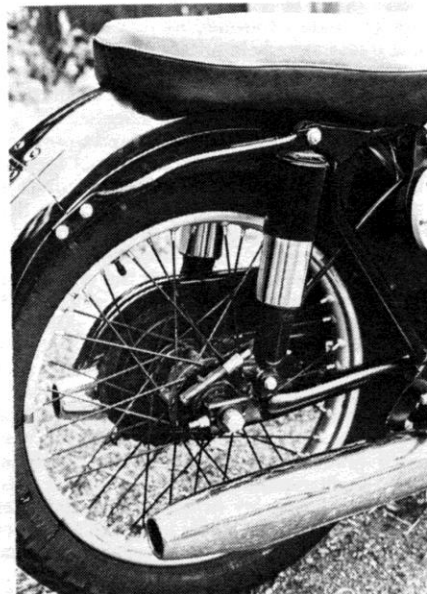
Rather surprisingly, the bike's lock is very poor which feels strangely at odds with the overall handling. The friction steering damper can only have been fitted with sidecar work in



Above: Control layout is uncluttered with instruments kept down to just an ammeter and speedo.



Left: Drive side view of the motor reveals dynamo in front of and magneto behind cylinders.



Below left: Rear dampers topped out occasionally. Note QD rear wheel and hinged rear mudguard.

Below right: Front brake was inadequate. Note rear guard stay which doubles as a front wheel stand.



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 an email to the editor of OVR with the text of your advertisement. OVR will NOT be providing any editorial or corrections. 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.

For Sale: 1950 Vincent Series C Comet.

Deceased estate sale.

Older restoration, starts easily and runs well, no smoke, no oil leaks, was used regularly, a reliable performer. No idea of total mileage but owner always kept his machines in good running order. Additional easier- to-use side stand fitted in addition to the original rear and two front stands. The Lucas headlight has correct underslung park light. The ammeter may be a reproduction item. Generator and regulator are Lucas and charge okay. **Engine and rear frame numbers are the required 1900 apart. Front frame number is not legible.** One gearbox cover stud is broken, but it does not leak. Not hard to replace, no big deal. The rear drum's chromed water excluder ring is missing. Some tools in tray. Very minor dent in tank. Clean, tidy and complete. Red tank and seat beading. Stainless guards fitted. Mikuni carburettor fitted for easier starting and better running. 19" front wheel fitted in place of original 20" item. Easy and affordable to return to dead original specification if so inclined.



The former owner rode speedway sidecars in the day then classics in later years and always prepared his own machines. He took pride in having reliable and rideable machines. I can speak with some confidence that the Comet would be in reasonably fair and reliable condition with no known pending disasters, as I know he would not have gained enjoyment from riding a bike like that.

Offers from Australian \$32,000 considered; Can assist with international shipping if necessary

Contact Greg in Adelaide, South Australia. Australia phone 0422 580 642; International Phone +61 422 580 642 or email gregss@bigpond.com

For Sale: 1946/7 Miller Brake Light Switches

All of you guys with 1947 Vincents (and 1946) pay attention. Mitch Talcove in the USA has had some excellent replicas made. Mitch does not mess around with cheap stuff. He bought an original switch for mega bucks and had these exact replicas made in the USA.

If you are serious for originality then at US\$400 each plus shipping you may want to consider one. When they are gone there will be no more so do not dither around!

Mitch reckons that in 10 years' time you could sell them off as originals but I don't know anyone in the Vincent community who is that unscrupulous.

Contact Mitch Talcove by email to mtalcove@gmail.com



For Sale: Unique Gearbox Collection

Ian Boyd has just had a bit of a tidy up in his workshop and is offering the following items from his world famous collection. This is a rare opportunity so you will need to be quick! You may purchase one or more – it's your choice. If needed Ian may assist you with international shipping. The suggested prices DO NOT include packing or freight.

For enquiries please call Ian on 0407 99 33 47 or by email to ianjboyd@bigpond.com

Item One: Burman 4 Speed BAP gearbox; suit Vincent Comet. Purchased as rebuilt and never used. Sensible offers over A\$1000



Item Two: Norton Dominator 4 Speed gearbox. Purchased as rebuilt and never used. Sensible offers over A\$1200

Item Three: Summerfield 6 Speed full magnesium racing gearbox. Only used twice. Sensible offers over A\$6000



Item Four: TT Industries NZ, Burman BAR Replica gearbox, six speed, full magnesium. Brand New! Never Used! Sensible offers over A\$6200

REMEMBER:: For enquiries please call Ian on 0407 99 33 47 (International +61 407 99 33 47) or by email to ianjboyd@bigpond.com If needed Ian can assist you with international shipping.

