



The Oz Vincent Review

Edition #62, May 2019

The Oz Vincent Review is an independent, non-profit, e-Zine about the classic British motorcycling scene with a focus all things Vincent. OVR, distributed free of charge to its readers, may be contacted by email at ozvinreview@gmail.com



Bill Clarke, a lost but not forgotten Vincent Hero.

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Welcome

Welcome to the latest edition of OVR. Last edition you were challenged to identify a mystery rider astride and before you leap to a conclusion it was not Bill Clarke, but rather one of his crew. You will need to read the amazing and heart wrenching story of Bill Clarke, an often overlooked Vincent hero, in this edition.

As you read this many VOC members from across the globe will be preparing to depart for the 2019 International Rally in Europe and the OVR team will be amongst them. If you will also be there please stop us and say hello. And if you do happen across Benschop in Holland while in Europe, why not make the pilgrimage to Bill Clarke's final resting place?

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

Martyn

Melbourne, Australia.
Email: ozvinreview@gmail.com



Letter to the Editor

Hello Martyn,

I read a few years ago when BMW brought out the Z3 with no spare tyre that punctures these days happen only once every 100,000km on average. I did have two in a day in Vietnam but that was trail

riding. My last one on a road bike was over 20 years ago. Right now I'm waiting for a tow truck to come from Jindabyne about 90 minutes away on the Kosciusko mountain road. I'm miles from phone coverage but by good luck a Snowy Hydro employee pulled up in his truck and used his satellite phone to summon help.

It's a perfect morning. I had been enjoying a lonely ride through gum forest admiring the beautiful parrots and thinking how nice it is to be able to ride an old bike with no thoughts of breakdowns. Then as I rounded a hairpin bend I felt the back wheel wandering and had to stop.

I'm on a nostalgia trip revisiting roads I'd enjoyed almost 50 years ago on my then new Guzzi V7 Special. I'm also putting some miles on my new Videan/Brown A twin. It's superb! Better in every



way than the original but that's no surprise as it's been 12 years in the making. The amount of skill, time, thought and attention to detail that has gone into it is staggering.



Literally thousands of drawings and spreadsheets for hundreds of parts. Every one the very best of materials and engineering practice.

It looks a faithful reproduction of a 1938 bike but all the original weaknesses have been addressed. Beefed up crankcases and crank assembly, modern 12v electrics and ignition, belt primary with shock absorber and diaphragm clutch. No rear valve spring rubbing on the frame!

I asked Neal when I first saw a photo why he had used alloy engine plates which are too flexible for good handling. "No.

They are high tensile steel cnc machined with studs precision ground for a perfect fit". As another example the crankshaft is located by two back to back taper roller bearings instead of a small timing side roller. All of this translates to a smooth motor with precise handling, good brakes and as much power as any Vincent twin I've ever ridden. It's comfortable too.

Coming from NZ we often feel a bit smug about our motorcycle roads. Sure, on average we have a lot more winding roads but this is a big country with a greater area of alps than Switzerland. NE Victoria and SE NSW offer great motorcycling with empty bend-filled roads through eucalypt forests along and over The Great Dividing Range. Some are still dirt but most are now sealed. This was gold rush country and leafy towns with ornate old banks, shops and pubs make great refreshment stops. Wandering wildlife is a problem although not too bad in daylight. I saw lots of dead kangaroos, wombats and deer and even a wild horse but only twice did I have to brake. Once for a koala and once to avoid a huge wedge tailed eagle that was a bit slow taking off from its kangaroo carcass meal.



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My favourite road was the Omeo Highway from Tallangatta to Bairnsdale. Hundreds of 35-50kph bends, good surfaces and almost zero traffic. Beautiful parrots and other birdlife. I met up with a group of VOC

people in Bairnsdale including Martyn whose Oz Vincent Review magazine we all enjoy. I promised him I'd write something for it. We all rode back up to Omeo and over Mt Hotham (1800m) to Bright. Martyn really pushes his Comet along and I was glad I had done enough kms to be able to screw the A twin on and stay with him on the long climb up to Hotham Heights ski field. The Comet showed not a trace of smoke or oil when we stopped so he has obviously done a good job of building it. Like all the Vins and Vincatis I saw here (Neal's dirty and totally original B excepted) it was very tidy.

I left the group in Bright to meet up with an old mate I'd lost touch with 45 years ago. At age 80 he rode his Guzzi Brevia down from north of Brisbane to meet me in Cooma. We rode 600km together next day via some lovely alpine roads to stay with a friend of his about an hour from Broadford where the annual Bike Bonanza is held. This is a great event not unlike NZ's Pukekohe Classic Festival. There were about 30 Vincents in the pits, carpark and camp area plus many other interesting bikes. I enjoyed wonderful hospitality and conversation with local Vincent enthusiasts. Highlights were the Vincent outfits at the Speedway, the Horner Vincent sidecars and watching Bo Beaton and Phil Canning parading their very fast Vincent racers.



I'm planning to leave my bike here for future rides to the Cooma Girder Rally and a ride around Tasmania.

Many thanks to Neal, Rodney and Matt for a fabulous motorcycle and to the friendly guys from the new VOC Vincent Riders Victoria (VRV) section for their hospitality and friendship.

Cheers Bill

All of the photo's provided by Bill Irwin (NZ) generally show his new pride n joy – the photo at the foot of the prior page depicts 3 classic bikes a; 51 Rapide, Bill's 39 A replica and furthest away, a 51 Comet. VRV member Marcus Doller with Bill standing

Powder coating Vs Painting of motorcycle frames and forks..

An OVR Original from Alyn Vincent, Australia

Over the last few years the number of colours and finishes of powder coating has grown to the point where you could powder coat an entire bike.

What is powder coating?

Powder coating is a type of plastic coating that is applied as a free-flowing, dry powder. The main difference between a conventional liquid paint and a powder coating is that the powder coating does not require a solvent to keep the binder and filler parts in coating and is then cured under heat to allow it to flow and form a "skin". The powder may be a thermoplastic or a thermoset polymer. It is usually used to create a hard finish that is tougher than conventional paint.

