



The Oz Vincent Review

Edition #68, November 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



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Welcome

Welcome to the latest edition of OVR with the front cover featuring the Vincent "Boy Band", modern day heroes of the marque. L to R: Rodney Brown, Francois Grosset, Gary Drake of D.V.Godden & Conway Motors, and Neal Videan.

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Melbourne, Australia.

Email: ozvinreview@gmail.com

Letters to the Editor

Martyn

I have been less than impressed with Amal Premier Mk2 carbies. I opted to have them fitted to my Norton Commando when I had it rebuilt a few years ago. I had no prior knowledge at that time and simply went with the recommendation of the bloke building my engine.

On taking the delivery the Commando was very hard to start, especially when cold. The bet winning first kick every time method of tickle and kick never worked. When the bike did start it would often run for a few seconds and then die, which it would do three or four times before settling down. Eventually this was tracked down to very low float levels, which was not to be expected in brand new carbies. Not only that, but I was unable to obtain the proper float levels with the Premier floats, and in the end the old white teflon floats from the spares basket ended up in the carbies.

A mate of mine here just got his Triumph T140 Bonneville back on the road with brand new premier carbies and on the first run he the same problem. Bike was hard to start and would run out of puff and stall if he tried to give it some. I pointed him straight at the float levels and it was the same story - very low fuel level in the bowl.

Holger Lubotzki, Australia

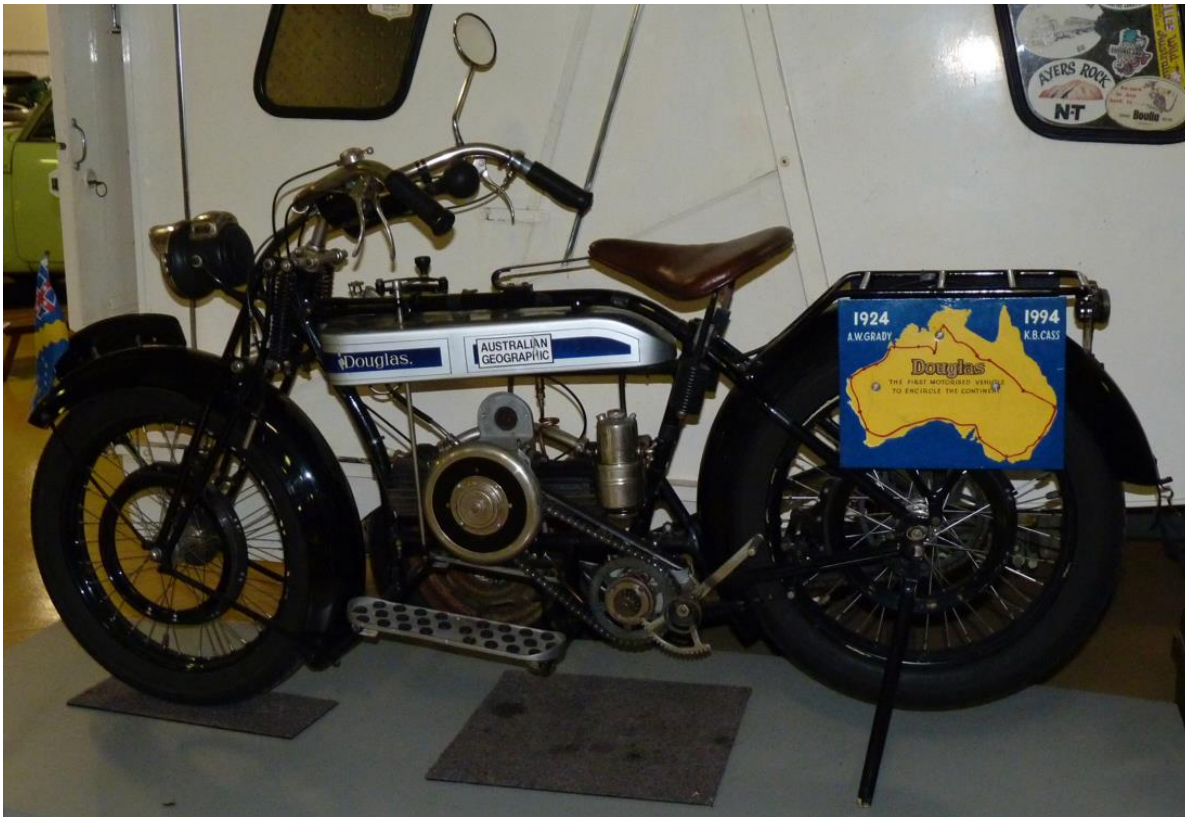
Editors Comment: With any change to a bike it's important to check everything – in this case new carbs (amongst a host of other things I suspect). Anyway its good to hear the issue of float level was found and fixed. With the new 'stay up' floats provided by AMAL when adjusting them for float level it is important to bend the tang ONLY at the point where it enters the float body, else achieving the desired float level may be very difficult.

Martyn, the story of the Martinsyde in last month's OVR was fascinating. As a result of the ride my late friend, Kevin Class, decided he was going to complete a similar ride but on the exact same model as Arthur Grady.

Since Kevin was a lifetime fan of the Douglas he just happened to have a suitable machine in his shed. The machine was only 350 cc and had side valves. Kevin decided that 1994 was a suitable time so he organised a plan.

The intention was to ride in a clockwise direction around Australia with a “friend” driving a van with supplies. As it turned out the so called friend quit in Perth over an argument about who was to pay for the petrol for the van. Kevin continued solo and arrived back in Wollongong with a very strong thought that Mr. Grady fudged the details of the ride.

This is the bike Kevin rode.



As you can see the bike had three speeds and rim brakes. The bike was quite fragile as it weighed only 200lb. This was due to a taxation system in the U.K. that penalised the heavier machines. Kevin had to undertake some engine repairs in Mt. Isa but then continued trouble-free to Wollongong. The machine is presently on display at the Australian Motorlife museum just South of Wollongong. <https://motorlifemuseum.com>
Regards, Alyn Vincent, Australia

Dear Martyn,

One of the rarely mentioned advantages of ozvinreview is probably, that you do not need a lens or loupe to study details of fotos, contrary to other printed media on our subject. But, on this occasion, I would like to answer to Nigel Spaxman’s breather breathing studies, which I read with interest and pleasure.

Most of us have experienced over the years, that we have some riders in our community, who have dry engines, and some others have not. And, that’s the major point: It’s the man on the machine, who makes the difference! Paul Richardson states in his book: If you operate a VINCENT Twin engine always below 3000 rpm, it may well remain clean and dry. But, if you twist the grip and let her run, she sweats and shows her power. This is normal for any V-twin engine. Also DUCATI, MOTO GUZZI and HONDA made the same observations referring to engine breathing. Especially Moto Guzzi have changed engine breather technologies many times on their twins.

