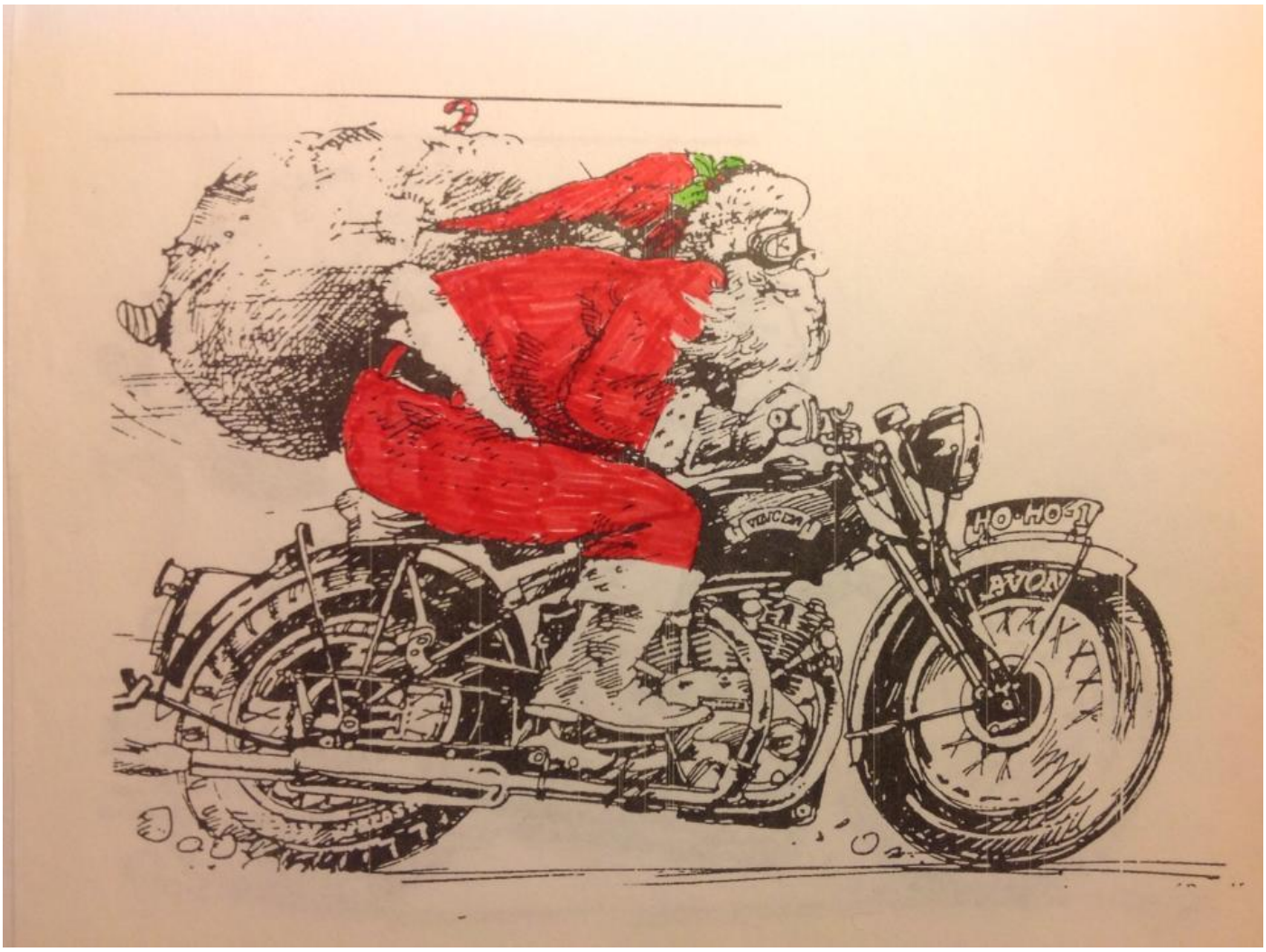
The Oz Vincent Review

Edition #45, December 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 2017 Xmas edition of The Oz Vincent Review. This month's front cover features OVR reader Santa Clause aboard his immaculate and reliable 1952 Rapide undergoing a test ride in preparation for the night of December 24. I wonder what surprises he has in store for us??

I hope you enjoy your xmas maxi page edition. Instead of dithering over what to include and what to leave out – heck it is Xmas after all, so caution to the wind – I have tried to stuff it all in. So after this bumper edition I really am in need of some fresh material for the next few editions. What about it? Yes it is YOU I am asking!

Now I can only keep up the fresh content if you kind folk make my Xmas for me by sending your contribution – no not $$ - items for inclusion in OVR.

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Merry Xmas to you all from

Martyn

Melbourne, Australia.
Email: OVR@optusnet.com.au

Letters To The Editor

Hi there Martyn,

I was amazed to see my photo in your Oz review number 44, in the article about Vincents in Stevenage.
The photo was taken in about 1964/65. in Lalor, Victoria. I was on the pillion of Dave Jones' Rapide. The other Rapide was ridden by Denis Henderson. My father (Len Ruth) is in the background. We were just about to ride off to see Kevin Vidler in Euroa.

Regards, *Anne Sturgeon, nee Ruth* (One of the founder members of the Victoria Section.)

Martyn,

The piece by John Cook on road safety was welcome and I am full agreement with everything he writes, but in my view he only touches on the root cause of the major risks to motorcycling road users. He makes two very valid observations almost in passing, but they are actually very significant:

1. 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.
2. I also contend that minor level speeding *is not* the problem.

John is quite correct but the problem is actually something much more serious in my view, and I'll make the following the assertion:

"Successive governments have been derelict in their duty of care in relation to the management of road safety in Australia and the blatant use of speed cameras as a means of revenue raising combined with lazy (under-resourced?) policing on all other fronts has resulted in the average road user being "reversed trained" to behave badly on the roads. In simple terms, road users are constantly learning that they can do whatever they want on the road as long as they don't do it at more than 5 km/hr over the posted speed limit, and they are having that training reinforced every day".

I have dubbed this "Anarchy at Plus Five" and I first pointed this out to Anthony Albanese back in 2010 when he was the Federal Minister responsible and had just published an Australia wide survey that showed that more than 70% of road users admitted to using their mobile phones while driving.

The most dangerous behaviour becoming more prevalent is the failure of drivers to properly give way, either when turning into traffic or turning across traffic. Of course, nobody ever gets hit with an infringement for failing to give way because there are no "failure to give way cameras", just like there are no "tailgate cameras" or "failing to keep left" cameras. These behaviours are naturally far more dangerous to motorcyclists as acknowledged by Western Australia's immediate past Police Commissioner -

https://thewest.com.au/news/australia/top-cop-fears-for-motorcyclists-ng-ya-372218

The failure of state governments to properly manage road safety is such that if they were subject to the same legal obligations as industry under the WorkSafe legislation they would be issued with a "show cause" notice. None of the behavioural aspects of safety management are being addressed and the Road Safety management strategy can be summarised as follows:

1. Collect as much revenue as possible from speeding road users at the minimum possible cost while allowing them to retain their drivers licence so they can continue to remain a source of revenue
2. Commission an annual report that only deals with the fatalities that occurred, most of which are on country roads.

I recently wrote to the responsible minister in WA requesting information on the contribution to serious injury or death caused by roo bars fitted to cars after there were two separate fatalities involving police pursuits in Perth where the people killed bore the full impact of a roo bar at speed. The answer was quite astounding in that it turns out the government does NOT collect any such data - "If you don't measure it, you can't manage it!" How many children are killed when they might otherwise survive because the car that struck them at 50 km/hr had a roo bar at adolescent head height? The government doesn't know!!!

If we consider the government's lack of data collection where failing to give way is concerned along with the point made by John Cook that fatalities and serious injury are on the increase, then it might be a simple matter to connect the dots, although the government would probably claim that "speed was a factor" in every accident involving a collision where there was a requirement by one party to give way to the other - 10 km/hr is a "speed", after all!

Industry around the world has made significant progress in the management of Occupational Health and Safety (OHS) over the past thirty years. The key element in this progress has been the recognition that human nature and human behaviour are major contributors to unwanted outcomes, and the effective management of Behavioural Based Safety (BBS) has become a mainstay of OHS.

The underlying principle is the "Accident Pyramid" which enunciates that for every serious incident there are several times as many near miss events which have the potential to cause a similar serious incident, and working to reduce the frequency of near misses will ultimately reduce the frequency of serious accidents.

Accident Pyramid

The concept becomes 'real' if you have had a near miss with other road users recently and consider what might have happened had the near miss actually been a 'hit'. The other way of asking the question is how many near misses have you had compared to actual collisions with other vehicles?

So, is driving at 90 km/hr in an 80 km/hr zone an "at-risk behaviour"? The short answer is "yes", but so is driving at 50 km/hr (intrinsic minimum risk) and how does it compare to failing to give way or tailgating? Consider the following:

You are riding your Vincent at the open road speed limit of 100 km/hr down a regular country road. After a time you end up with a 2.5 tonne SUV fitted with an indestructible roo bar following you less than two car lengths off your tail light. You have the following choices:

1. Leave the situation as it is and continue at 100 km/hr
2. try to slow down and pull over to allow the vehicle to pass and hope you don't get collected as the other driver tries to squeeze past between you and the oncoming traffic without slowing down themselves
3. speed up to 110 km/hr to create some safe space

Ask yourself which is the safest option in terms of arriving alive and also ask yourself which of the options is most likely to result in a traffic infringement notice being issued (which driver and what for?). I'm ready to bet that every experienced motor cycle rider will have the same answer to the questions, which wouldn't be the non-answer given by the then WA minister in reply to the same question.

Or you make a road trip and dodge several people who fail to give way, tail gate drivers, no indicators, illegal turns, mobile phone users, etc, and then ten days later you receive an infringement notice for travelling at 107 km/hr in a 100 zone which includes a photo of your number plate taken by a robot.

In terms of the Accident Pyramid, human behaviours that are far more dangerous and far more likely to result in a serious accident than low level speeding are simply being ignored altogether. More importantly, the average road user assesses "at-risk behaviour" as meaning "at risk of copping a speeding fine" and nothing more. Risk? What Risk?

The workplace analogy would be an industrial facility that had a corridor from the smoko room to the shop floor that was monitored by CCTV. Any person filmed in the corridor without their safety glasses on would have their pay packet docked, but out on the shop floor anything goes - horseplay, hooning three-up on the forklift, no safety glasses, whatever. The resulting fatalities and serious injuries are then dealt with in an annual report to the stakeholders and the unsafe behaviour continues to become more and more unsafe, but everybody wears their safety glasses in the corridor.

One of the major contributors to the effective management of safe behaviours is the credible leadership of management. Industry has learned this lesson and the best in class CEOs have learned that "walking the talk" is a fundamental strategy in meeting their OHS obligations to stakeholders. Of course, "walking the talk" equates to credibility - if you want to be an effective OHS leader then people have to believe you when you say that safety matters and that your safety is their first priority. And then that same manager tells you with a straight face that docking your pay for being filmed in the corridor without your safety glasses is NOT a cost cutting measure but is only about your safety? Yeah... RIGHT!

If it looks like a duck, waddles like a duck, and quacks like a duck, then it's probably a duck. Is the primary use of speed cameras in Australia about road safety or is it simply revenue raising? Does the government really care about road safety? 99% of people will have the same answers to those questions and the dissenting 1% probably don't drive.

There are stretches of road that are inherently more risky to travel on than other places, and the natural human response will be to drive a little slower in order to minimise the associated risks. Of course, those locations are not where the speed cameras will be placed because the resultant revenues will be less even if the overall safety risk from exceeding the speed limit will be higher. Other examples are speed cameras set up on the only overtaking lane for 10 miles in a stretch of twisty double white line hills roads or setting up the camera in a median strip of an 80 km/hr dual carriage way that requires the operator to slow down and pull off the road from the right hand lane and re-enter traffic the same way. Safety? Yeah... RIGHT!

Note the well worn spot off the right hand side of the dual carriageway in an 80 km/hr zone which is the result of frequent placement of speed cameras. The barriers were erected to stop illegal U-Turns years ago so there is no through traffic at this spot and a U-Turn is considered dangerous because of traffic entering the right lane of the dual carriageway. There are no houses on the left hand side, no footpaths, and this stretch of road is preceded by a blind crest. Nobody can reasonably claim that getting in to and out of that spot in a vehicle represents safe and responsible usage of a public road, and the inherent safety risks in that single action are far greater than any vehicle travelling at 90 km/hr in the same location. It is also worth noting that this particular stretch of the Great Eastern Highway between Mundaring and Greenmount in Western Australia had a 90 km/hr speed limit for years, right up until a driver failed to properly give way to a fully laden articulated truck and ended up becoming an instant road toll statistic.

The situation is then compounded by the government representatives looking straight into TV cameras and telling you that it is not revenue raising but is only about your safety. Nobody believes that message and the person making the statement has zero credibility when it comes to walking the talk, just like our hypothetical CEO above. At that point people simply ignore anything else that person has to say on the subject, such as warnings about using mobile phones while driving or drink driving. Small wonder then, that every holiday long weekend we see the senior police leadership telling the news cameras that the road using public "are not getting the message". Of course they aren't - the people sending the message have zero credibility on any and all matters related to road user safety, as evidenced by their hollow and fatuous claims that speed cameras are not about revenue raising!