The powder coating process was invented around 1945 by Daniel Gustin US Patent 2538562. Most powder coatings have a particle size in the range of 2 to 50 μ (Microns), a softening temperature T_g around 80 °C, a melting temperature around 150 °C, and are cured at around 200 °C. for minimum 10 minutes to 15 minutes (exact temperatures and times may depend on the thickness of the item being coated). For such powder coatings, film build-ups of greater than 50 μ (Microns) may be required to obtain an acceptably smooth film. The surface texture which is considered desirable or acceptable depends on the end product.

Advantages of powder coating over other coating processes.

1. Powder coatings contain no solvents and release little or no amount of Volatile Organic Compounds (VOC) into the atmosphere. Thus, there is no need for finishers to buy costly pollution control equipment. Companies can comply more easily and economically with the regulations of the U.S. Environmental Protection Agency.

2. Powder coatings can produce much thicker coatings than conventional liquid coatings without running or sagging.

3. Powder coated items generally have fewer appearance differences than liquid coated items between horizontally coated surfaces and vertically coated surfaces.

4. A wide range of speciality effects are easily accomplished using powder coatings that would be impossible to achieve with other coating processes. Curing time is significantly faster with powder coating than with liquid coating.



However!

As noted above the coating is a plastic/polymer material that is very hard. A result of this is that it also has a degree of flexibility that paint does not possess. So what?

Well if you are involved in a minor or even major accident you would certainly want to know if your forks or frame were cracked. The flexibility of powder coating can cover up those cracks because the powder coating itself will still look perfect.

It is illegal to powder coat frames for racing cars for the exact reasons stated in the previous paragraph.

So why should I spend a lot more money on painting my parts?

I don't know about you but I value my life and safety. Cost is secondary to living.

- Paint can be easily removed by soda/grit blasting.
- Powder coating requires more force to remove which is not a good idea.
- While painting requires more skill it also involves some nasty solvents.
- No classic, vintage or veteran bike was ever powder coated.
- The heat involved in powder coating may have an effect on soldered joints.

I am writing this after my girder forked Vincent was seriously injured by a reversing car. Several serious cracks appeared in the fork legs and they need to be fully rebuilt or replaced (more of this later). IF the forks were powder coated there is a chance the cracks would not have been

visible as the coating would have flexed but stayed intact. This same scenario could be transferred to the Vincent RFM where several tubes and lugs are involved. For a visual of what happens when a front fork collapses you only need to see the prototype Britten when its steering head collapsed. [See here at the 2:50 mark.](#) The rider was VERY lucky and was of course wearing full racing kit.



For many years Ray Daniels has sold fully restored girder forks. New tubes, straightened links, new bushes and spindles etc. His reputation for workmanship was excellent but a customer might have waited years. He is again plying his craft.

We also now have Jake Robbins in England restoring and making girder forks.

Jake has built an enviable reputation recently for making custom girder forks for Indians, Harleys and Vincents. <https://www.facebook.com/jakevintage/>

There is also Mike Breeding in the USA who has taken a slightly different route. <http://www.mikesindianparts.com/VINCENT%20PARTS.htm> . Whilst his forks look original he uses slightly thicker tubing and so his forks weigh a Kg. more than standard. The point here is ALL of these people make new taper tubes in the forks they sell.

There is now doubt that some of our 70-100 year old forks have internal/infernal rust. The only way to know is to cut them up!!! You can X-ray for cracks and also wall thickness but in reality we already know what the results will be. My insurer was adamant the forks must be NEW or FULLY rebuilt to obtain lifetime guarantee. Sounds fair to me.



And now we come to a set of Brampton forks being advertised in Australia and worldwide as being rebuilt! Read closer and you will see they still have the ORIGINAL tubes! They are priced at the same level as truly fully rebuilt forks and marginally less than a set of NEW forks. Save a thousand dollars now and hope for

the best? Do you feel lucky? At the very least I would have them X-rayed before using them.

So there are your options. The cheap way may be OK for some parts but you need to be aware of the shortcomings and then weigh that up against the chance of serious injury.

Not Convinced?? Then you may need something like this [Click HERE to learn more.](#)

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RYLAND ROAD · BIRMINGHAM**

Bill Clarke, Vincent Hero.



Another OVR original, inspired by the advert reproduced in last OVR, showing a mystery rider and based on extensive research, with a special thanks to David Bowen who provided OVR with the inspiration.

This is the story of a man, born May 31, 1910 whose pre-war working life became dedicated to the development and production of a high-quality British machine, his ambition being to help create, not only a world-beater, but something whose ownership might be the dream of any red-blooded young man. Sadly, William (Bill) Clarke was unable to see the fruition of that dream, losing his life on the 4th of February 1943 as a Stirling captain on No.214 Squadron, but his influence and enthusiasm lived on post-war in the superb range of magnificent Vincent motor-cycles, true icons many of which remain lovingly owned and used to this day.

His pre-war career centred mainly on his passion for the world of racing motorcycles.

Bill had a very comfortable start in life as the eldest son of Capt. George Alfred Eskine and his wife Tallulah. The family business of Clarke's of Cork, Dublin and Liverpool was a wealthy and respected member of the tobacco industry, originating in Ireland but later moving to England. His father was a major shareholder in WD and HO Wills and his mother was from a wealthy American tobacco family.

After Oxford University, Bill met none other than Phil Irving an Australian engine designer who invited Bill to join the team at Vincent's, a fledgling motor-cycle company based at Stevenage. Initially Bill commuted to and from the family home in Hampshire but before long took up residence at the 'Coach and Horses' in Stevenage. Phil Irving, in one of his many notebooks, recalled that apart from Bill's love of actually riding powerful motor-cycles he was never happier than when busy in the workshop taking on any job thrown at him however demanding or dirty: Consequently he had a total understanding of the machines which he rode, helped to develop and ultimately to produce. Bill also possessed the ability to get on with people and it was not unknown for a disgruntled customer to be handed over to Bill who would escort him to the 'local' for a couple of hours and return him in a far more receptive mood!

When Vincent's came close to folding in 1929 due to severe cash flow problems Bill quickly saw a solution and successfully persuaded his father to put up enough cash to save the situation. Hence Capt. Clarke became Company Director and his son Bill, a Director thus the company survived and continued with the production and development of the company's range of



machines enabling the name of Vincent to become one of the most famous and respected stables of the time, so much so that in July 2005 the Royal Mail produced a 42p postage stamp featuring the 1949 Vincent 'Black Shadow' (fastest standard motorcycle).