Therefore, it may be concluded, that timed breathing only works at a lower rev range until, say, 3-4000 rpm, depending on engine type. Over this limit, blow-by is the greater influence to be controlled by other breathing methods, mostly atmospheric breathing via expansion chambers with internal impact walls or/and wire mesh to separate air from oil.

The breathing line preferably ends in the oil tank (with dry sump lubrication) like Vincents, or in a small container (wet sump lubrication) like most HONDAs, and from there back into the air.

This is caused by the fact, that "Internal Combustion Engine" does not mean the pumping varying volume (under pistons) of a cold engine, but the number of explosions on top of your piston, which moves faster and faster, the more explosions you order with your twist grip, so making gas tightness increasingly difficult to maintain. The faster piston(s) move, the more blow-by appears, leading to higher internal engine pressure.

Phil Irving states this in his excellent books and led an additional atmospheric breathing line back into the oil tank of the Montlhery record bikes in 1952. This can be clearly seen on fotos of the record bikes. He also observed, that an atmospheric breather tube can have too large a diameter, so letting the engine suck back air into the engine, thus enlarging internal pressure! He recommended an internal diameter of 1/4", only!

I am sure, Nigel Spaxman with his perfectly timed breather will also find his engine in "blood, sweat and tears", if he races her on track, which is not bad at all and perfectly normal, as long, as the rider stays on his bike until both end their ride in happiness together.

Regards Michael Kamper, Germany



ps. referring to the foto, I must say, that Comets run much dryer, than twins at high revs. Maybe, that the sealing length of piston rings of a single is relatively shorter than on a twin in relation to engine volume (under pistons).

Martyn: Motorcycle electrickery was almost entirely driven by BSA, Triumph, and AMC specifications: Vincent made the best choices they could from kit designed to attract the big hitters. And that meant CHEAP. Lucas Industries made the cheap stuff, with results we all know (Prince of Darkness...and the joke that the milliamperere was a unit devised to measure the output of a Miller dynamo). But the pancake dynamo fitted to Sunbeam twins was made by Lucas Special Equipment, and is a very good piece of kit indeed. They could build good kit if the customer wanted it - and would pay for it.

Amal replaced the 276/289 with the Monobloc, then Mk 1 Concentric, both of which were built down to the lowest possible price, before the Mk 2 Concentric, built to perform. Alas for Amal, the UK mass market had gone by then. The mass market that was left was Japanese.

But there is a stark difference in the efficiency, build quality - and price - of Amal Mk2, TT, and GP carbs, and the dross.

Modern replicas are made from far better materials than the originals, but the design compromises made to cheapen Monoblocs and Mk 1's remain, most obviously the pilot jet system which meters air, not fuel.

For the record, my Comet has a TT carb. It performs - and has looks to die for!

Tom Gaynor

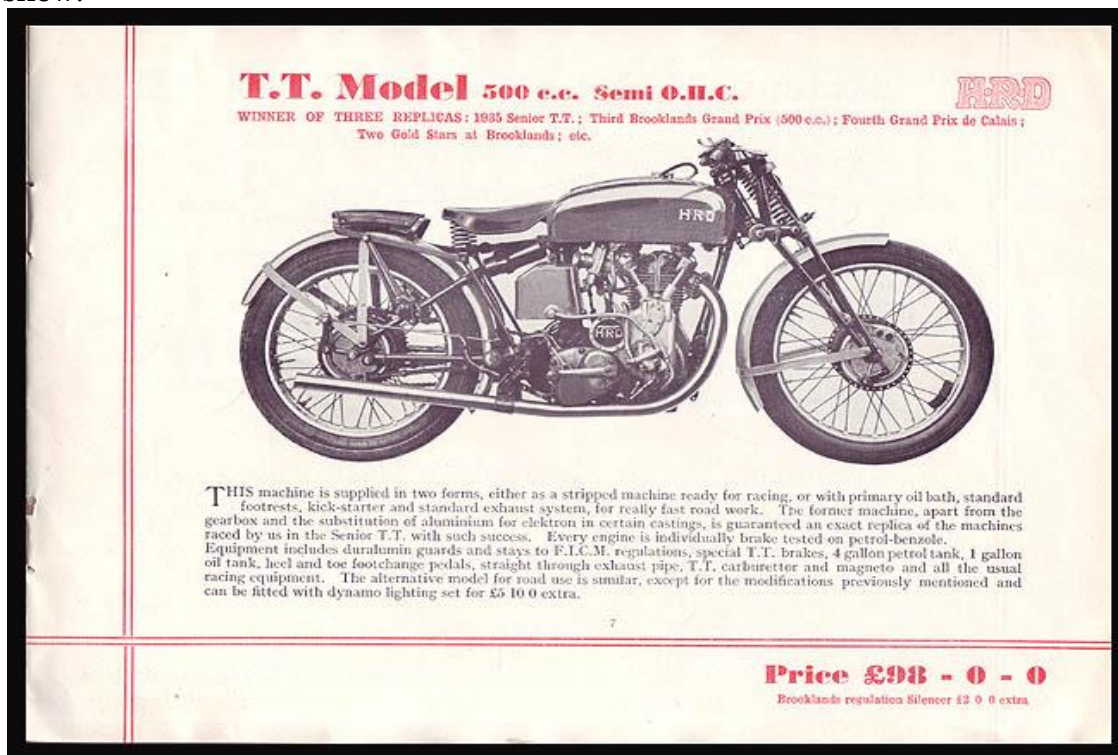
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1936 Vincent-H.R.D. TT Replica

There's something about 1930's bikes. They are stylish and fun to ride. Adequate power and decent handling aided by lower weight than post war bikes. Apart from really bumpy bends and deep holes, friction damped girder forks are at the least the equal of telescopic forks and were often the choice of people racing post-war Vincents.

It's hard to pick a favourite but when it comes to British bikes Phil Irving's 1935 500 single design has to be up there along with Velocettes, camy Nortons and the Excelsior Manxman. A high camshaft and valves operated by collars halfway down the valve (as in post war bikes) reduced pushrod length to about half that of other ohv designs and provided similar performance to ohc designs without the cost.

After all of Vincent's JAP powered machines failed at the 1934 TT the two Phils embarked on a design of their own which was completed in less than 6 months and exhibited at the 1934 Olympia show.