I should point out that I have held a drivers licence for more than forty years and have been extensively trained in all forms of road use, particularly defensive driving. I have noticed that my own adherence to some of the defensive driving principles has dropped off with the increased use of speed cameras, and too much of my attention now goes to the road verges scanning for speed cameras instead of aiming high in steering, scanning the traffic, and leaving myself a way out. Human nature being what it is, it remains something I constantly battle with.

Which brings me to another point - many people I have discussed this subject with are adopting the attitude of "if you can't beat 'em, join 'em". That is, having diced with the current state of anarchy on the public roads every speed camera infringement makes them more inclined to copy the other badly behaved road users as a misplaced poke in the eye to the authorities. While I don't condone this response it is a good illustration of my point on the role of credible leadership when it comes to guiding the behaviour of the wider population.

Anarchy at plus five! Every road user is being reversed trained and is learning that they don't need to give way, that tailgate driving is not a problem, texting on the phone while driving is "normal", and indicators are only used when you want to push your way into traffic. The only thing you will ever pay a fine for is speeding, and even the drivers with generally good intentions are having their bad behaviour "rewarded" in that they are not being penalised for it.

And when that "reverse trained" 25 year old finally ends up with a motorcycle impaled in their passenger side door and the rider ends up in a wheelchair for the rest of his life because the 25 year old made a risky right hand turn across oncoming traffic, it wasn't the fault of the car driver because he wasn't speeding prior to executing the potentially illegal turn across oncoming traffic.

Holger Lubotzki, Australia

Phil Irving's'1951 Festive Tidings from the Antipodes

From Motor Cycling December 20, 1951

HAVING been prevented by business and tuning commitments, and by ill health in his family, from writing as often as he would like in the past weeks—he (PEI) asks his many friends in Britain to excuse the fact that he has been unable to send them the customary Christmas greetings—Phil Irving (" Slide Rule," of " Motor Cycling " for many years) has come up with a wet sail this week with several interesting comments on the motorcycling scene in Australia.

Written on December 7, 1951, his letter refers to the profound impression made on enthusiasts in his home country by the improved performance of Ken Kavanagh, seen by them for the first time at Ballarat. And he goes on to comment on the probable selection for Australia's 1952 Isle of Man team, naming Maurice Quincey as almost a " cert." and expressing the opinion that Syd Willis, of New South Wales, would make a good third. But he explains:—

"There are several others who, though not always amongst the place getters, have been defeated not by riding ability but by lack of sufficiently potent machinery. There are really not many up-to-date fast motors in the Commonwealth, prices being fantastically high in relation to the

limited amount of racing in any one State and the majority of riders are compelled to rush around on second-hand racers or modified sports models. Some of these are admittedly extremely rapid, but the proportion of retirements, even in races which in length are less than one lap of the T.T. course, is quite high and the potential ability of sonic riders has never been appreciated because they have been (togged by mechanical misfortune.

“Great interest is being displayed in the 125 c.c. class, probably because until someone imports a Mondial or an M.V. everyone is on an almost equal footing. The first step, generally, is to acquire a B.S.A. " Bantam," and the next is to give it a 'carburettor with a choke nearly as large as, the cylinder bore; then come internal modifications, to ports and compression ratios both above and below the piston. The chief exponent of the art, Bert Flood, has recently taken to piloting a racing Lambretta with which he won the South Australian Championship, at Woodside in October, at his first appearance. This machine, though resembling the standard model in general layout, has a rigid rear wheel mounting but a lot of sprung saddle movement, while the forks are of parallel-action link type instead of the standard bottom-link design which plunges badly under heavy brake application. Flood may be seen in England next year, with one of his much-breathed-upon " Bantams:" which can get close to the 90 m.p.h. mark and should give Hogan a good run for his money.

"The latest addition to the 125 c.c. ranks is the double-o.h.c. Hunter, entirely made in Melbourne and designed by Ron Hunter who, unfortunately, died last year. This very promising machine had a preliminary canter at Ballarat and, though not successful on that occasion, will; undoubtedly, develop potency later.

“Incidentally, both Lambretta’s and Vespa’s (or should it be Lambretti and Vespi?) are selling very freely in Victoria, despite their price of around £200. As most of the Lambretta’s are de-luxe models and not the cheaper, but somewhat stark, standard editions, it is safe to assume that much of their appeal lies in their appearance. For in some quarters in Australia riding anything resembling an ordinary motorcycle is considered to be somewhat of a social gaffe. It must be conceded that the Italian approach to full enclosure is far more reliable than any current English conception, although years ago people like Sir Alliot Verdon-Roe pointed the way very clearly.

“Just lately, too, motorcycles have been coming in for a lot of rather unfair criticism from the Press and magisterial benches on account of the high percentage of fatalities and injuries amongst their riders. The criticism seemed to grow in volume after reports of the agitation in England last year were published here, and much restrictive legislation has either been passed or is in the offing. For instance, the speed limit for pillion riding is 45 m.p.h. in the country and 25 m.p.h. in towns, where 10-ton lorries and trailers frequently bore their way through at 50 or more ; and a hand-hold for the pillionist (usually a rather inadequate strap) is a compulsory fitting though even the police themselves do not think much of this idea: what good it would be for a passenger to cling like grim death to a riderless model whistling over the edge of a cliff, only the mind of a politician could conceive! There were even talk about compulsory fitting of governors, which reminds me of an allegedly true story. At a meeting of a powerful women's organization, a motion advocating a governor on motorcycles was introduced by one delegate, whereupon another was heard to say that she thought the Governor would not be too pleased about that, and would doubtless prefer his car!

"Now the talk is all about compulsory fitting of crash bars (at £3 10s. a set), whilst the latest is a complete ban on pillion riding in the Federal Capital Territory. Meanwhile, every now and again people in cars (never on motorcycles) get killed on level crossings through sheer inattention—one van driver even drove straight into the side of a crossing train—and pedestrians are regularly wiped up by motorists who stand not upon the order of their going but go at once. What the legislators fail to see is that the fatality or the injury is in reality only a by-product. The real evil is the accident itself. Reduce the accident rate and the death rate will automatically fall. Compulsory use of alleged safety devices can at best only mask the effects of the disease and may actually aggravate it through instilling a false sense of security into a rider's head.

"As I write, the temperature is steadily rising each day as Christmas approaches, and to all my friends who are having to put up with a movement of the thermometer in the other direction, I would like to extend my wishes for a Christmas as happy as it can be under austerity Conditions—and for the best of riding in 1952! "

Maintain Your Comet Valve Lifter

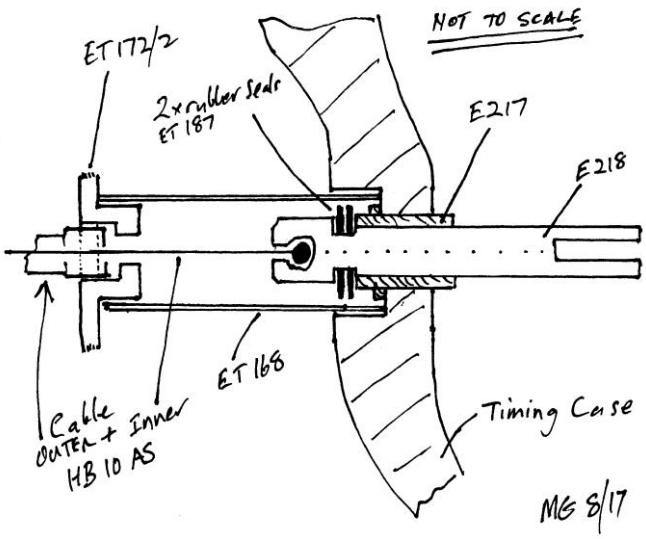
Comet and Meteor owners (and maintainers) are fortunate in that oil leaks from the valve lifter mechanism is uncommon, but not unheard of – especially as it's so hard to get at to remedy what with part of it being tucked in behind the clutch cable entry 'bulge' on the top of the BAP gearbox and the pivot plate G50/1, and the rest being inside the timing chest!

The actual oil sealing relies on just 2 rubber 'washers' ET187 being held firmly held between a shoulder on the exhaust lifter cable anchor E218 and the outer lip of the cable anchor sleeve E217 by the pressure exerted by the lifter return spring E224.

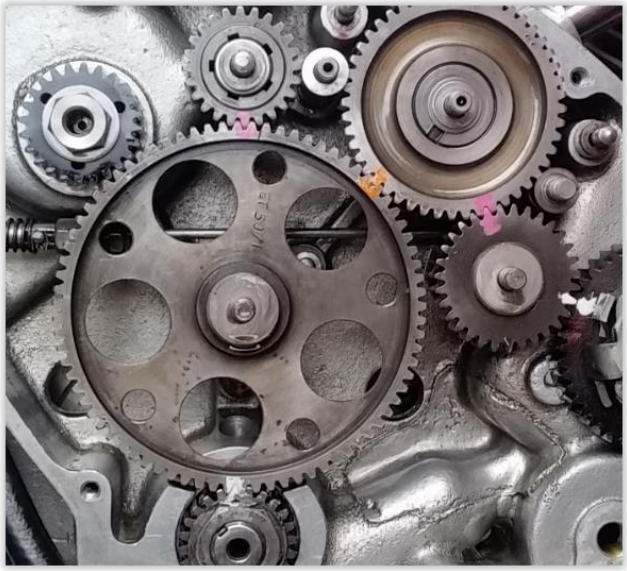
There are four areas that require attention in order to minimize the risk of an oil leak.

First the sealing rubbers must not foul on the inside of the valve lifter cable spacer ET168. If they are fouling or dragging, measure the ID of your ET168 – it needs to be at least 0.5" and the sealing rubbers, once installed MUST have an OD smaller than the ID of ET168; it's possible that your sealing rubbers are oversize as different suppliers have been known to supply ET187 rubbers that vary in their OD to the point of being unsuitable.

Next the lifter return spring must provide a positive sealing force. If you look at the photo above you will note I have added a couple of (non-standard) washers in the inside of the timing case to add pre-load to the spring for this very reason.



If you do decide to check inside the timing case and need to access the valve lifter parts in there you will need to remove at least the steady plate and the large idler gear. After removing the steady plate but before removing the large idler use some finger nail polish of varying colours to mark all the gears, as shown in the photo, so you will be able to replace them in exactly the positions they started out at – do not just rely on any punch marks on the gears. Once reassembled be sure to use nail polish remover to remove your artwork from the gears so you won't run the risk of confusion next time you are working in there.



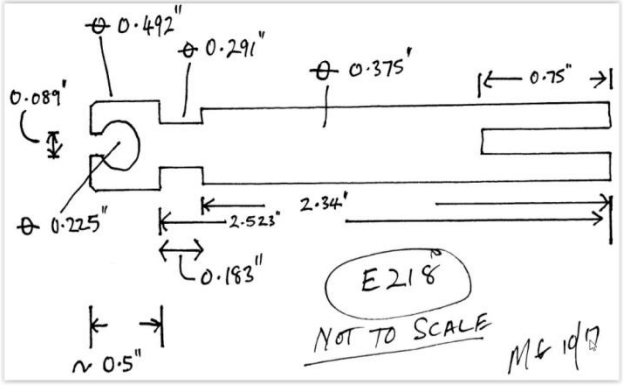
Third, it is essential that the valve lifter cable at rest and in operation runs in-line with the exhaust lifter cable anchor E218. This can only be achieved if you run the cable from the valve lifter abutment ET172/2 straight back under the battery platform then allow it to make a graceful arc over the top of the battery, passing on the outside of the frame tie (dummy cylinder) F106 then alongside the right hand side of the UFM on its way to the control lever on the handlebar. You may find this difficult to achieve with the standard lifter cable, which I think is just too short.

I make my own decompressor cables using components that I obtain from Venhill's in the UK.

All references are to Venhill part codes; more info at www.venhill.co.uk . My decompressor cable is comprised of two LB-1-TS conduit outers with a A675B adjuster part way.

The outer at the engine end is 440mm long, ferule step to ferule step; the ferule at the engine end is a F1 inside a F89B while the ferule at the adjuster end is F2B.

The other outer, between the adjuster and lever is 875mm long, again ferule step to ferule step with the ferule at each end being F2B.



The inner is strand wire rope R77/1; At the lever end is a BN1013 loose barrel retained by a TN24A nipple; the nipple at the engine end is a BN575.

Measured at the engine end, with the adjuster fully closed and NO inner exposed at the lever end, the inner cable has a free end length (i.e. exposed inner cable) of 45mm from the ferule shoulder to the base of the ball of the BN575.

Lever end showing loose BN1013

Engine end; with 45mm inner exposed

Finally, once you have installed and adjusted the decompressor/valve lifter cable you MUST ensure that at rest it does not put any load on the lifter return spring for if it does then the ET187 sealing rubbers will not seat correctly. It is easiest to adjust the cable when the timing case cover is off allowing you to see what's happening with E224 spring; then once you are happy that all is good, only then replace the timing case cover. If at any future time you suspect an oil leak in this area – the first thing to do is check this cable adjustment.

More on Cable making in the next edition of OVR!

Click HERE to see Ian Boyd's Amazing Collection!