Bill was always deeply involved in production testing and although forbidden by his family to actually race, his love of power and competition enabled him to compete in many trials.

Phil Irving recalling Bill's activities "He rode in every reliability trial that he could especially long distance Motor Cycling Club (MCC) and the Scottish and International Six-Day events". He regularly won premier awards and once or twice even won triple gold medals in MCC events. In spite of his own family imposed ban on racing, in 1938 and 1939 Bill rode at Brooklands on his own Vincent 'Rapide' A (nicknamed 'the Snarling Beast) and at the T.T and Ulster Grand Prix he acted as the Vincent Racing Team Manager, all undertaken whilst extensively testing all Vincent products.

At this time Bill lived with his wife Winifride and family in a lovely house at Bourton on the Water in the Cotswolds and was the proud owner of a classic Jaguar saloon.

Due to his higher age on the outbreak of war, Bill could probably have used his engineering skills and experience in a variety of ground roles but as we know, he loved flying and wished to fly operationally.



Bill's keenness to fly first surfaced when at Oxford where he joined the University Air Squadron. In 1929 he was commissioned in the Reserve of Air Force Officers Class AA 11 and in 1938 after promotion and a 5-year extension, he was granted a Commission as a Flying Officer in the Royal Air Force Volunteer Reserve. By 1940 he was a Flight Lieutenant, and by 1942, a Temporary Squadron Leader.



After a lengthy spell of instruction on twin-engined aircraft, Flt/Lt William Clarke, 32 years old and a pre-war flier (Oxford University Air Squadron) like many other instructors, finally succeeded in getting released from training duties to head for the real war. For Bill this meant leaving RAF Little Rissington for a Stirling Conversion Course followed, in November 1942, with a posting to No.214 Squadron which, for the last few weeks, had been operating Stirlings from a "miserable and muddy" RAF Chedburgh.

On 13th November 1942 Flt/Lt W Clarke was promoted to Squadron Leader and commenced settling in to the reality of life on a bomber squadron, which would inevitably include a taste of "ops". On 28 November 1942 Bill flew as "second dickie" to the experienced Ted Youseman in Stirling R9191 on the long haul to

attack the Fiat works in Turin, and witnessed visual identification, PFF flares, runs over the target, a successful attack and, after a six-hour flight, a safe return.

Bill would have known that the squadron had already lost several aircraft and crews, but this time he would sense the gloomy atmosphere when a crew failed to return - on this occasion that of Flt Sgt Gatland. Bill was "on" again next night, again to Turin, but flying with FO Williamson, another experienced captain and this time in W7621 which, due to severe icing conditions, failed to maintain altitude.

Loss of the ASI, plus throttle and exactor problems, forced an early return after the bomb load had been jettisoned; further "sharp end" experience for Bill. On 14 January 1943 Bill captained his own aircraft for the first time successfully "gardening" in Deodars - the mouth of the Gironde river. This operation was his first in R9282 (BU-Q).

Stirling Mark I R9282, BU-Q

This aircraft was delivered by Short Brothers Ltd (Rochester & Bedford). Contract No.763825/38. Delivered to No.214 Squadron on 2 January 1943.



On 3rd February 1943, after a spell of bad weather, HQ Bomber Command signalled a major raid on Hamburg, and No. 214 Squadron responded by detailing eleven crews. At around 18.00hrs, after all the usual hectic preparations, ten Stirlings (one withdraw!) prepared for take-off, each with its load of 1710x4lb and 90x4lb'X' incendiaries packed into the belly and wing bays.

Bill Clarke was first away at 18:27hrs, with the last Stirling leaving just twenty-three minutes later. After two "early returns" due to technical problems, Chedburgh waited. Six Stirlings returned safely between five and six hours later, their captains reporting successful attacks all seemingly made within a short time of each other, but two dispersals remained empty, one of those being R9282 piloted by Bill Clarke, the other being R9197. Both these aircraft were finally listed as "missing".

Of the 263 aircraft dispatched to Hamburg that evening, sixteen bombers (6.1%) were lost including eight of the sixty-six Stirlings sent by No.3 Group. The attack on Hamburg ultimately proved to be of only limited success. Chedburgh eventually learned that its two Stirlings had been shot down over Holland, and that three of Sqn Ldr Clarke's crew (including the captain) had been killed, with four men being made prisoners of war. But unless some information filtered back via survivors, little could ever be known of the actual circumstances concerning the loss of an aircraft. Fortunately, a report made by WO T A Burke, Bill's Australian wireless

operator upon his release from captivity in 1945, describes exactly what befell Stirling R9282 on that night, his recount of the happenings leave one in no doubt, not only of the terrible moments for the crew following the attack but even more so, of the outstanding selfless courage of their pilot, Bill Clarke.

In 1945 Sqn/Ldr William Clarke was Mentioned in Dispatches for his decision to stay with his stricken aircraft in order that his crew may escape knowing full well that he would be unable to get out. Whilst this award may be recognised it may be thought that a much higher honour for such an act of courage (witnessed) would have been in order.

Here is what Bourke wrote:

On the 26th September 1945, Warrant Officer T. W. BURKE put on record his thoughts on the shooting down of the No. 214 Squadron Stirling Bomber aircraft Piloted by Squadron Leader Bill Clarke on the night of 3rd /4th February 1943. The report was to the Air Officer Commanding Royal Australian Air force, Overseas Headquarters. The report is given in full as follows (retyped due to the poor quality of the original):

To: A.O.C. R.A.A.F. O'SEAS Hqs.

From: W/O BURKE. T.W.

Date: 26th February. 1945.

On the night of 3rd/4th February 1943 the Stirling Bomber Q for Queenie with Sqd-Ldr. W. Clarke as Captain, departed from R.A.F. station Chedburgh Su. (214 F.M.S. Sqn.) approx 1900 hours for an operational mission to Hamburg. On reaching the Dutch coast bad weather was experienced and on the V2-hourly broadcast from Group the a/c was asked for a weather report. It was given and an R received. Approximately one hour before reaching the target the cockpit lighting and instruments, with the exception of the A.S.I., became u/s and Sqd-Ldr. Clarke without the use of his artificial horizon, carried on the mission.

We arrived 2mins. ahead of our E.T.A. and as the captain turned the a/c the P.F.F. force was seen and the flare was seen to drop directly in front of our a/c. The bomb load of incendiaries was released with the exception of the port wing bomb-bay, which the engineer was unable to open electrically or manually.