Four of the new bikes were taken to the 1935 TT. That they achieved 7th 9th and 12th against Guzzi, Norton, Velocette and NSU was remarkable for such a small factory and a new design. This brought welcome publicity and sales and soon a range of bikes was offered from the entry

level Meteor through Comet and Comet Special to the competition only TT Replica plus a sole Comet Trials. The Comet Special was a TT Replica slightly de-tuned with full road equipment. Road testers obtained a top speed of 92mph on a Comet and the TT Replica was supposedly good for over 100mph. Better port shapes and lighter weight gave better performance than the post war singles.

Appendix III

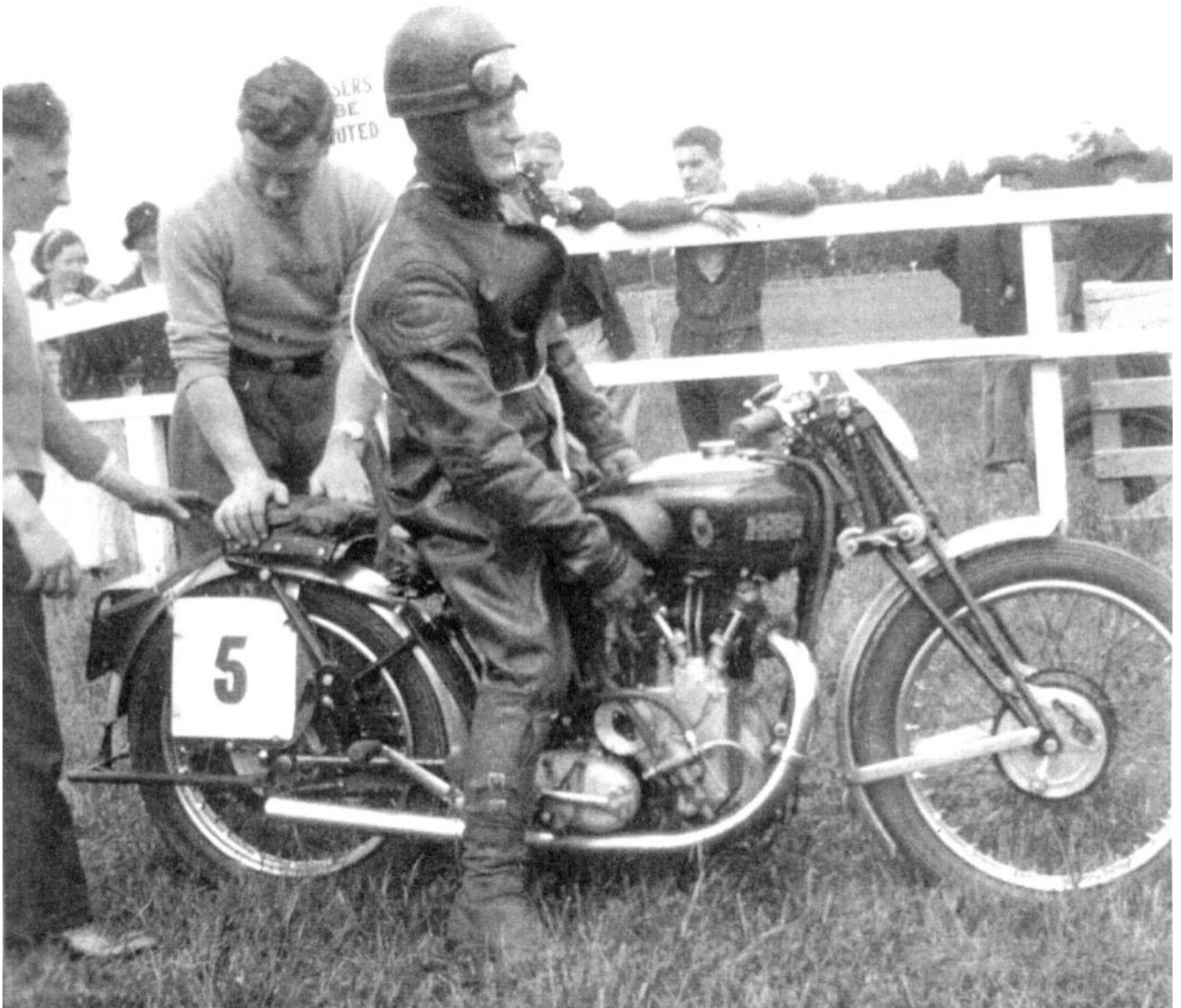
VINCENT MOTOR-CYCLES 1927-1939

	Triangulated Frames							Diamond Frames							
	1927	1928	1929	1930	1931	1932	1933	1932	1933	1934	1935	1936	1937	1938	1939
M.A.G. o.h.v. 350 c.c. Vincent Special ..	1														
J.A.P. o.h.v. 250 c.c. 2-port Racing ..		1		1											
J.A.P. o.h.v. 350 c.c. 2-port		3	7	1	2				1						
J.A.P. o.h.v. 350 c.c. Racing			1	1											
J.A.P. o.h.v. 500 c.c. 2-port		1	5	22	25	1	1	8	4	3	15				
J.A.P. o.h.v. 500 c.c.		1	2	1	1	2		1	4	40					
J.A.P. o.h.v. 500 c.c. Racing		1	1		1										
J.A.P. o.h.v. 500 c.c. 2-port Racing L.S. ..		1	1	2											
J.A.P. o.h.v. 350 c.c. Grass Track Model ..			2	1	2										
J.A.P. s.v. 600 c.c.		1	3	1	1										
J.A.P. s.v. 600 c.c. Model J.W.									1						
J.A.P. s.v. 500 c.c.		1	5	1											
J.A.P. 600 c.c. Banking Sidecar									1						
J.A.P. o.h.v. 600 c.c. Model J/600										1	1				
J.A.P. o.h.v. 500 c.c. T.T. Models										3	3				
Blackburne o.h.v. 350 c.c.				2					1						
Blackburne o.h.v. 500 c.c.						1									
M.A.G. o.h.v. 350 c.c.					1										
Villiers 2-stroke 250 c.c. Model L								1							
Villiers 2-stroke 250 c.c. Model W									22						
Cross rotary valve 250 c.c.										1					
Rudge 500 c.c. Python				1	10		1	12	18	16					
Rudge 500 c.c. Python Sports					3			32	41	31					
Rudge 350 c.c. Python Sports				1	4				3						
Comet										1	73	93	115	110	52
Meteor										1	63	49	65	29	33
Comet Special											1	31	6		
Comet Trials												1			
T.T. Replica										9	9	19	2		
T.T. Replica supercharged												2			
Rapide												1	14	39	24

Frame type symbols: C, R or P (Nov. 1928–Dec. 1931). From 17.12.1931–1939: D (Proprietary-engined Vincents, Meteors, Comets and Comet Specials), DTTR (T.T. Replicas), DV (Rapides), W (Model W).
 Engine type symbols: M (Meteors), C (Comets), TTC (Comet Specials), TTR (T.T. Replicas), V (Rapides).
 Unfortunately, the works records are incomplete so the production figures cannot be 100 per cent accurate. Another difficulty has been insufficient data on each proprietary engine. For example, J.A.P.s produced at least 6 different 500 c.c. engines. There are no records for the Bantam 3-wheel delivery van but they were probably produced from 1932 till 1935. Philip Vincent estimates that 30 were made. John Marshall is compiling the post-war figures but they were not ready when we went to press.— Roy Harper. (N.B. the figure of 22 for the Model W is for 1933, 4 and 5.)