Event Calendar

2017	
Dec 3	Bendigo HMCC Motorcycle only Swap Meet @ Llanelly, Australia. Contact Rex Jones for more info on 0407 683376
2018	
Jan 21	Great Southern Motorcycle only Swap Meet, Goulburn, Australia. Call Colin for more info 0418 482 630
Jan 25	Jack Ehret's record Braking Black Lightning to be auctioned today by Bonhams in Las Vegas
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
April 22	Maffra Motor Museum Swap Meet. Additional info at www.gippslandvehiclecollection.org.au
May 1-5	2018 North American VOC Rally in Kerrville, Texas. The scenery and weather will be great and the riding is really world class. Just too good to miss! More info at http://lsvoc.vincent-hrd.co.uk
May 26-27	42nd Historic Winton; meeting for heritage cars and motorbikes. More info from www.historicwinton.org
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

Round Kurland Rally 2017

An original contribution from Tony Page, Great Brittan

Back in the Cold War days, in 1979 Juris Ramba wrote an article for MCN inviting participants to a vintage and classic motorcycle rally in Riga, Latvia. MCN duly printed it under the heading 'From behind the Iron Curtain'. Juris had no idea what the term 'Iron Curtain' meant and lived in fear (really) for months. He had various responses, all of which were opened and read by the KGB. Nobody attended from The West as the visa requirements were 'difficult'.

The chilling winds of the Cold War and the crushing weight of the Iron Curtain are little more than fading memories now but in 1982 it was all very, very real yet I was dead set on getting out there to attend. I investigated the visa situation having made various low-profile forays 'round the Bloc' and waded through a ton of paperwork in order to get there. I even booked a phone call (necessary in those frosty times) to Juris and spoke - yelled - at him down a crackling phone line, no doubt sharing the experience with spooks from both sides.

An independent country pre-WW2 along with fellow Baltic State neighbours Estonia and Lithuania, Russia occupied all three countries to ‘protect’ them from Nazi aggression. All three were forcibly incorporated in to the Soviet Union, invaded and occupied by Nazi Germany in 1941 then re-occupied by Russia in 1944. The Russians remained until May 1990 when the Cold War peacefully ended.

But back in 1982 nobody thought I'd pull it off and get there and, sure enough, at the eleventh hour they were proved right as my endeavours were indeed scuppered as, unfortunately, my then-employer forbade me to go. It was considered too hot for me to risk it. As a member of HM Armed Forces, I had to follow orders and the Head Shed had spoken.

So that was it.

However, I sent Juris postcards from my motorcycle travels (always carefully written so as not to cause him 'problems') and the years, decades, rumbled by as the Fading Socialist Dream crumbled and the Iron Curtain finally rusted into oblivion.

Finally, 35 years later, this July, along with my Vincent, I attended Juris' event and sat at a table eating soup with him.

A simple act, but - for us both - poignant and meaningful. I was immensely touched that Juris had, like me, kept every postcard and letter sent and proudly showed me his photos taken at the Isle of Man the first year he was able to travel West. The first postcard I'd sent him was from the Isle of Man...

At 1500 miles overland from Calais to Riga, in order to get there and back in a reasonably quick and sensible time four of us opted to load our bikes into two vans and hot-foot it across EU-Land. Bit of a cop-out I agree, but as the other three were all ex-cops, it assuaged my guilt. Nearly. Two hardly souls from Southampton, Clive and Jo Warrington, put us to shame by riding over on their 1956 Triumph Thunderbird.

Based at a hotel in Sigulda, 30 miles east of Riga, the three day 'Round Kurland Rally' comprised daily 100+ mile escorted runs around the country with visits to sites of interest including various impressive medieval castles, stately homes, a brewery, a bizarre bicycle museum to name but four, far too much food for any one of us to eat, a wide range of roads including gravel (a great success among the participants much to the surprise of the organisers) and the customary bonding of fellow motorcyclists who don't necessarily speak each other's language.

Over 30 Veteran, Vintage and Classic machines took part from six countries -Latvia, Estonia, Finland, Norway, Sweden and England were represented with the oldest machine, a Rex/Jap from 1913 ridden by organiser Juris through to a 1977 R100RS from Finland ridden by Veli Tirkkonen who had attended every bi-annual event since 1984.

With the bikes split into three age-related groups, the Brits on Tour ended up riding with strangers but who very quickly became friends. Being a 1949 machine, my Series B Vincent HRD Rapide found it difficult to keep in time with others in its age class which included a 1934 Harley and 1940 DKW. I transferred to the 'quick' group which was led by Juris' son Robert on their 1968 Velocette Viper Clubman: 60 mph rather than 30. With half the bikes being pre-war machines, diving the groups of ten or eleven machines was necessary to avoid traffic jams forming behind us on the primarily single-carriageway roads and between each group there was a ten minute gap. The organisation was slick and it was obvious they had done this sort of thing before! Juris' family and friends were fully involved in every aspect of the event and drove the recovery vehicle and rescue minibus as well as looked after us all at the stops and back at the hotel in Sigulda.

At every stop, the bikes drew enormous interest from the admiring public as we lined them up for the obligatory photo opportunities. Everyone we met spoke perfect English and the rally itself was conducted in English.

Latvia is way cheaper than Britain and the roads better! We had to buy our own petrol but everything else was included; at just under £400 it was a snip.

If you fancy a vintage or classic motorcycle trip with a difference, look to Juris' event, Just don't leave it as long as I did…

http://www.kurlandround.lv/

Bearing Basics

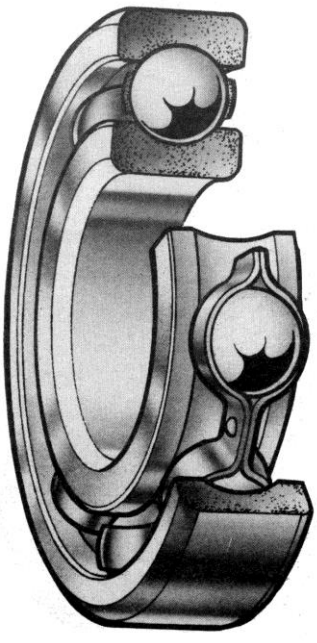
IN common with most other mechanical devices, motorcycles make extensive use of bearings. In simple terms, a bearing is a point where a shaft turns in a housing, but bearings can be divided into two main types; plain bearings, where the shaft turns directly in a bush or housing, and rolling element bearings, where spherical or cylindrical rollers —which are the rolling elements — run between concentric rings or races. The inner ring carries the shaft, and the outer ring is mounted in the housing.

There are many different rolling element bearings, but only five are normally used in motorcycles. These are deep-groove ball, built-up ball, taper roller, cylindrical roller and needle roller types.

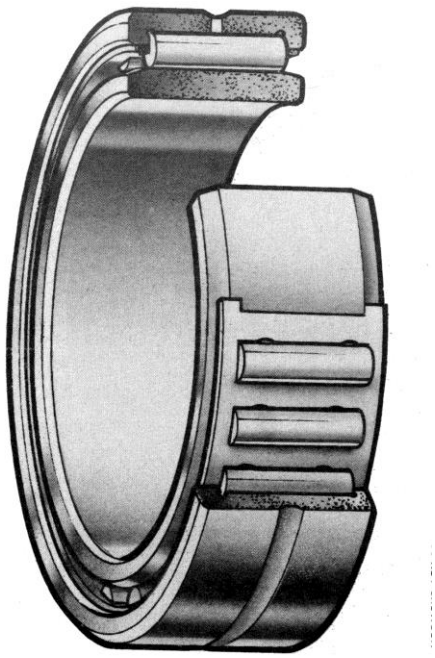
Of these, the most common type is the deep-groove ball, used extensively in engines, gearboxes and wheels. Contrary to common belief, a ball bearing is not a spherical lump of metal. These spheres are correctly termed as steel balls, and steel balls form the rolling element in a complete ball bearing.

Ball bearings are available in many different forms, to suit a wide variety of uses. Wheel bearings have to survive a fairly hostile environment, where water can wash away their lubricant and road dirt can destroy their carefully-finished working surfaces. For this reason, they normally have a plastic seal protecting their rolling elements. Unlike bearings within the engine and gearbox, wheel bearings run at fairly low temperatures and speeds, and should last out their life with the lubricating grease packed into them during manufacture.

In contrast, engine and gearbox bearings have a plentiful supply of lubricant, but operate at higher temperatures and speeds. With lubrication and cooling being the most important factors determining bearing life at maximum rpm, the rolling elements are exposed. In separate gearboxes, some ball bearings may have a metal shield to protect them from oil-borne contamination, but engine bearings are fed with filtered oil and require no further protection. A deep-groove ball bearing can cope with both axial loads along the shaft, and radial loads at a right angle to the shaft.



Deep-groove ball bearings can take both axial and radial loads, and are the most common type in motorcycles



Needle-roller bearings will only take a radial load, and are often used in the little-ends of two-stroke engines

Needle and cylindrical roller bearings have shallower grooves than deep-groove ball bearings, and as the names suggest, their rolling elements are cylindrical, or needle-shaped, rather than spherical. Unlike ball or taper roller bearings, they are not designed to take axial forces, but are used to locate a shaft radially.

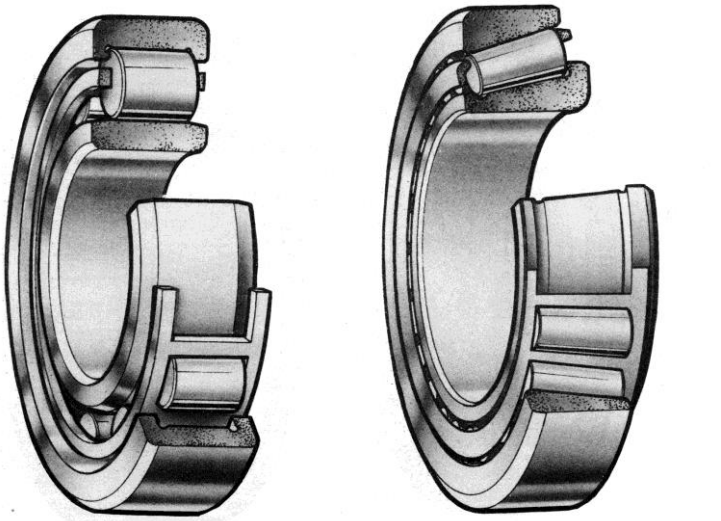
Needle rollers have slimmer rolling elements than cylindrical rollers, and are used in the little-ends of two-strokes and swinging-arm

pivots of some machines, including oil-in-frame BSA unit singles. The taper roller, with its conical rollers, differs from most other types of rolling bearing in its ability to be adjusted to take up wear or pre-load a shaft axially.

Before the days of rear suspension, many motorcycle back wheels had taper roller bearings and more recently adjustable taper bearings have become increasingly popular for swinging-arm and steering head application. Motorcycle engines do not normally use taper mains, as differential expansion during running can increase pre-load to a point where the crank seizes. Some Velocette engines use taper roller main bearings, however, and great care must be taken at the assembly stage with these. Usually, designers specify a variety of roller, ball and plain bearings to support the crank-shaft. In general, drive-side bearings have to take a higher load than those on the timing side.

Sometimes, two bearings of different types are used on the drive side to locate the crank accurately. For instance, the Ariel NH350 ohv single uses a cylindrical roller bearing to take the radial load, and a ball bearing to locate the crank axially. The timing side has a bearing which takes just the radial load, to allow for axial expansion. Other engines have different systems. Pre-1957 Triumph 500cc twins had ball bearing mains on both sides, but the timing-side bearing had wide clearance and was axially free. Common solutions are to use one ball bearing and one roller or one ball and one plain main bearing.

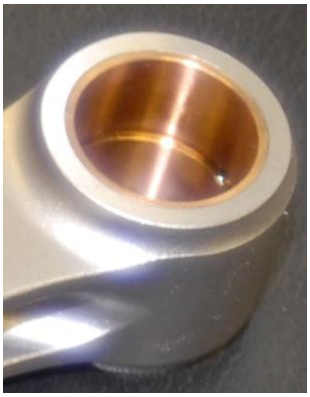
The final type of rolling element bearing commonly used on motorcycles is the built-up ball bearing. The most frequent use for this is in the steering head, although some engines use them in the big-end. Unlike a deep-groove bearing, they are assembled during fitting: you actually place the balls in their races. When used with cup and cone races, these bearings can be pre-loaded as if they were taper rollers, making them ideal for use in steering heads.



Cylindrical-roller bearings can take a much larger radial load than the equivalent size of deep-groove ball

Taper-roller bearings can take axial and radial forces, but unlike deep-groove ball bearings they are adjustable

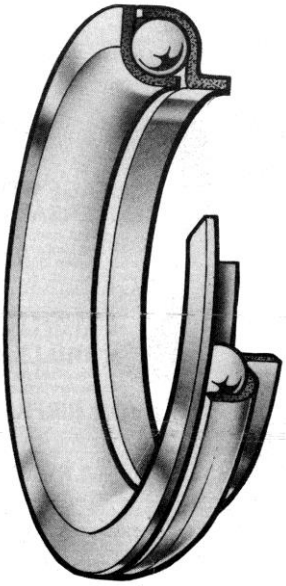
Unlike a rolling bearing, a plain bearing allows the shaft to turn directly in its housing. Plain bearings are frequently used in four-stroke main engine-bearings, as they are suitable for situations were lubrication is plentiful or speeds are low. Most plain small end bearings have the piston pin turning in a replaceable bush. When wear occurs it is possible to simply replace the bush. Irrespective of type, a bearing depends on lubrication for survival.