On our course home and on the outskirts of the target, a flak burst hit the fuselage forward of the rear turret but no serious damage was sustained. When a/c was approx. 15 mins from the Dutch coast, thick cumulus cloud lay ahead of our course, and it was necessary to gain 800/1000 ft. altitude to clear the cloud, the Captain started to climb to approx 21,000 ft. while the a/c was climbing the m/u gunner and r/gunner only started losing their supply of oxygen without being conscious of it. (Previous hit by flak may have contributed to this failure.)

At this moment an enemy a/c J.U.88 attacked from astern and with its first burst, shot one engine u/s. The r/g then reported e/f but was presumably killed immediately afterwards as no reply was received from him on the i/c.

At this same time, the m/u gunner aroused and fired two bursts. The e/f second burst made another engine u/s and set fire to the incendiaries in the port wing bomb bay. The third engine cut, I presume, to a petrol leakage.

At an early stage in the combat the Captain had the presence of mind to turn 180° and fly inland, avoiding the sea and giving his crew an opportunity to bale out over land. With the order to "bail out" the Engineer, Bombardier and Navigator were unable to abandon a/c due to cannon fire directly below the a/c and as we were in a steady dive with one motor running, valuable height was lost.



As I left the wireless operator's position Sqd-Ldr. Clarke's words were "I'm sorry chaps, I couldn't do better than this".

After e/f finally broke away, the Engineer baled out, then the Bombardier. As I reached the front escape hatch the Captain was still at the controls and the Navigator on the right hand side of the hatch.

I was in the air a very short time and when the parachute opened I saw the a/c hit the ground and a sheet of flame rise up and then fade. A week later I was told by a German Interrogating Officer that they were able to identify the remains of the bodies in the wreckage.

As I am alive today due only to Sqn-Ldr Clarke's bravery and unshakable courage to his duty, I submit this statement to you Sir, for your recommendation and approval. Further information on Sqn-Ldr. W. Clarke's outstanding behaviour can be obtained from the undermentioned members of the crew, who are prisoners of war in Germany, all imprisoned at POW camp Lamsdorf Stalag 8B (Lambinowice), Germany - until 1943 when it became Stalag 344

Sgt. J.T. Lawson R.A.F. Bombardier, POW number 27509

Sgt. D. Connearn. R.A.F. Engineer, POW number 27512

Sgt. R. Crawley. R.A.F. M/U Gunner. POW number 27504

I have the honour to be, Sir, Your obedient servant

Abbreviations used: R.A.A.F. = Royal Australian Air Force. 214 F.M.S. Sqn. = No 214, Federated Malay States, Squadron. Sqd-Ldr. = Squadron Leader. A/c = aircraft. E.T.A. Estimated Time of Arrival. P.F.F. = Path Finder Force. m/u. = mid-upper. r/g. = rear gunner. i/c. = inter-comm(unication). E/f. = enemy fighter. R Roger, the term for message received and understood.



BUCKINGHAM PALACE

The Queen and I offer you our heartfelt sympathy in your great sorrow.

We pray that your country's gratitude for a life so nobly given in its service may bring you some measure of consolation.

George R.I.

From The Ground

The Historical Society of Leusden was able to provide further insight into the tragic happenings that night based on the observations from those on the ground. They write,

Airborne 18:27hrs on 3 March 1943 from Chedburgh. Shot down by a night-fighter (Uffz Christian Koltringer, 3/NJG1) The aircraft came burning from the Vianen direction via Lopik, in a big curve towards Benschop, 14 km South West of Utrecht, crashing 300 metres behind the farm of the Oskam family at 23:30hrs.

The sound of aero engines was nothing new to the Dutch people who also soon became able to recognise aircraft in trouble.

At 23.30 hrs on 3 February 1943, members of the Oskam family, who farmed near Benschop, ran out of their house at the sound of engines only to see a large downward curving flame followed by the sound of an explosion and a large fire.

On reaching the scene some minutes later they saw that the aircraft had impacted into marshy ground behind their farm. (A local police officer also reported hearing gunfire.) The devastation was enormous, with a large area littered with pieces of burning wreckage, incendiary bombs, and exploding ammunition and with barely identifiable remains of crew members lying adjacent to the main part of the aircraft most of which was embedded deep in the soil. After a number of curious onlookers had been moved away by the Burgomaster, German soldiers arrived, detailed to guard the wreckage. Next morning when the son of the family and a local police official went out to where most of the remains of the crew lay, they could clearly see Bill Clarke's body still at the controls.

German salvage attempts were delayed for several days due to bad weather but, after recovering a wing, probably one engine and most of the larger pieces of surface wreckage, they departed almost certainly leaving the remaining engines and other wreckage buried deep in the ground where they may still remain. Whilst the delay in removing the wreckage due to bad weather was understandable, the action taken by a German officer in charge, that of forbidding the removal of the crew remains for several days "This is your faith for helping the enemy" was looked upon with contempt by the Dutch, who thought it just a further attempt to humiliate the enemy. However, the sad remains of the three crew members were finally collected by local people and later buried by the Germans who treated them with "military honour", which was usually the case.

Two days later the Oskam family were visited by some Germans, very likely the night-fighter crew who had shot the Stirling down. There were few real victors in those deadly night skies for this German officer, Uffz. Christian Költringer, III./NJGI, met his death just two months later on 30 March 1943.



The three comrades lie together in the General Cemetery at Benschop in Holland close to where they fell and although their headstones are in the familiar official style, the small carefully tended plot remains a permanent reminder for the local Dutch people of the terrible price paid for their liberation and freedom.

The children always help, well understanding the significance of it all.

[Link to the memorial site](#)

Epilogue

Soon after the war two airmen, a Flight Sergeant and a Sergeant, called at the Vincent-HRD factory and met with a senior works manager whom they thought might be interested to know that they were in the aeroplane which Sqn/Ldr Bill Clarke was flying when they were shot down.

They recounted the details of their traumatic escape from the burning aircraft made possible, they said, by their pilot almost certainly sacrificing his life by staying at the controls to give them chance to bale out when even then they were at a dangerously low altitude.

The manager said later: "These men were naturally very high in their praise for this gallant officer but that sort of action was in keeping with what one would expect from such a magnificent chap".