Roll forward a year and a keen NZ rider and Wellington garage owner, Ponty Fitzgerald, decided to order a new TT Replica with which to compete in local races and the NZ TT on Waiheke Island.

The works order form shows that the bike he received had originally been built as a Comet Special with lights etc but the order must have fallen through as it was converted to TTR spec and shipped to "Galbraith and Grant, New Zealand" still with speedo, lights, kickstart and chaincase but with the George Dance kneegrips and dual float carb Ponty had requested. Here's the bike at its first race meeting.



Ponty rode it at the following Waiheke TT and while he set a cracking pace for the first few laps he didn't finish the race. This information came from the January 1937 edition of NZ Motor Cycle and Cycle magazine.

I haven't been able to find out if Ponty entered the bike in the 1938 TT but I do know that he blew the motor and sold the bike to fellow Wellington racer Les Albrecht who sent the motor back to the factory for a rebuild. Unfortunately WW2 intervened and he didn't get his motor back until after the war with a bill for 30 pounds - about \$2500 in today's money.

The crankcases are now Y alloy which was not used by Vincents until after 1937 so it seems that the bike received new cases. Les sold it to Kevin Bock who raced it at Waikanae Beach (I remember watching the races there as a child) and also at least once at Waiheke. Ken McIntosh

sent me this photo from Len Perry's album of Kevin in the January 1948 event. Len has written Ponty but the bike belonged to Kevin by this time.



From Kevin, the bike passed through a number of hands (race bikes had to be registered back then) before Gordon Peddie of Christchurch took it off the road and stored it for 20 years. He then offered it for sale with a Post Office Box number. Tim Parker used a reverse PO Box directory to track him down and out-maneuvred all the other keen Vincent types to buy it. Tim rebuilt it and rode it every year at Pukekohe for many years. He also contacted all of the previous owners and recorded their memories of the bike so it now has a folder containing many old photos and a history of the bike since new. The frame is of 1935 manufacture and the motor is 1936 so it is likely that the frame originally belonged to one of the 1935 TT bikes - see Tim's story about Phil Irving's visit.

The Vincent "H.R.D." Co., Ltd.

Order No. 822

WORKS ORDER FORM.

Type of Machine T.T. Replica Date 20/3/36

Machine Required 12/4/36 Finished _____ Despatched 28/7/36

Name E. Pearl, 109 Horacio Kings Motors, Ltd. Messrs. Galbraith and Lyant, London for New Zealand

Frame TTR 1192

Engine HRD TT Replica, 20C 32

Gear Box Buryan BAPH Wick start

Forks 1 T Brampton BARCA 15988

Magneto BTH TT Replica

Lighting Set None

Carburettor Amal TT 2 1/2 Also/w/wo float Tank type

Throttle Control " TT Bars

Speedometer 120 m.p.h. Smiths and Rev. Counter (Smiths)

Horn _____

Mudguards TT Dualuminium, No Plates

Hubs New Brakes TT Chrome Rings

Tyres (Make & Size) 20x3 Spd Frnt. 26x325 Swamp Rear

Saddle Oemlip

Tank Black TT, George Davis Grips

Exhaust System low Pipe Brookland Wilson

Remarks T. P. Williams Seat Underneath
Handle for Shell Racing & H. H. piston
Spring & 3000 piston and Comet piston

Issued by M. M. M. M. M.

Machine Built by E. Hampshire

Machine Tested by P. R. Massey Date 27/7/36

State of Weather Warm & Dry

Machine Passed by J. Tett

How Packed for Rail

By Whom Sales Dept

Delivery Rail

Back in the good old days? when.
The NZ Section of the Vincent owners Club
hosted Phill Irving and it was my pleasure
that he stayed with me for a couple of
nights.

At this time the rebuild of the TT Replica
was almost complete and we were able
to study it at length.

His opinion was that it was all about as
it should be and that because of a
peculiarity in the swing arm pivot he
(The team modified some at the Isle of Man
that year) thought it was one of
these machines. Apparently they took more
bikes to the TT and then on to
the Belgium GP in the early part of
each season and then put back to
a number for the rest of the year.

The ones not required were sent
back to the factory and set up
for supply to customers.

Frames were numbered but engines
were only done at the time of
despatch he said and this one looks
like the no's were done with the exhaust
in place.

I have been told that the despatch
book shows the detail of this machine
in red ink (the only one that does) and
nobody knows why.

Tim Parker.

Tim eventually sold the bike to Kevin Grant who found the handling "scary". A look at the wear on the front tyre confirmed that something was wrong. Kevin sold it to me as part of a deal involving a Ducati TT2 race bike. I assumed that a bit of cosmetic work and some road-going parts from Neal Videan would see it on the road but the more I fixed the more I found needed fixing. Ken McIntosh identified the main cause of the handling problems. Tim had used 6mm alloy engine and gearbox plates. Alloy is 3 times as flexible as steel so the plates were 4 times as flexible as the original 5/16" (8mm) plates. A badly twisted frame with cracked tubes didn't help either!

The bike is finished now and running, handling and stopping as it should.

The list of jobs undertaken was long but the result is well worthwhile as you can see in the picture below.

Straighten frame, Replace 2 frame tubes, Fix frame tank mounts, Rubber mount fuel tank
Replace tank filler and move to left side , New fuel taps, Fix float bowl, Make new oil unions
and copper pipes, New oil and fuel hoses with ferrules, New oil tank rubber mounted,
Replace all fasteners and studs with correct cei, New 5/16 steel engine and gbox plates, Road
footrests and brake pedal, Remove one rear brake drum as crossover won't work with race frame
and road controls, Add side and rear stands, Reline and skim brake shoes, New solid levers
New guards stays and tyres, Lights battery etc for road registration, Fit new chaincase with
seals and adjuster , New chains and sprockets, Make new oil pump, Align flywheels,
straighten conrod, New 0.020" piston, Compression plate to restore original combustion height,
Correct oil feed above oil ring, New valves, guides, rockers and springs, Line bore Drive Side
bearing sleeve housing (0.008" out!), Fit new DS roller bearings and TS roller, DS Oil seal,
Clear blocked DS bearing oilway, Fit decompressor, New cables, True forks, Make primary
chain adjuster , Find and machine new gbox casing, Rebuild gbox with oil seals and kickstart
from 3 old boxes, Align primary drive, Straighten gbox mainshaft, Add two plates to clutch to
stop slip and make lighter, Renew rear damping material, Silencer, Exhaust mounts, Speedo
with drive and tube, Rewind magneto and fit new points, Improve crankcase breathing,
Fix oil leaks. Phew!