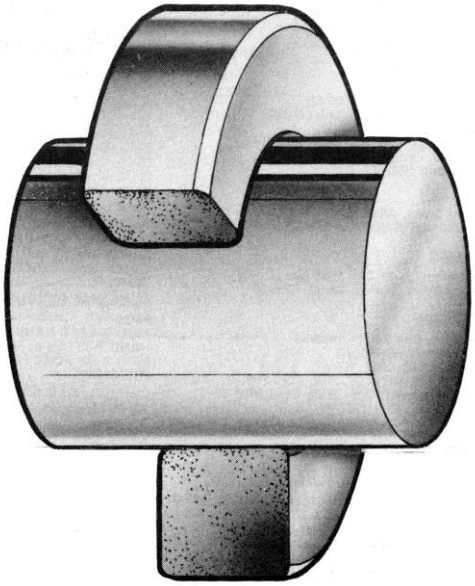
The volume of oil passing through the bearing is more important than the pump pressure, and one of the reasons why modern manufacturers often specify an SAE 10w/40 oil rather than a 20w/50 is that a greater volume of the faster-flowing thin oil can be pumped through a bearing in a given time. The shaft actually runs in a thin envelope or fluid film of oil and does not contact its housing at all —the oil acts almost as the rolling element does in a ball or roller bearing.

When a plain bearing is used in situations where speeds are low — a little-end or swinging-arm for example — it no longer requires such a high flow of lubricant. But lubrication is still vital: neglect to grease your swinging-arm pivot, and play will soon develop as the shaft and bushes wear each other out.

The actual clearance between the shaft and bush is critical in plain bearings. Too much clearance will allow the shaft to move radially, squeezing the lubricant away from the area of the bearing that needs it most, while too little will raise the temperature to a point where failure will occur through friction. An abnormal noise, vibration or oil leak can indicate that an engine or transmission bearing is failing, while sideways play in a swinging-arm or wheel means that its bearings should be checked.



A built-up ball bearing with cup and cone races can also be adjusted. They are often used in steering heads



The plain bearing is the simplest way of letting a shaft turn in a housing, but lubrication can be critical

To check a rolling element bearing, remove it from its housing, hold the centre ring between thumb and forefinger and spin the outside ring. It should turn freely without noise, and any discernible graunching means that it needs immediate replacement. Plain bearings are checked by measuring the shaft's lateral play, and inspecting the bearing surfaces of the shaft and bush.

Bearings fail for many reasons. SKF say that 36 percent of their bearings are destroyed by inadequate lubrication, while only 34 per cent survive this and other hazards to reach the end of their specified lives. Contamination of bearings by foreign matter accounts for 18 per cent of failures, and even a brand-new bearing is doomed if it becomes dirty during fitting or service. Another common cause of failure is incorrect mounting.

Most rolling element bearings in motorcycles have stationary outer rings and the inner ring rotates. The outer ring is secured in its housing by an interference fit: in other words, the bearing has to be very slightly bigger than the hole into which it is fitted. To mount or remove a bearing, the housing is heated enough to expand the hole and allow the bearing to be pressed in or out. During this process pressure should only be applied to the bearing's outer ring. Hammering on the inner race, or worse still the rolling element and its cage, will wreck the bearing. After repeated overhauls, bearing housings- and shafts can themselves become worn. There are a wide range of products available for retaining bearings in their housings which effectively restore the interference fit. Luckily for the owners for classic motorcycles, designers specified standard bearings from major producers like SKF whenever possible to keep production costs down. Most motorcycle bearings are available from bearing factors. The metrification process means that some Imperial sizes of bearing for older machines are no longer widely available. In these cases,

it pays to contact a dealer who specialises in your particular make or model — They may have another bearing in stock that has been modified to suit.

If this fails, then there is a British firm who specialises in the manufacture of Imperial and special-size bearings; they are Wyko Precision Bearings and they make and distribute many of the special bearings that SKF once made for British motorcycles when they were in production.

The best way to obtain a correct replacement is to take the old bearing along to the supplier, and ask for one like it. If the bearing is missing altogether, or you have doubts as to whether it is the correct one, a bearing specialist should have manufacturers' application lists.

If your bearing specialist is unable to help, the technical department at SKF (UK) Ltd, have records dating back to 1933, and they are willing to handle queries from the general public.

TOURING THE SULTANATE ON *'BOLLY'*

Lots can be said about the beautiful Sultanate of Oman. It's the size of Victoria, Australia, has a population approaching 4 million and is cram-packed with nature and powerful landscapes. From coral beaches, towering mountain ranges, vast sandy deserts and a summer monsoon season (Khareef) that transforms the southern region (Dofar) into lush fields of grass and cascading waterfalls. As well, hospitality and respect lie at the core of Omani culture – you are made very welcome. And it's very addictive. Our plan was to work there for 3 or so years; but that morphed into 8 years - a wonderful miscalculation.

Motorcycle culture. Forgetting scooters used for home deliveries, motorcycling for leisure is emerging.

Bike shops and ride groups are few but happening.

The biggest ride group is the Oman Rider's Club which is Harley focused and hosts a show 'n shine on His Majesty the Sultan's birthday. Bikes are plastered with images of Sultan Qaboos, Oman's much revered leader. Harleys and 'rice-cookers' are parked either side of the show, while and Mineishaftzen Sauerkrauters (BMWs) and Spagettiarti (Ducatti, Moto Guzzi etc.) park anywhere. Love it!

Still on a high from my India tour on 'Kermit', (*OVR Sept 2017*) I tracked down 'Anni' who was in the throes of setting up Muscat's first Royal Enfield dealership. My Tan Classic Royal Enfield 500 was delivered and immediately christened 'Bolly'. The Adventures begin.

Where to go? Travel in Oman is a total pleasure. Solo travel is great adventure, just add an hour for day ride for conversations, fresh dates and cardamom coffee with the locals. You are free to camp as well, but expect to be invited to eat or stay overnight with a local family. Also

Oman has abundant accommodation options, from indulgent resorts to 2 star hotels in regional towns. Bedouin desert camps and traditional village houses can be booked ahead of a ride. But there is no issue with open camping and the locals always drop in for chat, more for curiosity.

Please note: Oman has a governorate (Musandam) separated by the United Arab Emirates. Musandam is a massive uplifted mountain range with a terrific 4WD road along its spine. It's among best offroad experiences in Arabia, but tourist access through the control gate is problematical. When this eases it will become instantly famous. For now, Musandam's east (Dabba) and west coasts (Khasab) can be accessed via the UAE. It's well worth it! Musandam passenger/ferry services to Muscat and Sohar also operate.

Muscat. Oman's international gateway is a treasure. The Corniche, Muscat Place precinct, Muscat Royal Opera House, Grand Mosque can all be seen in a day, but it's a 3 day tour at least to get the vibe. The coastal ride and many side-trips are well worth the time. Late afternoons and evenings, aspiring Harley and MotoGP pilots head to Aziaba Beach just as you'd see in St. Kilda. Nothing changes across cultures.

Great Coast Tour. An easy 4 to 5 days. Major freeways and minor roads run along Oman's 1,760km coast. For most of the northern coast (Al Batinah-Muscat-Sharqiyah) is a terrific ride along a vast coastal plain that is well defined by the mighty Hajar Mountains to the south that rise to 3,005m. The Hajars are intersected by deep valleys (wadis) that host many traditional villages. Along the coast take the minor roads and experience fishing villages, souqs and beautifully preserved castles.

Heading east of Muscat the major town is Sur (245km), home of Oman's dhow building. Legend has it Sinbad's dhow was made here. Before reaching Sur, the ruins of the ancient city if Qalhat can be inspected. This ride gives amazing views along the Sea of Oman and south upto the towering Eastern Hajar's. Heading round Ras Al Hadd (Horn of Arabia) takes you to Oman's largest turtle reserve (Ras Al Jinz) then south to Al Ashkarah, a major fishing village. From here you can head inland back to Muscat (235km) via the northern edge of the Ash Sharqiyah desert, or south along the coast for 1200km to Duqm and then Salalah.

Duqm to Salalah takes you passed numerous fishing villages, onto the new city Duqm - a maritime/industrial beach head to the Indian Ocean. It is now possible to ride a sealed coastal road from Duqm to Salalah. The coast and southern mountains are mostly untouched away from for small fishing villages. Each village community makes you very welcome and fish souqs are amazing for the quality of catch. Closer to Salalah the Dhofar (southern region) mountains and valleys take hold. The range hosts the Arabian leopard but for a bike tourer the main points of interest are camels and goats grazing along and crossing the road. West of Salalah towards Yemen is one of Oman's most amazing roads with great views and a massive zigzag. The entire coastal ride

passes significant heritage sites significant for several religions.

Truck your bike back to Muscat – don't ride 1,200km through the desert. The highway's edges are severe and the distance between air-conditioned cafes is challenging in any form of hot weather. As with all roads (and especially the Muscat-Salalah highway) car and truck speeding is a major issue for biker safety. Locals drive in a manner akin to a Star Wars X-wing fighter, so Toyota Yaris' to big trucks share the roadway at Warp Factor 2.

Hajar Mountains. Day and weekend runs. There are so many day and overnight rides from Muscat. My favorite is a 300km loop south west to the Nizwa and Bhala (heritage castles and traditional markets) followed by a 150km crossing of the Hajars via Wadi Bani Auf. This can be character-building if you don't like heights and cliff gravel roads as the ride drops 1,000m reasonably quickly. Another great day ride from Muscat is up to the Al Jabal Akhdar Plateau (2,500m) again with magnificent views and traditional villages. There is also Oman's Grand Canyon at Jebel Shams.

Deserts. There are two major deserts at the heart of the country – the Empty Quarter to the west and the Ash Sharqiyah to the east. The desert town of Sinaw is a great place to see Bedouin trading camels ahead of summer. But neither Bolly or me are designed for crossing high sandy dunes.

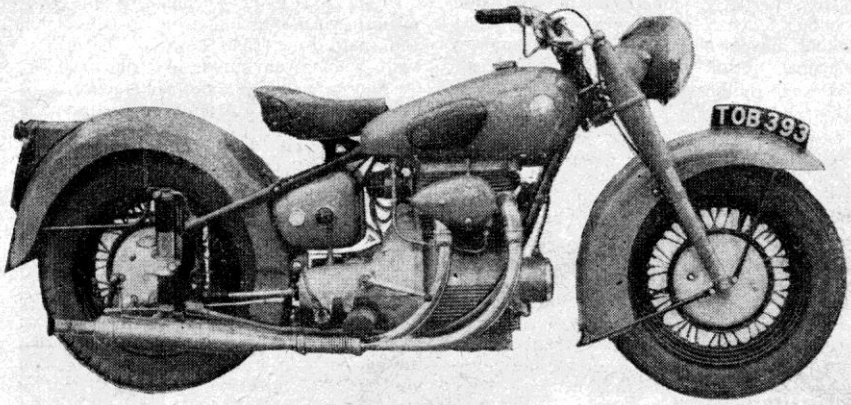
Planning.

- October to March is the best time for a ride. Outside of this, heat and humidity in the north can be uncomfortable. Summer (May to August) in the south (Khareef) is known for monsoon fog and drizzle.
- Drink plenty of water before, during and after the ride.
- Indian mechanics that can fix most breakdowns.
- Give way to camels and protect your bike from goats scavenging food.

At the end of my travels in Oman Bolly was sold to a fellow adventurer and her Oman adventures continue.

Wow! Another great adventure story from OVR reader Peter Keage, Australia.

ROAD TESTS OF CURRENT MODELS



The 487 c.c. o.h.c. Model S7 In-Line Twin SUNBEAM

A Luxury-plus Touring Mount of Unique Design and Impeccable Manners

THERE are few motorcycles which can seriously be compared with cars for luxury and general layout, but the one which most nearly approaches car standards in every respect is the 487 c.c. Sunbeam S7.

When a particular motorcycle is claimed to embody superlative comfort characteristics, there is but one satisfactory method of putting that claim to the test—to go for a long run on the machine. The opportunity of doing so came when the B.S.A. Owners' Club of Belgium was paying a visit to the Small Heath factory. The Sunbeam was

"The Gentleman of the Road" is the name often given by discerning onlookers to the model S7 Sunbeam, which thereby continues a tradition long associated with the marque.

TESTER'S ROAD REPORT

Maximum Speeds in:—

			Time from Standing Start
Top Gear (Ratio 5.3 to 1)	76 m.p.h.	= 5,200 r.p.m.	35 secs.
Third Gear (Ratio 6.5 to 1)	67 m.p.h.	= 5600 r.p.m.	23 secs.
Second Gear (Ratio 9.0 to 1)	54 m.p.h.	= 6,300 r.p.m.	14 secs.