Last OVR Edition Mystery Solved

The chevron on his uniform (upper right sleeve) was that of a Bombardier and it is thus assumed it was Sgt. J.T. Lawson R.A.F. Bombardier a surviving member of Bill Clarke's ill-fated crew.

And if you missed it here again is the advert from last month's OVR that fired my curiosity, leading to the writing of this little known fragment of Vincent history.



THE MOTOR CYCLE

The Serviceman's Post-war Ideal

THE 100 M.P.H.-PLUS VINCENT-H.R.D. RAPIDE

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FIGHTER PILOTS love its exhilarating speed and acceleration, its manoeuvrability.

BOMBER CREWS admire its ability to cover enormous distances without effort.

THE NAVY appreciates its rugged strength and superb engineering design.

TANK CREWS marvel at the way it performs in really rough country.

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For all servicemen, and for hardworking civilians, too, peace will bring the opportunity to own the world's finest and fleetest motor cycle.

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OVR – Event Schedule, updated 25 April 2019

<i>Date</i>	<i>Details</i>	<i>More Info?</i>
2019	2019	
May 5	TOMCC Bayles Link Run 2019 @ Bayles Reserve near Koo Wee Rup, Victoria; 10 am to 1 pm	
May 4 - 5	Bendigo Singles and Girder Fork Rally at LLanley .	
May 11	VRV General Meeting – one day early to avoid Mothers Day clash! General Meeting at 12:30 followed by Lunch , Venue is the Black Spur Inn, 436 Maroondah Hwy, Narbethong VIC 3778 Map here https://www.google.com/maps/place/Black+Spur+Inn/@-37.626718,145.5134184,12.25z/data=!4m5!3m4!1s0x0:0x252e96f6bb872985!8m2!3d-37.5646419!4d145.6548607	
May 12 to end July	No VRV scheduled events as many VRV members travelling to the VOC International Rally in Europe	http://www.voc.uk.com/net/intnally.php
May 17-18	43rd Historic Winton	
May 18	Federation Delegates Meeting at Kerang	
May 19	Federation inaugural Picnic at Kerang	
June 22-23	Cafe Racer Festival at Montlhéry, France. The ambition is to bring to Montlhéry the largest number of Egli-Vincent, Vincent and Norvin for a “laps of Honor Parade” which will take place on Saturday June 22nd at 02.00 PM	kindly contact Guy DANO (guy.dano@orange.fr or +336 8035 3869) for registration.
August 11	VRV General Meeting – venue to be advised.	
August 17-19	VRV run to Wimmera Silo Art plus General Meeting,	sec.vrv@gmail.com
August 25	Federation Picnic at Marwong, Victoria. Significant VRV participation anticipated!	neil.athorn@bendigobank.com.au
Aug 21-29	2019 Vincent Owners Club North Queensland Atherton Tableland Tour	mdbarr@bigpond.com
Aug 24-25	BULLI ANTIOUE MOTORCYCLE WEEKEND, Bulli Showgrounds, Grevillea Park Road Bulli NSW	
Sept 8	VRV Annual General meeting;	sec.vrv@gmail.com
Sept 29	Bay to Birdwood Rally, South Australia	
Oct 6	HTPAA Antique & Collectable Tool Market, St Anthony’s School Hall, 164-168 Neerim Rd, Caulfield East, 9am start till 12.30pm	
Oct 11	VRV General Meeting, meeting at 7 pm followed by dinner, location TBA.	
Oct 19	VRV Bit on the Side Run, for outfits but singles also welcome	brianh1967@yahoo.com
Oct 22	VRV First Anniversary Event	sec.vrv@gmail.com
Nov 10	VRV Day ride plus General and Committee meeting; venue to be decided at the prior General meeting	sec.vrv@gmail.com
Nov 16-17	Bendigo Swap Meet, Bendigo showgrounds, gates open from 6 am!	
Nov 22, 23 24	VRV Annual Vincent Riders Dinner	brianh1967@yahoo.com
Dec 8	VRV Xmas Function plus General and Committee meeting; venue to be decided	sec.vrv@gmail.com
2020	2020	
Jan 12	VRV General Meeting and Ride. Details TBA	

<i>Date</i>	<i>Details</i>	<i>More Info?</i>
Feb 3 - 18	2020 International Jampot (AJS & Matchless) Rally in New Zealand	matchlessnz@icloud.com
Feb 9	VRV General Meeting and Ride. Details TBA	
March 13	VRV General Meeting, meeting at 7 pm followed by dinner, location TBA.	
March 10-19	Tassie Tour 2020, held in association with the British Motorcycle Club of Tasmania.	www.tassietour.info
March 28- April 4	Australian Historic Motoring Federation 2020 National Motoring Tour, Albury NSW & Wodonga Vic.	www.ahmf.org.au
April 12	VRV General Meeting and Ride. Details TBA	
May 9	VRV General Meeting – one day early to avoid Mothers Day clash! venue to be advised.	
June 14	VRV General Meeting and Ride. Details TBA	
July 10	VRV General Meeting, meeting at 7 pm followed by dinner, location TBA.	
Aug 9	VRV General Meeting and Ride. Details TBA	
Sept 13	VRV Annual General Meeting; venue TBA	sec.vrv@gmail.com
Sept 21-25	Australian National Vincent Rally, McLaren Vale, South Australia.! Timed to align with the Bay to Birdwood event for vehicles built up to 1960 which will be held on the following Sunday 27 Sept.	
Sept 27	Bay to Birdwood Rally, South Australia	http://baytobirdwood.com.au/
Oct 9	VRV General Meeting, meeting at 7 pm followed by dinner, location TBA.	
Nov 8	VRV General Meeting and Ride. Details TBA	
Nov 20, 21, 22	VRV Annual Vincent Riders Dinner	Sec.vrv@gmail.com
Dec 13	VRV Xmas Function plus General and Committee meeting; venue to be decided	

Planning an event? Any other event OVR readers should know about?