An original OVR contribution from Bill Irwin, New Zealand

OVR Event Schedule, updated 31 October 2019

<i>Date</i>	<i>Details</i>	<i>More Info?</i>
2019	2019	
Nov 16-17	Bendigo Swap Meet, Bendigo showgrounds, gates open from 6 am!	
Nov 22-24	VRV Annual Vincent Riders Dinner	brianh1967@yahoo.com
Dec 8	VRV Xmas gathering at Mitchelton Winery,	
Dec 8	Geelong Swap Meet, Broderick St, Corio, Vic	
2020	2020	
Feb 3 - 18	2020 International Jampot (AJS & Matchless) Rally in New Zealand	matchlessnz@icloud.com
March 10-19	Tassie Tour 2020, held in association with the British Motorcycle Club of Tasmania.	www.tassietour.info
March 23-28	Dry Lake Racers Australia 30 th Annual Speed Week @ Lake Gardner, South Australia.	www.dlra.org.au/2020.htm
March 28-April 4	Australian Historic Motoring Federation 2020 National Motoring Tour, Albury NSW & Wodonga Vic.	www.ahmf.org.au
Aug 22	Tour De France – for old motorcycles; duration THREE WEEKS!	
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.	lesbeyer@internode.on.net
Sept 27	Bay to Birdwood Rally, South Australia	http://baytobirdwood.com.au/
Nov 28 2020 – April 2021	Exhibition: <i>Motorcycles: Desire ~ Art ~ Design</i> . The exhibition will be at the Queensland Art Gallery Gallery of Modern Art (QAGOMA) in Brisbane, Australia	

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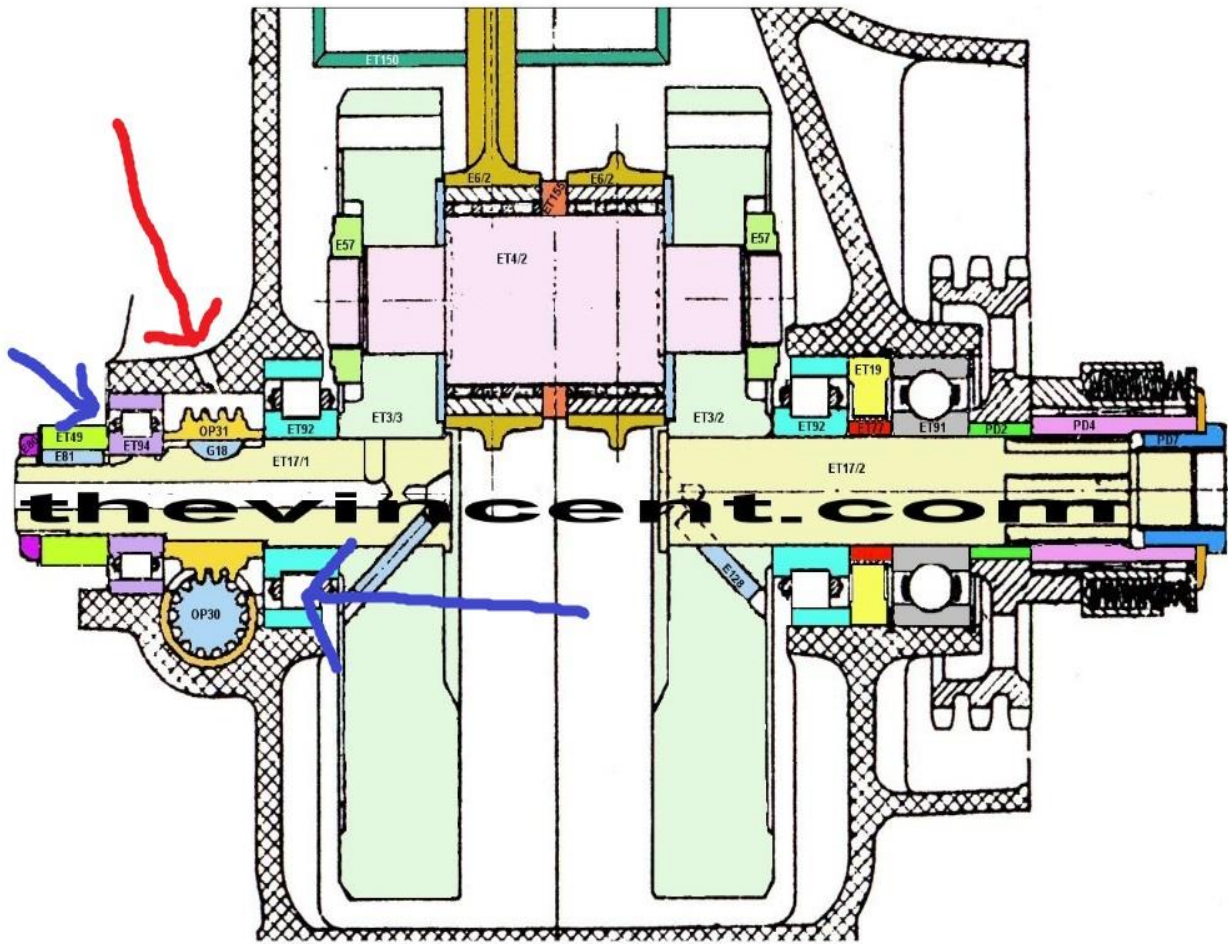
Do you *Really* need to oil your oil pump?

An OVR contribution from *Merino Noir*

Our Vincents use a pilgrim pump to move oil through the bearings in the big end, the main bearings and the rocker gear. Splash lubrication oils the components in the timing case. The hard working dual function oil pump also returns oil from the crankcase back to the oil tank/UFM.

But prior to 1948 nothing was in place to oil the oil pump itself – at that time the works introduced a small hole in the main bearing carrier on the timing side allowing for the first time some all be it meagre lubrication of the oil pump gears.

In the following illustration, taken from the web site www.thevincent.com its clear that as the crank rotates it in turn rotates OP31, the oil pump worm which in turn operates the oil pump by driving OP30 the oil pump body. Yes I needed to read that twice as well!