Speeds over measured Quarter Mile:—

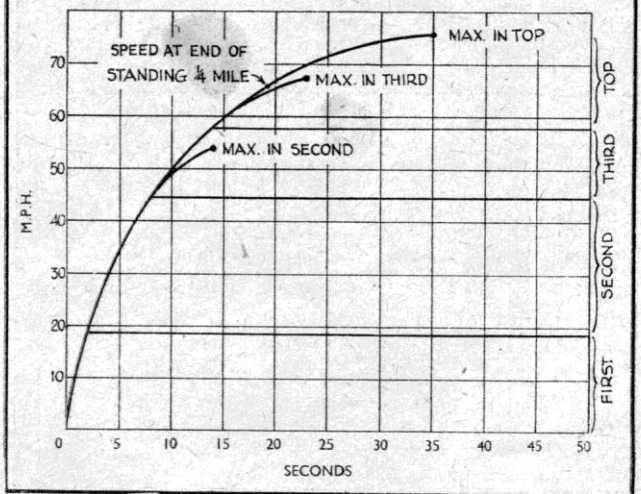
Flying Start 74 m.p.h. Standing Start 48·1 m.p.h.

Braking Figures On DRY TARRED CHIPPINGS **Surface, from 30 m.p.h.:—**

Both Brakes 31 ft. Front Brake 49 ft. Rear Brake 56 ft.

Fuel Consumption:—

30 m.p.h. 82 m.p.g. 40 m.p.h. 70 m.p.g. 50 m.p.h. 68 m.p.g.



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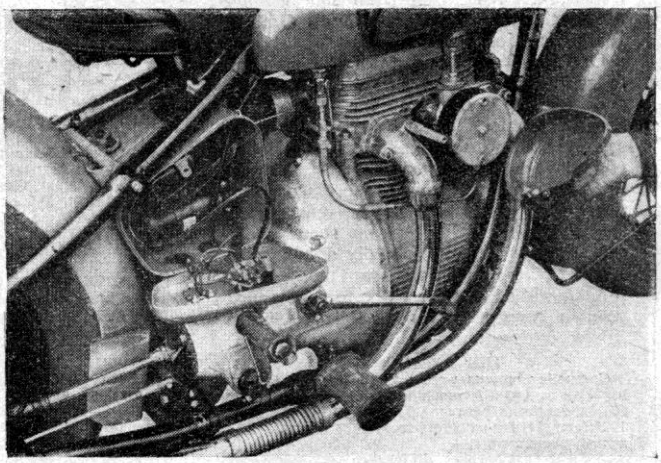
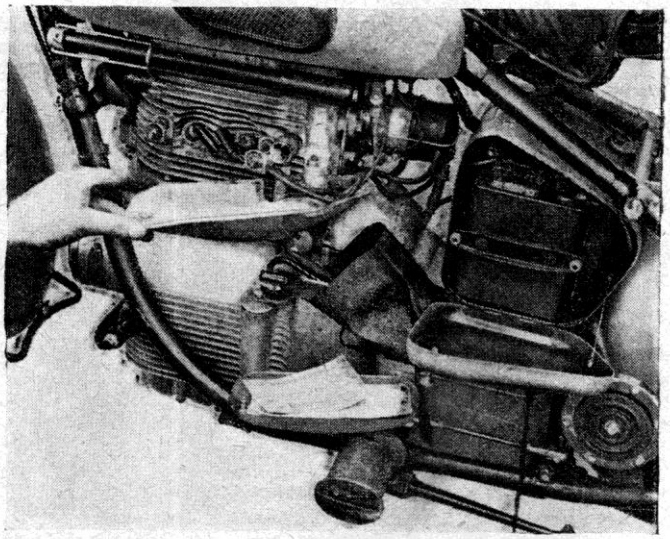


Coil and switchgear "live" in this neat box on the offside while a streamlined, pressed cover, easily removed, protects the carburetter and its aircleaner. A rubber-mounted engine makes necessary the flexible exhaust coupling seen in the picture.



Removal of a q.d. protective cover reveals the sparking plugs. Note the check-stay limiting the drop of the battery box lid—a detail characteristic of the care with which the S7 is produced —and the location of the deep toolbox.

A motorcycle of which any rider would be proud.

used as escort transport to the Belgian contingent by a Midland staffman. As the party disembarked at Dover, this entailed a round trip of nearly 400 miles—Birmingham to Dover and back.

The weather during the trip down was not of the welcome kind. It poured every inch of the way. This at least enabled the tester to assess the model's behaviour in inclement weather. Only one fault came to light. Water managed to get behind the fluted alloy sparking-plug cover on the engine's offside and caused occasional misfiring on one cylinder. It was soon found that the massive mudguards were as efficient as their appearance suggested, for it was quite some time before the rider's feet became wet, and the power unit was extremely well protected from splash. With two huge tyres—4.50 in. by 16 in. front and 4.75 in. by 16 in. rear—under one, a sense of security was engendered over greasy roads and traversing wet tramlines was never a source of concern. Another of the machine's strong points was that none of the control cables was affected by ingress of water and the efficiency of the brakes was unimpaired by the constant deluge.

Any road surface irregularities that were not totally absorbed by the machine's suspension system or large section tyres were bad ones indeed. In the event of a particularly uneven patch being encountered, the wide pan-type saddle with its long, soft movement effectively countered possible disc trouble. Some might believe that long saddle movement would be detrimental to machine control; but this was not the case.

Despite the heavy build of the model, the front end did seem rather lively under certain road conditions and occasionally gave the impression that the front wheel was bouncing. To a degree, this affected positive steering when the machine was well banked over through a bend, but it must be remembered in its defence that the S7 was not designed for "ear 'oling." Unfashionable though it may now be, the rear plunger suspension system could not be faulted. Low-speed steering traits and manœuvrability were much better than anticipated and there was no hesitation in using the machine for local runs in busy street traffic.

Quiet and Tractable

Tractability was a revelation. In top gear, the Sunbeam would accelerate steadily and smoothly from 15 m.p.h. without clutch-slipping or any particular application on the part of the rider. Although acceleration was not hair-raising, the real beauty of the power-unit lay in the fact that hard acceleration could be used at will, for the exhaust note rarely exceeded an excited burble and, at tick-over speeds, resembled the purr of a contented cat. Concerning engine vibration, this was noticed only when the engine was running on the pilot jet, at which low revolutions the motor could be seen gently throbbing on its rubber mounting, and slight vibration occurred through the handlebars. As soon as the revs. built up to working speeds, all traces of vibration disappeared.

Main-road cruising speeds normally were between 65 and 70 m.p.h. and, owing to the exceptionally comfortable riding position, engine and transmission smoothness, and quiet exhaust, such gaits were deceptive; one seemed to be travelling much slower. The maximum speed obtained on the timed test run was 76 m.p.h. but, for the record, flash readings of 80 m.p.h. were attained on several occasions.

The 7-in. diameter single-plate car-type clutch operates on the flywheel at engine speed and proved to have a velvety action. No drag was noted. A certain amount of knack had to be acquired before gear changes—usually effected at 19, 38, and 54 m.p.h.—could be executed cleanly and silently, for indiscriminate timing resulted in a chunky engagement. It was necessary to strike a happy medium between fast and slow ratio selection.

From the in-line, chain-driven, o.h.c. vertical-twin power unit with car-type clutch and shaft drive, right down to the electric horn, which even sounds like that of a car, the Sunbeam follows motorcar practice. Ignition is by coil and distributor, with automatic ignition control, and starting was most satisfactory. In fact, the motor would sometimes fire when turning it over compression prior to kick-starting. Liberal flooding of the float chamber and operating the spring-loaded plunger-type air strangler produced first-time results—if you had remembered to switch on the ignition!

The switch is located, with the lighting switch and ammeter, on a control panel on the offside of the machine. Inside are housed the cut-out and regulator unit, ignition coil and battery. Spare bulb holders in the lid are a useful provision. A red light on the head lamp warns the rider that the ignition is on; the light goes off as soon as the dynamo begins to charge. Similarly a green light on the right-hand side of the head lamp lights up if pressure from the oil pump falls below a certain figure. It comes on with the ignition light before the engine is started, but goes out immediately afterwards.

Powerful Braking

Powerful brakes are a prerequisite for a model whose dry weight is 430 lb. In this respect, the Sunbeam's brakes fulfilled their obligation commendably. They were powerful without grab, fade-free, unaffected by rain and required no adjustment during the entire test period.

The only mechanical noise observed during the test was some clicking from the rockers and faint transmission whine. A careful check was kept on the engine's oil-retaining qualities; the only smear—a very minor one—showed around the timing chain tensioner housing.

During 1,000 miles of test running, the S7 was given only one rub-down—for the road-test photographs. It is not the type of machine that quickly becomes dirty. When it does, it is an easy task to rectify matters.

The overall petrol consumption was in the region of 55-60 m.p.g. but this figure included some very strenuous test work. To be on the safe side, half a pint of oil also was used. Checking the sump's oil content with the aid of a dip stick was a simple process.

One final point. This strictly touring luxury motorcycle which has so many admirable features could the more profitably employ a fuel tank rather larger than its present one of 3½ gallons capacity.

BRIEF SPECIFICATIONS

Engine: 487 c.c. twin-cylinder four-stroke; bore, 70 mm. by stroke 63.5 mm.; alloy cylinder; alloy head; valves operated by overhead camshaft; C.R., 6.5 : 1. Claimed b.h.p., 25 at 5,800 r.p.m.; Amal carburetter, type 276DO/3A, 15/16 choke, 150 main jet, with Vokes oil-wetted air cleaner.

Transmission: Four-speed gearbox in unit with engine; positive-stop footchange; ratios, 5.3, 6.5, 9.0 and 14.5 : 1; primary drive direct to gearbox through 7-in.-diameter single-plate clutch; final drive by shaft; splined coupling between clutch friction plate and gearbox mainshaft.

Frame: Duplex cradle type.

Interchangeable wheels: 300D-16 rims, carrying Dunlop tyres; 4.50-in. by 16-in. ribbed front; 4.75-in. by 16-in. universal rear; hubs incorporate 8-in. brake at front and rear.

Lubrication: Wet-sump lubrication with double-gear-type pump; reservoir of 4 pints capacity.

Electrical equipment: Lucas coil-ignition system, comprising 60w. output dynamo, 6v. 12 a.h. battery, distributor (incorporating automatic ign. control), compensated voltage-control unit, 8-in.-diameter head lamp, stop/tail light, electric horn, dip-switch, ammeter, ignition and lighting switches.

Suspension: Telescopic front forks of Sunbeam design, controlled by hydraulic damping; rear springing by plunger; movement controlled by plunger units with hydraulic damping.

Tank: Welded-steel fuel tank of 3½-gal. capacity.

Dimensions: Wheelbase, 57 in.; ground clearance, 4½ in.; seat height unladen, 30½ in.; dry weight, 430 lb.

Finish: Pale green enamel, black enamel frame and wheels; handlebars, exhaust system and other bright parts chrome plated.

General equipment: Full kit of tools; tyre pump; 120-m.p.h. speedometer; pillion footrests.

Price: £220, plus £65 4s. P.T.=£285 4s.

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

Makers: B.S.A. Motor Cycles, Ltd. (Sunbeam Division), Small Heath, Birmingham, 11.

Proper Pushrod Tube Seals . . .

more magic from the inventive mind of Neal Videan.

One of the more significant oilways around any Vincent motor is the pushrod tubes that carry oil from the overhead valve gear back down into the crankcase. In the original design there is a fibre/paper washer arrangement at the top of the tube and a rubber lip seal (no garter spring) at the bottom. With time and use the fibre washer deteriorates and the lower rubber seal hardens and loses its sealing effectiveness. Result – oil leaks that are very difficult to address even with the removal of the head just to get to the seals themselves.

Neal has come up with a very neat and permanent solution to these two problem areas. And unlike to photo opposite it does NOT involve bits of rag or plastic ties!

At the outset it must be said that if your pushrod tubes are distorted, scored, crushed or damaged in any way sealing will be almost impossible; they do need to be in really good condition and fortunately replacement pushrod tubes are available from a number of sources.

As a direct replacement for the upper seal ET123 Neal provides V3-ET123-Viton that is used in conjunction with V3-ET123-Lower brass rings. The Lower locates in the concave face of the gland nut ET127 eliminating both original paper gaskets. If your ET127 is of later manufacture, without the taper, then the brass rings are not needed

At the crankcase end the original seal is replaced with a 2 part arrangement V3-ET104-Viton that consists on a precision machined brass insert, black zinced for appearance, that in its inner face has a groove that houses a Viton 'X' or 'O' ring. Viton is capable of withstanding operating temperatures of more than twice that of the rubbers originally used without losing flexibility or sealing properties.

Left is a close up of the lower seal replacement with the Viton ring in position. Below it is a pic of the Viton upper seal that replaces ET123

On the right, my motor, with the new and effective seals in place; 850 miles later – not a trace of oil to be found!

These new Pushrod Seal kits, complete with detailed installation instructions are now available from V3 Products, contact details are in the Service Providers section at the back of OVR

Real Fuel Is Available in the U.K.!

For all those doubting Thomas's out there it turns out that real, ethanol free, fuel (petrol/gasoline) is still available in the UK and it's not that hard to find. Here is a direct quote from Esso UK: *"The majority of unleaded 95 Octane petrol sold in the UK contains up to 5% ethanol as required under the UK Government's Renewable Transport Fuels Obligation (RTFO). BUT There is currently no requirement for renewable fuel (such as ethanol) to be present in super unleaded (97 grade petrol). Esso super unleaded petrol (Synergy Supreme+ Unleaded 97) is ethanol free (except in Devon, Cornwall, the Teesside area and Scotland). We would therefore advise anyone who has concerns about the presence of ethanol in petrol to use Synergy Supreme+ – providing they do not fill up in Devon or Cornwall, the Teesside area or Scotland."*

More information from Esso UK is here https://www.esso.co.uk/fuels-faqs

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My Excellent Holiday. Part 2.