The suggested prices DO NOT include packing or freight.

For Sale: 1951 Vincent Series C Comet – Matching Numbers!



This bike is unrestored in very good condition for its age, manufactured in 1951. I have a copy of the original paper work when sold new and the bike has matching numbers. Has a bit of rust on the rims and silencer plus some of the paint work, which is original, has come off the frame. There are some small dents in the tank though I am including a full transfer set if you decide to get the tank painted. Has a new wiring harness so it has Hi & low beam and tail & brake lights work as does the horn. The original Amp meter on head light works. Included is the old hand painted Number plate and Rego disc. New tyres have been fitted and the speedo has been repaired and works well. I have also replaced some Cables (have the old ones) have new spare Clutch cable, a set of gaskets one use from pack (side cover used).

The bike runs very well, no oil leaks and no smoke when running. The bike is in Western Australia and I can assist with shipping it anywhere – at the new owners cost. **Seeking Aust\$40,000** (that's around US\$30,500 or GB£23,300)



For more info phone Murray: Within Australia phone 0409103719, International phone +61 409103719 or you can email Murray at rusticslabfurniture@bigpond.com

CLASSIC BIKE SALE

A mailing list has been started to inform interested buyers of a sale including the late Tony West's collection of post and prewar road and race bikes as well as a TQ speedway car. If you wish to be added to this mailing list then please email gregss@bigpond.com with your address.

The bikes are currently being prepared one by one for sale and when ready may be viewed by appointment at a commercial storage facility located in Adelaide, South Australia.

Prices and details will be announced via the mailing list as they become ready and available for viewing,

Machines in rough order of availability: Prices are Australian Dollars

- 1949 AJW 500cc sidevalve twin –70 produced, 4 known survivors worldwide, original & unrestored - **\$18,000**
- 1942/43 Harley 42WLA Type 3 with Goulding Sidecar – older resto, a good runner - **\$30,000**
- 1930's BSA sloper with Murphy sidecar – older resto, a good runner - **\$22,000**
- 1976 Triumph Bonneville 750cc - unrestored, original condition - **\$8,000**
- 1958 Norton ES2 500cc single engine featherbed frame, expired historic rego YYL631 - **\$18,500**
- 1949 BSA B31 single special 88x112mm 680cc touring solo modified engine with large cylinder - **\$8,500**
- 1971 BSA Lightning A65L 650cc twin - unrestored, original condition - **\$8,000**
- JAP 8/80 1000cc speedway sidecar – strong, reliable, fast replica engine, Classic racing winner - **\$45,000 FIRM**
- BSA V twin 2 x B33 top end special supercharged speedway sidecar – awesome sound, runs well. - **\$9,000**

BSA B33 special 94x138mm 958cc single speedway sidecar - fast performer - **\$10,000**
BSA B33 special approx 900cc big single Period 3 road race solo - Used once then parked - **\$5,000**
TQ/Speedcar BSA B33 500cc single ex-Maryborough Qld - not used since restoration - **\$8,000**
Classic speedway sidecar rolling chassis - **\$2,500**
JAP 8/80 v twin 1000cc engine - rebuilt genuine 8/80 JAP top end on JAP sidevalve bottom end, - **\$TBA**
Harley Davidson Sportster racing sidecar - special engine, P3 classic road race outfit with MA logbook, - **\$6,000**
Yamaha XV1000 v twin 1000cc sidecar wheel drive outback touring sidecar - working, rough, unwashed and stored just as it was when it returned from last central Australian trip. - **\$4,000** - Partly dismantled spare Yamaha engine also available.

If you have any interest please email Greg at gregss@bigpond.com for more information.



For Sale: More Treasure from Ian Boyd's Workshop

TTR Replica Aluminium fuel tank. Brand new, suit Series A Single or Twin. Needs polish or paint, as required. A\$3,500 or near offer.



A Genuine Burman BAR gearbox. One of only 5 made. Restored by Bruce Verdon - TTR Industries NZ who can verify this is the genuine article. 4 speed, Racing only. As used in Vincent Series A singles 1935/1936 A steal at A\$10,000



REMEMBER:: For enquiries please call Ian on 0407 99 33 47 (International +61 407 99 33 47) or by email to ianjboyd@bigpond.com If needed Ian can assist you with international shipping.

The suggested prices DO NOT include packing or freight.

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

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, 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>.

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

VMS, Holland: 2x2 leading shoe brake kits for Vincents; high quality 30mm wide 4 leading shoe system. Email vspeet@vmsmetaal.nl for info.