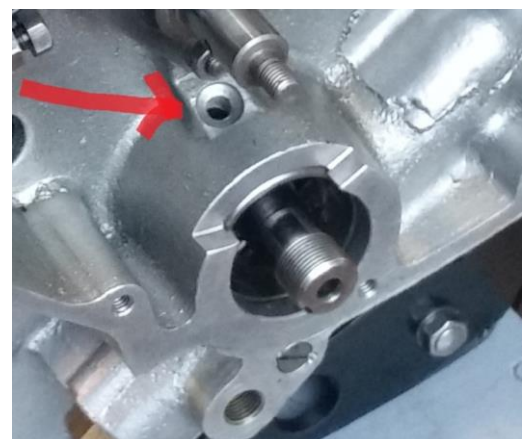
Prior to 1948 the only way this drive mechanism was lubricated was by miniscule amounts of oil making its way through the timing side main bearing body ET92 (as indicated by the blue arrow). Post 1948 the works introduced a tiny hole and a collection depression into the main bearing carrier to enable additional lubrication of the oil pump itself.

Oil gets into the oil pump drive mechanism only from splash inside the timing chest, with any excess escaping through the timing side bearings ET92 and ET94 while at the same time providing additional lubrication to those bearings. This process does NOT 'steal' oil from any part of the standard lubrication system.

In the photo you can see where the works positioned the 'new' oil hole in the timing side main bearing carrier introducing lubrication of the oil pump itself BUT what you see is NOT what the works provided; their hole was a tiny 1/16".

To ensure adequate lubrication, and thus long life, of the oil pump this hole can safely be increase to 1/4" as shown in the picture.

Of course when adding or increasing the size of the hole all precautions need to be taken to prevent ANY swath entering or remaining in the cases or the bearings – it is best done during a bottom end rebuild.



VINCENT-H.R.D. OWNERS CLUB, QUEENSLAND SECTION; TABLELANDS TOUR 2019

The Queensland Section of the VOC generally hold rallies in South-East Queensland, but at the Vincent National Rally which was held in Maroochydore in 2018, they suggested that Queensland Section Members from North Queensland organise a rally in their area. The organising fell to about 6 members in the Townsville area.

After forming a committee with Murray Barr as Chairman, it was decided to hold the rally on the Atherton Tablelands, from the 21st -28th August, 2019 as this was considered to be the best time of year for such an event. After a trip to the area, the Big 4 caravan park in Atherton was selected as the hub for the rally, and expressions of interest were received from members from as far away as Tasmania.

The Rally started with A Meet and Greet at the Caravan Park on the 21st with a total of 29 people and 14 Vincents from Queensland, New South Wales and Victoria and various other bikes for those who could not bring their Vincents.

On the Thursday, a short ride to Herberton and a visit to The Historic Village, with lunch in Herberton, and a ride back via Wondecla finishing the day. On Friday, a ride down the Palmerston Highway to Paronella Park and lunch at Mena Creek, gave the interstate and Southern Queensland visitors a view of what was on offer in this part of the world.

Saturday was intended to be a rest day, but The Local Highland Restorers Club had invited us to Join them for breakfast at the Whistlestop Café in Yungaburra, where we met a Cairns Vincent Owner bringing the total number of Vincents present to 15, probably the largest assembly of Vincent motorcycles ever seen in North Queensland. After breakfast and visits to the Markets and Bookfest, we went to



see a collection of Ducati motorcycles and other bits and pieces in Malanda, before returning to the caravan park in Atherton.

Sunday morning again saw us at the Whistlestop Café to meet the Highlanders, before going on a tour of the area around Lake Tinaroo, including a visit to the Afganistan Avenue of Honour, which was created by the local people, after a Local was killed while serving in Afganistan. We had lunch at the Pearamon Hotel, before returning to Atherton.



Monday was the big ride of the week, leaving early and riding via Mareeba to Mount Molloy for breakfast. This was followed by a ride down the Rex Range, which is a superb ride, both because of the winding road and the magnificent scenery, to the Captain Cook Highway, and then into Port Douglas for lunch, where we also took in the sights.

We then rode down the Captain Cook Highway towards Cairns, where the road runs along the shoreline, then up the Kuranda Range and back to Atherton via Mareeba. The total distance for the day being 260 Kilometers.

Tuesday we were invited to join the Highlanders on a ride to Dimbulah, via Channel Road. This was an interesting ride, as despite the country being reasonably flat, there were numerous sharp bends, before we reached the Mareeba- Dimbulah Road. In Dimbulah, we visited the Camp 64 Café which is owned by Owen Davies, a bushman and author. He has an interesting collection of machinery and other bits and pieces on display. We were treated to a demonstration of some of the older motors he has restored, before returning to Atherton.

On Wednesday, the last day of the rally, we headed to Ravenshoe for smoko, and then travelled on to Innott Hot Springs for lunch, where some of the attendees to a dip in the hot baths. We then returned to Atherton and ended the rally with a dinner at the Barron Valley Hotel.



Many of the visitors from Interstate had not been to the Atherton Tablelands, and were impressed with both the scenery and the roads, which were ideal for motorcycling. There were no accidents and no mechanical breakdowns and the weather was perfect the whole time.

Tweaking the new AMAL 229/289 Carburetors



It has been my experience that there are two problems that affect the 'new' AMAL 229/289 carbs that do not appear to affect the 276, which is a smaller carb where the relative airflow versus fuel deliver seems not to give any problems.

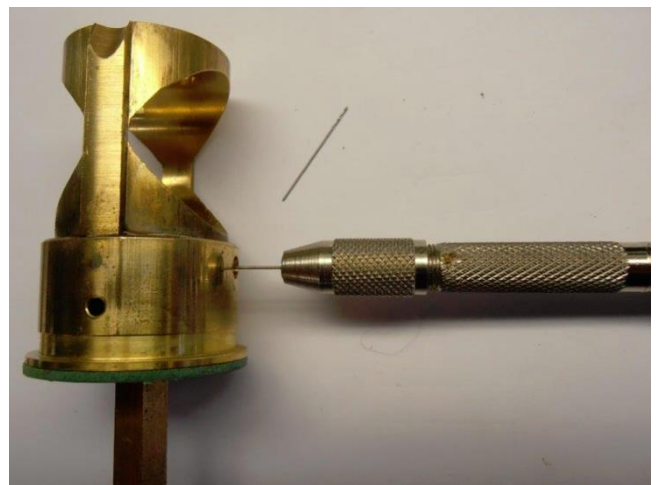
There are two (2) parts to the equation, the first deals with the idle slow running circuit which is within the brass jet block, and the second affects the off idle to normal running which is in the size of the slide cutaway.