It was a matter of getting to the rally site in good time so the Autoroute was the only option. For a motorway the views are quite good, being mainly farmland, canals and wind turbines. A very high average speed can be maintained without fear of a speeding fine and the courtesy of all road users is exemplary.

It has to be said here that Ernie is not always 100% reliable in entering details into his GPS but this time he nailed it. We arrived at rally central mid-afternoon and the temperature was bordering on HOT! We found our accommodation, showered then it was off to the welcome dinner in the Abbey (very rustic). I renewed old friendships and made new ones; my disguise of the beard worked very well and many old friends did not recognise me. This was to be a recurring theme throughout the trip.

The French rally has a history of organised chaos but a new organiser in the shape of Dany Vincent put the emphasis on organised and it was (almost) clear sailing from start to finish.

The limestone cliffs tower over 200m above the village and a small river runs through it which makes for a picturesque site and interesting roads. The road ride on the Saturday went through some villages that in the previous week had hosted the Tour De France so the roads were covered in various messages; they had also been obviously resurfaced recently. A lunch stop at a woodworks plus a pub (of course) was very pleasant.

A marvellous dinner with live music and quality French cuisine with wine rounded off an excellent day.

Next day it was a tour around a mediaeval chateau and village with a very twisty climbing road. Joy! Lots of local food and not too much local wines were tasted. Besides us Vincent's there was a group of classic sport's cars and drivers enjoying the delights. This was all on the Bastille Day long weekend so the area was quite busy but not too much as we were quite a distance from any major city. We were, however, only 70km from Switzerland. It was great to catch up with everyone and also be the sole representative from Australia.

It was then time to head North as there was the British National VOC Rally on the following weekend in the Lake District of North West England.

A final fling on the Autoroute and a most agreeable night in a Chateau with more sumptuous food and wine.

Then an early start for the tunnel train and back to Gloucestershire to wash clothes and re-pack for another arduous weekend.

Life was really, really hard.

OVR contribution from Alyn Vincent, Australia.

History of British Motorcycles – In just One Hour

Here is your chance to see an hour long magic documentary from the BBC on British Motor Cycles – not to be missed. Make sure you are comfortable and have a full hour to dedicate to pure enjoyment. Then, click on this link: http://tinyurl.com/lhv7fkl

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Australian Vincent fanatic, Jeffery Richardson piloting his potent Grey Flash around the Broadford track earlier this year. Intense concentration!

LED Lighting – Smoke not required

One of the bugbears of operating a classic British bike is the generally poor state of the electrical system they are fitted with. We have all heard of Lucas – the Prince of Darkness and been regaled with myths such as the reason the Brits drink their beer warm is because all the UK pub refrigerators are made by Lucas (or Miller). And there is some truth to the claim of English smoke conducting electricity – for if the wires on your British bike start to smoke then electrical failure is already well under way.

With the increasing demands made of the electrical systems to provide lighting that we can actually see with there has been a trend to more powerful globes – but without any real success as the original electrical systems do not have the grunt to operate them – resulting in more frustration and expense for the riders who then start handing out large amounts of money to fit modern charging systems. Seems to me that it's a catch 22 story. No need for anymore crash landing rehearsals at sea![1] Relief is at hand.

Paul Goff (see Service Providers at the end of this edition) now supplies 6 and 12 volt British Pre-Focus LED headlamp 'globes' that give about as much light as a standard tungsten filament 12V bulb; they are a definite improvement over a 6V tungsten bulb. Plus they draw a miserly 4 watts on Lo beam and just 7.5 watts on High. The dip pattern is perfect but the main beam is a bit scattered. Part # LDBPFPOS for positive earth and LDBPFNEG for negative earth.

He can even supply a 6 volt LED Stop/Taillight board (part # LB6) that draws less than 2 watts! These boards will fit straight into your existing "STOP" tail lamp.

Above - A 6V LED Headlamp globe in action. *Right – the LED stop/taillight board*

[1] Go read the book, Catch-22 written in 1961, by Joseph Heller

"DO-IT-YOURSELF SERIES" No. 1 - - - by BERNAL OSBORNE

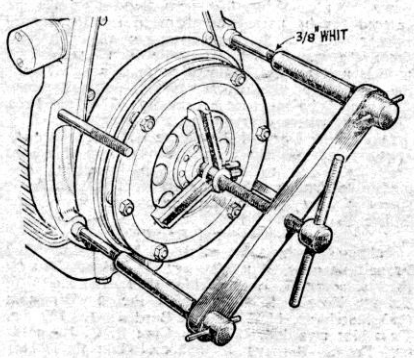
The 487 c.c. Models S7 and S8

SUNBEAM

Complete Maintenance Data for a Two-model Range of o.h.c. Twins Made at Redditch

THE aim in this, the first of a series of articles, is to enlarge, wherever possible, on instruction book coverage by highlighting workshop jobs which can be carried out at home on the machine in question; by illustrating the need for special tools and showing their application or suggesting, where possible, alternative methods. In short, therefore, this series will offer, in tabloid form, a technical review of leading makes of motorcycle; a thumbnail guide to salient maintenance needs and, for the benefit of trade readers, a list of vital fine-limit dimensions. Details of brake-horse-power figures; earlier *Motor Cycling* road-test performance graphs; electrical layout and wiring data—these are calculated to complete one of the most compact and useful features ever attempted in a journal of this type.

The two "S" model Sunbeams have been chosen initially because they represent a particularly advanced school of design, the technicalities of which are not immediately obvious. Both the S7 and S8 machines have, in effect, a car-type power



Retaining the outer clutch plate against spring pressure while the six nuts are slackened is the purpose of this special tool, as employed at the "works."

and gearbox unit anchored at the top front and bottom rear positions, with a cylinder-head steady, and "remote" side steadies taking the form of rubber snubbers on the frontal down tubes with a .015/.020 in. clearance at the abutment points.

Getting the engine unit out of the frame involves the removal initially of obvious impedimenta such as the fuel tank, exhaust pipe, carburetter and so forth. There is no need, as seems likely at first glance, to disconnect the wiring loom. Just swing the control box outwards and upwards, resting it on the saddle, where it can be left, tied with string, until the reassembly stage is reached.

It is necessary also to remove the two bolts from the drive-side of the "Layrub" prop-shaft coupling, so separating the engine and rear drive and, with the base of the unit supported by a wooden box, to slacken the nuts of the top and rear anchorage assemblies. In each of these, the weight of the engine unit is carried by a single bolt shrouded in a massive rubber bush, and, when the nut has been removed, it will be found that the bearer members in both cases are slotted to allow sufficient movement for the engine to be manœuvred out.

The head-steady, or damper, comprises a spring-loaded friction device permitting lateral movement limited by two rubber-mounted torque-reaction buffers. Note the order in which the assembly comes apart and that the main damper plate is clamped to the engine by the distributor head flange and must be left in position pending the dismantling later of that component.

Special Tools

Work carried out thus far does not call for the use of special equipment but, if the overhaul is to be a complete one, the possession of several works-type tools is officially recommended. The first is a clutch-plate retainer; this is a spider on a threaded spindle held in a cross bracket with legs drilled and tapped ⅜-in. Whitworth to marry up to two of the five bell-housing studs. This tool is sketched for the benefit of readers with facilities for fabricating a gadget of this kind.

Sunbeam technicians suggest, alternatively, that, with knowledge, practice and a strong arm, spring pressure can be dealt with physically by one man with a friend to slacken the nuts. But beware of the final stage, when the outer plate may fly off dangerously. A more simple tool to make is the flywheel extractor which, positioned as shown in another sketch, serves to pull the flywheel off the shaft when the clutch has been removed. Alternatively, a few sharp clouts with a rawhide hammer aimed at the face of the flywheel near to the rim and at the 9 o'clock position, the wheel being turned through 180° between each impact, usually serves to break the taper joint. I have seen this dodge carried out repeatedly and it works if care is taken to avoid damaging the projecting studs which carry the clutch.

Dismantling Procedure

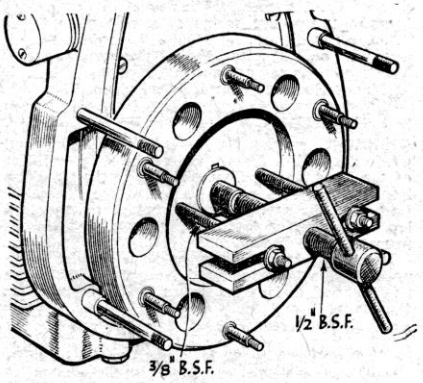
With the unit on the bench, work continues with the slackening of the bell housing retaining the nuts, after which the gearbox can be drawn away from the clutch-drive centre, which is splined. The flywheel is keyed on to the tapered rear end of the engine mainshaft; a tab washer locks the right-hand threaded nut, which screws onto a mainshaft insert to retain the flywheel. Behind it is a ring-type rubber oil seal and oil baffle, and at the back of the crankcase cover plate, which is the next item to be removed, is a gasket and another rubber seal and an oil thrower. This leaves exposed the timing gear and, when the distributor has been removed, the camshaft drive.

There is no complication in taking off the distributor head—note the driving-peg location, with a hole in the chain-driven camshaft sprocket. It may help during reassembly work later to remember now that the rocker shaft, visible when the cover has been taken off, is clamped down on five studs and that the front nearside stud incorporates an oil feed and has a plain washer instead of one of the shakeproof type fitted to the other four.

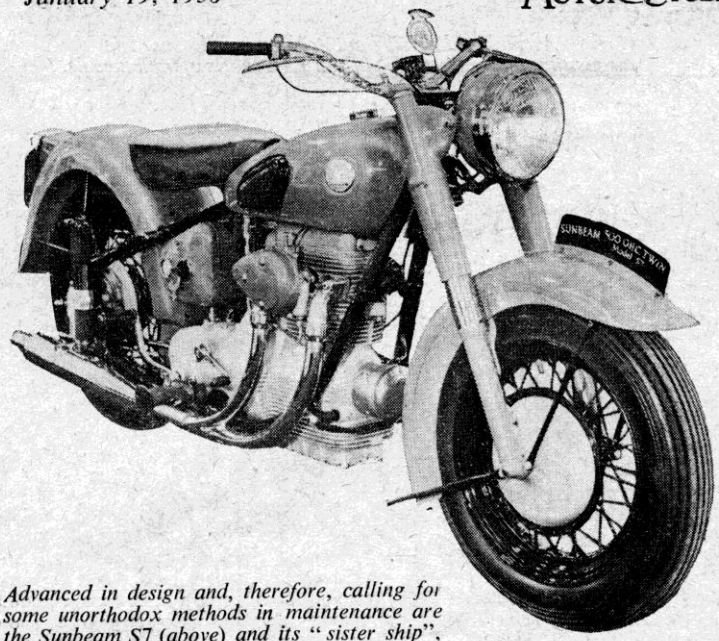
If you are satisfied with the "feel" of the rockers, there is usually no need to take out the shaft to rebush. Actually, it is a Sunbeam recommendation that this job should be left to the factory, where there are facilities for rebushing and grinding the rocker pads to ensure an accurate setting.

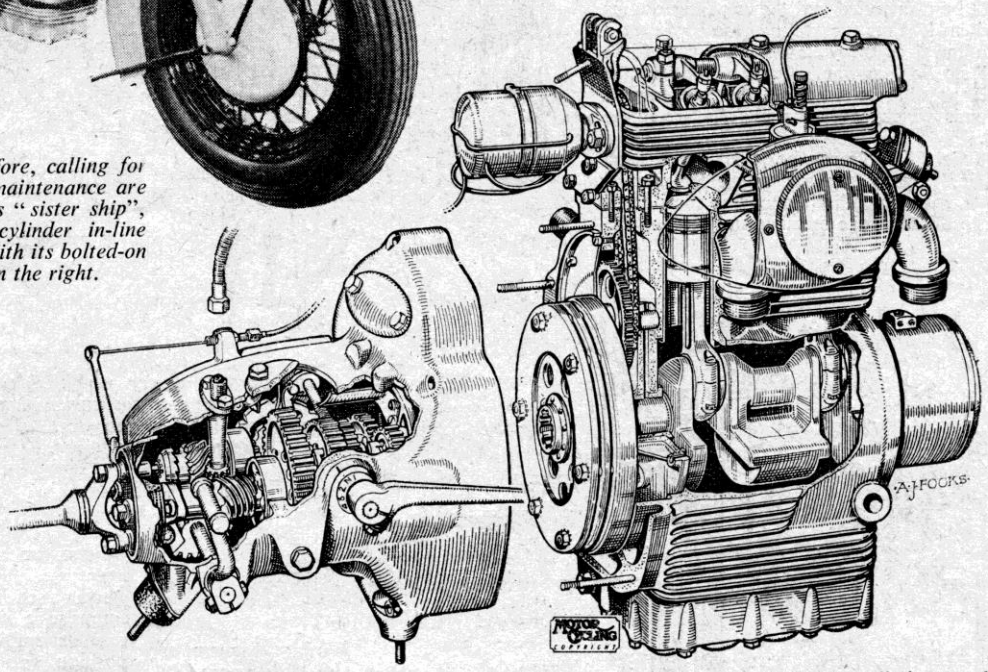
The camshaft-drive chain is of the endless type and, to get at it, one must extract the half-time pinion, retained by a Seegar-type circlip. The driving pinion is keyed on the upper part of the mainshaft taper and can be withdrawn by means of a two-jaw puller. When the camshaft forward locating bolt, covered by a domed cap, is slackened, the shaft may be drawn out towards the rear, and this can be accomplished, if necessary, without shifting the half-time pinion, in which case the chain is left sagging, but retained by a stud extending through into the chain cavity. Use a sprag resting against one of the cam lobes to lock the shaft while turning the bolt.