Contact OVR to have it listed here

Amal Mk1 Concentric Carburettor, *operation explained:*

Contributed to OVR by Glenn Bewley, USA

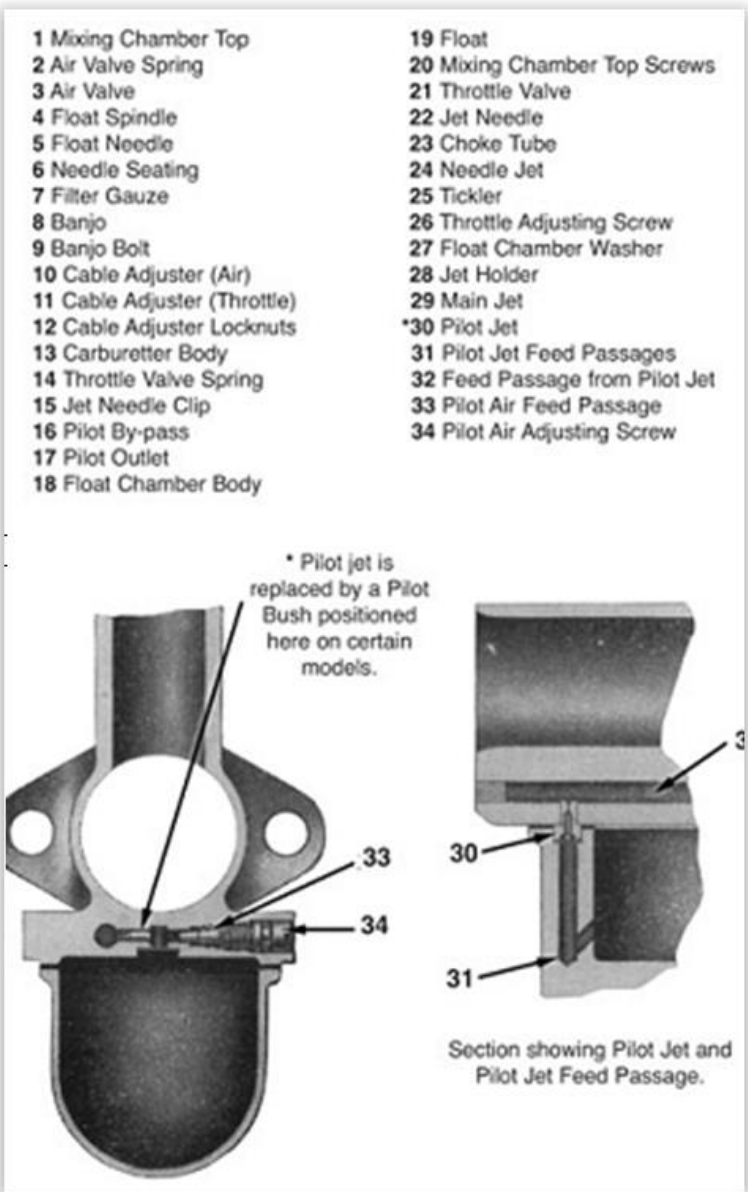
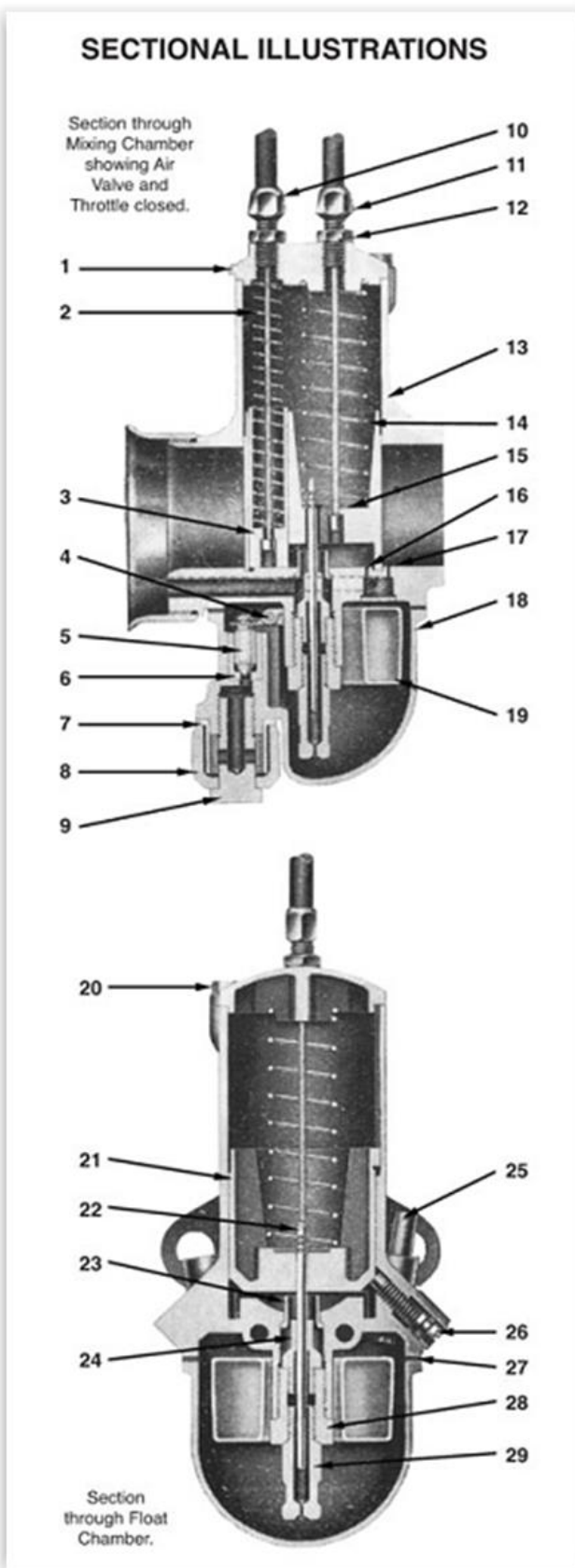
This is just a boiled down version of what I've learned and what has come to work for me.

Buried in the carburettor body, visible when you remove the pilot air screw, is the PILOT JET. It is very small (typically .017") and can get blocked when the bike is not used often. It supplies fuel, to be mixed with air from the pilot air screw. (But remember, New Amal Premier Concentric's have a removable pilot jet). The function of the pilot jet is to support idle, engine starting and the transition from the idle circuit to the main carburettor (main jet, needle jet and needle). The blended fuel/air mixture is delivered from a small chamber into the incoming air

passing under the slide (variable venturi) through one of the two holes either side of the back of the slide. When the bike is idling, additional air is drawn into the idle mixing chamber through the larger of the two transition holes under the slide, which comes into the small chamber and mixes with the fuel air mixture and exits through the smaller of the two holes just behind the back of the slide.