The pilot Jet

The pilot circuit on the new 289 carb's can give issues, either from tiny amounts of swarf in the passageway, or the hole size is not quite large enough. I feel they use the same drill size as they do on new Concentrics, but this is still too small. Hole size needs to be 0.018" to 0.020" but no bigger, or else it will run too rich at idle. Some I have checked from new, and you cannot pass an 0.018 " thou drill bit into the hole (I think this is a number 76 drill.....a number 78 is too small) This can only be done with the brass jet block removed.

You need to remove the brass jet block from the carburettor which sometimes you can do without removing the carb from its manifold. Then at the front lower side of the jet block you will see a hole about the diameter of a match head, at its base is a tiny hole (use a magnifying glass to see better) this is the idle circuit fuel passageway. It is either 1.....too small a drilling size, or 2it could have tiny amounts of swarf in it. Either way, if you use a number 76 drill which is around 18 thou diameter from memory in a small "Pin vice" like an alloy pen that has a tiny chuck to hold the small drill bits, then spin this carefully into the hole, and open it out slightly larger then blow through with compressed air and reassemble the block back into the carb body. Make sure with your drill size that you "Do not" go above a drill larger than .020" as this will become too rich.

You should be able to achieve a setting around the normal 1 to 1 and a 1/4 turns out from the needle seated position.



Sometimes I have found the carb is not a tight fit on the manifold stub either and it clamps up ok with the pinch bolt nipped up, but it can still leak air past the joint, not good. Sometimes if this is the case, the mixture screw will still need to be wound fully in to achieve a good idle on that cylinder, but you are better off to slip the carb off the manifold and use some sealant being

very careful that the excess does not block the tiny idle circuit passageway on the inner side of the slide. I usually remove the slide all together and wipe away the ridge of sealant with my finger down the mouth of the carb. Let the sealant harden before you reassemble, and your settings should return to normal.

The size of the Slide Cutaway

The 289 carb's once installed can suffer the following running condition.....Once started it is found that the mixture screw does very little even when wound fully in (rich) upon opening the throttle the engine spits back constantly out the carb unless the choke (air slide) is dropped near closed and then the engine behaves better. However this takes too long and if you attempt to ride the bike, the engine stumbles because it is too rich, open the chokes and the carbs spit badly again. Remember It is common for a cold engine to spit back through the carbs as it warms up, but it should not do it all the time, this means it is running lean on that cylinder.



The real easy fix for the slides is to buy a pair of number 3 1/2 slides (pictured) from the VOC spares co (VOC part # PR5-1Q-3.5), as they are not available from Burlen's themselves. Though the slides are quite expensive, this is what prompted me to simply modify either a number 3 or 4 slide to fix the problem.

On the number 4 you need to machine off 25 to 30 thou off the flat base of the slide, this will lower the slide within the carb body. If you do decide to machine the base of the number 4 slide, you are best off doing it in a lathe, and I made up an alloy solid slug that slides neatly into the inner bore of the slide so that the sides of it do not collapse in as the jaws of the chuck grip the slide. Slides are generally plated brass and machine quite well, just debur the edges carefully afterward and you are good to go. When I modify a slide I use a surface plate and finish the cutaway by hand, it is not that hard to do, but you need to take care that you only remove the metal from the shaded area and not past the bottom arrow point, this is why I mark above the original cutaway with a black texter pen so I can see how I am progressing, then check the heights on a flat surface using number drills as an accurate guide. This has worked many times for me and not just on Vincent's either.

On a number 3 slide you need to machine the cutaway taller at the front by half the amount, - that's 0.012" to 0.015" - use a black felt pen to draw a reference line and use drill bits on a flat bench to check how much you are removing. It sounds all experimental and it basically is.....But it works.....do not get carried away and take too much.

This is an original OVR contribution from Greg Brillis, Australia

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CHAINS

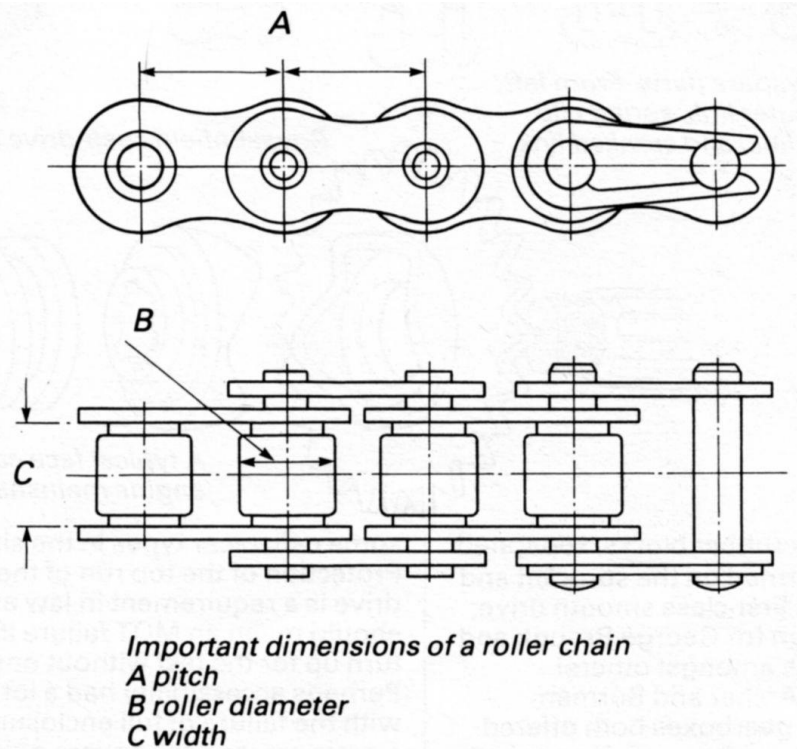
by Ken Hallworth.

CHAIN transmissions have been a part of motorcycling, in one form or another, from the very earliest days. It was to be the mid-1920s before belt final drive was totally abandoned but from then on, with the occasional exception, chains have connected camshafts to crankshafts, crankshafts to gearbox and gearbox to rear wheel.

By far the most common type of chain for motor cycle application is the roller chain, in which the rollers are free to revolve on bearing pins between sideplates. The distance between the pins is termed pitch and this together with the width between the inner side plates defines the size of chain being used — $5/8 \times 3/8$ in, $5/8 \times 1/4$ in, $1/2 \times 5/16$ in and so on. In actual fact, the accepted standards for chain widths do not coincide with those fraction sizes, but the terminology is generally used in motorcycling.

There were numerous manufacturers of roller chain in the early days and anyone lucky enough to find a vintage machine today, may see a long-forgotten name on the sideplates of the chain.