The camshaft-driving chain tensioner can be left in place unless there is any special reason for dismantling it. If a new chain



A simple tool designed to facilitate the withdrawal of the flywheel, which is also the clutch body, from the end of the engine mainshaft, where it is taper-fitted and keyed in position.





Advanced in design and, therefore, calling for some unorthodox methods in maintenance are the Sunbeam S7 (above) and its "sister ship", the S8. Both have the twin-cylinder in-line o.h.c. engine shown, together with its bolted-on gearbox, in the drawing on the right.

is fitted then, obviously, the plunger mechanism will probably require adjustment.

In working on the cylinder head, note that the rear centre retaining nut is within the camshaft-drive tunnel and that the cavity should be blocked with clean rag to prevent the nut accidentally falling down as it is unscrewed. Carrying the oil pump and the rear plain-bearing that supports the mainshaft, the engine end-plate should now be taken out. As it comes away, probably one or two shims, inserted to give the desired .002/.006-in. mainshaft end-play, will adhere to the back of the plate. Now the sump, with sump baffle and filter plates, and top and bottom gaskets, should be dropped, giving access to the two big-end bearings.

The connecting-rod caps are detachable so that new Vandervell steel-backed shells can be fitted if necessary by the owner. The caps must come off (a) for that work to be carried out and (b) for the extraction through the top of the cylinder bore of the pistons, complete with connecting rods. Clean out the inevitable ring of carbon at the top of the bores to facilitate this latter job, and also take out the connecting-rod bolts to avoid risk of jamming in the cylinder and scoring the walls. Trouble with the 35-mm. bore mainshaft roller bearing is rare and the plain bush at the rear is equally sturdy. Pre-1956 models had a ball bearing, incidentally. If necessary, both can be replaced without special tools: note that the correct diameter of the plain rear bush is 1.501/1.502 in. and that reaming after fitting is unnecessary.

Assembly

Work is facilitated by making sure in the first place that both pistons are centred on the connecting rods. If this is done, risk of difficulty in getting the big-ends to fit is minimized. There is little lateral tolerance on the journals and careless top-end assembly can cause a seemingly mysterious out-of-alignment-factor when it comes to completing the assembly down below.

Operations generally are a reversal of the dismantling and there are no snags likely to occur earlier than the ignition-timing stage when it is all too easy to get an erroneous setting by 180°. This is avoided by putting on the complete cylinder head before assembling the crankcase cover plate, so that you can observe the coincidence of the two markings on the half-time pinion and the single dot on the mainshaft pinion and also the position of the T.D.C. flywheel marking in relation to the action of the camshaft.

Transmission

Kickstarter and footchange levers, and the cast-iron cover plate on the opposite side, must be removed to overhaul the gearbox. This gives access to the gears and the selector mechanism, which is of the cam-actuated variety, controlling the movement of motorcycle-type selector forks. The selector components, operating on transverse shafts, draw out from the side and, when the front circular cover also has been slackened—it is dowelled and retained by eight studs and nuts—it will withdraw and bring with it the main and layshafts, complete with gears and bearings. Details of parts with important fine-limit dimensions, which may need renovation, are contained in the Reference Data section on page 409.

Back-axle components do not need serious attention at intervals of less than 40,000 miles. Under conditions of careful private-owner use, in fact, that period is often extended. The all-essential parts shown in the sketch are "blued-in" during assembly at the factory and shimmed to eliminate end-play. It is not desirable for an amateur to interfere with this assembly except in an emergency. The factory supply alternative worm drive sets for solo and sidecar use and, if a change is made, it is usually more satisfactory to fit a works-prepared unit than to improvise. Note, however, that provided the shims are left untouched it is quite in order, and simple, for the owner himself to assemble new factory-supplied parts.

A small point of interest is that in some cases the owner strips down the final-drive transmission and is alarmed to note a considerable amount of pitting on the faces of the gear teeth. I am assured, however, that this is not usually a serious matter and that the mechanism so affected will probably continue to give good service for a long period.

Suspension

The front telescopic fork assembly of the S7, unlike that of the S8 model, has shafts (to use the Sunbeam name for stanchions) which are a taper fit at the bottom yoke. Just above the taper each shaft is threaded externally to accept a $1\frac{5}{16}$-in. 20-t.p.i.

(*Continued overleaf*)

Whitworth nut (1.67 in. across the flats) and locking washer, by means of which it is secured in the yoke. At the top, the shaft is threaded internally to mate up with the domed nut in the upper yoke and final assembly at this point includes the clamping of the shaft in the yoke eye, which is split, by means of a bolt.

Structural details of the S8 forks are largely reversed in that clamping action is effected by a bolt at the bottom yoke, the tapered shaft being held in position at the top yoke eye by a domed nut.

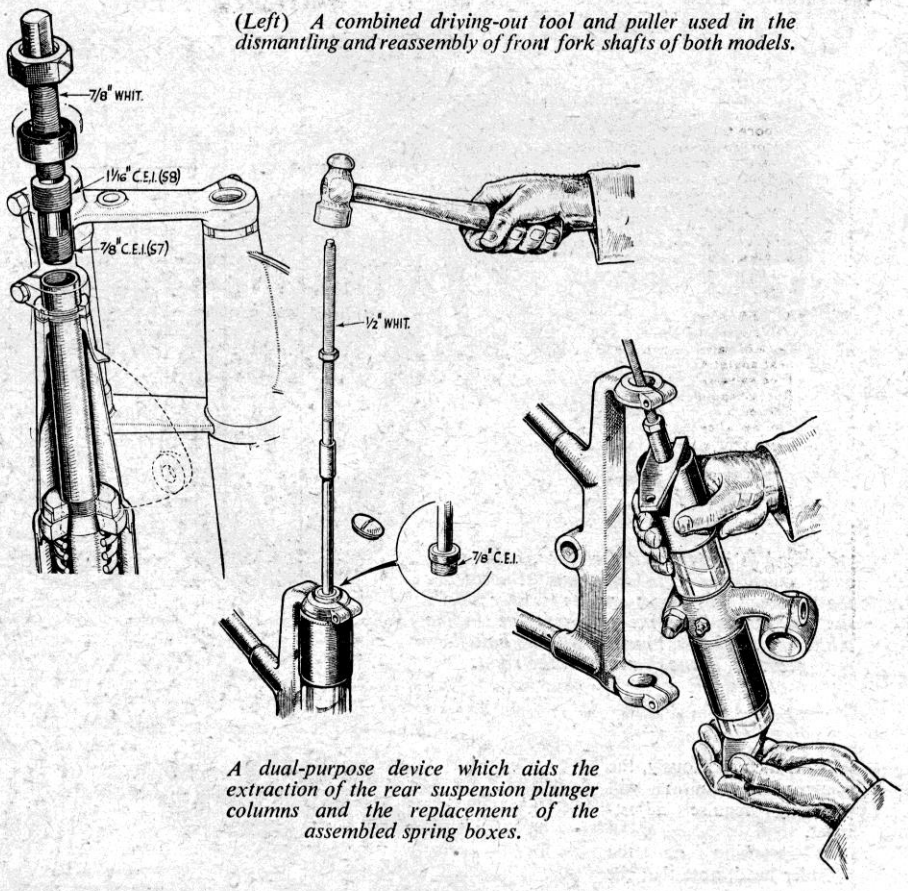
Dismantling Forks

The taking-to-pieces of S7 forks necessitates their complete separation from the upper yoke; therefore the steering head must be dismantled and the retaining clamps slackened, thus permitting the downward withdrawal of the yoke complete with forks and steering column. Only by this means is it possible to take off the top tubular shrouds which cover the big shaft-retaining nut.

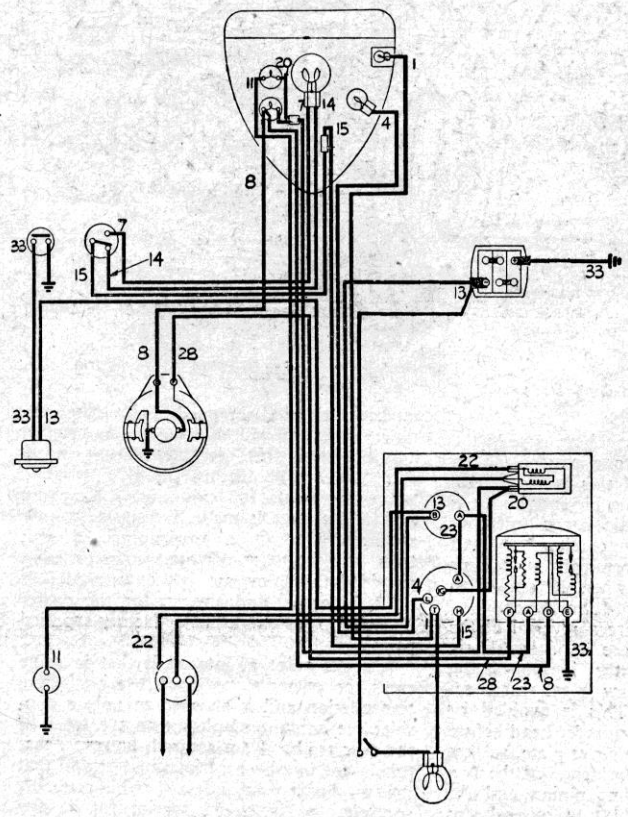
Model S8 forks can be taken down, each leg individually, by slackening the appropriate yoke pinch-bolt, removing the domed nut in the top yoke member and pushing the shaft downwards. A special B.S.A. tool, number 61-3350, is recommended for this job: it has a double-diameter threaded section, the bigger of the diameters fitting the thread in the top of the S8 fork shaft. With the tool, actually a type of screw-in plug, in position, gentle tapping with a hammer on the head of the tool serves to break the taper fit. The small-diameter thread is applicable to the S7 for the same work and, moreover, the tool can be used in both cases also as a puller to draw up the shaft during reassembly.

Another two-purpose gadget facilitates work in extracting and replacing the rear-suspension plunger columns, which are hollow and located in top and bottom eyes and secured there by pinch-bolts. With the bolts slackened and the top screw-in cap removed, the threaded plug-end of tool number 61-3222 is inserted in its place. Using the tool as a species of drift, the column can now be tapped out through the lower eye. Slotted wedges forming end-stops can be used in conjunction with this tool to comprise a compression device which will ease the spring boxes, fully assembled, into position during the reassembly stage. Sketches illustrate the procedure and from these drawings it will be obvious to the handyman that if he lacks the tool in question, improvisation is not difficult. Neither Sunbeam model has hydraulic rear damping but details of important slider-bush and similar dimensions are included in the Reference Data section opposite.

(Left) A combined driving-out tool and puller used in the dismantling and reassembly of front fork shafts of both models.



A dual-purpose device which aids the extraction of the rear suspension plunger columns and the replacement of the assembled spring boxes.



Wiring diagram of the Sunbeam S7 and S8. Key to cable colours: 1, Red. 4, Red and White. 7, Red and Black. 8, Yellow. 11, Yellow and Brown. 13, Yellow and Black. 14, Blue. 15, Blue and White. 20, White. 22, White and Brown. 23, White and Purple. 33, Black.

Lubrication

Car-type sump lubrication is a feature of both Sunbeam models. A gear-type pump, mounted on the crankcase end-cover and skew-gear driven, distributes lubricant via internal drillways to all vital bearing areas. Details of recommended oils are given in the Reference Data feature.

Next to be dealt with in this series will be the single-cylinder Velocette range, after which it is planned to cover a well-known make of vertical-twin machine in two capacities.

The Reference Data

On the page of Reference Data, opposite, will be found all important measurements on the engine and gearbox bearings, together with their tolerances, and details of proprietary parts necessary for replacement ordering, in addition to performance graphs for the "pancake" dynamo, the S8 solo machine and the S7 when hauling a sidecar.

REFERENCE DATA

CYLINDER—PISTON GROUP
Bore, 69.85 mm.; stroke, 63.5 mm.
Swept volume: 486.7 c.c.
Rebore to +.020 in. O.S.
Piston diameters: at top land, 2.736/2.738 in.; at skirt, 2.7432/2.7440 in.
Piston ring gap: .004/.008 in.
Piston ring depth: compression, .0615/.0625 in.; scrapers .155/.156 in.
Permissible vertical play: .004 in.
Gudgeon pin diameter: .7498/.7501 in.
Small-end bush diameter: .74975/.75025 in.
Compression ratio: 6.5:1 (6.8 or 7.2:1 for export).