When the slide is lifted, and the pressure evens above the two transition holes both deliver fuel to the venturi. If the pilot jet, or either of the two transfer holes are occluded the bike will be hard to start and difficult, if not impossible, to idle properly.

There are two holes just under the back edge of the slide, in the Venturi floor toward the front of the carb. The one closest to the engine, on the downstream side of the downstream slide wall is the pilot jet. It is fed a mixture which is adjusted by the mixture screw (horizontal screw). It's job is



to provide a mixture for idle purposes. You want the idle mixture screw between 1 and 2 turns out, depending on what the engine wants.

The hole upstream of the slide wall is called a transition jet and feeds the engine raw fuel as the slide is raised. It is fixed and the mixture provided during this transition is adjusted via the slide cutaway. Without this fuel, the engine would go lean in the first bit of the slide being raised.

The slide cutaway affects the fuel delivery drivers mixture of same between idle and going onto the needle jet. A larger cutaway lowers the pressure (signal) in the venturi and is leaner, a smaller increase the signal in the venturi and is richer. If the slide is too lean, one sometimes has popping in the carb as one comes off of idle. If too rich, it may pull too much fuel and kind of bog down. The needle jet has its biggest effect while the straight portion of the needle is still in the needle jet's orifice. It is in play from just above idle and slightly less well up through 3/4 throttle.

After the slide is open about 1/4 to 1/3 and needle taper, starts to come into play. The engine is now pulling fuel up the needle jet in an annulus created by the bore of the needle jet and the straight section of the needle itself. At about 3/4 throttle, the tapered section of the needle clears the needle jet and begins to offer more fuel into the carb. If the engine goes lean (test with a slow pull of the throttle at moderate speed) it may cough a bit or pop, and if it goes rich, it may lose a touch of power for a second. To lean the needle, set its retainer clip in a higher of the slots on the needle. This is referred to dropping the needle. To richen, go to a lower slot which raises the needle.

Unlike a Mikuni VM where the needle never leaves the needle jet's orifice, and is in play right through full throttle in the Amal the needle clears the needle jet orifice from about 3/4 throttle. After about 3/4 throttle with the Amal only the main jet is in play from approximately 3/4 throttle.

Generally the first thing we do is choose the main jet. This should be done after assuring yourself that the two slides are equal on their stops (only one slide if you are setting up a Comet or Meteor). Assuming the slides are the same in both carbs, this can be done easily with the carbs on the bike by inserting drills under the slide cutaway to make sure the openings are the same. If they are unequal, one can set them with the carbs off by using much smaller drills into the front of the carb under the engine side slide opening. Also adjust the cables to give simultaneous lift on the carbs.

Now, ride the bike till it's warm and slowly go to wide open throttle up a small grade. If the bike seems to lose power, close the choke JUST A BIT and if the engine seems happier, the main is too lean. If it stumbles or bogs, it may be too rich, but rich is always better than lean. If it pulls cleanly onto the main, it's likely correct or very close, assuming it will pull cleanly.

Next, we set the idle up. This is done by setting a fast idle with the throttle stop screw (runs up the side of the carb in the vertical wall) and then adjust the idle mixture screws in and out till the engine runs at its fastest speed. Too much either way and the engine will falter. If changing the screw does not change the idle, it is likely the slide is set too high and the transition jet is already coming into play...lower it a bit and try again. After adjusting the mixture this way, back out the throttle stop screw to lower the slide, and thus engine speed and then adjust the mixture

again to its fastest running. Do this till you are happy with the idle. It is best to be a touch rich on the idle mixture. The engine should run slow enough to engage 1st gear, clutch disengaged, without graunching, but not so slow it is labouring to keep running.

Moving on to the slide cutaway, follow the clues I outlined above, then deal with the needle jet position, again following what I said before.

After these are set, if you are pleased with the idle you're done! If it has changed, adjust the idle speed and mixture again till you're satisfied with the running and call it finished.

It is good practice to wrap a bit of tape around the throttle hand grip rubber and put a mark on the throttle clamp on the bar. Mark the tape at throttle closed position, then open it all the way and mark the tape again for wide open. Next put a mark at the 1/4, 1/2, and 3/4 positions. This helps determine where you are insofar as throttle position when you experience any glitches in the carburation.

Good luck, Bewley

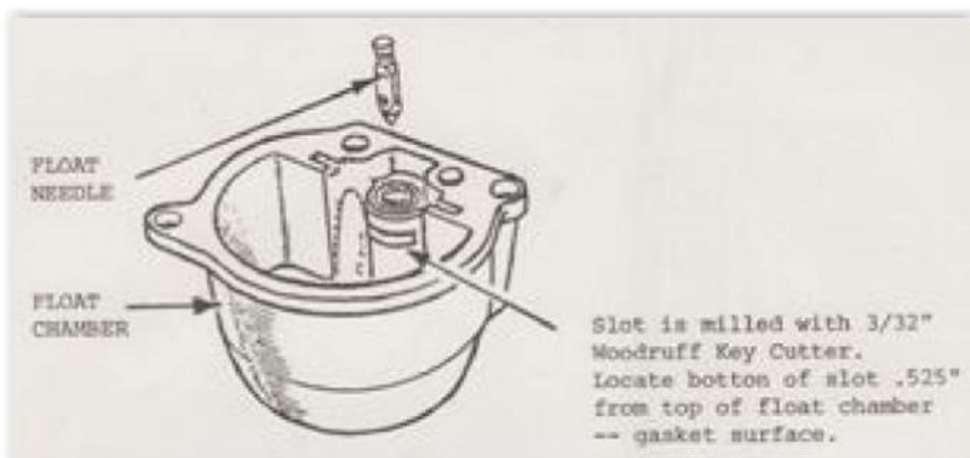
Editors Note: If you are starting out from scratch these initial settings for Amal Mk 1 Concentric Jetting for Standard Comet, Rapide, and Shadows may be a good place to start.