Atco, Appleby, Coventry, Perry and Brampton, being just a few; Brampton offered an ingenious shock-absorbing spring chain, said to remove the harshness from chain drive. It was the lumpy power delivery of ancient engines, and the absence of good shock absorbers to smooth the transmission, which delayed the exit of belt drive for so long. Another early maker, who was to become the major name for motorcycle chain, was Hans Renold Ltd, their products being almost universally applied to British machines in post-war years. Thanks to long-established standards, there is a great deal of interchangeability possible in running various makers' chains on your sprockets and this is particularly important today when foreign products are often the only stock item at your local motor cycle shop.



To help when buying new chain, the chart shown here gives the Renold chain number against the number used by importers, where there is an equivalent, although Renold are now adopting Japanese numbering for $1/2 \times 5/8$ in chains.

Don't go mixing different makers' chains in trying to make up a length, even if they will go together, it is bad practice and could lead to big problems later on. Parts that look similar to the naked eye may not be compatible in use, and a chain that jumps its sprocket can do a lot of damage. Check over your old sprockets carefully. Look particularly for signs of misalignment, indicated by wear or scuffing on the side cheeks of the sprocket, or chain sideplates, and for chipped or hooked teeth. Misalignment may be due to a wheel or gearbox being wrongly adjusted and is easily fixed, but be on the lookout for a bent frame or engine plates.

If you suspect that your bike might have been cobbled together from spare parts at some time in the past, it could be that a wrong component has been used. Gearbox mainshafts for example,

especially on proprietary boxes such as Sturmey, Burman, or Albion, were often of varying lengths to suit particular primary drive arrangements. They might fit in an identical shell to your own, but the chain line will be wrong. Using new chain on worn sprockets is a waste of time and money; replacement is the only course. New sprockets for numerous post-war bikes are still readily obtainable from spares shops or at swap meets.

Difficult ones, and those rear sprockets combined with the brake drum favoured by Norton and Velocette amongst others, are best handled by a retoothing specialist. The worn teeth are machined off and a ring welded on to the existing centre, teeth then being cut into this new ring. Look carefully too at the transmission shock absorbers in your drive train; efficient operation of these has a considerable bearing on the life of the chains. Vincents have face-cam shock absorbers on the engine drive shafts; check the cam faces for wear and the springs for sag or even breakages; the setting must not allow the cams to rise up on to their crests.

After washing it clean in paraffin, assess whether the old chain has any life still in it. One popular guide is to compare the length fully stretched out against the length when new. If the difference exceeds 1 1/2 per cent, or 1 1/2 pitches per 100, then you can reckon a new chain is needed. Regardless of this test, if any tight pins show up, causing two or more links together to seem rigid or less than flexible, then scrap it right away.

Good lubrication is the key to long chain life and yet enclosure of the final drive has never been popular. The oilbath cases on pre-war Sunbeams were perhaps the most successful attempt at civilising the motorcyclist, but 1950's full tin cases all bit the dust. Even top-run chain guards were thrown away by some cafe racer types in the sixties! Protection of the top run of the final drive is a requirement in law and should mean an roadworthy failure if you turn up for the test without one.

CHAIN PART NUMBERS

Pitch/width	Renold no	Japanese no
1/2in x 3/16in	110 044	415S
1/2in x 5/16in	110 046	428
5/8in x 1/4in	110 054 or 119 058 *	520 or 520 HDS *
5/8in x 3/8in	110 056 or 119 059 *	530 or 530 HDS *
3/8in x 5/32in	110 037	
3/8in x 7/32in	110 038	
3/8in duplex	114 038	
3/8in triplex	116 038	

* indicates heavy-duty application

Perhaps accessibility had a lot to do with the failure of full enclosure in the classic era, and the covers didn't always fit back on very easily when you had taken them off.

An old dodge when fitting a replacement rear chain is to join the new length to the old one by the spring link, before removing the old. Then, as you pull the old one out from around the gearbox sprocket the new one is automatically fed in. Remember too, that the closed end of the spring clip on the connecting link must face the direction of chain travel, else it might get flicked off during use.

If you are using a length of chain that you have in stock, and want to get the right number of pitches for the job in hand, to shorten an even number of pitches by one, you will need a cranked double link and a single connecting link. However, the use of more than one spring connecting link is frowned upon by manufacturers and an outer link having 'soft' pins should be bought if this sort of modification is carried out, so that the sideplate can be riveted on.

Although only single width chain has been discussed, the general comments also apply to both duplex and triplex chains.

Dynamo and magneto drives frequently utilised the 3/8in pitch, and chains were used for many years on JAP, Norton and AMC engines. The Renold 110 038 was a regular size until the alternator put paid to the need for this type of transmission.

Vintage bikes used 1/2 x 3/4in to drive forward mounted magnetos and good bicycle chain makes light of this work. You can get two drive lengths out of the average boxed cycle chain. Not so readily obtainable will be roller chain for really early veteran machines using a 1in pitch on the pedalling gear, or the silent inverted tooth chains for primary and magneto drives on some vintage bikes.

Regrettably Reynolds are no longer in the motorcycle chain business but fortunately for owners of classic bikes there is a number of Japanese manufactures that have filled the void, providing modern high quality chain.

Shop around and you could find all the items you need, but look carefully for misalignment and sprocket wear when you are stripping down for rebuild.

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For Sale:

I have four Vincents for sale. If you know anyone who might be interested, feel free to call me or e-mail. Can e-mail pictures.

1948 Rapide: Not complete yet but almost. (No title)

1952 Rapide: Completely restored three years ago. Ridden less than 1000 miles since. Upgraded to Shadow specs.

1952 Comet: Runs and looks good. Owned by Lynn Brahier.

1955 Rapide: Restored original. Less than 10,000 miles From new. Spent most of its life in the AMA museum at Worthington Ohio. Original Birma-bright fenders.

Tom Nelson
New Richmond, Ohio
Phone: 513-553-2162
E-mail: jeton@fuse.net

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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

Tri-Spark Ignition, based in Adelaide, Australia. Modern electronic ignition systems with models for all classic (and modern) bikes and the current system of choice by Godet Motorcycles (France) for installation in their superb Godet-Vincent machines. For info go to www.trispark.com.au

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 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 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: ogrip400@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

John Parker, AMAL Carbs, Melbourne, Australia: A specialist in AMAL carbs of all models, repairs, restorations and a massive supply of spare parts. For information phone him on +61 3 9879 3817 or email to ukcarbs@hotmail.com

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Ringwood Speedometer Service, Australia: Experts in the repair and restoration of all motorcycle, automotive and marine instruments. Smiths chronometric 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

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