François Grosset, France: Electric starter for Vincent Twin. Electronic ignitions for Vincent Single and Twin supplied complete with drive gear. Email pontricoul@gmail.com for more info.

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 Fasteners, Australia: 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

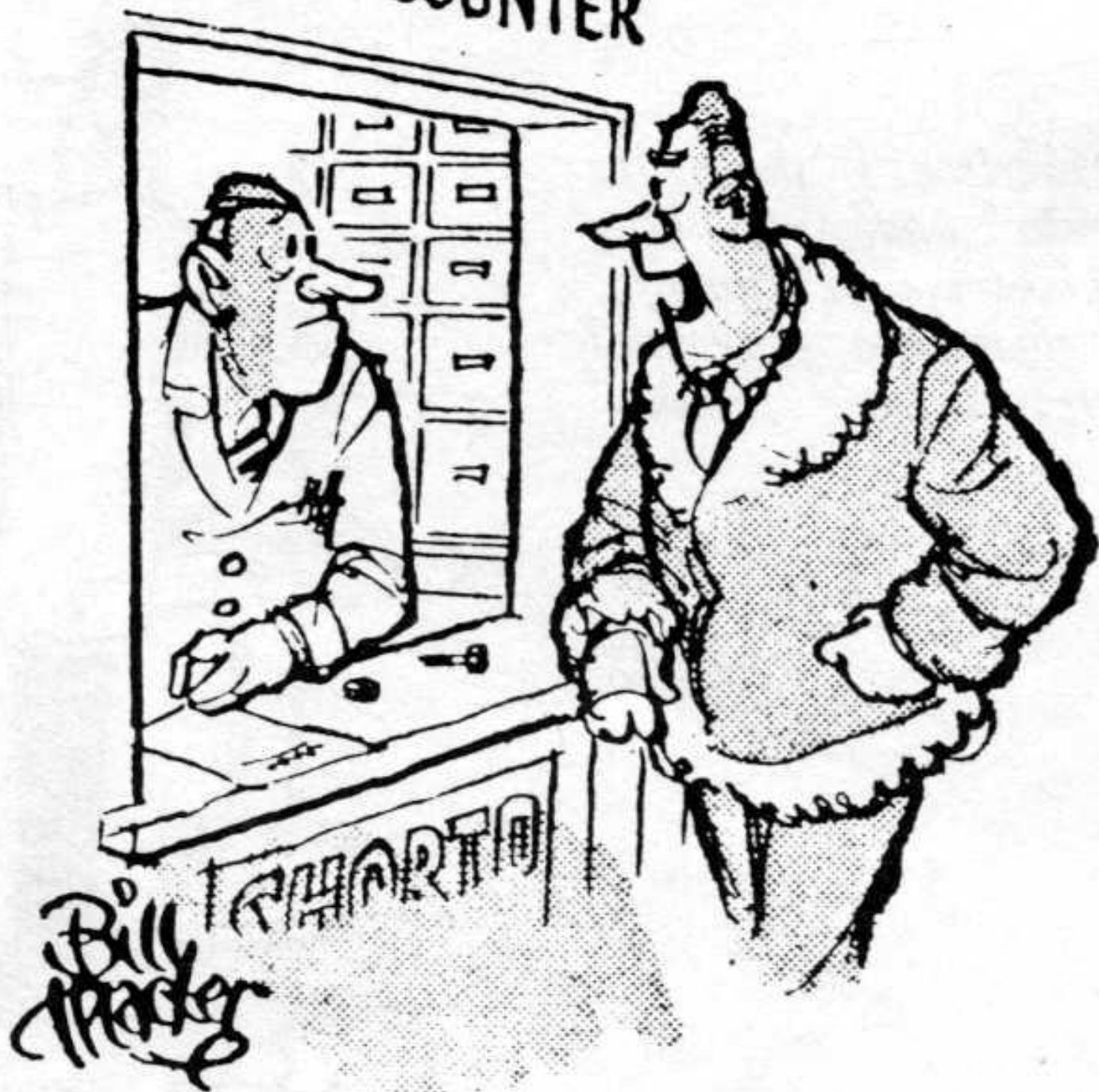
Rays Custom Spray Painting, Australia: Ray Drever is skilled in painting bike tanks and frames. Also a craftsman in flame work and airbrushing. Located near Geelong; contact Ray on 03 5251 2458 or 0402 988 284.

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

MotorCycle Fairings, Australia: This crew are are total professionals when it comes to painting. Expert service, quick turnaround and fair prices. <http://www.melbournemotorcyclefairings.com.au/>
Ph 03 9939 3344

SPARES COUNTER



"I want 18 collets – eight for the valves and ten to lose during assembly"