Slide=3.0 (gives better throttle response than a 3 1/2); Needle Jet=106 for Sea Level, and 105 for High Elevation; Needle Position, Use the middle clip for both Sea Level, and High Elevation; Main Jet=200 (Hi Elev or cold climate), and 220 (Sea Level); Pilot Jet=#30; Mixture Screw=Between 1 and 1 1/4 turns out for fastest idle speed; Float Level=.080" below edge of bowl.

And finally a tip from BSA service Sheet 16-69 from 1969!

During extended high speed runs and/or competition events it has been noted that the float chamber of the Amal Mk1 Concentric carb tends to starve for fuel.

A simple modification is recommended whereby a 3/32" slot is milled into the drillway for the float needle just above the needle seat. This enables the fuel to bypass the long float needle drillway and quickly spill into the float chamber. Great care must be taken NOT to cut into any other part of the float bowl body.



Buy, Swap n' Sell

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

The gasket materials, known as 'AFM' is a chemically blown, compounded nitrile synthetic rubber, bonded to an aluminium core with temperature resistance of over 250° F. AFM material does not require gasket sealers or silicone bead. Re-torque is NOT required.) These gaskets can be used many times over.

Post war Vincent twin gasket set includes:ET106, PD14, ET105, 2

each ET102, ET182/1, ET1801 and 2 each ET181. US\$58.00.
Also

ET 140 Clutch cover gasket available, US\$15.28

Post war Comet and Meteor kit includes (pictured): ET 106, ET180, ET182, ET181, PD14/1, and ET106. US\$55.00

Pack and post is additional. All gaskets are .060", ET106, is supplied in .032". (gaskets are available in .032" & .018" thickness). Contact Paul Holdsworth of the VOC Chicago section c/o phpeh@hotmail.com Located in Chicago IL USA.



For Sale: Expressions of Interest are being sought for a Vincent Series A Comet 1937 (previously owned by Ollie Fuller – South Australia VOC). Bike is located in South Australia. Engine # C4xx, Frame # D15xx (original D13xx) *Editor's note, numbers edited to foil forgers!*

Almost complete. Final parts available. Photos can be emailed. Inspection in situ will be arranged prior to purchase. Purchaser's responsibility to pack and ship.

Send a request for the photos to Anne Clark kurraltacc@bigpond.com. You can then submit your **first and final best offer** for



consideration to the email above. Potential purchaser will be invited to inspect the bike.

For Sale: Taps n Dies



1/4" to 1/2" HSS BSF tap and die kit made in EU, just the thing for your Vincent, also available in BSC (CYCLE THREAD) A\$230. Contact vindian1952@gmail.com

For Sale: Vincent Comet Flywheel Assembly

From a 1950 Comet, and in great condition. Comprised of original ET3 flywheels, a new Maughan's caged needle roller crankpin assembly, an original and polished ET6/2 conrod in superb condition and unmarked mainshafts. This flywheel assembly has been dynamically balanced to 66% (to match an Omega piston) as per Phil Irving's recommendation using a Reppo balancing machine designed by the same Phil Irving.

Sale is the result of upgrading my Comet with Terry Prince performance items. Seeking Australian \$1,500 or near offer for the complete Flywheel Assembly.

Also available is a used but serviceable matched 0.020" oversize Omega piston complete with new rings for just A\$50 if purchased with the matching Flywheel Assembly, If purchased alone the piston, complete with rings is A\$100

Located in Melbourne, Australia. Can assist with international shipping.

Hi-Res photo's available. Email to grannybiker1945@gmail.com



Service Providers

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

Spares:

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

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

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

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

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, Lucas, Amal and Venhill control cables. Ships worldwide. More info at the website www.unionjack.com.au or phone +61 3 9499 6428

VSM, Holland: 2x2 leading shoe brake kits for Vincents; high quality 30mm wide 4 leading shoe system. Email vspeet@vsmmetaal.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.

Cometic Gaskets: Modern, reusable gasket sets for Vincent twins and singles. If you actually USE your Vincent you are mad not to have these. Contact Paul Holdsworth of the VOC Chicago section c/o phpeh@hotmail.com Located in Chicago IL USA.

Nuts n Bolts:

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

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

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

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

Restoration Services:

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

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

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

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

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

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 :

Balancing Services Australia, Experts in the dynamic balancing of all motorcycle and automotive crankshafts, flywheels and the like. 43 Chifley Dr. Preston, Vic. Contact Murray on 03 9480 4040 <http://www.balserv.com.au/>

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

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

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.melbournmotorcyclefairings.com.au/>
Ph 03 9939 3344



**Vincent Clubs of Australia
National Rally – 2020
McLaren Vale, South Australia**



September Monday 21st to Friday morning 25th 2020



Corner Main Road & Caffrey Street
McLaren Vale, SA 5171
phone 08 8323 8265

<http://www.mclarenvalemotel.com.au>
info@mclarenvalemotel.com.au



Basic Details so you Can sort Your holidays

McLaren Vale is part of the Fleurieu Peninsula and near where we held our 2012 Rally. The motel is a family owned business (for over 35 years), and part of the “Golden Chain”. We have put a hold on the entire complex so you need to contact them direct and choose your room from the attached pages, or website, & pay your deposit direct to the motel.

Rally attendees will be given a 10% discount off of the listed 2020 prices

*Check out their website for more detail on the Room layouts & the motel
– you will be impressed.*

People can share easily with some of the 2 bedroom unit layouts. There are other accommodation options in the town if you prefer a B&B, or to stay at the Caravan Pk.

**McLaren Vale is a very popular tourist spot,
for Adelaide locals as well, to spend a day or a weekend**

It is part of the huge southern wine region and close to Victor Harbor and the Coorong for those wishing to stay on afterward (or arrive before) & explore the region & sites. It is also close to Cape Jervis for anyone wishing to venture across to Kangaroo Island for a day or 2. The motel owners would most likely be happy to have you leave your trailer for a few days, if needed. We can also assist with storage options in the Adelaide region

The Bay to Birdwood is on Sunday 27th September, after the rally.

Vincent's are eligible to enter as it is the “Historic year” so pre 1960 vehicles are the focus.

For further detail on the Bay to Birdwood go to:

<http://baytobirdwood.com.au/>

It would be appreciated to know who is considering attending so please contact

Judy Beyer (2020 Vincent rally secretary)

to register your interest in attending and/or if you have any queries regarding the rally or wish advice on tourist stuff

Email: judybeyer@internode.on.net or mobile 0412 951 580