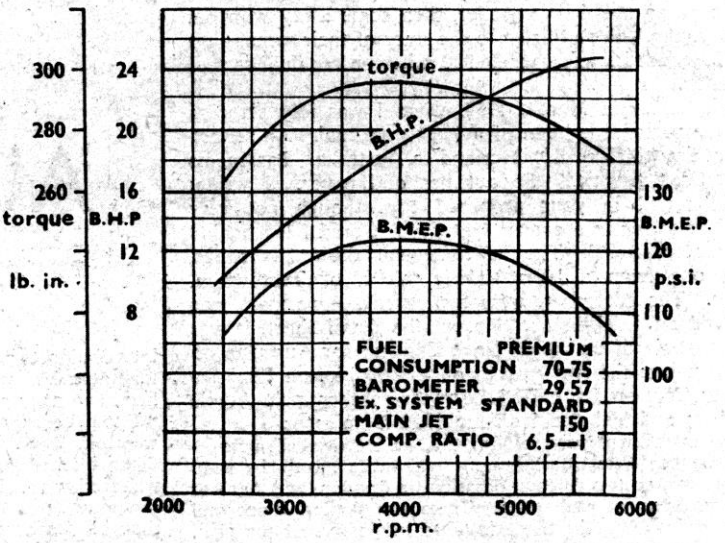
VALVES AND VALVE GEAR
Valve stem diameter: .3100/.3105 in.
Bore of valve guides: .3125/.3135 in.
Seat angle: 45°.
Free valve-spring length: 1 19/32 in.
Rocker spindle diameter: .624/.625 in.
Rocker bush bore: .6253/.6258 in.
Timing-wheel bush bore: .7525/.7530 in.
Valve timing (with tappets at .018 in.):
Inlet opens before T.D.C. 45°.
Inlet closes after B.D.C. 70°.
Exhaust opens before B.D.C. 65°.
Exhaust closes after T.D.C. 35°.
Normal tappet clearances: .018 in.

CRANKSHAFT GROUP
Crank journal diameter: 1.6245/1.6250 in.
Con-rod, big-end eye diameter: 1.6255/1.6265 in.
Permissible side-play: .003/.009 in.
Type of big-end bearing: plain detachable Vandervell steel back shells.
Main bearing—front: roller, Hoffmann R135L.
Main bearing—rear: plain detachable bush, bore 1.501/1.502 in.
Mainshaft end-play: .002/.006 in., adjusted by shims.
Left-hand thread on crankshaft (front), $\frac{3}{8}$ in. B.S.F.
Location of contact breaker: in distributor head at rear of cylinder.

GEARBOX
Kickstart bush: .937/.938 in.
Footchange spindle bush: .750/.751 in.
Clutch thrust bush: .875/.876 in.
Footchange shaft bush: .625/.626 in.
Gearchange plate bush: .625/.626 in.
K.S. pinion bush: .754/.755 in.
Layshaft bushes: .9355/.9360 in.
Ball bearings: Layshaft, front and rear, bore $\frac{3}{4}$ in. by O.D. $1\frac{7}{8}$ in. by $\frac{7}{16}$ in.
Mainshaft, front bore 1 in. × $2\frac{1}{4}$ in. × $\frac{5}{8}$ in.; rear, bore $\frac{3}{4}$ in. × $1\frac{7}{8}$ in. × $\frac{7}{16}$ in.
Internal reduction: 1.39, 1.68, 2.35 and 3.79 to 1.

TRANSMISSION
Final drive, worm and wormwheel: ratios, solo, 3.84 to 1; sidecar, 4.40 to 1. Overall ratios, solo, 5.3, 6.5, 9.0, 14.5 to 1; sidecar, 6.13, 7.4, 10.3, 16.6 to 1.

FRONT WHEELS
Rim sizes: S7, 2.75 C.
S8, WM 2—19.



Manufacturer's performance curves for the S7-S8 engine.

Brake diameters: S7, 8 in.
S8, 7 in.
Spokes, brake side: S7, 20, 8 SWG × $2\frac{13}{16}$ in.
S8, 20, 10 SWG × $7\frac{1}{4}$ in.
plain side: S7, 20, 8 SWG × $2\frac{13}{16}$ in.
S8, 20, 10 SWG × $8\frac{3}{4}$ in.
Hub bearings: S7, Hoffmann LS9 (ball) and Hoffmann RLS 9 (roller).
S8, Two Hoffmann LS9 (ball).

REAR WHEELS
Rim sizes: S7, 2.75 C.
S8, WM 3—18.
Brake diameter: S7, 8 in.
S8, 8 in.
Spokes, brake side: S7, 20, 8 SWG × $2\frac{13}{16}$ in.
S8, 20, 8 SWG × $4\frac{1}{2}$ in.
plain side: S7, 20, 8 SWG × $6\frac{7}{16}$ in.
S8, 20, 8 SWG × $7\frac{1}{4}$ in.
Hub bearings: S7 and S8, Hoffmann LS9 (ball) and Hoffmann RLS9 (roller).

FRONT SUSPENSION
Telescopic forks, hydraulically damped and carried on two cup and cone type head bearings each comprising 20, $\frac{1}{4}$ in. diameter balls with 1.678 in. pitch circle.
Compression springs S7, 39 lb./in. S8, 34 lb./in. for solo; or S7, 34 lb./in. S8, 38 lb./in. for sidecar work.
Fork angle: S7, 63°; S8, 61°.
Trail: S7, $2\frac{3}{4}$ in.; S8, $2\frac{11}{16}$ in.
Head angle: S7 and S8, 63°.
Damper fluid content: S7, $\frac{1}{3}$ pint; S8, $\frac{1}{4}$ pint. S.A.E. 20 oil.
Bush dimensions: S7 and S8, sliding bush 1.250/1.251 in. internal diameter; fixed bush 1.473/1.474 in. external diameter.

REAR SUSPENSION
Springs: compression, 320 lb./in. rebound, 38 lb./in.
Slider bush dimensions: 1.00/1.001 in. internal diameter.

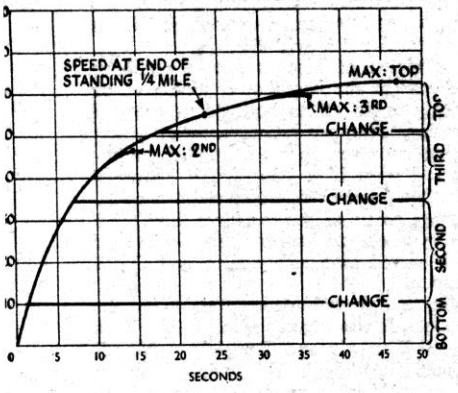
CARBURATION
Amal carburetter, type 276DO/3A, $\frac{1}{16}$ in. choke, 150 main jet, 6/3 throttle slide, No. 2 needle notch, .1075 needle jet.

LUBRICATION
Oil sump, $3\frac{1}{4}$ pt.; Gearbox, 2 pt.; Worm-drive, $\frac{1}{4}$ pt. Engine: (summer) S.A.E. 50; (winter) S.A.E. 30.

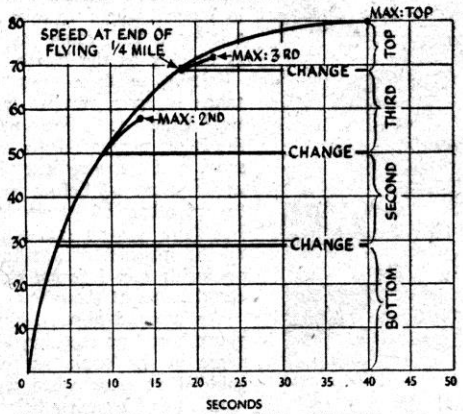
ELECTRICAL EQUIPMENT
Generator: Lucas MC 45 dynamo, charging 6 v. 12 a.h. battery, type 4080050; Lucas distributor type A.C. 564. Headlamp: 8-in. dia., Lucas type 056452B, with 6 v. 24/24 w. and 6 v. 3 w. bulbs; stop-tail lamp carries double filament index bulb of 6 v. 3/18 w. rating.

"MOTOR CYCLING" ROAD TEST REPORT FIGURES

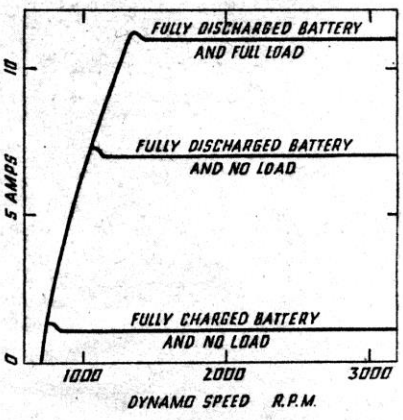
S7 SIDECAR



S8 SOLO



From the road tests published in our issues of April 4, 1953 (S7 s.c) and April 20, 1950 (S8 solo).



Performance curve of MC45 "pancake" dynamo, showing three stages of charging for varying battery/load conditions.

B17

Buy, Swap n' Sell

If you have anything that you want to buy, swap or sell you can now do so, free of cost, in this section of OVR. All you need do is send a email to the editor of OVR with the text of your advertisment. OVR will NOT be providing any editorial or corrections. 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 carby 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 a mere 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

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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: More Items from Ian Boyd's Unique Collection

Ian Boyd continues 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 (International +61 407993347) or by email to ianjboyd@bigpond.com

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

Summerfield 6 Speed full magnesium racing gearbox. Only used twice. **SOLD**

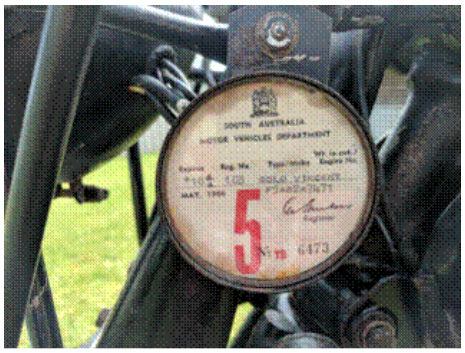
ITT Industries NZ, Burman BAR
Replica gearbox, six speed, full magnesium. Brand New! Never Used!
Sensible offers over A$6200

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

For Sale: 1951 Vincent Series C Comet – Full 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 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$37,500

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

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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* - ***SOLD***
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* - ***SOLD***
1971 BSA Lightning A65L in a 1970 Thunderbolt frame *650cc twin - unrestored, original condition* - ***$7,500***
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* - ***$8,000***
Classic speedway sidecar *rolling chassis* - ***SOLD***
JAP 8/80 v twin 1000cc engine - *rebuilt genuine 8/80 JAP top end on JAP sidevalve bottom end,* - ***$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.* - ***SOLD***

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

For Sale: Series C Black Shadow

A local (NSW Australia) VOC member is selling his Series C Shadow. He has owned it, ridden it and maintained it for over 10 years. Due to a change of circumstances, it is up for sale.

The bike is ALL Black Shadow but NOT matching numbers. It is a very nice comfortable machine with Thornton suspension, Aucott rear seat stays and sensible 8:1 compression. A Dave Hills stand plus extended side stand (LHS) make for easy parking. It has done well over 12,000 trouble free miles under current ownership.
Depending on offers there are some spares that may be supplied. Concentric carbs currently fitted. This is an older photo before some mods were undertaken.
Boranni rims front and rear. Anyone interested can have up to date photos and more details.

Offers in the region of AUD$105,000 will be considered.
All enquiries by email to alynvincent@mac.com

For Sale: Terry Prince's Personal 1949 Vincent Rapide

Not just another Rapide, Prince's personal street ride, described as equal parts nostalgia and performance. Engine cases, engine number and upper frame member all match, (verified by the VOC) though the rear frame member is a replacement for the damaged original. Prince's hand is evident all around the bike, starting with the front brake hubs, which contain four-leading-shoe internals. Suspension has been upgraded with modern dampers front and rear. An accessory Tread-Down centerstand eases parking chores. The Shadow 5in. 'clock' perched atop the forks is a nice touch. The bike is to full Shadow spec plus, 85% of the bike is from new parts even hand rolled aluminium guards, new wheels SS rims and spokes. Of course the engine is fully overhauled by Prince and breathing though modern carbs MK2 cams, 7.5cr pistons, Pazon ignition, 12 v electrics, V3 clutch, etc.;

This bike has been totally rebuilt from the ground up by Terry Prince. It only has 11 miles on it, as seen in the video test ride (see it here https://youtu.be/LDkezG-tAgk) now with rear seat damper units and the D type struts go with it.

There are over $5000 in upgrades making this a modern rider bike. The bike is located in southern California, can be shipped anywhere.

This is your chance to own a Rapide that is ready to go at a price much lower than you would pay to purchase a Rapide and have it restored and upgraded not to mention having the history and expertise of Terry Prince behind it**.** **Please call Terry with any questions and price on +61 2 45682208** (in Australia call 02 4568 2208)

For Sale: Series C Touring Guards

A complete set of Touring Guards taken from a Series C Black Shadow.

What you see is what you get. Price is US$2,500 negotiable. I will assist with O/S freight if you pay my price.

Alyn Vincent
alynvincent@mac.com
Wollongong. Australia.

Service Providers

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

Spares:

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

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

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

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

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 Fastners, 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 creater who does incrediable workmanship; located in Harcourt, Victoria. Ph +61 3 5474 2864, email steviemoto@hotmail.com

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

Outer Cycles, Australia: Jim Browhly is a master craftsman who manufactures bespoke motorcycle exhaust systems for classic bikes, no job is beyond his capability, so if you do need a new system that will be made to your precise requirements, give Jim a call, telephone 03 9761 9217.

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

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

Terry Prince Classic Motorbikes, Australia: Specialises in 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

General Services :

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

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

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

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

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

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